Appendix K2-6
LAX SPECIFIC PLAN AMENDMENT STUDY

Intersection Level of Service Worksheets

July 2012

Prepared for:

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Attachments

Attachment 1 Baseline (2010) Conditions
Attachment 2 Baseline (2010) with Alternative
Attachment 3 Baseline (2010) with Alternative with Mitigation
Attachment 4 Future (2025) Conditions
Attachment 5 Future (2025) with Alternative
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Attachment 1

Baseline (2010) Conditions

Critical Movement Analysis

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- WB--	3 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	78	1	78	0	0	**0**
	Left-Through		0			0	
	Through	453	1	**275**	0	0	0
	Through-Right		1			0	
	Right	97	0	97	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	58	1	**58**	0	0	0
	Left-Through		0			0	
	Through	636	3	212	0	0	**0**
	Through-Right		0			0	
	Right	66	1	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	34	1	34	0	0	0
	Left-Through		0			0	
	Through	137	2	**69**	0	0	**0**
	Through-Right		0			0	
	Right	94	1	16	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	147	1	**147**	0	0	**0**
	Left-Through		0			0	
	Through	285	1	181	0	0	0
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	333		*North-South:*	0
			East-West:	216		*East-West:*	0
			SUM:	549		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.399			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.399			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- WB--	3 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	628	1	**376**	0	0	0
	Through-Right		1			0	
	Right	124	0	124	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	55	1	**55**	0	0	0
	Left-Through		0			0	
	Through	586	3	195	0	0	**0**
	Through-Right		0			0	
	Right	83	1	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	66	1	66	0	0	0
	Left-Through		0			0	
	Through	391	2	**196**	0	0	**0**
	Through-Right		0			0	
	Right	114	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	177	1	**177**	0	0	**0**
	Left-Through		0			0	
	Through	317	1	221	0	0	0
	Through-Right		1			0	
	Right	125	0	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	431		*North-South:*	0
			East-West:	373		*East-West:*	0
			SUM:	804		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.585			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.585			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- WB--	3 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	131	1	131	0	0	**0**
	Left-Through		0			0	
	Through	841	1	**491**	0	0	0
	Through-Right		1			0	
	Right	141	0	141	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	117	1	**117**	0	0	0
	Left-Through		0			0	
	Through	507	3	169	0	0	**0**
	Through-Right		0			0	
	Right	78	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	86	1	**86**	0	0	0
	Left-Through		0			0	
	Through	377	2	189	0	0	**0**
	Through-Right		0			0	
	Right	129	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	115	1	115	0	0	**0**
	Left-Through		0			0	
	Through	381	1	**240**	0	0	0
	Through-Right		1			0	
	Right	98	0	98	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	608		*North-South:*	0
			East-West:	326		*East-West:*	0
			SUM:	934		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.679			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.679			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	1	9	0	0	**0**
	Left-Through		0			0	
	Through	33	2	**17**	0	0	0
	Through-Right		0			0	
	Right	35	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	216	2	76	0	0	0
	Left-Through		1			0	
	Through	18	1	18	0	0	**0**
	Through-Right		0			0	
	Right	228	1	**121**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	390	2	**215**	0	0	0
	Left-Through		0			0	
	Through	1092	4	273	0	0	**0**
	Through-Right		0			0	
	Right	13	1	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	82	1	82	0	0	**0**
	Left-Through		0			0	
	Through	1976	4	**494**	0	0	0
	Through-Right		0			0	
	Right	343	1	267	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	138		*North-South:*	0
			East-West:	709		*East-West:*	0
			SUM:	847		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.616			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.616			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	22	1	22	0	0	**0**
Left-Through		0			0	
Through	34	2	17	0	0	0
Through-Right		0			0	
Right	40	1	**25**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	325	2	114	0	0	0
Left-Through		1			0	
Through	20	1	20	0	0	**0**
Through-Right		0			0	
Right	317	1	**167**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	548	2	**301**	0	0	0
Left-Through		0			0	
Through	1529	4	382	0	0	**0**
Through-Right		0			0	
Right	19	1	8	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	31	1	31	0	0	**0**
Left-Through		0			0	
Through	1610	4	**403**	0	0	0
Through-Right		0			0	
Right	248	1	134	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	192		*North-South:*	0
		East-West:	704		*East-West:*	0
		SUM:	896		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.652			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.652			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	17	1	17	0	0	**0**
Left-Through		0			0	
Through	37	2	19	0	0	0
Through-Right		0			0	
Right	65	1	**43**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	507	2	177	0	0	0
Left-Through		1			0	
Through	17	1	17	0	0	**0**
Through-Right		0			0	
Right	369	1	**238**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	478	2	**263**	0	0	0
Left-Through		0			0	
Through	1527	4	382	0	0	**0**
Through-Right		0			0	
Right	17	1	9	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	45	1	45	0	0	**0**
Left-Through		0			0	
Through	1218	4	**305**	0	0	0
Through-Right		0			0	
Right	356	1	179	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	281		*North-South:*	0
		East-West:	568		*East-West:*	0
		SUM:	849		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.617			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.617			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	34	0	34	0	0	**0**
Left-Through		1			0	
Through	89	0	**123**	0	0	0
Through-Right		0			0	
Right	353	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	62	0	62	0	0	0
Left-Through		1			0	
Through	44	0	**68**	0	0	**0**
Through-Right		1			0	
Right	24	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	6	1	6	0	0	0
Left-Through		0			0	
Through	426	2	**145**	0	0	**0**
Through-Right		1			0	
Right	9	0	9	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	582	2	**320**	0	0	**0**
Left-Through		0			0	
Through	644	1	326	0	0	0
Through-Right		1			0	
Right	8	0	8	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	191		*North-South:*	0
		East-West:	465		*East-West:*	0
		SUM:	656		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.477			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.477			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	29	0	29	0	0	**0**
Left-Through		1			0	
Through	36	0	**65**	0	0	0
Through-Right		0			0	
Right	471	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	29	0	29	0	0	0
Left-Through		1			0	
Through	46	0	**62**	0	0	**0**
Through-Right		1			0	
Right	20	0	62	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	18	1	18	0	0	0
Left-Through		0			0	
Through	550	2	**188**	0	0	**0**
Through-Right		1			0	
Right	13	0	13	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	485	2	**267**	0	0	**0**
Left-Through		0			0	
Through	626	1	323	0	0	0
Through-Right		1			0	
Right	19	0	19	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	127		*North-South:*	0
		East-West:	455		*East-West:*	0
		SUM:	582		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.423			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.423			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	0	19	0	0	**0**
	Left-Through		1			0	
	Through	43	0	**62**	0	0	0
	Through-Right		0			0	
	Right	534	2	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	42	0	42	0	0	0
	Left-Through		1			0	
	Through	60	0	**68**	0	0	**0**
	Through-Right		1			0	
	Right	8	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	17	1	17	0	0	0
	Left-Through		0			0	
	Through	723	2	**245**	0	0	**0**
	Through-Right		1			0	
	Right	11	0	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	476	2	**262**	0	0	**0**
	Left-Through		0			0	
	Through	583	1	301	0	0	0
	Through-Right		1			0	
	Right	18	0	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	130		North-South:	0
			East-West:	507		East-West:	0
			SUM:	637		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.463			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.463			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	77	1	**77**	0	0	**0**
	Left-Through		0			0	
	Through	333	1	222	0	0	0
	Through-Right		1			0	
	Right	111	0	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	582	1	**300**	0	0	**0**
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	**10**	0	0	0
	Left-Through		0			0	
	Through	526	1	294	0	0	**0**
	Through-Right		1			0	
	Right	61	0	61	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	139	1	139	0	0	**0**
	Left-Through		0			0	
	Through	937	1	**525**	0	0	0
	Through-Right		1			0	
	Right	112	0	112	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	377		North-South:	0
			East-West:	535		East-West:	0
			SUM:	912		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.663			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.663			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	483	1	**355**	0	0	0
	Through-Right		1			0	
	Right	226	0	226	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	82	1	**82**	0	0	0
	Left-Through		0			0	
	Through	446	1	235	0	0	**0**
	Through-Right		1			0	
	Right	24	0	24	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	31	1	31	0	0	0
	Left-Through		0			0	
	Through	906	1	**497**	0	0	**0**
	Through-Right		1			0	
	Right	88	0	88	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	887	1	471	0	0	0
	Through-Right		1			0	
	Right	55	0	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	437		North-South:	0
			East-West:	637		East-West:	0
			SUM:	1074		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.781			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.781			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	76	1	76	0	0	**0**
	Left-Through		0			0	
	Through	603	1	**406**	0	0	0
	Through-Right		1			0	
	Right	209	0	209	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	86	1	**86**	0	0	0
	Left-Through		0			0	
	Through	394	1	212	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	21	1	21	0	0	0
	Left-Through		0			0	
	Through	1142	1	**600**	0	0	**0**
	Through-Right		1			0	
	Right	57	0	57	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	126	1	**126**	0	0	**0**
	Left-Through		0			0	
	Through	753	1	403	0	0	0
	Through-Right		1			0	
	Right	52	0	52	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	492		North-South:	0
			East-West:	726		East-West:	0
			SUM:	1218		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.886			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.886			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	240	1	**240**	0	0	**0**
Left-Through		0			0	
Through	433	2	217	0	0	0
Through-Right		0			0	
Right	67	1	27	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	33	1	33	0	0	0
Left-Through		0			0	
Through	342	1	**207**	0	0	**0**
Through-Right		1			0	
Right	71	0	71	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	40	1	**40**	0	0	0
Left-Through		0			0	
Through	152	1	120	0	0	**0**
Through-Right		1			0	
Right	87	0	87	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	80	1	80	0	0	**0**
Left-Through		0			0	
Through	346	1	**197**	0	0	0
Through-Right		1			0	
Right	47	0	47	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	447		*North-South:*	0
		East-West:	237		*East-West:*	0
		SUM:	684		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.497			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.497			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	171	1	**171**	0	0	**0**
Left-Through		0			0	
Through	370	2	185	0	0	0
Through-Right		0			0	
Right	86	1	43	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	66	1	66	0	0	0
Left-Through		0			0	
Through	292	1	**191**	0	0	**0**
Through-Right		1			0	
Right	89	0	89	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	76	1	76	0	0	0
Left-Through		0			0	
Through	307	1	**225**	0	0	**0**
Through-Right		1			0	
Right	142	0	142	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	87	1	**87**	0	0	**0**
Left-Through		0			0	
Through	270	1	172	0	0	0
Through-Right		1			0	
Right	74	0	74	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	362		*North-South:*	0
		East-West:	312		*East-West:*	0
		SUM:	674		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.490			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.490			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	211	1	**211**	0	0	**0**
Left-Through		0			0	
Through	496	2	248	0	0	0
Through-Right		0			0	
Right	93	1	35	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	65	1	65	0	0	0
Left-Through		0			0	
Through	423	1	**255**	0	0	**0**
Through-Right		1			0	
Right	86	0	86	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	92	1	92	0	0	0
Left-Through		0			0	
Through	414	1	**299**	0	0	**0**
Through-Right		1			0	
Right	184	0	184	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	117	1	**117**	0	0	**0**
Left-Through		0			0	
Through	303	1	169	0	0	0
Through-Right		1			0	
Right	34	0	34	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	466		*North-South:*	0
		East-West:	416		*East-West:*	0
		SUM:	882		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.641			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.641			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	175	1	175	0	0	**0**
Left-Through		0			0	
Through	535	1	**293**	0	0	0
Through-Right		1			0	
Right	50	0	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	64	1	**64**	0	0	0
Left-Through		0			0	
Through	330	1	181	0	0	**0**
Through-Right		1			0	
Right	32	0	32	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	53	1	**53**	0	0	0
Left-Through		0			0	
Through	115	1	108	0	0	**0**
Through-Right		1			0	
Right	101	0	101	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	96	1	96	0	0	**0**
Left-Through		0			0	
Through	315	2	**158**	0	0	0
Through-Right		0			0	
Right	154	1	154	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	357		*North-South:*	0
		East-West:	211		*East-West:*	0
		SUM:	568		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.379			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.379			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 2	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	121	1	121	0	0	**0**
Left-Through		0			0	
Through	453	1	**278**	0	0	0
Through-Right		1			0	
Right	102	0	102	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	97	1	**97**	0	0	0
Left-Through		0			0	
Through	355	1	214	0	0	**0**
Through-Right		1			0	
Right	73	0	73	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	63	1	63	0	0	0
Left-Through		0			0	
Through	243	1	**199**	0	0	**0**
Through-Right		1			0	
Right	154	0	154	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	62	1	**62**	0	0	**0**
Left-Through	0	0			0	
Through	237	2	119	0	0	0
Through-Right		0			0	
Right	82	1	82	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	375		*North-South:*	0
		East-West:	261		*East-West:*	0
		SUM:	636		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.424			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.424			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 2	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	102	1	102	0	0	**0**
Left-Through		0			0	
Through	360	1	**295**	0	0	0
Through-Right		1			0	
Right	230	0	230	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	149	1	**149**	0	0	0
Left-Through		0			0	
Through	626	1	337	0	0	**0**
Through-Right		1			0	
Right	47	0	47	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	43	1	43	0	0	0
Left-Through		0			0	
Through	378	1	**285**	0	0	**0**
Through-Right		1			0	
Right	191	0	191	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	58	1	**58**	0	0	**0**
Left-Through	0	0			0	
Through	209	2	105	0	0	0
Through-Right		0			0	
Right	75	1	75	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	444		*North-South:*	0
		East-West:	343		*East-West:*	0
		SUM:	787		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.525			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.525			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	3 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	720	2	**396**	0	0	**0**
Left-Through		0			0	
Through	765	1	412	0	0	0
Through-Right		1			0	
Right	59	0	59	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	98	2	54	0	0	0
Left-Through		0			0	
Through	387	2	**194**	0	0	**0**
Through-Right		0			0	
Right	114	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	154	1	**154**	0	0	0
Left-Through		0			0	
Through	1079	3	353	0	0	**0**
Through-Right		1			0	
Right	331	0	331	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	100	1	100	0	0	**0**
Left-Through		0			0	
Through	1504	3	**408**	0	0	0
Through-Right		1			0	
Right	129	0	129	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	590		*North-South:*	0
		East-West:	562		*East-West:*	0
		SUM:	1152		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.838			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.838			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	3 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	425	2	234	0	0	**0**
Left-Through		0			0	
Through	710	1	**394**	0	0	0
Through-Right		1			0	
Right	78	0	78	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	91	2	**50**	0	0	0
Left-Through		0			0	
Through	327	2	164	0	0	**0**
Through-Right		0			0	
Right	128	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	160	1	160	0	0	0
Left-Through		0			0	
Through	1624	3	**458**	0	0	**0**
Through-Right		1			0	
Right	208	0	208	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	149	1	**149**	0	0	**0**
Left-Through		0			0	
Through	1528	3	422	0	0	0
Through-Right		1			0	
Right	160	0	160	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	444		*North-South:*	0
		East-West:	607		*East-West:*	0
		SUM:	1051		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.764			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.764			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	422	2	232	0	0	**0**
	Left-Through		0			0	
	Through	1227	1	**669**	0	0	0
	Through-Right		1			0	
	Right	111	0	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	104	2	**57**	0	0	0
	Left-Through		0			0	
	Through	524	2	262	0	0	**0**
	Through-Right		0			0	
	Right	107	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	345	1	**345**	0	0	0
	Left-Through		0			0	
	Through	1686	3	500	0	0	**0**
	Through-Right		1			0	
	Right	315	0	315	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	109	1	109	0	0	**0**
	Left-Through		0			0	
	Through	1020	3	**293**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	726		*North-South:*	0
			East-West:	638		*East-West:*	0
			SUM:	1364		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.992			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.992			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	252	2	139	0	0	**0**
	Left-Through		0			0	
	Through	532	2	**266**	0	0	0
	Through-Right		0			0	
	Right	113	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	223	2	**123**	0	0	0
	Left-Through		0			0	
	Through	318	2	159	0	0	**0**
	Through-Right		0			0	
	Right	172	1	102	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	127	2	**70**	0	0	0
	Left-Through		0			0	
	Through	240	2	111	0	0	**0**
	Through-Right		1			0	
	Right	92	0	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	2	116	0	0	**0**
	Left-Through		0			0	
	Through	813	3	271	0	0	0
	Through-Right		0			0	
	Right	668	1	**545**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	389		*North-South:*	0
			East-West:	615		*East-West:*	0
			SUM:	1004		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.730			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.730			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	148	2	81	0	0	**0**
	Left-Through		0			0	
	Through	318	2	**159**	0	0	0
	Through-Right		0			0	
	Right	86	1	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	336	2	**185**	0	0	0
	Left-Through		0			0	
	Through	285	2	143	0	0	**0**
	Through-Right		0			0	
	Right	108	1	21	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	159	2	**87**	0	0	0
	Left-Through		0			0	
	Through	532	2	221	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	73	2	40	0	0	**0**
	Left-Through		0			0	
	Through	476	3	159	0	0	0
	Through-Right		0			0	
	Right	400	1	**215**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	344		*North-South:*	0
			East-West:	302		*East-West:*	0
			SUM:	646		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.470			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.470			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	176	2	**97**	0	0	**0**
	Left-Through		0			0	
	Through	396	2	198	0	0	0
	Through-Right		0			0	
	Right	220	1	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	222	2	122	0	0	0
	Left-Through		0			0	
	Through	537	2	**269**	0	0	**0**
	Through-Right		0			0	
	Right	143	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	224	2	123	0	0	0
	Left-Through		0			0	
	Through	1085	2	**451**	0	0	**0**
	Through-Right		1			0	
	Right	268	0	268	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	2	**138**	0	0	**0**
	Left-Through		0			0	
	Through	364	3	121	0	0	0
	Through-Right		0			0	
	Right	390	1	268	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	366		*North-South:*	0
			East-West:	589		*East-West:*	0
			SUM:	955		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.695			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.695			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	25	1	25	0	0	**0**
Left-Through		0			0	
Through	1168	1	**639**	0	0	0
Through-Right		1			0	
Right	109	0	109	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	113	1	**113**	0	0	0
Left-Through		0			0	
Through	644	1	355	0	0	**0**
Through-Right		1			0	
Right	65	0	65	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	30	1	30	0	0	0
Left-Through		0			0	
Through	32	0	**52**	0	0	**0**
Through-Right		1			0	
Right	20	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	27	1	27	0	0	**0**
Left-Through		0			0	
Through	49	1	**49**	0	0	0
Through-Right		1			0	
Right	73	0	17	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	752		*North-South:*	0
		East-West:	101		*East-West:*	0
		SUM:	853		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.620			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.620			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	51	1	51	0	0	**0**
Left-Through		0			0	
Through	626	1	**377**	0	0	0
Through-Right		1			0	
Right	127	0	127	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	92	1	**92**	0	0	0
Left-Through		0			0	
Through	597	1	330	0	0	**0**
Through-Right		1			0	
Right	63	0	63	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	49	1	49	0	0	0
Left-Through		0			0	
Through	59	0	**96**	0	0	**0**
Through-Right		1			0	
Right	37	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	125	1	**125**	0	0	**0**
Left-Through		0			0	
Through	38	1	38	0	0	0
Through-Right		1			0	
Right	133	0	87	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	469		*North-South:*	0
		East-West:	221		*East-West:*	0
		SUM:	690		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.502			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.502			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	33	1	33	0	0	**0**
Left-Through		0			0	
Through	797	1	**465**	0	0	0
Through-Right		1			0	
Right	133	0	133	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	93	1	**93**	0	0	0
Left-Through		0			0	
Through	985	1	522	0	0	**0**
Through-Right		1			0	
Right	59	0	59	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	84	1	84	0	0	0
Left-Through		0			0	
Through	70	0	**101**	0	0	**0**
Through-Right		1			0	
Right	31	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	135	1	**135**	0	0	**0**
Left-Through		0			0	
Through	50	1	50	0	0	0
Through-Right		1			0	
Right	156	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	558		*North-South:*	0
		East-West:	236		*East-West:*	0
		SUM:	794		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.577			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.577			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	98	1	**98**	0	0	**0**
Left-Through		0			0	
Through	1361	2	461	0	0	0
Through-Right		1			0	
Right	21	0	21	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	22	1	22	0	0	0
Left-Through		0			0	
Through	1151	2	**448**	0	0	**0**
Through-Right		1			0	
Right	194	0	194	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	275	1	**139**	0	0	0
Left-Through		1			0	
Through	3	0	139	0	0	**0**
Through-Right		0			0	
Right	52	1	3	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	9	0	9	0	0	**0**
Left-Through		0			0	
Through	1	0	**18**	0	0	0
Through-Right		0			0	
Right	8	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	546		*North-South:*	0
		East-West:	157		*East-West:*	0
		SUM:	703		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.511			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.511			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	69	1	**69**	0	0	**0**
	Left-Through		0			0	
	Through	1347	2	453	0	0	0
	Through-Right		1			0	
	Right	11	0	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	43	1	43	0	0	0
	Left-Through		0			0	
	Through	1212	2	**492**	0	0	**0**
	Through-Right		1			0	
	Right	264	0	264	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	350	1	**178**	0	0	0
	Left-Through		1			0	
	Through	5	0	178	0	0	**0**
	Through-Right		0			0	
	Right	36	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	6	0	6	0	0	**0**
	Left-Through		0			0	
	Through	4	0	**37**	0	0	0
	Through-Right		0			0	
	Right	27	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	561		*North-South:*	0
			East-West:	215		*East-West:*	0
			SUM:	776		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.564			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.564			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	132	1	**132**	0	0	**0**
	Left-Through		0			0	
	Through	1462	2	490	0	0	0
	Through-Right		1			0	
	Right	9	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	39	1	39	0	0	0
	Left-Through		0			0	
	Through	1730	2	**699**	0	0	**0**
	Through-Right		1			0	
	Right	367	0	367	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	423	1	**212**	0	0	0
	Left-Through		1			0	
	Through	0	0	212	0	0	**0**
	Through-Right		0			0	
	Right	32	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	5	0	5	0	0	**0**
	Left-Through		0			0	
	Through	5	0	**46**	0	0	0
	Through-Right		0			0	
	Right	36	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	831		*North-South:*	0
			East-West:	258		*East-West:*	0
			SUM:	1089		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.792			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.792			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 0	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2304	4	**576**	0	0	0
	Through-Right		0			0	
	Right	83	1	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	2	**7**	0	0	0
	Left-Through		0			0	
	Through	1454	4	364	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	109	2	**60**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	583		*North-South:*	0
			East-West:	60		*East-West:*	0
			SUM:	643		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.451			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.451			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 0	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1596	4	**399**	0	0	0
	Through-Right		0			0	
	Right	75	1	37	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	2	**6**	0	0	0
	Left-Through		0			0	
	Through	1358	4	340	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	69	2	**38**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	15	1	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	405		*North-South:*	0
			East-West:	38		*East-West:*	0
			SUM:	443		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.311			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.311			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	1987	4	497	0	0	0
Through-Right		0			0	
Right	161	1	113	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	38	2	21	0	0	0
Left-Through		0			0	
Through	2285	4	**571**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	88	2	**48**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	33	1	12	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	571		*North-South:*	0
		East-West:	48		*East-West:*	0
		SUM:	619		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.434			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.434			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	11	2	6	0	0	**0**
Left-Through		0			0	
Through	13	3	**4**	0	0	0
Through-Right		0			0	
Right	7	1	3	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	327	2	**180**	0	0	0
Left-Through		0			0	
Through	17	2	9	0	0	**0**
Through-Right		0			0	
Right	417	1	176	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	439	2	**241**	0	0	0
Left-Through		0			0	
Through	841	3	280	0	0	**0**
Through-Right		0			0	
Right	9	1	3	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	17	2	9	0	0	**0**
Left-Through		0			0	
Through	913	3	**304**	0	0	0
Through-Right		0			0	
Right	348	1	168	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	184		*North-South:*	0
		East-West:	545		*East-West:*	0
		SUM:	729		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.530			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.530			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	23	2	**13**	0	0	**0**
Left-Through		0			0	
Through	16	3	5	0	0	0
Through-Right		0			0	
Right	22	1	19	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	337	2	185	0	0	0
Left-Through		0			0	
Through	20	2	10	0	0	**0**
Through-Right		0			0	
Right	368	1	**197**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	311	2	**171**	0	0	0
Left-Through		0			0	
Through	816	3	272	0	0	**0**
Through-Right		0			0	
Right	19	1	6	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	11	2	6	0	0	**0**
Left-Through		0			0	
Through	874	3	**291**	0	0	0
Through-Right		0			0	
Right	254	1	69	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	210		*North-South:*	0
		East-West:	462		*East-West:*	0
		SUM:	672		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.489			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.489			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	15	2	8	0	0	**0**
Left-Through		0			0	
Through	15	3	5	0	0	0
Through-Right		0			0	
Right	19	1	**18**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	773	2	**425**	0	0	0
Left-Through		0			0	
Through	10	2	5	0	0	**0**
Through-Right		0			0	
Right	446	1	277	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	307	2	**169**	0	0	0
Left-Through		0			0	
Through	991	3	330	0	0	**0**
Through-Right		0			0	
Right	8	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	5	2	3	0	0	**0**
Left-Through		0			0	
Through	1028	3	**343**	0	0	0
Through-Right		0			0	
Right	321	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	443		*North-South:*	0
		East-West:	512		*East-West:*	0
		SUM:	955		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.695			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.695			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	1	8	0	0	**0**
	Left-Through		0			0	
	Through	1076	2	**538**	0	0	0
	Through-Right		0			0	
	Right	154	1	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	104	1	**104**	0	0	0
	Left-Through		0			0	
	Through	688	2	344	0	0	**0**
	Through-Right		0			0	
	Right	73	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	291	1	291	0	0	0
	Left-Through		0			0	
	Through	835	1	**425**	0	0	**0**
	Through-Right		1			0	
	Right	14	0	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	1	**87**	0	0	**0**
	Left-Through		0			0	
	Through	250	1	194	0	0	0
	Through-Right		1			0	
	Right	138	0	138	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	642		*North-South:*	0
			East-West:	512		*East-West:*	0
			SUM:	1154		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.769			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.769			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	17	0	0	**0**
	Left-Through		0			0	
	Through	703	2	**352**	0	0	0
	Through-Right		0			0	
	Right	78	1	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	132	1	**132**	0	0	0
	Left-Through		0			0	
	Through	746	2	373	0	0	**0**
	Through-Right		0			0	
	Right	95	1	31	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	129	1	**129**	0	0	0
	Left-Through		0			0	
	Through	261	1	140	0	0	**0**
	Through-Right		1			0	
	Right	18	0	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	260	1	**214**	0	0	0
	Through-Right		1			0	
	Right	167	0	167	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	484		*North-South:*	0
			East-West:	343		*East-West:*	0
			SUM:	827		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.551			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.551			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	28	0	0	**0**
	Left-Through		0			0	
	Through	1071	2	**536**	0	0	0
	Through-Right		0			0	
	Right	109	1	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	168	1	**168**	0	0	0
	Left-Through		0			0	
	Through	1277	2	639	0	0	**0**
	Through-Right		0			0	
	Right	157	1	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	113	1	**113**	0	0	0
	Left-Through		0			0	
	Through	491	1	254	0	0	**0**
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	113	1	113	0	0	**0**
	Left-Through		0			0	
	Through	583	1	**380**	0	0	0
	Through-Right		1			0	
	Right	177	0	177	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	704		*North-South:*	0
			East-West:	493		*East-West:*	0
			SUM:	1197		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.798			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.798			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	2	4	0	0	**0**
	Left-Through		0			0	
	Through	2258	2	**765**	0	0	0
	Through-Right		1			0	
	Right	36	0	36	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	105	1	**105**	0	0	0
	Left-Through		0			0	
	Through	2032	2	682	0	0	**0**
	Through-Right		1			0	
	Right	14	0	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	309	2	148	0	0	**0**
	Through-Right		1			0	
	Right	135	0	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	234	1	234	0	0	**0**
	Left-Through		0			0	
	Through	1100	2	**550**	0	0	0
	Through-Right		0			0	
	Right	192	1	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	870		*North-South:*	0
			East-West:	550		*East-West:*	0
			SUM:	1420		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.033			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.033			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	2	77	0	0	**0**
	Left-Through		0			0	
	Through	1157	2	**414**	0	0	0
	Through-Right		1			0	
	Right	84	0	84	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	137	1	**137**	0	0	0
	Left-Through		0			0	
	Through	1275	2	436	0	0	**0**
	Through-Right		1			0	
	Right	33	0	33	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	550	2	**227**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	164	1	**164**	0	0	**0**
	Left-Through		0			0	
	Through	714	2	357	0	0	0
	Through-Right		0			0	
	Right	114	1	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	551		*North-South:*	0
			East-West:	391		*East-West:*	0
			SUM:	942		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.685			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.685			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	95	2	52	0	0	**0**
	Left-Through		0			0	
	Through	1967	2	**698**	0	0	0
	Through-Right		1			0	
	Right	128	0	128	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	269	1	**269**	0	0	0
	Left-Through		0			0	
	Through	1962	2	660	0	0	**0**
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	899	2	**362**	0	0	**0**
	Through-Right		1			0	
	Right	186	0	186	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	147	1	**147**	0	0	**0**
	Left-Through		0			0	
	Through	795	2	398	0	0	0
	Through-Right		0			0	
	Right	115	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	967		*North-South:*	0
			East-West:	509		*East-West:*	0
			SUM:	1476		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.073			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.073			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	153	2	**84**	0	0	**0**
	Left-Through		0			0	
	Through	801	2	300	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	832	2	**324**	0	0	**0**
	Through-Right		1			0	
	Right	139	0	139	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	127	1	**127**	0	0	0
	Left-Through		0			0	
	Through	331	2	130	0	0	**0**
	Through-Right		1			0	
	Right	58	0	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	158	1	158	0	0	**0**
	Left-Through		0			0	
	Through	969	2	**326**	0	0	0
	Through-Right		1			0	
	Right	9	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	408		*North-South:*	0
			East-West:	453		*East-West:*	0
			SUM:	861		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.626			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.626			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	2	99	0	0	**0**
	Left-Through		0			0	
	Through	786	2	**322**	0	0	0
	Through-Right		1			0	
	Right	179	0	179	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	74	1	**74**	0	0	0
	Left-Through		0			0	
	Through	633	2	243	0	0	**0**
	Through-Right		1			0	
	Right	95	0	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	121	1	121	0	0	0
	Left-Through		0			0	
	Through	526	2	**201**	0	0	**0**
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	164	1	**164**	0	0	**0**
	Left-Through		0			0	
	Through	671	2	229	0	0	0
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	396		*North-South:*	0
			East-West:	365		*East-West:*	0
			SUM:	761		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.553			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.553			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	196	2	108	0	0	**0**
	Left-Through		0			0	
	Through	1203	2	**492**	0	0	0
	Through-Right		1			0	
	Right	274	0	274	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	122	1	**122**	0	0	0
	Left-Through		0			0	
	Through	814	2	306	0	0	**0**
	Through-Right		1			0	
	Right	103	0	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	196	1	**196**	0	0	0
	Left-Through		0			0	
	Through	735	2	262	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	158	1	158	0	0	**0**
	Left-Through		0			0	
	Through	821	2	**276**	0	0	0
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	614		*North-South:*	0
			East-West:	472		*East-West:*	0
			SUM:	1086		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.790			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.790			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	107	1	107	0	0	**0**
	Left-Through		0			0	
	Through	1461	1	**788**	0	0	0
	Through-Right		1			0	
	Right	114	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	74	1	**74**	0	0	0
	Left-Through		0			0	
	Through	569	2	285	0	0	**0**
	Through-Right		0			0	
	Right	65	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	199	1	**199**	0	0	0
	Left-Through		0			0	
	Through	1292	3	431	0	0	**0**
	Through-Right		0			0	
	Right	94	1	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	122	1	122	0	0	**0**
	Left-Through		0			0	
	Through	1013	2	**390**	0	0	0
	Through-Right		1			0	
	Right	158	0	158	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	862		*North-South:*	0
			East-West:	589		*East-West:*	0
			SUM:	1451		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.055			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.055			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	86	1	86	0	0	**0**
	Left-Through		0			0	
	Through	825	1	**485**	0	0	0
	Through-Right		1			0	
	Right	145	0	145	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	659	2	330	0	0	**0**
	Through-Right		0			0	
	Right	92	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	195	1	**195**	0	0	0
	Left-Through		0			0	
	Through	1042	3	347	0	0	**0**
	Through-Right		0			0	
	Right	111	1	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	193	1	193	0	0	**0**
	Left-Through		0			0	
	Through	1204	2	**427**	0	0	0
	Through-Right		1			0	
	Right	77	0	77	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	615		*North-South:*	0
			East-West:	622		*East-West:*	0
			SUM:	1237		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.900			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.900			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	1099	1	**607**	0	0	0
	Through-Right		1			0	
	Right	114	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1312	2	656	0	0	**0**
	Through-Right		0			0	
	Right	46	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1199	3	**400**	0	0	**0**
	Through-Right		0			0	
	Right	155	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	229	1	**229**	0	0	**0**
	Left-Through		0			0	
	Through	1337	2	473	0	0	0
	Through-Right		1			0	
	Right	82	0	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	737		*North-South:*	0
			East-West:	629		*East-West:*	0
			SUM:	1366		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.993			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.993			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	48	1	48	0	0	0
	Left-Through		0			0	
	Through	1364	1	728	0	0	0
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	66	1	66	0	0	0
	Left-Through		0			0	
	Through	660	2	330	0	0	0
	Through-Right		0			0	
	Right	82	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	186	1	186	0	0	0
	Left-Through		0			0	
	Through	657	2	329	0	0	0
	Through-Right		0			0	
	Right	52	1	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	63	1	63	0	0	0
	Left-Through		0			0	
	Through	400	2	200	0	0	0
	Through-Right		0			0	
	Right	60	1	27	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	794		North-South:	0
			East-West:	392		East-West:	0
			SUM:	1186		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.791			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.791			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	79	1	79	0	0	0
	Left-Through		0			0	
	Through	786	1	447	0	0	0
	Through-Right		1			0	
	Right	108	0	108	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	69	1	69	0	0	0
	Left-Through		0			0	
	Through	727	2	364	0	0	0
	Through-Right		0			0	
	Right	222	1	108	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	229	1	229	0	0	0
	Left-Through		0			0	
	Through	474	2	237	0	0	0
	Through-Right		0			0	
	Right	79	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	92	1	92	0	0	0
	Left-Through		0			0	
	Through	485	2	243	0	0	0
	Through-Right		0			0	
	Right	59	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	516		North-South:	0
			East-West:	472		East-West:	0
			SUM:	988		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.659			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.659			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	71	1	71	0	0	0
	Left-Through		0			0	
	Through	1065	1	615	0	0	0
	Through-Right		1			0	
	Right	164	0	164	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	64	1	64	0	0	0
	Left-Through		0			0	
	Through	1367	2	684	0	0	0
	Through-Right		0			0	
	Right	179	1	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	167	1	167	0	0	0
	Left-Through		0			0	
	Through	644	2	322	0	0	0
	Through-Right		0			0	
	Right	84	1	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	131	1	131	0	0	0
	Left-Through		0			0	
	Through	627	2	314	0	0	0
	Through-Right		0			0	
	Right	76	1	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	755		North-South:	0
			East-West:	481		East-West:	0
			SUM:	1236		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.824			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.824			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	657	3	219	0	0	0
	Through-Right		0			0	
	Right	302	1	302	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	353	2	194	0	0	0
	Left-Through		0			0	
	Through	784	2	392	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	12	0	12	0	0	0
	Left-Through		0			0	
	Through	1	0	13	0	0	0
	Through-Right		0			0	
	Right	61	1	61	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	496		North-South:	0
			East-West:	61		East-West:	0
			SUM:	557		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.391			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.391			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0
	EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	581	3	194	0	0	0
Through-Right		0			0	
Right	184	1	184	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	286	2	157	0	0	0
Left-Through		0			0	
Through	725	2	**363**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	25	0	25	0	0	0
Left-Through		0			0	
Through	0	0	25	0	0	**0**
Through-Right		0			0	
Right	88	1	**88**	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	363		*North-South:*	0
		East-West:	88		*East-West:*	0
		SUM:	451		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.316			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.316			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0
	EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	792	3	**264**	0	0	0
Through-Right		0			0	
Right	178	1	178	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	708	2	**389**	0	0	0
Left-Through		0			0	
Through	948	2	474	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	26	0	26	0	0	0
Left-Through		0			0	
Through	1	0	27	0	0	**0**
Through-Right		0			0	
Right	72	1	**72**	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	653		*North-South:*	0
		East-West:	72		*East-West:*	0
		SUM:	725		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.509			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.509			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1 SB--		0	NB-- 0 SB--		0
	EB-- 0 WB--		2	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	10	1	**10**	0	0	**0**
Left-Through		0			0	
Through	596	2	298	0	0	0
Through-Right		0			0	
Right	45	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	862	2	**289**	0	0	**0**
Through-Right		1			0	
Right	6	0	6	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	12	0	0	0	0	**0**
Through-Right		0			0	
Right	31	0	**31**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
WESTBOUND Left	254	1	254	0	0	**0**
Left-Through		0			0	
Through	7	0	**313**	0	0	0
Through-Right		0			0	
Right	618	1	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	299		*North-South:*	0
		East-West:	344		*East-West:*	0
		SUM:	643		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.451			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.451			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1 SB--		0	NB-- 0 SB--		0
	EB-- 0 WB--		2	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	11	1	**11**	0	0	**0**
Left-Through		0			0	
Through	511	2	256	0	0	0
Through-Right		0			0	
Right	60	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	787	2	**264**	0	0	**0**
Through-Right		1			0	
Right	6	0	6	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	16	0	0	0	0	**0**
Through-Right		0			0	
Right	19	0	**19**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
WESTBOUND Left	225	1	**157**	0	0	**0**
Left-Through		0			0	
Through	13	0	157	0	0	0
Through-Right		0			0	
Right	233	1	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	275		*North-South:*	0
		East-West:	176		*East-West:*	0
		SUM:	451		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.316			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.316			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMPS
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	18	1	**18**	0	0	**0**
	Left-Through		0			0	
	Through	705	2	353	0	0	0
	Through-Right		0			0	
	Right	87	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1399	2	**472**	0	0	**0**
	Through-Right		1			0	
	Right	18	0	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	15	0	0	0	0	**0**
	Through-Right		0			0	
	Right	25	0	**25**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
WESTBOUND	Left	204	1	204	0	0	**0**
	Left-Through		0			0	
	Through	14	0	**275**	0	0	0
	Through-Right		0			0	
	Right	535	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	490		*North-South:*	0
			East-West:	300		*East-West:*	0
			SUM:	790		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.554			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.554			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	142	1	**142**	0	0	**0**
	Left-Through		0			0	
	Through	315	2	158	0	0	0
	Through-Right		0			0	
	Right	151	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	117	1	117	0	0	0
	Left-Through		0			0	
	Through	422	2	211	0	0	**0**
	Through-Right		0			0	
	Right	580	2	**229**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	626	3	209	0	0	**0**
	Through-Right		0			0	
	Right	343	1	201	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	249	1	249	0	0	**0**
	Left-Through		0			0	
	Through	1151	3	**381**	0	0	0
	Through-Right		1			0	
	Right	374	0	374	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	371		*North-South:*	0
			East-West:	471		*East-West:*	0
			SUM:	842		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.612			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.612			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	128	1	**128**	0	0	**0**
	Left-Through		0			0	
	Through	330	2	165	0	0	0
	Through-Right		0			0	
	Right	244	2	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	204	1	204	0	0	0
	Left-Through		0			0	
	Through	319	2	160	0	0	**0**
	Through-Right		0			0	
	Right	751	2	**273**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1286	3	**429**	0	0	**0**
	Through-Right		0			0	
	Right	511	1	383	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	108	1	**108**	0	0	**0**
	Left-Through		0			0	
	Through	853	3	273	0	0	0
	Through-Right		1			0	
	Right	239	0	239	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	401		*North-South:*	0
			East-West:	537		*East-West:*	0
			SUM:	938		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.682			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.682			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	92	1	92	0	0	**0**
	Left-Through		0			0	
	Through	278	2	139	0	0	0
	Through-Right		0			0	
	Right	534	2	**224**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	353	1	**353**	0	0	0
	Left-Through		0			0	
	Through	665	2	333	0	0	**0**
	Through-Right		0			0	
	Right	374	2	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	148	1	148	0	0	0
	Left-Through		0			0	
	Through	1204	3	401	0	0	**0**
	Through-Right		0			0	
	Right	520	1	**428**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	668	3	208	0	0	0
	Through-Right		1			0	
	Right	162	0	162	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	577		*North-South:*	0
			East-West:	498		*East-West:*	0
			SUM:	1075		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.782			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.782			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 2	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	3133	4	**783**	0	0	0
Through-Right		0			0	
Right	26	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	1873	4	468	0	0	**0**
Through-Right		0			0	
Right	154	1	154	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	329	1	**186**	0	0	**0**
Left-Through		1			0	
Through	43	0	186	0	0	0
Through-Right		0			0	
Right	263	2	145	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	783		*North-South:*	0
		East-West:	186		*East-West:*	0
		SUM:	969		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.646			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.646			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 2	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2532	4	**633**	0	0	0
Through-Right		0			0	
Right	16	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	1369	4	342	0	0	**0**
Through-Right		0			0	
Right	195	1	195	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	405	1	**226**	0	0	**0**
Left-Through		1			0	
Through	46	0	226	0	0	0
Through-Right		0			0	
Right	231	2	127	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	633		*North-South:*	0
		East-West:	226		*East-West:*	0
		SUM:	859		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.573			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.573			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 2	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	3085	4	**771**	0	0	0
Through-Right		0			0	
Right	8	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	2498	4	625	0	0	**0**
Through-Right		0			0	
Right	171	1	171	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	602	1	**309**	0	0	**0**
Left-Through		1			0	
Through	15	0	309	0	0	0
Through-Right		0			0	
Right	249	2	137	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	771		*North-South:*	0
		East-West:	309		*East-West:*	0
		SUM:	1080		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.720			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.720			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2024	2	**1012**	0	0	0
Through-Right		0			0	
Right	535	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	0	**20**	0	0	0
Left-Through		1			0	
Through	325	1	223	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	271	2	**149**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	2	1	2	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	1032		*North-South:*	0
		East-West:	149		*East-West:*	0
		SUM:	1181		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.787			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.787			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	700	2	**350**	0	0	0
	Through-Right		0			0	
	Right	182	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	32	0	**32**	0	0	0
	Left-Through		1			0	
	Through	353	1	241	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	393	2	**216**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	7	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	382		*North-South:*	0
			East-West:	216		*East-West:*	0
			SUM:	598		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.399			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.399			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	784	2	392	0	0	0
	Through-Right		0			0	
	Right	199	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	54	0	54	0	0	0
	Left-Through		1			0	
	Through	1199	1	**708**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	763	2	**420**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	8	1	8	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	708		*North-South:*	0
			East-West:	420		*East-West:*	0
			SUM:	1128		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.752			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.752			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	21	0	**21**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	21	0	0	0
	Through-Right		0			0	
	Right	1144	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	4	1	4	0	0	0
	Left-Through		0			0	
	Through	1259	1	**633**	0	0	**0**
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	260	1	**260**	0	0	**0**
	Left-Through		0			0	
	Through	342	1	171	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	21		*North-South:*	0
			East-West:	893		*East-West:*	0
			SUM:	914		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.641			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.641			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	30	0	**30**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	30	0	0	0
	Through-Right		0			0	
	Right	409	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	1	0	1	0	0	0
	Left-Through		0			0	
	Through	0	0	**1**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	4	1	4	0	0	0
	Left-Through		0			0	
	Through	509	1	**266**	0	0	**0**
	Through-Right		1			0	
	Right	23	0	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	326	1	**326**	0	0	**0**
	Left-Through		0			0	
	Through	387	1	194	0	0	0
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	31		*North-South:*	0
			East-West:	592		*East-West:*	0
			SUM:	623		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.437			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.437			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	42	0	**42**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	42	0	0	0
	Through-Right		0			0	
	Right	449	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**2**	0	0	**0**
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	1	1	1	0	0	0
	Left-Through		0			0	
	Through	541	1	**285**	0	0	**0**
	Through-Right		1			0	
	Right	28	0	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	864	1	**864**	0	0	**0**
	Left-Through		0			0	
	Through	1028	1	515	0	0	0
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	44		*North-South:*	0
			East-West:	1149		*East-West:*	0
			SUM:	1193		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.837			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.837			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	19	1	19	0	0	0
	Through-Right		0			0	
	Right	102	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**19**	0	0	0
	Left-Through		0			0	
	Through	17	0	19	0	0	**0**
	Through-Right		0			0	
	Right	12	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	41	1	**41**	0	0	0
	Left-Through		0			0	
	Through	367	2	182	0	0	**0**
	Through-Right		1			0	
	Right	178	0	178	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	208	2	114	0	0	**0**
	Left-Through		0			0	
	Through	943	2	**334**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	89		*North-South:*	0
			East-West:	375		*East-West:*	0
			SUM:	464		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.337			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.337			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	19	1	19	0	0	0
	Through-Right		0			0	
	Right	179	2	51	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	**43**	0	0	0
	Left-Through		0			0	
	Through	25	0	43	0	0	**0**
	Through-Right		0			0	
	Right	34	1	5	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	58	1	**58**	0	0	0
	Left-Through		0			0	
	Through	511	2	202	0	0	**0**
	Through-Right		1			0	
	Right	96	0	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	85	2	47	0	0	**0**
	Left-Through		0			0	
	Through	538	2	**192**	0	0	0
	Through-Right		1			0	
	Right	38	0	38	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	113		*North-South:*	0
			East-West:	250		*East-West:*	0
			SUM:	363		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.264			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.264			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	158	1	158	0	0	**0**
	Left-Through		0			0	
	Through	29	1	29	0	0	0
	Through-Right		0			0	
	Right	389	2	**177**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	68	1	**48**	0	0	0
	Left-Through		0			0	
	Through	28	0	48	0	0	**0**
	Through-Right		0			0	
	Right	34	1	11	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	47	1	47	0	0	0
	Left-Through		0			0	
	Through	1013	2	**371**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	67	2	**37**	0	0	**0**
	Left-Through		0			0	
	Through	599	2	214	0	0	0
	Through-Right		1			0	
	Right	43	0	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	225		*North-South:*	0
			East-West:	408		*East-West:*	0
			SUM:	633		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.460			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.460			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 56

PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	582	2	**320**	0	0	**0**
Left-Through		0			0	
Through	1798	2	613	0	0	0
Through-Right		1			0	
Right	41	0	41	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	57	1	57	0	0	0
Left-Through		0			0	
Through	1224	2	**433**	0	0	**0**
Through-Right		1			0	
Right	76	0	76	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	79	1	**79**	0	0	0
Left-Through		0			0	
Through	19	1	19	0	0	**0**
Through-Right		0			0	
Right	547	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	20	0	20	0	0	**0**
Left-Through		1			0	
Through	14	0	**49**	0	0	0
Through-Right		1			0	
Right	44	0	49	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	753		North-South:	0
		East-West:	128		East-West:	0
		SUM:	881		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.618			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.618			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 56

PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	505	2	**278**	0	0	**0**
Left-Through		0			0	
Through	1685	2	571	0	0	0
Through-Right		1			0	
Right	29	0	29	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	62	1	62	0	0	0
Left-Through		0			0	
Through	1232	2	**454**	0	0	**0**
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	104	1	**104**	0	0	0
Left-Through		0			0	
Through	12	1	12	0	0	**0**
Through-Right		0			0	
Right	425	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	26	0	26	0	0	**0**
Left-Through		1			0	
Through	11	0	**38**	0	0	0
Through-Right		1			0	
Right	27	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	732		North-South:	0
		East-West:	142		East-West:	0
		SUM:	874		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.613			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.613			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 56

PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	727	2	**400**	0	0	**0**
Left-Through		0			0	
Through	1767	2	601	0	0	0
Through-Right		1			0	
Right	36	0	36	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	59	1	59	0	0	0
Left-Through		0			0	
Through	1773	2	**645**	0	0	**0**
Through-Right		1			0	
Right	161	0	161	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	119	1	**119**	0	0	0
Left-Through		0			0	
Through	21	1	21	0	0	**0**
Through-Right		0			0	
Right	882	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	34	0	34	0	0	**0**
Left-Through		1			0	
Through	18	0	**41**	0	0	0
Through-Right		1			0	
Right	23	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	1045		North-South:	0
		East-West:	160		East-West:	0
		SUM:	1205		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.846			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.846			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 61

PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	2	1	2	0	0	**0**
Left-Through		0			0	
Through	1234	1	**690**	0	0	0
Through-Right		1			0	
Right	145	0	145	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	75	1	**75**	0	0	0
Left-Through		0			0	
Through	337	1	170	0	0	**0**
Through-Right		1			0	
Right	2	0	2	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**2**	0	0	**0**
Through-Right		0			0	
Right	2	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
WESTBOUND Left	74	1	41	0	0	**0**
Left-Through		1			0	
Through	8	0	41	0	0	0
Through-Right		0			0	
Right	118	1	**81**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	765		North-South:	0
		East-West:	83		East-West:	0
		SUM:	848		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.595			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.595			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD						PM					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0
Override Capacity			0			0			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	1	5	0	0	**0**	2	1	**2**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	519	1	**323**	0	0	0	586	1	373	0	0	0
	Through-Right		1			0			1			0	
	Right	126	0	126	0	0	0	159	0	159	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	65	1	**65**	0	0	0	106	1	106	0	0	0
	Left-Through		0			0			0			0	
	Through	420	1	216	0	0	**0**	1012	1	**508**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	12	0	12	0	0	0	4	0	4	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	1	0	1	0	0	0	2	0	2	0	0	0
	Left-Through		0			0			0			0	
	Through	8	0	**15**	0	0	**0**	9	0	**15**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	6	0	0	0	0	0	4	0	0	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	110	1	**61**	0	0	**0**	157	1	**82**	0	0	**0**
	Left-Through		1			0			1			0	
	Through	11	0	61	0	0	0	6	0	82	0	0	0
	Through-Right		0			0			0			0	
	Right	82	1	50	0	0	0	95	1	42	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	388		*North-South:*	0		*North-South:*	510		*North-South:*	0
			East-West:	76		*East-West:*	0		*East-West:*	97		*East-West:*	0
			SUM:	464		*SUM:*	0		*SUM:*	607		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.326			0.000			0.426			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.326			0.000			0.426			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0
Override Capacity			0			0			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**	0	0	0	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1794	4	**449**	0	0	0	1103	4	**276**	0	0	0
	Through-Right		0			0			0			0	
	Right	725	1	0	0	0	0	563	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	154	2	**85**	0	0	0	295	2	**162**	0	0	0
	Left-Through		0			0			0			0	
	Through	670	3	223	0	0	**0**	961	3	320	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	460	3	**161**	0	0	**0**	641	3	**224**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	239	1	154	0	0	0	206	1	44	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	534		*North-South:*	0		*North-South:*	438		*North-South:*	0
			East-West:	161		*East-West:*	0		*East-West:*	224		*East-West:*	0
			SUM:	695		*SUM:*	0		*SUM:*	662		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.488			0.000			0.465			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.488			0.000			0.465			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	3	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1413	4	353	0	0	0
	Through-Right		0			0	
	Right	353	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	521	2	287	0	0	0
	Left-Through		0			0	
	Through	2048	3	**683**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	654	3	**229**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	161	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	683		*North-South:*	0
			East-West:	229		*East-West:*	0
			SUM:	912		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.640			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.640			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	3	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	88	2	**48**	0	0	**0**
	Left-Through		0			0	
	Through	207	1	109	0	0	0
	Through-Right		1			0	
	Right	121	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	51	2	28	0	0	0
	Left-Through		0			0	
	Through	234	1	**174**	0	0	**0**
	Through-Right		1			0	
	Right	289	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	343	2	**189**	0	0	0
	Left-Through		0			0	
	Through	206	3	69	0	0	**0**
	Through-Right		0			0	
	Right	181	2	52	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	82	2	45	0	0	**0**
	Left-Through		0			0	
	Through	658	3	219	0	0	0
	Through-Right		0			0	
	Right	498	2	**246**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	222		*North-South:*	0
			East-West:	435		*East-West:*	0
			SUM:	657		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.478			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.478			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	3	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	111	2	**61**	0	0	**0**
	Left-Through		0			0	
	Through	191	1	107	0	0	0
	Through-Right		1			0	
	Right	131	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	142	2	78	0	0	0
	Left-Through		0			0	
	Through	204	1	**139**	0	0	**0**
	Through-Right		1			0	
	Right	213	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	158	2	**87**	0	0	0
	Left-Through		0			0	
	Through	368	3	123	0	0	**0**
	Through-Right		0			0	
	Right	150	2	22	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	44	2	24	0	0	**0**
	Left-Through		0			0	
	Through	310	3	**103**	0	0	0
	Through-Right		0			0	
	Right	263	2	67	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	200		*North-South:*	0
			East-West:	190		*East-West:*	0
			SUM:	390		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.284			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.284			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	3	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	66	2	36	0	0	**0**
	Left-Through		0			0	
	Through	119	1	119	0	0	0
	Through-Right		1			0	
	Right	523	1	**281**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	379	2	**208**	0	0	0
	Left-Through		0			0	
	Through	499	1	282	0	0	**0**
	Through-Right		1			0	
	Right	348	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	209	2	115	0	0	0
	Left-Through		0			0	
	Through	1129	3	**376**	0	0	**0**
	Through-Right		0			0	
	Right	213	2	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	28	2	**15**	0	0	**0**
	Left-Through		0			0	
	Through	281	3	94	0	0	0
	Through-Right		0			0	
	Right	237	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	489		*North-South:*	0
			East-West:	391		*East-West:*	0
			SUM:	880		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.640			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.640			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	273	1	137	0	0	**0**
	Left-Through		1			0	
	Through	0	0	137	0	0	0
	Through-Right		0			0	
	Right	575	1	**485**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	822	2	**411**	0	0	**0**
	Through-Right		0			0	
	Right	125	1	57	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	328	2	**180**	0	0	**0**
	Left-Through		0			0	
	Through	744	1	373	0	0	0
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	485		*North-South:*	0
			East-West:	591		*East-West:*	0
			SUM:	1076		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.783			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.783			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	281	1	141	0	0	**0**
	Left-Through		1			0	
	Through	0	0	141	0	0	0
	Through-Right		0			0	
	Right	278	1	**159**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**4**	0	0	**0**
	Through-Right		0			0	
	Right	4	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	600	2	**300**	0	0	**0**
	Through-Right		0			0	
	Right	77	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	433	2	**238**	0	0	**0**
	Left-Through		0			0	
	Through	706	1	355	0	0	0
	Through-Right		1			0	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	163		*North-South:*	0
			East-West:	538		*East-West:*	0
			SUM:	701		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.510			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.510			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	353	1	**177**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	177	0	0	0
	Through-Right		0			0	
	Right	321	1	172	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	1	0	1	0	0	0
	Left-Through		0			0	
	Through	0	0	**4**	0	0	**0**
	Through-Right		0			0	
	Right	3	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	741	2	**371**	0	0	**0**
	Through-Right		0			0	
	Right	339	1	251	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	544	2	**299**	0	0	**0**
	Left-Through		0			0	
	Through	541	1	271	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	181		*North-South:*	0
			East-West:	670		*East-West:*	0
			SUM:	851		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.619			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.619			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	2	0	0	**0**
	Left-Through		0			0	
	Through	2	0	**5**	0	0	0
	Through-Right		0			0	
	Right	1	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	572	1	**287**	0	0	0
	Left-Through		1			0	
	Through	1	0	287	0	0	**0**
	Through-Right		0			0	
	Right	76	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	177	2	**97**	0	0	0
	Left-Through		0			0	
	Through	415	1	209	0	0	**0**
	Through-Right		1			0	
	Right	2	0	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	2	1	2	0	0	**0**
	Left-Through		0			0	
	Through	202	2	101	0	0	0
	Through-Right		0			0	
	Right	744	1	**457**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	292		*North-South:*	0
			East-West:	554		*East-West:*	0
			SUM:	846		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.615			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.615			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	2	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**4**	0	0	0
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	440	1	**220**	0	0	0
	Left-Through		1			0	
	Through	0	0	220	0	0	**0**
	Through-Right		0			0	
	Right	95	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	2	**55**	0	0	0
	Left-Through		0			0	
	Through	259	1	132	0	0	**0**
	Through-Right		1			0	
	Right	5	0	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	6	1	6	0	0	**0**
	Left-Through		0			0	
	Through	339	2	170	0	0	0
	Through-Right		0			0	
	Right	585	1	**365**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	224		*North-South:*	0
			East-West:	420		*East-West:*	0
			SUM:	644		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.468			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.468			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	2	0	0	**0**
	Left-Through		0			0	
	Through	1	0	**9**	0	0	0
	Through-Right		0			0	
	Right	6	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	679	1	**340**	0	0	0
	Left-Through		1			0	
	Through	1	0	340	0	0	**0**
	Through-Right		0			0	
	Right	184	1	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	127	2	**70**	0	0	0
	Left-Through		0			0	
	Through	354	1	179	0	0	**0**
	Through-Right		1			0	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	371	2	186	0	0	0
	Through-Right		0			0	
	Right	545	1	**205**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	349		*North-South:*	0
			East-West:	275		*East-West:*	0
			SUM:	624		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.454			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.454			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	107	1	107	0	0	**0**
	Left-Through		0			0	
	Through	1469	3	490	0	0	0
	Through-Right		0			0	
	Right	590	1	**528**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	338	2	**186**	0	0	0
	Left-Through		0			0	
	Through	2244	3	565	0	0	**0**
	Through-Right		1			0	
	Right	16	0	16	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	213	2	**117**	0	0	0
	Left-Through		0			0	
	Through	258	3	86	0	0	**0**
	Through-Right		0			0	
	Right	176	1	123	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	227	2	125	0	0	**0**
	Left-Through		0			0	
	Through	220	3	73	0	0	0
	Through-Right		0			0	
	Right	386	1	**200**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	714		*North-South:*	0
			East-West:	317		*East-West:*	0
			SUM:	1031		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.750			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.750			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	153	1	153	0	0	**0**
	Left-Through		0			0	
	Through	1280	3	427	0	0	0
	Through-Right		0			0	
	Right	719	1	**670**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	233	2	**128**	0	0	0
	Left-Through		0			0	
	Through	1850	3	470	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	145	2	**80**	0	0	0
	Left-Through		0			0	
	Through	191	3	64	0	0	**0**
	Through-Right		0			0	
	Right	195	1	119	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	179	2	98	0	0	**0**
	Left-Through		0			0	
	Through	261	3	87	0	0	0
	Through-Right		0			0	
	Right	314	1	**186**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	798		*North-South:*	0
			East-West:	266		*East-West:*	0
			SUM:	1064		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.774			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.774			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	169	1	169	0	0	**0**
	Left-Through		0			0	
	Through	1872	3	624	0	0	0
	Through-Right		0			0	
	Right	988	1	**934**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	406	2	**223**	0	0	0
	Left-Through		0			0	
	Through	2361	3	597	0	0	**0**
	Through-Right		1			0	
	Right	28	0	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	195	2	**107**	0	0	0
	Left-Through		0			0	
	Through	360	3	120	0	0	**0**
	Through-Right		0			0	
	Right	158	1	74	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	198	2	109	0	0	**0**
	Left-Through		0			0	
	Through	299	3	100	0	0	0
	Through-Right		0			0	
	Right	490	1	**267**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1157		*North-South:*	0
			East-West:	374		*East-West:*	0
			SUM:	1531		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.113			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.113			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	4	1	4	0	0	**0**
	Left-Through		0			0	
	Through	1025	2	**513**	0	0	0
	Through-Right		0			0	
	Right	527	1	429	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	71	1	**71**	0	0	0
	Left-Through		0			0	
	Through	247	1	127	0	0	**0**
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	1	5	0	0	0
	Left-Through		0			0	
	Through	10	1	**10**	0	0	**0**
	Through-Right		0			0	
	Right	1	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	183	1	**98**	0	0	**0**
	Left-Through		1			0	
	Through	12	0	98	0	0	0
	Through-Right		0			0	
	Right	88	1	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	584		*North-South:*	0
			East-West:	108		*East-West:*	0
			SUM:	692		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.503			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.503			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	1	6	0	0	**0**
	Left-Through		0			0	
	Through	330	2	**165**	0	0	0
	Through-Right		0			0	
	Right	273	1	124	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	91	1	**91**	0	0	0
	Left-Through		0			0	
	Through	241	1	124	0	0	**0**
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	15	1	**15**	0	0	**0**
	Through-Right		0			0	
	Right	3	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	260	1	**149**	0	0	**0**
	Left-Through		1			0	
	Through	38	0	149	0	0	0
	Through-Right		0			0	
	Right	116	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	256		*North-South:*	0
			East-West:	164		*East-West:*	0
			SUM:	420		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.305			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.305			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	1	**5**	0	0	**0**
	Left-Through		0			0	
	Through	384	2	192	0	0	0
	Through-Right		0			0	
	Right	247	1	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	149	1	149	0	0	0
	Left-Through		0			0	
	Through	780	1	**394**	0	0	**0**
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	7	1	7	0	0	0
	Left-Through		0			0	
	Through	37	1	**37**	0	0	**0**
	Through-Right		0			0	
	Right	6	1	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	365	1	**201**	0	0	**0**
	Left-Through		1			0	
	Through	37	0	201	0	0	0
	Through-Right		0			0	
	Right	148	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	399		*North-South:*	0
			East-West:	238		*East-West:*	0
			SUM:	637		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.463			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.463			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	35	1	**35**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	27	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	442	1	**405**	0	0	0
	Left-Through		1			0	
	Through	1176	0	405	0	0	**0**
	Through-Right		1			0	
	Right	557	1	405	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	462	2	**190**	0	0	**0**
	Through-Right		1			0	
	Right	108	0	108	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	191	2	**105**	0	0	**0**
	Left-Through		0			0	
	Through	765	2	255	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		440	*North-South:*		0
		East-West:		295	*East-West:*		0
		SUM:		735	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.535			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.535			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	57	1	**57**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	71	2	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	126	1	**106**	0	0	0
	Left-Through		1			0	
	Through	299	0	106	0	0	**0**
	Through-Right		1			0	
	Right	193	1	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	478	2	**193**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	59	2	**32**	0	0	**0**
	Left-Through		0			0	
	Through	609	2	203	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		163	*North-South:*		0
		East-West:		225	*East-West:*		0
		SUM:		388	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.282			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.282			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	97	1	**97**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	192	2	93	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	153	1	**90**	0	0	0
	Left-Through		1			0	
	Through	207	0	90	0	0	**0**
	Through-Right		1			0	
	Right	179	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	721	2	**258**	0	0	**0**
	Through-Right		1			0	
	Right	52	0	52	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	47	2	**26**	0	0	**0**
	Left-Through		0			0	
	Through	778	2	259	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		187	*North-South:*		0
		East-West:		284	*East-West:*		0
		SUM:		471	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.343			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.343			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	757	2	**416**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	491	2	185	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	269	3	90	0	0	**0**
	Through-Right		0			0	
	Right	294	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	154	2	85	0	0	**0**
	Left-Through		0			0	
	Through	972	1	**501**	0	0	0
	Through-Right		1			0	
	Right	29	0	29	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		416	*North-South:*		0
		East-West:		501	*East-West:*		0
		SUM:		917	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.644			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.644			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	382	2	**210**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	187	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	417	3	139	0	0	**0**
	Through-Right		0			0	
	Right	398	1	**188**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	334	2	**184**	0	0	**0**
	Left-Through		0			0	
	Through	412	1	214	0	0	0
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	210		*North-South:*	0
			East-West:	372		*East-West:*	0
			SUM:	582		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.408			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.408			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	530	2	**292**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	249	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1235	3	**412**	0	0	**0**
	Through-Right		0			0	
	Right	504	1	212	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	363	2	**200**	0	0	**0**
	Left-Through		0			0	
	Through	340	1	176	0	0	0
	Through-Right		1			0	
	Right	11	0	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	292		*North-South:*	0
			East-West:	612		*East-West:*	0
			SUM:	904		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.634			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.634			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	1	16	0	0	**0**
	Left-Through		0			0	
	Through	1789	4	**447**	0	0	0
	Through-Right		0			0	
	Right	415	1	226	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	383	2	**211**	0	0	0
	Left-Through		0			0	
	Through	1171	4	293	0	0	**0**
	Through-Right		0			0	
	Right	188	1	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	174	1	174	0	0	0
	Left-Through		0			0	
	Through	348	2	**129**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	344	2	**189**	0	0	**0**
	Left-Through		0			0	
	Through	98	2	49	0	0	0
	Through-Right		0			0	
	Right	424	2	22	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	658		*North-South:*	0
			East-West:	318		*East-West:*	0
			SUM:	976		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.710			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.710			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	1	26	0	0	**0**
	Left-Through		0			0	
	Through	1334	4	**334**	0	0	0
	Through-Right		0			0	
	Right	216	1	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	406	2	**223**	0	0	0
	Left-Through		0			0	
	Through	1021	4	255	0	0	**0**
	Through-Right		0			0	
	Right	225	1	174	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	1	51	0	0	0
	Left-Through		0			0	
	Through	115	2	**57**	0	0	**0**
	Through-Right		1			0	
	Right	56	0	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	350	2	**193**	0	0	**0**
	Left-Through		0			0	
	Through	137	2	69	0	0	0
	Through-Right		0			0	
	Right	608	2	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	557		*North-South:*	0
			East-West:	250		*East-West:*	0
			SUM:	807		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.587			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.587			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	28	1	28	0	0	**0**
	Left-Through		0			0	
	Through	1634	4	**409**	0	0	0
	Through-Right		0			0	
	Right	288	1	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	451	2	**248**	0	0	0
	Left-Through		0			0	
	Through	1590	4	398	0	0	**0**
	Through-Right		0			0	
	Right	433	1	354	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	79	1	79	0	0	0
	Left-Through		0			0	
	Through	162	2	**78**	0	0	**0**
	Through-Right		1			0	
	Right	73	0	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	473	2	**260**	0	0	**0**
	Left-Through		0			0	
	Through	213	2	107	0	0	0
	Through-Right		0			0	
	Right	463	2	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	657		*North-South:*	0
			East-West:	338		*East-West:*	0
			SUM:	995		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.724			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.724			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	129	1	129	0	0	**0**
	Left-Through		0			0	
	Through	42	0	**279**	0	0	0
	Through-Right		0			0	
	Right	237	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	252	2	**139**	0	0	0
	Left-Through		0			0	
	Through	637	2	319	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	808	2	**269**	0	0	0
	Through-Right		1			0	
	Right	177	1	177	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	279		*North-South:*	0
			East-West:	408		*East-West:*	0
			SUM:	687		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.482			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.482			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	85	1	85	0	0	**0**
	Left-Through		0			0	
	Through	8	0	**162**	0	0	0
	Through-Right		0			0	
	Right	154	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	306	2	**168**	0	0	0
	Left-Through		0			0	
	Through	915	2	458	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	996	2	**332**	0	0	0
	Through-Right		1			0	
	Right	310	1	310	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	162		*North-South:*	0
			East-West:	500		*East-West:*	0
			SUM:	662		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.465			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.465			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	288	1	288	0	0	**0**
	Left-Through		0			0	
	Through	37	0	**632**	0	0	0
	Through-Right		0			0	
	Right	595	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	166	2	**91**	0	0	0
	Left-Through		0			0	
	Through	829	2	415	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1157	2	**386**	0	0	0
	Through-Right		1			0	
	Right	174	1	174	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	632		*North-South:*	0
			East-West:	477		*East-West:*	0
			SUM:	1109		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.778			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.778			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	124	1	124	0	0	0
	Left-Through		0			0	
	Through	0	0	**149**	0	0	**0**
	Through-Right		0			0	
	Right	298	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	726	4	182	0	0	**0**
	Through-Right		0			0	
	Right	190	1	**190**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	329	2	**181**	0	0	**0**
	Left-Through		0			0	
	Through	488	2	244	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	149		*North-South:*	0
			East-West:	371		*East-West:*	0
			SUM:	520		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.365			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.365			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	378	1	197	0	0	0
	Left-Through		0			0	
	Through	0	0	**197**	0	0	**0**
	Through-Right		0			0	
	Right	213	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	809	4	**202**	0	0	**0**
	Through-Right		0			0	
	Right	143	1	143	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	332	2	**183**	0	0	**0**
	Left-Through		0			0	
	Through	646	2	323	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	197		*North-South:*	0
			East-West:	385		*East-West:*	0
			SUM:	582		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.408			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.408			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	143	1	105	0	0	0
	Left-Through		0			0	
	Through	0	0	**105**	0	0	**0**
	Through-Right		0			0	
	Right	173	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	868	4	217	0	0	**0**
	Through-Right		0			0	
	Right	248	1	**248**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	543	2	**299**	0	0	**0**
	Left-Through		0			0	
	Through	901	2	451	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	105		*North-South:*	0
			East-West:	547		*East-West:*	0
			SUM:	652		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.458			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.458			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2430	2	**837**	0	0	0
	Through-Right		1			0	
	Right	82	0	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2163	3	721	0	0	**0**
	Through-Right		0			0	
	Right	952	1	672	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	800	3	**280**	0	0	0
	Left-Through		0			0	
	Through	108	0	117	0	0	**0**
	Through-Right		1			0	
	Right	9	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	837		*North-South:*	0
			East-West:	280		*East-West:*	0
			SUM:	1117		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.745			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.745			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1196	2	434	0	0	0
	Through-Right		1			0	
	Right	106	0	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1427	3	476	0	0	**0**
	Through-Right		0			0	
	Right	816	1	**545**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	775	3	**271**	0	0	0
	Left-Through		0			0	
	Through	136	0	156	0	0	**0**
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	545		*North-South:*	0
			East-West:	271		*East-West:*	0
			SUM:	816		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.544			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.544			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1753	2	649	0	0	0
	Through-Right		1			0	
	Right	193	0	193	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2238	3	**746**	0	0	**0**
	Through-Right		0			0	
	Right	992	1	613	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1083	3	**379**	0	0	0
	Left-Through		0			0	
	Through	251	0	292	0	0	**0**
	Through-Right		1			0	
	Right	41	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	746		*North-South:*	0
			East-West:	379		*East-West:*	0
			SUM:	1125		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.750			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.750			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	708	1	**382**	0	0	0
	Through-Right		1			0	
	Right	55	0	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	47	1	**47**	0	0	0
	Left-Through		0			0	
	Through	480	3	160	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	126	1	**126**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	124	1	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	429		*North-South:*	0
			East-West:	126		*East-West:*	0
			SUM:	555		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.370			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.370			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	537	1	**308**	0	0	0
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	66	1	**66**	0	0	0
	Left-Through		0			0	
	Through	452	3	151	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	75	1	**75**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	62	1	29	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	374		*North-South:*	0
			East-West:	75		*East-West:*	0
			SUM:	449		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.299			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.299			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	487	1	**329**	0	0	0
	Through-Right		1			0	
	Right	171	0	171	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	203	1	**203**	0	0	0
	Left-Through		0			0	
	Through	903	3	301	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	46	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	532		*North-South:*	0
			East-West:	60		*East-West:*	0
			SUM:	592		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.395			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.395			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	242	1	**242**	0	0	**0**
	Left-Through		0			0	
	Through	757	2	379	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	410	2	**178**	0	0	**0**
	Through-Right		1			0	
	Right	124	0	124	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	81	2	**45**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	72	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	420		*North-South:*	0
			East-West:	45		*East-West:*	0
			SUM:	465		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.310			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.310			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	162	1	**162**	0	0	**0**
	Left-Through		0			0	
	Through	482	2	241	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	440	2	**187**	0	0	**0**
	Through-Right		1			0	
	Right	122	0	122	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	157	2	86	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	176	1	**95**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	349		*North-South:*	0
			East-West:	95		*East-West:*	0
			SUM:	444		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.296			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.296			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	146	1	**146**	0	0	**0**
	Left-Through		0			0	
	Through	484	2	242	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	838	2	**314**	0	0	**0**
	Through-Right		1			0	
	Right	105	0	105	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	212	2	117	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	274	1	**201**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	460		*North-South:*	0
			East-West:	201		*East-West:*	0
			SUM:	661		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.441			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.441			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	755	1	**378**	0	0	0
	Through-Right		1			0	
	Right	135	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	362	2	181	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	808	1	**437**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	66	0	437	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
CRITICAL VOLUMES			*North-South:*	518		*North-South:*	0
			East-West:	437		*East-West:*	0
			SUM:	955		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.637			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.637			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	568	1	**284**	0	0	0
	Through-Right		1			0	
	Right	122	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	146	1	**146**	0	0	0
	Left-Through		0			0	
	Through	458	2	229	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	787	1	**436**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	84	0	436	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
CRITICAL VOLUMES			*North-South:*	430		*North-South:*	0
			East-West:	436		*East-West:*	0
			SUM:	866		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.577			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.577			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	619	1	**310**	0	0	0
	Through-Right		1			0	
	Right	103	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	207	1	**207**	0	0	0
	Left-Through		0			0	
	Through	714	2	357	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	601	1	**384**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	167	0	384	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
CRITICAL VOLUMES			*North-South:*	517		*North-South:*	0
			East-West:	384		*East-West:*	0
			SUM:	901		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.601			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.601			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	497	1	**265**	0	0	0
	Through-Right		1			0	
	Right	33	0	33	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	422	2	**232**	0	0	0
	Left-Through		0			0	
	Through	548	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	126	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	497		*North-South:*	0
			East-West:	0		*East-West:*	0
			SUM:	497		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.331			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.331			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB-- 0	NB-- 0	SB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	538	1	**286**	0	0	0
Through-Right		1			0	
Right	34	0	34	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	520	2	**286**	0	0	0
Left-Through		0			0	
Through	450	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	184	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	572		*North-South:*	0
		East-West:	0		*East-West:*	0
		SUM:	572		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.381			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.381			0.000
LEVEL OF SERVICE (LOS):			A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB-- 0	NB-- 0	SB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	569	1	**300**	0	0	0
Through-Right		1			0	
Right	30	0	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	499	2	**274**	0	0	0
Left-Through		0			0	
Through	846	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	0	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	356	2	**59**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	574		*North-South:*	0
		East-West:	59		*East-West:*	0
		SUM:	633		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.422			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.422			0.000
LEVEL OF SERVICE (LOS):			A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	NB-- 0	SB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	19	1	19	0	0	**0**
Left-Through		0			0	
Through	889	2	**445**	0	0	0
Through-Right		0			0	
Right	105	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	84	1	**84**	0	0	0
Left-Through		0			0	
Through	382	2	127	0	0	**0**
Through-Right		1			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
WESTBOUND Left	199	2	**109**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	86	1	44	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	529		*North-South:*	0
		East-West:	109		*East-West:*	0
		SUM:	638		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.464			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.464			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	NB-- 0	SB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	22	1	22	0	0	**0**
Left-Through		0			0	
Through	514	2	**257**	0	0	0
Through-Right		0			0	
Right	79	1	28	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	149	1	**149**	0	0	0
Left-Through		0			0	
Through	503	2	168	0	0	**0**
Through-Right		1			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1	0	**6**	0	0	**0**
Through-Right		0			0	
Right	5	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
WESTBOUND Left	92	2	**51**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	75	1	1	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	406		*North-South:*	0
		East-West:	57		*East-West:*	0
		SUM:	463		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.337			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.337			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	22	1	22	0	0	0
	Left-Through		0			0	
	Through	534	2	267	0	0	0
	Through-Right		0			0	
	Right	51	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	970	2	323	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1	0	1	0	0	0
	Left-Through		0			0	
	Through	0	0	9	0	0	0
	Through-Right		0			0	
	Right	8	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	124	2	68	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	78	1	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		377	North-South:		0
		East-West:		77	East-West:		0
		SUM:		454	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.330			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.330			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	2	17	0	0	0
	Left-Through		0			0	
	Through	1612	2	541	0	0	0
	Through-Right		1			0	
	Right	11	0	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	18	1	18	0	0	0
	Left-Through		0			0	
	Through	1270	2	443	0	0	0
	Through-Right		1			0	
	Right	58	0	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	36	1	20	0	0	0
	Left-Through		1			0	
	Through	4	0	20	0	0	0
	Through-Right		0			0	
	Right	46	1	29	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	3	0	15	0	0	0
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		559	North-South:		0
		East-West:		44	East-West:		0
		SUM:		603	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.439			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.439			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	36	2	20	0	0	0
	Left-Through		0			0	
	Through	1131	2	379	0	0	0
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	33	1	33	0	0	0
	Left-Through		0			0	
	Through	891	2	310	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	44	1	25	0	0	0
	Left-Through		1			0	
	Through	5	0	25	0	0	0
	Through-Right		0			0	
	Right	50	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	3	0	3	0	0	0
	Left-Through		0			0	
	Through	2	0	9	0	0	0
	Through-Right		0			0	
	Right	4	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		412	North-South:		0
		East-West:		39	East-West:		0
		SUM:		451	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.328			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.328			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	2	8	0	0	0
	Left-Through		0			0	
	Through	1573	2	530	0	0	0
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	37	1	37	0	0	0
	Left-Through		0			0	
	Through	1534	2	531	0	0	0
	Through-Right		1			0	
	Right	58	0	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	76	1	42	0	0	0
	Left-Through		1			0	
	Through	8	0	42	0	0	0
	Through-Right		0			0	
	Right	65	1	57	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	2	0	17	0	0	0
	Through-Right		0			0	
	Right	5	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		567	North-South:		0
		East-West:		74	East-West:		0
		SUM:		641	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.466			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.466			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	35	1	**35**	0	0	**0**
	Left-Through		0			0	
	Through	220	2	110	0	0	0
	Through-Right		0			0	
	Right	63	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	23	1	23	0	0	0
	Left-Through		0			0	
	Through	397	2	**199**	0	0	**0**
	Through-Right		0			0	
	Right	218	1	157	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	122	1	**122**	0	0	0
	Left-Through		0			0	
	Through	484	2	242	0	0	**0**
	Through-Right		0			0	
	Right	23	1	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	127	1	127	0	0	**0**
	Left-Through		0			0	
	Through	841	2	**421**	0	0	0
	Through-Right		0			0	
	Right	13	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	234		*North-South:*	0
			East-West:	543		*East-West:*	0
			SUM:	777		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.545			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.545			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	**40**	0	0	**0**
	Left-Through		0			0	
	Through	356	2	178	0	0	0
	Through-Right		0			0	
	Right	191	1	113	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	403	2	**202**	0	0	**0**
	Through-Right		0			0	
	Right	220	1	113	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	215	1	**215**	0	0	0
	Left-Through		0			0	
	Through	680	2	340	0	0	**0**
	Through-Right		0			0	
	Right	33	1	13	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	156	1	156	0	0	**0**
	Left-Through		0			0	
	Through	682	2	**341**	0	0	0
	Through-Right		0			0	
	Right	13	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	242		*North-South:*	0
			East-West:	556		*East-West:*	0
			SUM:	798		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.560			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.560			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	434	2	**217**	0	0	0
	Through-Right		0			0	
	Right	223	1	165	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	26	1	**26**	0	0	0
	Left-Through		0			0	
	Through	394	2	197	0	0	**0**
	Through-Right		0			0	
	Right	183	1	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	281	1	**281**	0	0	0
	Left-Through		0			0	
	Through	890	2	445	0	0	**0**
	Through-Right		0			0	
	Right	32	1	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	117	1	117	0	0	**0**
	Left-Through		0			0	
	Through	682	2	**341**	0	0	0
	Through-Right		0			0	
	Right	17	1	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	243		*North-South:*	0
			East-West:	622		*East-West:*	0
			SUM:	865		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.607			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.607			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	38	1	38	0	0	**0**
	Left-Through		0			0	
	Through	1434	3	**478**	0	0	0
	Through-Right		0			0	
	Right	95	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	43	1	**43**	0	0	0
	Left-Through		0			0	
	Through	977	3	326	0	0	**0**
	Through-Right		0			0	
	Right	55	1	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	54	1	54	0	0	0
	Left-Through		0			0	
	Through	130	2	**65**	0	0	**0**
	Through-Right		0			0	
	Right	56	1	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	**240**	0	0	**0**
	Left-Through		0			0	
	Through	165	1	97	0	0	0
	Through-Right		1			0	
	Right	28	0	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	521		*North-South:*	0
			East-West:	305		*East-West:*	0
			SUM:	826		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.601			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.601			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD						PM					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB--	0	NB-- 3	SB-- 3		NB-- 0	SB--	0
		EB-- 3	WB-- 0		EB-- 0	WB--	0	EB-- 3	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	102	1	102	0	0	**0**	96	1	**96**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1060	3	**353**	0	0	0	1425	3	475	0	0	0
	Through-Right		0			0			0			0	
	Right	163	1	0	0	0	0	129	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	87	1	**87**	0	0	0	81	1	81	0	0	0
	Left-Through		0			0			0			0	
	Through	991	3	330	0	0	**0**	1449	3	**483**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	93	1	7	0	0	0	113	1	43	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	86	1	86	0	0	0	70	1	70	0	0	0
	Left-Through		0			0			0			0	
	Through	316	2	**158**	0	0	**0**	376	2	**188**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	75	1	0	0	0	0	53	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	328	1	**328**	0	0	**0**	235	1	**235**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	276	1	189	0	0	0	256	1	164	0	0	0
	Through-Right		1			0			1			0	
	Right	101	0	101	0	0	0	71	0	71	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	440		*North-South:*	0		*North-South:*	579		*North-South:*	0
			East-West:	486		*East-West:*	0		*East-West:*	423		*East-West:*	0
			SUM:	926		*SUM:*	0		*SUM:*	1002		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.673			0.000			0.729			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.673			0.000			0.729			0.000
LEVEL OF SERVICE (LOS):				B			A			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB--	0	NB-- 0	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0	EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	106	1	106	0	0	**0**	297	1	297	0	0	**0**
	Left-Through		0			0			0			0	
	Through	3	0	0	0	0	0	3	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	198	1	**198**	0	0	0	369	1	**369**	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0	0	0	**0**	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	**0**	0	0	0	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	347	1	**347**	0	0	0	350	1	**350**	0	0	0
	Left-Through		0			0			0			0	
	Through	712	3	237	0	0	**0**	976	3	325	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	0	0	0	0	0	**0**	0	0	0	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1141	3	**358**	0	0	0	1032	3	**322**	0	0	0
	Through-Right		1			0			1			0	
	Right	291	0	291	0	0	0	255	0	255	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	198		*North-South:*	0		*North-South:*	369		*North-South:*	0
			East-West:	705		*East-West:*	0		*East-West:*	672		*East-West:*	0
			SUM:	903		*SUM:*	0		*SUM:*	1041		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.634			0.000			0.731			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.634			0.000			0.731			0.000
LEVEL OF SERVICE (LOS):				B			A			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	183	1	183	0	0	**0**
	Left-Through		0			0	
	Through	3	0	0	0	0	0
	Through-Right		0			0	
	Right	312	1	**312**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	298	1	**298**	0	0	0
	Left-Through		0			0	
	Through	1436	3	479	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1079	3	**297**	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	312		*North-South:*	0
			East-West:	595		*East-West:*	0
			SUM:	907		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.636			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.636			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	2	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	103	0	103	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	377	1	**240**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	994	3	**301**	0	0	**0**
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	217	1	**217**	0	0	**0**
	Left-Through		0			0	
	Through	1005	3	335	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	240		*North-South:*	0
			East-West:	518		*East-West:*	0
			SUM:	758		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.532			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.532			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	2	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	132	0	132	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	372	1	**252**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1165	3	**331**	0	0	**0**
	Through-Right		1			0	
	Right	157	0	157	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	294	1	**294**	0	0	**0**
	Left-Through		0			0	
	Through	1027	3	342	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	252		*North-South:*	0
			East-West:	625		*East-West:*	0
			SUM:	877		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.615			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.615			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	2	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	237	0	237	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	428	1	**333**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1400	3	**393**	0	0	**0**
	Through-Right		1			0	
	Right	171	0	171	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	203	1	**203**	0	0	**0**
	Left-Through		0			0	
	Through	1026	3	342	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	333		*North-South:*	0
			East-West:	596		*East-West:*	0
			SUM:	929		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.652			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.652			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	3	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	1	8	0	0	0
	Left-Through		0			0	
	Through	2271	4	568	0	0	0
	Through-Right		0			0	
	Right	192	1	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	202	2	111	0	0	0
	Left-Through		0			0	
	Through	1286	3	429	0	0	0
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	24	1	24	0	0	0
	Left-Through		0			0	
	Through	0	0	14	0	0	0
	Through-Right		1			0	
	Right	14	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	31	1	22	0	0	0
	Left-Through		0			0	
	Through	2	0	22	0	0	0
	Through-Right		0			0	
	Right	32	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	679		North-South:	0
			East-West:	46		East-West:	0
			SUM:	725		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.527			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.527			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	3	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	13	1	13	0	0	0
	Left-Through		0			0	
	Through	1506	4	377	0	0	0
	Through-Right		0			0	
	Right	154	1	77	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	23	2	13	0	0	0
	Left-Through		0			0	
	Through	1424	3	475	0	0	0
	Through-Right		0			0	
	Right	13	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	13	1	13	0	0	0
	Left-Through		0			0	
	Through	0	0	13	0	0	0
	Through-Right		1			0	
	Right	13	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	114	1	77	0	0	0
	Left-Through		0			0	
	Through	0	0	77	0	0	0
	Through-Right		0			0	
	Right	118	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	488		North-South:	0
			East-West:	90		East-West:	0
			SUM:	578		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.420			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.420			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	3	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	1	16	0	0	0
	Left-Through		0			0	
	Through	1911	4	478	0	0	0
	Through-Right		0			0	
	Right	96	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	2	55	0	0	0
	Left-Through		0			0	
	Through	2137	3	712	0	0	0
	Through-Right		0			0	
	Right	19	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	19	1	19	0	0	0
	Left-Through		0			0	
	Through	1	0	14	0	0	0
	Through-Right		1			0	
	Right	13	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	138	1	112	0	0	0
	Left-Through		0			0	
	Through	1	0	112	0	0	0
	Through-Right		0			0	
	Right	196	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	728		North-South:	0
			East-West:	131		East-West:	0
			SUM:	859		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.625			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.625			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	3	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	73	1	73	0	0	0
	Left-Through		0			0	
	Through	1441	3	382	0	0	0
	Through-Right		1			0	
	Right	88	0	88	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	160	0	0	0
	Left-Through		0			0	
	Through	1131	2	392	0	0	0
	Through-Right		1			0	
	Right	45	0	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	244	1	244	0	0	0
	Left-Through		0			0	
	Through	335	2	168	0	0	0
	Through-Right		0			0	
	Right	119	1	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	148	1	148	0	0	0
	Left-Through		0			0	
	Through	344	2	172	0	0	0
	Through-Right		0			0	
	Right	247	1	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	542		North-South:	0
			East-West:	416		East-West:	0
			SUM:	958		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.697			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.697			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	95	1	95	0	0	**0**
	Left-Through		0			0	
	Through	966	3	**269**	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	203	1	**203**	0	0	0
	Left-Through		0			0	
	Through	730	2	271	0	0	**0**
	Through-Right		1			0	
	Right	83	0	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	136	1	**136**	0	0	0
	Left-Through		0			0	
	Through	253	2	127	0	0	**0**
	Through-Right		0			0	
	Right	74	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	138	1	138	0	0	**0**
	Left-Through		0			0	
	Through	366	2	**183**	0	0	0
	Through-Right		0			0	
	Right	231	1	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	472		North-South:	0
			East-West:	319		East-West:	0
			SUM:	791		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.575			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.575			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	136	1	136	0	0	**0**
	Left-Through		0			0	
	Through	1483	3	**410**	0	0	0
	Through-Right		1			0	
	Right	155	0	155	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	268	1	**268**	0	0	0
	Left-Through		0			0	
	Through	1401	2	514	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	126	1	**126**	0	0	0
	Left-Through		0			0	
	Through	272	2	136	0	0	**0**
	Through-Right		0			0	
	Right	71	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	165	1	165	0	0	**0**
	Left-Through		0			0	
	Through	366	2	**183**	0	0	0
	Through-Right		0			0	
	Right	243	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	678		North-South:	0
			East-West:	309		East-West:	0
			SUM:	987		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.718			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.718			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	65	2	36	0	0	**0**
	Left-Through		0			0	
	Through	1799	3	**600**	0	0	0
	Through-Right		0			0	
	Right	197	1	105	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	105	2	**58**	0	0	0
	Left-Through		0			0	
	Through	1544	3	394	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	78	1	78	0	0	0
	Left-Through		0			0	
	Through	78	1	78	0	0	**0**
	Through-Right		0			0	
	Right	185	1	**149**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	156	1	**92**	0	0	**0**
	Left-Through		1			0	
	Through	27	0	92	0	0	0
	Through-Right		0			0	
	Right	127	1	69	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	658		North-South:	0
			East-West:	241		East-West:	0
			SUM:	899		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.654			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.654			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	117	2	64	0	0	**0**
	Left-Through		0			0	
	Through	1708	3	**569**	0	0	0
	Through-Right		0			0	
	Right	304	1	139	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	176	2	**97**	0	0	0
	Left-Through		0			0	
	Through	1729	3	448	0	0	**0**
	Through-Right		1			0	
	Right	64	0	64	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	63	1	**63**	0	0	0
	Left-Through		0			0	
	Through	63	1	63	0	0	**0**
	Through-Right		0			0	
	Right	55	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	283	1	**165**	0	0	**0**
	Left-Through		1			0	
	Through	47	0	165	0	0	0
	Through-Right		0			0	
	Right	180	1	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	666		North-South:	0
			East-West:	228		East-West:	0
			SUM:	894		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.650			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.650			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 3	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	145	2	80	0	0	**0**
	Left-Through		0			0	
	Through	1863	3	**621**	0	0	0
	Through-Right		0			0	
	Right	350	1	158	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	2	**61**	0	0	0
	Left-Through		0			0	
	Through	2139	3	563	0	0	**0**
	Through-Right		1			0	
	Right	114	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	66	1	66	0	0	0
	Left-Through		0			0	
	Through	77	1	**77**	0	0	**0**
	Through-Right		0			0	
	Right	97	1	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	285	1	**192**	0	0	**0**
	Left-Through		1			0	
	Through	99	0	192	0	0	0
	Through-Right		0			0	
	Right	158	1	97	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	682		North-South:	0
			East-West:	269		East-West:	0
			SUM:	951		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.692			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.692			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 2		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	128	1	128	0	0	**0**
	Left-Through		0			0	
	Through	1405	3	**468**	0	0	0
	Through-Right		0			0	
	Right	322	1	195	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	135	1	**135**	0	0	0
	Left-Through		0			0	
	Through	1076	2	369	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	490	1	**266**	0	0	**0**
	Through-Right		1			0	
	Right	42	0	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	231	2	**127**	0	0	**0**
	Left-Through		0			0	
	Through	419	1	248	0	0	0
	Through-Right		1			0	
	Right	77	0	77	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	603		North-South:	0
			East-West:	393		East-West:	0
			SUM:	996		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.724			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.724			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 2		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	88	1	88	0	0	**0**
	Left-Through		0			0	
	Through	1360	3	**453**	0	0	0
	Through-Right		0			0	
	Right	275	1	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	158	1	**158**	0	0	0
	Left-Through		0			0	
	Through	1028	2	373	0	0	**0**
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	2	0	0	0	0	0
	Left-Through		0			0	
	Through	492	1	**302**	0	0	**0**
	Through-Right		1			0	
	Right	111	0	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	332	2	**183**	0	0	**0**
	Left-Through		0			0	
	Through	496	1	288	0	0	0
	Through-Right		1			0	
	Right	79	0	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	611		North-South:	0
			East-West:	485		East-West:	0
			SUM:	1096		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.797			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.797			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 2		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	97	1	97	0	0	**0**
	Left-Through		0			0	
	Through	1466	3	**489**	0	0	0
	Through-Right		0			0	
	Right	281	1	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	201	1	**201**	0	0	0
	Left-Through		0			0	
	Through	1457	2	516	0	0	**0**
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	2	0	0	0	0	0
	Left-Through		0			0	
	Through	480	1	**295**	0	0	**0**
	Through-Right		1			0	
	Right	109	0	109	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	387	2	**213**	0	0	**0**
	Left-Through		0			0	
	Through	632	1	350	0	0	0
	Through-Right		1			0	
	Right	67	0	67	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	690		North-South:	0
			East-West:	508		East-West:	0
			SUM:	1198		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.871			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.871			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	1531	4	**536**	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	1455	0	0	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	153	0	0	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	1287	4	**322**	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	13	1	13	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	0	0	0	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	1405	4	**224**	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	0	0	0	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	10	1	10	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	858		*North-South:*	0
		East-West:	224		*East-West:*	0
		SUM:	1082		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.721			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.721			0.000
LEVEL OF SERVICE (LOS):			C			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	1107	4	**387**	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	1349	0	0	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	193	0	0	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	1574	4	**394**	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	35	1	35	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	0	0	0	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	933	4	**134**	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	0	0	0	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	34	1	34	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	781		*North-South:*	0
		East-West:	134		*East-West:*	0
		SUM:	915		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.610			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.610			0.000
LEVEL OF SERVICE (LOS):			B			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	1741	4	**609**	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	1756	0	0	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	267	0	0	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	1801	4	**450**	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	27	1	27	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	0	0	0	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	1569	4	**245**	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	0	0	0	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	26	1	26	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	1059		*North-South:*	0
		East-West:	245		*East-West:*	0
		SUM:	1304		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.869			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.869			0.000
LEVEL OF SERVICE (LOS):			D			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	134	2	74	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	1377	1	**749**	0	0	0
NORTHBOUND Through-Right		1			0	
NORTHBOUND Right	121	0	121	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	189	2	**104**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	1292	1	668	0	0	**0**
SOUTHBOUND Through-Right		1			0	
SOUTHBOUND Right	43	0	43	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	64	2	35	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	755	3	**252**	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	125	1	51	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	277	2	**152**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	596	2	298	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	238	1	134	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	853		*North-South:*	0
		East-West:	404		*East-West:*	0
		SUM:	1257		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.914			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.914			0.000
LEVEL OF SERVICE (LOS):			E			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	208	2	114	0	0	**0**
	Left-Through		0			0	
	Through	1330	1	**728**	0	0	0
	Through-Right		1			0	
	Right	126	0	126	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	219	2	**120**	0	0	0
	Left-Through		0			0	
	Through	1323	1	715	0	0	**0**
	Through-Right		1			0	
	Right	106	0	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	106	2	**58**	0	0	0
	Left-Through		0			0	
	Through	588	3	196	0	0	**0**
	Through-Right		0			0	
	Right	149	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	258	2	142	0	0	**0**
	Left-Through		0			0	
	Through	693	2	**347**	0	0	0
	Through-Right		0			0	
	Right	198	1	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	848		*North-South:*	0
			East-West:	405		*East-West:*	0
			SUM:	1253		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.911			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.911			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	175	2	**96**	0	0	**0**
	Left-Through		0			0	
	Through	1275	1	695	0	0	0
	Through-Right		1			0	
	Right	115	0	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	276	2	152	0	0	0
	Left-Through		0			0	
	Through	1559	1	**806**	0	0	**0**
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	86	2	**47**	0	0	0
	Left-Through		0			0	
	Through	842	3	281	0	0	**0**
	Through-Right		0			0	
	Right	212	1	116	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	292	2	161	0	0	**0**
	Left-Through		0			0	
	Through	837	2	**419**	0	0	0
	Through-Right		0			0	
	Right	194	1	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	902		*North-South:*	0
			East-West:	466		*East-West:*	0
			SUM:	1368		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.995			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.995			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	429	2	**236**	0	0	**0**
	Left-Through		0			0	
	Through	1522	2	545	0	0	0
	Through-Right		1			0	
	Right	113	0	113	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	257	2	141	0	0	0
	Left-Through		0			0	
	Through	1380	2	**510**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	94	2	**52**	0	0	0
	Left-Through		0			0	
	Through	619	2	310	0	0	**0**
	Through-Right		0			0	
	Right	391	1	155	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	186	2	102	0	0	**0**
	Left-Through		0			0	
	Through	729	2	**365**	0	0	0
	Through-Right		0			0	
	Right	223	1	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	746		*North-South:*	0
			East-West:	417		*East-West:*	0
			SUM:	1163		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.846			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.846			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	472	2	260	0	0	**0**
	Left-Through		0			0	
	Through	1240	2	**488**	0	0	0
	Through-Right		1			0	
	Right	224	0	224	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	401	2	**221**	0	0	0
	Left-Through		0			0	
	Through	1124	2	435	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	133	2	73	0	0	0
	Left-Through		0			0	
	Through	567	2	**284**	0	0	**0**
	Through-Right		0			0	
	Right	357	1	97	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	483	2	**266**	0	0	**0**
	Left-Through		0			0	
	Through	880	2	440	0	0	0
	Through-Right		0			0	
	Right	399	1	178	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	709		*North-South:*	0
			East-West:	550		*East-West:*	0
			SUM:	1259		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.916			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.916			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	434	2	**239**	0	0	**0**
	Left-Through		0			0	
	Through	1168	2	452	0	0	0
	Through-Right		1			0	
	Right	189	0	189	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	261	2	144	0	0	0
	Left-Through		0			0	
	Through	1466	2	**534**	0	0	**0**
	Through-Right		1			0	
	Right	136	0	136	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	129	2	71	0	0	0
	Left-Through		0			0	
	Through	718	2	**359**	0	0	**0**
	Through-Right		0			0	
	Right	412	1	173	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	530	2	**292**	0	0	**0**
	Left-Through		0			0	
	Through	682	2	341	0	0	0
	Through-Right		0			0	
	Right	360	1	216	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	773		North-South:	0
			East-West:	651		East-West:	0
			SUM:	1424		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.036			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.036			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	1866	3	**470**	0	0	0
	Through-Right		1			0	
	Right	13	0	13	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	97	1	**97**	0	0	0
	Left-Through		0			0	
	Through	1269	2	444	0	0	**0**
	Through-Right		1			0	
	Right	64	0	64	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	307	2	**169**	0	0	0
	Left-Through		0			0	
	Through	34	0	69	0	0	**0**
	Through-Right		1			0	
	Right	35	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	23	1	23	0	0	0
	Through-Right		0			0	
	Right	246	1	**149**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	567		North-South:	0
			East-West:	318		East-West:	0
			SUM:	885		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.644			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.644			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	46	1	46	0	0	**0**
	Left-Through		0			0	
	Through	1381	3	**352**	0	0	0
	Through-Right		1			0	
	Right	25	0	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	157	1	**157**	0	0	0
	Left-Through		0			0	
	Through	1175	2	436	0	0	**0**
	Through-Right		1			0	
	Right	133	0	133	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	124	2	68	0	0	0
	Left-Through		0			0	
	Through	53	0	**109**	0	0	**0**
	Through-Right		1			0	
	Right	56	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	**40**	0	0	**0**
	Left-Through		0			0	
	Through	45	1	45	0	0	0
	Through-Right		0			0	
	Right	183	1	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	509		North-South:	0
			East-West:	149		East-West:	0
			SUM:	658		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.479			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.479			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	37	1	**37**	0	0	**0**
	Left-Through		0			0	
	Through	1758	3	450	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	274	1	274	0	0	0
	Left-Through		0			0	
	Through	1914	2	**701**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	109	2	60	0	0	0
	Left-Through		0			0	
	Through	70	0	**100**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	51	1	**51**	0	0	**0**
	Left-Through		0			0	
	Through	46	1	46	0	0	0
	Through-Right		0			0	
	Right	162	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	738		North-South:	0
			East-West:	151		East-West:	0
			SUM:	889		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.647			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.647			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1448	3	**483**	0	0	0
Through-Right		0			0	
Right	252	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	765	2	**421**	0	0	0
Left-Through		0			0	
Through	1165	3	388	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	159	2	**87**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	764	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	904		*North-South:*	0
		East-West:	87		*East-West:*	0
		SUM:	991		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.695			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.695			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1529	3	**510**	0	0	0
Through-Right		0			0	
Right	183	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	706	2	**388**	0	0	0
Left-Through		0			0	
Through	1420	3	473	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	166	2	**91**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	730	2	14	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	898		*North-South:*	0
		East-West:	91		*East-West:*	0
		SUM:	989		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.694			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.694			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1659	3	**553**	0	0	0
Through-Right		0			0	
Right	237	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	830	2	**457**	0	0	0
Left-Through		0			0	
Through	1795	3	598	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	240	2	**132**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	726	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	1010		*North-South:*	0
		East-West:	132		*East-West:*	0
		SUM:	1142		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.801			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.801			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	22	1	22	0	0	**0**
Left-Through		0			0	
Through	786	2	**393**	0	0	0
Through-Right		0			0	
Right	117	1	51	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	75	1	**75**	0	0	0
Left-Through		0			0	
Through	175	1	92	0	0	**0**
Through-Right		1			0	
Right	9	0	9	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	31	1	**31**	0	0	0
Left-Through		0			0	
Through	9	1	9	0	0	**0**
Through-Right		1			0	
Right	18	0	7	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	132	1	132	0	0	**0**
Left-Through		0			0	
Through	28	1	28	0	0	0
Through-Right		0			0	
Right	338	1	**263**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	468		*North-South:*	0
		East-West:	294		*East-West:*	0
		SUM:	762		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.554			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.554			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	1	25	0	0	**0**
	Left-Through		0			0	
	Through	281	2	**141**	0	0	0
	Through-Right		0			0	
	Right	81	1	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	31	1	23	0	0	**0**
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	173	1	**173**	0	0	0
	Left-Through		0			0	
	Through	218	1	115	0	0	**0**
	Through-Right		1			0	
	Right	12	0	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	55	1	55	0	0	0
	Through-Right		0			0	
	Right	229	1	**199**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	171		*North-South:*	0
			East-West:	372		*East-West:*	0
			SUM:	543		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.395			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.395			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	352	2	**176**	0	0	0
	Through-Right		0			0	
	Right	121	1	74	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	18	1	**18**	0	0	0
	Left-Through		0			0	
	Through	33	1	28	0	0	**0**
	Through-Right		1			0	
	Right	22	0	22	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	265	1	265	0	0	0
	Left-Through		0			0	
	Through	591	1	**303**	0	0	**0**
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	94	1	94	0	0	**0**
	Left-Through		0			0	
	Through	38	1	38	0	0	0
	Through-Right		0			0	
	Right	174	1	**156**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	194		*North-South:*	0
			East-West:	459		*East-West:*	0
			SUM:	653		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.475			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.475			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	75	1	75	0	0	**0**
	Left-Through		0			0	
	Through	1226	3	**409**	0	0	0
	Through-Right		0			0	
	Right	55	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	114	1	**114**	0	0	0
	Left-Through		0			0	
	Through	861	3	287	0	0	**0**
	Through-Right		0			0	
	Right	129	1	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	154	2	**85**	0	0	0
	Left-Through		0			0	
	Through	483	2	242	0	0	**0**
	Through-Right		0			0	
	Right	57	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	69	1	69	0	0	**0**
	Left-Through		0			0	
	Through	792	1	**557**	0	0	0
	Through-Right		1			0	
	Right	322	0	322	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	523		*North-South:*	0
			East-West:	642		*East-West:*	0
			SUM:	1165		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.847			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.847			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	997	3	**332**	0	0	0
	Through-Right		0			0	
	Right	110	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	172	1	**172**	0	0	0
	Left-Through		0			0	
	Through	859	3	286	0	0	**0**
	Through-Right		0			0	
	Right	242	1	185	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	207	2	**114**	0	0	0
	Left-Through		0			0	
	Through	630	2	315	0	0	**0**
	Through-Right		0			0	
	Right	82	1	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	118	1	118	0	0	**0**
	Left-Through		0			0	
	Through	610	1	**410**	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	504		*North-South:*	0
			East-West:	524		*East-West:*	0
			SUM:	1028		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.748			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.748			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: MANCHESTER AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: Analyst: Date:

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	135	1	135	0	0	0
	Left-Through		0			0	
	Through	1374	3	458	0	0	0
	Through-Right		0			0	
	Right	100	1	13	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	233	1	233	0	0	0
	Left-Through		0			0	
	Through	1437	3	479	0	0	0
	Through-Right		0			0	
	Right	274	1	222	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	2	105	0	0	0
	Left-Through		0			0	
	Through	772	2	386	0	0	0
	Through-Right		0			0	
	Right	74	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	1	87	0	0	0
	Left-Through		0			0	
	Through	577	1	378	0	0	0
	Through-Right		1			0	
	Right	178	0	178	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	691		North-South:	0
			East-West:	483		East-West:	0
			SUM:	1174		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.854			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.854			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII East-West Street: WASHINGTON BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: Analyst: Date:

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	384	2	211	0	0	0
	Left-Through		0			0	
	Through	337	1	337	0	0	0
	Through-Right		0			0	
	Right	283	1	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	45	1	45	0	0	0
	Left-Through		0			0	
	Through	124	0	133	0	0	0
	Through-Right		1			0	
	Right	9	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	507	2	254	0	0	0
	Through-Right		0			0	
	Right	204	1	99	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	126	1	126	0	0	0
	Left-Through		0			0	
	Through	378	1	214	0	0	0
	Through-Right		1			0	
	Right	49	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	470		North-South:	0
			East-West:	380		East-West:	0
			SUM:	850		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.596			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.596			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII East-West Street: WASHINGTON BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: Analyst: Date:

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	247	2	136	0	0	0
	Left-Through		0			0	
	Through	194	1	194	0	0	0
	Through-Right		0			0	
	Right	194	1	113	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	146	0	184	0	0	0
	Through-Right		1			0	
	Right	38	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	41	1	41	0	0	0
	Left-Through		0			0	
	Through	441	2	221	0	0	0
	Through-Right		0			0	
	Right	163	1	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	163	1	163	0	0	0
	Left-Through		0			0	
	Through	504	1	274	0	0	0
	Through-Right		1			0	
	Right	44	0	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	378		North-South:	0
			East-West:	384		East-West:	0
			SUM:	762		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.535			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.535			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII East-West Street: WASHINGTON BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: Analyst: Date:

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	398	2	219	0	0	0
	Left-Through		0			0	
	Through	220	1	220	0	0	0
	Through-Right		0			0	
	Right	184	1	108	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	438	0	475	0	0	0
	Through-Right		1			0	
	Right	37	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	31	1	31	0	0	0
	Left-Through		0			0	
	Through	523	2	262	0	0	0
	Through-Right		0			0	
	Right	296	1	187	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	153	1	153	0	0	0
	Left-Through		0			0	
	Through	654	1	349	0	0	0
	Through-Right		1			0	
	Right	43	0	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	695		North-South:	0
			East-West:	415		East-West:	0
			SUM:	1110		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.779			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.779			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 121 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** OVERLAND AVENUE | **East-West Street:** VENICE BOULEVARD | **Scenario:** BASELINE (2010) CONDITIONS | **Count Date:** | **Analyst:** | **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0	NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	91	1	91	0	0	**0**	144	1	144	0	0	**0**
	Left-Through		0			0			0			0	
	Through	949	2	**475**	0	0	0	672	2	**336**	0	0	0
	Through-Right		0			0			0			0	
	Right	131	1	0	0	0	0	204	1	51	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	151	1	**151**	0	0	0	126	1	**126**	0	0	0
	Left-Through		0			0			0			0	
	Through	558	2	279	0	0	**0**	554	2	277	0	0	**0**
	Through-Right		0			0			0			0	
	Right	104	1	0	0	0	0	136	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	216	2	119	0	0	0	252	2	139	0	0	0
	Left-Through		0			0			0			0	
	Through	1342	3	**447**	0	0	**0**	1156	3	**385**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	114	1	69	0	0	0	118	1	46	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	271	2	**149**	0	0	**0**	278	2	**153**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1234	3	411	0	0	0	1182	3	394	0	0	0
	Through-Right		0			0			0			0	
	Right	170	1	95	0	0	0	111	1	48	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	626		*North-South:*	0		*North-South:*	462		*North-South:*	0
			East-West:	596		*East-West:*	0		*East-West:*	538		*East-West:*	0
			SUM:	1222		*SUM:*	0		*SUM:*	1000		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.858			0.000			0.702			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.858			0.000			0.702			0.000
LEVEL OF SERVICE (LOS):				D			A			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 121 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** OVERLAND AVENUE | **East-West Street:** VENICE BOULEVARD | **Scenario:** BASELINE (2010) CONDITIONS | **Count Date:** | **Analyst:** | **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**						
NORTHBOUND	Left	156	1	156	0	0	**0**						
	Left-Through		0			0							
	Through	997	2	**499**	0	0	0						
	Through-Right		0			0							
	Right	197	1	36	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	183	1	**183**	0	0	0						
	Left-Through		0			0							
	Through	907	2	454	0	0	**0**						
	Through-Right		0			0							
	Right	141	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	270	2	149	0	0	0						
	Left-Through		0			0							
	Through	1363	3	**454**	0	0	**0**						
	Through-Right		0			0							
	Right	155	1	77	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	292	2	**161**	0	0	**0**						
	Left-Through		0			0							
	Through	1258	3	419	0	0	0						
	Through-Right		0			0							
	Right	82	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	682		*North-South:*	0						
			East-West:	615		*East-West:*	0						
			SUM:	1297		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.910			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.910			0.000						
LEVEL OF SERVICE (LOS):				E			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 123 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** PERSHING DRIVE | **East-West Street:** WESTCHESTER PARKWAY | **Scenario:** BASELINE (2010) CONDITIONS | **Count Date:** | **Analyst:** | **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	566	2	**283**	0	0	0
	Through-Right		0			0	
	Right	229	1	126	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	57	1	**57**	0	0	0
	Left-Through		0			0	
	Through	416	2	208	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	187	2	**103**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	40	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	340		*North-South:*	0
			East-West:	103		*East-West:*	0
			SUM:	443		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.311			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.311			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	294	2	**147**	0	0	0
Through-Right		0			0	
Right	230	1	141	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	70	1	**70**	0	0	0
Left-Through		0			0	
Through	277	2	139	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	161	2	**89**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	77	1	7	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	217		*North-South:*	0
		East-West:	89		*East-West:*	0
		SUM:	306		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.215			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.215			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	504	2	**252**	0	0	0
Through-Right		0			0	
Right	203	1	113	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	67	1	**67**	0	0	0
Left-Through		0			0	
Through	428	2	214	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	163	2	**90**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	105	1	38	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	319		*North-South:*	0
		East-West:	90		*East-West:*	0
		SUM:	409		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.287			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.287			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	148	1	148	0	0	**0**
Left-Through		0			0	
Through	558	1	**372**	0	0	0
Through-Right		1			0	
Right	185	0	185	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	114	1	**114**	0	0	0
Left-Through		0			0	
Through	359	1	204	0	0	**0**
Through-Right		1			0	
Right	49	0	49	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	148	1	148	0	0	0
Left-Through		0			0	
Through	1420	2	**507**	0	0	**0**
Through-Right		1			0	
Right	101	0	101	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	339	1	**339**	0	0	**0**
Left-Through		0			0	
Through	979	3	272	0	0	0
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	486		*North-South:*	0
		East-West:	846		*East-West:*	0
		SUM:	1332		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.969			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.969			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	234	1	**234**	0	0	**0**
Left-Through		0			0	
Through	266	1	225	0	0	0
Through-Right		1			0	
Right	184	0	184	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	85	1	85	0	0	0
Left-Through		0			0	
Through	311	1	**189**	0	0	**0**
Through-Right		1			0	
Right	66	0	66	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	91	1	91	0	0	0
Left-Through		0			0	
Through	1159	2	**414**	0	0	**0**
Through-Right		1			0	
Right	83	0	83	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	276	1	**276**	0	0	**0**
Left-Through		0			0	
Through	1077	3	291	0	0	0
Through-Right		1			0	
Right	86	0	86	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	423		*North-South:*	0
		East-West:	690		*East-West:*	0
		SUM:	1113		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.809			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.809			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	186	1	**186**	0	0	**0**
	Left-Through		0			0	
	Through	571	1	379	0	0	0
	Through-Right		1			0	
	Right	186	0	186	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	118	1	118	0	0	0
	Left-Through		0			0	
	Through	632	1	**349**	0	0	**0**
	Through-Right		1			0	
	Right	65	0	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	119	1	119	0	0	0
	Left-Through		0			0	
	Through	1546	2	**554**	0	0	**0**
	Through-Right		1			0	
	Right	117	0	117	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	218	1	**218**	0	0	**0**
	Left-Through		0			0	
	Through	1235	3	332	0	0	0
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	535		*North-South:*	0
			East-West:	772		*East-West:*	0
			SUM:	1307		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.951			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.951			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	148	1	148	0	0	**0**
	Left-Through		0			0	
	Through	1164	2	**582**	0	0	0
	Through-Right		0			0	
	Right	216	1	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	69	1	**69**	0	0	0
	Left-Through		0			0	
	Through	304	2	152	0	0	**0**
	Through-Right		0			0	
	Right	75	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	168	1	**168**	0	0	0
	Left-Through		0			0	
	Through	833	3	278	0	0	**0**
	Through-Right		0			0	
	Right	333	1	259	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	152	1	152	0	0	**0**
	Left-Through		0			0	
	Through	1082	3	**361**	0	0	0
	Through-Right		0			0	
	Right	44	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	651		*North-South:*	0
			East-West:	529		*East-West:*	0
			SUM:	1180		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.858			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.858			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	236	1	236	0	0	**0**
	Left-Through		0			0	
	Through	820	2	**410**	0	0	0
	Through-Right		0			0	
	Right	328	1	264	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	74	1	**74**	0	0	0
	Left-Through		0			0	
	Through	443	2	222	0	0	**0**
	Through-Right		0			0	
	Right	84	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	177	1	**177**	0	0	0
	Left-Through		0			0	
	Through	1018	3	339	0	0	**0**
	Through-Right		0			0	
	Right	359	1	241	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	128	1	128	0	0	**0**
	Left-Through		0			0	
	Through	1106	3	**369**	0	0	0
	Through-Right		0			0	
	Right	67	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	484		*North-South:*	0
			East-West:	546		*East-West:*	0
			SUM:	1030		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.749			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.749			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	247	1	247	0	0	**0**
	Left-Through		0			0	
	Through	1474	2	**737**	0	0	0
	Through-Right		0			0	
	Right	355	1	314	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	88	1	**88**	0	0	0
	Left-Through		0			0	
	Through	752	2	376	0	0	**0**
	Through-Right		0			0	
	Right	76	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	219	1	**219**	0	0	0
	Left-Through		0			0	
	Through	1411	3	470	0	0	**0**
	Through-Right		0			0	
	Right	288	1	165	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	83	1	83	0	0	**0**
	Left-Through		0			0	
	Through	1204	3	**401**	0	0	0
	Through-Right		0			0	
	Right	44	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	825		*North-South:*	0
			East-West:	620		*East-West:*	0
			SUM:	1445		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.051			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.051			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	132	1	132	0	0	**0**
Left-Through		0			0	
Through	1386	3	**462**	0	0	0
Through-Right		0			0	
Right	28	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	90	1	**90**	0	0	0
Left-Through		0			0	
Through	1031	3	344	0	0	**0**
Through-Right		0			0	
Right	57	1	42	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	15	1	15	0	0	0
Left-Through		0			0	
Through	154	1	**100**	0	0	**0**
Through-Right		1			0	
Right	46	0	46	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	100	1	**100**	0	0	**0**
Left-Through		0			0	
Through	248	1	184	0	0	0
Through-Right		1			0	
Right	120	0	120	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	552		*North-South:*	0
		East-West:	200		*East-West:*	0
		SUM:	752		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.547			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.547			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	1	0	0	0	**0**
Left-Through		0			0	
Through	1249	3	**416**	0	0	0
Through-Right		0			0	
Right	107	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	129	1	**129**	0	0	0
Left-Through		0			0	
Through	1249	3	416	0	0	**0**
Through-Right		0			0	
Right	68	1	2	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	66	1	66	0	0	0
Left-Through		0			0	
Through	156	1	**152**	0	0	**0**
Through-Right		1			0	
Right	147	0	147	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	166	1	**166**	0	0	**0**
Left-Through		0			0	
Through	232	1	177	0	0	0
Through-Right		1			0	
Right	122	0	122	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	545		*North-South:*	0
		East-West:	318		*East-West:*	0
		SUM:	863		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.628			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.628			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	260	1	**260**	0	0	**0**
Left-Through		0			0	
Through	1432	3	477	0	0	0
Through-Right		0			0	
Right	93	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	142	1	142	0	0	0
Left-Through		0			0	
Through	1562	3	**521**	0	0	**0**
Through-Right		0			0	
Right	83	1	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	33	1	33	0	0	0
Left-Through		0			0	
Through	190	1	**141**	0	0	**0**
Through-Right		1			0	
Right	92	0	92	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	154	1	**154**	0	0	**0**
Left-Through		0			0	
Through	279	1	216	0	0	0
Through-Right		1			0	
Right	152	0	152	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	781		*North-South:*	0
		East-West:	295		*East-West:*	0
		SUM:	1076		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.783			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.783			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	31	1	31	0	0	**0**
Left-Through		0			0	
Through	1884	2	**632**	0	0	0
Through-Right		1			0	
Right	11	0	11	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	57	1	**57**	0	0	0
Left-Through		0			0	
Through	1050	2	396	0	0	**0**
Through-Right		1			0	
Right	138	0	138	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	495	2	**272**	0	0	0
Left-Through		0			0	
Through	34	1	34	0	0	**0**
Through-Right		0			0	
Right	65	1	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	40	1	40	0	0	**0**
Left-Through		0			0	
Through	28	1	28	0	0	0
Through-Right		0			0	
Right	154	1	**126**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	689		*North-South:*	0
		East-West:	398		*East-West:*	0
		SUM:	1087		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.763			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.763			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	55	1	55	0	0	**0**
	Left-Through		0			0	
	Through	1431	2	**485**	0	0	0
	Through-Right		1			0	
	Right	25	0	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	98	1	**98**	0	0	0
	Left-Through		0			0	
	Through	1255	2	480	0	0	**0**
	Through-Right		1			0	
	Right	185	0	185	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	218	2	**120**	0	0	0
	Left-Through		0			0	
	Through	28	1	28	0	0	**0**
	Through-Right		0			0	
	Right	63	1	36	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	41	1	**41**	0	0	**0**
	Left-Through		0			0	
	Through	40	1	40	0	0	0
	Through-Right		0			0	
	Right	71	1	22	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	583		*North-South:*	0
			East-West:	161		*East-West:*	0
			SUM:	744		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.522			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.522			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	57	1	**57**	0	0	**0**
	Left-Through		0			0	
	Through	1615	2	548	0	0	0
	Through-Right		1			0	
	Right	29	0	29	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	165	1	165	0	0	0
	Left-Through		0			0	
	Through	2132	2	**824**	0	0	**0**
	Through-Right		1			0	
	Right	341	0	341	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	201	2	**111**	0	0	0
	Left-Through		0			0	
	Through	41	1	41	0	0	**0**
	Through-Right		0			0	
	Right	48	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	46	1	**46**	0	0	0
	Through-Right		0			0	
	Right	67	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	881		*North-South:*	0
			East-West:	157		*East-West:*	0
			SUM:	1038		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.728			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.728			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	43	1	43	0	0	**0**
	Left-Through		0			0	
	Through	1687	2	**567**	0	0	0
	Through-Right		1			0	
	Right	13	0	13	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	19	1	**19**	0	0	0
	Left-Through		0			0	
	Through	1092	3	364	0	0	**0**
	Through-Right		0			0	
	Right	79	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	118	1	**118**	0	0	0
	Left-Through		0			0	
	Through	20	1	20	0	0	**0**
	Through-Right		0			0	
	Right	63	1	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	31	1	31	0	0	**0**
	Left-Through		0			0	
	Through	48	0	**113**	0	0	0
	Through-Right		1			0	
	Right	65	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	586		*North-South:*	0
			East-West:	231		*East-West:*	0
			SUM:	817		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.545			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.545			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	1402	2	**474**	0	0	0
	Through-Right		1			0	
	Right	21	0	21	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	28	1	**28**	0	0	0
	Left-Through		0			0	
	Through	1244	3	415	0	0	**0**
	Through-Right		0			0	
	Right	111	1	63	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	96	1	**96**	0	0	0
	Left-Through		0			0	
	Through	32	1	32	0	0	**0**
	Through-Right		0			0	
	Right	68	1	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	23	1	23	0	0	**0**
	Left-Through		0			0	
	Through	36	0	**79**	0	0	0
	Through-Right		1			0	
	Right	43	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	502		*North-South:*	0
			East-West:	175		*East-West:*	0
			SUM:	677		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.451			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.451			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: 79TH STREET
Scenario: BASELINE (2010) CONDITIONS
Count Date: Analyst: Date:

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	99	1	**99**	0	0	**0**
	Left-Through		0			0	
	Through	1551	2	529	0	0	0
	Through-Right		1			0	
	Right	35	0	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	44	1	44	0	0	0
	Left-Through		0			0	
	Through	1969	3	**656**	0	0	**0**
	Through-Right		0			0	
	Right	159	1	118	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	82	1	**82**	0	0	0
	Left-Through		0			0	
	Through	61	1	61	0	0	**0**
	Through-Right		0			0	
	Right	118	1	69	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	23	1	23	0	0	**0**
	Left-Through		0			0	
	Through	44	0	**74**	0	0	0
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	755		North-South:	0
			East-West:	156		East-West:	0
			SUM:	911		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.607			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.607			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: 83RD STREET
Scenario: BASELINE (2010) CONDITIONS
Count Date: Analyst: Date:

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	17	0	0	**0**
	Left-Through		0			0	
	Through	1576	2	**529**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	22	1	**22**	0	0	0
	Left-Through		0			0	
	Through	1139	2	387	0	0	**0**
	Through-Right		1			0	
	Right	23	0	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	82	0	**82**	0	0	0
	Left-Through		0			0	
	Through	37	0	155	0	0	**0**
	Through-Right		0			0	
	Right	36	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	5	1	5	0	0	**0**
	Left-Through		0			0	
	Through	29	0	**102**	0	0	0
	Through-Right		1			0	
	Right	73	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	551		North-South:	0
			East-West:	184		East-West:	0
			SUM:	735		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.490			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.490			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: 83RD STREET
Scenario: BASELINE (2010) CONDITIONS
Count Date: Analyst: Date:

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	1	21	0	0	**0**
	Left-Through		0			0	
	Through	1353	2	**456**	0	0	0
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	39	1	**39**	0	0	0
	Left-Through		0			0	
	Through	1275	2	436	0	0	**0**
	Through-Right		1			0	
	Right	34	0	34	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	52	0	52	0	0	0
	Left-Through		0			0	
	Through	38	0	**122**	0	0	**0**
	Through-Right		0			0	
	Right	32	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	1	1	**1**	0	0	**0**
	Left-Through		0			0	
	Through	27	0	66	0	0	0
	Through-Right		1			0	
	Right	39	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	495		North-South:	0
			East-West:	123		East-West:	0
			SUM:	618		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.412			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.412			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: 83RD STREET
Scenario: BASELINE (2010) CONDITIONS
Count Date: Analyst: Date:

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	54	1	**54**	0	0	**0**
	Left-Through		0			0	
	Through	1587	2	534	0	0	0
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	68	1	68	0	0	0
	Left-Through		0			0	
	Through	1949	2	**665**	0	0	**0**
	Through-Right		1			0	
	Right	46	0	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	0	30	0	0	0
	Left-Through		0			0	
	Through	49	0	**113**	0	0	**0**
	Through-Right		0			0	
	Right	34	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	2	1	**2**	0	0	**0**
	Left-Through		0			0	
	Through	24	0	42	0	0	0
	Through-Right		1			0	
	Right	18	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	719		North-South:	0
			East-West:	115		East-West:	0
			SUM:	834		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.556			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.556			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** I-105 WB RAMPS N/O IMPERIAL HIGHWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1990	3	**663**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	1731	0	0	0	0	**0**
Through-Right		0			0	
Right	1378	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	750	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	2129	3	**745**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	663		*North-South:*	0
		East-West:	745		*East-West:*	0
		SUM:	1408		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.939			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.939			0.000
LEVEL OF SERVICE (LOS):			E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** I-105 WB RAMPS N/O IMPERIAL HIGHWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1784	3	**595**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	1437	0	0	0	0	**0**
Through-Right		0			0	
Right	1809	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	478	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	2180	3	**763**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	595		*North-South:*	0
		East-West:	763		*East-West:*	0
		SUM:	1358		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.905			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.905			0.000
LEVEL OF SERVICE (LOS):			E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** I-105 WB RAMPS N/O IMPERIAL HIGHWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2410	3	**803**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	2208	0	0	0	0	**0**
Through-Right		0			0	
Right	2025	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	690	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	1872	3	**655**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	803		*North-South:*	0
		East-West:	655		*East-West:*	0
		SUM:	1458		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.972			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.972			0.000
LEVEL OF SERVICE (LOS):			E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	108	1	**108**	0	0	**0**
Left-Through		0			0	
Through	494	2	247	0	0	0
Through-Right		0			0	
Right	27	1	14	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	51	1	51	0	0	0
Left-Through		0			0	
Through	616	3	**205**	0	0	**0**
Through-Right		0			0	
Right	227	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	74	2	**41**	0	0	0
Left-Through		0			0	
Through	32	1	32	0	0	**0**
Through-Right		0			0	
Right	42	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	27	1	27	0	0	**0**
Left-Through		0			0	
Through	21	1	21	0	0	0
Through-Right		0			0	
Right	49	1	**24**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	313		*North-South:*	0
		East-West:	65		*East-West:*	0
		SUM:	378		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.275			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.275			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	117	1	117	0	0	**0**
	Left-Through		0			0	
	Through	757	2	**379**	0	0	0
	Through-Right		0			0	
	Right	27	1	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	44	1	**44**	0	0	0
	Left-Through		0			0	
	Through	612	3	204	0	0	**0**
	Through-Right		0			0	
	Right	226	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	104	2	**57**	0	0	0
	Left-Through		0			0	
	Through	37	1	37	0	0	**0**
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	26	1	26	0	0	**0**
	Left-Through		0			0	
	Through	37	1	37	0	0	0
	Through-Right		0			0	
	Right	75	1	**53**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	423		*North-South:*	0
			East-West:	110		*East-West:*	0
			SUM:	533		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.388			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.388			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	106	1	106	0	0	**0**
	Left-Through		0			0	
	Through	916	2	**458**	0	0	0
	Through-Right		0			0	
	Right	24	1	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	43	1	**43**	0	0	0
	Left-Through		0			0	
	Through	577	3	192	0	0	**0**
	Through-Right		0			0	
	Right	174	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	133	2	**73**	0	0	0
	Left-Through		0			0	
	Through	32	1	32	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	31	1	31	0	0	**0**
	Left-Through		0			0	
	Through	17	1	17	0	0	0
	Through-Right		0			0	
	Right	80	1	**59**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	501		*North-South:*	0
			East-West:	132		*East-West:*	0
			SUM:	633		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.460			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.460			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	11	2	6	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	127	1	**99**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	56	1	**56**	0	0	0
	Left-Through		0			0	
	Through	130	2	65	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	354	1	**189**	0	0	0
	Through-Right		1			0	
	Right	23	0	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	99		*North-South:*	0
			East-West:	245		*East-West:*	0
			SUM:	344		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.229			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.229			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	49	2	27	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	159	1	**127**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	64	1	**64**	0	0	0
	Left-Through		0			0	
	Through	173	2	87	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	364	1	**190**	0	0	0
	Through-Right		1			0	
	Right	16	0	16	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	127		*North-South:*	0
			East-West:	254		*East-West:*	0
			SUM:	381		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.254			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.254			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	55	2	30	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	141	1	**102**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	79	1	**79**	0	0	0
	Left-Through		0			0	
	Through	181	2	91	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	269	1	**141**	0	0	0
	Through-Right		1			0	
	Right	12	0	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	102		*North-South:*	0
			East-West:	220		*East-West:*	0
			SUM:	322		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.215			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.215			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	0	9	0	0	**0**
	Left-Through		1			0	
	Through	32	0	**41**	0	0	0
	Through-Right		0			0	
	Right	16	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	89	1	**89**	0	0	0
	Left-Through		0			0	
	Through	50	1	50	0	0	**0**
	Through-Right		0			0	
	Right	85	1	48	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	74	1	**74**	0	0	0
	Left-Through		0			0	
	Through	88	1	49	0	0	**0**
	Through-Right		1			0	
	Right	9	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	43	1	43	0	0	**0**
	Left-Through		0			0	
	Through	98	1	98	0	0	0
	Through-Right		0			0	
	Right	284	1	**195**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	130		*North-South:*	0
			East-West:	269		*East-West:*	0
			SUM:	399		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.280			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.280			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	0	16	0	0	**0**
	Left-Through		1			0	
	Through	51	0	**67**	0	0	0
	Through-Right		0			0	
	Right	19	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	94	1	**94**	0	0	0
	Left-Through		0			0	
	Through	34	1	34	0	0	**0**
	Through-Right		0			0	
	Right	104	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	178	1	**178**	0	0	0
	Left-Through		0			0	
	Through	119	1	72	0	0	**0**
	Through-Right		1			0	
	Right	24	0	24	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	61	1	61	0	0	**0**
	Left-Through		0			0	
	Through	113	1	113	0	0	0
	Through-Right		0			0	
	Right	314	1	**220**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	161		*North-South:*	0
			East-West:	398		*East-West:*	0
			SUM:	559		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.392			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.392			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	0	20	0	0	**0**
	Left-Through		1			0	
	Through	49	0	**69**	0	0	0
	Through-Right		0			0	
	Right	33	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	44	1	44	0	0	**0**
	Through-Right		0			0	
	Right	84	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	154	1	**154**	0	0	0
	Left-Through		0			0	
	Through	102	1	59	0	0	**0**
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	69	1	69	0	0	**0**
	Left-Through		0			0	
	Through	111	1	111	0	0	0
	Through-Right		0			0	
	Right	231	1	**131**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	169		*North-South:*	0
			East-West:	285		*East-West:*	0
			SUM:	454		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.319			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.319			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 98TH STREET
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	81	1	81	0	0	**0**
	Left-Through		0			0	
	Through	581	2	**291**	0	0	0
	Through-Right		0			0	
	Right	98	1	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	121	1	**121**	0	0	0
	Left-Through		0			0	
	Through	436	2	205	0	0	**0**
	Through-Right		1			0	
	Right	179	0	179	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	73	1	**73**	0	0	0
	Left-Through		0			0	
	Through	29	1	29	0	0	**0**
	Through-Right		0			0	
	Right	76	1	36	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	26	1	26	0	0	**0**
	Left-Through		0			0	
	Through	37	0	**103**	0	0	0
	Through-Right		1			0	
	Right	66	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	412		*North-South:*	0
			East-West:	176		*East-West:*	0
			SUM:	588		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.392			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.392			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 98TH STREET
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	57	1	57	0	0	**0**
	Left-Through		0			0	
	Through	693	2	**347**	0	0	0
	Through-Right		0			0	
	Right	101	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	91	1	**91**	0	0	0
	Left-Through		0			0	
	Through	514	2	206	0	0	**0**
	Through-Right		1			0	
	Right	105	0	105	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	50	1	50	0	0	**0**
	Through-Right		0			0	
	Right	120	1	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	43	1	43	0	0	**0**
	Left-Through		0			0	
	Through	39	0	**154**	0	0	0
	Through-Right		1			0	
	Right	115	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	438		*North-South:*	0
			East-West:	284		*East-West:*	0
			SUM:	722		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.481			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.481			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 98TH STREET
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	53	1	53	0	0	**0**
	Left-Through		0			0	
	Through	710	2	**355**	0	0	0
	Through-Right		0			0	
	Right	128	1	88	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	69	1	**69**	0	0	0
	Left-Through		0			0	
	Through	602	2	231	0	0	**0**
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	167	1	**167**	0	0	0
	Left-Through		0			0	
	Through	64	1	64	0	0	**0**
	Through-Right		0			0	
	Right	197	1	171	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	80	0	0	**0**
	Left-Through		0			0	
	Through	36	0	**218**	0	0	0
	Through-Right		1			0	
	Right	182	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	424		*North-South:*	0
			East-West:	385		*East-West:*	0
			SUM:	809		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.539			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.539			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	13	1	13	0	0	**0**
	Left-Through		0			0	
	Through	22	1	**22**	0	0	0
	Through-Right		0			0	
	Right	25	1	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	11	1	**11**	0	0	0
	Left-Through		0			0	
	Through	19	1	11	0	0	**0**
	Through-Right		1			0	
	Right	2	0	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	2	1	**2**	0	0	0
	Left-Through		0			0	
	Through	277	2	139	0	0	**0**
	Through-Right		0			0	
	Right	48	1	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	38	1	38	0	0	**0**
	Left-Through		0			0	
	Through	409	2	**205**	0	0	0
	Through-Right		0			0	
	Right	7	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	33		*North-South:*	0
			East-West:	207		*East-West:*	0
			SUM:	240		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.160			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.160			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	35	1	35	0	0	**0**
	Left-Through		0			0	
	Through	14	1	14	0	0	0
	Through-Right		0			0	
	Right	109	1	**77**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	24	1	**24**	0	0	0
	Left-Through		0			0	
	Through	14	1	9	0	0	**0**
	Through-Right		1			0	
	Right	4	0	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	6	1	6	0	0	0
	Left-Through		0			0	
	Through	421	2	**211**	0	0	**0**
	Through-Right		0			0	
	Right	47	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	65	1	**65**	0	0	**0**
	Left-Through		0			0	
	Through	474	2	237	0	0	0
	Through-Right		0			0	
	Right	24	1	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	101		*North-South:*	0
			East-West:	276		*East-West:*	0
			SUM:	377		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.251			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.251			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	29	1	29	0	0	**0**
	Left-Through		0			0	
	Through	22	1	22	0	0	0
	Through-Right		0			0	
	Right	90	1	**68**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**20**	0	0	0
	Left-Through		0			0	
	Through	19	1	11	0	0	**0**
	Through-Right		1			0	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	3	1	3	0	0	0
	Left-Through		0			0	
	Through	466	2	**233**	0	0	**0**
	Through-Right		0			0	
	Right	36	1	22	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	44	1	**44**	0	0	**0**
	Left-Through		0			0	
	Through	518	2	259	0	0	0
	Through-Right		0			0	
	Right	40	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	88		*North-South:*	0
			East-West:	277		*East-West:*	0
			SUM:	365		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.243			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.243			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	18	0	18	0	0	**0**
	Left-Through		0			0	
	Through	112	0	**181**	0	0	0
	Through-Right		0			0	
	Right	51	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	22	0	**22**	0	0	0
	Left-Through		0			0	
	Through	8	0	79	0	0	**0**
	Through-Right		0			0	
	Right	49	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	52	1	**52**	0	0	0
	Left-Through		0			0	
	Through	261	1	135	0	0	**0**
	Through-Right		1			0	
	Right	8	0	8	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	7	1	7	0	0	**0**
	Left-Through		0			0	
	Through	393	1	**227**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	203		*North-South:*	0
			East-West:	279		*East-West:*	0
			SUM:	482		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.321			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.321			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	11	0	11	0	0	**0**
	Left-Through		0			0	
	Through	132	0	**210**	0	0	0
	Through-Right		0			0	
	Right	67	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	129	0	**129**	0	0	0
	Left-Through		0			0	
	Through	11	0	228	0	0	**0**
	Through-Right		0			0	
	Right	88	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	56	1	**56**	0	0	0
	Left-Through		0			0	
	Through	306	1	156	0	0	**0**
	Through-Right		1			0	
	Right	5	0	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	412	1	**265**	0	0	0
	Through-Right		1			0	
	Right	117	0	117	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	339		*North-South:*	0
			East-West:	321		*East-West:*	0
			SUM:	660		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.440			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.440			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	19	0	19	0	0	**0**
	Left-Through		0			0	
	Through	181	0	**302**	0	0	0
	Through-Right		0			0	
	Right	102	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	144	0	**144**	0	0	0
	Left-Through		0			0	
	Through	18	0	269	0	0	**0**
	Through-Right		0			0	
	Right	107	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	53	1	**53**	0	0	0
	Left-Through		0			0	
	Through	369	1	188	0	0	**0**
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	493	1	**286**	0	0	0
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	446		*North-South:*	0
			East-West:	339		*East-West:*	0
			SUM:	785		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.523			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.523			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3084	2	**1041**	0	0	0
	Through-Right		1			0	
	Right	38	0	38	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2723	3	694	0	0	**0**
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	84	1	**70**	0	0	0
	Left-Through		0			0	
	Through	56	0	70	0	0	**0**
	Through-Right		0			0	
	Right	62	1	62	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	285	1	**195**	0	0	**0**
	Left-Through		1			0	
	Through	104	0	195	0	0	0
	Through-Right		0			0	
	Right	45	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1041		*North-South:*	0
			East-West:	265		*East-West:*	0
			SUM:	1306		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.916			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.916			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1995	2	**677**	0	0	0
	Through-Right		1			0	
	Right	37	0	37	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1919	3	516	0	0	**0**
	Through-Right		1			0	
	Right	144	0	144	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	148	1	**124**	0	0	0
	Left-Through		0			0	
	Through	100	0	124	0	0	**0**
	Through-Right		0			0	
	Right	77	1	77	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	184	1	**135**	0	0	**0**
	Left-Through		1			0	
	Through	86	0	135	0	0	0
	Through-Right		0			0	
	Right	35	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	677		*North-South:*	0
			East-West:	259		*East-West:*	0
			SUM:	936		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.657			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.657			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2784	2	**966**	0	0	0
	Through-Right		1			0	
	Right	114	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2873	3	750	0	0	**0**
	Through-Right		1			0	
	Right	125	0	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	176	1	**167**	0	0	0
	Left-Through		0			0	
	Through	158	0	167	0	0	**0**
	Through-Right		0			0	
	Right	75	1	75	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	**188**	0	0	**0**
	Left-Through		1			0	
	Through	136	0	188	0	0	0
	Through-Right		0			0	
	Right	23	1	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	966		*North-South:*	0
			East-West:	355		*East-West:*	0
			SUM:	1321		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.927			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.927			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	99	1	**99**	0	0	**0**
	Left-Through		0			0	
	Through	221	0	259	0	0	0
	Through-Right		1			0	
	Right	38	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	15	1	15	0	0	0
	Left-Through		0			0	
	Through	207	0	**260**	0	0	**0**
	Through-Right		1			0	
	Right	53	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	52	1	52	0	0	0
	Left-Through		0			0	
	Through	461	1	**329**	0	0	**0**
	Through-Right		1			0	
	Right	197	0	197	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	51	1	**51**	0	0	**0**
	Left-Through		0			0	
	Through	570	1	301	0	0	0
	Through-Right		1			0	
	Right	31	0	31	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	359		*North-South:*	0
			East-West:	380		*East-West:*	0
			SUM:	739		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.493			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.493			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	85	1	**85**	0	0	**0**
	Left-Through		0			0	
	Through	145	0	183	0	0	0
	Through-Right		1			0	
	Right	38	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	33	1	33	0	0	0
	Left-Through		0			0	
	Through	137	0	**199**	0	0	**0**
	Through-Right		1			0	
	Right	62	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	72	1	**72**	0	0	0
	Left-Through		0			0	
	Through	475	1	285	0	0	**0**
	Through-Right		1			0	
	Right	94	0	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	49	1	49	0	0	**0**
	Left-Through		0			0	
	Through	546	1	**297**	0	0	0
	Through-Right		1			0	
	Right	47	0	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	284		*North-South:*	0
			East-West:	369		*East-West:*	0
			SUM:	653		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.435			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.435			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	83	1	**83**	0	0	**0**
	Left-Through		0			0	
	Through	215	0	242	0	0	0
	Through-Right		1			0	
	Right	27	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	29	1	29	0	0	0
	Left-Through		0			0	
	Through	293	0	**362**	0	0	**0**
	Through-Right		1			0	
	Right	69	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	77	1	77	0	0	0
	Left-Through		0			0	
	Through	654	1	**388**	0	0	**0**
	Through-Right		1			0	
	Right	122	0	122	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	78	1	**78**	0	0	**0**
	Left-Through		0			0	
	Through	588	1	328	0	0	0
	Through-Right		1			0	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	445		*North-South:*	0
			East-West:	466		*East-West:*	0
			SUM:	911		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.607			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.607			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	107	1	107	0	0	**0**
	Left-Through		0			0	
	Through	829	2	**415**	0	0	0
	Through-Right		0			0	
	Right	267	1	97	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	73	1	**73**	0	0	0
	Left-Through		0			0	
	Through	504	2	252	0	0	**0**
	Through-Right		0			0	
	Right	124	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	151	1	**151**	0	0	0
	Left-Through		0			0	
	Through	691	2	346	0	0	**0**
	Through-Right		0			0	
	Right	112	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	746	1	**412**	0	0	0
	Through-Right		1			0	
	Right	77	0	77	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	488		*North-South:*	0
			East-West:	563		*East-West:*	0
			SUM:	1051		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.764			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.764			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3		NB-- 0	SB-- 0	
	EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	175	1	**175**	0	0	**0**
	Left-Through		0			0	
	Through	630	2	315	0	0	0
	Through-Right		0			0	
	Right	212	1	129	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	659	2	**330**	0	0	**0**
	Through-Right		0			0	
	Right	171	1	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	132	1	**132**	0	0	0
	Left-Through		0			0	
	Through	535	2	268	0	0	**0**
	Through-Right		0			0	
	Right	113	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	83	1	83	0	0	**0**
	Left-Through		0			0	
	Through	518	1	**274**	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	505		*North-South:*	0
			East-West:	406		*East-West:*	0
			SUM:	911		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.663			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.663			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3		NB-- 0	SB-- 0	
	EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	775	2	388	0	0	0
	Through-Right		0			0	
	Right	286	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	88	1	88	0	0	0
	Left-Through		0			0	
	Through	1018	2	**509**	0	0	**0**
	Through-Right		0			0	
	Right	183	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	138	1	138	0	0	0
	Left-Through		0			0	
	Through	751	2	**376**	0	0	**0**
	Through-Right		0			0	
	Right	148	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	292	1	**292**	0	0	**0**
	Left-Through		0			0	
	Through	621	1	321	0	0	0
	Through-Right		1			0	
	Right	21	0	21	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	679		*North-South:*	0
			East-West:	668		*East-West:*	0
			SUM:	1347		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.980			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.980			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0		NB-- 0	SB-- 0	
	EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	267	1	**267**	0	0	**0**
	Left-Through		0			0	
	Through	551	1	283	0	0	0
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	1	14	0	0	0
	Left-Through		0			0	
	Through	418	2	**171**	0	0	**0**
	Through-Right		1			0	
	Right	96	0	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	32	1	**32**	0	0	0
	Left-Through		0			0	
	Through	2	1	2	0	0	**0**
	Through-Right		0			0	
	Right	96	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	4	0	4	0	0	**0**
	Left-Through		0			0	
	Through	1	0	**5**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	438		*North-South:*	0
			East-West:	37		*East-West:*	0
			SUM:	475		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.333			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.333			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0		NB-- 0	SB-- 0	
	EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	505	1	**261**	0	0	0
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	19	1	**19**	0	0	0
	Left-Through		0			0	
	Through	382	2	145	0	0	**0**
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	6	1	6	0	0	**0**
	Through-Right		0			0	
	Right	146	1	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	5	0	5	0	0	**0**
	Left-Through		0			0	
	Through	8	0	**25**	0	0	0
	Through-Right		0			0	
	Right	12	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	280		*North-South:*	0
			East-West:	105		*East-West:*	0
			SUM:	385		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.270			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.270			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	63	1	**63**	0	0	**0**
Left-Through		0			0	
Through	482	1	244	0	0	0
Through-Right		1			0	
Right	6	0	6	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	45	1	45	0	0	0
Left-Through		0			0	
Through	810	2	**291**	0	0	**0**
Through-Right		1			0	
Right	63	0	63	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	65	1	65	0	0	0
Left-Through		0			0	
Through	3	1	3	0	0	**0**
Through-Right		0			0	
Right	179	1	**116**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	11	0	**11**	0	0	**0**
Left-Through		0			0	
Through	1	0	22	0	0	0
Through-Right		0			0	
Right	10	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	354		*North-South:*	0
		East-West:	127		*East-West:*	0
		SUM:	481		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.338			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.338			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1136	1	**570**	0	0	0
Through-Right		1			0	
Right	3	0	3	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	13	1	**13**	0	0	0
Left-Through		0			0	
Through	347	2	174	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	17	0	17	0	0	**0**
Left-Through		0			0	
Through	0	0	**24**	0	0	0
Through-Right		0			0	
Right	7	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	583		*North-South:*	0
		East-West:	24		*East-West:*	0
		SUM:	607		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.405			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.405			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	405	1	**205**	0	0	0
Through-Right		1			0	
Right	4	0	4	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	13	1	**13**	0	0	0
Left-Through		0			0	
Through	277	2	139	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	6	0	6	0	0	**0**
Left-Through		0			0	
Through	0	0	**16**	0	0	0
Through-Right		0			0	
Right	10	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	218		*North-South:*	0
		East-West:	16		*East-West:*	0
		SUM:	234		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.156			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.156			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	485	1	245	0	0	0
Through-Right		1			0	
Right	5	0	5	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	15	1	15	0	0	0
Left-Through		0			0	
Through	970	2	**485**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	7	0	7	0	0	**0**
Left-Through		0			0	
Through	0	0	**21**	0	0	0
Through-Right		0			0	
Right	14	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	485		*North-South:*	0
		East-West:	21		*East-West:*	0
		SUM:	506		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.337			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.337			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	105	1	105	0	0	**0**
	Left-Through		0			0	
	Through	1587	1	**814**	0	0	0
	Through-Right		1			0	
	Right	41	0	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	86	1	**86**	0	0	0
	Left-Through		0			0	
	Through	1386	2	693	0	0	**0**
	Through-Right		0			0	
	Right	75	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	184	1	**184**	0	0	0
	Left-Through		0			0	
	Through	226	1	226	0	0	**0**
	Through-Right		0			0	
	Right	115	1	63	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	47	1	47	0	0	**0**
	Left-Through		0			0	
	Through	376	1	**376**	0	0	0
	Through-Right		0			0	
	Right	149	1	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	900		*North-South:*	0
			East-West:	560		*East-West:*	0
			SUM:	1460		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.973			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.973			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	94	1	**94**	0	0	**0**
	Left-Through		0			0	
	Through	1385	1	718	0	0	0
	Through-Right		1			0	
	Right	51	0	51	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	108	1	108	0	0	0
	Left-Through		0			0	
	Through	1499	2	**750**	0	0	**0**
	Through-Right		0			0	
	Right	138	1	31	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	215	1	**215**	0	0	0
	Left-Through		0			0	
	Through	228	1	228	0	0	**0**
	Through-Right		0			0	
	Right	182	1	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	72	1	72	0	0	**0**
	Left-Through		0			0	
	Through	254	1	**254**	0	0	0
	Through-Right		0			0	
	Right	133	1	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	844		*North-South:*	0
			East-West:	469		*East-West:*	0
			SUM:	1313		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.875			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.875			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	99	1	**99**	0	0	**0**
	Left-Through		0			0	
	Through	1186	1	615	0	0	0
	Through-Right		1			0	
	Right	43	0	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	83	1	83	0	0	0
	Left-Through		0			0	
	Through	1675	2	**838**	0	0	**0**
	Through-Right		0			0	
	Right	101	1	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	166	1	166	0	0	0
	Left-Through		0			0	
	Through	355	1	**355**	0	0	**0**
	Through-Right		0			0	
	Right	132	1	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	53	1	**53**	0	0	**0**
	Left-Through		0			0	
	Through	197	1	197	0	0	0
	Through-Right		0			0	
	Right	73	1	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	937		*North-South:*	0
			East-West:	408		*East-West:*	0
			SUM:	1345		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.897			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.897			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	113	1	**113**	0	0	**0**
	Left-Through		0			0	
	Through	587	2	294	0	0	0
	Through-Right		0			0	
	Right	82	1	8	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	53	1	53	0	0	0
	Left-Through		0			0	
	Through	525	1	**290**	0	0	**0**
	Through-Right		1			0	
	Right	55	0	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	87	1	**87**	0	0	0
	Left-Through		0			0	
	Through	450	2	180	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	74	1	74	0	0	**0**
	Left-Through		0			0	
	Through	680	2	**252**	0	0	0
	Through-Right		1			0	
	Right	77	0	77	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	403		*North-South:*	0
			East-West:	339		*East-West:*	0
			SUM:	742		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.540			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.540			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	127	1	127	0	0	**0**
Left-Through		0			0	
Through	712	2	**356**	0	0	0
Through-Right		0			0	
Right	114	1	45	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	84	1	**84**	0	0	0
Left-Through		0			0	
Through	429	1	267	0	0	**0**
Through-Right		1			0	
Right	104	0	104	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	142	1	**142**	0	0	0
Left-Through		0			0	
Through	736	2	277	0	0	**0**
Through-Right		1			0	
Right	96	0	96	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	69	1	69	0	0	**0**
Left-Through		0			0	
Through	680	2	**256**	0	0	0
Through-Right		1			0	
Right	88	0	88	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	440		*North-South:*	0
		East-West:	398		*East-West:*	0
		SUM:	838		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.609			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.609			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	137	1	137	0	0	**0**
Left-Through		0			0	
Through	796	2	**398**	0	0	0
Through-Right		0			0	
Right	142	1	43	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	120	1	**120**	0	0	0
Left-Through		0			0	
Through	621	1	365	0	0	**0**
Through-Right		1			0	
Right	108	0	108	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	172	1	172	0	0	0
Left-Through		0			0	
Through	1054	2	**396**	0	0	**0**
Through-Right		1			0	
Right	134	0	134	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	99	1	**99**	0	0	**0**
Left-Through		0			0	
Through	756	2	284	0	0	0
Through-Right		1			0	
Right	96	0	96	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	518		*North-South:*	0
		East-West:	495		*East-West:*	0
		SUM:	1013		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.737			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.737			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2483	2	**874**	0	0	0
Through-Right		1			0	
Right	140	0	140	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	2055	3	685	0	0	**0**
Through-Right		0			0	
Right	415	1	248	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	303	2	**167**	0	0	0
Left-Through		0			0	
Through	263	0	303	0	0	**0**
Through-Right		1			0	
Right	40	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	337	2	185	0	0	**0**
Left-Through		0			0	
Through	675	2	**338**	0	0	0
Through-Right		0			0	
Right	170	1	170	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	874		*North-South:*	0
		East-West:	505		*East-West:*	0
		SUM:	1379		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.968			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.968			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1822	2	**664**	0	0	0
Through-Right		1			0	
Right	171	0	171	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	1582	3	527	0	0	**0**
Through-Right		0			0	
Right	212	1	59	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	278	2	153	0	0	0
Left-Through		0			0	
Through	215	0	**277**	0	0	**0**
Through-Right		1			0	
Right	62	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	230	2	**127**	0	0	**0**
Left-Through		0			0	
Through	311	2	156	0	0	0
Through-Right		0			0	
Right	109	1	109	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	664		*North-South:*	0
		East-West:	404		*East-West:*	0
		SUM:	1068		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.749			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.749			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	2101	2	796	0	0	0
	Through-Right		1			0	
	Right	287	0	287	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2539	3	**846**	0	0	**0**
	Through-Right		0			0	
	Right	190	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	554	2	305	0	0	0
	Left-Through		0			0	
	Through	428	0	**530**	0	0	**0**
	Through-Right		1			0	
	Right	102	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	307	2	**169**	0	0	**0**
	Left-Through		0			0	
	Through	301	2	151	0	0	0
	Through-Right		0			0	
	Right	106	1	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	846		*North-South:*	0
			East-West:	699		*East-West:*	0
			SUM:	1545		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.084			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.084			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	366	2	**201**	0	0	**0**
	Left-Through		0			0	
	Through	1478	2	504	0	0	0
	Through-Right		1			0	
	Right	35	0	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	149	2	82	0	0	0
	Left-Through		0			0	
	Through	1360	2	**518**	0	0	**0**
	Through-Right		1			0	
	Right	195	0	195	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	92	1	**92**	0	0	0
	Left-Through		0			0	
	Through	397	2	199	0	0	**0**
	Through-Right		0			0	
	Right	169	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	131	1	131	0	0	**0**
	Left-Through		0			0	
	Through	1162	2	**581**	0	0	0
	Through-Right		0			0	
	Right	333	1	251	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	719		*North-South:*	0
			East-West:	673		*East-West:*	0
			SUM:	1392		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.012			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.012			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	175	2	**96**	0	0	**0**
	Left-Through		0			0	
	Through	1228	2	430	0	0	0
	Through-Right		1			0	
	Right	62	0	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	202	2	111	0	0	0
	Left-Through		0			0	
	Through	1275	2	**479**	0	0	**0**
	Through-Right		1			0	
	Right	162	0	162	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	188	1	**188**	0	0	0
	Left-Through		0			0	
	Through	442	2	221	0	0	**0**
	Through-Right		0			0	
	Right	191	1	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	162	1	162	0	0	**0**
	Left-Through		0			0	
	Through	466	2	**233**	0	0	0
	Through-Right		0			0	
	Right	168	1	57	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	575		*North-South:*	0
			East-West:	421		*East-West:*	0
			SUM:	996		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.724			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.724			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	142	2	**78**	0	0	**0**
	Left-Through		0			0	
	Through	1204	2	431	0	0	0
	Through-Right		1			0	
	Right	89	0	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	343	2	189	0	0	0
	Left-Through		0			0	
	Through	2055	2	**718**	0	0	**0**
	Through-Right		1			0	
	Right	99	0	99	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	141	1	141	0	0	0
	Left-Through		0			0	
	Through	856	2	**428**	0	0	**0**
	Through-Right		0			0	
	Right	298	1	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	553	2	277	0	0	0
	Through-Right		0			0	
	Right	197	1	8	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	796		*North-South:*	0
			East-West:	608		*East-West:*	0
			SUM:	1404		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.021			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.021			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	179	1	179	0	0	**0**
	Left-Through		0			0	
	Through	2075	2	**706**	0	0	0
	Through-Right		1			0	
	Right	42	0	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	133	1	**133**	0	0	0
	Left-Through		0			0	
	Through	1492	3	497	0	0	**0**
	Through-Right		0			0	
	Right	133	1	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	87	1	**87**	0	0	0
	Left-Through		0			0	
	Through	516	2	201	0	0	**0**
	Through-Right		1			0	
	Right	87	0	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	155	1	155	0	0	**0**
	Left-Through		0			0	
	Through	1003	2	**502**	0	0	0
	Through-Right		0			0	
	Right	344	1	211	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	839		*North-South:*	0
			East-West:	589		*East-West:*	0
			SUM:	1428		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.039			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.039			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	92	1	92	0	0	**0**
	Left-Through		0			0	
	Through	1180	2	**410**	0	0	0
	Through-Right		1			0	
	Right	49	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	165	1	**165**	0	0	0
	Left-Through		0			0	
	Through	1143	3	381	0	0	**0**
	Through-Right		0			0	
	Right	113	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	174	1	**174**	0	0	0
	Left-Through		0			0	
	Through	476	2	172	0	0	**0**
	Through-Right		1			0	
	Right	41	0	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	121	1	121	0	0	**0**
	Left-Through		0			0	
	Through	484	2	**242**	0	0	0
	Through-Right		0			0	
	Right	209	1	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	575		*North-South:*	0
			East-West:	416		*East-West:*	0
			SUM:	991		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.721			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.721			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	112	1	**112**	0	0	**0**
	Left-Through		0			0	
	Through	1624	2	574	0	0	0
	Through-Right		1			0	
	Right	99	0	99	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	195	1	195	0	0	0
	Left-Through		0			0	
	Through	2002	3	**667**	0	0	**0**
	Through-Right		0			0	
	Right	152	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	181	1	**181**	0	0	0
	Left-Through		0			0	
	Through	830	2	295	0	0	**0**
	Through-Right		1			0	
	Right	56	0	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	156	1	156	0	0	**0**
	Left-Through		0			0	
	Through	613	2	**307**	0	0	0
	Through-Right		0			0	
	Right	216	1	21	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	779		*North-South:*	0
			East-West:	488		*East-West:*	0
			SUM:	1267		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.921			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.921			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	376	1	**376**	0	0	**0**
	Left-Through		0			0	
	Through	2170	2	748	0	0	0
	Through-Right		1			0	
	Right	75	0	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	61	1	61	0	0	0
	Left-Through		0			0	
	Through	1483	2	**554**	0	0	**0**
	Through-Right		1			0	
	Right	178	0	178	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	52	1	**52**	0	0	0
	Left-Through		0			0	
	Through	371	2	186	0	0	**0**
	Through-Right		0			0	
	Right	238	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	132	1	132	0	0	**0**
	Left-Through		0			0	
	Through	989	1	**514**	0	0	0
	Through-Right		1			0	
	Right	38	0	38	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	930		*North-South:*	0
			East-West:	566		*East-West:*	0
			SUM:	1496		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.050			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.050			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	217	1	**217**	0	0	**0**
	Left-Through		0			0	
	Through	1263	2	451	0	0	0
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	93	1	93	0	0	0
	Left-Through		0			0	
	Through	1172	2	**430**	0	0	**0**
	Through-Right		1			0	
	Right	119	0	119	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	74	1	**74**	0	0	0
	Left-Through		0			0	
	Through	304	2	152	0	0	**0**
	Through-Right		0			0	
	Right	227	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	96	1	96	0	0	**0**
	Left-Through		0			0	
	Through	327	1	**203**	0	0	0
	Through-Right		1			0	
	Right	79	0	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	647		*North-South:*	0
			East-West:	277		*East-West:*	0
			SUM:	924		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.648			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.648			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	237	1	**237**	0	0	**0**
	Left-Through		0			0	
	Through	1804	2	646	0	0	0
	Through-Right		1			0	
	Right	133	0	133	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	71	1	71	0	0	0
	Left-Through		0			0	
	Through	1777	2	**615**	0	0	**0**
	Through-Right		1			0	
	Right	69	0	69	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	106	1	106	0	0	0
	Left-Through		0			0	
	Through	801	2	**401**	0	0	**0**
	Through-Right		0			0	
	Right	483	1	246	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	81	1	**81**	0	0	**0**
	Left-Through		0			0	
	Through	380	1	214	0	0	0
	Through-Right		1			0	
	Right	48	0	48	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	852		*North-South:*	0
			East-West:	482		*East-West:*	0
			SUM:	1334		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.936			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.936			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	187	1	187	0	0	**0**
	Left-Through		0			0	
	Through	960	2	**332**	0	0	0
	Through-Right		1			0	
	Right	35	0	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	200	1	**200**	0	0	0
	Left-Through		0			0	
	Through	673	2	283	0	0	**0**
	Through-Right		1			0	
	Right	175	0	175	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	122	1	**122**	0	0	0
	Left-Through		0			0	
	Through	799	2	312	0	0	**0**
	Through-Right		1			0	
	Right	138	0	138	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1166	2	**405**	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	532		*North-South:*	0
			East-West:	527		*East-West:*	0
			SUM:	1059		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.770			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.770			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	94	1	94	0	0	**0**
	Left-Through		0			0	
	Through	571	2	**208**	0	0	0
	Through-Right		1			0	
	Right	54	0	54	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	186	1	**186**	0	0	0
	Left-Through		0			0	
	Through	624	2	245	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	123	1	123	0	0	0
	Left-Through		0			0	
	Through	737	2	**298**	0	0	**0**
	Through-Right		1			0	
	Right	157	0	157	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	134	1	**134**	0	0	**0**
	Left-Through		0			0	
	Through	592	2	225	0	0	0
	Through-Right		1			0	
	Right	82	0	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	394		*North-South:*	0
			East-West:	432		*East-West:*	0
			SUM:	826		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.601			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.601			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	122	1	122	0	0	**0**
	Left-Through		0			0	
	Through	739	2	**264**	0	0	0
	Through-Right		1			0	
	Right	52	0	52	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	241	1	**241**	0	0	0
	Left-Through		0			0	
	Through	946	2	355	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	128	1	128	0	0	0
	Left-Through		0			0	
	Through	1302	2	**486**	0	0	**0**
	Through-Right		1			0	
	Right	157	0	157	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	166	1	**166**	0	0	**0**
	Left-Through		0			0	
	Through	786	2	287	0	0	0
	Through-Right		1			0	
	Right	75	0	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	505		*North-South:*	0
			East-West:	652		*East-West:*	0
			SUM:	1157		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.841			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.841			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 3 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	663	1	**442**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	663	1	442	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	878	3	293	0	0	**0**
	Through-Right		0			0	
	Right	320	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1353	2	**549**	0	0	0
	Through-Right		1			0	
	Right	293	0	293	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	442		*North-South:*	0
			East-West:	549		*East-West:*	0
			SUM:	991		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.661			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.661			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 3 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	415	1	**275**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	410	1	275	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1028	3	343	0	0	**0**
	Through-Right		0			0	
	Right	345	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1102	2	**526**	0	0	0
	Through-Right		1			0	
	Right	475	0	475	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	275		*North-South:*	0
			East-West:	526		*East-West:*	0
			SUM:	801		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.534			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.534			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 3 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	469	1	**375**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	655	1	375	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1467	3	**489**	0	0	**0**
	Through-Right		0			0	
	Right	328	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1105	2	479	0	0	0
	Through-Right		1			0	
	Right	333	0	333	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	375		*North-South:*	0
			East-West:	489		*East-West:*	0
			SUM:	864		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.576			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.576			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	196	1	196	0	0	**0**	93	1	93	0	0	**0**
	Left-Through		0			0			0			0	
	Through	796	1	**425**	0	0	0	492	1	**276**	0	0	0
	Through-Right		1			0			1			0	
	Right	54	0	54	0	0	0	60	0	60	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	142	1	**142**	0	0	0	115	1	**115**	0	0	0
	Left-Through		0			0			0			0	
	Through	636	1	366	0	0	**0**	509	1	297	0	0	**0**
	Through-Right		1			0			1			0	
	Right	95	0	95	0	0	0	85	0	85	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	115	1	**115**	0	0	0	92	1	**92**	0	0	0
	Left-Through		0			0			0			0	
	Through	957	2	346	0	0	**0**	701	2	262	0	0	**0**
	Through-Right		1			0			1			0	
	Right	82	0	82	0	0	0	85	0	85	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	56	1	56	0	0	**0**	76	1	76	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1287	2	**467**	0	0	0	656	2	**257**	0	0	0
	Through-Right		1			0			1			0	
	Right	115	0	115	0	0	0	115	0	115	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES		North-South:		567	North-South:		0	North-South:		391	North-South:		0
		East-West:		582	East-West:		0	East-West:		349	East-West:		0
		SUM:		1149	SUM:		0	SUM:		740	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.836			0.000			0.538			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.836			0.000			0.538			0.000
LEVEL OF SERVICE (LOS):				D			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	130	1	**130**	0	0	**0**						
	Left-Through		0			0							
	Through	626	1	336	0	0	0						
	Through-Right		1			0							
	Right	46	0	46	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	155	1	155	0	0	0						
	Left-Through		0			0							
	Through	743	1	**432**	0	0	**0**						
	Through-Right		1			0							
	Right	120	0	120	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	124	1	124	0	0	0						
	Left-Through		0			0							
	Through	1299	2	**475**	0	0	**0**						
	Through-Right		1			0							
	Right	126	0	126	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	88	1	**88**	0	0	**0**						
	Left-Through		0			0							
	Through	921	2	342	0	0	0						
	Through-Right		1			0							
	Right	105	0	105	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES		North-South:		562	North-South:		0						
		East-West:		563	East-West:		0						
		SUM:		1125	SUM:		0						
VOLUME/CAPACITY (V/C) RATIO:				0.818			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.818			0.000						
LEVEL OF SERVICE (LOS):				D			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	140	1	140	0	0	**0**						
	Left-Through		0			0							
	Through	721	1	**398**	0	0	0						
	Through-Right		1			0							
	Right	75	0	75	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	159	1	**159**	0	0	0						
	Left-Through		0			0							
	Through	673	1	365	0	0	**0**						
	Through-Right		1			0							
	Right	56	0	56	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	62	1	**62**	0	0	0						
	Left-Through		0			0							
	Through	895	2	330	0	0	**0**						
	Through-Right		1			0							
	Right	94	0	94	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	86	1	86	0	0	**0**						
	Left-Through		0			0							
	Through	1096	2	**409**	0	0	0						
	Through-Right		1			0							
	Right	130	0	130	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES		North-South:		557	North-South:		0						
		East-West:		471	East-West:		0						
		SUM:		1028	SUM:		0						
VOLUME/CAPACITY (V/C) RATIO:				0.748			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.748			0.000						
LEVEL OF SERVICE (LOS):				C			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	99	1	**99**	0	0	**0**
	Left-Through		0			0	
	Through	457	1	271	0	0	0
	Through-Right		1			0	
	Right	84	0	84	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	127	1	127	0	0	0
	Left-Through		0			0	
	Through	554	1	**322**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	104	1	104	0	0	0
	Left-Through		0			0	
	Through	681	2	**262**	0	0	**0**
	Through-Right		1			0	
	Right	106	0	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	133	1	**133**	0	0	**0**
	Left-Through		0			0	
	Through	643	2	241	0	0	0
	Through-Right		1			0	
	Right	79	0	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	421		*North-South:*	0
			East-West:	395		*East-West:*	0
			SUM:	816		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.593			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.593			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	128	1	**128**	0	0	**0**
	Left-Through		0			0	
	Through	640	1	373	0	0	0
	Through-Right		1			0	
	Right	105	0	105	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	137	1	137	0	0	0
	Left-Through		0			0	
	Through	821	1	**457**	0	0	**0**
	Through-Right		1			0	
	Right	93	0	93	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	121	1	121	0	0	0
	Left-Through		0			0	
	Through	1110	2	**419**	0	0	**0**
	Through-Right		1			0	
	Right	147	0	147	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	162	1	**162**	0	0	**0**
	Left-Through		0			0	
	Through	813	2	307	0	0	0
	Through-Right		1			0	
	Right	107	0	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	585		*North-South:*	0
			East-West:	581		*East-West:*	0
			SUM:	1166		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.848			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.848			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	201	1	201	0	0	**0**
	Left-Through		0			0	
	Through	1133	2	**425**	0	0	0
	Through-Right		1			0	
	Right	141	0	141	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	441	2	168	0	0	**0**
	Through-Right		1			0	
	Right	64	0	64	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	107	1	107	0	0	0
	Left-Through		0			0	
	Through	1085	2	**402**	0	0	**0**
	Through-Right		1			0	
	Right	122	0	122	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	91	1	**91**	0	0	**0**
	Left-Through		0			0	
	Through	1077	2	385	0	0	0
	Through-Right		1			0	
	Right	79	0	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	495		*North-South:*	0
			East-West:	493		*East-West:*	0
			SUM:	988		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.719			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.719			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	143	1	**143**	0	0	**0**
	Left-Through		0			0	
	Through	465	2	193	0	0	0
	Through-Right		1			0	
	Right	113	0	113	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	87	1	87	0	0	0
	Left-Through		0			0	
	Through	392	2	**147**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	61	1	61	0	0	0
	Left-Through		0			0	
	Through	816	2	**310**	0	0	**0**
	Through-Right		1			0	
	Right	114	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	123	1	**123**	0	0	**0**
	Left-Through		0			0	
	Through	744	2	273	0	0	0
	Through-Right		1			0	
	Right	74	0	74	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	290		*North-South:*	0
			East-West:	433		*East-West:*	0
			SUM:	723		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.526			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.526			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	182	1	**182**	0	0	**0**
	Left-Through		0			0	
	Through	680	2	265	0	0	0
	Through-Right		1			0	
	Right	114	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	630	2	**232**	0	0	**0**
	Through-Right		1			0	
	Right	67	0	67	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	92	1	92	0	0	0
	Left-Through		0			0	
	Through	1160	2	**434**	0	0	**0**
	Through-Right		1			0	
	Right	141	0	141	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	113	1	**113**	0	0	**0**
	Left-Through		0			0	
	Through	1010	2	353	0	0	0
	Through-Right		1			0	
	Right	49	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	414		*North-South:*	0
			East-West:	547		*East-West:*	0
			SUM:	961		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.699			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.699			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	212	2	117	0	0	**0**
	Left-Through		0			0	
	Through	1179	2	**431**	0	0	0
	Through-Right		1			0	
	Right	114	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	143	2	**79**	0	0	0
	Left-Through		0			0	
	Through	425	2	172	0	0	**0**
	Through-Right		1			0	
	Right	92	0	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	126	1	**126**	0	0	0
	Left-Through		0			0	
	Through	1141	2	408	0	0	**0**
	Through-Right		1			0	
	Right	84	0	84	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	93	1	93	0	0	**0**
	Left-Through		0			0	
	Through	1102	2	**411**	0	0	0
	Through-Right		1			0	
	Right	131	0	131	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	510		*North-South:*	0
			East-West:	537		*East-West:*	0
			SUM:	1047		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.761			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.761			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	127	2	70	0	0	**0**
	Left-Through		0			0	
	Through	497	2	**211**	0	0	0
	Through-Right		1			0	
	Right	135	0	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	2	**94**	0	0	0
	Left-Through		0			0	
	Through	478	2	205	0	0	**0**
	Through-Right		1			0	
	Right	136	0	136	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	111	1	**111**	0	0	0
	Left-Through		0			0	
	Through	889	2	338	0	0	**0**
	Through-Right		1			0	
	Right	124	0	124	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	105	1	105	0	0	**0**
	Left-Through		0			0	
	Through	858	2	**338**	0	0	0
	Through-Right		1			0	
	Right	155	0	155	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	305		*North-South:*	0
			East-West:	449		*East-West:*	0
			SUM:	754		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.548			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.548			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	165	2	91	0	0	**0**
	Left-Through		0			0	
	Through	783	2	**302**	0	0	0
	Through-Right		1			0	
	Right	124	0	124	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	192	2	**106**	0	0	0
	Left-Through		0			0	
	Through	726	2	285	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	131	1	131	0	0	0
	Left-Through		0			0	
	Through	1274	2	**467**	0	0	**0**
	Through-Right		1			0	
	Right	128	0	128	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	101	1	**101**	0	0	**0**
	Left-Through		0			0	
	Through	979	2	369	0	0	0
	Through-Right		1			0	
	Right	128	0	128	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	408		*North-South:*	0
			East-West:	568		*East-West:*	0
			SUM:	976		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.710			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.710			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	192	2	106	0	0	**0**
	Left-Through		0			0	
	Through	1220	3	**407**	0	0	0
	Through-Right		0			0	
	Right	130	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	122	2	**67**	0	0	0
	Left-Through		0			0	
	Through	604	2	238	0	0	**0**
	Through-Right		1			0	
	Right	109	0	109	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	142	1	**142**	0	0	0
	Left-Through		0			0	
	Through	692	2	253	0	0	**0**
	Through-Right		1			0	
	Right	66	0	66	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	930	2	**351**	0	0	0
	Through-Right		1			0	
	Right	124	0	124	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	474		North-South:	0
			East-West:	493		East-West:	0
			SUM:	967		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.703			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.703			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	145	2	**80**	0	0	**0**
	Left-Through		0			0	
	Through	530	3	177	0	0	0
	Through-Right		0			0	
	Right	68	1	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	115	2	63	0	0	0
	Left-Through		0			0	
	Through	493	2	**207**	0	0	**0**
	Through-Right		1			0	
	Right	127	0	127	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	125	1	125	0	0	0
	Left-Through		0			0	
	Through	609	2	**238**	0	0	**0**
	Through-Right		1			0	
	Right	106	0	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	114	1	**114**	0	0	**0**
	Left-Through		0			0	
	Through	586	2	223	0	0	0
	Through-Right		1			0	
	Right	84	0	84	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	287		North-South:	0
			East-West:	352		East-West:	0
			SUM:	639		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.465			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.465			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	209	2	**115**	0	0	**0**
	Left-Through		0			0	
	Through	920	3	307	0	0	0
	Through-Right		0			0	
	Right	110	1	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	169	2	93	0	0	0
	Left-Through		0			0	
	Through	751	2	**290**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	141	1	141	0	0	0
	Left-Through		0			0	
	Through	944	2	**361**	0	0	**0**
	Through-Right		1			0	
	Right	139	0	139	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	132	1	**132**	0	0	**0**
	Left-Through		0			0	
	Through	714	2	255	0	0	0
	Through-Right		1			0	
	Right	52	0	52	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	405		North-South:	0
			East-West:	493		East-West:	0
			SUM:	898		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.653			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.653			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	361	2	199	0	0	**0**
	Left-Through		0			0	
	Through	1183	2	**441**	0	0	0
	Through-Right		1			0	
	Right	139	0	139	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	229	2	**126**	0	0	0
	Left-Through		0			0	
	Through	699	3	233	0	0	**0**
	Through-Right		0			0	
	Right	50	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	105	1	**105**	0	0	0
	Left-Through		0			0	
	Through	541	2	229	0	0	**0**
	Through-Right		1			0	
	Right	145	0	145	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	223	1	223	0	0	**0**
	Left-Through		0			0	
	Through	1199	2	**467**	0	0	0
	Through-Right		1			0	
	Right	203	0	203	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	567		North-South:	0
			East-West:	572		East-West:	0
			SUM:	1139		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.828			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.828			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	354	2	**195**	0	0	**0**
	Left-Through		0			0	
	Through	661	2	263	0	0	0
	Through-Right		1			0	
	Right	129	0	129	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	2	83	0	0	0
	Left-Through		0			0	
	Through	507	3	**169**	0	0	**0**
	Through-Right		0			0	
	Right	45	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	504	2	**218**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	149	1	**149**	0	0	**0**
	Left-Through		0			0	
	Through	441	2	178	0	0	0
	Through-Right		1			0	
	Right	92	0	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	364		*North-South:*	0
			East-West:	367		*East-West:*	0
			SUM:	731		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.532			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.532			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	337	2	185	0	0	**0**
	Left-Through		0			0	
	Through	1090	2	**436**	0	0	0
	Through-Right		1			0	
	Right	218	0	218	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	231	2	**127**	0	0	0
	Left-Through		0			0	
	Through	698	3	233	0	0	**0**
	Through-Right		0			0	
	Right	85	1	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	137	1	137	0	0	0
	Left-Through		0			0	
	Through	1164	2	**447**	0	0	**0**
	Through-Right		1			0	
	Right	178	0	178	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	665	2	255	0	0	0
	Through-Right		1			0	
	Right	99	0	99	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	563		*North-South:*	0
			East-West:	617		*East-West:*	0
			SUM:	1180		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.858			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.858			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	107	1	107	0	0	**0**
	Left-Through		0			0	
	Through	1332	2	**473**	0	0	0
	Through-Right		1			0	
	Right	87	0	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	124	1	**124**	0	0	0
	Left-Through		0			0	
	Through	484	2	182	0	0	**0**
	Through-Right		1			0	
	Right	62	0	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	999	2	353	0	0	**0**
	Through-Right		1			0	
	Right	61	0	61	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	64	1	64	0	0	**0**
	Left-Through		0			0	
	Through	1062	2	**393**	0	0	0
	Through-Right		1			0	
	Right	117	0	117	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	597		*North-South:*	0
			East-West:	493		*East-West:*	0
			SUM:	1090		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.793			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.793			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	119	1	119	0	0	**0**
	Left-Through		0			0	
	Through	461	2	**191**	0	0	0
	Through-Right		1			0	
	Right	111	0	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	111	1	**111**	0	0	0
	Left-Through		0			0	
	Through	418	2	159	0	0	**0**
	Through-Right		1			0	
	Right	59	0	59	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	68	1	68	0	0	0
	Left-Through		0			0	
	Through	844	2	**308**	0	0	**0**
	Through-Right		1			0	
	Right	79	0	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	94	1	**94**	0	0	**0**
	Left-Through		0			0	
	Through	784	2	282	0	0	0
	Through-Right		1			0	
	Right	61	0	61	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	302		*North-South:*	0
			East-West:	402		*East-West:*	0
			SUM:	704		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.512			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.512			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	98	1	**98**	0	0	**0**
	Left-Through		0			0	
	Through	604	2	238	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	132	1	132	0	0	0
	Left-Through		0			0	
	Through	1002	2	**377**	0	0	**0**
	Through-Right		1			0	
	Right	128	0	128	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	76	1	76	0	0	0
	Left-Through		0			0	
	Through	1155	2	**417**	0	0	**0**
	Through-Right		1			0	
	Right	95	0	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	84	1	**84**	0	0	**0**
	Left-Through		0			0	
	Through	975	2	349	0	0	0
	Through-Right		1			0	
	Right	71	0	71	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	475		*North-South:*	0
			East-West:	501		*East-West:*	0
			SUM:	976		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.710			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.710			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	197	1	197	0	0	**0**
	Left-Through		0			0	
	Through	1163	2	**428**	0	0	0
	Through-Right		1			0	
	Right	121	0	121	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	167	1	**167**	0	0	0
	Left-Through		0			0	
	Through	477	2	181	0	0	**0**
	Through-Right		1			0	
	Right	67	0	67	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	116	1	116	0	0	0
	Left-Through		0			0	
	Through	1349	2	**464**	0	0	**0**
	Through-Right		1			0	
	Right	44	0	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	145	1	**145**	0	0	**0**
	Left-Through		0			0	
	Through	1306	3	435	0	0	0
	Through-Right		0			0	
	Right	330	1	163	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	595		*North-South:*	0
			East-West:	609		*East-West:*	0
			SUM:	1204		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.876			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.876			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	119	1	119	0	0	**0**
	Left-Through		0			0	
	Through	408	2	**161**	0	0	0
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	185	1	**185**	0	0	0
	Left-Through		0			0	
	Through	431	2	170	0	0	**0**
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	78	1	78	0	0	0
	Left-Through		0			0	
	Through	1159	2	**409**	0	0	**0**
	Through-Right		1			0	
	Right	69	0	69	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	138	1	**138**	0	0	**0**
	Left-Through		0			0	
	Through	1050	3	350	0	0	0
	Through-Right		0			0	
	Right	190	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	346		*North-South:*	0
			East-West:	547		*East-West:*	0
			SUM:	893		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.649			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.649			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	169	1	**169**	0	0	**0**
	Left-Through		0			0	
	Through	713	2	265	0	0	0
	Through-Right		1			0	
	Right	82	0	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	203	1	203	0	0	0
	Left-Through		0			0	
	Through	942	2	**356**	0	0	**0**
	Through-Right		1			0	
	Right	127	0	127	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	102	1	102	0	0	0
	Left-Through		0			0	
	Through	1559	2	**539**	0	0	**0**
	Through-Right		1			0	
	Right	59	0	59	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	168	1	**168**	0	0	**0**
	Left-Through		0			0	
	Through	1178	3	393	0	0	0
	Through-Right		0			0	
	Right	194	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	525		*North-South:*	0
			East-West:	707		*East-West:*	0
			SUM:	1232		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.896			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.896			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 180 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** FIGUEROA STREET | **East-West Street:** CENTURY BOULEVARD | **Scenario:** BASELINE (2010) CONDITIONS | **Count Date:** | **Analyst:** | **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	94	1	94	0	0	**0**
Left-Through		0			0	
Through	1035	1	**550**	0	0	0
Through-Right		1			0	
Right	64	0	64	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	130	1	**130**	0	0	0
Left-Through		0			0	
Through	663	2	332	0	0	**0**
Through-Right		0			0	
Right	153	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	157	1	**157**	0	0	0
Left-Through		0			0	
Through	783	2	281	0	0	**0**
Through-Right		1			0	
Right	59	0	59	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	113	1	113	0	0	**0**
Left-Through		0			0	
Through	1128	2	**456**	0	0	0
Through-Right		1			0	
Right	241	0	241	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	680		*North-South:*	0
		East-West:	613		*East-West:*	0
		SUM:	1293		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.940			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.940			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 180 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** FIGUEROA STREET | **East-West Street:** CENTURY BOULEVARD | **Scenario:** BASELINE (2010) CONDITIONS | **Count Date:** | **Analyst:** | **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	71	1	71	0	0	**0**
Left-Through		0			0	
Through	414	1	**256**	0	0	0
Through-Right		1			0	
Right	97	0	97	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	103	1	**103**	0	0	0
Left-Through		0			0	
Through	440	2	220	0	0	**0**
Through-Right		0			0	
Right	58	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	66	1	**66**	0	0	0
Left-Through		0			0	
Through	728	2	264	0	0	**0**
Through-Right		1			0	
Right	64	0	64	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	77	1	77	0	0	**0**
Left-Through		0			0	
Through	726	2	**277**	0	0	0
Through-Right		1			0	
Right	104	0	104	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	359		*North-South:*	0
		East-West:	343		*East-West:*	0
		SUM:	702		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.511			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.511			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 180 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** FIGUEROA STREET | **East-West Street:** CENTURY BOULEVARD | **Scenario:** BASELINE (2010) CONDITIONS | **Count Date:** | **Analyst:** | **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	94	1	94	0	0	**0**
Left-Through		0			0	
Through	678	1	**381**	0	0	0
Through-Right		1			0	
Right	83	0	83	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	137	1	**137**	0	0	0
Left-Through		0			0	
Through	831	2	416	0	0	**0**
Through-Right		0			0	
Right	157	1	52	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	105	1	105	0	0	0
Left-Through		0			0	
Through	1101	2	**399**	0	0	**0**
Through-Right		1			0	
Right	96	0	96	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	125	1	**125**	0	0	**0**
Left-Through		0			0	
Through	962	2	359	0	0	0
Through-Right		1			0	
Right	114	0	114	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	518		*North-South:*	0
		East-West:	524		*East-West:*	0
		SUM:	1042		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.758			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.758			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 181 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** FIGUEROA STREET | **East-West Street:** IMPERIAL HIGHWAY | **Scenario:** BASELINE (2010) CONDITIONS | **Count Date:** | **Analyst:** | **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	60	1	60	0	0	**0**
Left-Through		0			0	
Through	565	2	**283**	0	0	0
Through-Right		0			0	
Right	60	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	184	1	**184**	0	0	0
Left-Through		0			0	
Through	393	1	258	0	0	**0**
Through-Right		1			0	
Right	122	0	122	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	96	1	**96**	0	0	0
Left-Through		0			0	
Through	865	2	307	0	0	**0**
Through-Right		1			0	
Right	56	0	56	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	78	1	78	0	0	**0**
Left-Through		0			0	
Through	1544	2	**615**	0	0	0
Through-Right		1			0	
Right	300	0	300	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	467		*North-South:*	0
		East-West:	711		*East-West:*	0
		SUM:	1178		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.857			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.857			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD						PM					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0	NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	58	1	58	0	0	**0**	58	1	58	0	0	**0**
	Left-Through		0			0			0			0	
	Through	254	2	**127**	0	0	0	486	2	**243**	0	0	0
	Through-Right		0			0			0			0	
	Right	79	1	4	0	0	0	88	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	135	1	**135**	0	0	0	164	1	**164**	0	0	0
	Left-Through		0			0			0			0	
	Through	250	1	163	0	0	**0**	416	1	273	0	0	**0**
	Through-Right		1			0			1			0	
	Right	75	0	75	0	0	0	129	0	129	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	81	1	**81**	0	0	0	115	1	115	0	0	0
	Left-Through		0			0			0			0	
	Through	667	2	235	0	0	**0**	1523	2	**528**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	38	0	38	0	0	0	62	0	62	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	75	1	75	0	0	**0**	98	1	**98**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	591	2	**239**	0	0	0	823	2	338	0	0	0
	Through-Right		1			0			1			0	
	Right	125	0	125	0	0	0	192	0	192	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	262		North-South:	0		North-South:	407		North-South:	0
			East-West:	320		East-West:	0		East-West:	626		East-West:	0
			SUM:	582		SUM:	0		SUM:	1033		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.423			0.000			0.751			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.423			0.000			0.751			0.000
LEVEL OF SERVICE (LOS):				A			A			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	148	1	148	0	0	**0**	101	1	101	0	0	**0**
	Left-Through		0			0			0			0	
	Through	544	2	**221**	0	0	0	323	2	**151**	0	0	0
	Through-Right		1			0			1			0	
	Right	119	0	119	0	0	0	129	0	129	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	201	1	**201**	0	0	0	214	1	**214**	0	0	0
	Left-Through		0			0			0			0	
	Through	484	3	161	0	0	**0**	320	3	107	0	0	**0**
	Through-Right		0			0			0			0	
	Right	109	1	56	0	0	0	94	1	47	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	106	1	**106**	0	0	0	95	1	95	0	0	0
	Left-Through		0			0			0			0	
	Through	1029	2	364	0	0	**0**	940	2	**337**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	62	0	62	0	0	0	70	0	70	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	127	1	127	0	0	**0**	136	1	**136**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1430	2	**533**	0	0	0	939	2	359	0	0	0
	Through-Right		1			0			1			0	
	Right	168	0	168	0	0	0	137	0	137	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	422		North-South:	0		North-South:	365		North-South:	0
			East-West:	639		East-West:	0		East-West:	473		East-West:	0
			SUM:	1061		SUM:	0		SUM:	838		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.772			0.000			0.609			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.772			0.000			0.609			0.000
LEVEL OF SERVICE (LOS):				C			A			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	681	2	**285**	0	0	0
	Through-Right		1			0	
	Right	173	0	173	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	242	1	**242**	0	0	0
	Left-Through		0			0	
	Through	753	3	251	0	0	**0**
	Through-Right		0			0	
	Right	95	1	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	145	1	**145**	0	0	0
	Left-Through		0			0	
	Through	1215	2	443	0	0	**0**
	Through-Right		1			0	
	Right	115	0	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	1162	2	**451**	0	0	0
	Through-Right		1			0	
	Right	191	0	191	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	527		*North-South:*	0
			East-West:	596		*East-West:*	0
			SUM:	1123		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.817			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.817			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	67	1	67	0	0	**0**
	Left-Through		0			0	
	Through	426	3	**142**	0	0	0
	Through-Right		0			0	
	Right	101	1	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	155	1	**155**	0	0	0
	Left-Through		0			0	
	Through	358	3	119	0	0	**0**
	Through-Right		0			0	
	Right	85	1	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	55	1	**55**	0	0	0
	Left-Through		0			0	
	Through	688	2	247	0	0	**0**
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	108	1	108	0	0	**0**
	Left-Through		0			0	
	Through	1727	2	**614**	0	0	0
	Through-Right		1			0	
	Right	114	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	297		*North-South:*	0
			East-West:	669		*East-West:*	0
			SUM:	966		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.703			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.703			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	53	1	**53**	0	0	**0**
	Left-Through		0			0	
	Through	279	3	93	0	0	0
	Through-Right		0			0	
	Right	44	1	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	318	3	106	0	0	**0**
	Through-Right		0			0	
	Right	162	1	**138**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	48	1	**48**	0	0	0
	Left-Through		0			0	
	Through	641	2	228	0	0	**0**
	Through-Right		1			0	
	Right	44	0	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	61	1	61	0	0	**0**
	Left-Through		0			0	
	Through	654	2	**242**	0	0	0
	Through-Right		1			0	
	Right	73	0	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	191		*North-South:*	0
			East-West:	290		*East-West:*	0
			SUM:	481		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.350			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.350			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	75	1	75	0	0	**0**
	Left-Through		0			0	
	Through	465	3	**155**	0	0	0
	Through-Right		0			0	
	Right	77	1	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	129	1	**129**	0	0	0
	Left-Through		0			0	
	Through	394	3	131	0	0	**0**
	Through-Right		0			0	
	Right	65	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	91	1	91	0	0	0
	Left-Through		0			0	
	Through	1321	2	**470**	0	0	**0**
	Through-Right		1			0	
	Right	89	0	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	76	1	**76**	0	0	**0**
	Left-Through		0			0	
	Through	766	2	279	0	0	0
	Through-Right		1			0	
	Right	72	0	72	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	284		*North-South:*	0
			East-West:	546		*East-West:*	0
			SUM:	830		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.604			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.604			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	179	1	179	0	0	**0**
Left-Through		0			0	
Through	1230	2	**615**	0	0	0
Through-Right		0			0	
Right	156	1	103	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	64	1	**64**	0	0	0
Left-Through		0			0	
Through	333	1	209	0	0	**0**
Through-Right		1			0	
Right	84	0	84	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	106	1	**106**	0	0	0
Left-Through		0			0	
Through	812	1	432	0	0	**0**
Through-Right		1			0	
Right	52	0	52	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	106	1	106	0	0	**0**
Left-Through		0			0	
Through	937	2	**469**	0	0	0
Through-Right		0			0	
Right	164	1	132	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	679		*North-South:*	0
		East-West:	575		*East-West:*	0
		SUM:	1254		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.836			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.836			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	126	1	126	0	0	**0**
Left-Through		0			0	
Through	944	2	**472**	0	0	0
Through-Right		0			0	
Right	115	1	65	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	79	1	**79**	0	0	0
Left-Through		0			0	
Through	480	1	287	0	0	**0**
Through-Right		1			0	
Right	94	0	94	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	121	1	**121**	0	0	0
Left-Through		0			0	
Through	468	1	268	0	0	**0**
Through-Right		1			0	
Right	68	0	68	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	101	1	101	0	0	**0**
Left-Through		0			0	
Through	521	2	**261**	0	0	0
Through-Right		0			0	
Right	108	1	69	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	551		*North-South:*	0
		East-West:	382		*East-West:*	0
		SUM:	933		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.622			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.622			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	121	1	121	0	0	**0**
Left-Through		0			0	
Through	1334	2	**667**	0	0	0
Through-Right		0			0	
Right	171	1	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	1	**100**	0	0	0
Left-Through		0			0	
Through	1000	1	581	0	0	**0**
Through-Right		1			0	
Right	162	0	162	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	118	1	118	0	0	0
Left-Through		0			0	
Through	1108	1	**609**	0	0	**0**
Through-Right		1			0	
Right	109	0	109	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	122	1	**122**	0	0	**0**
Left-Through		0			0	
Through	872	2	436	0	0	0
Through-Right		0			0	
Right	136	1	86	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	767		*North-South:*	0
		East-West:	731		*East-West:*	0
		SUM:	1498		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.999			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.999			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	97	1	97	0	0	**0**
Left-Through		0			0	
Through	978	1	**589**	0	0	0
Through-Right		1			0	
Right	199	0	199	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	146	1	**146**	0	0	0
Left-Through		0			0	
Through	289	1	169	0	0	**0**
Through-Right		1			0	
Right	49	0	49	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	71	1	71	0	0	0
Left-Through		0			0	
Through	634	1	**356**	0	0	**0**
Through-Right		1			0	
Right	78	0	78	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	168	1	**168**	0	0	**0**
Left-Through		0			0	
Through	779	2	390	0	0	0
Through-Right		0			0	
Right	246	1	173	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	735		*North-South:*	0
		East-West:	524		*East-West:*	0
		SUM:	1259		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.839			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.839			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD East-West Street: PALMS
Scenario: BASELINE (2010) CONDITIONS
Count Date: Analyst: Date:

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	374	1	231	0	0	0
	Through-Right		1			0	
	Right	88	0	88	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	115	1	115	0	0	0
	Left-Through		0			0	
	Through	312	1	174	0	0	0
	Through-Right		1			0	
	Right	36	0	36	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	47	1	47	0	0	0
	Left-Through		0			0	
	Through	451	1	248	0	0	0
	Through-Right		1			0	
	Right	44	0	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	112	1	112	0	0	0
	Left-Through		0			0	
	Through	492	2	246	0	0	0
	Through-Right		0			0	
	Right	131	1	74	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	346		North-South:	0
			East-West:	360		East-West:	0
			SUM:	706		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.471			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.471			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD East-West Street: PALMS
Scenario: BASELINE (2010) CONDITIONS
Count Date: Analyst: Date:

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	1	65	0	0	0
	Left-Through		0			0	
	Through	609	1	384	0	0	0
	Through-Right		1			0	
	Right	158	0	158	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	248	1	248	0	0	0
	Left-Through		0			0	
	Through	807	1	432	0	0	0
	Through-Right		1			0	
	Right	56	0	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	39	1	39	0	0	0
	Left-Through		0			0	
	Through	931	1	506	0	0	0
	Through-Right		1			0	
	Right	81	0	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	102	1	102	0	0	0
	Left-Through		0			0	
	Through	859	2	430	0	0	0
	Through-Right		0			0	
	Right	183	1	59	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	632		North-South:	0
			East-West:	608		East-West:	0
			SUM:	1240		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.827			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.827			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy East-West Street: FLORENCE AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: Analyst: Date:

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	242	1	169	0	0	0
	Left-Through		0			0	
	Through	52	0	0	0	0	0
	Through-Right		0			0	
	Right	265	1	169	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	958	2	426	0	0	0
	Through-Right		1			0	
	Right	320	0	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	219	1	219	0	0	0
	Left-Through		0			0	
	Through	1024	3	341	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	169		North-South:	0
			East-West:	645		East-West:	0
			SUM:	814		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.543			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.543			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy East-West Street: FLORENCE AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: Analyst: Date:

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	308	1	202	0	0	0
	Left-Through		0			0	
	Through	70	0	0	0	0	0
	Through-Right		0			0	
	Right	297	1	202	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	877	2	366	0	0	0
	Through-Right		1			0	
	Right	222	0	222	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	209	1	209	0	0	0
	Left-Through		0			0	
	Through	677	3	226	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	202		North-South:	0
			East-West:	575		East-West:	0
			SUM:	777		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.518			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.518			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	233	1	150	0	0	0
	Left-Through		0			0	
	Through	76	0	0	0	0	**0**
	Through-Right		0			0	
	Right	217	1	**150**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1163	2	**478**	0	0	**0**
	Through-Right		1			0	
	Right	272	0	272	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	209	1	**209**	0	0	**0**
	Left-Through		0			0	
	Through	935	3	312	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	150		*North-South:*	0
			East-West:	687		*East-West:*	0
			SUM:	837		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.558			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.558			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	124	0	124	0	0	**0**
	Left-Through		1			0	
	Through	177	0	**194**	0	0	0
	Through-Right		1			0	
	Right	86	0	194	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	260	1	**260**	0	0	0
	Left-Through		0			0	
	Through	948	3	316	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1120	2	**458**	0	0	0
	Through-Right		1			0	
	Right	255	0	255	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	194		*North-South:*	0
			East-West:	718		*East-West:*	0
			SUM:	912		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.640			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.640			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	106	0	106	0	0	**0**
	Left-Through		1			0	
	Through	69	0	**169**	0	0	0
	Through-Right		1			0	
	Right	162	0	169	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	318	1	**318**	0	0	0
	Left-Through		0			0	
	Through	967	3	322	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	798	2	**372**	0	0	0
	Through-Right		1			0	
	Right	319	0	319	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	169		*North-South:*	0
			East-West:	690		*East-West:*	0
			SUM:	859		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.603			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.603			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	174	0	174	0	0	**0**
	Left-Through		1			0	
	Through	85	0	**233**	0	0	0
	Through-Right		1			0	
	Right	207	0	233	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	279	1	**279**	0	0	0
	Left-Through		0			0	
	Through	1186	3	395	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1020	2	**430**	0	0	0
	Through-Right		1			0	
	Right	271	0	271	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	233		*North-South:*	0
			East-West:	709		*East-West:*	0
			SUM:	942		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.661			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.661			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet
(Circular 212 Method)

I/S #: 200
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

AM

No. of Phases					2						0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0						0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--		0	NB--	0	SB--			0
	EB--	0	WB--		3	EB--	0	WB--			0
ATSAC-1 or ATSAC+ATCS-2?					0						0
Override Capacity					0						0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	331	1	218	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	323	1	**218**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	971	2	486	0	0	**0**
	Through-Right		1			0	
	Right	643	0	**643**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1400	3	467	0	0	0
	Through-Right		0			0	
	Right	598	1	380	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	218		*North-South:*	0
			East-West:	643		*East-West:*	0
			SUM:	861		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.574			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.574			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #: 200
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

MD

No. of Phases					2						0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0						0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--		0	NB--	0	SB--			0
	EB--	0	WB--		3	EB--	0	WB--			0
ATSAC-1 or ATSAC+ATCS-2?					0						0
Override Capacity					0						0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	420	1	263	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	369	1	**263**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	989	2	**490**	0	0	**0**
	Through-Right		1			0	
	Right	480	0	480	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	993	3	331	0	0	0
	Through-Right		0			0	
	Right	384	1	121	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	263		*North-South:*	0
			East-West:	490		*East-West:*	0
			SUM:	753		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.502			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.502			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #: 200
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) CONDITIONS
Count Date: **Analyst:** **Date:**

PM

No. of Phases					2						0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0						0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--		0	NB--	0	SB--			0
	EB--	0	WB--		3	EB--	0	WB--			0
ATSAC-1 or ATSAC+ATCS-2?					0						0
Override Capacity					0						0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	456	1	255	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	310	1	**255**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1328	2	**611**	0	0	**0**
	Through-Right		1			0	
	Right	505	0	505	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1125	3	375	0	0	0
	Through-Right		0			0	
	Right	393	1	138	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	255		*North-South:*	0
			East-West:	611		*East-West:*	0
			SUM:	866		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.577			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.577			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Intersection Capacity Utilization

Project Title: LAX SPAS
Intersection: 1 - ADMIRALTY WAY & BALI WAY
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	17	1,600	0.003	N-S(1):	0.471 *
	TH	2.00	1,023	3,200	0.320	N-S(2):	0.333
	LT	1.00	302	1,600	0.189 *	E-W(1):	0.034
Westbound	RT	1.88	238	3,010	0.000	E-W(2):	0.095 *
	TH	0.12	15	190	0.079 *		
	LT	1.00	25	1,600	0.016	V/C:	0.566
Northbound	RT	0.00	38	0	0.000	Lost Time:	0.100
	TH	2.00	865	3,200	0.282 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	11	0	0.000	ICU:	0.666
	TH	2.00	21	3,200	0.018		
	LT	0.00	25	1,600	0.016 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	21	1,600	0.004	N-S(1):	0.418 *
	TH	2.00	682	3,200	0.213	N-S(2):	0.232
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.059
Westbound	RT	1.83	272	2,921	0.000	E-W(2):	0.112 *
	TH	0.17	26	279	0.093 *		
	LT	1.00	51	1,600	0.032	V/C:	0.530
Northbound	RT	0.00	135	0	0.000	Lost Time:	0.100
	TH	2.00	823	3,200	0.299 *	ITS:	0.000
	LT	1.00	31	1,600	0.019		
Eastbound	RT	0.00	25	0	0.000	ICU:	0.630
	TH	2.00	31	3,200	0.027		
	LT	0.00	30	1,600	0.019 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	22	1,600	0.006	N-S(1):	0.543 *
	TH	2.00	1,164	3,200	0.364	N-S(2):	0.372
	LT	1.00	268	1,600	0.168 *	E-W(1):	0.049
Westbound	RT	1.88	412	3,003	0.000	E-W(2):	0.153 *
	TH	0.12	27	197	0.137 *		
	LT	1.00	44	1,600	0.028	V/C:	0.696
Northbound	RT	0.00	123	0	0.000	Lost Time:	0.100
	TH	2.00	1,077	3,200	0.375 *	ITS:	0.000
	LT	1.00	13	1,600	0.008		
Eastbound	RT	0.00	13	0	0.000	ICU:	0.796
	TH	2.00	28	3,200	0.021		
	LT	0.00	25	1,600	0.016 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 2 - ADMIRALTY WAY & FIJI WAY
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:	WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	66	1,600	0.000	N-S(1):	0.184 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	529	2,880	0.184 *	E-W(1):	0.028
Westbound	RT	1.00	469	1,600	0.000	E-W(2):	0.113 *
	TH	1.00	107	1,600	0.067 *		
	LT	0.00	0	0	0.000	V/C:	0.297
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.397
	TH	2.00	89	3,200	0.028		
	LT	1.00	74	1,600	0.046 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	94	1,600	0.002	N-S(1):	0.128 *
	TH	0.00	0	0	0.000	N-S(2):	0.002
	LT	2.00	370	2,880	0.128 *	E-W(1):	0.047
Westbound	RT	1.00	365	1,600	0.000	E-W(2):	0.148 *
	TH	1.00	146	1,600	0.091 *		
	LT	0.00	0	0	0.000	V/C:	0.276
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.376
	TH	2.00	150	3,200	0.047		
	LT	1.00	91	1,600	0.057 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	185	1,600	0.058	N-S(1):	0.224 *
	TH	0.00	0	0	0.000	N-S(2):	0.058
	LT	2.00	645	2,880	0.224 *	E-W(1):	0.062
Westbound	RT	1.00	547	1,600	0.000	E-W(2):	0.219 *
	TH	1.00	258	1,600	0.161 *		
	LT	0.00	0	0	0.000	V/C:	0.443
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.543
	TH	2.00	198	3,200	0.062		
	LT	1.00	92	1,600	0.058 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 3 - ADMIRALTY WAY & MINDANAO WAY
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	13	1,600	0.001	N-S(1):	0.469 *
	TH	2.00	514	3,200	0.161	N-S(2):	0.169
	LT	1.00	497	1,600	0.311 *	E-W(1):	0.080 *
Westbound	RT	1.00	394	1,600	0.000	E-W(2):	0.000
	TH	0.18	16	283	0.057		
	LT	1.82	165	2,625	0.063 *	V/C:	0.549
Northbound	RT	0.00	41	0	0.000	Lost Time:	0.100
	TH	2.00	464	3,200	0.158 *	ITS:	0.000
	LT	1.00	12	1,600	0.008		
Eastbound	RT	0.00	16	0	0.000	ICU:	0.649
	TH	2.00	14	3,200	0.017 *		
	LT	0.00	23	1,600	0.014	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	11	1,600	0.000	N-S(1):	0.404 *
	TH	2.00	466	3,200	0.146	N-S(2):	0.154
	LT	1.00	249	1,600	0.156 *	E-W(1):	0.133 *
Westbound	RT	1.00	358	1,600	0.068	E-W(2):	0.000
	TH	0.33	52	523	0.099		
	LT	1.67	266	2,409	0.110 *	V/C:	0.537
Northbound	RT	0.00	202	0	0.000	Lost Time:	0.100
	TH	2.00	593	3,200	0.248 *	ITS:	0.000
	LT	1.00	12	1,600	0.008		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.637
	TH	2.00	21	3,200	0.023 *		
	LT	0.00	33	1,600	0.021	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.012	N-S(1):	0.454 *
	TH	2.00	882	3,200	0.276	N-S(2):	0.302
	LT	1.00	293	1,600	0.183 *	E-W(1):	0.169 *
Westbound	RT	1.00	522	1,600	0.143 *	E-W(2):	0.000
	TH	0.43	75	686	0.109		
	LT	1.57	275	2,263	0.122	V/C:	0.623
Northbound	RT	0.00	103	0	0.000	Lost Time:	0.100
	TH	2.00	764	3,200	0.271 *	ITS:	0.000
	LT	1.00	41	1,600	0.026		
Eastbound	RT	0.00	29	0	0.000	ICU:	0.723
	TH	2.00	32	3,200	0.026 *		
	LT	0.00	23	1,600	0.014	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 4 - PALAWAN WAY & ADMIRALTY WAY
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.001	N-S(1):	0.154 *
	TH	1.00	45	1,600	0.028	N-S(2):	0.056
	LT	1.00	122	1,600	0.076 *	E-W(1):	0.334 *
Westbound	RT	0.00	57	0	0.000	E-W(2):	0.310
	TH	2.00	782	3,200	0.262		
	LT	1.00	60	1,600	0.038 *	V/C:	0.488
Northbound	RT	0.00	73	0	0.000	Lost Time:	0.100
	TH	1.00	51	1,600	0.078 *	ITS:	0.000
	LT	1.00	44	1,600	0.028		
Eastbound	RT	1.00	24	1,600	0.001	ICU:	0.588
	TH	2.00	946	3,200	0.296 *		
	LT	1.00	76	1,600	0.048	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	99	1,600	0.047	N-S(1):	0.125 *
	TH	1.00	40	1,600	0.025	N-S(2):	0.068
	LT	1.00	99	1,600	0.062 *	E-W(1):	0.205
Westbound	RT	0.00	68	0	0.000	E-W(2):	0.269 *
	TH	2.00	700	3,200	0.240 *		
	LT	1.00	61	1,600	0.038	V/C:	0.394
Northbound	RT	0.00	56	0	0.000	Lost Time:	0.100
	TH	1.00	45	1,600	0.063 *	ITS:	0.000
	LT	1.00	34	1,600	0.021		
Eastbound	RT	1.00	44	1,600	0.017	ICU:	0.494
	TH	2.00	534	3,200	0.167		
	LT	1.00	47	1,600	0.029 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	140	1,600	0.075	N-S(1):	0.206 *
	TH	1.00	114	1,600	0.071	N-S(2):	0.096
	LT	1.00	208	1,600	0.130 *	E-W(1):	0.341
Westbound	RT	0.00	74	0	0.000	E-W(2):	0.363 *
	TH	2.00	1,005	3,200	0.337 *		
	LT	1.00	92	1,600	0.058	V/C:	0.569
Northbound	RT	0.00	91	0	0.000	Lost Time:	0.100
	TH	1.00	30	1,600	0.076 *	ITS:	0.000
	LT	1.00	33	1,600	0.021		
Eastbound	RT	1.00	22	1,600	0.003	ICU:	0.669
	TH	2.00	906	3,200	0.283		
	LT	1.00	41	1,600	0.026 *	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 5 - VIA MARINA & ADMIRALTY WAY
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:	NBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.317 *
	TH	3.00	182	4,800	0.038	N-S(2):	0.038
	LT	1.00	300	1,600	0.188 *	E-W(1):	0.097 *
Westbound	RT	2.00	577	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	280	2,880	0.097 *	V/C:	0.414
Northbound	RT	1.00	696	1,600	0.000	Lost Time:	0.100
	TH	2.00	414	3,200	0.129 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.514
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.287 *
	TH	3.00	262	4,800	0.055	N-S(2):	0.055
	LT	1.00	259	1,600	0.162 *	E-W(1):	0.153 *
Westbound	RT	2.00	295	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	442	2,880	0.153 *	V/C:	0.440
Northbound	RT	1.00	390	1,600	0.000	Lost Time:	0.100
	TH	2.00	399	3,200	0.125 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.540
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.415 *
	TH	3.00	386	4,800	0.080	N-S(2):	0.080
	LT	1.00	522	1,600	0.326 *	E-W(1):	0.226 *
Westbound	RT	2.00	429	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	650	2,880	0.226 *	V/C:	0.641
Northbound	RT	1.00	462	1,600	0.000	Lost Time:	0.100
	TH	2.00	284	3,200	0.089 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.741
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 10 - AVIATIO BOULEVARD & ARBOR VITAE STREET
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	71	0	0.000	N-S(1):	0.156
	TH	2.00	342	3,200	0.129 *	N-S(2):	0.279 *
	LT	1.00	33	1,600	0.021	E-W(1):	0.125
Westbound	RT	0.00	47	0	0.000	E-W(2):	0.148 *
	TH	2.00	346	3,200	0.123 *		
	LT	1.00	80	1,600	0.050	V/C:	0.427
Northbound	RT	1.00	67	1,600	0.017	Lost Time:	0.100
	TH	2.00	433	3,200	0.135	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	0.00	87	0	0.000	ICU:	0.527
	TH	2.00	152	3,200	0.075		
	LT	1.00	40	1,600	0.025 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	89	0	0.000	N-S(1):	0.157
	TH	2.00	292	3,200	0.119 *	N-S(2):	0.226 *
	LT	1.00	66	1,600	0.041	E-W(1):	0.194 *
Westbound	RT	0.00	74	0	0.000	E-W(2):	0.156
	TH	2.00	270	3,200	0.108		
	LT	1.00	87	1,600	0.054 *	V/C:	0.420
Northbound	RT	1.00	86	1,600	0.027	Lost Time:	0.100
	TH	2.00	370	3,200	0.116	ITS:	0.000
	LT	1.00	171	1,600	0.107 *		
Eastbound	RT	0.00	142	0	0.000	ICU:	0.520
	TH	2.00	307	3,200	0.140 *		
	LT	1.00	76	1,600	0.048	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	86	0	0.000	N-S(1):	0.196
	TH	2.00	423	3,200	0.159 *	N-S(2):	0.291 *
	LT	1.00	65	1,600	0.041	E-W(1):	0.260 *
Westbound	RT	0.00	34	0	0.000	E-W(2):	0.163
	TH	2.00	303	3,200	0.105		
	LT	1.00	117	1,600	0.073 *	V/C:	0.551
Northbound	RT	1.00	93	1,600	0.022	Lost Time:	0.100
	TH	2.00	496	3,200	0.155	ITS:	0.000
	LT	1.00	211	1,600	0.132 *		
Eastbound	RT	0.00	184	0	0.000	ICU:	0.651
	TH	2.00	414	3,200	0.187 *		
	LT	1.00	92	1,600	0.058	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 11 - INGLEWOOD AVENUE & ARBOR VITAE STREET
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	22	0	0.000	N-S(1):	0.167 *
	TH	1.00	74	1,600	0.060 *	N-S(2):	0.000
	LT	1.00	19	1,600	0.012	E-W(1):	0.091
Westbound	RT	0.00	39	0	0.000	E-W(2):	0.156 *
	TH	2.00	424	3,200	0.145 *		
	LT	1.00	46	1,600	0.029	V/C:	0.323
Northbound	RT	0.00	55	0	0.000	Lost Time:	0.100
	TH	1.00	116	1,600	0.107 *	ITS:	0.000
	LT	1.00	157	1,600	0.098		
Eastbound	RT	0.00	32	0	0.000	ICU:	0.423
	TH	2.00	165	3,200	0.062		
	LT	1.00	18	1,600	0.011 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	39	0	0.000	N-S(1):	0.230 *
	TH	1.00	108	1,600	0.092 *	N-S(2):	0.000
	LT	1.00	35	1,600	0.022	E-W(1):	0.165 *
Westbound	RT	0.00	32	0	0.000	E-W(2):	0.112
	TH	2.00	273	3,200	0.095		
	LT	1.00	65	1,600	0.041 *	V/C:	0.395
Northbound	RT	0.00	84	0	0.000	Lost Time:	0.100
	TH	1.00	136	1,600	0.138 *	ITS:	0.000
	LT	1.00	98	1,600	0.061		
Eastbound	RT	0.00	75	0	0.000	ICU:	0.495
	TH	2.00	323	3,200	0.124 *		
	LT	1.00	27	1,600	0.017	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	31	0	0.000	N-S(1):	0.337 *
	TH	1.00	230	1,600	0.163 *	N-S(2):	0.000
	LT	1.00	56	1,600	0.035	E-W(1):	0.252 *
Westbound	RT	0.00	28	0	0.000	E-W(2):	0.101
	TH	2.00	257	3,200	0.089		
	LT	1.00	90	1,600	0.056 *	V/C:	0.589
Northbound	RT	0.00	107	0	0.000	Lost Time:	0.100
	TH	1.00	171	1,600	0.174 *	ITS:	0.000
	LT	1.00	92	1,600	0.058		
Eastbound	RT	0.00	109	0	0.000	ICU:	0.689
	TH	2.00	519	3,200	0.196 *		
	LT	1.00	19	1,600	0.012	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 12 - LA BREA AVENUE & ARBOR VITAE STREET
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	44	1,600	0.009	N-S(1):	0.180 *
	TH	3.00	370	4,800	0.077	N-S(2):	0.146
	LT	1.00	53	1,600	0.033 *	E-W(1):	0.112 *
Westbound	RT	1.00	67	1,600	0.025	E-W(2):	0.105
	TH	2.00	216	3,200	0.068		
	LT	1.00	45	1,600	0.028 *	V/C:	0.292
Northbound	RT	0.00	18	0	0.000	Lost Time:	0.100
	TH	3.00	687	4,800	0.147 *	ITS:	0.000
	LT	1.00	111	1,600	0.069		
Eastbound	RT	1.00	89	1,600	0.021	ICU:	0.392
	TH	1.00	134	1,600	0.084 *		
	LT	1.00	59	1,600	0.037	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	68	1,600	0.011	N-S(1):	0.209
	TH	3.00	653	4,800	0.136 *	N-S(2):	0.218 *
	LT	1.00	118	1,600	0.074	E-W(1):	0.162 *
Westbound	RT	1.00	81	1,600	0.014	E-W(2):	0.141
	TH	2.00	248	3,200	0.078		
	LT	1.00	65	1,600	0.041 *	V/C:	0.380
Northbound	RT	0.00	45	0	0.000	Lost Time:	0.100
	TH	3.00	604	4,800	0.135	ITS:	0.000
	LT	1.00	131	1,600	0.082 *		
Eastbound	RT	1.00	127	1,600	0.038	ICU:	0.480
	TH	1.00	194	1,600	0.121 *		
	LT	1.00	101	1,600	0.063	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.007	N-S(1):	0.219
	TH	3.00	1,011	4,800	0.211 *	N-S(2):	0.320 *
	LT	1.00	118	1,600	0.074	E-W(1):	0.249 *
Westbound	RT	1.00	81	1,600	0.014	E-W(2):	0.140
	TH	2.00	248	3,200	0.078		
	LT	1.00	65	1,600	0.041 *	V/C:	0.569
Northbound	RT	0.00	69	0	0.000	Lost Time:	0.100
	TH	3.00	628	4,800	0.145	ITS:	0.000
	LT	1.00	174	1,600	0.109 *		
Eastbound	RT	1.00	190	1,600	0.064	ICU:	0.669
	TH	1.00	332	1,600	0.208 *		
	LT	1.00	99	1,600	0.062	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 13 - LA CIENEGA BOULEVARD & ARBOR VITAE STREET
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	32	0	0.000	N-S(1):	0.223 *
	TH	2.00	330	3,200	0.113	N-S(2):	0.222
	LT	1.00	64	1,600	0.040 *	E-W(1):	0.128
Westbound	RT	1.00	154	1,600	0.096	E-W(2):	0.131 *
	TH	2.00	315	3,200	0.098 *		
	LT	1.00	96	1,600	0.060	V/C:	0.354
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	2.00	535	3,200	0.183 *	ITS:	0.000
	LT	1.00	175	1,600	0.109		
Eastbound	RT	0.00	101	0	0.000	ICU:	0.454
	TH	2.00	115	3,200	0.068		
	LT	1.00	53	1,600	0.033 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	73	0	0.000	N-S(1):	0.234 *
	TH	2.00	355	3,200	0.134	N-S(2):	0.210
	LT	1.00	97	1,600	0.061 *	E-W(1):	0.163 *
Westbound	RT	1.00	82	1,600	0.051	E-W(2):	0.113
	TH	2.00	237	3,200	0.074		
	LT	1.00	62	1,600	0.039 *	V/C:	0.397
Northbound	RT	0.00	102	0	0.000	Lost Time:	0.100
	TH	2.00	453	3,200	0.173 *	ITS:	0.000
	LT	1.00	121	1,600	0.076		
Eastbound	RT	0.00	154	0	0.000	ICU:	0.497
	TH	2.00	243	3,200	0.124 *		
	LT	1.00	63	1,600	0.039	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	47	0	0.000	N-S(1):	0.277 *
	TH	2.00	626	3,200	0.210	N-S(2):	0.274
	LT	1.00	149	1,600	0.093 *	E-W(1):	0.214 *
Westbound	RT	1.00	75	1,600	0.047	E-W(2):	0.092
	TH	2.00	209	3,200	0.065		
	LT	1.00	58	1,600	0.036 *	V/C:	0.491
Northbound	RT	0.00	230	0	0.000	Lost Time:	0.100
	TH	2.00	360	3,200	0.184 *	ITS:	0.000
	LT	1.00	102	1,600	0.064		
Eastbound	RT	0.00	191	0	0.000	ICU:	0.591
	TH	2.00	378	3,200	0.178 *		
	LT	1.00	43	1,600	0.027	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 15 - AVIATION BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	205	1,600	0.128	N-S(1):	0.280
	TH	2.00	717	3,200	0.224 *	N-S(2):	0.339 *
	LT	1.00	62	1,600	0.039	E-W(1):	0.175
Westbound	RT	0.00	51	0	0.000	E-W(2):	0.412 *
	TH	3.00	1,698	4,800	0.364 *		
	LT	2.00	301	2,880	0.105	V/C:	0.751
Northbound	RT	1.00	126	1,600	0.000	Lost Time:	0.100
	TH	2.00	770	3,200	0.241	ITS:	0.000
	LT	2.00	332	2,880	0.115 *		
Eastbound	RT	1.00	65	1,600	0.000	ICU:	0.851
	TH	3.00	334	4,800	0.070		
	LT	1.00	77	1,600	0.048 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	173	1,600	0.108	N-S(1):	0.166
	TH	2.00	465	3,200	0.145 *	N-S(2):	0.203 *
	LT	1.00	68	1,600	0.043	E-W(1):	0.286 *
Westbound	RT	0.00	77	0	0.000	E-W(2):	0.278
	TH	3.00	825	4,800	0.188		
	LT	2.00	370	2,880	0.128 *	V/C:	0.489
Northbound	RT	1.00	171	1,600	0.000	Lost Time:	0.100
	TH	2.00	394	3,200	0.123	ITS:	0.000
	LT	2.00	166	2,880	0.058 *		
Eastbound	RT	1.00	220	1,600	0.109	ICU:	0.589
	TH	3.00	759	4,800	0.158 *		
	LT	1.00	144	1,600	0.090	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	66	1,600	0.041	N-S(1):	0.217 *
	TH	2.00	230	3,200	0.072	N-S(2):	0.141
	LT	1.00	62	1,600	0.039 *	E-W(1):	0.444 *
Westbound	RT	0.00	77	0	0.000	E-W(2):	0.284
	TH	3.00	624	4,800	0.146		
	LT	2.00	208	2,880	0.072 *	V/C:	0.661
Northbound	RT	1.00	309	1,600	0.121	Lost Time:	0.100
	TH	2.00	571	3,200	0.178 *	ITS:	0.000
	LT	2.00	200	2,880	0.069		
Eastbound	RT	1.00	498	1,600	0.277	ICU:	0.761
	TH	3.00	1,784	4,800	0.372 *		
	LT	1.00	220	1,600	0.138	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 17 - AVIATION BLVD. / FLORENCE AVENUE & MANCHESTER AVENUE
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	256	1,600	0.114 *	N-S(1):	0.081
	TH	2.00	311	3,200	0.098	N-S(2):	0.263 *
	LT	0.00	3	1,600	0.002	E-W(1):	0.181
Westbound	RT	1.00	6	1,600	0.003	E-W(2):	0.326 *
	TH	2.00	753	3,200	0.235 *		
	LT	1.00	37	1,600	0.023	V/C:	0.589
Northbound	RT	0.00	75	0	0.000	Lost Time:	0.100
	TH	2.00	179	3,200	0.079	ITS:	0.000
	LT	1.00	239	1,600	0.149 *		
Eastbound	RT	1.00	99	1,600	0.000	ICU:	0.689
	TH	2.00	504	3,200	0.158		
	LT	1.00	146	1,600	0.091 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	232	1,600	0.077 *	N-S(1):	0.096
	TH	2.00	201	3,200	0.064	N-S(2):	0.191 *
	LT	0.00	3	1,600	0.002	E-W(1):	0.351
Westbound	RT	1.00	10	1,600	0.005	E-W(2):	0.400 *
	TH	2.00	846	3,200	0.264 *		
	LT	1.00	56	1,600	0.035	V/C:	0.591
Northbound	RT	0.00	136	0	0.000	Lost Time:	0.100
	TH	2.00	164	3,200	0.094	ITS:	0.000
	LT	1.00	182	1,600	0.114 *		
Eastbound	RT	1.00	170	1,600	0.049	ICU:	0.691
	TH	2.00	1,010	3,200	0.316		
	LT	1.00	218	1,600	0.136 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	200	1,600	0.125	N-S(1):	0.136
	TH	2.00	409	3,200	0.128 *	N-S(2):	0.259 *
	LT	0.00	0	0	0.000	E-W(1):	0.341
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.394 *
	TH	2.00	612	3,200	0.191 *		
	LT	1.00	75	1,600	0.047	V/C:	0.653
Northbound	RT	0.00	133	0	0.000	Lost Time:	0.100
	TH	2.00	303	3,200	0.136	ITS:	0.000
	LT	1.00	209	1,600	0.131 *		
Eastbound	RT	1.00	227	1,600	0.077	ICU:	0.753
	TH	2.00	940	3,200	0.294		
	LT	1.00	324	1,600	0.203 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 18 - AVIATION BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	145	1,600	0.065	N-S(1):	0.302 *
	TH	4.00	439	6,400	0.069	N-S(2):	0.215
	LT	2.00	61	2,880	0.021 *	E-W(1):	0.278
Westbound	RT	1.00	317	1,600	0.177	E-W(2):	0.282 *
	TH	4.00	1,639	6,400	0.256 *		
	LT	2.00	509	2,880	0.177	V/C:	0.584
Northbound	RT	1.00	571	1,600	0.180	Lost Time:	0.100
	TH	3.00	1,350	4,800	0.281 *	ITS:	0.000
	LT	2.00	421	2,880	0.146		
Eastbound	RT	1.00	86	1,600	0.000	ICU:	0.684
	TH	4.00	648	6,400	0.101		
	LT	2.00	74	2,880	0.026 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	219	1,600	0.076	N-S(1):	0.300 *
	TH	4.00	585	6,400	0.091	N-S(2):	0.192
	LT	2.00	307	2,880	0.107 *	E-W(1):	0.360 *
Westbound	RT	1.00	182	1,600	0.007	E-W(2):	0.276
	TH	4.00	1,375	6,400	0.215		
	LT	2.00	422	2,880	0.147 *	V/C:	0.660
Northbound	RT	1.00	544	1,600	0.193 *	Lost Time:	0.100
	TH	3.00	561	4,800	0.117	ITS:	0.000
	LT	2.00	290	2,880	0.101		
Eastbound	RT	1.00	236	1,600	0.047	ICU:	0.760
	TH	4.00	1,363	6,400	0.213 *		
	LT	2.00	175	2,880	0.061	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	212	1,600	0.050	N-S(1):	0.296 *
	TH	4.00	1,200	6,400	0.188	N-S(2):	0.281
	LT	2.00	390	2,880	0.135 *	E-W(1):	0.431 *
Westbound	RT	1.00	90	1,600	0.000	E-W(2):	0.273
	TH	4.00	1,218	6,400	0.190		
	LT	2.00	455	2,880	0.158 *	V/C:	0.727
Northbound	RT	1.00	510	1,600	0.161 *	Lost Time:	0.100
	TH	3.00	608	4,800	0.127	ITS:	0.000
	LT	2.00	267	2,880	0.093		
Eastbound	RT	1.00	356	1,600	0.130	ICU:	0.827
	TH	4.00	1,749	6,400	0.273 *		
	LT	2.00	239	2,880	0.083	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 20 - AVIATION BOULEVARD & WEST 120TH STREET
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.239 *
	TH	2.00	458	3,200	0.149	N-S(2):	0.180
	LT	1.00	40	1,600	0.025 *	E-W(1):	0.147
Westbound	RT	0.00	132	0	0.000	E-W(2):	0.253 *
	TH	2.00	42	1,600	0.250 *		
	LT	0.00	226	1,600	0.141	V/C:	0.492
Northbound	RT	1.00	45	1,600	0.000	Lost Time:	0.100
	TH	2.00	686	3,200	0.214 *	ITS:	0.000
	LT	1.00	49	1,600	0.031		
Eastbound	RT	0.00	9	1,600	0.006	ICU:	0.592
	TH	2.00	2	1,600	0.004		
	LT	0.00	4	1,600	0.003 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	15	0	0.000	N-S(1):	0.170
	TH	2.00	404	3,200	0.131 *	N-S(2):	0.174 *
	LT	1.00	44	1,600	0.028	E-W(1):	0.074
Westbound	RT	0.00	38	0	0.000	E-W(2):	0.091 *
	TH	2.00	11	1,600	0.084 *		
	LT	0.00	86	1,600	0.054	V/C:	0.265
Northbound	RT	1.00	78	1,600	0.022	Lost Time:	0.100
	TH	2.00	455	3,200	0.142	ITS:	0.000
	LT	1.00	68	1,600	0.043 *		
Eastbound	RT	0.00	32	1,600	0.020	ICU:	0.365
	TH	2.00	9	1,600	0.013		
	LT	0.00	11	1,600	0.007 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	2	0	0.000	N-S(1):	0.272 *
	TH	2.00	817	3,200	0.256	N-S(2):	0.264
	LT	1.00	142	1,600	0.089 *	E-W(1):	0.114
Westbound	RT	0.00	82	0	0.000	E-W(2):	0.144 *
	TH	2.00	2	1,600	0.128 *		
	LT	0.00	121	1,600	0.076	V/C:	0.416
Northbound	RT	1.00	189	1,600	0.080	Lost Time:	0.100
	TH	2.00	584	3,200	0.183 *	ITS:	0.000
	LT	1.00	13	1,600	0.008		
Eastbound	RT	0.00	41	0	0.000	ICU:	0.516
	TH	2.00	55	3,200	0.038		
	LT	0.00	26	1,600	0.016 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 21 - LINCOLN BOULEVARD & BAILI WAY
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	194	0	0.000	N-S(1):	0.302
	TH	3.00	1,151	4,800	0.280 *	N-S(2):	0.341 *
	LT	1.00	22	1,600	0.014	E-W(1):	0.108 *
Westbound	RT	0.00	8	0	0.000	E-W(2):	0.000
	TH	1.00	1	1,600	0.011 *		
	LT	0.00	9	1,600	0.006	V/C:	0.449
Northbound	RT	0.00	21	0	0.000	Lost Time:	0.100
	TH	3.00	1,361	4,800	0.288	ITS:	0.000
	LT	1.00	98	1,600	0.061 *		
Eastbound	RT	1.00	52	1,600	0.002	ICU:	0.549
	TH	0.02	3	35	0.087		
	LT	1.98	275	2,849	0.097 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	264	0	0.000	N-S(1):	0.310
	TH	3.00	1,212	4,800	0.308 *	N-S(2):	0.351 *
	LT	1.00	43	1,600	0.027	E-W(1):	0.146 *
Westbound	RT	0.00	27	0	0.000	E-W(2):	0.000
	TH	1.00	4	1,600	0.023 *		
	LT	0.00	6	1,600	0.004	V/C:	0.497
Northbound	RT	0.00	11	0	0.000	Lost Time:	0.100
	TH	3.00	1,347	4,800	0.283	ITS:	0.000
	LT	1.00	69	1,600	0.043 *		
Eastbound	RT	1.00	36	1,600	0.001	ICU:	0.597
	TH	0.03	5	45	0.111		
	LT	1.97	350	2,839	0.123 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	367	0	0.000	N-S(1):	0.330
	TH	3.00	1,730	4,800	0.437 *	N-S(2):	0.520 *
	LT	1.00	39	1,600	0.024	E-W(1):	0.176 *
Westbound	RT	0.00	36	0	0.000	E-W(2):	0.000
	TH	1.00	5	1,600	0.029 *		
	LT	0.00	5	1,600	0.003	V/C:	0.696
Northbound	RT	0.00	9	0	0.000	Lost Time:	0.100
	TH	3.00	1,462	4,800	0.306	ITS:	0.000
	LT	1.00	132	1,600	0.083 *		
Eastbound	RT	1.00	32	1,600	0.000	ICU:	0.796
	TH	0.00	0	0	0.000		
	LT	2.00	423	2,880	0.147 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 23 - CENTINELA AVENUE & JEFFERSON BOULEVARD
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR, EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	417	1,600	0.108	N-S(1):	0.117 *
	TH	2.00	17	3,200	0.005	N-S(2):	0.112
	LT	2.00	327	2,880	0.114 *	E-W(1):	0.181
Westbound	RT	1.00	348	1,600	0.104	E-W(2):	0.342 *
	TH	3.00	913	4,800	0.190 *		
	LT	2.00	17	2,880	0.006	V/C:	0.459
Northbound	RT	1.00	7	1,600	0.001	Lost Time:	0.100
	TH	3.00	13	4,800	0.003 *	ITS:	0.000
	LT	2.00	11	2,880	0.004		
Eastbound	RT	1.00	9	1,600	0.002	ICU:	0.559
	TH	3.00	841	4,800	0.175		
	LT	2.00	439	2,880	0.152 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	368	1,600	0.122 *	N-S(1):	0.129
	TH	2.00	20	3,200	0.006	N-S(2):	0.130 *
	LT	2.00	337	2,880	0.117	E-W(1):	0.174
Westbound	RT	1.00	254	1,600	0.042	E-W(2):	0.290 *
	TH	3.00	874	4,800	0.182 *		
	LT	2.00	11	2,880	0.004	V/C:	0.420
Northbound	RT	1.00	22	1,600	0.012	Lost Time:	0.100
	TH	3.00	16	4,800	0.003	ITS:	0.000
	LT	2.00	23	2,880	0.008 *		
Eastbound	RT	1.00	19	1,600	0.004	ICU:	0.520
	TH	3.00	816	4,800	0.170		
	LT	2.00	311	2,880	0.108 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	446	1,600	0.172	N-S(1):	0.279 *
	TH	2.00	10	3,200	0.003	N-S(2):	0.177
	LT	2.00	773	2,880	0.268 *	E-W(1):	0.208
Westbound	RT	1.00	321	1,600	0.000	E-W(2):	0.321 *
	TH	3.00	1,028	4,800	0.214 *		
	LT	2.00	5	2,880	0.002	V/C:	0.600
Northbound	RT	1.00	19	1,600	0.011 *	Lost Time:	0.100
	TH	3.00	15	4,800	0.003	ITS:	0.000
	LT	2.00	15	2,880	0.005		
Eastbound	RT	1.00	8	1,600	0.000	ICU:	0.700
	TH	3.00	991	4,800	0.206		
	LT	2.00	307	2,880	0.107 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 25 - LA BREA AVENUE & CENTINELA AVENUE
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	143	0	0.000	N-S(1):	0.300
	TH	2.00	549	3,200	0.216 *	N-S(2):	0.341 *
	LT	1.00	128	1,600	0.080	E-W(1):	0.112
Westbound	RT	1.00	261	1,600	0.123	E-W(2):	0.337 *
	TH	2.00	836	3,200	0.261 *		
	LT	1.00	33	1,600	0.021	V/C:	0.678
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	684	3,200	0.220	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	85	1,600	0.000	ICU:	0.778
	TH	2.00	292	3,200	0.091		
	LT	1.00	122	1,600	0.076 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	151	0	0.000	N-S(1):	0.299
	TH	2.00	598	3,200	0.234 *	N-S(2):	0.348 *
	LT	1.00	214	1,600	0.134	E-W(1):	0.174
Westbound	RT	1.00	146	1,600	0.024	E-W(2):	0.258 *
	TH	2.00	497	3,200	0.155 *		
	LT	1.00	55	1,600	0.034	V/C:	0.606
Northbound	RT	0.00	48	0	0.000	Lost Time:	0.100
	TH	2.00	481	3,200	0.165	ITS:	0.000
	LT	1.00	183	1,600	0.114 *		
Eastbound	RT	1.00	190	1,600	0.062	ICU:	0.706
	TH	2.00	448	3,200	0.140		
	LT	1.00	165	1,600	0.103 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	98	0	0.000	N-S(1):	0.457 *
	TH	2.00	898	3,200	0.311	N-S(2):	0.412
	LT	1.00	262	1,600	0.164 *	E-W(1):	0.317 *
Westbound	RT	1.00	204	1,600	0.046	E-W(2):	0.261
	TH	2.00	526	3,200	0.164		
	LT	1.00	68	1,600	0.043 *	V/C:	0.774
Northbound	RT	0.00	41	0	0.000	Lost Time:	0.100
	TH	2.00	898	3,200	0.293 *	ITS:	0.000
	LT	1.00	162	1,600	0.101		
Eastbound	RT	1.00	186	1,600	0.066	ICU:	0.874
	TH	2.00	877	3,200	0.274 *		
	LT	1.00	155	1,600	0.097	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 26 - LA CIENEGA BOULEVARD & CENTINELA AVENUE
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	14	0	0.000	N-S(1):	0.544 *
	TH	3.00	2,032	4,800	0.426	N-S(2):	0.429
	LT	1.00	105	1,600	0.066 *	E-W(1):	0.239
Westbound	RT	1.00	192	1,600	0.087	E-W(2):	0.344 *
	TH	2.00	1,100	3,200	0.344 *		
	LT	1.00	234	1,600	0.146	V/C:	0.888
Northbound	RT	0.00	36	0	0.000	Lost Time:	0.100
	TH	3.00	2,258	4,800	0.478 *	ITS:	0.000
	LT	2.00	8	2,880	0.003		
Eastbound	RT	0.00	135	0	0.000	ICU:	0.988
	TH	3.00	309	4,800	0.093		
	LT	0.00	0	0	0.000 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	33	0	0.000	N-S(1):	0.345 *
	TH	3.00	1,275	4,800	0.273	N-S(2):	0.322
	LT	1.00	137	1,600	0.086 *	E-W(1):	0.245 *
Westbound	RT	1.00	114	1,600	0.028	E-W(2):	0.223
	TH	2.00	714	3,200	0.223		
	LT	1.00	164	1,600	0.103 *	V/C:	0.590
Northbound	RT	0.00	84	0	0.000	Lost Time:	0.100
	TH	3.00	1,157	4,800	0.259 *	ITS:	0.000
	LT	2.00	140	2,880	0.049		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.690
	TH	3.00	550	4,800	0.142 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	17	0	0.000	N-S(1):	0.604 *
	TH	3.00	1,962	4,800	0.412	N-S(2):	0.445
	LT	1.00	269	1,600	0.168 *	E-W(1):	0.318 *
Westbound	RT	1.00	115	1,600	0.000	E-W(2):	0.248
	TH	2.00	795	3,200	0.248		
	LT	1.00	147	1,600	0.092 *	V/C:	0.922
Northbound	RT	0.00	128	0	0.000	Lost Time:	0.100
	TH	3.00	1,967	4,800	0.436 *	ITS:	0.000
	LT	2.00	95	2,880	0.033		
Eastbound	RT	0.00	186	0	0.000	ICU:	1.022
	TH	3.00	899	4,800	0.226 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 27 - LA TIEJERA BOULEVARD & CENTINELA BOULEVARD
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	139	0	0.000	N-S(1):	0.207
	TH	3.00	832	4,800	0.202 *	N-S(2):	0.255 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.180
Westbound	RT	0.00	9	0	0.000	E-W(2):	0.283 *
	TH	3.00	969	4,800	0.204 *		
	LT	1.00	158	1,600	0.099	V/C:	0.538
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	3.00	801	4,800	0.188	ITS:	0.000
	LT	2.00	153	2,880	0.053 *		
Eastbound	RT	0.00	58	0	0.000	ICU:	0.638
	TH	3.00	331	4,800	0.081		
	LT	1.00	127	1,600	0.079 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	95	0	0.000	N-S(1):	0.247 *
	TH	3.00	633	4,800	0.152	N-S(2):	0.215
	LT	1.00	74	1,600	0.046 *	E-W(1):	0.228 *
Westbound	RT	0.00	17	0	0.000	E-W(2):	0.219
	TH	3.00	671	4,800	0.143		
	LT	1.00	164	1,600	0.103 *	V/C:	0.475
Northbound	RT	0.00	179	0	0.000	Lost Time:	0.100
	TH	3.00	786	4,800	0.201 *	ITS:	0.000
	LT	2.00	180	2,880	0.063		
Eastbound	RT	0.00	76	0	0.000	ICU:	0.575
	TH	3.00	526	4,800	0.125 *		
	LT	1.00	121	1,600	0.076	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	103	0	0.000	N-S(1):	0.384 *
	TH	3.00	814	4,800	0.191	N-S(2):	0.259
	LT	1.00	122	1,600	0.076 *	E-W(1):	0.263
Westbound	RT	0.00	7	0	0.000	E-W(2):	0.296 *
	TH	3.00	821	4,800	0.173 *		
	LT	1.00	158	1,600	0.099	V/C:	0.680
Northbound	RT	0.00	274	0	0.000	Lost Time:	0.100
	TH	3.00	1,203	4,800	0.308 *	ITS:	0.000
	LT	2.00	196	2,880	0.068		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.780
	TH	3.00	735	4,800	0.164		
	LT	1.00	196	1,600	0.123 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 34 - LA BREA AVENUE / HAWTHORNE BOULEVARD & CENTURY BOULEVARD
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	101	1,600	0.024	N-S(1):	0.204 *
	TH	3.00	442	4,800	0.092	N-S(2):	0.179
	LT	1.00	76	1,600	0.048 *	E-W(1):	0.155
Westbound	RT	0.00	122	0	0.000	E-W(2):	0.270 *
	TH	3.00	796	4,800	0.191 *		
	LT	1.00	78	1,600	0.049	V/C:	0.474
Northbound	RT	1.00	56	1,600	0.011	Lost Time:	0.100
	TH	3.00	748	4,800	0.156 *	ITS:	0.000
	LT	1.00	139	1,600	0.087		
Eastbound	RT	0.00	92	0	0.000	ICU:	0.574
	TH	3.00	419	4,800	0.106		
	LT	1.00	126	1,600	0.079 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	126	1,600	0.036	N-S(1):	0.258 *
	TH	3.00	619	4,800	0.129	N-S(2):	0.234
	LT	1.00	205	1,600	0.128 *	E-W(1):	0.247 *
Westbound	RT	0.00	111	0	0.000	E-W(2):	0.226
	TH	3.00	563	4,800	0.140		
	LT	1.00	111	1,600	0.069 *	V/C:	0.505
Northbound	RT	1.00	151	1,600	0.060	Lost Time:	0.100
	TH	3.00	625	4,800	0.130 *	ITS:	0.000
	LT	1.00	168	1,600	0.105		
Eastbound	RT	0.00	143	0	0.000	ICU:	0.605
	TH	3.00	712	4,800	0.178 *		
	LT	1.00	137	1,600	0.086	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	101	1,600	0.012	N-S(1):	0.302 *
	TH	3.00	973	4,800	0.203	N-S(2):	0.296
	LT	1.00	212	1,600	0.133 *	E-W(1):	0.344 *
Westbound	RT	0.00	129	0	0.000	E-W(2):	0.260
	TH	3.00	623	4,800	0.157		
	LT	1.00	118	1,600	0.074 *	V/C:	0.646
Northbound	RT	1.00	134	1,600	0.047	Lost Time:	0.100
	TH	3.00	810	4,800	0.169 *	ITS:	0.000
	LT	1.00	149	1,600	0.093		
Eastbound	RT	0.00	165	0	0.000	ICU:	0.746
	TH	3.00	1,129	4,800	0.270 *		
	LT	1.00	165	1,600	0.103	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 35 - INGLEWOOD AVENUE & CENTURY BOULEVARD
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	85	0	0.000	N-S(1):	0.162
	TH	1.00	138	1,600	0.139 *	N-S(2):	0.203 *
	LT	1.00	45	1,600	0.028	E-W(1):	0.127
Westbound	RT	0.00	69	0	0.000	E-W(2):	0.255 *
	TH	3.00	990	4,800	0.221 *		
	LT	1.00	37	1,600	0.023	V/C:	0.458
Northbound	RT	0.00	45	0	0.000	Lost Time:	0.100
	TH	1.00	170	1,600	0.134	ITS:	0.000
	LT	1.00	102	1,600	0.064 *		
Eastbound	RT	0.00	38	0	0.000	ICU:	0.558
	TH	3.00	461	4,800	0.104		
	LT	1.00	55	1,600	0.034 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	101	0	0.000	N-S(1):	0.227 *
	TH	1.00	167	1,600	0.168	N-S(2):	0.218
	LT	1.00	73	1,600	0.046 *	E-W(1):	0.235 *
Westbound	RT	0.00	63	0	0.000	E-W(2):	0.223
	TH	3.00	729	4,800	0.165		
	LT	1.00	68	1,600	0.043 *	V/C:	0.462
Northbound	RT	0.00	88	0	0.000	Lost Time:	0.100
	TH	1.00	202	1,600	0.181 *	ITS:	0.000
	LT	1.00	80	1,600	0.050		
Eastbound	RT	0.00	78	0	0.000	ICU:	0.562
	TH	3.00	844	4,800	0.192 *		
	LT	1.00	93	1,600	0.058	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	84	0	0.000	N-S(1):	0.284
	TH	1.00	357	1,600	0.276 *	N-S(2):	0.314 *
	LT	1.00	88	1,600	0.055	E-W(1):	0.386 *
Westbound	RT	0.00	75	0	0.000	E-W(2):	0.255
	TH	3.00	730	4,800	0.168		
	LT	1.00	86	1,600	0.054 *	V/C:	0.700
Northbound	RT	0.00	107	0	0.000	Lost Time:	0.100
	TH	1.00	260	1,600	0.229	ITS:	0.000
	LT	1.00	61	1,600	0.038 *		
Eastbound	RT	0.00	160	0	0.000	ICU:	0.800
	TH	3.00	1,435	4,800	0.332 *		
	LT	1.00	139	1,600	0.087	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 36 - LA CIENEGA BOULEVARD & CENTURY BOULEVARD
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	580	3,200	0.125	N-S(1):	0.171
	TH	2.00	422	3,200	0.132 *	N-S(2):	0.221 *
	LT	1.00	117	1,600	0.073	E-W(1):	0.286
Westbound	RT	0.00	374	0	0.000	E-W(2):	0.294 *
	TH	4.00	1,151	6,400	0.238 *		
	LT	1.00	249	1,600	0.156	V/C:	0.515
Northbound	RT	2.00	151	3,200	0.000	Lost Time:	0.100
	TH	2.00	315	3,200	0.098	ITS:	0.000
	LT	1.00	142	1,600	0.089 *		
Eastbound	RT	1.00	343	1,600	0.126	ICU:	0.615
	TH	3.00	626	4,800	0.130		
	LT	1.00	90	1,600	0.056 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	751	3,200	0.147	N-S(1):	0.231 *
	TH	2.00	319	3,200	0.100	N-S(2):	0.227
	LT	1.00	204	1,600	0.128 *	E-W(1):	0.336 *
Westbound	RT	0.00	239	0	0.000	E-W(2):	0.259
	TH	4.00	853	6,400	0.171		
	LT	1.00	108	1,600	0.068 *	V/C:	0.567
Northbound	RT	2.00	244	3,200	0.009	Lost Time:	0.100
	TH	2.00	330	3,200	0.103 *	ITS:	0.000
	LT	1.00	128	1,600	0.080		
Eastbound	RT	1.00	511	1,600	0.239	ICU:	0.667
	TH	3.00	1,286	4,800	0.268 *		
	LT	1.00	140	1,600	0.088	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	374	3,200	0.024	N-S(1):	0.344 *
	TH	2.00	665	3,200	0.208	N-S(2):	0.266
	LT	1.00	353	1,600	0.221 *	E-W(1):	0.312 *
Westbound	RT	0.00	162	0	0.000	E-W(2):	0.223
	TH	4.00	668	6,400	0.130		
	LT	1.00	70	1,600	0.044 *	V/C:	0.656
Northbound	RT	2.00	534	3,200	0.123 *	Lost Time:	0.100
	TH	2.00	278	3,200	0.087	ITS:	0.000
	LT	1.00	92	1,600	0.058		
Eastbound	RT	1.00	520	1,600	0.268 *	ICU:	0.756
	TH	3.00	1,204	4,800	0.251		
	LT	1.00	148	1,600	0.093	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 37 - PRAIRIE AVENUE & CENTURY BOULEVARD
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	79	0	0.000	N-S(1):	0.238 *
	TH	3.00	509	4,800	0.123	N-S(2):	0.203
	LT	1.00	127	1,600	0.079 *	E-W(1):	0.107
Westbound	RT	0.00	178	0	0.000	E-W(2):	0.245 *
	TH	3.00	827	4,800	0.209 *		
	LT	1.00	38	1,600	0.024	V/C:	0.483
Northbound	RT	0.00	79	0	0.000	Lost Time:	0.100
	TH	3.00	685	4,800	0.159 *	ITS:	0.000
	LT	1.00	128	1,600	0.080		
Eastbound	RT	0.00	74	0	0.000	ICU:	0.583
	TH	3.00	325	4,800	0.083		
	LT	1.00	58	1,600	0.036 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	72	0	0.000	N-S(1):	0.293 *
	TH	3.00	575	4,800	0.135	N-S(2):	0.190
	LT	1.00	258	1,600	0.161 *	E-W(1):	0.288 *
Westbound	RT	0.00	285	0	0.000	E-W(2):	0.236
	TH	3.00	629	4,800	0.190		
	LT	1.00	121	1,600	0.076 *	V/C:	0.581
Northbound	RT	0.00	104	0	0.000	Lost Time:	0.100
	TH	3.00	528	4,800	0.132 *	ITS:	0.000
	LT	1.00	88	1,600	0.055		
Eastbound	RT	0.00	121	0	0.000	ICU:	0.681
	TH	3.00	897	4,800	0.212 *		
	LT	1.00	74	1,600	0.046	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	78	0	0.000	N-S(1):	0.358 *
	TH	3.00	958	4,800	0.216	N-S(2):	0.311
	LT	1.00	275	1,600	0.172 *	E-W(1):	0.325 *
Westbound	RT	0.00	354	1,600	0.221	E-W(2):	0.309
	TH	3.00	614	3,200	0.192		
	LT	1.00	118	1,600	0.074 *	V/C:	0.683
Northbound	RT	0.00	201	0	0.000	Lost Time:	0.100
	TH	3.00	694	4,800	0.186 *	ITS:	0.000
	LT	1.00	152	1,600	0.095		
Eastbound	RT	0.00	152	0	0.000	ICU:	0.783
	TH	3.00	1,051	4,800	0.251 *		
	LT	1.00	141	1,600	0.088	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 39 - NB I-405 RAMPS & CENTURY BOULEVARD
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.080
	TH	0.00	0	0	0.000 *	N-S(2):	0.282 *
	LT	0.00	0	0	0.000	E-W(1):	0.141
Westbound	RT	0.00	2	0	0.000	E-W(2):	0.261 *
	TH	3.00	1,208	4,800	0.252 *		
	LT	0.00	0	0	0.000	V/C:	0.543
Northbound	RT	1.00	128	1,600	0.080	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	813	2,880	0.282 *		
Eastbound	RT	2.00	480	3,200	0.000	ICU:	0.643
	TH	2.00	452	3,200	0.141		
	LT	1.00	15	1,600	0.009 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.106
	TH	0.00	0	0	0.000 *	N-S(2):	0.185 *
	LT	0.00	0	0	0.000	E-W(1):	0.259 *
Westbound	RT	0.00	7	0	0.000	E-W(2):	0.189
	TH	3.00	847	4,800	0.178		
	LT	0.00	0	0	0.000 *	V/C:	0.444
Northbound	RT	1.00	170	1,600	0.106	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	534	2,880	0.185 *		
Eastbound	RT	2.00	912	3,200	0.000	ICU:	0.544
	TH	2.00	829	3,200	0.259 *		
	LT	1.00	17	1,600	0.011	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.226 *
	TH	0.00	0	0	0.000	N-S(2):	0.128
	LT	0.00	0	0	0.000 *	E-W(1):	0.315 *
Westbound	RT	0.00	7	0	0.000	E-W(2):	0.214
	TH	3.00	866	4,800	0.182		
	LT	0.00	0	0	0.000 *	V/C:	0.541
Northbound	RT	1.00	362	1,600	0.226 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	369	2,880	0.128		
Eastbound	RT	1.33	672	2,131	0.000	ICU:	0.641
	TH	2.67	1,346	4,269	0.315 *		
	LT	1.00	51	1,600	0.032	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 46 - DOUGLAS STREET & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	32	1,600	0.000	N-S(1):	0.174
	TH	2.00	209	3,200	0.065 *	N-S(2):	0.180 *
	LT	2.00	77	2,880	0.027	E-W(1):	0.164
Westbound	RT	1.00	428	1,600	0.254	E-W(2):	0.377 *
	TH	3.00	1,478	4,800	0.308 *		
	LT	2.00	164	2,880	0.057	V/C:	0.557
Northbound	RT	1.00	66	1,600	0.013	Lost Time:	0.100
	TH	2.00	471	3,200	0.147	ITS:	0.000
	LT	2.00	331	2,880	0.115 *		
Eastbound	RT	0.00	144	0	0.000	ICU:	0.657
	TH	3.00	370	4,800	0.107		
	LT	1.00	110	1,600	0.069 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.006	N-S(1):	0.158 *
	TH	2.00	254	3,200	0.079	N-S(2):	0.134
	LT	2.00	211	2,880	0.073 *	E-W(1):	0.230
Westbound	RT	1.00	361	1,600	0.189 *	E-W(2):	0.253 *
	TH	3.00	847	4,800	0.176		
	LT	2.00	101	2,880	0.035	V/C:	0.411
Northbound	RT	1.00	135	1,600	0.067	Lost Time:	0.100
	TH	2.00	272	3,200	0.085 *	ITS:	0.000
	LT	2.00	157	2,880	0.055		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.511
	TH	3.00	734	4,800	0.195		
	LT	1.00	102	1,600	0.064 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	64	1,600	0.019	N-S(1):	0.301 *
	TH	2.00	744	3,200	0.233	N-S(2):	0.276
	LT	2.00	335	2,880	0.116 *	E-W(1):	0.463 *
Westbound	RT	1.00	177	1,600	0.052	E-W(2):	0.160
	TH	3.00	560	4,800	0.117		
	LT	2.00	108	2,880	0.038 *	V/C:	0.764
Northbound	RT	1.00	326	1,600	0.185 *	Lost Time:	0.100
	TH	2.00	406	3,200	0.127	ITS:	0.000
	LT	2.00	124	2,880	0.043		
Eastbound	RT	0.00	300	0	0.000	ICU:	0.864
	TH	3.00	1,741	4,800	0.425 *		
	LT	1.00	68	1,600	0.043	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 47 - DOUGLAS STREET & IMPERIAL HIGHWAY
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : NBR,
FF Movements:

N-S Split Phase : Y
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	12	1,600	0.000	N-S(1):	0.057 *
	TH	0.92	17	1,470	0.012	N-S(2):	0.000
	LT	1.08	20	1,557	0.013 *	E-W(1):	0.186
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.235 *
	TH	3.00	943	4,800	0.209 *		
	LT	2.00	208	2,880	0.072	V/C:	0.292
Northbound	RT	2.00	102	3,200	0.000	Lost Time:	0.100
	TH	1.00	19	1,600	0.012	ITS:	0.000
	LT	1.00	70	1,600	0.044 *		
Eastbound	RT	0.00	178	0	0.000	ICU:	0.392
	TH	3.00	367	4,800	0.114		
	LT	1.00	41	1,600	0.026 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	34	1,600	0.003	N-S(1):	0.074 *
	TH	0.59	25	941	0.027	N-S(2):	0.000
	LT	1.41	60	2,033	0.030 *	E-W(1):	0.156 *
Westbound	RT	0.00	38	0	0.000	E-W(2):	0.156 *
	TH	3.00	538	4,800	0.120 *		
	LT	2.00	85	2,880	0.030 *	V/C:	0.230
Northbound	RT	2.00	179	3,200	0.026	Lost Time:	0.100
	TH	1.00	19	1,600	0.012	ITS:	0.000
	LT	1.00	70	1,600	0.044 *		
Eastbound	RT	0.00	96	0	0.000	ICU:	0.330
	TH	3.00	511	4,800	0.126 *		
	LT	1.00	58	1,600	0.036 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	34	1,600	0.007	N-S(1):	0.132 *
	TH	0.58	28	933	0.030	N-S(2):	0.000
	LT	1.42	68	2,040	0.033 *	E-W(1):	0.255 *
Westbound	RT	0.00	43	0	0.000	E-W(2):	0.163
	TH	3.00	599	4,800	0.134		
	LT	2.00	67	2,880	0.023 *	V/C:	0.387
Northbound	RT	2.00	389	3,200	0.098	Lost Time:	0.100
	TH	1.00	29	1,600	0.018	ITS:	0.000
	LT	1.00	158	1,600	0.099 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.487
	TH	3.00	1,013	4,800	0.232 *		
	LT	1.00	47	1,600	0.029	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 48 - DOUGLAS STREET & MARIPOSA AVENUE
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : Y
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	53	0	0.000	N-S(1):	0.106
	TH	3.00	270	4,800	0.067 *	N-S(2):	0.196 *
	LT	1.00	3	1,600	0.002	E-W(1):	0.028 *
Westbound	RT	0.00	4	0	0.000	E-W(2):	0.000
	TH	2.00	2	3,200	0.004		
	LT	0.00	6	1,600	0.004 *	V/C:	0.224
Northbound	RT	0.00	25	0	0.000	Lost Time:	0.100
	TH	3.00	474	4,800	0.104	ITS:	0.000
	LT	1.00	207	1,600	0.129 *		
Eastbound	RT	1.00	123	1,600	0.012	ICU:	0.324
	TH	0.23	8	371	0.022		
	LT	1.77	61	2,546	0.024 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	52	0	0.000	N-S(1):	0.112
	TH	3.00	318	4,800	0.077 *	N-S(2):	0.170 *
	LT	1.00	19	1,600	0.012	E-W(1):	0.095 *
Westbound	RT	0.00	5	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.007 *		
	LT	0.00	8	1,600	0.005	V/C:	0.265
Northbound	RT	0.00	36	0	0.000	Lost Time:	0.100
	TH	3.00	444	4,800	0.100	ITS:	0.000
	LT	1.00	149	1,600	0.093 *		
Eastbound	RT	1.00	216	1,600	0.088 *	ICU:	0.365
	TH	0.31	19	494	0.038		
	LT	1.69	104	2,435	0.043	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	36	0	0.000	N-S(1):	0.115
	TH	3.00	540	4,800	0.120 *	N-S(2):	0.218 *
	LT	1.00	0	1,600	0.000	E-W(1):	0.196 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.000
	TH	2.00	0	3,200	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.414
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	551	4,800	0.115	ITS:	0.000
	LT	1.00	156	1,600	0.098 *		
Eastbound	RT	1.00	392	1,600	0.196 *	ICU:	0.514
	TH	0.00	0	0	0.000		
	LT	2.00	216	2,880	0.075	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 49 - DOUGLAS STREET & ROSECRANS AVENUE
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : WBR,
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	51	1,600	0.001	N-S(1):	0.075 *
	TH	1.00	39	1,600	0.024	N-S(2):	0.047
	LT	2.00	118	2,880	0.041 *	E-W(1):	0.163
Westbound	RT	1.00	524	1,600	0.287	E-W(2):	0.412 *
	TH	3.00	1,684	4,800	0.351 *		
	LT	2.00	76	2,880	0.026	V/C:	0.487
Northbound	RT	1.00	13	1,600	0.000	Lost Time:	0.100
	TH	1.00	54	1,600	0.034 *	ITS:	0.000
	LT	1.00	36	1,600	0.023		
Eastbound	RT	1.00	46	1,600	0.018	ICU:	0.587
	TH	3.00	656	4,800	0.137		
	LT	2.00	177	2,880	0.061 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	164	1,600	0.073 *	N-S(1):	0.126
	TH	1.00	74	1,600	0.046	N-S(2):	0.131 *
	LT	2.00	244	2,880	0.085	E-W(1):	0.323
Westbound	RT	1.00	228	1,600	0.058	E-W(2):	0.407 *
	TH	3.00	1,671	4,800	0.348 *		
	LT	2.00	39	2,880	0.014	V/C:	0.538
Northbound	RT	1.00	55	1,600	0.028	Lost Time:	0.100
	TH	1.00	65	1,600	0.041	ITS:	0.000
	LT	1.00	93	1,600	0.058 *		
Eastbound	RT	1.00	121	1,600	0.047	ICU:	0.638
	TH	3.00	1,481	4,800	0.309		
	LT	2.00	171	2,880	0.059 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	199	1,600	0.111	N-S(1):	0.166
	TH	1.00	237	1,600	0.148 *	N-S(2):	0.199 *
	LT	2.00	377	2,880	0.131	E-W(1):	0.363 *
Westbound	RT	1.00	190	1,600	0.000	E-W(2):	0.341
	TH	3.00	1,509	4,800	0.314		
	LT	2.00	28	2,880	0.010 *	V/C:	0.562
Northbound	RT	1.00	57	1,600	0.031	Lost Time:	0.100
	TH	1.00	56	1,600	0.035	ITS:	0.000
	LT	1.00	81	1,600	0.051 *		
Eastbound	RT	1.00	139	1,600	0.062	ICU:	0.662
	TH	3.00	1,696	4,800	0.353 *		
	LT	2.00	78	2,880	0.027	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 51 - HAWTHORNE BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	51	1,600	0.009	N-S(1):	0.177
	TH	3.00	658	4,800	0.137 *	N-S(2):	0.223 *
	LT	2.00	176	2,880	0.061	E-W(1):	0.183
Westbound	RT	0.00	178	0	0.000	E-W(2):	0.274 *
	TH	3.00	918	4,800	0.228 *		
	LT	1.00	132	1,600	0.083	V/C:	0.497
Northbound	RT	0.00	105	0	0.000	Lost Time:	0.100
	TH	4.00	639	6,400	0.116	ITS:	0.000
	LT	2.00	248	2,880	0.086 *		
Eastbound	RT	0.00	101	0	0.000	ICU:	0.597
	TH	3.00	377	4,800	0.100		
	LT	1.00	74	1,600	0.046 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	114	1,600	0.023	N-S(1):	0.231
	TH	3.00	917	4,800	0.191 *	N-S(2):	0.273 *
	LT	2.00	210	2,880	0.073	E-W(1):	0.281 *
Westbound	RT	0.00	185	0	0.000	E-W(2):	0.257
	TH	3.00	584	4,800	0.160		
	LT	1.00	180	1,600	0.113 *	V/C:	0.554
Northbound	RT	0.00	200	0	0.000	Lost Time:	0.100
	TH	4.00	812	6,400	0.158	ITS:	0.000
	LT	2.00	237	2,880	0.082 *		
Eastbound	RT	0.00	245	0	0.000	ICU:	0.654
	TH	3.00	562	4,800	0.168 *		
	LT	1.00	155	1,600	0.097	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	106	1,600	0.018	N-S(1):	0.291
	TH	3.00	1,798	4,800	0.375 *	N-S(2):	0.444 *
	LT	2.00	335	2,880	0.116	E-W(1):	0.613 *
Westbound	RT	0.00	162	0	0.000	E-W(2):	0.255
	TH	3.00	601	4,800	0.159		
	LT	1.00	146	1,600	0.091 *	V/C:	1.057
Northbound	RT	0.00	201	0	0.000	Lost Time:	0.100
	TH	4.00	918	6,400	0.175	ITS:	0.000
	LT	2.00	199	2,880	0.069 *		
Eastbound	RT	0.00	414	0	0.000	ICU:	1.157
	TH	3.00	2,090	4,800	0.522 *		
	LT	1.00	153	1,600	0.096	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 52 - INGLEWOOD AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	83	0	0.000	N-S(1):	0.156
	TH	2.00	264	3,200	0.108 *	N-S(2):	0.233 *
	LT	1.00	33	1,600	0.021	E-W(1):	0.146
Westbound	RT	0.00	76	0	0.000	E-W(2):	0.249 *
	TH	3.00	948	4,800	0.213 *		
	LT	1.00	108	1,600	0.068	V/C:	0.482
Northbound	RT	0.00	71	0	0.000	Lost Time:	0.100
	TH	2.00	362	3,200	0.135	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	77	0	0.000	ICU:	0.582
	TH	3.00	298	4,800	0.078		
	LT	1.00	57	1,600	0.036 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	105	0	0.000	N-S(1):	0.228
	TH	2.00	460	3,200	0.177 *	N-S(2):	0.286 *
	LT	1.00	92	1,600	0.058	E-W(1):	0.233
Westbound	RT	0.00	144	0	0.000	E-W(2):	0.246 *
	TH	3.00	604	4,800	0.156 *		
	LT	1.00	126	1,600	0.079	V/C:	0.532
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	2.00	423	3,200	0.170	ITS:	0.000
	LT	1.00	175	1,600	0.109 *		
Eastbound	RT	0.00	137	0	0.000	ICU:	0.632
	TH	3.00	604	4,800	0.154		
	LT	1.00	144	1,600	0.090 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.275
	TH	2.00	710	3,200	0.247 *	N-S(2):	0.318 *
	LT	1.00	84	1,600	0.053	E-W(1):	0.543 *
Westbound	RT	0.00	159	0	0.000	E-W(2):	0.275
	TH	3.00	554	4,800	0.149		
	LT	1.00	174	1,600	0.109 *	V/C:	0.861
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	579	3,200	0.222	ITS:	0.000
	LT	1.00	114	1,600	0.071 *		
Eastbound	RT	0.00	284	0	0.000	ICU:	0.961
	TH	3.00	1,799	4,800	0.434 *		
	LT	1.00	202	1,600	0.126	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 53 - LA CIENEGA BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	460	3,200	0.108 *	N-S(1):	0.064
	TH	0.00	0	0	0.000	N-S(2):	0.108 *
	LT	2.00	183	2,880	0.064	E-W(1):	0.091
Westbound	RT	0.00	297	0	0.000	E-W(2):	0.412 *
	TH	3.00	1,506	4,800	0.376 *		
	LT	0.00	0	0	0.000	V/C:	0.520
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.620
	TH	3.00	435	4,800	0.091		
	LT	1.00	58	1,600	0.036 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	298	3,200	0.049	N-S(1):	0.118 *
	TH	0.00	0	0	0.000	N-S(2):	0.049
	LT	2.00	339	2,880	0.118 *	E-W(1):	0.188
Westbound	RT	0.00	229	0	0.000	E-W(2):	0.290 *
	TH	3.00	952	4,800	0.246 *		
	LT	0.00	0	0	0.000	V/C:	0.408
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.508
	TH	3.00	901	4,800	0.188		
	LT	1.00	70	1,600	0.044 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	450	3,200	0.066	N-S(1):	0.379 *
	TH	0.00	0	0	0.000	N-S(2):	0.066
	LT	2.00	1,092	2,880	0.379 *	E-W(1):	0.438 *
Westbound	RT	0.00	196	0	0.000	E-W(2):	0.232
	TH	3.00	560	4,800	0.158		
	LT	0.00	0	0	0.000 *	V/C:	0.817
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.917
	TH	3.00	2,102	4,800	0.438 *		
	LT	1.00	119	1,600	0.074	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 54 - NASH STREET & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	39	1,600	0.024	N-S(1):	0.072 *
	TH	2.00	155	3,193	0.049	N-S(2):	0.000
	LT	1.00	78	1,446	0.054 *	E-W(1):	0.163
Westbound	RT	0.00	275	0	0.000	E-W(2):	0.352 *
	TH	3.00	1,330	4,800	0.334 *		
	LT	2.00	148	2,880	0.051	V/C:	0.424
Northbound	RT	1.12	32	1,796	0.000	Lost Time:	0.100
	TH	0.88	25	1,404	0.018 *	ITS:	0.000
	LT	2.00	2	2,880	0.001		
Eastbound	RT	1.00	49	1,600	0.030	ICU:	0.524
	TH	3.00	537	4,800	0.112		
	LT	2.00	51	2,880	0.018 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	54	1,600	0.034	N-S(1):	0.087 *
	TH	1.10	96	1,752	0.055	N-S(2):	0.000
	LT	1.90	167	2,743	0.061 *	E-W(1):	0.191
Westbound	RT	0.00	103	0	0.000	E-W(2):	0.215 *
	TH	3.00	836	4,800	0.196 *		
	LT	2.00	66	2,880	0.023	V/C:	0.302
Northbound	RT	1.13	47	1,812	0.003	Lost Time:	0.100
	TH	0.87	36	1,388	0.026 *	ITS:	0.000
	LT	2.00	8	2,880	0.003		
Eastbound	RT	1.00	34	1,600	0.020	ICU:	0.402
	TH	3.00	807	4,800	0.168		
	LT	2.00	55	2,880	0.019 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	46	1,600	0.029	N-S(1):	0.233 *
	TH	1.00	51	1,600	0.032	N-S(2):	0.000
	LT	2.00	489	2,880	0.170 *	E-W(1):	0.301 *
Westbound	RT	0.00	103	0	0.000	E-W(2):	0.198
	TH	3.00	814	4,800	0.191		
	LT	2.00	22	2,880	0.008 *	V/C:	0.534
Northbound	RT	1.19	121	1,907	0.056	Lost Time:	0.100
	TH	0.81	82	1,293	0.063 *	ITS:	0.000
	LT	2.00	16	2,880	0.006		
Eastbound	RT	1.00	2	1,600	0.000	ICU:	0.634
	TH	3.00	1,406	4,800	0.293 *		
	LT	2.00	19	2,880	0.007	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 55 - SEPULVEDA BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	129	1,600	0.042	N-S(1):	0.490 *
	TH	4.00	925	6,400	0.145	N-S(2):	0.220
	LT	2.00	223	2,880	0.077 *	E-W(1):	0.144
Westbound	RT	1.00	179	1,600	0.073	E-W(2):	0.164 *
	TH	2.00	279	3,200	0.087 *		
	LT	2.00	131	2,880	0.045	V/C:	0.654
Northbound	RT	0.00	201	0	0.000	Lost Time:	0.100
	TH	4.00	2,442	6,400	0.413 *	ITS:	0.000
	LT	2.00	217	2,880	0.075		
Eastbound	RT	1.00	219	1,600	0.099	ICU:	0.754
	TH	2.00	249	3,200	0.078		
	LT	1.00	123	1,600	0.077 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.024	N-S(1):	0.341
	TH	4.00	1,646	6,400	0.257 *	N-S(2):	0.354 *
	LT	2.00	183	2,880	0.064	E-W(1):	0.278 *
Westbound	RT	1.00	194	1,600	0.089	E-W(2):	0.167
	TH	2.00	272	3,200	0.085		
	LT	2.00	410	2,880	0.142 *	V/C:	0.632
Northbound	RT	0.00	226	0	0.000	Lost Time:	0.100
	TH	4.00	1,545	6,400	0.277	ITS:	0.000
	LT	2.00	279	2,880	0.097 *		
Eastbound	RT	1.00	295	1,600	0.136 *	ICU:	0.732
	TH	2.00	305	3,200	0.095		
	LT	1.00	124	1,600	0.078	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	78	1,600	0.007	N-S(1):	0.344
	TH	4.00	2,489	6,400	0.389 *	N-S(2):	0.482 *
	LT	2.00	218	2,880	0.076	E-W(1):	0.365 *
Westbound	RT	1.00	315	1,600	0.159	E-W(2):	0.243
	TH	2.00	339	3,200	0.106		
	LT	2.00	478	2,880	0.166 *	V/C:	0.847
Northbound	RT	0.00	176	0	0.000	Lost Time:	0.100
	TH	4.00	1,542	6,400	0.268	ITS:	0.000
	LT	2.00	267	2,880	0.093 *		
Eastbound	RT	1.00	392	1,600	0.199 *	ICU:	0.947
	TH	2.00	397	3,200	0.124		
	LT	1.00	135	1,600	0.084	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 56 - LINCOLN BOULEVARD & FIJI WAY
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	76	0	0.000	N-S(1):	0.419
	TH	3.00	1,224	4,800	0.271 *	N-S(2):	0.473 *
	LT	1.00	57	1,600	0.036	E-W(1):	0.025
Westbound	RT	0.00	44	1,600	0.028 *	E-W(2):	0.077 *
	TH	2.00	14	1,600	0.021		
	LT	0.00	20	1,600	0.013	V/C:	0.550
Northbound	RT	0.00	41	0	0.000	Lost Time:	0.100
	TH	3.00	1,798	4,800	0.383	ITS:	0.000
	LT	2.00	582	2,880	0.202 *		
Eastbound	RT	1.00	547	1,600	0.000	ICU:	0.650
	TH	1.00	19	1,600	0.012		
	LT	1.00	79	1,600	0.049 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.396
	TH	3.00	1,232	4,800	0.284 *	N-S(2):	0.459 *
	LT	1.00	62	1,600	0.039	E-W(1):	0.024
Westbound	RT	0.00	27	0	0.000	E-W(2):	0.085 *
	TH	2.00	11	3,200	0.020 *		
	LT	0.00	26	1,600	0.016	V/C:	0.544
Northbound	RT	0.00	29	0	0.000	Lost Time:	0.100
	TH	3.00	1,685	4,800	0.357	ITS:	0.000
	LT	2.00	505	2,880	0.175 *		
Eastbound	RT	1.00	425	1,600	0.000	ICU:	0.644
	TH	1.00	12	1,600	0.008		
	LT	1.00	104	1,600	0.065 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	161	0	0.000	N-S(1):	0.413
	TH	3.00	1,773	4,800	0.403 *	N-S(2):	0.655 *
	LT	1.00	59	1,600	0.037	E-W(1):	0.034
Westbound	RT	0.00	23	0	0.000	E-W(2):	0.097 *
	TH	2.00	18	3,200	0.023 *		
	LT	0.00	34	1,600	0.021	V/C:	0.752
Northbound	RT	0.00	36	0	0.000	Lost Time:	0.100
	TH	3.00	1,767	4,800	0.376	ITS:	0.000
	LT	2.00	727	2,880	0.252 *		
Eastbound	RT	1.00	882	1,600	0.000	ICU:	0.852
	TH	1.00	21	1,600	0.013		
	LT	1.00	119	1,600	0.074 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 57 - LA BREA AVENUE & FLORENCE AVENUE
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	75	0	0.000	N-S(1):	0.287 *
	TH	2.00	470	3,200	0.170	N-S(2):	0.190
	LT	1.00	71	1,600	0.044 *	E-W(1):	0.178
Westbound	RT	0.00	101	0	0.000	E-W(2):	0.283 *
	TH	2.00	682	3,200	0.245 *		
	LT	1.00	104	1,600	0.065	V/C:	0.570
Northbound	RT	0.00	54	0	0.000	Lost Time:	0.100
	TH	2.00	725	3,200	0.243 *	ITS:	0.000
	LT	1.00	32	1,600	0.020		
Eastbound	RT	0.00	44	0	0.000	ICU:	0.670
	TH	2.00	319	3,200	0.113		
	LT	1.00	60	1,600	0.038 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	79	0	0.000	N-S(1):	0.304 *
	TH	2.00	690	3,200	0.240	N-S(2):	0.261
	LT	1.00	134	1,600	0.084 *	E-W(1):	0.212
Westbound	RT	0.00	188	0	0.000	E-W(2):	0.234 *
	TH	2.00	350	3,200	0.168 *		
	LT	1.00	118	1,600	0.074	V/C:	0.538
Northbound	RT	0.00	51	0	0.000	Lost Time:	0.100
	TH	2.00	653	3,200	0.220 *	ITS:	0.000
	LT	1.00	33	1,600	0.021		
Eastbound	RT	0.00	41	0	0.000	ICU:	0.638
	TH	2.00	402	3,200	0.138		
	LT	1.00	105	1,600	0.066 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	91	0	0.000	N-S(1):	0.404 *
	TH	2.00	902	3,200	0.310	N-S(2):	0.318
	LT	1.00	185	1,600	0.116 *	E-W(1):	0.340 *
Westbound	RT	0.00	187	0	0.000	E-W(2):	0.266
	TH	2.00	410	3,200	0.187		
	LT	1.00	90	1,600	0.056 *	V/C:	0.744
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	2.00	823	3,200	0.288 *	ITS:	0.000
	LT	1.00	12	1,600	0.008		
Eastbound	RT	0.00	58	0	0.000	ICU:	0.844
	TH	2.00	850	3,200	0.284 *		
	LT	1.00	127	1,600	0.079	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 58 - LA CIENEGA BOULEVARD & FLORENCE AVENUE
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.300 *
	TH	2.78	531	4,451	0.158	N-S(2):	0.000
	LT	1.22	307	1,754	0.175 *	E-W(1):	0.197
Westbound	RT	0.00	36	0	0.000	E-W(2):	0.267 *
	TH	2.00	665	3,200	0.219 *		
	LT	1.00	183	1,600	0.114	V/C:	0.567
Northbound	RT	0.00	74	0	0.000	Lost Time:	0.100
	TH	2.00	327	3,200	0.125 *	ITS:	0.000
	LT	1.00	21	1,600	0.013		
Eastbound	RT	0.00	18	0	0.000	ICU:	0.667
	TH	2.00	248	3,200	0.083		
	LT	1.00	77	1,600	0.048 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	176	0	0.000	N-S(1):	0.321 *
	TH	2.90	587	4,633	0.165	N-S(2):	0.000
	LT	1.10	291	1,590	0.183 *	E-W(1):	0.237 *
Westbound	RT	0.00	55	0	0.000	E-W(2):	0.222
	TH	2.00	339	3,200	0.123		
	LT	1.00	206	1,600	0.129 *	V/C:	0.558
Northbound	RT	0.00	103	0	0.000	Lost Time:	0.100
	TH	2.00	337	3,200	0.138 *	ITS:	0.000
	LT	1.00	21	1,600	0.013		
Eastbound	RT	0.00	32	0	0.000	ICU:	0.658
	TH	2.00	314	3,200	0.108 *		
	LT	1.00	159	1,600	0.099	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	171	0	0.000	N-S(1):	0.467 *
	TH	2.63	923	4,200	0.260	N-S(2):	0.000
	LT	1.37	573	1,980	0.289 *	E-W(1):	0.328 *
Westbound	RT	0.00	63	0	0.000	E-W(2):	0.242
	TH	2.00	356	3,200	0.131		
	LT	1.00	246	1,600	0.154 *	V/C:	0.795
Northbound	RT	0.00	105	0	0.000	Lost Time:	0.100
	TH	2.00	464	3,200	0.178 *	ITS:	0.000
	LT	1.00	19	1,600	0.012		
Eastbound	RT	0.00	16	0	0.000	ICU:	0.895
	TH	2.00	540	3,200	0.174 *		
	LT	1.00	177	1,600	0.111	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 59 - NASH STREET & GRAND AVENUE
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	291	1,600	0.182 *	N-S(1):	0.096
	TH	2.00	182	1,600	0.114	N-S(2):	0.257 *
	LT	1.00	73	1,600	0.046	E-W(1):	0.065 *
Westbound	RT	0.00	24	0	0.000	E-W(2):	0.000
	TH	1.00	17	1,600	0.026 *		
	LT	1.00	19	1,600	0.012	V/C:	0.322
Northbound	RT	0.00	42	0	0.000	Lost Time:	0.100
	TH	2.00	118	3,200	0.050	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	2.00	23	3,200	0.000	ICU:	0.422
	TH	1.00	59	1,600	0.037		
	LT	1.00	62	1,600	0.039 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	119	0	0.000	N-S(1):	0.051
	TH	2.00	243	3,200	0.113 *	N-S(2):	0.132 *
	LT	1.00	17	1,600	0.011	E-W(1):	0.092 *
Westbound	RT	0.00	11	0	0.000	E-W(2):	0.000
	TH	1.00	34	1,600	0.028 *		
	LT	1.00	7	1,600	0.004	V/C:	0.224
Northbound	RT	0.00	16	0	0.000	Lost Time:	0.100
	TH	2.00	113	3,200	0.040	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	2.00	109	3,200	0.025	ICU:	0.324
	TH	1.00	33	1,600	0.021		
	LT	1.00	102	1,600	0.064 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.086
	TH	2.00	209	3,200	0.097 *	N-S(2):	0.110 *
	LT	1.00	47	1,600	0.029	E-W(1):	0.216 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.000
	TH	1.00	31	1,600	0.044 *		
	LT	1.00	35	1,600	0.022	V/C:	0.326
Northbound	RT	0.00	24	0	0.000	Lost Time:	0.100
	TH	2.00	159	3,200	0.057	ITS:	0.000
	LT	1.00	21	1,600	0.013 *		
Eastbound	RT	2.00	190	3,200	0.053	ICU:	0.426
	TH	1.00	72	1,600	0.045		
	LT	1.00	275	1,600	0.172 *	LOS:	A

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 60 - SEPULVEDA BOULEVARD & GRAND AVENUE
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	211	0	0.000	N-S(1):	0.558 *
	TH	4.00	1,225	6,400	0.224	N-S(2):	0.280
	LT	1.00	348	1,600	0.218 *	E-W(1):	0.095 *
Westbound	RT	1.00	57	1,600	0.000	E-W(2):	0.000
	TH	2.00	32	3,200	0.010		
	LT	2.00	41	2,880	0.014 *	V/C:	0.653
Northbound	RT	1.00	393	1,600	0.231	Lost Time:	0.100
	TH	4.00	2,177	6,400	0.340 *	ITS:	0.000
	LT	1.00	90	1,600	0.056		
Eastbound	RT	0.00	69	0	0.000	ICU:	0.753
	TH	1.79	140	2,866	0.073		
	LT	1.21	141	1,740	0.081 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	195	0	0.000	N-S(1):	0.333
	TH	4.00	1,592	6,400	0.279 *	N-S(2):	0.408 *
	LT	1.00	153	1,600	0.096	E-W(1):	0.187 *
Westbound	RT	1.00	133	1,600	0.035	E-W(2):	0.000
	TH	2.00	250	3,200	0.078		
	LT	2.00	234	2,880	0.081 *	V/C:	0.595
Northbound	RT	1.00	120	1,600	0.000	Lost Time:	0.100
	TH	4.00	1,519	6,400	0.237	ITS:	0.000
	LT	1.00	206	1,600	0.129 *		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.695
	TH	1.65	101	2,642	0.095		
	LT	1.35	205	1,942	0.106 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	119	0	0.000	N-S(1):	0.379
	TH	4.00	2,289	6,400	0.376 *	N-S(2):	0.475 *
	LT	1.00	107	1,600	0.067	E-W(1):	0.253 *
Westbound	RT	1.00	297	1,600	0.152 *	E-W(2):	0.000
	TH	2.00	234	3,200	0.073		
	LT	2.00	423	2,880	0.147	V/C:	0.728
Northbound	RT	1.00	98	1,600	0.000	Lost Time:	0.100
	TH	4.00	1,997	6,400	0.312	ITS:	0.000
	LT	1.00	158	1,600	0.099 *		
Eastbound	RT	0.00	145	0	0.000	ICU:	0.828
	TH	1.55	80	2,483	0.091		
	LT	1.45	210	2,086	0.101 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 62 - HAWTHORNE BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	132	0	0.000	N-S(1):	0.169
	TH	3.00	550	4,800	0.142 *	N-S(2):	0.201 *
	LT	1.00	106	1,600	0.066	E-W(1):	0.167
Westbound	RT	0.00	111	0	0.000	E-W(2):	0.250 *
	TH	3.00	788	4,800	0.187 *		
	LT	1.00	142	1,600	0.089	V/C:	0.451
Northbound	RT	1.00	190	1,600	0.074	Lost Time:	0.100
	TH	3.00	496	4,800	0.103	ITS:	0.000
	LT	2.00	171	2,880	0.059 *		
Eastbound	RT	0.00	63	0	0.000	ICU:	0.551
	TH	3.00	312	4,800	0.078		
	LT	1.00	100	1,600	0.063 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	153	0	0.000	N-S(1):	0.234
	TH	3.00	907	4,800	0.221 *	N-S(2):	0.269 *
	LT	1.00	132	1,600	0.083	E-W(1):	0.180 *
Westbound	RT	0.00	103	0	0.000	E-W(2):	0.167
	TH	3.00	348	4,800	0.094		
	LT	1.00	122	1,600	0.076 *	V/C:	0.449
Northbound	RT	1.00	302	1,600	0.151	Lost Time:	0.100
	TH	3.00	627	4,800	0.131	ITS:	0.000
	LT	2.00	139	2,880	0.048 *		
Eastbound	RT	0.00	76	0	0.000	ICU:	0.549
	TH	3.00	424	4,800	0.104 *		
	LT	1.00	117	1,600	0.073	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	156	0	0.000	N-S(1):	0.262
	TH	3.00	1,061	4,800	0.254 *	N-S(2):	0.312 *
	LT	1.00	199	1,600	0.124	E-W(1):	0.427 *
Westbound	RT	0.00	99	0	0.000	E-W(2):	0.175
	TH	3.00	343	4,800	0.092		
	LT	1.00	115	1,600	0.072 *	V/C:	0.739
Northbound	RT	1.00	279	1,600	0.138	Lost Time:	0.100
	TH	3.00	651	4,800	0.136	ITS:	0.000
	LT	2.00	166	2,880	0.058 *		
Eastbound	RT	0.00	169	0	0.000	ICU:	0.839
	TH	3.00	1,535	4,800	0.355 *		
	LT	1.00	133	1,600	0.083	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 63 - HAWTHORNE BOULEVARD & LENNOX BOULEVARD
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	24	0	0.000	N-S(1):	0.176
	TH	3.00	617	4,800	0.134 *	N-S(2):	0.195 *
	LT	1.00	33	1,600	0.021	E-W(1):	0.102 *
Westbound	RT	1.00	69	1,600	0.033	E-W(2):	0.088
	TH	1.00	98	1,600	0.061		
	LT	1.00	47	1,600	0.029 *	V/C:	0.297
Northbound	RT	1.00	44	1,600	0.013	Lost Time:	0.100
	TH	3.00	745	4,800	0.155	ITS:	0.000
	LT	1.00	97	1,600	0.061 *		
Eastbound	RT	0.00	117	1,600	0.073 *	ICU:	0.397
	TH	2.00	71	1,600	0.044		
	LT	1.00	43	1,600	0.027	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	87	0	0.000	N-S(1):	0.200
	TH	3.00	813	4,800	0.188 *	N-S(2):	0.305 *
	LT	1.00	75	1,600	0.047	E-W(1):	0.134
Westbound	RT	1.00	42	1,600	0.003	E-W(2):	0.139 *
	TH	1.00	142	1,600	0.089 *		
	LT	1.00	75	1,600	0.047	V/C:	0.444
Northbound	RT	1.00	86	1,600	0.030	Lost Time:	0.100
	TH	3.00	732	4,800	0.153	ITS:	0.000
	LT	1.00	187	1,600	0.117 *		
Eastbound	RT	0.00	107	0	0.000	ICU:	0.544
	TH	2.00	170	3,200	0.087		
	LT	1.00	80	1,600	0.050 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	77	0	0.000	N-S(1):	0.269
	TH	3.00	1,193	4,800	0.265 *	N-S(2):	0.419 *
	LT	1.00	84	1,600	0.053	E-W(1):	0.205 *
Westbound	RT	1.00	52	1,600	0.006	E-W(2):	0.172
	TH	1.00	162	1,600	0.101		
	LT	1.00	106	1,600	0.066 *	V/C:	0.624
Northbound	RT	1.00	106	1,600	0.033	Lost Time:	0.100
	TH	3.00	1,035	4,800	0.216	ITS:	0.000
	LT	1.00	246	1,600	0.154 *		
Eastbound	RT	0.00	157	0	0.000	ICU:	0.724
	TH	2.00	287	3,200	0.139 *		
	LT	1.00	113	1,600	0.071	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 64 - HIGHLAND AVENUE/VISTA DEL MAR & ROSECRANS AVENUE
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	11	1,600	0.000	N-S(1):	0.385 *
	TH	1.00	235	1,600	0.147	N-S(2):	0.148
	LT	1.00	208	1,600	0.130 *	E-W(1):	0.167
Westbound	RT	1.00	554	1,600	0.216 *	E-W(2):	0.285 *
	TH	1.00	48	1,600	0.030		
	LT	1.00	64	1,600	0.040	V/C:	0.670
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	2.00	737	3,200	0.255 *	ITS:	0.000
	LT	1.00	2	1,600	0.001		
Eastbound	RT	0.00	12	0	0.000	ICU:	0.770
	TH	1.00	80	1,600	0.127		
	LT	0.00	111	1,600	0.069 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	21	1,600	0.008	N-S(1):	0.191
	TH	1.00	407	1,600	0.254 *	N-S(2):	0.267 *
	LT	1.00	69	1,600	0.043	E-W(1):	0.156 *
Westbound	RT	1.00	242	1,600	0.108	E-W(2):	0.117
	TH	1.00	67	1,600	0.042		
	LT	1.00	150	1,600	0.094 *	V/C:	0.423
Northbound	RT	0.00	136	0	0.000	Lost Time:	0.100
	TH	2.00	337	3,200	0.148	ITS:	0.000
	LT	1.00	21	1,600	0.013 *		
Eastbound	RT	0.00	21	0	0.000	ICU:	0.523
	TH	1.00	63	1,600	0.062 *		
	LT	0.00	15	1,600	0.009	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	34	1,600	0.009	N-S(1):	0.359
	TH	1.00	665	1,600	0.416 *	N-S(2):	0.422 *
	LT	1.00	335	1,600	0.209	E-W(1):	0.163 *
Westbound	RT	1.00	320	1,600	0.000	E-W(2):	0.094
	TH	1.00	110	1,600	0.069		
	LT	1.00	153	1,600	0.096 *	V/C:	0.585
Northbound	RT	0.00	89	0	0.000	Lost Time:	0.100
	TH	2.00	391	3,200	0.150	ITS:	0.000
	LT	1.00	10	1,600	0.006 *		
Eastbound	RT	0.00	12	0	0.000	ICU:	0.685
	TH	1.00	55	1,600	0.067 *		
	LT	0.00	40	1,600	0.025	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 66 - INGELWOOD AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	164	1,600	0.084	N-S(1):	0.193
	TH	1.00	226	1,600	0.141 *	N-S(2):	0.260 *
	LT	1.00	107	1,600	0.067	E-W(1):	0.108
Westbound	RT	0.00	77	0	0.000	E-W(2):	0.254 *
	TH	3.00	961	4,800	0.216 *		
	LT	1.00	76	1,600	0.048	V/C:	0.514
Northbound	RT	1.00	101	1,600	0.039	Lost Time:	0.100
	TH	1.00	201	1,600	0.126	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	0.00	35	0	0.000	ICU:	0.614
	TH	3.00	252	4,800	0.060		
	LT	1.00	60	1,600	0.038 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	88	1,600	0.018	N-S(1):	0.343 *
	TH	1.00	396	1,600	0.248	N-S(2):	0.299
	LT	1.00	120	1,600	0.075 *	E-W(1):	0.204 *
Westbound	RT	0.00	194	1,600	0.121	E-W(2):	0.196
	TH	3.00	374	3,200	0.117		
	LT	1.00	156	1,600	0.098 *	V/C:	0.547
Northbound	RT	1.00	172	1,600	0.059	Lost Time:	0.100
	TH	1.00	429	1,600	0.268 *	ITS:	0.000
	LT	1.00	82	1,600	0.051		
Eastbound	RT	0.00	64	0	0.000	ICU:	0.647
	TH	3.00	447	4,800	0.106 *		
	LT	1.00	120	1,600	0.075	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	68	1,600	0.000	N-S(1):	0.397
	TH	1.00	895	1,600	0.559 *	N-S(2):	0.613 *
	LT	1.00	189	1,600	0.118	E-W(1):	0.440 *
Westbound	RT	0.00	185	1,600	0.116	E-W(2):	0.282
	TH	3.00	358	3,200	0.112		
	LT	1.00	142	1,600	0.089 *	V/C:	1.053
Northbound	RT	1.00	167	1,600	0.060	Lost Time:	0.100
	TH	1.00	447	1,600	0.279	ITS:	0.000
	LT	1.00	86	1,600	0.054 *		
Eastbound	RT	0.00	138	0	0.000	ICU:	1.153
	TH	3.00	1,546	4,800	0.351 *		
	LT	1.00	265	1,600	0.166	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 67 - LA CIENEGA BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.66	289	2,652	0.049	N-S(1):	0.086
	TH	1.34	234	2,148	0.109 *	N-S(2):	0.140 *
	LT	2.00	51	2,880	0.018	E-W(1):	0.071
Westbound	RT	2.00	498	3,200	0.138 *	E-W(2):	0.257 *
	TH	3.00	658	4,800	0.137		
	LT	2.00	82	2,880	0.028	V/C:	0.397
Northbound	RT	1.11	121	1,771	0.054	Lost Time:	0.100
	TH	1.89	207	3,029	0.068	ITS:	0.000
	LT	2.00	88	2,880	0.031 *		
Eastbound	RT	2.00	181	3,200	0.026	ICU:	0.497
	TH	3.00	206	4,800	0.043		
	LT	2.00	343	2,880	0.119 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.53	213	2,452	0.059	N-S(1):	0.116
	TH	1.47	204	2,348	0.087 *	N-S(2):	0.126 *
	LT	2.00	142	2,880	0.049	E-W(1):	0.092
Westbound	RT	2.00	263	3,200	0.033	E-W(2):	0.120 *
	TH	3.00	310	4,800	0.065 *		
	LT	2.00	44	2,880	0.015	V/C:	0.246
Northbound	RT	1.22	131	1,953	0.059	Lost Time:	0.100
	TH	1.78	191	2,847	0.067	ITS:	0.000
	LT	2.00	111	2,880	0.039 *		
Eastbound	RT	2.00	150	3,200	0.008	ICU:	0.346
	TH	3.00	368	4,800	0.077		
	LT	2.00	158	2,880	0.055 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.23	348	1,972	0.140	N-S(1):	0.291 *
	TH	1.77	499	2,828	0.176	N-S(2):	0.199
	LT	2.00	379	2,880	0.132 *	E-W(1):	0.245 *
Westbound	RT	2.00	237	3,200	0.000	E-W(2):	0.132
	TH	3.00	281	4,800	0.059		
	LT	2.00	28	2,880	0.010 *	V/C:	0.536
Northbound	RT	2.00	523	3,200	0.159 *	Lost Time:	0.100
	TH	1.00	119	1,600	0.074	ITS:	0.000
	LT	2.00	66	2,880	0.023		
Eastbound	RT	2.00	213	3,200	0.044	ICU:	0.636
	TH	3.00	1,129	4,800	0.235 *		
	LT	2.00	209	2,880	0.073	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 68 - MAIN STREET & IMPERIAL HIGHWAY
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.302 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	0.00	0	0	0.000 *	E-W(1):	0.371 *
Westbound	RT	0.00	1	0	0.000	E-W(2):	0.233
	TH	2.00	744	3,200	0.233		
	LT	2.00	328	2,880	0.114 *	V/C:	0.673
Northbound	RT	1.00	575	1,600	0.302 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	273	2,880	0.095		
Eastbound	RT	1.00	125	1,600	0.078	ICU:	0.773
	TH	2.00	822	3,200	0.257 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	4	0	0.000	N-S(1):	0.102 *
	TH	1.00	0	1,600	0.003 *	N-S(2):	0.000
	LT	0.00	0	0	0.000	E-W(1):	0.338 *
Westbound	RT	0.00	3	0	0.000	E-W(2):	0.222
	TH	2.00	706	3,200	0.222		
	LT	2.00	433	2,880	0.150 *	V/C:	0.440
Northbound	RT	1.00	278	1,600	0.099 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	281	2,880	0.098		
Eastbound	RT	1.00	77	1,600	0.048	ICU:	0.540
	TH	2.00	600	3,200	0.188 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	3	0	0.000	N-S(1):	0.126 *
	TH	1.00	0	1,600	0.003 *	N-S(2):	0.000
	LT	0.00	1	1,600	0.001	E-W(1):	0.421 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.169
	TH	2.00	541	3,200	0.169		
	LT	2.00	544	2,880	0.189 *	V/C:	0.547
Northbound	RT	1.00	321	1,600	0.106	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	353	2,880	0.123 *		
Eastbound	RT	1.00	339	1,600	0.212	ICU:	0.647
	TH	2.00	741	3,200	0.232 *		
	LT	0.00	0	0	0.000	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 70 - PRAIRIE AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	526	3,200	0.121	N-S(1):	0.131
	TH	2.00	450	3,200	0.141 *	N-S(2):	0.249 *
	LT	2.00	82	2,880	0.028	E-W(1):	0.157
Westbound	RT	0.00	85	0	0.000	E-W(2):	0.262 *
	TH	3.00	968	4,800	0.219 *		
	LT	1.00	147	1,600	0.092	V/C:	0.511
Northbound	RT	0.00	85	0	0.000	Lost Time:	0.100
	TH	3.00	410	4,800	0.103	ITS:	0.000
	LT	2.00	312	2,880	0.108 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.611
	TH	3.00	261	4,800	0.065		
	LT	1.00	69	1,600	0.043 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.31	369	2,103	0.106	N-S(1):	0.176
	TH	2.69	754	4,297	0.175 *	N-S(2):	0.272 *
	LT	2.00	139	2,880	0.048	E-W(1):	0.171
Westbound	RT	0.00	84	0	0.000	E-W(2):	0.209 *
	TH	3.00	589	4,800	0.140 *		
	LT	1.00	111	1,600	0.069	V/C:	0.481
Northbound	RT	0.00	155	0	0.000	Lost Time:	0.100
	TH	3.00	459	4,800	0.128	ITS:	0.000
	LT	2.00	279	2,880	0.097 *		
Eastbound	RT	0.00	64	0	0.000	ICU:	0.581
	TH	3.00	426	4,800	0.102		
	LT	1.00	111	1,600	0.069 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.28	437	2,052	0.107	N-S(1):	0.229
	TH	2.72	926	4,348	0.213 *	N-S(2):	0.305 *
	LT	2.00	184	2,880	0.064	E-W(1):	0.415 *
Westbound	RT	0.00	103	0	0.000	E-W(2):	0.244
	TH	3.00	558	4,800	0.138		
	LT	1.00	183	1,600	0.114 *	V/C:	0.720
Northbound	RT	0.00	204	0	0.000	Lost Time:	0.100
	TH	3.00	589	4,800	0.165	ITS:	0.000
	LT	2.00	265	2,880	0.092 *		
Eastbound	RT	0.00	171	0	0.000	ICU:	0.820
	TH	3.00	1,276	4,800	0.301 *		
	LT	1.00	169	1,600	0.106	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 71 - SEPULVEDA BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	16	0	0.000	N-S(1):	0.446 *
	TH	4.00	2,244	6,400	0.353	N-S(2):	0.420
	LT	2.00	338	2,880	0.117 *	E-W(1):	0.156
Westbound	RT	1.00	386	1,600	0.124 *	E-W(2):	0.198 *
	TH	3.00	220	4,800	0.046		
	LT	2.00	227	2,880	0.079	V/C:	0.644
Northbound	RT	1.00	590	1,600	0.329 *	Lost Time:	0.100
	TH	3.00	1,469	4,800	0.306	ITS:	0.000
	LT	1.00	107	1,600	0.067		
Eastbound	RT	1.00	176	1,600	0.077	ICU:	0.744
	TH	3.00	258	4,800	0.054		
	LT	2.00	213	2,880	0.074 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.499 *
	TH	4.00	1,850	6,400	0.294	N-S(2):	0.390
	LT	2.00	233	2,880	0.081 *	E-W(1):	0.136
Westbound	RT	1.00	314	1,600	0.115 *	E-W(2):	0.165 *
	TH	3.00	261	4,800	0.054		
	LT	2.00	179	2,880	0.062	V/C:	0.664
Northbound	RT	1.00	719	1,600	0.418 *	Lost Time:	0.100
	TH	3.00	1,280	4,800	0.267	ITS:	0.000
	LT	1.00	153	1,600	0.096		
Eastbound	RT	1.00	195	1,600	0.074	ICU:	0.764
	TH	3.00	191	4,800	0.040		
	LT	2.00	145	2,880	0.050 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	28	0	0.000	N-S(1):	0.724 *
	TH	4.00	2,361	6,400	0.373	N-S(2):	0.479
	LT	2.00	406	2,880	0.141 *	E-W(1):	0.144
Westbound	RT	1.00	490	1,600	0.165 *	E-W(2):	0.233 *
	TH	3.00	299	4,800	0.062		
	LT	2.00	198	2,880	0.069	V/C:	0.957
Northbound	RT	1.00	988	1,600	0.583 *	Lost Time:	0.100
	TH	3.00	1,872	4,800	0.390	ITS:	0.000
	LT	1.00	169	1,600	0.106		
Eastbound	RT	1.00	158	1,600	0.046	ICU:	1.057
	TH	3.00	360	4,800	0.075		
	LT	2.00	195	2,880	0.068 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 73 - NASH STREET / WB I-105 RAMPS & IMPERIAL HIGHWAY
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	557	1,600	0.348	N-S(1):	0.390 *
	TH	2.00	1,176	3,200	0.368 *	N-S(2):	0.000
	LT	1.00	442	1,600	0.276	E-W(1):	0.185 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.159
	TH	3.00	765	4,800	0.159		
	LT	2.00	191	2,880	0.066 *	V/C:	0.575
Northbound	RT	2.00	27	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	35	1,600	0.022 *		
Eastbound	RT	0.00	108	0	0.000	ICU:	0.675
	TH	3.00	462	4,800	0.119 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.18	193	1,883	0.103	N-S(1):	0.139 *
	TH	1.82	299	2,917	0.103 *	N-S(2):	0.000
	LT	1.00	126	1,600	0.079	E-W(1):	0.140 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.127
	TH	3.00	609	4,800	0.127		
	LT	2.00	59	2,880	0.020 *	V/C:	0.279
Northbound	RT	2.00	71	3,200	0.012	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	57	1,600	0.036 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.379
	TH	3.00	478	4,800	0.120 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.33	179	2,125	0.084	N-S(1):	0.155 *
	TH	1.54	207	2,458	0.084	N-S(2):	0.000
	LT	1.14	153	1,635	0.094 *	E-W(1):	0.177 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.162
	TH	3.00	778	4,800	0.162		
	LT	2.00	47	2,880	0.016 *	V/C:	0.332
Northbound	RT	2.00	192	3,200	0.052	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	97	1,600	0.061 *		
Eastbound	RT	0.00	52	0	0.000	ICU:	0.432
	TH	3.00	721	4,800	0.161 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 75 - I-405 NB RAMPS E/O LA CIENEGA BLVD & IMPERIAL HIGHWAY
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR, WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.114
	TH	0.00	0	0	0.000 *	N-S(2):	0.127 *
	LT	0.00	0	0	0.000	E-W(1):	0.066
Westbound	RT	1.41	481	2,255	0.000	E-W(2):	0.213 *
	TH	2.59	884	4,145	0.213 *		
	LT	0.00	0	0	0.000	V/C:	0.340
Northbound	RT	0.22	41	358	0.114	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.78	325	2,557	0.127 *		
Eastbound	RT	1.00	78	1,600	0.000	ICU:	0.440
	TH	3.00	317	4,800	0.066		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.091
	TH	0.00	0	0	0.000 *	N-S(2):	0.101 *
	LT	0.00	0	0	0.000	E-W(1):	0.108 *
Westbound	RT	1.10	171	1,765	0.000	E-W(2):	0.097
	TH	2.90	449	4,635	0.097		
	LT	0.00	0	0	0.000 *	V/C:	0.209
Northbound	RT	0.67	97	1,070	0.091	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.33	193	1,917	0.101 *		
Eastbound	RT	1.00	117	1,600	0.000	ICU:	0.309
	TH	3.00	517	4,800	0.108 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.157 *
	TH	0.00	0	0	0.000	N-S(2):	0.103
	LT	0.00	0	0	0.000 *	E-W(1):	0.357 *
Westbound	RT	1.43	212	2,296	0.000	E-W(2):	0.092
	TH	2.57	379	4,104	0.092		
	LT	0.00	0	0	0.000 *	V/C:	0.514
Northbound	RT	1.00	251	1,600	0.157 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	164	1,600	0.103		
Eastbound	RT	1.00	215	1,600	0.000	ICU:	0.614
	TH	3.00	1,713	4,800	0.357 *		
	LT	0.00	0	0	0.000	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 76 - INGLEWOOD AVENUE & LENNOX BOULEVARD
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	24	0	0.000	N-S(1):	0.215 *
	TH	1.00	212	1,600	0.148	N-S(2):	0.181
	LT	1.00	33	1,600	0.021 *	E-W(1):	0.103
Westbound	RT	0.00	38	0	0.000	E-W(2):	0.109 *
	TH	1.00	130	1,600	0.105 *		
	LT	1.00	40	1,600	0.025	V/C:	0.324
Northbound	RT	0.00	68	0	0.000	Lost Time:	0.100
	TH	1.00	243	1,600	0.194 *	ITS:	0.000
	LT	1.00	52	1,600	0.033		
Eastbound	RT	0.00	38	0	0.000	ICU:	0.424
	TH	1.00	86	1,600	0.078		
	LT	1.00	6	1,600	0.004 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	18	0	0.000	N-S(1):	0.276 *
	TH	1.00	241	1,600	0.162	N-S(2):	0.188
	LT	1.00	59	1,600	0.037 *	E-W(1):	0.114 *
Westbound	RT	0.00	52	0	0.000	E-W(2):	0.101
	TH	1.00	96	1,600	0.093		
	LT	1.00	51	1,600	0.032 *	V/C:	0.390
Northbound	RT	0.00	108	0	0.000	Lost Time:	0.100
	TH	1.00	275	1,600	0.239 *	ITS:	0.000
	LT	1.00	42	1,600	0.026		
Eastbound	RT	0.00	42	0	0.000	ICU:	0.490
	TH	1.00	89	1,600	0.082 *		
	LT	1.00	13	1,600	0.008	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	29	0	0.000	N-S(1):	0.334
	TH	1.00	462	1,600	0.307 *	N-S(2):	0.338 *
	LT	1.00	64	1,600	0.040	E-W(1):	0.265 *
Westbound	RT	0.00	32	0	0.000	E-W(2):	0.104
	TH	1.00	101	1,600	0.083		
	LT	1.00	90	1,600	0.056 *	V/C:	0.603
Northbound	RT	0.00	134	0	0.000	Lost Time:	0.100
	TH	1.00	337	1,600	0.294	ITS:	0.000
	LT	1.00	50	1,600	0.031 *		
Eastbound	RT	0.00	65	0	0.000	ICU:	0.703
	TH	1.00	270	1,600	0.209 *		
	LT	1.00	34	1,600	0.021	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 77 - INGELWOOD AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	105	1,600	0.052	N-S(1):	0.070 *
	TH	1.00	60	1,600	0.045	N-S(2):	0.066
	LT	0.00	12	1,600	0.008 *	E-W(1):	0.163
Westbound	RT	0.00	11	0	0.000	E-W(2):	0.359 *
	TH	2.00	1,052	3,200	0.332 *		
	LT	1.00	16	1,600	0.010	V/C:	0.429
Northbound	RT	1.00	75	1,600	0.042	Lost Time:	0.100
	TH	1.00	77	1,600	0.062 *	ITS:	0.000
	LT	0.00	22	1,600	0.014		
Eastbound	RT	1.00	37	1,600	0.016	ICU:	0.529
	TH	2.00	489	3,200	0.153		
	LT	1.00	43	1,600	0.027 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	93	1,600	0.039	N-S(1):	0.071
	TH	1.00	80	1,600	0.061 *	N-S(2):	0.087 *
	LT	0.00	18	1,600	0.011	E-W(1):	0.295
Westbound	RT	0.00	16	0	0.000	E-W(2):	0.302 *
	TH	2.00	826	3,200	0.263 *		
	LT	1.00	71	1,600	0.044	V/C:	0.389
Northbound	RT	1.00	58	1,600	0.014	Lost Time:	0.100
	TH	1.00	54	1,600	0.060	ITS:	0.000
	LT	0.00	42	1,600	0.026 *		
Eastbound	RT	1.00	69	1,600	0.030	ICU:	0.489
	TH	2.00	804	3,200	0.251		
	LT	1.00	62	1,600	0.039 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	83	1,600	0.032	N-S(1):	0.095
	TH	1.00	164	1,600	0.120 *	N-S(2):	0.146 *
	LT	0.00	28	1,600	0.018	E-W(1):	0.399 *
Westbound	RT	0.00	18	0	0.000	E-W(2):	0.285
	TH	2.00	766	3,200	0.245		
	LT	1.00	50	1,600	0.031 *	V/C:	0.545
Northbound	RT	1.00	40	1,600	0.009	Lost Time:	0.100
	TH	1.00	81	1,600	0.077	ITS:	0.000
	LT	0.00	42	1,600	0.026 *		
Eastbound	RT	1.00	91	1,600	0.044	ICU:	0.645
	TH	2.00	1,179	3,200	0.368 *		
	LT	1.00	64	1,600	0.040	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 85 - LA BREA AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	82	1,600	0.005	N-S(1):	0.248 *
	TH	2.00	385	3,200	0.120	N-S(2):	0.195
	LT	1.00	89	1,600	0.056 *	E-W(1):	0.119
Westbound	RT	1.00	184	1,600	0.087	E-W(2):	0.330 *
	TH	2.00	760	3,200	0.238 *		
	LT	1.00	25	1,600	0.016	V/C:	0.578
Northbound	RT	0.00	19	0	0.000	Lost Time:	0.100
	TH	2.00	596	3,200	0.192 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	52	1,600	0.000	ICU:	0.678
	TH	2.00	330	3,200	0.103		
	LT	1.00	147	1,600	0.092 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	142	1,600	0.043	N-S(1):	0.282 *
	TH	2.00	555	3,200	0.173	N-S(2):	0.248
	LT	1.00	153	1,600	0.096 *	E-W(1):	0.156
Westbound	RT	1.00	161	1,600	0.053	E-W(2):	0.288 *
	TH	2.00	627	3,200	0.196 *		
	LT	1.00	44	1,600	0.028	V/C:	0.570
Northbound	RT	0.00	19	0	0.000	Lost Time:	0.100
	TH	2.00	576	3,200	0.186 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	52	1,600	0.000	ICU:	0.670
	TH	2.00	410	3,200	0.128		
	LT	1.00	147	1,600	0.092 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	69	1,600	0.001	N-S(1):	0.304
	TH	2.00	788	3,200	0.246 *	N-S(2):	0.309 *
	LT	1.00	211	1,600	0.132	E-W(1):	0.305 *
Westbound	RT	1.00	135	1,600	0.018	E-W(2):	0.257
	TH	2.00	555	3,200	0.173		
	LT	1.00	53	1,600	0.033 *	V/C:	0.614
Northbound	RT	0.00	37	0	0.000	Lost Time:	0.100
	TH	2.00	512	3,200	0.172	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	1.00	80	1,600	0.019	ICU:	0.714
	TH	2.00	871	3,200	0.272 *		
	LT	1.00	135	1,600	0.084	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 87 - LA BREA AVENUE & SLAUSON AVENUE
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	203	1,600	0.012	N-S(1):	0.194
	TH	2.00	529	3,200	0.165 *	N-S(2):	0.222 *
	LT	1.00	16	1,600	0.010	E-W(1):	0.236
Westbound	RT	0.00	32	0	0.000	E-W(2):	0.431 *
	TH	3.00	1,484	4,800	0.316 *		
	LT	1.00	101	1,600	0.063	V/C:	0.653
Northbound	RT	0.00	62	0	0.000	Lost Time:	0.100
	TH	3.00	822	4,800	0.184	ITS:	0.000
	LT	1.00	91	1,600	0.057 *		
Eastbound	RT	0.00	64	0	0.000	ICU:	0.753
	TH	3.00	767	4,800	0.173		
	LT	1.00	184	1,600	0.115 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	144	1,600	0.000	N-S(1):	0.151
	TH	2.00	492	3,200	0.154 *	N-S(2):	0.218 *
	LT	1.00	28	1,600	0.018	E-W(1):	0.304
Westbound	RT	0.00	32	0	0.000	E-W(2):	0.311 *
	TH	3.00	955	4,800	0.206 *		
	LT	1.00	134	1,600	0.084	V/C:	0.529
Northbound	RT	0.00	99	0	0.000	Lost Time:	0.100
	TH	3.00	537	4,800	0.133	ITS:	0.000
	LT	1.00	103	1,600	0.064 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.629
	TH	3.00	976	4,800	0.220		
	LT	1.00	168	1,600	0.105 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	184	1,600	0.000	N-S(1):	0.233
	TH	2.00	827	3,200	0.258 *	N-S(2):	0.296 *
	LT	1.00	41	1,600	0.026	E-W(1):	0.521 *
Westbound	RT	0.00	36	0	0.000	E-W(2):	0.338
	TH	3.00	1,030	4,800	0.222		
	LT	1.00	148	1,600	0.093 *	V/C:	0.817
Northbound	RT	0.00	119	0	0.000	Lost Time:	0.100
	TH	3.00	873	4,800	0.207	ITS:	0.000
	LT	1.00	61	1,600	0.038 *		
Eastbound	RT	0.00	82	0	0.000	ICU:	0.917
	TH	3.00	1,971	4,800	0.428 *		
	LT	1.00	186	1,600	0.116	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 88 - LA CIENEGA BOULEVARD & LA TIJERA BOULEVARD
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	952	1,600	0.595 *	N-S(1):	0.523
	TH	3.00	2,163	4,800	0.451	N-S(2):	0.595 *
	LT	0.00	0	0	0.000	E-W(1):	0.073
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.185 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.780
Northbound	RT	0.00	82	0	0.000	Lost Time:	0.100
	TH	3.00	2,430	4,800	0.523	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	9	0	0.000	ICU:	0.880
	TH	1.00	108	1,600	0.073		
	LT	3.00	800	4,320	0.185 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	816	1,600	0.510 *	N-S(1):	0.271
	TH	3.00	1,427	4,800	0.297	N-S(2):	0.510 *
	LT	0.00	0	0	0.000	E-W(1):	0.098
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.179 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.689
Northbound	RT	0.00	106	0	0.000	Lost Time:	0.100
	TH	3.00	1,196	4,800	0.271	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.789
	TH	1.00	136	1,600	0.098		
	LT	3.00	775	4,320	0.179 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	992	1,600	0.620 *	N-S(1):	0.405
	TH	3.00	2,238	4,800	0.466	N-S(2):	0.620 *
	LT	0.00	0	0	0.000	E-W(1):	0.183
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.251 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.871
Northbound	RT	0.00	193	0	0.000	Lost Time:	0.100
	TH	3.00	1,753	4,800	0.405	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	41	0	0.000	ICU:	0.971
	TH	1.00	251	1,600	0.183		
	LT	3.00	1,083	4,320	0.251 *	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 89 - LA CIENEGA BOULEVARD & LENNOX BOULEVARD
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.267 *
	TH	3.00	480	4,800	0.100	N-S(2):	0.100
	LT	1.00	47	1,600	0.029 *	E-W(1):	0.079 *
Westbound	RT	1.00	124	1,600	0.063	E-W(2):	0.063
	TH	1.00	0	1,600	0.000		
	LT	1.00	126	1,600	0.079 *	V/C:	0.346
Northbound	RT	0.00	55	0	0.000	Lost Time:	0.100
	TH	2.00	708	3,200	0.238 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.446
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.233 *
	TH	3.00	452	4,800	0.094	N-S(2):	0.094
	LT	1.00	66	1,600	0.041 *	E-W(1):	0.047 *
Westbound	RT	1.00	62	1,600	0.018	E-W(2):	0.018
	TH	1.00	0	1,600	0.000		
	LT	1.00	75	1,600	0.047 *	V/C:	0.280
Northbound	RT	0.00	78	0	0.000	Lost Time:	0.100
	TH	2.00	537	3,200	0.192 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.380
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.333 *
	TH	3.00	903	4,800	0.188	N-S(2):	0.188
	LT	1.00	203	1,600	0.127 *	E-W(1):	0.038 *
Westbound	RT	1.00	46	1,600	0.000	E-W(2):	0.000
	TH	1.00	0	1,600	0.000		
	LT	1.00	60	1,600	0.038 *	V/C:	0.371
Northbound	RT	0.00	171	0	0.000	Lost Time:	0.100
	TH	2.00	487	3,200	0.206 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.471
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 90 - LA CIENEGA BOULEVARD & MANCHESTER BOULEVARD
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	81	0	0.000	N-S(1):	0.260 *
	TH	3.00	491	4,800	0.119 *	N-S(2):	0.000
	LT	1.00	183	1,600	0.114	E-W(1):	0.245 *
Westbound	RT	0.00	102	0	0.000	E-W(2):	0.205
	TH	3.00	686	4,800	0.164		
	LT	2.00	464	2,880	0.161 *	V/C:	0.505
Northbound	RT	0.00	201	0	0.000	Lost Time:	0.100
	TH	2.00	251	3,200	0.141 *	ITS:	0.000
	LT	1.00	54	1,600	0.034		
Eastbound	RT	0.00	48	0	0.000	ICU:	0.605
	TH	3.00	355	4,800	0.084 *		
	LT	1.00	65	1,600	0.041	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	104	0	0.000	N-S(1):	0.265 *
	TH	2.63	430	4,214	0.127	N-S(2):	0.000
	LT	1.37	277	1,967	0.141 *	E-W(1):	0.301 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.226
	TH	3.00	713	4,800	0.171		
	LT	2.00	390	2,880	0.135 *	V/C:	0.566
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	267	3,200	0.124 *	ITS:	0.000
	LT	1.00	54	1,600	0.034		
Eastbound	RT	0.00	84	0	0.000	ICU:	0.666
	TH	3.00	713	4,800	0.166 *		
	LT	1.00	88	1,600	0.055	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	45	0	0.000	N-S(1):	0.365 *
	TH	2.26	648	3,615	0.192	N-S(2):	0.000
	LT	1.74	534	2,507	0.213 *	E-W(1):	0.300 *
Westbound	RT	0.00	92	0	0.000	E-W(2):	0.184
	TH	3.00	504	4,800	0.124		
	LT	2.00	287	2,880	0.100 *	V/C:	0.665
Northbound	RT	0.00	103	0	0.000	Lost Time:	0.100
	TH	2.00	384	3,200	0.152 *	ITS:	0.000
	LT	1.00	42	1,600	0.026		
Eastbound	RT	0.00	73	0	0.000	ICU:	0.765
	TH	3.00	889	4,800	0.200 *		
	LT	1.00	96	1,600	0.060	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 91 - LA CIENEGA BOULEVARD NB RAMPS & SLAUSON AVENUE
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.157
	TH	0.00	0	0	0.000 *	N-S(2):	0.174 *
	LT	0.00	0	0	0.000	E-W(1):	0.161
Westbound	RT	1.00	129	1,600	0.081	E-W(2):	0.390 *
	TH	4.00	1,765	6,400	0.276 *		
	LT	0.00	0	0	0.000	V/C:	0.564
Northbound	RT	0.00	159	0	0.000	Lost Time:	0.100
	TH	0.65	5	1,045	0.157	ITS:	0.000
	LT	1.35	338	1,939	0.174 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.664
	TH	3.00	773	4,800	0.161		
	LT	2.00	329	2,880	0.114 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.145 *
	TH	0.00	0	0	0.000	N-S(2):	0.083
	LT	0.00	0	0	0.000 *	E-W(1):	0.215
Westbound	RT	1.00	139	1,600	0.087	E-W(2):	0.280 *
	TH	4.00	1,127	6,400	0.176 *		
	LT	0.00	0	0	0.000	V/C:	0.425
Northbound	RT	0.00	223	0	0.000	Lost Time:	0.100
	TH	1.00	9	1,600	0.145 *	ITS:	0.000
	LT	1.00	132	1,600	0.083		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.525
	TH	3.00	1,034	4,800	0.215		
	LT	2.00	299	2,880	0.104 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.134 *
	TH	0.00	0	0	0.000	N-S(2):	0.081
	LT	0.00	0	0	0.000 *	E-W(1):	0.383
Westbound	RT	1.00	110	1,600	0.069	E-W(2):	0.414 *
	TH	4.00	1,249	6,400	0.195 *		
	LT	0.00	0	0	0.000	V/C:	0.548
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	1.00	5	1,600	0.134 *	ITS:	0.000
	LT	1.00	129	1,600	0.081		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.648
	TH	3.00	1,838	4,800	0.383		
	LT	2.00	632	2,880	0.219 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 92 - LA CIENEGA BOULEVARD SB RAMPS & SLAUSON AVENUE
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.78	592	2,844	0.208	N-S(1):	0.044
	TH	0.22	3	356	0.208 *	N-S(2):	0.208 *
	LT	0.00	71	1,600	0.044	E-W(1):	0.267
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.364 *
	TH	3.00	1,748	4,800	0.364 *		
	LT	1.00	183	1,600	0.114	V/C:	0.572
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	101	0	0.000	ICU:	0.672
	TH	5.00	1,122	8,000	0.153		
	LT	0.00	0	0	0.000 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.63	439	2,611	0.168	N-S(1):	0.059
	TH	0.37	4	589	0.168 *	N-S(2):	0.168 *
	LT	0.00	95	1,600	0.059	E-W(1):	0.348 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.206
	TH	3.00	990	4,800	0.206		
	LT	1.00	278	1,600	0.174 *	V/C:	0.516
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	145	0	0.000	ICU:	0.616
	TH	5.00	1,247	8,000	0.174 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.53	571	2,446	0.233	N-S(1):	0.108
	TH	0.47	4	754	0.233 *	N-S(2):	0.233 *
	LT	0.00	172	1,600	0.108	E-W(1):	0.454 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.231
	TH	3.00	1,110	4,800	0.231		
	LT	1.00	244	1,600	0.153 *	V/C:	0.687
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	128	0	0.000	ICU:	0.787
	TH	5.00	2,281	8,000	0.301 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 93 - LA CIENEGA BOULEVARD & STOCKER STREET
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements: NBR, WBR, SBT

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.653 *
	TH	2.00	2,174	3,200	0.000	N-S(2):	0.000
	LT	1.00	116	1,600	0.073 *	E-W(1):	0.459 *
Westbound	RT	1.00	123	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	1,323	2,880	0.459 *	V/C:	1.112
Northbound	RT	1.00	809	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,782	4,800	0.580 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.212
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.469 *
	TH	2.00	1,560	3,200	0.000	N-S(2):	0.000
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.217 *
Westbound	RT	1.00	77	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	625	2,880	0.217 *	V/C:	0.686
Northbound	RT	1.00	712	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,740	4,800	0.363 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.786
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.712 *
	TH	2.00	2,617	3,200	0.000	N-S(2):	0.000
	LT	1.00	286	1,600	0.179 *	E-W(1):	0.315 *
Westbound	RT	1.00	85	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	906	2,880	0.315 *	V/C:	1.027
Northbound	RT	1.00	1,323	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,560	4,800	0.533 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.127
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 94 - LA CIENEGA BOULEVARD & 111TH STREET
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	124	0	0.000	N-S(1):	0.237
	TH	3.00	410	4,800	0.111 *	N-S(2):	0.262 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.028 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.290
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	757	3,200	0.237	ITS:	0.000
	LT	1.00	242	1,600	0.151 *		
Eastbound	RT	1.00	72	1,600	0.000	ICU:	0.390
	TH	0.00	0	0	0.000		
	LT	2.00	81	2,880	0.028 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	122	0	0.000	N-S(1):	0.151
	TH	3.00	440	4,800	0.117 *	N-S(2):	0.218 *
	LT	0.00	0	0	0.000	E-W(1):	0.059 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.055
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.277
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	482	3,200	0.151	ITS:	0.000
	LT	1.00	162	1,600	0.101 *		
Eastbound	RT	1.00	176	1,600	0.059 *	ICU:	0.377
	TH	0.00	0	0	0.000		
	LT	2.00	157	2,880	0.055	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	105	0	0.000	N-S(1):	0.151
	TH	3.00	838	4,800	0.196 *	N-S(2):	0.287 *
	LT	0.00	0	0	0.000	E-W(1):	0.126 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.074
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.413
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	484	3,200	0.151	ITS:	0.000
	LT	1.00	146	1,600	0.091 *		
Eastbound	RT	1.00	274	1,600	0.126 *	ICU:	0.513
	TH	0.00	0	0	0.000		
	LT	2.00	212	2,880	0.074	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 95 - LA CIENEGA BOULEVARD & WEST 120TH STREET
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	94	1,600	0.045	N-S(1):	0.085 *
	TH	2.00	100	3,200	0.031	N-S(2):	0.082
	LT	1.00	46	1,600	0.029 *	E-W(1):	0.106
Westbound	RT	0.00	174	0	0.000	E-W(2):	0.173 *
	TH	2.00	292	3,200	0.146 *		
	LT	1.00	118	1,600	0.074	V/C:	0.258
Northbound	RT	1.00	25	1,600	0.000	Lost Time:	0.100
	TH	2.00	180	3,200	0.056 *	ITS:	0.000
	LT	1.00	59	1,600	0.037		
Eastbound	RT	0.00	38	0	0.000	ICU:	0.358
	TH	2.00	63	3,200	0.032		
	LT	1.00	43	1,600	0.027 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	48	1,600	0.018	N-S(1):	0.095 *
	TH	2.00	235	3,200	0.073	N-S(2):	0.093
	LT	1.00	92	1,600	0.058 *	E-W(1):	0.087 *
Westbound	RT	0.00	53	0	0.000	E-W(2):	0.081
	TH	2.00	129	3,200	0.057		
	LT	1.00	64	1,600	0.040 *	V/C:	0.182
Northbound	RT	1.00	75	1,600	0.027	Lost Time:	0.100
	TH	2.00	117	3,200	0.037 *	ITS:	0.000
	LT	1.00	32	1,600	0.020		
Eastbound	RT	0.00	31	0	0.000	ICU:	0.282
	TH	2.00	120	3,200	0.047 *		
	LT	1.00	38	1,600	0.024	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	104	1,600	0.047	N-S(1):	0.426 *
	TH	2.00	689	3,200	0.215	N-S(2):	0.236
	LT	1.00	540	1,600	0.338 *	E-W(1):	0.170 *
Westbound	RT	0.00	55	0	0.000	E-W(2):	0.102
	TH	2.00	157	3,200	0.066		
	LT	1.00	45	1,600	0.028 *	V/C:	0.596
Northbound	RT	1.00	164	1,600	0.088 *	Lost Time:	0.100
	TH	2.00	109	3,200	0.034	ITS:	0.000
	LT	1.00	33	1,600	0.021		
Eastbound	RT	0.00	73	0	0.000	ICU:	0.696
	TH	2.00	381	3,200	0.142 *		
	LT	1.00	58	1,600	0.036	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 96 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O CENTURY)
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.324 *
	TH	2.00	362	3,200	0.113	N-S(2):	0.113
	LT	1.00	140	1,600	0.088 *	E-W(1):	0.303 *
Westbound	RT	0.15	66	242	0.229	E-W(2):	0.229
	TH	0.00	0	0	0.000		
	LT	1.85	808	2,663	0.303 *	V/C:	0.627
Northbound	RT	1.00	135	1,600	0.084	Lost Time:	0.100
	TH	2.00	755	3,200	0.236 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.727
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.269 *
	TH	2.00	458	3,200	0.143	N-S(2):	0.143
	LT	1.00	146	1,600	0.091 *	E-W(1):	0.302 *
Westbound	RT	0.19	84	309	0.227	E-W(2):	0.227
	TH	0.00	0	0	0.000		
	LT	1.81	787	2,602	0.302 *	V/C:	0.571
Northbound	RT	1.00	122	1,600	0.076	Lost Time:	0.100
	TH	2.00	568	3,200	0.178 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.671
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.322 *
	TH	2.00	714	3,200	0.223	N-S(2):	0.223
	LT	1.00	207	1,600	0.129 *	E-W(1):	0.267 *
Westbound	RT	0.43	167	696	0.175	E-W(2):	0.175
	TH	0.00	0	0	0.000		
	LT	1.57	601	2,254	0.267 *	V/C:	0.589
Northbound	RT	1.00	103	1,600	0.064	Lost Time:	0.100
	TH	2.00	619	3,200	0.193 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.689
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 97 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (S/O CENTURY)
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	SBT		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.313 *
	TH	2.00	548	3,200	0.000	N-S(2):	0.000
	LT	2.00	422	2,880	0.147 *	E-W(1):	0.000
Westbound	RT	2.00	126	3,200	0.039 *	E-W(2):	0.039 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.352
Northbound	RT	0.00	33	0	0.000	Lost Time:	0.100
	TH	2.00	497	3,200	0.166 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.452
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.360 *
	TH	2.00	450	3,200	0.000	N-S(2):	0.000
	LT	2.00	520	2,880	0.181 *	E-W(1):	0.000
Westbound	RT	2.00	184	3,200	0.058 *	E-W(2):	0.058 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.418
Northbound	RT	0.00	34	0	0.000	Lost Time:	0.100
	TH	2.00	538	3,200	0.179 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.518
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.360 *
	TH	2.00	846	3,200	0.000	N-S(2):	0.000
	LT	2.00	499	2,880	0.173 *	E-W(1):	0.000
Westbound	RT	2.00	356	3,200	0.111 *	E-W(2):	0.111 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.471
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	2.00	569	3,200	0.187 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.571
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 98 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O IMPERIAL HWY)
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.331 *
	TH	3.00	382	4,800	0.080	N-S(2):	0.092
	LT	1.00	84	1,600	0.053 *	E-W(1):	0.069 *
Westbound	RT	1.00	86	1,600	0.028	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	199	2,880	0.069 *	V/C:	0.400
Northbound	RT	1.00	105	1,600	0.000	Lost Time:	0.100
	TH	2.00	889	3,200	0.278 *	ITS:	0.000
	LT	1.00	19	1,600	0.012		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.500
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.254 *
	TH	3.00	503	4,800	0.105	N-S(2):	0.119
	LT	1.00	149	1,600	0.093 *	E-W(1):	0.036 *
Westbound	RT	1.00	75	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	92	2,880	0.032 *	V/C:	0.290
Northbound	RT	1.00	79	1,600	0.017	Lost Time:	0.100
	TH	2.00	514	3,200	0.161 *	ITS:	0.000
	LT	1.00	22	1,600	0.014		
Eastbound	RT	0.00	5	0	0.000	ICU:	0.390
	TH	1.00	1	1,600	0.004 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.236 *
	TH	3.00	970	4,800	0.202	N-S(2):	0.216
	LT	1.00	110	1,600	0.069 *	E-W(1):	0.049 *
Westbound	RT	1.00	78	1,600	0.014	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	124	2,880	0.043 *	V/C:	0.285
Northbound	RT	1.00	51	1,600	0.000	Lost Time:	0.100
	TH	2.00	534	3,200	0.167 *	ITS:	0.000
	LT	1.00	22	1,600	0.014		
Eastbound	RT	0.00	8	0	0.000	ICU:	0.385
	TH	1.00	0	1,600	0.006 *		
	LT	0.00	1	1,600	0.001	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 107 - LINCOLN BOULEVARD & MINDANAO WAY
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.377 *
	TH	3.00	1,076	4,800	0.230	N-S(2):	0.310
	LT	1.00	135	1,600	0.084 *	E-W(1):	0.246 *
Westbound	RT	0.00	77	0	0.000	E-W(2):	0.155
	TH	2.00	419	3,200	0.155		
	LT	2.00	231	2,880	0.080 *	V/C:	0.623
Northbound	RT	1.00	322	1,600	0.121	Lost Time:	0.100
	TH	3.00	1,405	4,800	0.293 *	ITS:	0.000
	LT	1.00	128	1,600	0.080		
Eastbound	RT	0.00	42	0	0.000	ICU:	0.723
	TH	2.00	490	3,200	0.166 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	91	0	0.000	N-S(1):	0.382 *
	TH	3.00	1,028	4,800	0.233	N-S(2):	0.288
	LT	1.00	158	1,600	0.099 *	E-W(1):	0.304 *
Westbound	RT	0.00	79	0	0.000	E-W(2):	0.181
	TH	2.00	496	3,200	0.180		
	LT	2.00	332	2,880	0.115 *	V/C:	0.686
Northbound	RT	1.00	275	1,600	0.057	Lost Time:	0.100
	TH	3.00	1,360	4,800	0.283 *	ITS:	0.000
	LT	1.00	88	1,600	0.055		
Eastbound	RT	0.00	111	0	0.000	ICU:	0.786
	TH	2.00	492	3,200	0.189 *		
	LT	0.00	2	1,600	0.001	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	91	0	0.000	N-S(1):	0.431 *
	TH	3.00	1,457	4,800	0.323	N-S(2):	0.384
	LT	1.00	201	1,600	0.126 *	E-W(1):	0.319 *
Westbound	RT	0.00	67	0	0.000	E-W(2):	0.219
	TH	2.00	632	3,200	0.218		
	LT	2.00	387	2,880	0.134 *	V/C:	0.750
Northbound	RT	1.00	281	1,600	0.041	Lost Time:	0.100
	TH	3.00	1,466	4,800	0.305 *	ITS:	0.000
	LT	1.00	97	1,600	0.061		
Eastbound	RT	0.00	109	0	0.000	ICU:	0.850
	TH	2.00	480	3,200	0.185 *		
	LT	0.00	2	1,600	0.001	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 115 - ASH AVENUE & MANCHESTER AVENUE
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	139	0	0.000	N-S(1):	0.211
	TH	1.00	0	1,600	0.093 *	N-S(2):	0.321 *
	LT	0.00	9	1,600	0.006	E-W(1):	0.152
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.278 *
	TH	3.00	1,310	4,800	0.275 *		
	LT	0.00	0	0	0.000	V/C:	0.599
Northbound	RT	1.00	206	1,600	0.129	Lost Time:	0.100
	TH	0.59	194	945	0.205	ITS:	0.000
	LT	1.41	463	2,030	0.228 *		
Eastbound	RT	1.00	236	1,600	0.000	ICU:	0.699
	TH	2.00	485	3,200	0.152		
	LT	1.00	5	1,600	0.003 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	79	0	0.000	N-S(1):	0.231
	TH	1.00	0	1,600	0.056 *	N-S(2):	0.306 *
	LT	0.00	10	1,600	0.006	E-W(1):	0.212
Westbound	RT	0.00	23	0	0.000	E-W(2):	0.216 *
	TH	3.00	954	4,800	0.204 *		
	LT	0.00	0	0	0.000	V/C:	0.522
Northbound	RT	1.00	259	1,600	0.162	Lost Time:	0.100
	TH	0.55	197	877	0.225	ITS:	0.000
	LT	1.45	522	2,091	0.250 *		
Eastbound	RT	1.00	295	1,600	0.000	ICU:	0.622
	TH	2.00	677	3,200	0.212		
	LT	1.00	19	1,600	0.012 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	78	0	0.000	N-S(1):	0.226
	TH	1.00	0	1,600	0.061 *	N-S(2):	0.298 *
	LT	0.00	20	1,600	0.013	E-W(1):	0.382 *
Westbound	RT	0.00	9	0	0.000	E-W(2):	0.205
	TH	3.00	928	4,800	0.195		
	LT	0.00	0	0	0.000 *	V/C:	0.680
Northbound	RT	1.24	424	1,991	0.213	Lost Time:	0.100
	TH	0.60	204	958	0.213	ITS:	0.000
	LT	1.16	394	1,665	0.237 *		
Eastbound	RT	1.00	250	1,600	0.000	ICU:	0.780
	TH	2.00	1,221	3,200	0.382 *		
	LT	1.00	16	1,600	0.010	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 116 - NASH STREET & MARIPOSA AVENUE
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	310	0	0.000	N-S(1):	0.073
	TH	2.00	752	3,200	0.332 *	N-S(2):	0.350 *
	LT	1.00	35	1,600	0.022	E-W(1):	0.060
Westbound	RT	0.00	13	0	0.000	E-W(2):	0.124 *
	TH	2.00	213	3,200	0.071 *		
	LT	1.00	28	1,600	0.018	V/C:	0.474
Northbound	RT	0.00	18	0	0.000	Lost Time:	0.100
	TH	2.00	146	3,200	0.051	ITS:	0.000
	LT	1.00	28	1,600	0.018 *		
Eastbound	RT	1.00	52	1,600	0.024	ICU:	0.574
	TH	2.00	134	3,200	0.042		
	LT	1.00	84	1,600	0.053 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	79	0	0.000	N-S(1):	0.080
	TH	2.00	258	3,200	0.105 *	N-S(2):	0.119 *
	LT	1.00	22	1,600	0.014	E-W(1):	0.071
Westbound	RT	0.00	2	0	0.000	E-W(2):	0.105 *
	TH	2.00	127	3,200	0.040 *		
	LT	1.00	12	1,600	0.008	V/C:	0.224
Northbound	RT	0.00	22	0	0.000	Lost Time:	0.100
	TH	2.00	188	3,200	0.066	ITS:	0.000
	LT	1.00	23	1,600	0.014 *		
Eastbound	RT	1.00	75	1,600	0.040	ICU:	0.324
	TH	2.00	202	3,200	0.063		
	LT	1.00	104	1,600	0.065 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	55	0	0.000	N-S(1):	0.172 *
	TH	2.00	376	3,200	0.135	N-S(2):	0.160
	LT	1.00	31	1,600	0.019 *	E-W(1):	0.096
Westbound	RT	0.00	3	0	0.000	E-W(2):	0.162 *
	TH	2.00	129	3,200	0.041 *		
	LT	1.00	8	1,600	0.005	V/C:	0.334
Northbound	RT	0.00	69	0	0.000	Lost Time:	0.100
	TH	2.00	420	3,200	0.153 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	1.00	68	1,600	0.030	ICU:	0.434
	TH	2.00	290	3,200	0.091		
	LT	1.00	194	1,600	0.121 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 117 - SEPULVEDA BOUELVARD & MARIPOSA AVENUE
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	63	0	0.000	N-S(1):	0.469 *
	TH	4.00	1,812	6,400	0.293	N-S(2):	0.337
	LT	2.00	344	2,880	0.119 *	E-W(1):	0.139 *
Westbound	RT	1.00	63	1,600	0.000	E-W(2):	0.098
	TH	1.00	63	1,600	0.039		
	LT	1.00	58	1,600	0.036 *	V/C:	0.608
Northbound	RT	1.00	126	1,600	0.061	Lost Time:	0.100
	TH	4.00	2,242	6,400	0.350 *	ITS:	0.000
	LT	1.00	71	1,600	0.044		
Eastbound	RT	0.00	42	0	0.000	ICU:	0.708
	TH	1.00	122	1,600	0.103 *		
	LT	1.00	95	1,600	0.059	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	59	0	0.000	N-S(1):	0.346 *
	TH	4.00	1,707	6,400	0.276	N-S(2):	0.341
	LT	2.00	218	2,880	0.076 *	E-W(1):	0.195 *
Westbound	RT	1.00	132	1,600	0.045	E-W(2):	0.152
	TH	1.00	129	1,600	0.081		
	LT	1.00	136	1,600	0.085 *	V/C:	0.541
Northbound	RT	1.00	132	1,600	0.040	Lost Time:	0.100
	TH	4.00	1,731	6,400	0.270 *	ITS:	0.000
	LT	1.00	104	1,600	0.065		
Eastbound	RT	0.00	46	0	0.000	ICU:	0.641
	TH	1.00	130	1,600	0.110 *		
	LT	1.00	114	1,600	0.071	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	106	0	0.000	N-S(1):	0.420
	TH	4.00	2,308	6,400	0.377 *	N-S(2):	0.458 *
	LT	2.00	179	2,880	0.062	E-W(1):	0.199 *
Westbound	RT	1.00	243	1,600	0.121	E-W(2):	0.192
	TH	1.00	192	1,600	0.120		
	LT	1.00	145	1,600	0.091 *	V/C:	0.657
Northbound	RT	1.00	138	1,600	0.041	Lost Time:	0.100
	TH	4.00	2,290	6,400	0.358	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	48	0	0.000	ICU:	0.757
	TH	1.00	124	1,600	0.108 *		
	LT	1.00	113	1,600	0.071	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 119 - OCEAN AVENUE / VIA MARINA & WASHINGTON BOULEVARD
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	9	0	0.000	N-S(1):	0.294 *
	TH	1.00	124	1,600	0.083 *	N-S(2):	0.000
	LT	1.00	45	1,600	0.028	E-W(1):	0.237 *
Westbound	RT	0.00	49	0	0.000	E-W(2):	0.164
	TH	2.00	378	3,200	0.133		
	LT	1.00	126	1,600	0.079 *	V/C:	0.531
Northbound	RT	1.00	283	1,600	0.138	Lost Time:	0.100
	TH	1.00	337	1,600	0.211 *	ITS:	0.000
	LT	2.00	384	2,880	0.133		
Eastbound	RT	1.00	204	1,600	0.061	ICU:	0.631
	TH	2.00	507	3,200	0.158 *		
	LT	1.00	50	1,600	0.031	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	38	0	0.000	N-S(1):	0.236 *
	TH	1.00	146	1,600	0.115 *	N-S(2):	0.000
	LT	1.00	80	1,600	0.050	E-W(1):	0.240 *
Westbound	RT	0.00	44	0	0.000	E-W(2):	0.197
	TH	2.00	504	3,200	0.171		
	LT	1.00	163	1,600	0.102 *	V/C:	0.476
Northbound	RT	1.00	194	1,600	0.070	Lost Time:	0.100
	TH	1.00	194	1,600	0.121 *	ITS:	0.000
	LT	2.00	247	2,880	0.086		
Eastbound	RT	1.00	163	1,600	0.059	ICU:	0.576
	TH	2.00	441	3,200	0.138 *		
	LT	1.00	41	1,600	0.026	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	37	0	0.000	N-S(1):	0.435 *
	TH	1.00	438	1,600	0.297 *	N-S(2):	0.000
	LT	1.00	120	1,600	0.075	E-W(1):	0.259 *
Westbound	RT	0.00	43	0	0.000	E-W(2):	0.237
	TH	2.00	654	3,200	0.218		
	LT	1.00	153	1,600	0.096 *	V/C:	0.694
Northbound	RT	1.00	184	1,600	0.067	Lost Time:	0.100
	TH	1.00	220	1,600	0.138	ITS:	0.000
	LT	2.00	398	2,880	0.138 *		
Eastbound	RT	1.00	296	1,600	0.116	ICU:	0.794
	TH	2.00	523	3,200	0.163 *		
	LT	1.00	31	1,600	0.019	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 120 - OVERHILL DRIVE & SLAUSON AVENUE
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	69	1,600	0.021	N-S(1):	0.158 *
	TH	2.00	116	3,200	0.036	N-S(2):	0.076
	LT	1.00	99	1,600	0.062 *	E-W(1):	0.204
Westbound	RT	0.00	74	0	0.000	E-W(2):	0.381 *
	TH	3.00	1,538	4,800	0.336 *		
	LT	1.00	67	1,600	0.042	V/C:	0.539
Northbound	RT	0.00	136	0	0.000	Lost Time:	0.100
	TH	2.00	171	3,200	0.096 *	ITS:	0.000
	LT	1.00	64	1,600	0.040		
Eastbound	RT	0.00	17	0	0.000	ICU:	0.639
	TH	3.00	760	4,800	0.162		
	LT	1.00	72	1,600	0.045 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	83	1,600	0.027	N-S(1):	0.134 *
	TH	2.00	104	3,200	0.033	N-S(2):	0.066
	LT	1.00	113	1,600	0.071 *	E-W(1):	0.299 *
Westbound	RT	0.00	65	0	0.000	E-W(2):	0.258
	TH	3.00	927	4,800	0.207		
	LT	1.00	101	1,600	0.063 *	V/C:	0.433
Northbound	RT	0.00	94	0	0.000	Lost Time:	0.100
	TH	2.00	107	3,200	0.063 *	ITS:	0.000
	LT	1.00	52	1,600	0.033		
Eastbound	RT	0.00	35	0	0.000	ICU:	0.533
	TH	3.00	1,097	4,800	0.236 *		
	LT	1.00	81	1,600	0.051	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	108	1,600	0.016	N-S(1):	0.299 *
	TH	2.00	361	3,200	0.113	N-S(2):	0.169
	LT	1.00	265	1,600	0.166 *	E-W(1):	0.587 *
Westbound	RT	0.00	99	0	0.000	E-W(2):	0.366
	TH	3.00	1,163	4,800	0.263		
	LT	1.00	217	1,600	0.136 *	V/C:	0.886
Northbound	RT	0.00	155	0	0.000	Lost Time:	0.100
	TH	2.00	272	3,200	0.133 *	ITS:	0.000
	LT	1.00	89	1,600	0.056		
Eastbound	RT	0.00	49	0	0.000	ICU:	0.986
	TH	3.00	2,114	4,800	0.451 *		
	LT	1.00	164	1,600	0.103	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 124 - PRAIRIE AVENUE & WEST 112TH STREET/I-105 OFF RAMP
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.137
	TH	3.00	806	4,800	0.168 *	N-S(2):	0.168 *
	LT	1.00	13	1,600	0.008	E-W(1):	0.189 *
Westbound	RT	0.51	25	816	0.027	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.49	24	784	0.031 *	V/C:	0.357
Northbound	RT	0.00	5	0	0.000	Lost Time:	0.100
	TH	3.00	613	4,800	0.129	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	239	0	0.000	ICU:	0.457
	TH	1.00	13	1,600	0.158 *		
	LT	2.00	298	2,880	0.103	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.129
	TH	3.00	885	4,800	0.184 *	N-S(2):	0.184 *
	LT	1.00	12	1,600	0.008	E-W(1):	0.299 *
Westbound	RT	0.58	15	923	0.013	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.42	11	677	0.016 *	V/C:	0.483
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	563	4,800	0.121	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	412	0	0.000	ICU:	0.583
	TH	1.00	40	1,600	0.283 *		
	LT	2.00	502	2,880	0.174	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.206
	TH	3.00	1,049	4,800	0.219 *	N-S(2):	0.219 *
	LT	1.00	39	1,600	0.024	E-W(1):	0.327 *
Westbound	RT	0.52	13	832	0.003	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.48	12	768	0.016 *	V/C:	0.546
Northbound	RT	0.00	32	0	0.000	Lost Time:	0.100
	TH	3.00	843	4,800	0.182	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	428	0	0.000	ICU:	0.646
	TH	1.00	70	1,600	0.311 *		
	LT	2.00	615	2,880	0.214	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 125 - SEPULVEDA BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:	WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	97	1,600	0.021	N-S(1):	0.503 *
	TH	3.00	937	4,800	0.195	N-S(2):	0.269
	LT	2.00	259	2,880	0.090 *	E-W(1):	0.237 *
Westbound	RT	1.00	502	1,600	0.000	E-W(2):	0.162
	TH	2.00	263	3,200	0.082		
	LT	2.00	233	2,880	0.081 *	V/C:	0.740
Northbound	RT	1.00	319	1,600	0.118	Lost Time:	0.100
	TH	4.00	2,643	6,400	0.413 *	ITS:	0.000
	LT	2.00	214	2,880	0.074		
Eastbound	RT	1.00	96	1,600	0.023	ICU:	0.840
	TH	3.00	747	4,800	0.156 *		
	LT	2.00	229	2,880	0.080	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	182	1,600	0.061	N-S(1):	0.405 *
	TH	3.00	1,426	4,800	0.297	N-S(2):	0.347
	LT	2.00	525	2,880	0.182 *	E-W(1):	0.261 *
Westbound	RT	1.00	649	1,600	0.000	E-W(2):	0.214
	TH	2.00	348	3,200	0.109		
	LT	2.00	445	2,880	0.155 *	V/C:	0.666
Northbound	RT	1.00	449	1,600	0.126	Lost Time:	0.100
	TH	4.00	1,425	6,400	0.223 *	ITS:	0.000
	LT	2.00	143	2,880	0.050		
Eastbound	RT	1.00	130	1,600	0.056	ICU:	0.766
	TH	3.00	507	4,800	0.106 *		
	LT	2.00	303	2,880	0.105	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	444	1,600	0.213	N-S(1):	0.352
	TH	3.00	2,366	4,800	0.493 *	N-S(2):	0.645 *
	LT	2.00	464	2,880	0.161	E-W(1):	0.313 *
Westbound	RT	1.00	738	1,600	0.000	E-W(2):	0.310
	TH	2.00	577	3,200	0.180		
	LT	2.00	406	2,880	0.141 *	V/C:	0.958
Northbound	RT	1.00	423	1,600	0.123	Lost Time:	0.100
	TH	4.00	1,221	6,400	0.191	ITS:	0.000
	LT	2.00	437	2,880	0.152 *		
Eastbound	RT	1.00	275	1,600	0.172 *	ICU:	1.058
	TH	3.00	630	4,800	0.131		
	LT	2.00	374	2,880	0.130	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 140 - WB SR-90 RAMPS & SLAUSON AVENUE
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	1	0	0.000	N-S(1):	0.045 *
	TH	1.00	0	1,600	0.001 *	N-S(2):	0.000
	LT	1.00	0	1,600	0.000	E-W(1):	0.430 *
Westbound	RT	1.00	6	1,600	0.004	E-W(2):	0.320
	TH	2.00	1,022	3,200	0.319		
	LT	3.00	1,564	4,320	0.362 *	V/C:	0.475
Northbound	RT	2.00	986	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	126	2,880	0.044 *		
Eastbound	RT	1.00	169	1,600	0.000	ICU:	0.575
	TH	3.00	325	4,800	0.068 *		
	LT	1.00	1	1,600	0.001	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	2	0	0.000	N-S(1):	0.089 *
	TH	1.00	0	1,600	0.001	N-S(2):	0.000
	LT	1.00	2	1,600	0.001 *	E-W(1):	0.274 *
Westbound	RT	1.00	2	1,600	0.001	E-W(2):	0.239
	TH	2.00	754	3,200	0.236		
	LT	3.00	623	4,320	0.144 *	V/C:	0.363
Northbound	RT	2.00	743	3,200	0.088 *	Lost Time:	0.100
	TH	0.09	10	138	0.073	ITS:	0.000
	LT	1.91	222	2,756	0.081		
Eastbound	RT	1.00	159	1,600	0.000	ICU:	0.463
	TH	3.00	623	4,800	0.130 *		
	LT	1.00	5	1,600	0.003	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.234 *
	TH	1.00	1	1,600	0.001	N-S(2):	0.000
	LT	1.00	1	1,600	0.001 *	E-W(1):	0.362 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.263
	TH	2.00	837	3,200	0.262		
	LT	3.00	802	4,320	0.186 *	V/C:	0.596
Northbound	RT	2.00	1,339	3,200	0.233 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	207	2,880	0.072		
Eastbound	RT	1.00	223	1,600	0.000	ICU:	0.696
	TH	3.00	844	4,800	0.176 *		
	LT	1.00	1	1,600	0.001	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 147 - CRENSHAW BOULEVARD & CENTURY BOULEVARD
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	121	0	0.000	N-S(1):	0.199
	TH	3.00	518	4,800	0.133 *	N-S(2):	0.234 *
	LT	1.00	78	1,600	0.049	E-W(1):	0.161
Westbound	RT	0.00	118	0	0.000	E-W(2):	0.229 *
	TH	3.00	761	4,800	0.183 *		
	LT	1.00	82	1,600	0.051	V/C:	0.463
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	3.00	659	4,800	0.150	ITS:	0.000
	LT	1.00	161	1,600	0.101 *		
Eastbound	RT	0.00	63	0	0.000	ICU:	0.563
	TH	3.00	467	4,800	0.110		
	LT	1.00	74	1,600	0.046 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	192	0	0.000	N-S(1):	0.204
	TH	3.00	641	4,800	0.174 *	N-S(2):	0.262 *
	LT	1.00	101	1,600	0.063	E-W(1):	0.271
Westbound	RT	0.00	42	0	0.000	E-W(2):	0.312 *
	TH	3.00	771	4,800	0.169 *		
	LT	1.00	75	1,600	0.047	V/C:	0.574
Northbound	RT	0.00	55	0	0.000	Lost Time:	0.100
	TH	3.00	623	4,800	0.141	ITS:	0.000
	LT	1.00	141	1,600	0.088 *		
Eastbound	RT	0.00	249	0	0.000	ICU:	0.674
	TH	3.00	825	4,800	0.224		
	LT	1.00	228	1,600	0.143 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	215	0	0.000	N-S(1):	0.284
	TH	3.00	837	4,800	0.219 *	N-S(2):	0.346 *
	LT	1.00	154	1,600	0.096	E-W(1):	0.335 *
Westbound	RT	0.00	88	0	0.000	E-W(2):	0.317
	TH	3.00	807	4,800	0.186		
	LT	1.00	109	1,600	0.068 *	V/C:	0.681
Northbound	RT	0.00	71	0	0.000	Lost Time:	0.100
	TH	3.00	829	4,800	0.188	ITS:	0.000
	LT	1.00	203	1,600	0.127 *		
Eastbound	RT	0.00	216	0	0.000	ICU:	0.781
	TH	3.00	1,067	4,800	0.267 *		
	LT	1.00	210	1,600	0.131	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 148 - LA CIENEGA BOULEVARD & FAIRVIEW BOULEVARD
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	53	0	0.000	N-S(1):	0.650 *
	TH	4.00	2,723	6,400	0.434	N-S(2):	0.434
	LT	0.00	0	0	0.000 *	E-W(1):	0.184 *
Westbound	RT	1.00	45	1,600	0.028	E-W(2):	0.000
	TH	0.53	104	856	0.122		
	LT	1.47	285	2,110	0.135 *	V/C:	0.834
Northbound	RT	0.00	38	0	0.000	Lost Time:	0.100
	TH	3.00	3,084	4,800	0.650 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	62	1,600	0.039	ICU:	0.934
	TH	0.80	56	1,280	0.044		
	LT	1.20	84	1,728	0.049 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	144	0	0.000	N-S(1):	0.423 *
	TH	4.00	1,919	6,400	0.322	N-S(2):	0.322
	LT	0.00	0	0	0.000 *	E-W(1):	0.180 *
Westbound	RT	1.00	35	1,600	0.022	E-W(2):	0.000
	TH	0.64	86	1,019	0.084		
	LT	1.36	184	1,963	0.094 *	V/C:	0.603
Northbound	RT	0.00	37	0	0.000	Lost Time:	0.100
	TH	3.00	1,995	4,800	0.423 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	77	1,600	0.048	ICU:	0.703
	TH	0.81	100	1,290	0.078		
	LT	1.19	148	1,719	0.086 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	125	0	0.000	N-S(1):	0.604 *
	TH	4.00	2,873	6,400	0.468	N-S(2):	0.468
	LT	0.00	0	0	0.000 *	E-W(1):	0.247 *
Westbound	RT	1.00	23	1,600	0.014	E-W(2):	0.000
	TH	0.72	136	1,157	0.118		
	LT	1.28	240	1,838	0.131 *	V/C:	0.851
Northbound	RT	0.00	114	0	0.000	Lost Time:	0.100
	TH	3.00	2,784	4,800	0.604 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	75	1,600	0.047	ICU:	0.951
	TH	0.95	158	1,514	0.104		
	LT	1.05	176	1,518	0.116 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 149 - CRENSHAW BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.198
	TH	3.00	652	4,800	0.153 *	N-S(2):	0.220 *
	LT	1.00	91	1,600	0.057	E-W(1):	0.155
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.246 *
	TH	3.00	856	4,800	0.208 *		
	LT	1.00	120	1,600	0.075	V/C:	0.466
Northbound	RT	0.00	64	0	0.000	Lost Time:	0.100
	TH	3.00	612	4,800	0.141	ITS:	0.000
	LT	1.00	107	1,600	0.067 *		
Eastbound	RT	0.00	84	0	0.000	ICU:	0.566
	TH	3.00	302	4,800	0.080		
	LT	1.00	61	1,600	0.038 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	91	0	0.000	N-S(1):	0.300 *
	TH	3.00	802	4,800	0.186	N-S(2):	0.269
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.220 *
Westbound	RT	0.00	166	0	0.000	E-W(2):	0.219
	TH	3.00	497	4,800	0.138		
	LT	1.00	160	1,600	0.100 *	V/C:	0.520
Northbound	RT	0.00	104	0	0.000	Lost Time:	0.100
	TH	3.00	829	4,800	0.194 *	ITS:	0.000
	LT	1.00	132	1,600	0.083		
Eastbound	RT	0.00	163	0	0.000	ICU:	0.620
	TH	3.00	412	4,800	0.120 *		
	LT	1.00	130	1,600	0.081	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	125	0	0.000	N-S(1):	0.347 *
	TH	3.00	816	4,800	0.196	N-S(2):	0.284
	LT	1.00	172	1,600	0.108 *	E-W(1):	0.371 *
Westbound	RT	0.00	126	0	0.000	E-W(2):	0.237
	TH	3.00	535	4,800	0.138		
	LT	1.00	162	1,600	0.101 *	V/C:	0.718
Northbound	RT	0.00	106	0	0.000	Lost Time:	0.100
	TH	3.00	1,040	4,800	0.239 *	ITS:	0.000
	LT	1.00	141	1,600	0.088		
Eastbound	RT	0.00	156	0	0.000	ICU:	0.818
	TH	3.00	1,140	4,800	0.270 *		
	LT	1.00	159	1,600	0.099	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 157 - LA CIENEGA BOULEVARD & 104TH STREET
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	96	0	0.000	N-S(1):	0.186
	TH	3.00	418	4,800	0.107 *	N-S(2):	0.274 *
	LT	1.00	14	1,600	0.009	E-W(1):	0.004
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.023 *
	TH	1.00	1	1,600	0.003 *		
	LT	0.00	4	1,600	0.003	V/C:	0.297
Northbound	RT	0.00	15	0	0.000	Lost Time:	0.100
	TH	2.00	551	3,200	0.177	ITS:	0.000
	LT	1.00	267	1,600	0.167 *		
Eastbound	RT	1.00	96	1,600	0.000	ICU:	0.397
	TH	1.00	2	1,600	0.001		
	LT	1.00	32	1,600	0.020 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	53	0	0.000	N-S(1):	0.175 *
	TH	3.00	382	4,800	0.091	N-S(2):	0.166
	LT	1.00	19	1,600	0.012 *	E-W(1):	0.019
Westbound	RT	0.00	12	0	0.000	E-W(2):	0.066 *
	TH	1.00	8	1,600	0.016 *		
	LT	0.00	5	1,600	0.003	V/C:	0.241
Northbound	RT	0.00	17	0	0.000	Lost Time:	0.100
	TH	2.00	505	3,200	0.163 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	146	1,600	0.016	ICU:	0.341
	TH	1.00	6	1,600	0.004		
	LT	1.00	80	1,600	0.050 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	63	0	0.000	N-S(1):	0.181
	TH	3.00	810	4,800	0.182 *	N-S(2):	0.221 *
	LT	1.00	45	1,600	0.028	E-W(1):	0.080 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.055
	TH	1.00	1	1,600	0.014		
	LT	0.00	11	1,600	0.007 *	V/C:	0.301
Northbound	RT	0.00	6	0	0.000	Lost Time:	0.100
	TH	2.00	482	3,200	0.153	ITS:	0.000
	LT	1.00	63	1,600	0.039 *		
Eastbound	RT	1.00	179	1,600	0.073 *	ICU:	0.401
	TH	1.00	3	1,600	0.002		
	LT	1.00	65	1,600	0.041	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 159 - HINDRY AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	7	1,600	0.004	N-S(1):	0.045 *
	TH	1.00	20	1,600	0.029	N-S(2):	0.040
	LT	0.00	27	1,600	0.017 *	E-W(1):	0.242 *
Westbound	RT	0.00	36	0	0.000	E-W(2):	0.239
	TH	2.00	720	3,200	0.236		
	LT	1.00	62	1,600	0.039 *	V/C:	0.287
Northbound	RT	1.00	30	1,600	0.000	Lost Time:	0.100
	TH	1.00	27	1,600	0.028 *	ITS:	0.000
	LT	0.00	18	1,600	0.011		
Eastbound	RT	0.00	39	0	0.000	ICU:	0.387
	TH	2.00	611	3,200	0.203 *		
	LT	1.00	5	1,600	0.003	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.058 *
	TH	1.00	13	1,600	0.033	N-S(2):	0.053
	LT	0.00	40	1,600	0.025 *	E-W(1):	0.392 *
Westbound	RT	0.00	23	0	0.000	E-W(2):	0.253
	TH	2.00	734	3,200	0.237		
	LT	1.00	29	1,600	0.018 *	V/C:	0.450
Northbound	RT	1.00	57	1,600	0.027	Lost Time:	0.100
	TH	1.00	20	1,600	0.033 *	ITS:	0.000
	LT	0.00	32	1,600	0.020		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.550
	TH	2.00	1,127	3,200	0.374 *		
	LT	1.00	25	1,600	0.016	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	13	1,600	0.008	N-S(1):	0.066
	TH	1.00	35	1,600	0.054 *	N-S(2):	0.073 *
	LT	0.00	51	1,600	0.032	E-W(1):	0.369 *
Westbound	RT	0.00	27	0	0.000	E-W(2):	0.226
	TH	2.00	664	3,200	0.216		
	LT	1.00	40	1,600	0.025 *	V/C:	0.442
Northbound	RT	1.00	56	1,600	0.023	Lost Time:	0.100
	TH	1.00	24	1,600	0.034	ITS:	0.000
	LT	0.00	30	1,600	0.019 *		
Eastbound	RT	0.00	56	0	0.000	ICU:	0.542
	TH	2.00	1,045	3,200	0.344 *		
	LT	1.00	16	1,600	0.010	LOS:	A

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 162 - SEPULVEDA BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	137	0	0.000	N-S(1):	0.524 *
	TH	3.00	894	4,800	0.215	N-S(2):	0.285
	LT	2.00	107	2,880	0.037 *	E-W(1):	0.199
Westbound	RT	1.00	134	1,600	0.047	E-W(2):	0.225 *
	TH	2.00	400	3,200	0.125 *		
	LT	1.00	117	1,600	0.073	V/C:	0.749
Northbound	RT	0.00	95	0	0.000	Lost Time:	0.100
	TH	3.00	2,243	4,800	0.487 *	ITS:	0.000
	LT	1.00	112	1,600	0.070		
Eastbound	RT	1.00	86	1,600	0.019	ICU:	0.849
	TH	2.00	403	3,200	0.126		
	LT	1.00	160	1,600	0.100 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	203	0	0.000	N-S(1):	0.384
	TH	3.00	1,404	4,800	0.335 *	N-S(2):	0.448 *
	LT	2.00	172	2,880	0.060	E-W(1):	0.340
Westbound	RT	1.00	155	1,600	0.037	E-W(2):	0.366 *
	TH	2.00	510	3,200	0.159 *		
	LT	1.00	224	1,600	0.140	V/C:	0.814
Northbound	RT	0.00	162	0	0.000	Lost Time:	0.100
	TH	3.00	1,391	4,800	0.324	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	1.00	185	1,600	0.059	ICU:	0.914
	TH	2.00	639	3,200	0.200		
	LT	1.00	331	1,600	0.207 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.374
	TH	3.00	2,392	4,800	0.534 *	N-S(2):	0.634 *
	LT	2.00	180	2,880	0.063	E-W(1):	0.366 *
Westbound	RT	1.00	123	1,600	0.014	E-W(2):	0.307
	TH	2.00	539	3,200	0.168		
	LT	1.00	237	1,600	0.148 *	V/C:	1.000
Northbound	RT	0.00	173	0	0.000	Lost Time:	0.100
	TH	3.00	1,318	4,800	0.311	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	1.00	76	1,600	0.000	ICU:	1.100
	TH	2.00	696	3,200	0.218 *		
	LT	1.00	223	1,600	0.139	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 164 - CRENSHAW BOULEVARD & MANCHESTER AVENUE
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	29	0	0.000	N-S(1):	0.212
	TH	2.00	506	3,200	0.167 *	N-S(2):	0.255 *
	LT	1.00	101	1,600	0.063	E-W(1):	0.233
Westbound	RT	0.00	137	0	0.000	E-W(2):	0.331 *
	TH	2.00	807	3,200	0.295 *		
	LT	1.00	131	1,600	0.082	V/C:	0.586
Northbound	RT	0.00	105	0	0.000	Lost Time:	0.100
	TH	3.00	610	4,800	0.149	ITS:	0.000
	LT	1.00	141	1,600	0.088 *		
Eastbound	RT	0.00	57	0	0.000	ICU:	0.686
	TH	2.00	427	3,200	0.151		
	LT	1.00	57	1,600	0.036 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	53	0	0.000	N-S(1):	0.223
	TH	2.00	608	3,200	0.207 *	N-S(2):	0.303 *
	LT	1.00	132	1,600	0.083	E-W(1):	0.311 *
Westbound	RT	0.00	97	0	0.000	E-W(2):	0.286
	TH	2.00	659	3,200	0.236		
	LT	1.00	175	1,600	0.109 *	V/C:	0.614
Northbound	RT	0.00	138	0	0.000	Lost Time:	0.100
	TH	3.00	534	4,800	0.140	ITS:	0.000
	LT	1.00	154	1,600	0.096 *		
Eastbound	RT	0.00	76	0	0.000	ICU:	0.714
	TH	2.00	570	3,200	0.202 *		
	LT	1.00	80	1,600	0.050	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	21	0	0.000	N-S(1):	0.251
	TH	2.00	749	3,200	0.241 *	N-S(2):	0.321 *
	LT	1.00	131	1,600	0.082	E-W(1):	0.439 *
Westbound	RT	0.00	131	0	0.000	E-W(2):	0.338
	TH	2.00	731	3,200	0.269		
	LT	1.00	160	1,600	0.100 *	V/C:	0.760
Northbound	RT	0.00	144	0	0.000	Lost Time:	0.100
	TH	3.00	668	4,800	0.169	ITS:	0.000
	LT	1.00	128	1,600	0.080 *		
Eastbound	RT	0.00	72	0	0.000	ICU:	0.860
	TH	2.00	1,012	3,200	0.339 *		
	LT	1.00	111	1,600	0.069	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 169 - PRAIRIE AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	52	0	0.000	N-S(1):	0.424 *
	TH	3.00	563	4,800	0.128	N-S(2):	0.267
	LT	1.00	163	1,600	0.102 *	E-W(1):	0.317
Westbound	RT	1.00	515	1,600	0.271	E-W(2):	0.418 *
	TH	2.00	1,125	3,200	0.352 *		
	LT	1.00	239	1,600	0.149	V/C:	0.842
Northbound	RT	1.00	182	1,600	0.000	Lost Time:	0.100
	TH	2.00	1,029	3,200	0.322 *	ITS:	0.000
	LT	1.00	223	1,600	0.139		
Eastbound	RT	0.00	142	0	0.000	ICU:	0.942
	TH	3.00	666	4,800	0.168		
	LT	1.00	105	1,600	0.066 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	63	0	0.000	N-S(1):	0.275 *
	TH	3.00	533	4,800	0.124	N-S(2):	0.223
	LT	1.00	151	1,600	0.094 *	E-W(1):	0.271 *
Westbound	RT	1.00	185	1,600	0.068	E-W(2):	0.252
	TH	2.00	627	3,200	0.196		
	LT	1.00	135	1,600	0.084 *	V/C:	0.546
Northbound	RT	1.00	157	1,600	0.014	Lost Time:	0.100
	TH	2.00	579	3,200	0.181 *	ITS:	0.000
	LT	1.00	159	1,600	0.099		
Eastbound	RT	0.00	185	0	0.000	ICU:	0.646
	TH	3.00	711	4,800	0.187 *		
	LT	1.00	90	1,600	0.056	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	55	0	0.000	N-S(1):	0.321 *
	TH	3.00	830	4,800	0.184	N-S(2):	0.263
	LT	1.00	212	1,600	0.133 *	E-W(1):	0.364 *
Westbound	RT	1.00	143	1,600	0.023	E-W(2):	0.262
	TH	2.00	698	3,200	0.218		
	LT	1.00	152	1,600	0.095 *	V/C:	0.685
Northbound	RT	1.00	138	1,600	0.000	Lost Time:	0.100
	TH	2.00	600	3,200	0.188 *	ITS:	0.000
	LT	1.00	127	1,600	0.079		
Eastbound	RT	0.00	193	0	0.000	ICU:	0.785
	TH	3.00	1,096	4,800	0.269 *		
	LT	1.00	70	1,600	0.044	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 173 - WESTERN AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	122	0	0.000	N-S(1):	0.308
	TH	3.00	726	4,800	0.177 *	N-S(2):	0.313 *
	LT	1.00	132	1,600	0.083	E-W(1):	0.295
Westbound	RT	1.00	228	1,600	0.101	E-W(2):	0.326 *
	TH	3.00	1,091	4,800	0.227 *		
	LT	1.00	234	1,600	0.146	V/C:	0.639
Northbound	RT	1.00	163	1,600	0.029	Lost Time:	0.100
	TH	2.00	721	3,200	0.225	ITS:	0.000
	LT	1.00	217	1,600	0.136 *		
Eastbound	RT	0.00	204	0	0.000	ICU:	0.739
	TH	3.00	513	4,800	0.149		
	LT	1.00	159	1,600	0.099 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	115	0	0.000	N-S(1):	0.225 *
	TH	3.00	410	4,800	0.109 *	N-S(2):	0.225 *
	LT	1.00	135	1,600	0.084	E-W(1):	0.252 *
Westbound	RT	1.00	123	1,600	0.035	E-W(2):	0.187
	TH	3.00	492	4,800	0.103		
	LT	1.00	192	1,600	0.120 *	V/C:	0.477
Northbound	RT	1.00	161	1,600	0.041	Lost Time:	0.100
	TH	2.00	450	3,200	0.141	ITS:	0.000
	LT	1.00	185	1,600	0.116 *		
Eastbound	RT	0.00	165	0	0.000	ICU:	0.577
	TH	3.00	467	4,800	0.132 *		
	LT	1.00	134	1,600	0.084	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	127	0	0.000	N-S(1):	0.310 *
	TH	3.00	605	4,800	0.153	N-S(2):	0.306
	LT	1.00	167	1,600	0.104 *	E-W(1):	0.455 *
Westbound	RT	1.00	162	1,600	0.049	E-W(2):	0.238
	TH	3.00	624	4,800	0.130		
	LT	1.00	190	1,600	0.119 *	V/C:	0.765
Northbound	RT	1.00	151	1,600	0.035	Lost Time:	0.100
	TH	2.00	660	3,200	0.206 *	ITS:	0.000
	LT	1.00	244	1,600	0.153		
Eastbound	RT	0.00	258	0	0.000	ICU:	0.865
	TH	3.00	1,353	4,800	0.336 *		
	LT	1.00	173	1,600	0.108	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 175 - VERMONT AVENUE & MANCHESTER AVENUE
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	92	0	0.000	N-S(1):	0.319 *
	TH	3.00	425	4,800	0.108	N-S(2):	0.182
	LT	2.00	143	2,880	0.050 *	E-W(1):	0.313
Westbound	RT	0.00	131	0	0.000	E-W(2):	0.336 *
	TH	3.00	1,102	4,800	0.257 *		
	LT	1.00	93	1,600	0.058	V/C:	0.655
Northbound	RT	0.00	114	0	0.000	Lost Time:	0.100
	TH	3.00	1,179	4,800	0.269 *	ITS:	0.000
	LT	2.00	212	2,880	0.074		
Eastbound	RT	0.00	84	0	0.000	ICU:	0.755
	TH	3.00	1,141	4,800	0.255		
	LT	1.00	126	1,600	0.079 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	136	0	0.000	N-S(1):	0.191 *
	TH	3.00	478	4,800	0.128	N-S(2):	0.172
	LT	2.00	170	2,880	0.059 *	E-W(1):	0.277
Westbound	RT	0.00	155	0	0.000	E-W(2):	0.280 *
	TH	3.00	858	4,800	0.211 *		
	LT	1.00	105	1,600	0.066	V/C:	0.471
Northbound	RT	0.00	135	0	0.000	Lost Time:	0.100
	TH	3.00	497	4,800	0.132 *	ITS:	0.000
	LT	2.00	127	2,880	0.044		
Eastbound	RT	0.00	124	0	0.000	ICU:	0.571
	TH	3.00	889	4,800	0.211		
	LT	1.00	111	1,600	0.069 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.256 *
	TH	3.00	726	4,800	0.178	N-S(2):	0.235
	LT	2.00	192	2,880	0.067 *	E-W(1):	0.355 *
Westbound	RT	0.00	128	0	0.000	E-W(2):	0.313
	TH	3.00	979	4,800	0.231		
	LT	1.00	101	1,600	0.063 *	V/C:	0.611
Northbound	RT	0.00	124	0	0.000	Lost Time:	0.100
	TH	3.00	783	4,800	0.189 *	ITS:	0.000
	LT	2.00	165	2,880	0.057		
Eastbound	RT	0.00	128	0	0.000	ICU:	0.711
	TH	3.00	1,274	4,800	0.292 *		
	LT	1.00	131	1,600	0.082	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 176 - VERMONT AVENUE & CENTURY BOULEVARD
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	109	0	0.000	N-S(1):	0.296 *
	TH	3.00	604	4,800	0.149	N-S(2):	0.216
	LT	2.00	122	2,880	0.042 *	E-W(1):	0.271
Westbound	RT	0.00	124	0	0.000	E-W(2):	0.309 *
	TH	3.00	930	4,800	0.220 *		
	LT	1.00	180	1,600	0.113	V/C:	0.605
Northbound	RT	1.00	130	1,600	0.025	Lost Time:	0.100
	TH	3.00	1,220	4,800	0.254 *	ITS:	0.000
	LT	2.00	192	2,880	0.067		
Eastbound	RT	0.00	66	0	0.000	ICU:	0.705
	TH	3.00	692	4,800	0.158		
	LT	1.00	142	1,600	0.089 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	127	0	0.000	N-S(1):	0.150
	TH	3.00	493	4,800	0.129 *	N-S(2):	0.179 *
	LT	2.00	115	2,880	0.040	E-W(1):	0.220 *
Westbound	RT	0.00	84	0	0.000	E-W(2):	0.218
	TH	3.00	586	4,800	0.140		
	LT	1.00	114	1,600	0.071 *	V/C:	0.399
Northbound	RT	1.00	68	1,600	0.007	Lost Time:	0.100
	TH	3.00	530	4,800	0.110	ITS:	0.000
	LT	2.00	145	2,880	0.050 *		
Eastbound	RT	0.00	106	0	0.000	ICU:	0.499
	TH	3.00	609	4,800	0.149 *		
	LT	1.00	125	1,600	0.078	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.251
	TH	3.00	751	4,800	0.181 *	N-S(2):	0.254 *
	LT	2.00	169	2,880	0.059	E-W(1):	0.309 *
Westbound	RT	0.00	52	0	0.000	E-W(2):	0.248
	TH	3.00	714	4,800	0.160		
	LT	1.00	132	1,600	0.083 *	V/C:	0.563
Northbound	RT	1.00	110	1,600	0.028	Lost Time:	0.100
	TH	3.00	920	4,800	0.192	ITS:	0.000
	LT	2.00	209	2,880	0.073 *		
Eastbound	RT	0.00	139	0	0.000	ICU:	0.663
	TH	3.00	944	4,800	0.226 *		
	LT	1.00	141	1,600	0.088	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 177 - VERMONT AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.000	N-S(1):	0.355 *
	TH	3.00	699	4,800	0.146	N-S(2):	0.271
	LT	2.00	229	2,880	0.080 *	E-W(1):	0.282
Westbound	RT	0.00	203	0	0.000	E-W(2):	0.358 *
	TH	3.00	1,199	4,800	0.292 *		
	LT	1.00	223	1,600	0.139	V/C:	0.713
Northbound	RT	0.00	139	0	0.000	Lost Time:	0.100
	TH	3.00	1,183	4,800	0.275 *	ITS:	0.000
	LT	2.00	361	2,880	0.125		
Eastbound	RT	0.00	145	0	0.000	ICU:	0.813
	TH	3.00	541	4,800	0.143		
	LT	1.00	105	1,600	0.066 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	45	1,600	0.006	N-S(1):	0.217
	TH	3.00	507	4,800	0.106 *	N-S(2):	0.229 *
	LT	2.00	150	2,880	0.052	E-W(1):	0.229 *
Westbound	RT	0.00	92	0	0.000	E-W(2):	0.155
	TH	3.00	441	4,800	0.111		
	LT	1.00	149	1,600	0.093 *	V/C:	0.458
Northbound	RT	0.00	129	0	0.000	Lost Time:	0.100
	TH	3.00	661	4,800	0.165	ITS:	0.000
	LT	2.00	354	2,880	0.123 *		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.558
	TH	3.00	504	4,800	0.136 *		
	LT	1.00	70	1,600	0.044	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	85	1,600	0.010	N-S(1):	0.353 *
	TH	3.00	698	4,800	0.145	N-S(2):	0.262
	LT	2.00	231	2,880	0.080 *	E-W(1):	0.386 *
Westbound	RT	0.00	99	0	0.000	E-W(2):	0.245
	TH	3.00	665	4,800	0.159		
	LT	1.00	170	1,600	0.106 *	V/C:	0.739
Northbound	RT	0.00	218	0	0.000	Lost Time:	0.100
	TH	3.00	1,090	4,800	0.273 *	ITS:	0.000
	LT	2.00	337	2,880	0.117		
Eastbound	RT	0.00	178	0	0.000	ICU:	0.839
	TH	3.00	1,164	4,800	0.280 *		
	LT	1.00	137	1,600	0.086	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 182 - INGLEWOOD AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	147	1,600	0.068	N-S(1):	0.331 *
	TH	2.00	624	3,200	0.195	N-S(2):	0.311
	LT	1.00	168	1,600	0.105 *	E-W(1):	0.263 *
Westbound	RT	1.00	109	1,600	0.016	E-W(2):	0.204
	TH	3.00	749	4,800	0.156		
	LT	1.00	300	1,600	0.188 *	V/C:	0.594
Northbound	RT	0.00	188	0	0.000	Lost Time:	0.100
	TH	2.00	534	3,200	0.226 *	ITS:	0.000
	LT	1.00	186	1,600	0.116		
Eastbound	RT	1.00	37	1,600	0.000	ICU:	0.694
	TH	3.00	362	4,800	0.075 *		
	LT	1.00	76	1,600	0.048	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	192	1,600	0.049	N-S(1):	0.232 *
	TH	2.00	406	3,200	0.127	N-S(2):	0.220
	LT	1.00	122	1,600	0.076 *	E-W(1):	0.243
Westbound	RT	1.00	80	1,600	0.012	E-W(2):	0.276 *
	TH	3.00	647	4,800	0.135 *		
	LT	1.00	173	1,600	0.108	V/C:	0.508
Northbound	RT	0.00	96	0	0.000	Lost Time:	0.100
	TH	2.00	404	3,200	0.156 *	ITS:	0.000
	LT	1.00	148	1,600	0.093		
Eastbound	RT	1.00	120	1,600	0.029	ICU:	0.608
	TH	3.00	650	4,800	0.135		
	LT	1.00	226	1,600	0.141 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	184	1,600	0.044	N-S(1):	0.408 *
	TH	2.00	707	3,200	0.221	N-S(2):	0.321
	LT	1.00	265	1,600	0.166 *	E-W(1):	0.332 *
Westbound	RT	1.00	124	1,600	0.000	E-W(2):	0.283
	TH	3.00	683	4,800	0.142		
	LT	1.00	155	1,600	0.097 *	V/C:	0.740
Northbound	RT	0.00	175	0	0.000	Lost Time:	0.100
	TH	2.00	599	3,200	0.242 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	1.00	178	1,600	0.061	ICU:	0.840
	TH	3.00	1,128	4,800	0.235 *		
	LT	1.00	226	1,600	0.141	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 183 - HAWTHORNE BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	241	1,600	0.111	N-S(1):	0.259
	TH	3.00	856	4,800	0.178 *	N-S(2):	0.291 *
	LT	2.00	169	2,880	0.059	E-W(1):	0.191
Westbound	RT	0.00	173	0	0.000	E-W(2):	0.318 *
	TH	3.00	973	4,800	0.239 *		
	LT	1.00	122	1,600	0.076	V/C:	0.609
Northbound	RT	1.00	122	1,600	0.038	Lost Time:	0.100
	TH	3.00	961	4,800	0.200	ITS:	0.000
	LT	2.00	326	2,880	0.113 *		
Eastbound	RT	0.00	89	0	0.000	ICU:	0.709
	TH	3.00	461	4,800	0.115		
	LT	1.00	127	1,600	0.079 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	215	1,600	0.081	N-S(1):	0.246
	TH	3.00	821	4,800	0.171 *	N-S(2):	0.255 *
	LT	2.00	242	2,880	0.084	E-W(1):	0.224
Westbound	RT	0.00	156	0	0.000	E-W(2):	0.266 *
	TH	3.00	606	4,800	0.159 *		
	LT	1.00	125	1,600	0.078	V/C:	0.521
Northbound	RT	1.00	160	1,600	0.061	Lost Time:	0.100
	TH	3.00	779	4,800	0.162	ITS:	0.000
	LT	2.00	242	2,880	0.084 *		
Eastbound	RT	0.00	144	0	0.000	ICU:	0.621
	TH	3.00	559	4,800	0.146		
	LT	1.00	171	1,600	0.107 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	181	1,600	0.068	N-S(1):	0.331
	TH	3.00	1,260	4,800	0.263 *	N-S(2):	0.342 *
	LT	2.00	382	2,880	0.133	E-W(1):	0.328 *
Westbound	RT	0.00	168	0	0.000	E-W(2):	0.253
	TH	3.00	621	4,800	0.164		
	LT	1.00	129	1,600	0.081 *	V/C:	0.670
Northbound	RT	1.00	180	1,600	0.072	Lost Time:	0.100
	TH	3.00	948	4,800	0.198	ITS:	0.000
	LT	2.00	228	2,880	0.079 *		
Eastbound	RT	0.00	175	0	0.000	ICU:	0.770
	TH	3.00	1,010	4,800	0.247 *		
	LT	1.00	143	1,600	0.089	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 184 - PRAIRIE AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	155	0	0.000	N-S(1):	0.274
	TH	3.00	822	4,800	0.204 *	N-S(2):	0.295 *
	LT	1.00	186	1,600	0.116	E-W(1):	0.353
Westbound	RT	0.00	177	0	0.000	E-W(2):	0.381 *
	TH	3.00	1,121	4,800	0.270 *		
	LT	1.00	338	1,600	0.211	V/C:	0.676
Northbound	RT	0.00	124	0	0.000	Lost Time:	0.100
	TH	3.00	634	4,800	0.158	ITS:	0.000
	LT	1.00	145	1,600	0.091 *		
Eastbound	RT	0.00	68	0	0.000	ICU:	0.776
	TH	3.00	615	4,800	0.142		
	LT	1.00	177	1,600	0.111 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	128	0	0.000	N-S(1):	0.285 *
	TH	3.00	593	4,800	0.150	N-S(2):	0.228
	LT	1.00	238	1,600	0.149 *	E-W(1):	0.288 *
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.245
	TH	3.00	669	4,800	0.164		
	LT	1.00	206	1,600	0.129 *	V/C:	0.573
Northbound	RT	0.00	139	0	0.000	Lost Time:	0.100
	TH	3.00	513	4,800	0.136 *	ITS:	0.000
	LT	1.00	124	1,600	0.078		
Eastbound	RT	0.00	78	0	0.000	ICU:	0.673
	TH	3.00	685	4,800	0.159 *		
	LT	1.00	130	1,600	0.081	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	139	0	0.000	N-S(1):	0.347 *
	TH	3.00	900	4,800	0.216	N-S(2):	0.296
	LT	1.00	260	1,600	0.163 *	E-W(1):	0.409 *
Westbound	RT	0.00	157	0	0.000	E-W(2):	0.290
	TH	3.00	750	4,800	0.189		
	LT	1.00	252	1,600	0.158 *	V/C:	0.756
Northbound	RT	0.00	178	0	0.000	Lost Time:	0.100
	TH	3.00	704	4,800	0.184 *	ITS:	0.000
	LT	1.00	128	1,600	0.080		
Eastbound	RT	0.00	123	0	0.000	ICU:	0.856
	TH	3.00	1,083	4,800	0.251 *		
	LT	1.00	162	1,600	0.101	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 185 - CRENSHAW BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	125	0	0.000	N-S(1):	0.293 *
	TH	3.00	713	4,800	0.175	N-S(2):	0.254
	LT	1.00	129	1,600	0.081 *	E-W(1):	0.267
Westbound	RT	0.00	164	0	0.000	E-W(2):	0.336 *
	TH	3.00	1,021	4,800	0.247 *		
	LT	1.00	152	1,600	0.095	V/C:	0.629
Northbound	RT	0.00	106	0	0.000	Lost Time:	0.100
	TH	3.00	913	4,800	0.212 *	ITS:	0.000
	LT	1.00	127	1,600	0.079		
Eastbound	RT	0.00	162	0	0.000	ICU:	0.729
	TH	3.00	664	4,800	0.172		
	LT	1.00	143	1,600	0.089 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	158	0	0.000	N-S(1):	0.275 *
	TH	3.00	547	4,800	0.147	N-S(2):	0.241
	LT	1.00	173	1,600	0.108 *	E-W(1):	0.252
Westbound	RT	0.00	186	0	0.000	E-W(2):	0.269 *
	TH	3.00	654	4,800	0.175 *		
	LT	1.00	140	1,600	0.088	V/C:	0.544
Northbound	RT	0.00	150	0	0.000	Lost Time:	0.100
	TH	3.00	650	4,800	0.167 *	ITS:	0.000
	LT	1.00	151	1,600	0.094		
Eastbound	RT	0.00	125	0	0.000	ICU:	0.644
	TH	3.00	661	4,800	0.164		
	LT	1.00	150	1,600	0.094 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	225	0	0.000	N-S(1):	0.286
	TH	3.00	953	4,800	0.245 *	N-S(2):	0.340 *
	LT	1.00	196	1,600	0.123	E-W(1):	0.360 *
Westbound	RT	0.00	174	0	0.000	E-W(2):	0.300
	TH	3.00	893	4,800	0.222		
	LT	1.00	160	1,600	0.100 *	V/C:	0.700
Northbound	RT	0.00	159	0	0.000	Lost Time:	0.100
	TH	3.00	623	4,800	0.163	ITS:	0.000
	LT	1.00	152	1,600	0.095 *		
Eastbound	RT	0.00	176	0	0.000	ICU:	0.800
	TH	3.00	1,072	4,800	0.260 *		
	LT	1.00	124	1,600	0.078	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 186 - WESTERN AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	71	0	0.000	N-S(1):	0.269
	TH	2.00	578	3,200	0.203 *	N-S(2):	0.317 *
	LT	1.00	73	1,600	0.046	E-W(1):	0.261
Westbound	RT	0.00	133	0	0.000	E-W(2):	0.320 *
	TH	3.00	1,149	4,800	0.267 *		
	LT	1.00	92	1,600	0.058	V/C:	0.637
Northbound	RT	1.00	91	1,600	0.028	Lost Time:	0.100
	TH	2.00	713	3,200	0.223	ITS:	0.000
	LT	1.00	182	1,600	0.114 *		
Eastbound	RT	0.00	96	0	0.000	ICU:	0.737
	TH	3.00	879	4,800	0.203		
	LT	1.00	85	1,600	0.053 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	104	0	0.000	N-S(1):	0.238
	TH	2.00	454	3,200	0.174 *	N-S(2):	0.265 *
	LT	1.00	141	1,600	0.088	E-W(1):	0.238 *
Westbound	RT	0.00	133	0	0.000	E-W(2):	0.229
	TH	3.00	698	4,800	0.173		
	LT	1.00	98	1,600	0.061 *	V/C:	0.503
Northbound	RT	1.00	121	1,600	0.045	Lost Time:	0.100
	TH	2.00	480	3,200	0.150	ITS:	0.000
	LT	1.00	146	1,600	0.091 *		
Eastbound	RT	0.00	144	0	0.000	ICU:	0.603
	TH	3.00	704	4,800	0.177 *		
	LT	1.00	90	1,600	0.056	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	102	0	0.000	N-S(1):	0.288
	TH	2.00	714	3,200	0.255 *	N-S(2):	0.366 *
	LT	1.00	137	1,600	0.086	E-W(1):	0.372 *
Westbound	RT	0.00	77	0	0.000	E-W(2):	0.299
	TH	3.00	993	4,800	0.223		
	LT	1.00	141	1,600	0.088 *	V/C:	0.738
Northbound	RT	1.00	116	1,600	0.028	Lost Time:	0.100
	TH	2.00	646	3,200	0.202	ITS:	0.000
	LT	1.00	177	1,600	0.111 *		
Eastbound	RT	0.00	185	0	0.000	ICU:	0.838
	TH	3.00	1,180	4,800	0.284 *		
	LT	1.00	121	1,600	0.076	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 187 - VERMONT AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	109	1,600	0.035	N-S(1):	0.264 *
	TH	3.00	484	4,800	0.101	N-S(2):	0.194
	LT	1.00	201	1,600	0.126 *	E-W(1):	0.306
Westbound	RT	0.00	168	0	0.000	E-W(2):	0.399 *
	TH	3.00	1,430	4,800	0.333 *		
	LT	1.00	127	1,600	0.079	V/C:	0.663
Northbound	RT	0.00	119	0	0.000	Lost Time:	0.100
	TH	3.00	544	4,800	0.138 *	ITS:	0.000
	LT	1.00	148	1,600	0.093		
Eastbound	RT	0.00	62	0	0.000	ICU:	0.763
	TH	3.00	1,029	4,800	0.227		
	LT	1.00	106	1,600	0.066 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	94	1,600	0.029	N-S(1):	0.228 *
	TH	3.00	320	4,800	0.067	N-S(2):	0.130
	LT	1.00	214	1,600	0.134 *	E-W(1):	0.295 *
Westbound	RT	0.00	137	0	0.000	E-W(2):	0.283
	TH	3.00	939	4,800	0.224		
	LT	1.00	136	1,600	0.085 *	V/C:	0.523
Northbound	RT	0.00	129	0	0.000	Lost Time:	0.100
	TH	3.00	323	4,800	0.094 *	ITS:	0.000
	LT	1.00	101	1,600	0.063		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.623
	TH	3.00	940	4,800	0.210 *		
	LT	1.00	95	1,600	0.059	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	95	1,600	0.014	N-S(1):	0.329 *
	TH	3.00	753	4,800	0.157	N-S(2):	0.245
	LT	1.00	242	1,600	0.151 *	E-W(1):	0.371
Westbound	RT	0.00	191	0	0.000	E-W(2):	0.373 *
	TH	3.00	1,162	4,800	0.282 *		
	LT	1.00	150	1,600	0.094	V/C:	0.702
Northbound	RT	0.00	173	0	0.000	Lost Time:	0.100
	TH	3.00	681	4,800	0.178 *	ITS:	0.000
	LT	1.00	140	1,600	0.088		
Eastbound	RT	0.00	115	0	0.000	ICU:	0.802
	TH	3.00	1,215	4,800	0.277		
	LT	1.00	145	1,600	0.091 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 188 - PRAIRIE AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	112	0	0.000	N-S(1):	0.363
	TH	3.00	934	4,800	0.218 *	N-S(2):	0.417 *
	LT	1.00	193	1,600	0.121	E-W(1):	0.226
Westbound	RT	0.00	278	0	0.000	E-W(2):	0.366 *
	TH	3.00	1,050	4,800	0.277 *		
	LT	1.00	119	1,600	0.074	V/C:	0.783
Northbound	RT	0.00	123	0	0.000	Lost Time:	0.100
	TH	3.00	1,037	4,800	0.242	ITS:	0.000
	LT	1.00	318	1,600	0.199 *		
Eastbound	RT	0.00	155	0	0.000	ICU:	0.883
	TH	3.00	575	4,800	0.152		
	LT	1.00	143	1,600	0.089 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	109	0	0.000	N-S(1):	0.264
	TH	3.00	681	4,800	0.165 *	N-S(2):	0.296 *
	LT	1.00	207	1,600	0.129	E-W(1):	0.231 *
Westbound	RT	0.00	194	0	0.000	E-W(2):	0.218
	TH	3.00	540	4,800	0.153		
	LT	1.00	143	1,600	0.089 *	V/C:	0.527
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	3.00	547	4,800	0.135	ITS:	0.000
	LT	1.00	210	1,600	0.131 *		
Eastbound	RT	0.00	157	0	0.000	ICU:	0.627
	TH	3.00	524	4,800	0.142 *		
	LT	1.00	104	1,600	0.065	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	113	0	0.000	N-S(1):	0.367
	TH	3.00	1,037	4,800	0.240 *	N-S(2):	0.369 *
	LT	1.00	290	1,600	0.181	E-W(1):	0.420 *
Westbound	RT	0.00	235	0	0.000	E-W(2):	0.274
	TH	3.00	684	4,800	0.191		
	LT	1.00	153	1,600	0.096 *	V/C:	0.789
Northbound	RT	0.00	105	0	0.000	Lost Time:	0.100
	TH	3.00	788	4,800	0.186	ITS:	0.000
	LT	1.00	206	1,600	0.129 *		
Eastbound	RT	0.00	295	0	0.000	ICU:	0.889
	TH	3.00	1,262	4,800	0.324 *		
	LT	1.00	133	1,600	0.083	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 189 - CRENSHAW BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	244	1,600	0.060	N-S(1):	0.320 *
	TH	3.00	755	4,800	0.157	N-S(2):	0.306
	LT	1.00	132	1,600	0.083 *	E-W(1):	0.213
Westbound	RT	0.00	275	0	0.000	E-W(2):	0.462 *
	TH	3.00	1,053	4,800	0.277 *		
	LT	1.00	126	1,600	0.079	V/C:	0.782
Northbound	RT	1.00	99	1,600	0.023	Lost Time:	0.100
	TH	3.00	1,138	4,800	0.237 *	ITS:	0.000
	LT	1.00	239	1,600	0.149		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.882
	TH	3.00	554	4,800	0.134		
	LT	1.00	296	1,600	0.185 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	207	1,600	0.042	N-S(1):	0.249 *
	TH	3.00	660	4,800	0.138	N-S(2):	0.222
	LT	1.00	133	1,600	0.083 *	E-W(1):	0.194
Westbound	RT	0.00	173	0	0.000	E-W(2):	0.305 *
	TH	3.00	446	4,800	0.129 *		
	LT	1.00	119	1,600	0.074	V/C:	0.554
Northbound	RT	1.00	84	1,600	0.015	Lost Time:	0.100
	TH	3.00	798	4,800	0.166 *	ITS:	0.000
	LT	1.00	134	1,600	0.084		
Eastbound	RT	0.00	111	0	0.000	ICU:	0.654
	TH	3.00	467	4,800	0.120		
	LT	1.00	281	1,600	0.176 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.041	N-S(1):	0.298
	TH	3.00	1,188	4,800	0.248 *	N-S(2):	0.316 *
	LT	1.00	216	1,600	0.135	E-W(1):	0.358 *
Westbound	RT	0.00	188	0	0.000	E-W(2):	0.352
	TH	3.00	568	4,800	0.158		
	LT	1.00	138	1,600	0.086 *	V/C:	0.674
Northbound	RT	1.00	83	1,600	0.009	Lost Time:	0.100
	TH	3.00	780	4,800	0.163	ITS:	0.000
	LT	1.00	108	1,600	0.068 *		
Eastbound	RT	0.00	175	0	0.000	ICU:	0.774
	TH	3.00	1,130	4,800	0.272 *		
	LT	1.00	310	1,600	0.194	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 190 - WESTERN AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	232	1,600	0.094	N-S(1):	0.220
	TH	2.00	461	3,200	0.144 *	N-S(2):	0.265 *
	LT	1.00	53	1,600	0.033	E-W(1):	0.214
Westbound	RT	0.00	155	0	0.000	E-W(2):	0.433 *
	TH	3.00	1,434	4,800	0.331 *		
	LT	1.00	101	1,600	0.063	V/C:	0.698
Northbound	RT	0.00	68	0	0.000	Lost Time:	0.100
	TH	2.00	530	3,200	0.187	ITS:	0.000
	LT	1.00	194	1,600	0.121 *		
Eastbound	RT	0.00	127	0	0.000	ICU:	0.798
	TH	3.00	600	4,800	0.151		
	LT	1.00	163	1,600	0.102 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	175	1,600	0.071	N-S(1):	0.196 *
	TH	2.00	343	3,200	0.107	N-S(2):	0.186
	LT	1.00	73	1,600	0.046 *	E-W(1):	0.203
Westbound	RT	0.00	104	0	0.000	E-W(2):	0.222 *
	TH	3.00	588	4,800	0.144 *		
	LT	1.00	110	1,600	0.069	V/C:	0.418
Northbound	RT	0.00	118	0	0.000	Lost Time:	0.100
	TH	2.00	361	3,200	0.150 *	ITS:	0.000
	LT	1.00	126	1,600	0.079		
Eastbound	RT	0.00	124	0	0.000	ICU:	0.518
	TH	3.00	520	4,800	0.134		
	LT	1.00	124	1,600	0.078 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	219	1,600	0.088	N-S(1):	0.281 *
	TH	2.00	553	3,200	0.173	N-S(2):	0.276
	LT	1.00	101	1,600	0.063 *	E-W(1):	0.378 *
Westbound	RT	0.00	98	0	0.000	E-W(2):	0.276
	TH	3.00	755	4,800	0.178		
	LT	1.00	81	1,600	0.051 *	V/C:	0.659
Northbound	RT	0.00	121	0	0.000	Lost Time:	0.100
	TH	2.00	577	3,200	0.218 *	ITS:	0.000
	LT	1.00	164	1,600	0.103		
Eastbound	RT	0.00	197	0	0.000	ICU:	0.759
	TH	3.00	1,371	4,800	0.327 *		
	LT	1.00	157	1,600	0.098	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 191 - VERMONT AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	85	1,600	0.036	N-S(1):	0.186 *
	TH	3.00	358	4,800	0.075	N-S(2):	0.117
	LT	1.00	155	1,600	0.097 *	E-W(1):	0.222
Westbound	RT	0.00	114	0	0.000	E-W(2):	0.418 *
	TH	3.00	1,727	4,800	0.384 *		
	LT	1.00	108	1,600	0.068	V/C:	0.604
Northbound	RT	1.00	101	1,600	0.029	Lost Time:	0.100
	TH	3.00	426	4,800	0.089 *	ITS:	0.000
	LT	1.00	67	1,600	0.042		
Eastbound	RT	0.00	53	0	0.000	ICU:	0.704
	TH	3.00	688	4,800	0.154		
	LT	1.00	55	1,600	0.034 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	162	1,600	0.086 *	N-S(1):	0.108
	TH	3.00	318	4,800	0.066	N-S(2):	0.119 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.181 *
Westbound	RT	0.00	73	0	0.000	E-W(2):	0.181 *
	TH	3.00	654	4,800	0.151 *		
	LT	1.00	61	1,600	0.038 *	V/C:	0.300
Northbound	RT	1.00	44	1,600	0.008	Lost Time:	0.100
	TH	3.00	279	4,800	0.058	ITS:	0.000
	LT	1.00	53	1,600	0.033 *		
Eastbound	RT	0.00	44	0	0.000	ICU:	0.400
	TH	3.00	641	4,800	0.143 *		
	LT	1.00	48	1,600	0.030 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	65	1,600	0.012	N-S(1):	0.178 *
	TH	3.00	394	4,800	0.082	N-S(2):	0.129
	LT	1.00	129	1,600	0.081 *	E-W(1):	0.342 *
Westbound	RT	0.00	72	0	0.000	E-W(2):	0.232
	TH	3.00	766	4,800	0.175		
	LT	1.00	76	1,600	0.048 *	V/C:	0.520
Northbound	RT	1.00	77	1,600	0.024	Lost Time:	0.100
	TH	3.00	465	4,800	0.097 *	ITS:	0.000
	LT	1.00	75	1,600	0.047		
Eastbound	RT	0.00	89	0	0.000	ICU:	0.620
	TH	3.00	1,321	4,800	0.294 *		
	LT	1.00	91	1,600	0.057	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 192 - AVIATION BOULEVARD & ARTESIA BOULEVARD
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	216	0	0.000	N-S(1):	0.518 *
	TH	2.00	487	3,200	0.220	N-S(2):	0.310
	LT	1.00	104	1,600	0.065 *	E-W(1):	0.299
Westbound	RT	0.00	197	0	0.000	E-W(2):	0.444 *
	TH	2.00	802	3,200	0.312 *		
	LT	1.00	183	1,600	0.114	V/C:	0.962
Northbound	RT	0.00	139	0	0.000	Lost Time:	0.100
	TH	2.00	1,312	3,200	0.453 *	ITS:	0.000
	LT	1.00	144	1,600	0.090		
Eastbound	RT	0.00	56	0	0.000	ICU:	1.062
	TH	2.00	535	3,200	0.185		
	LT	1.00	211	1,600	0.132 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	131	0	0.000	N-S(1):	0.303 *
	TH	2.00	609	3,200	0.231	N-S(2):	0.299
	LT	1.00	177	1,600	0.111 *	E-W(1):	0.331 *
Westbound	RT	0.00	156	0	0.000	E-W(2):	0.319
	TH	2.00	507	3,200	0.207		
	LT	1.00	228	1,600	0.143 *	V/C:	0.634
Northbound	RT	0.00	139	0	0.000	Lost Time:	0.100
	TH	2.00	474	3,200	0.192 *	ITS:	0.000
	LT	1.00	109	1,600	0.068		
Eastbound	RT	0.00	72	0	0.000	ICU:	0.734
	TH	2.00	530	3,200	0.188 *		
	LT	1.00	179	1,600	0.112	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	118	0	0.000	N-S(1):	0.445
	TH	2.00	1,233	3,200	0.422 *	N-S(2):	0.497 *
	LT	1.00	256	1,600	0.160	E-W(1):	0.456 *
Westbound	RT	0.00	141	0	0.000	E-W(2):	0.362
	TH	2.00	638	3,200	0.243		
	LT	1.00	289	1,600	0.181 *	V/C:	0.953
Northbound	RT	0.00	157	0	0.000	Lost Time:	0.100
	TH	2.00	756	3,200	0.285	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	135	0	0.000	ICU:	1.053
	TH	2.00	746	3,200	0.275 *		
	LT	1.00	190	1,600	0.119	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 193 - AVIATION BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	128	1,600	0.001	N-S(1):	0.437 *
	TH	2.00	614	3,200	0.192	N-S(2):	0.231
	LT	2.00	97	2,880	0.034 *	E-W(1):	0.260
Westbound	RT	1.00	335	1,600	0.193	E-W(2):	0.358 *
	TH	2.00	638	3,200	0.199 *		
	LT	2.00	230	2,880	0.080	V/C:	0.795
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	1,814	4,800	0.403 *	ITS:	0.000
	LT	1.00	63	1,600	0.039		
Eastbound	RT	1.00	97	1,600	0.041	ICU:	0.895
	TH	2.00	577	3,200	0.180		
	LT	1.00	254	1,600	0.159 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	213	1,600	0.072	N-S(1):	0.270
	TH	2.00	754	3,200	0.236 *	N-S(2):	0.334 *
	LT	2.00	145	2,880	0.050	E-W(1):	0.251
Westbound	RT	1.00	149	1,600	0.068	E-W(2):	0.290 *
	TH	2.00	535	3,200	0.167 *		
	LT	2.00	231	2,880	0.080	V/C:	0.624
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	3.00	895	4,800	0.220	ITS:	0.000
	LT	1.00	157	1,600	0.098 *		
Eastbound	RT	1.00	139	1,600	0.038	ICU:	0.724
	TH	2.00	546	3,200	0.171		
	LT	1.00	197	1,600	0.123 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	401	1,600	0.193	N-S(1):	0.300
	TH	2.00	1,313	3,200	0.410 *	N-S(2):	0.518 *
	LT	2.00	297	2,880	0.103	E-W(1):	0.361 *
Westbound	RT	1.00	128	1,600	0.028	E-W(2):	0.321
	TH	2.00	655	3,200	0.205		
	LT	2.00	432	2,880	0.150 *	V/C:	0.879
Northbound	RT	0.00	137	0	0.000	Lost Time:	0.100
	TH	3.00	809	4,800	0.197	ITS:	0.000
	LT	1.00	172	1,600	0.108 *		
Eastbound	RT	1.00	172	1,600	0.054	ICU:	0.979
	TH	2.00	675	3,200	0.211 *		
	LT	1.00	186	1,600	0.116	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 196 - PRAIRIE AVENUE & FLORENCE AVENUE
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.008
	TH	0.00	0	0	0.000 *	N-S(2):	0.263 *
	LT	0.00	0	0	0.000	E-W(1):	0.552 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.343
	TH	3.00	1,648	4,800	0.343		
	LT	1.00	433	1,600	0.271 *	V/C:	0.815
Northbound	RT	1.00	445	1,600	0.008	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	757	2,880	0.263 *		
Eastbound	RT	1.00	449	1,600	0.281 *	ICU:	0.915
	TH	3.00	838	4,800	0.175		
	LT	0.00	0	0	0.000	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.000
	TH	0.00	0	0	0.000 *	N-S(2):	0.111 *
	LT	0.00	0	0	0.000	E-W(1):	0.360 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.159
	TH	3.00	764	4,800	0.159		
	LT	1.00	254	1,600	0.159 *	V/C:	0.471
Northbound	RT	1.00	251	1,600	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	320	2,880	0.111 *		
Eastbound	RT	1.00	322	1,600	0.201 *	ICU:	0.571
	TH	3.00	763	4,800	0.159		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.061
	TH	0.00	0	0	0.000 *	N-S(2):	0.155 *
	LT	0.00	0	0	0.000	E-W(1):	0.526 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.200
	TH	3.00	961	4,800	0.200		
	LT	1.00	317	1,600	0.198 *	V/C:	0.681
Northbound	RT	1.00	415	1,600	0.061	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	447	2,880	0.155 *		
Eastbound	RT	1.00	524	1,600	0.328 *	ICU:	0.781
	TH	3.00	1,541	4,800	0.321		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 197 - PRAIRIE AVENUE & LENNOX BOULEVARD
Description: BASELINE (2010) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	168	0	0.000	N-S(1):	0.262
	TH	3.00	1,091	4,800	0.262 *	N-S(2):	0.350 *
	LT	1.00	1	1,600	0.001	E-W(1):	0.061
Westbound	RT	0.00	7	0	0.000	E-W(2):	0.088 *
	TH	1.00	4	1,600	0.007 *		
	LT	0.00	0	0	0.000	V/C:	0.438
Northbound	RT	0.00	7	0	0.000	Lost Time:	0.100
	TH	3.00	1,248	4,800	0.261	ITS:	0.000
	LT	1.00	141	1,600	0.088 *		
Eastbound	RT	1.00	168	1,600	0.061	ICU:	0.538
	TH	2.00	4	3,200	0.042		
	LT	0.00	130	1,600	0.081 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	103	0	0.000	N-S(1):	0.209
	TH	3.00	880	4,800	0.205 *	N-S(2):	0.276 *
	LT	1.00	4	1,600	0.003	E-W(1):	0.045
Westbound	RT	0.00	9	0	0.000	E-W(2):	0.092 *
	TH	1.00	3	1,600	0.009 *		
	LT	0.00	3	1,600	0.002	V/C:	0.368
Northbound	RT	0.00	6	0	0.000	Lost Time:	0.100
	TH	3.00	981	4,800	0.206	ITS:	0.000
	LT	1.00	113	1,600	0.071 *		
Eastbound	RT	1.00	112	1,600	0.035	ICU:	0.468
	TH	2.00	4	3,200	0.043		
	LT	0.00	132	1,600	0.083 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	115	0	0.000	N-S(1):	0.277
	TH	3.00	1,402	4,800	0.316 *	N-S(2):	0.395 *
	LT	1.00	14	1,600	0.009	E-W(1):	0.089
Westbound	RT	0.00	6	0	0.000	E-W(2):	0.111 *
	TH	1.00	2	1,600	0.005 *		
	LT	0.00	0	0	0.000	V/C:	0.506
Northbound	RT	0.00	6	0	0.000	Lost Time:	0.100
	TH	3.00	1,281	4,800	0.268	ITS:	0.000
	LT	1.00	127	1,600	0.079 *		
Eastbound	RT	1.00	206	1,600	0.089	ICU:	0.606
	TH	2.00	6	3,200	0.055		
	LT	0.00	170	1,600	0.106 *	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Traffix

LAX SPAS
BASELINE (2010) CONDITIONS - AM PEAK HOUR

Scenario Report

Scenario:	AM
Command:	AM
Volume:	AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
BASELINE (2010) CONDITIONS - AM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	C	xxxxx	0.780	C	xxxxx	0.780	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	D	xxxxx	0.803	D	xxxxx	0.803	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	C	xxxxx	0.790	C	xxxxx	0.790	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	B	xxxxx	0.609	B	xxxxx	0.609	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	F	xxxxx	1.140	F	xxxxx	1.140	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	B	xxxxx	0.671	B	xxxxx	0.671	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	C	xxxxx	0.747	C	xxxxx	0.747	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	A	xxxxx	0.584	A	xxxxx	0.584	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	B	xxxxx	0.700	B	xxxxx	0.700	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.454	A	xxxxx	0.454	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	C	xxxxx	0.736	C	xxxxx	0.736	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.348	A	xxxxx	0.348	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.482	A	xxxxx	0.482	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.375	A	xxxxx	0.375	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	D	xxxxx	0.830	D	xxxxx	0.830	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	D	xxxxx	0.889	D	xxxxx	0.889	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	B	13.4	0.303	B	13.4	0.303	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	A	xxxxx	0.491	A	xxxxx	0.491	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	E	xxxxx	0.968	E	xxxxx	0.968	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.546	A	xxxxx	0.546	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.497	A	xxxxx	0.497	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	A	xxxxx	0.557	A	xxxxx	0.557	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	D	xxxxx	0.826	D	xxxxx	0.826	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.637	B	xxxxx	0.637	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.658	B	xxxxx	0.658	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	D	xxxxx	0.894	D	xxxxx	0.894	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx	0.547	A	xxxxx	0.547	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.505	A	xxxxx	0.505	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	B	xxxxx	0.646	B	xxxxx	0.646	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx	0.493	A	xxxxx	0.493	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	C	21.6	0.802	C	21.6	0.802	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	C	20.3	0.784	C	20.3	0.784	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	C	xxxxx	0.764	C	xxxxx	0.764	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	C	17.1	0.342	C	17.1	0.342	+ 0.000 D/V

LAX SPAS
BASELINE (2010) CONDITIONS - AM PEAK HOUR

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

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec):	130	Critical Vol./Cap.(X):	0.780
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	129	Level Of Service:	C

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:												
Base Vol:	656	1365	232	44	662	49	54	196	336	303	661	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	656	1365	232	44	662	49	54	196	336	303	661	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	656	1365	232	44	662	49	54	196	336	303	661	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	656	1365	232	44	662	49	54	196	336	303	661	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	722	1365	232	48	662	49	54	196	370	333	661	213
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.51	0.49
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	2080	670
Capacity Analysis Module:												
Vol/Sat:	0.26	0.33	0.17	0.02	0.16	0.04	0.04	0.05	0.13	0.12	0.32	0.32
Crit Volume:	361				221			54			437	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) CONDITIONS - AM PEAK HOUR

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

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	75	Critical Vol./Cap.(X):	0.803
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	Level Of Service:	D

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	127	1350	122	82	684	23	59	513	106	77	422	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	1350	122	82	684	23	59	513	106	77	422	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	1350	122	82	684	23	59	513	106	77	422	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1350	122	82	684	23	59	513	106	77	422	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	1350	122	82	684	23	59	513	106	77	422	100
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.93	0.07	1.00	1.66	0.34	1.00	1.62	0.38
Final Sat.:	1500	2751	249	1500	2902	98	1500	2486	514	1500	2425	575
Capacity Analysis Module:												
Vol/Sat:	0.08	0.49	0.49	0.05	0.24	0.24	0.04	0.21	0.21	0.05	0.17	0.17
Crit Volume:		736		82				310			77	
Crit Moves:		****		****				****			****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) CONDITIONS - AM PEAK HOUR

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

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.790
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: C

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 2	0 1	1	0 2	0 1	1	0 2 0 1
Volume Module:												
Base Vol:	48	1364	91	66	660	82	186	657	52	63	400	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	1364	91	66	660	82	186	657	52	63	400	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	1364	91	66	660	82	186	657	52	63	400	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1364	91	66	660	82	186	657	52	63	400	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	1364	91	66	660	82	186	657	52	63	400	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2812	188	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.49	0.48	0.04	0.22	0.05	0.12	0.22	0.03	0.04	0.13	0.04
Crit Volume:		728			66			329			63	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) CONDITIONS - AM PEAK HOUR

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

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.609
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: B

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0	1	1	0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	105	273	115	28	162	60	59	932	58	71	636	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	273	115	28	162	60	59	932	58	71	636	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	273	115	28	162	60	59	932	58	71	636	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	273	115	28	162	60	59	932	58	71	636	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	273	115	28	162	60	59	932	58	71	636	27
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2638	112
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.08	0.02	0.12	0.04	0.04	0.34	0.04	0.05	0.24	0.24
Crit Volume:		273			28			466			71	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) CONDITIONS - AM PEAK HOUR

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

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.140
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1 1	0	2	0 2	0 1	1	0 2	0 1	1	0 1 1 0
Volume Module:												
Base Vol:	175	1551	130	123	530	128	301	864	61	104	556	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	1551	130	123	530	128	301	864	61	104	556	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	1551	130	123	530	128	301	864	61	104	556	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	1551	130	123	530	128	301	864	61	104	556	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	1551	130	135	530	128	301	864	61	104	556	162
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.85	0.15	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.55	0.45
Final Sat.:	2750	2537	213	2750	2750	1375	1375	2750	1375	1375	2130	620
Capacity Analysis Module:												
Vol/Sat:	0.07	0.61	0.61	0.05	0.19	0.09	0.22	0.31	0.04	0.08	0.26	0.26
Crit Volume:		841			68			301			359	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) CONDITIONS - AM PEAK HOUR

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

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.671
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1	1	0	2 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	43	262	155	183	276	76	112	985	61	183	545	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	262	155	183	276	76	112	985	61	183	545	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	262	155	183	276	76	112	985	61	183	545	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	262	155	183	276	76	112	985	61	183	545	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	262	155	183	276	76	112	985	61	183	545	138
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.26	0.74	1.00	1.57	0.43	1.00	2.83	0.17	1.00	1.60	0.40
Final Sat.:	1375	1728	1022	1375	2156	594	1375	3884	241	1375	2194	556
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.15	0.13	0.13	0.13	0.08	0.25	0.25	0.13	0.25	0.25
Crit Volume:			209	183					349	183		
Crit Moves:			****	****					****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) CONDITIONS - AM PEAK HOUR

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

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.747
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 112 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:																				
Base Vol:	117	776	143	33	360	74	267	1069	61	75	661	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	776	143	33	360	74	267	1069	61	75	661	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	776	143	33	360	74	267	1069	61	75	661	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	776	143	33	360	74	267	1069	61	75	661	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	129	776	143	33	360	74	294	1069	61	83	661	55
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.89	0.11	2.00	2.77	0.23
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2602	148	2750	3808	317
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.28	0.10	0.02	0.13	0.05	0.11	0.41	0.41	0.03	0.17	0.17
Crit Volume:		388			33			565			41	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) CONDITIONS - AM PEAK HOUR

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

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: A

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:																				
Base Vol:	8	15	7	208	14	142	309	785	6	6	599	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	15	7	208	14	142	309	785	6	6	599	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	15	7	208	14	142	309	785	6	6	599	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	15	7	208	14	142	309	785	6	6	599	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	15	7	208	14	142	309	785	6	6	599	265
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.09	0.91	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	128	1297	1425	2828	22	1425	2850	1425
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.01	0.00	0.15	0.11	0.11	0.22	0.28	0.28	0.00	0.21	0.19
Crit Volume:		15			208			309			300	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) CONDITIONS - AM PEAK HOUR

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

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: B

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	0	1
Volume Module:																				
Base Vol:	33	679	346	109	310	213	438	651	24	261	545	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	679	346	109	310	213	438	651	24	261	545	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	679	346	109	310	213	438	651	24	261	545	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	679	346	109	310	213	438	651	24	261	545	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	33	679	346	109	310	213	482	651	24	287	545	105
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.93	0.07	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2652	98	2750	2750	1375
Capacity Analysis Module:																				
Vol/Sat:	0.02	0.25	0.25	0.08	0.11	0.15	0.18	0.25	0.25	0.10	0.20	0.08
Crit Volume:		340			109			241			273	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) CONDITIONS - AM PEAK HOUR

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

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.454
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!!	0	0
Volume Module:																				
Base Vol:	0	1084	1107	0	413	4	0	0	0	769	2	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1084	1107	0	413	4	0	0	0	769	2	8
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1084	0	0	413	4	0	0	0	769	2	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1084	0	0	413	4	0	0	0	769	2	8
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1084	0	0	413	4	0	0	0	846	2	8
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.97	0.03	0.00	0.00	0.00	2.96	0.01	0.03
Final Sat.:	0	4275	1425	0	4234	41	0	0	0	4225	10	40
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.25	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.20	0.20	0.20
Crit Volume:		361			0			0			285	
Crit Moves:		****			****						****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) CONDITIONS - AM PEAK HOUR

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

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.736
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 107 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 1	0	1	0 2	0 2	2	0 1	1 0	2	0 2 1 0
Volume Module:												
Base Vol:	38	1518	136	50	685	470	426	231	14	94	243	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	1518	136	50	685	470	426	231	14	94	243	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	1518	136	50	685	470	426	231	14	94	243	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1518	136	50	685	470	426	231	14	94	243	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00
FinalVolume:	38	1518	136	50	685	517	469	231	14	103	243	176
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.75	0.25	1.00	2.00	2.00	2.00	1.89	0.11	2.00	2.00	1.00
Final Sat.:	1375	3786	339	1375	2750	2750	2750	2593	157	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.40	0.04	0.25	0.19	0.17	0.09	0.09	0.04	0.09	0.13
Crit Volume:			551	50			234					176
Crit Moves:			****	****			****					****

LAX SPAS
BASELINE (2010) CONDITIONS - AM PEAK HOUR

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

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.348
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0 1	0	1	0 1	0 1	1	0 3	0 1	1	0 2 1 0
Volume Module:												
Base Vol:	315	24	25	4	21	37	39	629	160	14	684	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	24	25	4	21	37	39	629	160	14	684	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	315	24	25	4	21	37	39	629	160	14	684	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	24	25	4	21	37	39	629	160	14	684	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	347	24	25	4	21	37	39	629	160	14	684	5
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.49	0.51	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.98	0.02
Final Sat.:	2750	673	702	1375	1375	1375	1375	4125	1375	1375	4095	30
Capacity Analysis Module:												
Vol/Sat:	0.13	0.04	0.04	0.00	0.02	0.03	0.03	0.15	0.12	0.01	0.17	0.17
Crit Volume:	173					37	39				230	
Crit Moves:	****					****	****				****	

LAX SPAS
BASELINE (2010) CONDITIONS - AM PEAK HOUR

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

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.482
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0	0 0 0	2	0	2 0 0	0	0	2 1 1
Volume Module:												
Base Vol:	129	42	237	0	0	0	252	637	0	0	808	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	42	237	0	0	0	252	637	0	0	808	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	42	237	0	0	0	252	637	0	0	808	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	42	237	0	0	0	252	637	0	0	808	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	142	42	237	0	0	0	277	637	0	0	808	195
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.15	0.85	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	215	1210	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.20	0.00	0.00	0.00	0.10	0.22	0.00	0.00	0.19	0.14
Crit Volume:			279			0	139				269	
Crit Moves:			****				****				****	

LAX SPAS
BASELINE (2010) CONDITIONS - AM PEAK HOUR

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

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.375
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0 1	0	0	4 0 1	2	0	2 0 0
Volume Module:												
Base Vol:	0	0	0	124	0	298	0	726	190	329	488	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	124	0	298	0	726	190	329	488	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	124	0	298	0	726	190	329	488	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	124	0	298	0	726	190	329	488	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	136	0	328	0	726	190	362	488	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	0.00	4.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1425	0	2850	0	5700	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.12	0.00	0.13	0.13	0.13	0.17	0.00
Crit Volume:			0			164			190	181		
Crit Moves:						****			****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) CONDITIONS - AM PEAK HOUR

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

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.830
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 134 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	8	539	120	579	193	18	11	65	11	183	11	273
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	539	120	579	193	18	11	65	11	183	11	273
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	539	120	579	193	18	11	65	11	183	11	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	539	120	579	193	18	11	65	11	183	11	273
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	539	120	579	193	18	11	65	11	183	11	273
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	1.62	0.36	1.00	0.95	0.05	0.12	0.75	0.13	0.94	0.06	1.00
Final Sat.:	34	2303	513	1425	1360	65	180	1065	180	1344	81	1425
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.41	0.14	0.28	0.06	0.06	0.06	0.14	0.14	0.19
Crit Volume:		334		579					87	183		
Crit Moves:		****		****					****	****		

LAX SPAS
BASELINE (2010) CONDITIONS - AM PEAK HOUR

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

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.889
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	91	949	131	151	558	104	216	1342	114	271	1234	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	949	131	151	558	104	216	1342	114	271	1234	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	949	131	151	558	104	216	1342	114	271	1234	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	949	131	151	558	104	216	1342	114	271	1234	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	91	949	131	151	558	104	238	1342	114	298	1234	170
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.35	0.10	0.11	0.20	0.08	0.09	0.33	0.08	0.11	0.30	0.12
Crit Volume:		475		151				447		149		
Crit Moves:		****		****				****		****		

LAX SPAS
BASELINE (2010) CONDITIONS - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[13.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	0	0	0	0	1	0	2	0	0
Volume Module:																
Base Vol:	0	0	187	0	0	0	0	776	48	113	481	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	187	0	0	0	0	776	48	113	481	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	187	0	0	0	0	776	48	113	481	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	187	0	0	0	0	776	48	113	481	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	388	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	824	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	616	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	815	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	616	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	815	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.30	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx
Control Del:	xxxxx	xxxx	13.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.1	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		13.4			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) CONDITIONS - AM PEAK HOUR

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

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	141	2016	18	41	1056	66	89	57	47	55	64	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	2016	18	41	1056	66	89	57	47	55	64	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	2016	18	41	1056	66	89	57	47	55	64	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	2016	18	41	1056	66	89	57	47	55	64	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	2016	18	41	1056	66	89	57	47	55	64	59
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.96	0.04	1.00	2.82	0.18	1.00	2.00	1.00	1.00	1.04	0.96
Final Sat.:	1425	5650	50	1425	4024	251	1425	2850	1425	1425	1483	1367
Capacity Analysis Module:																				
Vol/Sat:	0.10	0.36	0.36	0.03	0.26	0.26	0.06	0.02	0.03	0.04	0.04	0.04
Crit Volume:		509		41			89					62
Crit Moves:		****		****			****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) CONDITIONS - AM PEAK HOUR

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

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.968
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	148	558	185	114	359	49	148	1420	101	339	979	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	558	185	114	359	49	148	1420	101	339	979	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	558	185	114	359	49	148	1420	101	339	979	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	558	185	114	359	49	148	1420	101	339	979	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	558	185	114	359	49	148	1420	101	339	979	110
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.50	0.50	1.00	1.76	0.24	1.00	2.80	0.20	1.00	3.00	1.00
Final Sat.:	1375	2065	685	1375	2420	330	1375	3851	274	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.27	0.27	0.08	0.15	0.15	0.11	0.37	0.37	0.25	0.24	0.08
Crit Volume:			372	114				507		339		
Crit Moves:			****	****				****		****		

LAX SPAS
BASELINE (2010) CONDITIONS - AM PEAK HOUR

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

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.546
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	145	385	104	25	155	69	77	775	62	58	505	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	385	104	25	155	69	77	775	62	58	505	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	385	104	25	155	69	77	775	62	58	505	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	385	104	25	155	69	77	775	62	58	505	33
PCE Adj:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	385	104	50	155	69	77	775	62	58	505	33
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.46	1.21	0.33	0.22	1.28	0.50	1.00	1.85	0.15	1.00	1.88	0.12
Final Sat.:	686	1822	492	335	1910	755	1500	2778	222	1500	2816	184
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.07	0.08	0.09	0.05	0.28	0.28	0.04	0.18	0.18
Crit Volume:			317	25					419	58		
Crit Moves:			****	****					****	****		

LAX SPAS
BASELINE (2010) CONDITIONS - AM PEAK HOUR

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

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.497
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	39	480	32	96	163	132	122	672	42	17	347	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	480	32	96	163	132	122	672	42	17	347	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	480	32	96	163	132	122	672	42	17	347	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	480	32	96	163	132	122	672	42	17	347	139
PCE Adj:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	480	32	192	163	132	122	672	42	17	347	139
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	1.74	0.12	0.65	0.81	0.54	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	212	2613	174	976	1211	813	1500	2824	176	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.10	0.13	0.16	0.08	0.24	0.24	0.01	0.12	0.09
Crit Volume:		275		96				357		17		
Crit Moves:		****		****				****		****		

LAX SPAS
BASELINE (2010) CONDITIONS - AM PEAK HOUR

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

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.557
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 0	2	0 1	1 0	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	101	1497	58	94	572	13	12	145	54	78	248	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	1497	58	94	572	13	12	145	54	78	248	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	1497	58	94	572	13	12	145	54	78	248	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	1497	58	94	572	13	12	145	54	78	248	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	111	1497	58	103	572	13	12	145	54	86	248	184
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.89	0.11	2.00	1.96	0.04	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3971	154	2750	2689	61	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.38	0.04	0.21	0.21	0.01	0.05	0.04	0.03	0.09	0.13
Crit Volume:			518	52			12					184
Crit Moves:			****	****			****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) CONDITIONS - AM PEAK HOUR

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

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.826
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 131 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 3	1 0	1	0 3	1 0
Volume Module:												
Base Vol:	148	1164	216	69	304	75	168	833	333	152	1082	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	1164	216	69	304	75	168	833	333	152	1082	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	1164	216	69	304	75	168	833	333	152	1082	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	1164	216	69	304	75	168	833	333	152	1082	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	1164	216	69	304	75	168	833	333	152	1082	44
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.84	0.16
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5285	215
Capacity Analysis Module:												
Vol/Sat:	0.11	0.42	0.16	0.05	0.11	0.05	0.12	0.20	0.24	0.11	0.20	0.20
Crit Volume:		582			69				333	152		
Crit Moves:		****			****				****	****		

LAX SPAS
BASELINE (2010) CONDITIONS - AM PEAK HOUR

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

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	81	935	87	20	347	67	181	612	72	75	441	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	935	87	20	347	67	181	612	72	75	441	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	935	87	20	347	67	181	612	72	75	441	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	935	87	20	347	67	181	612	72	75	441	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	935	87	20	347	67	181	612	72	75	441	45
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.68	0.32	1.00	1.79	0.21	1.00	1.81	0.19
Final Sat.:	1500	2745	255	1500	2514	486	1500	2684	316	1500	2722	278
Capacity Analysis Module:												
Vol/Sat:	0.05	0.34	0.34	0.01	0.14	0.14	0.12	0.23	0.23	0.05	0.16	0.16
Crit Volume:			511		20			181			243	
Crit Moves:			****		****			****			****	

LAX SPAS
BASELINE (2010) CONDITIONS - AM PEAK HOUR

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

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	34	1050	21	10	381	64	246	493	34	18	390	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	1050	21	10	381	64	246	493	34	18	390	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	1050	21	10	381	64	246	493	34	18	390	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	1050	21	10	381	64	246	493	34	18	390	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	1050	21	10	381	64	246	493	34	18	390	62
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.71	0.29	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2941	59	1500	2569	431	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.36	0.36	0.01	0.15	0.15	0.16	0.16	0.02	0.01	0.13	0.04
Crit Volume:		536			10			246			195	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) CONDITIONS - AM PEAK HOUR

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

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.894
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	0	0 2	0 1	1	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	532	987	3	0	392	413	468	0	42	1	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	532	987	3	0	392	413	468	0	42	1	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	532	987	3	0	392	413	468	0	42	1	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	532	987	3	0	392	413	468	0	42	1	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	532	987	3	0	392	413	515	0	42	1	0	5
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	0.00	2.00	1.00	1.85	0.00	0.15	0.17	0.00	0.83
Final Sat.:	1375	2742	8	0	2750	1375	2543	0	207	229	0	1146
Capacity Analysis Module:												
Vol/Sat:	0.39	0.36	0.36	0.00	0.14	0.30	0.20	0.00	0.20	0.00	0.00	0.00
Crit Volume:	532					413	278					6
Crit Moves:	****					****	****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) CONDITIONS - AM PEAK HOUR

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

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0 0 2	1	0	0 1 0	1	0	3 0 1	3	0	2 0 1
Volume Module:												
Base Vol:	126	0	986	0	0	1	1	325	169	1564	1022	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	0	986	0	0	1	1	325	169	1564	1022	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	126	0	986	0	0	1	1	325	0	1564	1022	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	0	986	0	0	1	1	325	0	1564	1022	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	139	0	1085	0	0	1	1	325	0	1720	1022	6
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	0.00	1.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2750	0	2750	1375	0	1375	1375	4125	1375	4125	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.39	0.00	0.00	0.00	0.00	0.08	0.00	0.42	0.37	0.00
Crit Volume:	69					1		108		573		
Crit Moves:	****					****		****		****		

LAX SPAS
BASELINE (2010) CONDITIONS - AM PEAK HOUR

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

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.505
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1 0	1	0	1 1 0	0	0	1! 0 0	0	0	1! 0 0
Volume Module:												
Base Vol:	22	999	86	11	458	37	21	71	34	49	121	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	999	86	11	458	37	21	71	34	49	121	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	999	86	11	458	37	21	71	34	49	121	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	999	86	11	458	37	21	71	34	49	121	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	999	86	11	458	37	21	71	34	49	121	13
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.85	0.15	0.17	0.56	0.27	0.27	0.66	0.07
Final Sat.:	1500	2762	238	1500	2776	224	250	845	405	402	992	107
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.36	0.01	0.16	0.17	0.08	0.08	0.08	0.12	0.12	0.12
Crit Volume:		543			11		21			183		
Crit Moves:		****			****		****			****		

LAX SPAS
BASELINE (2010) CONDITIONS - AM PEAK HOUR

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

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.646
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1 1	1	0	0 1 1	2	0	3 0 1	2	0	2 1 0
Volume Module:												
Base Vol:	40	14	124	29	3	18	71	1028	18	324	2252	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	14	124	29	3	18	71	1028	18	324	2252	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	14	124	29	3	18	71	1028	18	324	2252	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	14	124	29	3	18	71	1028	18	324	2252	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	14	136	29	3	20	78	1028	18	356	2252	81
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.19	1.81	1.00	0.26	1.74	2.00	3.00	1.00	2.00	2.90	0.10
Final Sat.:	1425	265	2585	1425	375	2475	2850	4275	1425	2850	4127	148
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.02	0.01	0.01	0.03	0.24	0.01	0.13	0.55	0.55
Crit Volume:		75			29			39				778
Crit Moves:		****			****			****				****

LAX SPAS
BASELINE (2010) CONDITIONS - AM PEAK HOUR

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

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.493
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1 0	1	0	0 1 0	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	99	221	38	15	207	53	52	461	197	51	570	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	221	38	15	207	53	52	461	197	51	570	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	221	38	15	207	53	52	461	197	51	570	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	221	38	15	207	53	52	461	197	51	570	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	221	38	15	207	53	52	461	197	51	570	31
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.85	0.15	1.00	0.80	0.20	1.00	1.40	0.60	1.00	1.90	0.10
Final Sat.:	1500	1280	220	1500	1194	306	1500	2102	898	1500	2845	155
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.17	0.01	0.17	0.17	0.03	0.22	0.22	0.03	0.20	0.20
Crit Volume:	99					260			329	51		
Crit Moves:	****					****			****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) CONDITIONS - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.802
Loss Time (sec):	0	Average Delay (sec/veh):	21.6
Optimal Cycle:	0	Level Of Service:	C

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	2	963	32	15	569	4	0	0	0	76	1	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	963	32	15	569	4	0	0	0	76	1	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	963	32	15	569	4	0	0	0	76	1	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	963	32	15	569	4	0	0	0	76	1	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	963	32	15	569	4	0	0	0	76	1	63
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	1.93	0.06	0.05	1.94	0.01	0.00	1.00	0.00	0.99	0.01	1.00
Final Sat.:	2	1206	40	29	1093	8	0	449	0	416	5	489
Capacity Analysis Module:												
Vol/Sat:	0.80	0.80	0.80	0.52	0.52	0.52	xxxx	0.00	xxxx	0.18	0.18	0.13
Crit Moves:	****			****				****		****		
Delay/Veh:	27.2	26.8	26.5	15.3	15.2	15.2	0.0	0.0	0.0	12.4	12.4	10.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.2	26.8	26.5	15.3	15.2	15.2	0.0	0.0	0.0	12.4	12.4	10.5
LOS by Move:	D	D	D	C	C	C	*	*	*	B	B	B
ApproachDel:	26.8			15.2			xxxxxx			11.5		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	26.8			15.2			xxxxxx			11.5		
LOS by Appr:	D			C			*			B		
AllWayAvgQ:	3.2	3.1	3.1	1.0	1.0	1.0	0.0	0.0	0.0	0.2	0.2	0.1

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) CONDITIONS - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.784
Loss Time (sec):	0	Average Delay (sec/veh):	20.3
Optimal Cycle:	0	Level Of Service:	C

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	42	1006	0	0	558	75	55	0	47	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	1006	0	0	558	75	55	0	47	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	1006	0	0	558	75	55	0	47	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	1006	0	0	558	75	55	0	47	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	1006	0	0	558	75	55	0	47	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.76	0.24	0.54	0.00	0.46	0.00	0.00	0.00
Final Sat.:	585	1283	0	0	1040	142	299	0	256	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.78	xxxx	xxxx	0.54	0.53	0.18	xxxx	0.18	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	9.2	25.1	0.0	0.0	15.1	14.7	10.7	0.0	10.7	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	25.1	0.0	0.0	15.1	14.7	10.7	0.0	10.7	0.0	0.0	0.0
LOS by Move:	A	D	*	*	C	B	B	*	B	*	*	*
ApproachDel:	24.4			15.1			10.7			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	24.4			15.1			10.7			xxxxxx		
LOS by Appr:	C			C			B			*		
AllWayAvgQ:	0.1	3.0	0.0	0.0	1.1	1.0	0.2	0.2	0.2	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) CONDITIONS - AM PEAK HOUR

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

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.764
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 Level Of Service: C

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	107	829	267	73	504	124	151	691	112	170	746	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	829	267	73	504	124	151	691	112	170	746	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	829	267	73	504	124	151	691	112	170	746	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	829	267	73	504	124	151	691	112	170	746	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	829	267	73	504	124	151	691	112	170	746	77
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.81	0.19
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2493	257
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.19	0.05	0.18	0.09	0.11	0.25	0.08	0.12	0.30	0.30
Crit Volume:		414			73			151				412
Crit Moves:		****			****			****				****

LAX SPAS
BASELINE (2010) CONDITIONS - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: C[17.1]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	0	0	1!	0	0	1	0	0	2	0	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	4	0	169	261	731	0	0	808	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	4	0	169	261	731	0	0	808	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	4	0	169	261	731	0	0	808	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	4	0	169	261	731	0	0	808	91
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1741	2107	450	899	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	80	52	562	764	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	58	34	562	764	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	0.00	0.30	0.34	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	469	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	17.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				17.1		xxxxxx			xxxxxx		
ApproachLOS:	*				C		*			*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) CONDITIONS - MD PEAK HOUR

Scenario Report

Scenario:	MD
Command:	MD
Volume:	MD
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
BASELINE (2010) CONDITIONS - MD PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in	
# 28 SEPULVEDA BOULEVARD & CENTINEL	B	xxxxx	0.631	B	xxxxx	0.631	+ 0.000	V/C
# 30 CENTINELA AVENUE & WASHINGTON	B	xxxxx	0.696	B	xxxxx	0.696	+ 0.000	V/C
# 31 CENTINELA AVENUE & WASHINGTON	B	xxxxx	0.658	B	xxxxx	0.658	+ 0.000	V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	A	xxxxx	0.428	A	xxxxx	0.428	+ 0.000	V/C
# 43 OVERLAND AVENUE & CULVER BOULE	B	xxxxx	0.644	B	xxxxx	0.644	+ 0.000	V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	A	xxxxx	0.487	A	xxxxx	0.487	+ 0.000	V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	A	xxxxx	0.547	A	xxxxx	0.547	+ 0.000	V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	A	xxxxx	0.545	A	xxxxx	0.545	+ 0.000	V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	A	xxxxx	0.538	A	xxxxx	0.538	+ 0.000	V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.406	A	xxxxx	0.406	+ 0.000	V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	B	xxxxx	0.671	B	xxxxx	0.671	+ 0.000	V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.471	A	xxxxx	0.471	+ 0.000	V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.466	A	xxxxx	0.466	+ 0.000	V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.422	A	xxxxx	0.422	+ 0.000	V/C
#118 SAWTELLE BOULEVARD & MATTESON	A	xxxxx	0.593	A	xxxxx	0.593	+ 0.000	V/C
#121 OVERLAND AVENUE & VENICE BOULE	C	xxxxx	0.727	C	xxxxx	0.727	+ 0.000	V/C
#122 PALAWAN WAY & WASHINGTON BOUL	B	12.1	0.247	B	12.1	0.247	+ 0.000	D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	A	xxxxx	0.596	A	xxxxx	0.596	+ 0.000	V/C
#127 SAWTELLE BOULEVARD & VENICE BO	D	xxxxx	0.809	D	xxxxx	0.809	+ 0.000	V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.484	A	xxxxx	0.484	+ 0.000	V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.395	A	xxxxx	0.395	+ 0.000	V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	A	xxxxx	0.596	A	xxxxx	0.596	+ 0.000	V/C
#131 SEPULVEDA BOULEVARD & VENICE B	C	xxxxx	0.706	C	xxxxx	0.706	+ 0.000	V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000	V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	A	xxxxx	0.557	A	xxxxx	0.557	+ 0.000	V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	B	xxxxx	0.635	B	xxxxx	0.635	+ 0.000	V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx	0.450	A	xxxxx	0.450	+ 0.000	V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.446	A	xxxxx	0.446	+ 0.000	V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	A	xxxxx	0.451	A	xxxxx	0.451	+ 0.000	V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx	0.435	A	xxxxx	0.435	+ 0.000	V/C
#153 OVERLAND AVENUE & KELMOR STREE	B	13.7	0.532	B	13.7	0.532	+ 0.000	V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	C	15.1	0.584	C	15.1	0.584	+ 0.000	V/C
#155 OVERLAND AVENUE & WASHINGTON B	B	xxxxx	0.662	B	xxxxx	0.662	+ 0.000	V/C
#156 WALGROVE AVENUE & WASHINGTON B	E	37.0	0.521	E	37.0	0.521	+ 0.000	D/V

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) CONDITIONS - MD PEAK HOUR

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

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.631
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:																				
Base Vol:	476	1003	218	107	686	58	107	344	411	271	328	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	476	1003	218	107	686	58	107	344	411	271	328	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	476	1003	218	107	686	58	107	344	411	271	328	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	476	1003	218	107	686	58	107	344	411	271	328	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	524	1003	218	118	686	58	107	344	452	298	328	213
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.21	0.79
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	1667	1083
Capacity Analysis Module:																				
Vol/Sat:	0.19	0.24	0.16	0.04	0.17	0.04	0.08	0.08	0.16	0.11	0.20	0.20
Crit Volume:	262				229			107				271
Crit Moves:	****				****			****				****

LAX SPAS
BASELINE (2010) CONDITIONS - MD PEAK HOUR

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

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 75 Critical Vol./Cap.(X): 0.696
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Street Name:	CENTINELA AVENUE									WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:															
Base Vol:	148	774	84	114	749	89	110	523	152	110	633	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	774	84	114	749	89	110	523	152	110	633	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	774	84	114	749	89	110	523	152	110	633	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	774	84	114	749	89	110	523	152	110	633	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	774	84	114	749	89	110	523	152	110	633	100
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.79	0.21	1.00	1.55	0.45	1.00	1.73	0.27
Final Sat.:	1500	2706	294	1500	2681	319	1500	2324	676	1500	2591	409
Capacity Analysis Module:															
Vol/Sat:	0.10	0.29	0.29	0.08	0.28	0.28	0.07	0.23	0.22	0.07	0.24	0.24
Crit Volume:	148					419	110					367
Crit Moves:	****					****	****					****

LAX SPAS
BASELINE (2010) CONDITIONS - MD PEAK HOUR

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

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Street Name:	CENTINELA AVENUE									WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:															
Base Vol:	79	786	108	69	727	222	229	474	79	92	485	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	786	108	69	727	222	229	474	79	92	485	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	786	108	69	727	222	229	474	79	92	485	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	786	108	69	727	222	229	474	79	92	485	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	786	108	69	727	222	229	474	79	92	485	59
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2638	362	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:															
Vol/Sat:	0.05	0.30	0.30	0.05	0.24	0.15	0.15	0.16	0.05	0.06	0.16	0.04
Crit Volume:		447			69			229			242	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) CONDITIONS - MD PEAK HOUR

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

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.428
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name:	DUQUESNE AVENUE									CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:															
Base Vol:	69	182	124	37	181	72	59	510	76	73	537	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	182	124	37	181	72	59	510	76	73	537	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	182	124	37	181	72	59	510	76	73	537	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	182	124	37	181	72	59	510	76	73	537	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	182	124	37	181	72	59	510	76	73	537	22
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2642	108
Capacity Analysis Module:															
Vol/Sat:	0.05	0.13	0.09	0.03	0.13	0.05	0.04	0.19	0.06	0.05	0.20	0.20
Crit Volume:	69				181		59					280
Crit Moves:	****				****		****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) CONDITIONS - MD PEAK HOUR

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

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: B

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1 1	0	2	0 2	0 1	1	0 2	0 1	1	0 1 1 0
Volume Module:												
Base Vol:	129	622	117	167	644	145	141	465	69	156	436	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	622	117	167	644	145	141	465	69	156	436	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	622	117	167	644	145	141	465	69	156	436	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	622	117	167	644	145	141	465	69	156	436	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	622	117	184	644	145	141	465	69	156	436	129
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.68	0.32	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.54	0.46
Final Sat.:	2750	2315	435	2750	2750	1375	1375	2750	1375	1375	2122	628
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.07	0.23	0.11	0.10	0.17	0.05	0.11	0.21	0.21
Crit Volume:		370			92			141			283	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) CONDITIONS - MD PEAK HOUR

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

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1	1 0	1	0 2	1 0	1	0 1 1 0
Volume Module:												
Base Vol:	40	205	108	134	382	127	40	515	64	182	503	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	205	108	134	382	127	40	515	64	182	503	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	205	108	134	382	127	40	515	64	182	503	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	205	108	134	382	127	40	515	64	182	503	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	205	108	134	382	127	40	515	64	182	503	90
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.31	0.69	1.00	1.50	0.50	1.00	2.67	0.33	1.00	1.70	0.30
Final Sat.:	1375	1801	949	1375	2064	686	1375	3669	456	1375	2333	417
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.10	0.19	0.19	0.03	0.14	0.14	0.13	0.22	0.22
Crit Volume:	40					255		193		182		
Crit Moves:	****					****		****		****		

LAX SPAS
BASELINE (2010) CONDITIONS - MD PEAK HOUR

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

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 0 1	1	0	2 0 1	2	0	1 1 0	2	0	2 1 0
Volume Module:												
Base Vol:	127	667	116	27	534	137	181	532	136	106	496	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	667	116	27	534	137	181	532	136	106	496	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	667	116	27	534	137	181	532	136	106	496	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	667	116	27	534	137	181	532	136	106	496	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	140	667	116	27	534	137	199	532	136	117	496	64
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.59	0.41	2.00	2.66	0.34
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2190	560	2750	3654	471
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.08	0.02	0.19	0.10	0.07	0.24	0.24	0.04	0.14	0.14
Crit Volume:		334			27			334		58		
Crit Moves:		****			****			****		****		

LAX SPAS
BASELINE (2010) CONDITIONS - MD PEAK HOUR

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

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.545
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: A

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0 1	1	0	0 1 0	1	0	1 1 0	1	0	2 0 1
Volume Module:												
Base Vol:	9	19	11	208	34	220	252	611	20	27	524	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	19	11	208	34	220	252	611	20	27	524	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	19	11	208	34	220	252	611	20	27	524	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	19	11	208	34	220	252	611	20	27	524	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	19	11	208	34	220	252	611	20	27	524	158
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.13	0.87	1.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	191	1234	1425	2760	90	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.15	0.18	0.18	0.18	0.22	0.22	0.02	0.18	0.11
Crit Volume:	9				254		252				262	
Crit Moves:	****				****		****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) CONDITIONS - MD PEAK HOUR

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

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.538
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: A

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	57	420	230	80	353	333	347	543	46	238	517	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	420	230	80	353	333	347	543	46	238	517	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	420	230	80	353	333	347	543	46	238	517	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	420	230	80	353	333	347	543	46	238	517	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	57	420	230	80	353	333	382	543	46	262	517	129
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.84	0.16	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2535	215	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.17	0.06	0.13	0.24	0.14	0.21	0.21	0.10	0.19	0.09
Crit Volume:		210			80			191			259	
Crit Moves:		****			****			****			****	

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

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.406
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!	0	0
Volume Module:												
Base Vol:	0	757	945	0	601	15	0	0	0	859	7	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	757	945	0	601	15	0	0	0	859	7	25
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	757	0	0	601	15	0	0	0	859	7	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	757	0	0	601	15	0	0	0	859	7	25
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	757	0	0	601	15	0	0	0	945	7	25
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.93	0.07	0.00	0.00	0.00	2.90	0.02	0.08
Final Sat.:	0	4275	1425	0	4171	104	0	0	0	4135	31	109
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.23	0.23	0.23
Crit Volume:		252			0					0	326	
Crit Moves:		****			****						****	

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

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.671
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	0	2	1	0	2	0	2	1	0
Volume Module:												
Base Vol:	76	1203	132	119	906	430	309	172	37	145	227	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	1203	132	119	906	430	309	172	37	145	227	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	1203	132	119	906	430	309	172	37	145	227	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1203	132	119	906	430	309	172	37	145	227	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	76	1203	132	119	906	473	340	172	37	160	227	188
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.70	0.30	1.00	2.00	2.00	2.00	1.65	0.35	2.00	2.00	1.00
Final Sat.:	1375	3717	408	1375	2750	2750	2750	2263	487	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.32	0.09	0.33	0.17	0.12	0.08	0.08	0.06	0.08	0.14
Crit Volume:		445			119			170				188
Crit Moves:		****			****			****				****

LAX SPAS
BASELINE (2010) CONDITIONS - MD PEAK HOUR

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

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1	0	1	0	1	0	1	1	0	3	0	1	1	0	2	1	0
Volume Module:												
Base Vol:	526	54	40	4	16	59	72	732	225	56	597	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	526	54	40	4	16	59	72	732	225	56	597	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	526	54	40	4	16	59	72	732	225	56	597	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	526	54	40	4	16	59	72	732	225	56	597	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	579	54	40	4	16	59	72	732	225	56	597	17
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.57	0.43	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.92	0.08
Final Sat.:	2750	790	585	1375	1375	1375	1375	4125	1375	1375	4011	114
Capacity Analysis Module:												
Vol/Sat:	0.21	0.07	0.07	0.00	0.01	0.04	0.05	0.18	0.16	0.04	0.15	0.15
Crit Volume:	289					59		244		56		
Crit Moves:	****					****		****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

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BASELINE (2010) CONDITIONS - MD PEAK HOUR

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

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.466
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0 0	0 0	2	0	2 0	0	0 2	1 1
Volume Module:												
Base Vol:	85	8	154	0	0	0	306	915	0	0	996	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	8	154	0	0	0	306	915	0	0	996	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	8	154	0	0	0	306	915	0	0	996	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	8	154	0	0	0	306	915	0	0	996	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	94	8	154	0	0	0	337	915	0	0	996	341
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.05	0.95	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.98	1.02
Final Sat.:	1425	70	1355	0	0	0	2850	2850	0	0	4246	1454
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.11	0.00	0.00	0.00	0.12	0.32	0.00	0.00	0.23	0.23
Crit Volume:		162			0		168					334
Crit Moves:		****					****					****

LAX SPAS
BASELINE (2010) CONDITIONS - MD PEAK HOUR

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

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.422
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0	1	0	0 4	0	1	2 0 2 0
Volume Module:												
Base Vol:	0	0	0	378	0	213	0	809	143	332	646	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	378	0	213	0	809	143	332	646	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	378	0	213	0	809	143	332	646	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	378	0	213	0	809	143	332	646	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	416	0	234	0	809	143	365	646	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.91	0.01	1.08	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2734	0	1541	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.15	0.00	0.14	0.10	0.13	0.23	0.00
Crit Volume:		0				217		202		183		
Crit Moves:						****		****		****		

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

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.593
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1 0	0	1	0 1 0	0	0	1! 0 0	0	1	0 0 1
Volume Module:												
Base Vol:	9	297	85	404	222	11	6	13	5	216	23	461
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	297	85	404	222	11	6	13	5	216	23	461
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	297	85	404	222	11	6	13	5	216	23	461
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	297	85	404	222	11	6	13	5	216	23	461
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	297	85	404	222	11	6	13	5	216	23	461
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	1.52	0.43	1.00	0.97	0.03	0.25	0.54	0.21	0.90	0.10	1.00
Final Sat.:	66	2165	620	1425	1376	49	356	772	297	1288	137	1425
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.28	0.16	0.22	0.02	0.02	0.02	0.17	0.17	0.32
Crit Volume:		195			404		6			239		
Crit Moves:		****			****		****			****		

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

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: C

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 1	1	0	2 0 1	2	0	3 0 1	2	0	3 0 1
Volume Module:												
Base Vol:	144	672	204	126	554	136	252	1156	118	278	1182	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	672	204	126	554	136	252	1156	118	278	1182	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	672	204	126	554	136	252	1156	118	278	1182	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	672	204	126	554	136	252	1156	118	278	1182	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	144	672	204	126	554	136	277	1156	118	306	1182	111
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.24	0.15	0.09	0.20	0.10	0.10	0.28	0.09	0.11	0.29	0.08
Crit Volume:		336			126			385		153		
Crit Moves:		****			****			****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) CONDITIONS - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[12.1]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1	0	0	0	0	0	2	0	1	1	0	2	0
Volume Module:																
Base Vol:	0	0	166		0	0	0		0	658	43		155	708	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	166		0	0	0		0	658	43		155	708	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	166		0	0	0		0	658	43		155	708	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	166		0	0	0		0	658	43		155	708	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	329		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		701	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	673		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		905	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	673		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		905	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	0.25		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.17	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	1.0		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.6	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	12.1		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		9.8	xxxx	xxxxx	
LOS by Move:	*	*	B		*	*	*		*	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	12.1				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	B				*				*				*			

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) CONDITIONS - MD PEAK HOUR

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

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD								SAWTELLE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	1	0	1	1
Volume Module:																
Base Vol:	106	1467	58		112	1273	89		121	105	69		103	187	150	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	106	1467	58		112	1273	89		121	105	69		103	187	150	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	106	1467	58		112	1273	89		121	105	69		103	187	150	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	106	1467	58		112	1273	89		121	105	69		103	187	150	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	106	1467	58		112	1273	89		121	105	69		103	187	150	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.85	0.15		1.00	2.80	0.20		1.00	2.00	1.00		1.00	1.11	0.89	
Final Sat.:	1425	5483	217		1425	3996	279		1425	2850	1425		1425	1581	1269	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.27	0.27		0.08	0.32	0.32		0.08	0.04	0.05		0.07	0.12	0.12	
Crit Volume:	106						454		121						169	
Crit Moves:	****						****		****						****	

LAX SPAS
BASELINE (2010) CONDITIONS - MD PEAK HOUR

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

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.809
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 149 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD								VENICE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Prot+Permit				Prot+Permit				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1	0	1	0	1	1	0	2	1	0	3	0	1
Volume Module:																
Base Vol:	234	266	184		85	311	66		91	1159	83		276	1077	86	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	234	266	184		85	311	66		91	1159	83		276	1077	86	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	234	266	184		85	311	66		91	1159	83		276	1077	86	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	234	266	184		85	311	66		91	1159	83		276	1077	86	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	234	266	184		85	311	66		91	1159	83		276	1077	86	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.18	0.82		1.00	1.65	0.35		1.00	2.80	0.20		1.00	3.00	1.00	
Final Sat.:	1375	1626	1124		1375	2269	481		1375	3849	276		1375	4125	1375	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.16	0.16		0.06	0.14	0.14		0.07	0.30	0.30		0.20	0.26	0.06	
Crit Volume:	234						189				414		276			
Crit Moves:	****						****				****		****			

LAX SPAS
BASELINE (2010) CONDITIONS - MD PEAK HOUR

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

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.484
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD								WASHINGTON BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	1	0	1	0	0	1	0	1	0	1	1	0	1	1	0
Volume Module:																
Base Vol:	144	234	81		27	146	85		74	641	96		71	617	34	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	144	234	81		27	146	85		74	641	96		71	617	34	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	144	234	81		27	146	85		74	641	96		71	617	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	144	234	81		27	146	85		74	641	96		71	617	34	
PCE Adj:	1.00	1.00	1.00		2.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	144	234	81		54	146	85		74	641	96		71	617	34	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.63	1.02	0.35		0.23	1.17	0.60		1.00	1.74	0.26		1.00	1.90	0.10	
Final Sat.:	941	1529	529		351	1755	895		1500	2609	391		1500	2843	157	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.15	0.15		0.08	0.08	0.10		0.05	0.25	0.25		0.05	0.22	0.22	
Crit Volume:	144						143			369			71			
Crit Moves:	****						****			****			****			

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) CONDITIONS - MD PEAK HOUR

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

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.395
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	30	232	41	108	171	183	94	543	62	16	418	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	232	41	108	171	183	94	543	62	16	418	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	232	41	108	171	183	94	543	62	16	418	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	232	41	108	171	183	94	543	62	16	418	98
PCE Adj:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	232	41	108	171	183	94	543	62	16	418	98
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	1.53	0.25	0.47	0.74	0.79	1.00	1.80	0.20	1.00	2.00	1.00
Final Sat.:	330	2301	369	701	1110	1188	1500	2693	307	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.11	0.15	0.15	0.15	0.06	0.20	0.20	0.01	0.14	0.07
Crit Volume:			166	108				303		16		
Crit Moves:			****	****				****		****		

LAX SPAS
BASELINE (2010) CONDITIONS - MD PEAK HOUR

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

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	2	0	1	1	0	1	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	299	1120	107	302	651	48	46	188	84	183	266	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	299	1120	107	302	651	48	46	188	84	183	266	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	299	1120	107	302	651	48	46	188	84	183	266	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	299	1120	107	302	651	48	46	188	84	183	266	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	329	1120	107	332	651	48	46	188	84	201	266	198
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.74	0.26	2.00	1.86	0.14	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3765	360	2750	2561	189	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.30	0.30	0.12	0.25	0.25	0.03	0.07	0.06	0.07	0.10	0.14
Crit Volume:		409		166			46				198	
Crit Moves:		****		****			****				****	

LAX SPAS
BASELINE (2010) CONDITIONS - MD PEAK HOUR

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

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.706
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	0	3	1	0
Volume Module:												
Base Vol:	236	820	328	74	443	84	177	1018	359	128	1106	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	236	820	328	74	443	84	177	1018	359	128	1106	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	236	820	328	74	443	84	177	1018	359	128	1106	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	820	328	74	443	84	177	1018	359	128	1106	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	236	820	328	74	443	84	177	1018	359	128	1106	67
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.77	0.23
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5186	314
Capacity Analysis Module:												
Vol/Sat:	0.17	0.30	0.24	0.05	0.16	0.06	0.13	0.25	0.26	0.09	0.21	0.21
Crit Volume:		410		74					359	128		
Crit Moves:		****		****					****	****		

LAX SPAS
BASELINE (2010) CONDITIONS - MD PEAK HOUR

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

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	100	640	81	45	560	132	145	432	119	97	483	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	640	81	45	560	132	145	432	119	97	483	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	640	81	45	560	132	145	432	119	97	483	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	640	81	45	560	132	145	432	119	97	483	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	640	81	45	560	132	145	432	119	97	483	75
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	1.62	0.38	1.00	1.57	0.43	1.00	1.73	0.27
Final Sat.:	1500	2663	337	1500	2428	572	1500	2352	648	1500	2597	403
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.03	0.23	0.23	0.10	0.18	0.18	0.06	0.19	0.19
Crit Volume:	100				346		145				279	
Crit Moves:	****				****		****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) CONDITIONS - MD PEAK HOUR

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

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.557
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	1	0	1	0	2	0	1	
Volume Module:												
Base Vol:	80	744	49	29	542	78	214	348	104	15	392	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	744	49	29	542	78	214	348	104	15	392	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	744	49	29	542	78	214	348	104	15	392	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	744	49	29	542	78	214	348	104	15	392	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	744	49	29	542	78	214	348	104	15	392	68
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.88	0.12	1.00	1.75	0.25	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2815	185	1500	2623	377	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.26	0.02	0.21	0.21	0.14	0.12	0.07	0.01	0.13	0.05
Crit Volume:		397			29			214			196	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) CONDITIONS - MD PEAK HOUR

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

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.635
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: B

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1	0
Volume Module:												
Base Vol:	231	779	2	0	594	334	441	0	120	1	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	779	2	0	594	334	441	0	120	1	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	779	2	0	594	334	441	0	120	1	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	779	2	0	594	334	441	0	120	1	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	231	779	2	0	594	334	485	0	120	1	0	4
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	0.00	2.00	1.00	1.60	0.00	0.40	0.20	0.00	0.80
Final Sat.:	1375	2743	7	0	2750	1375	2205	0	545	275	0	1100
Capacity Analysis Module:												
Vol/Sat:	0.17	0.28	0.28	0.00	0.22	0.24	0.22	0.00	0.22	0.00	0.00	0.00
Crit Volume:	231					334	303					5
Crit Moves:	****					****	****					****

LAX SPAS
BASELINE (2010) CONDITIONS - MD PEAK HOUR

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

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0	2	1	0	0	1	0	3	0	2	0	1
Volume Module:												
Base Vol:	222	10	743	2	0	2	5	623	159	623	754	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	222	10	743	2	0	2	5	623	159	623	754	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	222	10	743	2	0	2	5	623	0	623	754	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	10	743	2	0	2	5	623	0	623	754	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	244	10	817	2	0	2	5	623	0	685	754	2
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.92	0.08	2.00	1.00	0.00	1.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2642	108	2750	1375	0	1375	1375	4125	1375	4125	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.30	0.00	0.00	0.00	0.00	0.15	0.00	0.17	0.27	0.00
Crit Volume:		409			2			208			0	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) CONDITIONS - MD PEAK HOUR

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

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.446
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	0	1!	0	0
Volume Module:												
Base Vol:	50	865	46	21	703	53	18	41	29	63	85	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	865	46	21	703	53	18	41	29	63	85	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	865	46	21	703	53	18	41	29	63	85	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	865	46	21	703	53	18	41	29	63	85	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	865	46	21	703	53	18	41	29	63	85	26
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.86	0.14	0.20	0.47	0.33	0.36	0.49	0.15
Final Sat.:	1500	2849	151	1500	2790	210	307	699	494	543	733	224
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.30	0.01	0.25	0.25	0.06	0.06	0.06	0.12	0.12	0.12
Crit Volume:		456			21			18				174
Crit Moves:		****			****			****				****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

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BASELINE (2010) CONDITIONS - MD PEAK HOUR

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

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.451
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	0	0 1	1	2	0 3	0 1	2	0 2 1 0
Volume Module:												
Base Vol:	32	13	220	58	13	59	57	1065	55	186	1141	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	13	220	58	13	59	57	1065	55	186	1141	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	13	220	58	13	59	57	1065	55	186	1141	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	13	220	58	13	59	57	1065	55	186	1141	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	32	13	242	58	13	65	63	1065	55	205	1141	29
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.10	1.90	1.00	0.33	1.67	2.00	3.00	1.00	2.00	2.93	0.07
Final Sat.:	1425	145	2705	1425	476	2374	2850	4275	1425	2850	4169	106
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.09	0.04	0.03	0.03	0.02	0.25	0.04	0.07	0.27	0.27
Crit Volume:		127			58			355			102	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) CONDITIONS - MD PEAK HOUR

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

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.435
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0 1	0	1	0 1	1 0	1	0 1 1 0
Volume Module:												
Base Vol:	85	145	38	33	137	62	72	475	94	49	546	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	145	38	33	137	62	72	475	94	49	546	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	145	38	33	137	62	72	475	94	49	546	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	145	38	33	137	62	72	475	94	49	546	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	145	38	33	137	62	72	475	94	49	546	47
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.79	0.21	1.00	0.69	0.31	1.00	1.67	0.33	1.00	1.84	0.16
Final Sat.:	1500	1189	311	1500	1033	467	1500	2504	496	1500	2762	238
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.02	0.13	0.13	0.05	0.19	0.19	0.03	0.20	0.20
Crit Volume:	85					199	72					297
Crit Moves:	****					****	****					****

LAX SPAS
BASELINE (2010) CONDITIONS - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.532
Loss Time (sec): 0 Average Delay (sec/veh): 13.7
Optimal Cycle: 0 Level Of Service: B

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0 1	0	0	1 0	0	0	1! 0	0	0	1 0 0 1
Volume Module:												
Base Vol:	9	618	51	29	617	4	8	3	5	48	1	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	618	51	29	617	4	8	3	5	48	1	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	618	51	29	617	4	8	3	5	48	1	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	618	51	29	617	4	8	3	5	48	1	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	618	51	29	617	4	8	3	5	48	1	29
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	1.82	0.15	0.09	1.90	0.01	0.50	0.19	0.31	0.98	0.02	1.00
Final Sat.:	17	1174	98	56	1204	8	238	89	149	427	9	509
Capacity Analysis Module:												
Vol/Sat:	0.53	0.53	0.52	0.51	0.51	0.51	0.03	0.03	0.03	0.11	0.11	0.06
Crit Moves:	****			****				****		****		
Delay/Veh:	14.2	14.0	13.7	13.9	13.8	13.7	10.3	10.3	10.3	11.2	11.2	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	14.0	13.7	13.9	13.8	13.7	10.3	10.3	10.3	11.2	11.2	9.5
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	A
ApproachDel:		14.0			13.8			10.3			10.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.0			13.8			10.3			10.6	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	1.1	1.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) CONDITIONS - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec):	100				Critical Vol./Cap.(X):				0.584						
Loss Time (sec):	0				Average Delay (sec/veh):				15.1						
Optimal Cycle:	0				Level Of Service:				C						
Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD								
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign		
Rights:	Include				Include				Include				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0
Lanes:	1	0 2	0	0	0	0 1	1	0	0	0 1!	0	0	0	0 0	0
Volume Module:															
Base Vol:	99	618	0	0	588	103	93	0	130	0	0	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	99	618	0	0	588	103	93	0	130	0	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	99	618	0	0	588	103	93	0	130	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	99	618	0	0	588	103	93	0	130	0	0	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	99	618	0	0	588	103	93	0	130	0	0	0			
Saturation Flow Module:															
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	2.00	0.00	0.00	1.70	0.30	0.42	0.00	0.58	0.00	0.00	0.00			
Final Sat.:	539	1171	0	0	1006	180	239	0	334	0	0	0			
Capacity Analysis Module:															
Vol/Sat:	0.18	0.53	xxxx	xxxx	0.58	0.57	0.39	xxxx	0.39	xxxx	xxxx	xxxx			
Crit Moves:		****			****		****								
Delay/Veh:	10.7	15.1	0.0	0.0	16.6	15.9	12.7	0.0	12.7	0.0	0.0	0.0			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	10.7	15.1	0.0	0.0	16.6	15.9	12.7	0.0	12.7	0.0	0.0	0.0			
LOS by Move:	B	C	*	*	C	C	B	*	B	*	*	*			
ApproachDel:		14.5			16.5			12.7			xxxxxx				
Delay Adj:		1.00			1.00			1.00			xxxxx				
ApprAdjDel:		14.5			16.5			12.7			xxxxxx				
LOS by Appr:		B			C			B			*				
AllWayAvgQ:	0.2	1.0	0.0	0.0	1.3	1.2	0.6	0.6	0.6	0.0	0.0	0.0			

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) CONDITIONS - MD PEAK HOUR

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

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	105				Critical Vol./Cap.(X):				0.662						
Loss Time (sec):	16				Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	84				Level Of Service:				B						
Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD								
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R
Control:	Prot+Permit				Prot+Permit				Prot+Permit				Prot+Permit		
Rights:	Ovl				Ovl				Ovl				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0
Lanes:	1	0 2	0	1	1	0 2	0	1	1	0 2	0	1	1	0 1	1 0
Volume Module:															
Base Vol:	175	630	212		90	659	171		132	535	113		83	518	30
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Initial Bse:	175	630	212		90	659	171		132	535	113		83	518	30
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Volume:	175	630	212		90	659	171		132	535	113		83	518	30
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0
Reduced Vol:	175	630	212		90	659	171		132	535	113		83	518	30
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
FinalVolume:	175	630	212		90	659	171		132	535	113		83	518	30
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.89	0.11
Final Sat.:	1375	2750	1375		1375	2750	1375		1375	2750	1375		1375	2599	151
Capacity Analysis Module:															
Vol/Sat:	0.13	0.23	0.15	0.07	0.24	0.12	0.10	0.19	0.08	0.06	0.20	0.20			
Crit Volume:	175				330		132				274				
Crit Moves:	****				****		****				****				

LAX SPAS
BASELINE (2010) CONDITIONS - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: E[37.0]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD								
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled		
Rights:	Include				Include				Include				Include		
Lanes:	0	0 0	0	0	0	0 1!	0	0	1	0 2	0	0	0	0 1	1 0
Volume Module:															
Base Vol:	0	0	0	6	0	235	222	975	0	0	1126	67			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	0	0	6	0	235	222	975	0	0	1126	67			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	0	0	6	0	235	222	975	0	0	1126	67			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	0	0	0	6	0	235	222	975	0	0	1126	67			
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Capacity Module:															
Cnflict Vol:	xxxx	xxxx	xxxxx	2091	2579	597	1193	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx	46	26	451	592	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx	33	16	451	592	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx	0.18	0.00	0.52	0.37	xxxx	xxxx	xxxx	xxxx	xxxx			
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.7	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	343	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	5.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	37.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	E	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			37.0			xxxxxx			xxxxxx					
ApproachLOS:	*			E			*			*					

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) CONDITIONS - PM PEAK HOUR

Scenario Report

Scenario:	PM
Command:	PM
Volume:	PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
BASELINE (2010) CONDITIONS - PM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	D	xxxxx	0.806	D	xxxxx	0.806	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	E	xxxxx	0.919	E	xxxxx	0.919	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	D	xxxxx	0.823	D	xxxxx	0.823	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	B	xxxxx	0.662	B	xxxxx	0.662	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	E	xxxxx	0.919	E	xxxxx	0.919	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	D	xxxxx	0.857	D	xxxxx	0.857	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	C	xxxxx	0.712	C	xxxxx	0.712	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	B	xxxxx	0.695	B	xxxxx	0.695	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	C	xxxxx	0.757	C	xxxxx	0.757	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.476	A	xxxxx	0.476	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	D	xxxxx	0.855	D	xxxxx	0.855	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.486	A	xxxxx	0.486	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	C	xxxxx	0.778	C	xxxxx	0.778	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.465	A	xxxxx	0.465	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	D	xxxxx	0.848	D	xxxxx	0.848	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	E	xxxxx	0.943	E	xxxxx	0.943	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	B	12.8	0.375	B	12.8	0.375	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	B	xxxxx	0.665	B	xxxxx	0.665	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	E	xxxxx	0.950	E	xxxxx	0.950	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	B	xxxxx	0.669	B	xxxxx	0.669	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.585	A	xxxxx	0.585	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	C	xxxxx	0.773	C	xxxxx	0.773	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	E	xxxxx	0.986	E	xxxxx	0.986	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.690	B	xxxxx	0.690	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.647	B	xxxxx	0.647	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	D	xxxxx	0.832	D	xxxxx	0.832	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	C	xxxxx	0.741	C	xxxxx	0.741	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.566	A	xxxxx	0.566	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	C	xxxxx	0.778	C	xxxxx	0.778	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	B	xxxxx	0.607	B	xxxxx	0.607	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	D	28.5	0.820	D	28.5	0.820	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	D	27.2	0.841	D	27.2	0.841	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	E	xxxxx	0.979	E	xxxxx	0.979	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F	68.1	0.629	F	68.1	0.629	+ 0.000 D/V

LAX SPAS
BASELINE (2010) CONDITIONS - PM PEAK HOUR

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

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec):	130	Critical Vol./Cap.(X):	0.806
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	146	Level Of Service:	D

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:												
Base Vol:	495	1277	254	167	1342	46	102	587	726	350	377	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	495	1277	254	167	1342	46	102	587	726	350	377	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	495	1277	254	167	1342	46	102	587	726	350	377	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	495	1277	254	167	1342	46	102	587	726	350	377	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	545	1277	254	184	1342	46	102	587	799	385	377	165
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.39	0.61
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	1913	837
Capacity Analysis Module:												
Vol/Sat:	0.20	0.31	0.18	0.07	0.33	0.03	0.07	0.14	0.29	0.14	0.20	0.20
Crit Volume:	272				447			196		193		
Crit Moves:	****				****			****		****		

LAX SPAS
BASELINE (2010) CONDITIONS - PM PEAK HOUR

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

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	75	Critical Vol./Cap.(X):	0.919
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	133	1105	86	118	1352	83	84	642	177	118	637	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	1105	86	118	1352	83	84	642	177	118	637	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	1105	86	118	1352	83	84	642	177	118	637	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1105	86	118	1352	83	84	642	177	118	637	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	1105	86	118	1352	83	84	642	177	118	637	106
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.86	0.14	1.00	1.88	0.12	1.00	1.57	0.43	1.00	1.71	0.29
Final Sat.:	1500	2783	217	1500	2826	174	1500	2352	648	1500	2572	428
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.40	0.08	0.48	0.48	0.06	0.27	0.27	0.08	0.25	0.25
Crit Volume:	133				718			410		118		
Crit Moves:	****				****			****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) CONDITIONS - PM PEAK HOUR

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

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.823
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 97 Level Of Service: D

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 2	0 1	1	0 2	0 1	1	0 2 0 1
Volume Module:												
Base Vol:	71	1065	164	64	1367	179	167	644	84	131	627	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	1065	164	64	1367	179	167	644	84	131	627	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	1065	164	64	1367	179	167	644	84	131	627	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1065	164	64	1367	179	167	644	84	131	627	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	1065	164	64	1367	179	167	644	84	131	627	76
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.73	0.27	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2600	400	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.41	0.41	0.04	0.46	0.12	0.11	0.21	0.06	0.09	0.21	0.05
Crit Volume:	71				684		167				314	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) CONDITIONS - PM PEAK HOUR

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

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: B

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0	1	1	0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	93	236	135	100	280	165	75	902	95	86	735	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	236	135	100	280	165	75	902	95	86	735	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	236	135	100	280	165	75	902	95	86	735	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	236	135	100	280	165	75	902	95	86	735	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	236	135	100	280	165	75	902	95	86	735	23
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.94	0.06
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2667	83
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.10	0.07	0.20	0.12	0.05	0.33	0.07	0.06	0.28	0.28
Crit Volume:	93				280			451		86		
Crit Moves:	****				****			****		****		

LAX SPAS
BASELINE (2010) CONDITIONS - PM PEAK HOUR

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

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.919
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1 1	0	2	0 2	0 1	1	0 2	0 1	1	0 1 1 0
Volume Module:												
Base Vol:	140	697	141	147	956	320	222	785	124	180	846	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	697	141	147	956	320	222	785	124	180	846	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	697	141	147	956	320	222	785	124	180	846	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	697	141	147	956	320	222	785	124	180	846	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	697	141	162	956	320	222	785	124	180	846	128
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.66	0.34	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.74	0.26
Final Sat.:	2750	2287	463	2750	2750	1375	1375	2750	1375	1375	2389	361
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.30	0.06	0.35	0.23	0.16	0.29	0.09	0.13	0.35	0.35
Crit Volume:	77				478		222					487
Crit Moves:	****				****		****					****

LAX SPAS
BASELINE (2010) CONDITIONS - PM PEAK HOUR

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

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.857
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 160 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1	1	0	2 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	72	304	68	105	766	221	83	761	78	311	874	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	304	68	105	766	221	83	761	78	311	874	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	304	68	105	766	221	83	761	78	311	874	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	304	68	105	766	221	83	761	78	311	874	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	304	68	105	766	221	83	761	78	311	874	186
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.63	0.37	1.00	1.55	0.45	1.00	2.72	0.28	1.00	1.65	0.35
Final Sat.:	1375	2247	503	1375	2134	616	1375	3742	383	1375	2267	483
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.14	0.08	0.36	0.36	0.06	0.20	0.20	0.23	0.39	0.39
Crit Volume:	72					494	83				530	
Crit Moves:	****					****	****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) CONDITIONS - PM PEAK HOUR

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

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.712
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:												
Base Vol:	125	740	130	72	773	198	300	532	113	137	1032	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	740	130	72	773	198	300	532	113	137	1032	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	740	130	72	773	198	300	532	113	137	1032	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	740	130	72	773	198	300	532	113	137	1032	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	138	740	130	72	773	198	330	532	113	151	1032	44
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.65	0.35	2.00	2.88	0.12
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2268	482	2750	3956	169
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.09	0.05	0.28	0.14	0.12	0.23	0.23	0.05	0.26	0.26
Crit Volume:	69				387		165				359	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) CONDITIONS - PM PEAK HOUR

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

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.695
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: B

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	17	22	12	349	19	320	298	1048	15	10	642	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	22	12	349	19	320	298	1048	15	10	642	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	22	12	349	19	320	298	1048	15	10	642	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	22	12	349	19	320	298	1048	15	10	642	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	22	12	349	19	320	298	1048	15	10	642	152
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.06	0.94	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	80	1345	1425	2810	40	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.01	0.24	0.24	0.24	0.21	0.37	0.37	0.01	0.23	0.11
Crit Volume:		22			349		298				321	
Crit Moves:		****			****		****				****	

LAX SPAS
BASELINE (2010) CONDITIONS - PM PEAK HOUR

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

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.757
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 117 Level Of Service: C

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:												
Base Vol:	48	471	407	155	590	362	371	870	48	349	503	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	471	407	155	590	362	371	870	48	349	503	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	471	407	155	590	362	371	870	48	349	503	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	471	407	155	590	362	371	870	48	349	503	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	48	471	407	155	590	362	408	870	48	384	503	95
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.90	0.10	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2606	144	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.30	0.11	0.21	0.26	0.15	0.33	0.33	0.14	0.18	0.07
Crit Volume:		236			155			459		192		
Crit Moves:		****			****			****		****		

LAX SPAS
BASELINE (2010) CONDITIONS - PM PEAK HOUR

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

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.476
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!!	0	0
Volume Module:												
Base Vol:	0	1175	1233	0	969	10	0	0	0	748	14	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1175	1233	0	969	10	0	0	0	748	14	25
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1175	0	0	969	10	0	0	0	748	14	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1175	0	0	969	10	0	0	0	748	14	25
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1175	0	0	969	10	0	0	0	823	14	25
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.97	0.03	0.00	0.00	0.00	2.86	0.05	0.09
Final Sat.:	0	4275	1425	0	4231	44	0	0	0	4082	69	124
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.20	0.20	0.20
Crit Volume:		392			0					287		
Crit Moves:		****			****					****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) CONDITIONS - PM PEAK HOUR

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

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.855
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 1	0	1	0 2	0 2	2	0 1	1 0	2	0 2 1 0
Volume Module:												
Base Vol:	57	1700	191	100	1174	480	467	514	16	273	246	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	1700	191	100	1174	480	467	514	16	273	246	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	1700	191	100	1174	480	467	514	16	273	246	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1700	191	100	1174	480	467	514	16	273	246	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	57	1700	191	100	1174	528	514	514	16	300	246	189
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.70	0.30	1.00	2.00	2.00	2.00	1.94	0.06	2.00	2.00	1.00
Final Sat.:	1375	3708	417	1375	2750	2750	2750	2667	83	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.46	0.46	0.07	0.43	0.19	0.19	0.19	0.19	0.11	0.09	0.14
Crit Volume:			630	100			257					189
Crit Moves:			****	****			****					****

LAX SPAS
BASELINE (2010) CONDITIONS - PM PEAK HOUR

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

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.486
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0 1	0	1	0 1	0 1	1	0 3	0 1	1	0 2 1 0
Volume Module:												
Base Vol:	465	60	32	7	18	53	72	930	411	49	771	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	465	60	32	7	18	53	72	930	411	49	771	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	465	60	32	7	18	53	72	930	411	49	771	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	465	60	32	7	18	53	72	930	411	49	771	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	512	60	32	7	18	53	72	930	411	49	771	6
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.65	0.35	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.98	0.02
Final Sat.:	2750	897	478	1375	1375	1375	1375	4125	1375	1375	4093	32
Capacity Analysis Module:												
Vol/Sat:	0.19	0.07	0.07	0.01	0.01	0.04	0.05	0.23	0.30	0.04	0.19	0.19
Crit Volume:	256					53		310		49		
Crit Moves:	****					****		****		****		

LAX SPAS
BASELINE (2010) CONDITIONS - PM PEAK HOUR

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

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.778
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 103 Level Of Service: C

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0	0 0 0	2	0	2 0 0	0	0	2 1 1
Volume Module:												
Base Vol:	288	37	595	0	0	0	166	829	0	0	1157	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	37	595	0	0	0	166	829	0	0	1157	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	288	37	595	0	0	0	166	829	0	0	1157	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	37	595	0	0	0	166	829	0	0	1157	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	317	37	595	0	0	0	183	829	0	0	1157	191
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.06	0.94	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	83	1342	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.22	0.44	0.44	0.00	0.00	0.00	0.06	0.29	0.00	0.00	0.27	0.13
Crit Volume:		632			0		91				386	
Crit Moves:		****					****				****	

LAX SPAS
BASELINE (2010) CONDITIONS - PM PEAK HOUR

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

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.465
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0 0	1	0	1! 0 1	0	0	4 0 1	2	0	2 0 0
Volume Module:												
Base Vol:	0	0	0	143	0	173	0	868	248	543	901	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	143	0	173	0	868	248	543	901	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	143	0	173	0	868	248	543	901	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	143	0	173	0	868	248	543	901	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.00
FinalVolume:	0	0	0	157	0	190	0	868	248	597	901	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.36	0.00	1.64	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1935	0	2340	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.00	0.15	0.17	0.21	0.32	0.00
Crit Volume:		0			116				248	299		
Crit Moves:					****				****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) CONDITIONS - PM PEAK HOUR

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

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.848
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 150 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	10	676	105	477	458	34	8	48	14	259	41	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	676	105	477	458	34	8	48	14	259	41	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	676	105	477	458	34	8	48	14	259	41	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	676	105	477	458	34	8	48	14	259	41	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	676	105	477	458	34	8	48	14	259	41	320
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	1.71	0.27	0.98	0.95	0.07	0.11	0.69	0.20	0.86	0.14	1.00
Final Sat.:	36	2436	378	1403	1347	100	163	977	285	1230	195	1425
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.34	0.34	0.34	0.05	0.05	0.05	0.21	0.21	0.22
Crit Volume:			396			485			70	259		
Crit Moves:			****			****			****	****		

LAX SPAS
BASELINE (2010) CONDITIONS - PM PEAK HOUR

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

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.943
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	156	997	197	183	907	141	270	1363	155	292	1258	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	997	197	183	907	141	270	1363	155	292	1258	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	997	197	183	907	141	270	1363	155	292	1258	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	997	197	183	907	141	270	1363	155	292	1258	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	156	997	197	183	907	141	297	1363	155	321	1258	82
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.36	0.14	0.13	0.33	0.10	0.11	0.33	0.11	0.12	0.30	0.06
Crit Volume:			499			183			454	161		
Crit Moves:			****			****			****	****		

LAX SPAS
BASELINE (2010) CONDITIONS - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: B[12.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	0	0	0	0	1	0	2	0	0
Volume Module:												
Base Vol:	0	0	166	0	0	0	0	748	97	300	857	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	166	0	0	0	0	748	97	300	857	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	166	0	0	0	0	748	97	300	857	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	166	0	0	0	0	748	97	300	857	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	374	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	845	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	629	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	800	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	629	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	800	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.26	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.37	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.7	xxxx	xxxxx
Control Del:	xxxxx	xxxx	12.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.2	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	12.8			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) CONDITIONS - PM PEAK HOUR

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

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	124	2133	81	117	1563	148	115	154	133	82	170	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	2133	81	117	1563	148	115	154	133	82	170	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	2133	81	117	1563	148	115	154	133	82	170	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	2133	81	117	1563	148	115	154	133	82	170	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	2133	81	117	1563	148	115	154	133	82	170	106
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.85	0.15	1.00	2.74	0.26	1.00	2.00	1.00	1.00	1.23	0.77
Final Sat.:	1425	5491	209	1425	3905	370	1425	2850	1425	1425	1755	1095
Capacity Analysis Module:												
Vol/Sat:	0.09	0.39	0.39	0.08	0.40	0.40	0.08	0.05	0.09	0.06	0.10	0.10
Crit Volume:	124					570	115				138	
Crit Moves:	****					****	****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) CONDITIONS - PM PEAK HOUR

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

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.950
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	186	571	186	118	632	65	119	1546	117	218	1235	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	571	186	118	632	65	119	1546	117	218	1235	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	571	186	118	632	65	119	1546	117	218	1235	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	571	186	118	632	65	119	1546	117	218	1235	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	571	186	118	632	65	119	1546	117	218	1235	91
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.51	0.49	1.00	1.81	0.19	1.00	2.79	0.21	1.00	3.00	1.00
Final Sat.:	1375	2074	676	1375	2494	256	1375	3835	290	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.14	0.28	0.28	0.09	0.25	0.25	0.09	0.40	0.40	0.16	0.30	0.07
Crit Volume:	186					349		554		218		
Crit Moves:	****					****		****		****		

LAX SPAS
BASELINE (2010) CONDITIONS - PM PEAK HOUR

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

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.669
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	103	508	38	27	512	91	88	731	108	78	751	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	508	38	27	512	91	88	731	108	78	751	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	508	38	27	512	91	88	731	108	78	751	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	508	38	27	512	91	88	731	108	78	751	45
PCE Adj:	4.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	412	508	38	54	512	91	88	731	108	78	751	45
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.61	1.31	0.08	0.09	1.63	0.28	1.00	1.74	0.26	1.00	1.89	0.11
Final Sat.:	909	1972	119	134	2450	416	1500	2614	386	1500	2830	170
Capacity Analysis Module:												
Vol/Sat:	0.11	0.26	0.32	0.20	0.21	0.22	0.06	0.28	0.28	0.05	0.27	0.27
Crit Volume:			479	27					419	78		
Crit Moves:			****	****					****	****		

LAX SPAS
BASELINE (2010) CONDITIONS - PM PEAK HOUR

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

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.585
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	31	489	30	73	516	212	78	690	78	26	521	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	489	30	73	516	212	78	690	78	26	521	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	489	30	73	516	212	78	690	78	26	521	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	489	30	73	516	212	78	690	78	26	521	129
PCE Adj:	4.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	489	30	146	516	212	78	690	78	26	521	129
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	1.77	0.09	0.20	1.31	0.49	1.00	1.80	0.20	1.00	2.00	1.00
Final Sat.:	204	2657	140	301	1971	728	1500	2695	305	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.15	0.18	0.21	0.24	0.26	0.29	0.05	0.26	0.26	0.02	0.17	0.09
Crit Volume:	31					437		384		26		
Crit Moves:	****					****		****		****		

LAX SPAS
BASELINE (2010) CONDITIONS - PM PEAK HOUR

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

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.773
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 125 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 0	2	0 1	1 0	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	180	1634	105	334	1210	40	67	311	120	226	261	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1634	105	334	1210	40	67	311	120	226	261	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1634	105	334	1210	40	67	311	120	226	261	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1634	105	334	1210	40	67	311	120	226	261	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	198	1634	105	367	1210	40	67	311	120	249	261	232
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.82	0.18	2.00	1.94	0.06	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3876	249	2750	2662	88	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.07	0.42	0.42	0.13	0.45	0.45	0.05	0.11	0.09	0.09	0.09	0.17
Crit Volume:			580	184			67					232
Crit Moves:			****	****			****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) CONDITIONS - PM PEAK HOUR

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

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.986
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 3	1 0	1	0 3	1 0
Volume Module:												
Base Vol:	247	1474	355	88	752	76	219	1411	288	83	1204	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	1474	355	88	752	76	219	1411	288	83	1204	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	1474	355	88	752	76	219	1411	288	83	1204	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	1474	355	88	752	76	219	1411	288	83	1204	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	247	1474	355	88	752	76	219	1411	288	83	1204	44
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.32	0.68	1.00	3.86	0.14
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4568	932	1375	5306	194
Capacity Analysis Module:												
Vol/Sat:	0.18	0.54	0.26	0.06	0.27	0.06	0.16	0.31	0.31	0.06	0.23	0.23
Crit Volume:		737			88			219			312	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) CONDITIONS - PM PEAK HOUR

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

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.690
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	109	917	88	47	816	125	125	577	111	111	560	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	917	88	47	816	125	125	577	111	111	560	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	917	88	47	816	125	125	577	111	111	560	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	917	88	47	816	125	125	577	111	111	560	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	917	88	47	816	125	125	577	111	111	560	79
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.82	0.18	1.00	1.73	0.27	1.00	1.68	0.32	1.00	1.75	0.25
Final Sat.:	1500	2737	263	1500	2601	399	1500	2516	484	1500	2629	371
Capacity Analysis Module:												
Vol/Sat:	0.07	0.34	0.33	0.03	0.31	0.31	0.08	0.23	0.23	0.07	0.21	0.21
Crit Volume:	109					471		344			111	
Crit Moves:	****					****		****			****	

LAX SPAS
BASELINE (2010) CONDITIONS - PM PEAK HOUR

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

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.647
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	58	998	34	20	888	87	171	537	68	27	509	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	998	34	20	888	87	171	537	68	27	509	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	998	34	20	888	87	171	537	68	27	509	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	998	34	20	888	87	171	537	68	27	509	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	998	34	20	888	87	171	537	68	27	509	55
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.93	0.07	1.00	1.82	0.18	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2901	99	1500	2732	268	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.34	0.01	0.33	0.32	0.11	0.18	0.05	0.02	0.17	0.04
Crit Volume:	58				488		171				255	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) CONDITIONS - PM PEAK HOUR

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

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 169 Level Of Service: D

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	0	0 2	0 1	1	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	124	1121	2	0	911	130	974	0	47	2	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	1121	2	0	911	130	974	0	47	2	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	1121	2	0	911	130	974	0	47	2	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	1121	2	0	911	130	974	0	47	2	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	1121	2	0	911	130	1071	0	47	2	0	3
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	0.00	2.00	1.00	1.92	0.00	0.08	0.40	0.00	0.60
Final Sat.:	1375	2745	5	0	2750	1375	2634	0	116	550	0	825
Capacity Analysis Module:												
Vol/Sat:	0.09	0.41	0.41	0.00	0.33	0.09	0.41	0.00	0.41	0.00	0.00	0.00
Crit Volume:	124				456		559					5
Crit Moves:	****				****		****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) CONDITIONS - PM PEAK HOUR

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

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 110 Level Of Service: C

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0 0 2	1	0	0 1 0	1	0	3 0 1	3	0	2 0 1
Volume Module:												
Base Vol:	207	0	1339	1	1	0	1	844	223	802	837	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	0	1339	1	1	0	1	844	223	802	837	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	207	0	1339	1	1	0	1	844	0	802	837	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	0	1339	1	1	0	1	844	0	802	837	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	228	0	1473	1	1	0	1	844	0	882	837	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2750	0	2750	1375	1375	0	1375	4125	1375	4125	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.54	0.00	0.00	0.00	0.00	0.20	0.00	0.21	0.30	0.00
Crit Volume:			736		1			281		0		
Crit Moves:			****		****			****		****		

LAX SPAS
BASELINE (2010) CONDITIONS - PM PEAK HOUR

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

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1 0	1	0	1 1 0	0	0	1! 0 0	0	0	1! 0 0
Volume Module:												
Base Vol:	66	1045	100	30	972	72	24	91	64	56	137	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	1045	100	30	972	72	24	91	64	56	137	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	1045	100	30	972	72	24	91	64	56	137	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	1045	100	30	972	72	24	91	64	56	137	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	1045	100	30	972	72	24	91	64	56	137	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.86	0.14	0.13	0.51	0.36	0.25	0.62	0.13
Final Sat.:	1500	2738	262	1500	2793	207	201	763	536	377	922	202
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.38	0.02	0.35	0.35	0.12	0.12	0.12	0.15	0.15	0.15
Crit Volume:			573		30			24				223
Crit Moves:			****		****			****				****

LAX SPAS
BASELINE (2010) CONDITIONS - PM PEAK HOUR

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

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.778
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 102 Level Of Service: C

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1 1	1	0	0 1 1	2	0	3 0 1	2	0	2 1 0
Volume Module:												
Base Vol:	42	16	402	111	30	83	23	2000	60	184	1405	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	16	402	111	30	83	23	2000	60	184	1405	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	16	402	111	30	83	23	2000	60	184	1405	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	16	402	111	30	83	23	2000	60	184	1405	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	42	16	442	111	30	91	25	2000	60	202	1405	23
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	1.93	1.00	0.49	1.51	2.00	3.00	1.00	2.00	2.95	0.05
Final Sat.:	1425	100	2750	1425	705	2145	2850	4275	1425	2850	4206	69
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.08	0.04	0.04	0.01	0.47	0.04	0.07	0.33	0.33
Crit Volume:		229			111			667		101		
Crit Moves:		****			****			****		****		

LAX SPAS
BASELINE (2010) CONDITIONS - PM PEAK HOUR

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

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.607
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: B

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1 0	1	0	0 1 0	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	83	215	27	29	293	69	77	654	122	78	588	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	215	27	29	293	69	77	654	122	78	588	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	215	27	29	293	69	77	654	122	78	588	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	215	27	29	293	69	77	654	122	78	588	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	215	27	29	293	69	77	654	122	78	588	68
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.89	0.11	1.00	0.81	0.19	1.00	1.69	0.31	1.00	1.79	0.21
Final Sat.:	1500	1333	167	1500	1214	286	1500	2528	472	1500	2689	311
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.16	0.02	0.24	0.24	0.05	0.26	0.26	0.05	0.22	0.22
Crit Volume:	83					362			388	78		
Crit Moves:	****					****			****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) CONDITIONS - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 0 Average Delay (sec/veh): 28.5
Optimal Cycle: 0 Level Of Service: D

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	8	867	60	39	871	6	6	2	5	80	1	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	867	60	39	871	6	6	2	5	80	1	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	867	60	39	871	6	6	2	5	80	1	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	867	60	39	871	6	6	2	5	80	1	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	867	60	39	871	6	6	2	5	80	1	37
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	1.85	0.13	0.09	1.90	0.01	0.47	0.15	0.38	0.99	0.01	1.00
Final Sat.:	10	1065	74	48	1080	7	208	69	173	381	5	441
Capacity Analysis Module:												
Vol/Sat:	0.82	0.81	0.81	0.81	0.81	0.80	0.03	0.03	0.03	0.21	0.21	0.08
Crit Moves:	****			****				****		****		
Delay/Veh:	30.6	29.9	29.0	29.8	29.4	29.0	11.0	11.0	11.0	13.3	13.3	10.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	29.9	29.0	29.8	29.4	29.0	11.0	11.0	11.0	13.3	13.3	10.7
LOS by Move:	D	D	D	D	D	D	B	B	B	B	B	B
ApproachDel:	29.8			29.4			11.0			12.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	29.8			29.4			11.0			12.5		
LOS by Appr:	D			D			B			B		
AllWayAvgQ:	3.4	3.2	3.2	3.3	3.2	3.2	0.0	0.0	0.0	0.2	0.2	0.1

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) CONDITIONS - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.841
Loss Time (sec): 0 Average Delay (sec/veh): 27.2
Optimal Cycle: 0 Level Of Service: D

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	83	822	0	0	831	119	109	0	103	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	822	0	0	831	119	109	0	103	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	822	0	0	831	119	109	0	103	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	822	0	0	831	119	109	0	103	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	822	0	0	831	119	109	0	103	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.75	0.25	0.51	0.00	0.49	0.00	0.00	0.00
Final Sat.:	507	1102	0	0	988	144	282	0	267	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.75	xxxx	xxxx	0.84	0.83	0.39	xxxx	0.39	xxxx	xxxx	xxxx
Crit Moves:		****			****				****			
Delay/Veh:	11.0	25.4	0.0	0.0	33.6	31.7	13.4	0.0	13.4	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	25.4	0.0	0.0	33.6	31.7	13.4	0.0	13.4	0.0	0.0	0.0
LOS by Move:	B	D	*	*	D	D	B	*	B	*	*	*
ApproachDel:	24.0			33.3			13.4			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	24.0			33.3			13.4			xxxxxx		
LOS by Appr:	C			D			B			*		
AllWayAvgQ:	0.2	2.5	0.0	0.0	4.0	3.6	0.6	0.6	0.6	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) CONDITIONS - PM PEAK HOUR

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

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	105				Critical Vol./Cap.(X):				0.979						
Loss Time (sec):	16				Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	180				Level Of Service:				E						
Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD								
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R
Control:	Prot+Permit				Prot+Permit				Prot+Permit				Prot+Permit		
Rights:	Ovl				Ovl				Ovl				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0
Lanes:	1	0 2	0 1		1	0 2	0 1		1	0 2	0 1		1	0 1	1 0
Volume Module:															
Base Vol:	170	775	286		88	1018	183		138	751	148		292	621	21
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Initial Bse:	170	775	286		88	1018	183		138	751	148		292	621	21
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Volume:	170	775	286		88	1018	183		138	751	148		292	621	21
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0
Reduced Vol:	170	775	286		88	1018	183		138	751	148		292	621	21
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
FinalVolume:	170	775	286		88	1018	183		138	751	148		292	621	21
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.93	0.07
Final Sat.:	1375	2750	1375		1375	2750	1375		1375	2750	1375		1375	2660	90
Capacity Analysis Module:															
Vol/Sat:	0.12	0.28	0.21		0.06	0.37	0.13		0.10	0.27	0.11		0.21	0.23	0.23
Crit Volume:	170					509				376			292		
Crit Moves:	****					****				****			****		

LAX SPAS
BASELINE (2010) CONDITIONS - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 7.6 Worst Case Level Of Service: F[68.1]

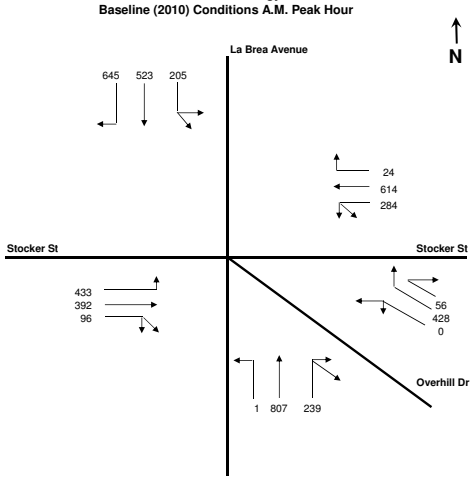
Street Name:	WALGROVE AVENUE								WASHINGTON BOULEVARD						
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled		
Rights:	Include				Include				Include				Include		
Lanes:	0	0 0	0 0		0	0 1!	0 0		1	0 2	0 0		0	0 1	1 0
Volume Module:															
Base Vol:	0	0	0		5	0	256		259	1094	0		0	1251	79
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Initial Bse:	0	0	0		5	0	256		259	1094	0		0	1251	79
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Volume:	0	0	0		5	0	256		259	1094	0		0	1251	79
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0
FinalVolume:	0	0	0		5	0	256		259	1094	0		0	1251	79
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	xxxxx		6.8	6.5	6.9		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	4.0	3.3		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx
Capacity Module:															
Cnflict Vol:	xxxx	xxxx	xxxxx		2356	2903	665		1330	xxxx	xxxxx		xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx		31	16	407		526	xxxx	xxxxx		xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx		19	8	407		526	xxxx	xxxxx		xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx		0.27	0.00	0.63		0.49	xxxx	xxxx		xxxx	xxxx	xxxx
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		2.7	xxxx	xxxxx		xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		18.3	xxxx	xxxxx		xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*		*	*	*		C	*	*		*	*	*
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	292	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	8.2	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	68.1	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*		*	F	*		*	*	*		*	*	*
ApproachDel:	xxxxxx					68.1			xxxxxx				xxxxxx		
ApproachLOS:	*					F			*				*		

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Manual Calculations

Intersection 86
CMA Methodology
Baseline (2010) Conditions A.M. Peak Hour



1) $\frac{433}{2}$ or $\frac{284}{2}$

= **217**

2) $\frac{614}{2}$ or $\frac{24}{1}$ or $\left\{\frac{392 + 96}{2}\right\}$

= **307**

3) $\frac{523}{2}$ or $\frac{807}{3}$ or $\frac{239}{2}$

= **269**

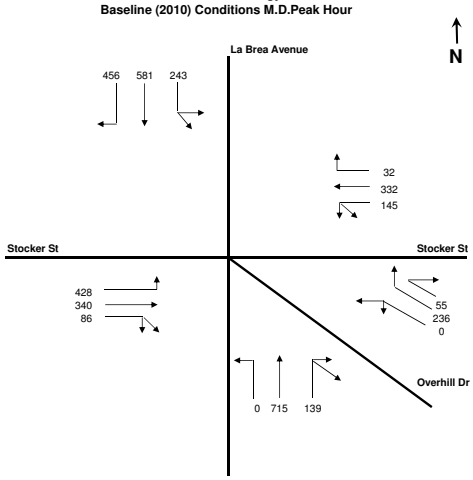
4) $\frac{205}{2}$ or $\left\{\frac{428 + 56}{3}\right\}$

= **161**

Critical Volumes = 217 + 307 + 269 + 161 = 954

V/C = $\frac{954}{1,375}$ – 0.00 = 0.694 LOS B

Intersection 86
CMA Methodology
Baseline (2010) Conditions M.D.Peak Hour



1) $\frac{428}{2}$ or $\frac{145}{2}$

= **214**

2) $\frac{332}{2}$ or $\frac{32}{1}$ or $\left\{\frac{340 + 86}{2}\right\}$

= **213**

3) $\frac{581}{2}$ or $\frac{715}{3}$ or $\frac{139}{2}$

= **291**

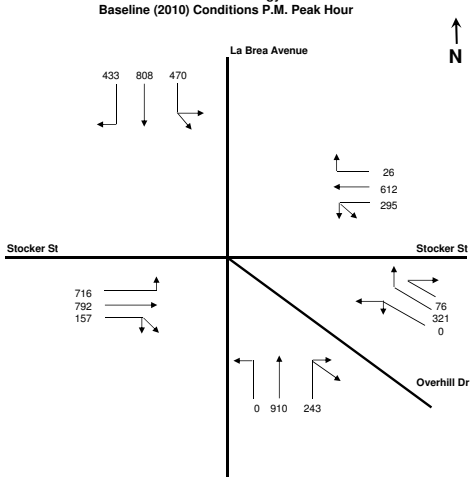
4) $\frac{243}{2}$ or $\left\{\frac{236 + 55}{3}\right\}$

= **122**

Critical Volumes = 214 + 213 + 291 + 122 = 840

V/C = $\frac{840}{1,375}$ – 0.00 = 0.611 LOS B

Intersection 86
CMA Methodology
Baseline (2010) Conditions P.M. Peak Hour



1) $\frac{716}{2}$ or $\frac{295}{2}$

= **358**

2) $\frac{612}{2}$ or $\frac{26}{1}$ or $\left\{\frac{792 + 157}{2}\right\}$

= **475**

3) $\frac{808}{2}$ or $\frac{910}{3}$ or $\frac{243}{2}$

= **404**

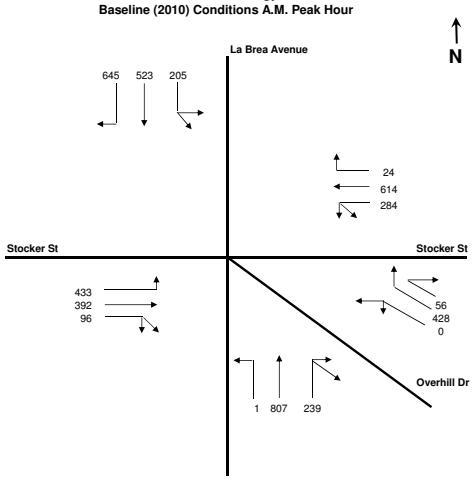
4) $\frac{470}{2}$ or $\left\{\frac{321 + 76}{3}\right\}$

= **235**

Critical Volumes = 358 + 475 + 404 + 235 = 1,472

V/C = $\frac{1,472}{1,375}$ – 0.00 = 1.071 LOS F

Intersection 86
ICU Methodology
Baseline (2010) Conditions A.M. Peak Hour



1) $\frac{433}{3200}$ or $\frac{284}{3200}$

= **0.135**

2) $\frac{614}{3200}$ or $\frac{24}{1600}$ or $\left\{\frac{392 + 96}{3200}\right\}$

= **0.192**

3) $\frac{523}{3200}$ or $\frac{807}{4800}$ or $\frac{239}{3200}$

= **0.168**

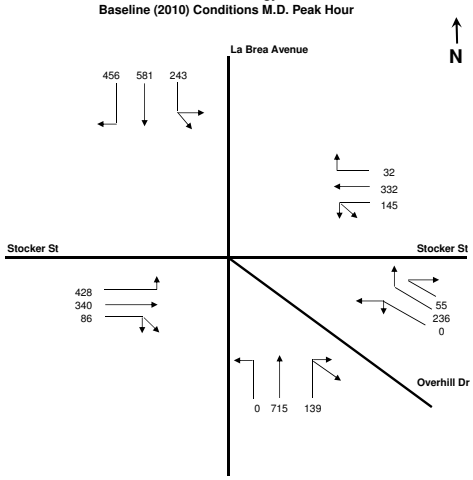
4) $\frac{205}{3200}$ or $\left\{\frac{428 + 56}{4800}\right\}$

= **0.101**

Critical Volumes = 0.135 + 0.192 + 0.168 + 0.101 = 0.596

V/C = 0.596 — 0.00 = 0.596 LOS A

Intersection 86
ICU Methodology
Baseline (2010) Conditions M.D. Peak Hour



1) $\frac{428}{3200}$ or $\frac{145}{3200}$

= **0.134**

2) $\frac{332}{3200}$ or $\frac{32}{1600}$ or $\left\{\frac{340 + 86}{3200}\right\}$

= **0.133**

3) $\frac{581}{3200}$ or $\frac{715}{4800}$ or $\frac{139}{3200}$

= **0.182**

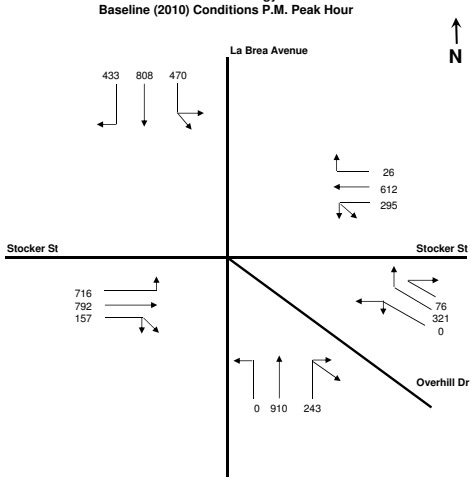
4) $\frac{243}{3200}$ or $\left\{\frac{236 + 55}{4800}\right\}$

= **0.076**

Critical Volumes = 0.134 + 0.133 + 0.182 + 0.076 = 0.525

V/C = 0.525 — 0.00 = 0.525 LOS A

Intersection 86
ICU Methodology
Baseline (2010) Conditions P.M. Peak Hour



1) $\frac{716}{3200}$ or $\frac{295}{3200}$

= **0.224**

2) $\frac{612}{3200}$ or $\frac{26}{1600}$ or $\left\{\frac{792 + 157}{3200}\right\}$

= **0.297**

3) $\frac{808}{3200}$ or $\frac{910}{4800}$ or $\frac{243}{3200}$

= **0.253**

4) $\frac{470}{3200}$ or $\left\{\frac{321 + 76}{4800}\right\}$

= **0.147**

Critical Volumes = 0.224 + 0.297 + 0.253 + 0.147 = 0.921

V/C = 0.921 — 0.00 = 0.921 LOS E

Attachment 2

Baseline (2010) with Alternative

Critical Movement Analysis

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	85	1	**85**	0	0	**0**
	Left-Through		0			0	
	Through	425	1	253	0	0	0
	Through-Right		1			0	
	Right	81	0	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	16	1	16	0	0	0
	Left-Through		0			0	
	Through	655	3	**218**	0	0	**0**
	Through-Right		0			0	
	Right	101	1	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	28	1	28	0	0	0
	Left-Through		0			0	
	Through	174	2	**87**	0	0	**0**
	Through-Right		0			0	
	Right	84	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	159	1	**159**	0	0	**0**
	Left-Through		0			0	
	Through	383	1	217	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	303		North-South:	0
			East-West:	246		East-West:	0
			SUM:	549		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.399			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.399			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	616	1	**361**	0	0	0
	Through-Right		1			0	
	Right	105	0	105	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	46	1	**46**	0	0	0
	Left-Through		0			0	
	Through	637	3	212	0	0	**0**
	Through-Right		0			0	
	Right	114	1	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	67	1	67	0	0	0
	Left-Through		0			0	
	Through	430	2	**215**	0	0	**0**
	Through-Right		0			0	
	Right	156	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	161	1	**161**	0	0	**0**
	Left-Through		0			0	
	Through	313	1	208	0	0	0
	Through-Right		1			0	
	Right	103	0	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	407		North-South:	0
			East-West:	376		East-West:	0
			SUM:	783		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.569			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.569			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	122	1	122	0	0	**0**
	Left-Through		0			0	
	Through	857	1	**493**	0	0	0
	Through-Right		1			0	
	Right	129	0	129	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	71	1	**71**	0	0	0
	Left-Through		0			0	
	Through	495	3	165	0	0	**0**
	Through-Right		0			0	
	Right	114	1	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	22	1	22	0	0	0
	Left-Through		0			0	
	Through	416	2	**208**	0	0	**0**
	Through-Right		0			0	
	Right	140	1	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	414	1	253	0	0	0
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	564		North-South:	0
			East-West:	348		East-West:	0
			SUM:	912		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.663			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.663			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	1	9	0	0	**0**
	Left-Through		0			0	
	Through	33	2	**17**	0	0	0
	Through-Right		0			0	
	Right	35	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	259	2	**91**	0	0	0
	Left-Through		1			0	
	Through	18	1	18	0	0	**0**
	Through-Right		0			0	
	Right	161	1	22	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	506	2	**278**	0	0	0
	Left-Through		0			0	
	Through	1336	4	334	0	0	**0**
	Through-Right		0			0	
	Right	13	1	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	82	1	82	0	0	**0**
	Left-Through		0			0	
	Through	2104	4	**526**	0	0	0
	Through-Right		0			0	
	Right	343	1	252	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	108		North-South:	0
			East-West:	804		East-West:	0
			SUM:	912		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.663			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.663			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	22	1	22	0	0	**0**
Left-Through		0			0	
Through	34	2	17	0	0	0
Through-Right		0			0	
Right	40	1	**25**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	299	2	105	0	0	0
Left-Through		1			0	
Through	20	1	20	0	0	**0**
Through-Right		0			0	
Right	346	1	**162**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	670	2	**369**	0	0	0
Left-Through		0			0	
Through	1795	4	449	0	0	**0**
Through-Right		0			0	
Right	19	1	8	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	31	1	31	0	0	**0**
Left-Through		0			0	
Through	2033	4	**508**	0	0	0
Through-Right		0			0	
Right	222	1	117	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	187		*North-South:*	0
		East-West:	877		*East-West:*	0
		SUM:	1064		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.774			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.774			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	17	1	17	0	0	**0**
Left-Through		0			0	
Through	37	2	19	0	0	0
Through-Right		0			0	
Right	65	1	**43**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	592	2	**207**	0	0	0
Left-Through		1			0	
Through	17	1	17	0	0	**0**
Through-Right		0			0	
Right	317	1	89	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	829	2	**456**	0	0	0
Left-Through		0			0	
Through	1837	4	459	0	0	**0**
Through-Right		0			0	
Right	17	1	9	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	45	1	45	0	0	**0**
Left-Through		0			0	
Through	1460	4	**365**	0	0	0
Through-Right		0			0	
Right	240	1	33	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	250		*North-South:*	0
		East-West:	821		*East-West:*	0
		SUM:	1071		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.779			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.779			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	46	0	46	0	0	**0**
Left-Through		1			0	
Through	89	0	**135**	0	0	0
Through-Right		0			0	
Right	355	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	82	0	**82**	0	0	0
Left-Through		1			0	
Through	9	0	30	0	0	**0**
Through-Right		1			0	
Right	21	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	7	1	7	0	0	0
Left-Through		0			0	
Through	409	2	**139**	0	0	**0**
Through-Right		1			0	
Right	7	0	7	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	722	2	**397**	0	0	**0**
Left-Through		0			0	
Through	526	1	267	0	0	0
Through-Right		1			0	
Right	8	0	8	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	217		*North-South:*	0
		East-West:	536		*East-West:*	0
		SUM:	753		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.548			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.548			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	37	0	37	0	0	**0**
Left-Through		1			0	
Through	41	0	**78**	0	0	0
Through-Right		0			0	
Right	556	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	29	0	29	0	0	0
Left-Through		1			0	
Through	28	0	**46**	0	0	**0**
Through-Right		1			0	
Right	18	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	17	1	17	0	0	0
Left-Through		0			0	
Through	520	2	**178**	0	0	**0**
Through-Right		1			0	
Right	14	0	14	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	634	2	**349**	0	0	**0**
Left-Through		0			0	
Through	457	1	238	0	0	0
Through-Right		1			0	
Right	18	0	18	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	124		*North-South:*	0
		East-West:	527		*East-West:*	0
		SUM:	651		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.473			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.473			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	24	0	24	0	0	**0**
	Left-Through		1			0	
	Through	22	0	**46**	0	0	0
	Through-Right		0			0	
	Right	600	2	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	44	0	44	0	0	0
	Left-Through		1			0	
	Through	49	0	**56**	0	0	**0**
	Through-Right		1			0	
	Right	7	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	15	1	15	0	0	0
	Left-Through		0			0	
	Through	672	2	**227**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	567	2	**312**	0	0	**0**
	Left-Through		0			0	
	Through	472	1	249	0	0	0
	Through-Right		1			0	
	Right	26	0	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	102		North-South:	0
			East-West:	539		East-West:	0
			SUM:	641		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.466			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.466			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	344	1	230	0	0	0
	Through-Right		1			0	
	Right	115	0	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	73	1	73	0	0	0
	Left-Through		0			0	
	Through	675	1	**343**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	15	1	**15**	0	0	0
	Left-Through		0			0	
	Through	570	1	290	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	168	1	168	0	0	**0**
	Left-Through		0			0	
	Through	926	1	**519**	0	0	0
	Through-Right		1			0	
	Right	112	0	112	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	423		North-South:	0
			East-West:	534		East-West:	0
			SUM:	957		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.696			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.696			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	39	1	39	0	0	**0**
	Left-Through		0			0	
	Through	542	1	**394**	0	0	0
	Through-Right		1			0	
	Right	245	0	245	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	93	1	**93**	0	0	0
	Left-Through		0			0	
	Through	576	1	293	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	27	1	27	0	0	0
	Left-Through		0			0	
	Through	915	1	**475**	0	0	**0**
	Through-Right		1			0	
	Right	34	0	34	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	157	1	**157**	0	0	**0**
	Left-Through		0			0	
	Through	905	1	491	0	0	0
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	487		North-South:	0
			East-West:	632		East-West:	0
			SUM:	1119		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.814			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.814			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	56	1	56	0	0	**0**
	Left-Through		0			0	
	Through	612	1	**416**	0	0	0
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	86	1	**86**	0	0	0
	Left-Through		0			0	
	Through	458	1	237	0	0	**0**
	Through-Right		1			0	
	Right	16	0	16	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	1148	1	**590**	0	0	**0**
	Through-Right		1			0	
	Right	31	0	31	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	126	1	**126**	0	0	**0**
	Left-Through		0			0	
	Through	749	1	411	0	0	0
	Through-Right		1			0	
	Right	73	0	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	502		North-South:	0
			East-West:	716		East-West:	0
			SUM:	1218		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.886			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.886			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	143	1	**143**	0	0	**0**	129	1	**129**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	508	2	254	0	0	0	414	2	207	0	0	0
	Through-Right		0			0			0			0	
	Right	89	1	62	0	0	0	48	1	22	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	33	1	33	0	0	0	66	1	66	0	0	0
	Left-Through		0			0			0			0	
	Through	348	1	**211**	0	0	**0**	263	1	**179**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	73	0	73	0	0	0	94	0	94	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	28	1	**28**	0	0	0	48	1	48	0	0	0
	Left-Through		0			0			0			0	
	Through	192	1	122	0	0	**0**	424	1	**267**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	51	0	51	0	0	0	109	0	109	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	55	1	55	0	0	**0**	53	1	**53**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	376	1	**212**	0	0	0	354	1	214	0	0	0
	Through-Right		1			0			1			0	
	Right	48	0	48	0	0	0	74	0	74	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	354		*North-South:*	0		*North-South:*	308		*North-South:*	0
			East-West:	240		*East-West:*	0		*East-West:*	320		*East-West:*	0
			SUM:	594		*SUM:*	0		*SUM:*	628		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.432			0.000			0.457			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.432			0.000			0.457			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	167	1	**167**	0	0	**0**						
	Left-Through		0			0							
	Through	548	2	274	0	0	0						
	Through-Right		0			0							
	Right	72	1	30	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	65	1	65	0	0	0						
	Left-Through		0			0							
	Through	494	1	**327**	0	0	**0**						
	Through-Right		1			0							
	Right	159	0	159	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	70	1	70	0	0	0						
	Left-Through		0			0							
	Through	439	1	**273**	0	0	**0**						
	Through-Right		1			0							
	Right	107	0	107	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	84	1	**84**	0	0	**0**						
	Left-Through		0			0							
	Through	319	1	177	0	0	0						
	Through-Right		1			0							
	Right	34	0	34	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	494		*North-South:*	0						
			East-West:	357		*East-West:*	0						
			SUM:	851		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.619			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.619			0.000						
LEVEL OF SERVICE (LOS):				B			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				2			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	2	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	185	1	**185**	0	0	**0**						
	Left-Through		0			0							
	Through	585	1	319	0	0	0						
	Through-Right		1			0							
	Right	53	0	53	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	64	1	64	0	0	0						
	Left-Through		0			0							
	Through	371	1	**203**	0	0	**0**						
	Through-Right		1			0							
	Right	35	0	35	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	54	1	**54**	0	0	0						
	Left-Through		0			0							
	Through	113	1	112	0	0	**0**						
	Through-Right		1			0							
	Right	111	0	111	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	99	1	99	0	0	**0**						
	Left-Through		0			0							
	Through	336	2	**168**	0	0	0						
	Through-Right		0			0							
	Right	149	1	149	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	388		*North-South:*	0						
			East-West:	222		*East-West:*	0						
			SUM:	610		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.407			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.407			0.000						
LEVEL OF SERVICE (LOS):				A			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	584	1	**345**	0	0	0
	Through-Right		1			0	
	Right	106	0	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	103	1	**103**	0	0	0
	Left-Through		0			0	
	Through	470	1	273	0	0	**0**
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	63	1	63	0	0	0
	Left-Through		0			0	
	Through	236	1	**207**	0	0	**0**
	Through-Right		1			0	
	Right	178	0	178	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	241	2	121	0	0	0
	Through-Right		0			0	
	Right	79	1	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	448		*North-South:*	0
			East-West:	277		*East-West:*	0
			SUM:	725		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.483			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.483			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	106	1	106	0	0	**0**
	Left-Through		0			0	
	Through	494	1	**384**	0	0	0
	Through-Right		1			0	
	Right	274	0	274	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	156	1	**156**	0	0	0
	Left-Through		0			0	
	Through	750	1	400	0	0	**0**
	Through-Right		1			0	
	Right	49	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	44	1	44	0	0	0
	Left-Through		0			0	
	Through	365	1	**291**	0	0	**0**
	Through-Right		1			0	
	Right	216	0	216	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	61	1	**61**	0	0	**0**
	Left-Through		0			0	
	Through	216	2	108	0	0	0
	Through-Right		0			0	
	Right	75	1	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	540		*North-South:*	0
			East-West:	352		*East-West:*	0
			SUM:	892		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.595			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.595			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	725	2	**399**	0	0	**0**
	Left-Through		0			0	
	Through	789	1	433	0	0	0
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	2	7	0	0	0
	Left-Through		0			0	
	Through	304	2	**152**	0	0	**0**
	Through-Right		0			0	
	Right	138	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	1042	3	347	0	0	**0**
	Through-Right		1			0	
	Right	378	0	179	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	62	1	62	0	0	**0**
	Left-Through		0			0	
	Through	1666	3	**436**	0	0	0
	Through-Right		1			0	
	Right	79	0	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	551		*North-South:*	0
			East-West:	646		*East-West:*	0
			SUM:	1197		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.871			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.871			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	468	2	257	0	0	**0**
	Left-Through		0			0	
	Through	638	1	**364**	0	0	0
	Through-Right		1			0	
	Right	89	0	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	64	2	**35**	0	0	0
	Left-Through		0			0	
	Through	247	2	124	0	0	**0**
	Through-Right		0			0	
	Right	158	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	260	1	**260**	0	0	0
	Left-Through		0			0	
	Through	1598	3	469	0	0	**0**
	Through-Right		1			0	
	Right	276	0	276	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	143	1	143	0	0	**0**
	Left-Through		0			0	
	Through	1660	3	**443**	0	0	0
	Through-Right		1			0	
	Right	111	0	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	399		*North-South:*	0
			East-West:	703		*East-West:*	0
			SUM:	1102		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.801			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.801			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	484	2	266	0	0	**0**
	Left-Through		0			0	
	Through	1152	1	**633**	0	0	0
	Through-Right		1			0	
	Right	113	0	113	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	2	**28**	0	0	0
	Left-Through		0			0	
	Through	504	2	252	0	0	**0**
	Through-Right		0			0	
	Right	117	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	406	1	**406**	0	0	0
	Left-Through		0			0	
	Through	1688	3	522	0	0	**0**
	Through-Right		1			0	
	Right	400	0	400	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	102	1	102	0	0	**0**
	Left-Through		0			0	
	Through	1144	3	**301**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	661		North-South:	0
			East-West:	707		East-West:	0
			SUM:	1368		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.995			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.995			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	251	2	138	0	0	**0**
	Left-Through		0			0	
	Through	532	2	**266**	0	0	0
	Through-Right		0			0	
	Right	119	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	253	2	**139**	0	0	0
	Left-Through		0			0	
	Through	310	2	155	0	0	**0**
	Through-Right		0			0	
	Right	163	1	71	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	168	2	**92**	0	0	0
	Left-Through		0			0	
	Through	292	2	127	0	0	**0**
	Through-Right		1			0	
	Right	89	0	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	229	2	126	0	0	**0**
	Left-Through		0			0	
	Through	798	3	266	0	0	0
	Through-Right		0			0	
	Right	668	1	**529**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	405		North-South:	0
			East-West:	621		East-West:	0
			SUM:	1026		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.746			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.746			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	145	2	80	0	0	**0**
	Left-Through		0			0	
	Through	330	2	**165**	0	0	0
	Through-Right		0			0	
	Right	80	1	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	372	2	**205**	0	0	0
	Left-Through		0			0	
	Through	306	2	153	0	0	**0**
	Through-Right		0			0	
	Right	94	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	152	2	**84**	0	0	0
	Left-Through		0			0	
	Through	527	2	219	0	0	**0**
	Through-Right		1			0	
	Right	129	0	129	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	2	33	0	0	**0**
	Left-Through		0			0	
	Through	470	3	157	0	0	0
	Through-Right		0			0	
	Right	414	1	**209**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	370		North-South:	0
			East-West:	293		East-West:	0
			SUM:	663		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.482			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.482			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	176	2	**97**	0	0	**0**
	Left-Through		0			0	
	Through	385	2	193	0	0	0
	Through-Right		0			0	
	Right	228	1	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	208	2	114	0	0	0
	Left-Through		0			0	
	Through	624	2	**312**	0	0	**0**
	Through-Right		0			0	
	Right	147	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	203	2	112	0	0	0
	Left-Through		0			0	
	Through	1088	2	**452**	0	0	**0**
	Through-Right		1			0	
	Right	267	0	267	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	256	2	**141**	0	0	**0**
	Left-Through		0			0	
	Through	337	3	112	0	0	0
	Through-Right		0			0	
	Right	402	1	288	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	409		North-South:	0
			East-West:	593		East-West:	0
			SUM:	1002		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.729			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.729			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 2	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	1	25	0	0	**0**
	Left-Through		0			0	
	Through	1235	1	**646**	0	0	0
	Through-Right		1			0	
	Right	56	0	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	113	1	**113**	0	0	0
	Left-Through		0			0	
	Through	661	1	363	0	0	**0**
	Through-Right		1			0	
	Right	65	0	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	32	0	**52**	0	0	**0**
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	45	1	45	0	0	**0**
	Left-Through		0			0	
	Through	49	1	**49**	0	0	0
	Through-Right		1			0	
	Right	65	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	759		*North-South:*	0
			East-West:	101		*East-West:*	0
			SUM:	860		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.625			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.625			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 2	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	51	1	51	0	0	**0**
	Left-Through		0			0	
	Through	737	1	**423**	0	0	0
	Through-Right		1			0	
	Right	108	0	108	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	99	1	**99**	0	0	0
	Left-Through		0			0	
	Through	587	1	325	0	0	**0**
	Through-Right		1			0	
	Right	63	0	63	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	49	1	49	0	0	0
	Left-Through		0			0	
	Through	59	0	**96**	0	0	**0**
	Through-Right		1			0	
	Right	37	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	148	1	**148**	0	0	**0**
	Left-Through		0			0	
	Through	38	1	38	0	0	0
	Through-Right		1			0	
	Right	115	0	66	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	522		*North-South:*	0
			East-West:	244		*East-West:*	0
			SUM:	766		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.557			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.557			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 2	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	33	1	33	0	0	**0**
	Left-Through		0			0	
	Through	888	1	**479**	0	0	0
	Through-Right		1			0	
	Right	69	0	69	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	126	1	**126**	0	0	0
	Left-Through		0			0	
	Through	974	1	517	0	0	**0**
	Through-Right		1			0	
	Right	59	0	59	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	84	1	84	0	0	0
	Left-Through		0			0	
	Through	70	0	**101**	0	0	**0**
	Through-Right		1			0	
	Right	31	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	155	1	**155**	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		1			0	
	Right	119	0	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	605		*North-South:*	0
			East-West:	256		*East-West:*	0
			SUM:	861		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.626			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.626			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	98	1	**98**	0	0	**0**
	Left-Through		0			0	
	Through	1360	2	460	0	0	0
	Through-Right		1			0	
	Right	21	0	21	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	22	1	22	0	0	0
	Left-Through		0			0	
	Through	1151	2	**447**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	277	1	**140**	0	0	0
	Left-Through		1			0	
	Through	3	0	140	0	0	**0**
	Through-Right		0			0	
	Right	50	1	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	9	0	9	0	0	**0**
	Left-Through		0			0	
	Through	1	0	**18**	0	0	0
	Through-Right		0			0	
	Right	8	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	545		*North-South:*	0
			East-West:	158		*East-West:*	0
			SUM:	703		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.511			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.511			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	71	1	**71**	0	0	**0**
	Left-Through		0			0	
	Through	1356	2	456	0	0	0
	Through-Right		1			0	
	Right	11	0	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	43	1	43	0	0	0
	Left-Through		0			0	
	Through	1189	2	**482**	0	0	**0**
	Through-Right		1			0	
	Right	257	0	257	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	324	1	**165**	0	0	0
	Left-Through		1			0	
	Through	5	0	165	0	0	**0**
	Through-Right		0			0	
	Right	61	1	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	6	0	6	0	0	**0**
	Left-Through		0			0	
	Through	4	0	**37**	0	0	0
	Through-Right		0			0	
	Right	27	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	553		*North-South:*	0
			East-West:	202		*East-West:*	0
			SUM:	755		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.549			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.549			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	128	1	**128**	0	0	**0**
	Left-Through		0			0	
	Through	1467	2	492	0	0	0
	Through-Right		1			0	
	Right	9	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	39	1	39	0	0	0
	Left-Through		0			0	
	Through	1727	2	**700**	0	0	**0**
	Through-Right		1			0	
	Right	372	0	372	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	417	1	**209**	0	0	0
	Left-Through		1			0	
	Through	0	0	209	0	0	**0**
	Through-Right		0			0	
	Right	26	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	5	0	5	0	0	**0**
	Left-Through		0			0	
	Through	5	0	**46**	0	0	0
	Through-Right		0			0	
	Right	36	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	828		*North-South:*	0
			East-West:	255		*East-West:*	0
			SUM:	1083		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.788			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.788			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2210	4	**553**	0	0	0
	Through-Right		0			0	
	Right	83	1	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	2	**7**	0	0	0
	Left-Through		0			0	
	Through	1601	4	400	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	109	2	**60**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	560		*North-South:*	0
			East-West:	60		*East-West:*	0
			SUM:	620		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.435			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.435			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1563	4	**391**	0	0	0
	Through-Right		0			0	
	Right	75	1	37	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	2	**6**	0	0	0
	Left-Through		0			0	
	Through	1447	4	362	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	69	2	**38**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	15	1	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	397		*North-South:*	0
			East-West:	38		*East-West:*	0
			SUM:	435		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.305			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.305			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	1912	4	478	0	0	0
Through-Right		0			0	
Right	161	1	113	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	38	2	21	0	0	0
Left-Through		0			0	
Through	2285	4	**571**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	88	2	**48**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	33	1	12	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	571		*North-South:*	0
		East-West:	48		*East-West:*	0
		SUM:	619		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.434			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.434			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	11	2	6	0	0	**0**
Left-Through		0			0	
Through	13	3	**4**	0	0	0
Through-Right		0			0	
Right	7	1	3	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	339	2	**186**	0	0	0
Left-Through		0			0	
Through	17	2	9	0	0	**0**
Through-Right		0			0	
Right	408	1	174	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	426	2	**234**	0	0	0
Left-Through		0			0	
Through	839	3	280	0	0	**0**
Through-Right		0			0	
Right	9	1	3	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	17	2	9	0	0	**0**
Left-Through		0			0	
Through	915	3	**305**	0	0	0
Through-Right		0			0	
Right	358	1	172	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	190		*North-South:*	0
		East-West:	539		*East-West:*	0
		SUM:	729		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.530			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.530			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	23	2	**13**	0	0	**0**
Left-Through		0			0	
Through	16	3	5	0	0	0
Through-Right		0			0	
Right	22	1	19	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	337	2	185	0	0	0
Left-Through		0			0	
Through	20	2	10	0	0	**0**
Through-Right		0			0	
Right	369	1	**207**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	295	2	**162**	0	0	0
Left-Through		0			0	
Through	826	3	275	0	0	**0**
Through-Right		0			0	
Right	19	1	6	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	11	2	6	0	0	**0**
Left-Through		0			0	
Through	872	3	**291**	0	0	0
Through-Right		0			0	
Right	255	1	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	220		*North-South:*	0
		East-West:	453		*East-West:*	0
		SUM:	673		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.489			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.489			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	15	2	8	0	0	**0**
Left-Through		0			0	
Through	15	3	5	0	0	0
Through-Right		0			0	
Right	19	1	**18**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	781	2	**430**	0	0	0
Left-Through		0			0	
Through	10	2	5	0	0	**0**
Through-Right		0			0	
Right	431	1	264	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	303	2	**167**	0	0	0
Left-Through		0			0	
Through	985	3	328	0	0	**0**
Through-Right		0			0	
Right	8	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	5	2	3	0	0	**0**
Left-Through		0			0	
Through	1030	3	**343**	0	0	0
Through-Right		0			0	
Right	317	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	448		*North-South:*	0
		East-West:	510		*East-West:*	0
		SUM:	958		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.697			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.697			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	1	8	0	0	**0**
	Left-Through		0			0	
	Through	1081	2	**541**	0	0	0
	Through-Right		0			0	
	Right	150	1	109	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	103	1	**103**	0	0	0
	Left-Through		0			0	
	Through	694	2	347	0	0	**0**
	Through-Right		0			0	
	Right	71	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	280	1	280	0	0	0
	Left-Through		0			0	
	Through	842	1	**428**	0	0	**0**
	Through-Right		1			0	
	Right	14	0	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	82	1	**82**	0	0	**0**
	Left-Through		0			0	
	Through	251	1	196	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	644		*North-South:*	0
			East-West:	510		*East-West:*	0
			SUM:	1154		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.769			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.769			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	17	0	0	**0**
	Left-Through		0			0	
	Through	705	2	**353**	0	0	0
	Through-Right		0			0	
	Right	78	1	57	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	137	1	**137**	0	0	0
	Left-Through		0			0	
	Through	742	2	371	0	0	**0**
	Through-Right		0			0	
	Right	95	1	33	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	125	1	**125**	0	0	0
	Left-Through		0			0	
	Through	250	1	134	0	0	**0**
	Through-Right		1			0	
	Right	18	0	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	43	1	43	0	0	**0**
	Left-Through		0			0	
	Through	250	1	**211**	0	0	0
	Through-Right		1			0	
	Right	171	0	171	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	490		*North-South:*	0
			East-West:	336		*East-West:*	0
			SUM:	826		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.551			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.551			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	28	0	0	**0**
	Left-Through		0			0	
	Through	1072	2	**536**	0	0	0
	Through-Right		0			0	
	Right	109	1	52	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	165	1	**165**	0	0	0
	Left-Through		0			0	
	Through	1269	2	635	0	0	**0**
	Through-Right		0			0	
	Right	163	1	109	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	109	1	**109**	0	0	0
	Left-Through		0			0	
	Through	490	1	254	0	0	**0**
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	114	1	114	0	0	**0**
	Left-Through		0			0	
	Through	580	1	**381**	0	0	0
	Through-Right		1			0	
	Right	181	0	181	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	701		*North-South:*	0
			East-West:	490		*East-West:*	0
			SUM:	1191		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.794			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.794			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	2	5	0	0	**0**
	Left-Through		0			0	
	Through	2257	2	**764**	0	0	0
	Through-Right		1			0	
	Right	35	0	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	106	1	**106**	0	0	0
	Left-Through		0			0	
	Through	2025	2	680	0	0	**0**
	Through-Right		1			0	
	Right	14	0	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	314	2	151	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	234	1	234	0	0	**0**
	Left-Through		0			0	
	Through	1104	2	**552**	0	0	0
	Through-Right		0			0	
	Right	195	1	142	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	870		*North-South:*	0
			East-West:	552		*East-West:*	0
			SUM:	1422		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.034			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.034			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	144	2	79	0	0	**0**
	Left-Through		0			0	
	Through	1189	2	**424**	0	0	0
	Through-Right		1			0	
	Right	83	0	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	134	1	**134**	0	0	0
	Left-Through		0			0	
	Through	1261	2	431	0	0	**0**
	Through-Right		1			0	
	Right	33	0	33	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	557	2	**231**	0	0	**0**
	Through-Right		1			0	
	Right	137	0	137	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	164	1	**164**	0	0	**0**
	Left-Through		0			0	
	Through	718	2	359	0	0	0
	Through-Right		0			0	
	Right	117	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	558		*North-South:*	0
			East-West:	395		*East-West:*	0
			SUM:	953		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.693			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.693			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	101	2	56	0	0	**0**
	Left-Through		0			0	
	Through	1967	2	**699**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	269	1	**269**	0	0	0
	Left-Through		0			0	
	Through	1962	2	660	0	0	**0**
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	905	2	**364**	0	0	**0**
	Through-Right		1			0	
	Right	186	0	186	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	147	1	**147**	0	0	**0**
	Left-Through		0			0	
	Through	798	2	399	0	0	0
	Through-Right		0			0	
	Right	115	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	968		*North-South:*	0
			East-West:	511		*East-West:*	0
			SUM:	1479		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.076			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.076			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	153	2	**84**	0	0	**0**
	Left-Through		0			0	
	Through	784	2	295	0	0	0
	Through-Right		1			0	
	Right	102	0	102	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	836	2	**325**	0	0	**0**
	Through-Right		1			0	
	Right	138	0	138	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	128	1	**128**	0	0	0
	Left-Through		0			0	
	Through	338	2	133	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	153	1	153	0	0	**0**
	Left-Through		0			0	
	Through	980	2	**330**	0	0	0
	Through-Right		1			0	
	Right	9	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	409		*North-South:*	0
			East-West:	458		*East-West:*	0
			SUM:	867		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.631			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.631			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	179	2	98	0	0	**0**
	Left-Through		0			0	
	Through	786	2	**323**	0	0	0
	Through-Right		1			0	
	Right	183	0	183	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	74	1	**74**	0	0	0
	Left-Through		0			0	
	Through	619	2	238	0	0	**0**
	Through-Right		1			0	
	Right	96	0	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	536	2	**205**	0	0	**0**
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	159	1	**159**	0	0	**0**
	Left-Through		0			0	
	Through	686	2	234	0	0	0
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	397		*North-South:*	0
			East-West:	364		*East-West:*	0
			SUM:	761		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.553			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.553			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	196	2	108	0	0	**0**
	Left-Through		0			0	
	Through	1213	2	**495**	0	0	0
	Through-Right		1			0	
	Right	271	0	271	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	121	1	**121**	0	0	0
	Left-Through		0			0	
	Through	806	2	303	0	0	**0**
	Through-Right		1			0	
	Right	104	0	104	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	202	1	**202**	0	0	0
	Left-Through		0			0	
	Through	737	2	262	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	158	1	158	0	0	**0**
	Left-Through		0			0	
	Through	831	2	**279**	0	0	0
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	616		*North-South:*	0
			East-West:	481		*East-West:*	0
			SUM:	1097		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.798			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.798			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	109	1	109	0	0	**0**
	Left-Through		0			0	
	Through	1466	1	**790**	0	0	0
	Through-Right		1			0	
	Right	114	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	74	1	**74**	0	0	0
	Left-Through		0			0	
	Through	570	2	285	0	0	**0**
	Through-Right		0			0	
	Right	65	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	199	1	**199**	0	0	0
	Left-Through		0			0	
	Through	1292	3	431	0	0	**0**
	Through-Right		0			0	
	Right	95	1	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	123	1	123	0	0	**0**
	Left-Through		0			0	
	Through	1014	2	**391**	0	0	0
	Through-Right		1			0	
	Right	158	0	158	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	864		*North-South:*	0
			East-West:	590		*East-West:*	0
			SUM:	1454		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.057			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.057			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	85	1	85	0	0	**0**
	Left-Through		0			0	
	Through	818	1	**487**	0	0	0
	Through-Right		1			0	
	Right	155	0	155	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	129	1	**129**	0	0	0
	Left-Through		0			0	
	Through	658	2	329	0	0	**0**
	Through-Right		0			0	
	Right	92	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	**200**	0	0	0
	Left-Through		0			0	
	Through	1039	3	346	0	0	**0**
	Through-Right		0			0	
	Right	110	1	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	195	1	195	0	0	**0**
	Left-Through		0			0	
	Through	1207	2	**429**	0	0	0
	Through-Right		1			0	
	Right	79	0	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	616		*North-South:*	0
			East-West:	629		*East-West:*	0
			SUM:	1245		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.905			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.905			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	71	1	71	0	0	**0**
	Left-Through		0			0	
	Through	1106	1	**607**	0	0	0
	Through-Right		1			0	
	Right	107	0	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1305	2	653	0	0	**0**
	Through-Right		0			0	
	Right	48	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	133	1	133	0	0	0
	Left-Through		0			0	
	Through	1204	3	**401**	0	0	**0**
	Through-Right		0			0	
	Right	160	1	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	237	1	**237**	0	0	**0**
	Left-Through		0			0	
	Through	1330	2	471	0	0	0
	Through-Right		1			0	
	Right	82	0	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	737		*North-South:*	0
			East-West:	638		*East-West:*	0
			SUM:	1375		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.000			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.000			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	48	1	48	0	0	**0**
	Left-Through		0			0	
	Through	1366	1	**730**	0	0	0
	Through-Right		1			0	
	Right	94	0	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	67	1	**67**	0	0	0
	Left-Through		0			0	
	Through	660	2	330	0	0	**0**
	Through-Right		0			0	
	Right	84	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	184	1	184	0	0	0
	Left-Through		0			0	
	Through	653	2	**327**	0	0	**0**
	Through-Right		0			0	
	Right	52	1	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	63	1	**63**	0	0	**0**
	Left-Through		0			0	
	Through	392	2	196	0	0	0
	Through-Right		0			0	
	Right	60	1	27	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	797		North-South:	0
			East-West:	390		East-West:	0
			SUM:	1187		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.791			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.791			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	79	1	79	0	0	**0**
	Left-Through		0			0	
	Through	785	1	**446**	0	0	0
	Through-Right		1			0	
	Right	107	0	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	69	1	**69**	0	0	0
	Left-Through		0			0	
	Through	724	2	362	0	0	**0**
	Through-Right		0			0	
	Right	226	1	109	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	235	1	**235**	0	0	0
	Left-Through		0			0	
	Through	470	2	235	0	0	**0**
	Through-Right		0			0	
	Right	79	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	89	1	89	0	0	**0**
	Left-Through		0			0	
	Through	483	2	**242**	0	0	0
	Through-Right		0			0	
	Right	59	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	515		North-South:	0
			East-West:	477		East-West:	0
			SUM:	992		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.661			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.661			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	1062	1	614	0	0	0
	Through-Right		1			0	
	Right	165	0	165	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	64	1	64	0	0	0
	Left-Through		0			0	
	Through	1369	2	**685**	0	0	**0**
	Through-Right		0			0	
	Right	179	1	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	642	2	321	0	0	**0**
	Through-Right		0			0	
	Right	82	1	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	126	1	126	0	0	**0**
	Left-Through		0			0	
	Through	622	2	**311**	0	0	0
	Through-Right		0			0	
	Right	74	1	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	755		North-South:	0
			East-West:	481		East-West:	0
			SUM:	1236		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.824			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.824			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	656	3	219	0	0	0
	Through-Right		0			0	
	Right	300	1	**300**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	351	2	**193**	0	0	0
	Left-Through		0			0	
	Through	784	2	392	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	12	0	12	0	0	0
	Left-Through		0			0	
	Through	0	0	12	0	0	**0**
	Through-Right		0			0	
	Right	65	1	**65**	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	493		North-South:	0
			East-West:	65		East-West:	0
			SUM:	558		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.392			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.392			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD						PM					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	565	3	188	0	0	0	792	3	**264**	0	0	0
	Through-Right		0			0			0			0	
	Right	184	1	184	0	0	0	180	1	180	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	283	2	156	0	0	0	708	2	**389**	0	0	0
	Left-Through		0			0			0			0	
	Through	725	2	**363**	0	0	**0**	948	2	474	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	25	0	25	0	0	0	26	0	26	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	25	0	0	**0**	0	0	26	0	0	**0**
	Through-Right		0			0			0			0	
	Right	89	1	**89**	0	0	0	73	1	**73**	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	363		North-South:	0		North-South:	653		North-South:	0
			East-West:	89		East-West:	0		East-West:	73		East-West:	0
			SUM:	452		SUM:	0		SUM:	726		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.317			0.000			0.509			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.317			0.000			0.509			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**	11	1	**11**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	614	2	**307**	0	0	0	519	2	260	0	0	0
	Through-Right		0			0			0			0	
	Right	44	1	0	0	0	0	60	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	859	2	288	0	0	**0**	787	2	**264**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	6	0	6	0	0	0	6	0	6	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	12	0	0	0	0	**0**	16	0	0	0	0	**0**
	Through-Right		0			0			0			0	
	Right	31	0	**31**	0	0	0	19	0	**19**	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		1			0			1			0	
WESTBOUND	Left	253	1	253	0	0	**0**	225	1	**158**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	7	0	**312**	0	0	0	13	0	158	0	0	0
	Through-Right		0			0			0			0	
	Right	617	1	0	0	0	0	235	1	0	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	307		North-South:	0		North-South:	275		North-South:	0
			East-West:	343		East-West:	0		East-West:	177		East-West:	0
			SUM:	650		SUM:	0		SUM:	452		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.456			0.000			0.317			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.456			0.000			0.317			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	2	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	18	1	**18**	0	0	**0**
Left-Through		0			0	
Through	704	2	352	0	0	0
Through-Right		0			0	
Right	86	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1399	2	**472**	0	0	**0**
Through-Right		1			0	
Right	18	0	18	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	15	0	0	0	0	**0**
Through-Right		0			0	
Right	25	0	**25**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
WESTBOUND Left	204	1	204	0	0	**0**
Left-Through		0			0	
Through	14	0	**277**	0	0	0
Through-Right		0			0	
Right	540	1	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	490		*North-South:*	0
		East-West:	302		*East-West:*	0
		SUM:	792		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.556			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.556			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	233	1	**233**	0	0	**0**
Left-Through		0			0	
Through	262	2	131	0	0	0
Through-Right		0			0	
Right	146	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	89	1	89	0	0	0
Left-Through		0			0	
Through	374	2	**187**	0	0	**0**
Through-Right		0			0	
Right	626	2	156	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	188	1	**188**	0	0	0
Left-Through		0			0	
Through	724	3	241	0	0	**0**
Through-Right		0			0	
Right	350	1	117	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	234	1	234	0	0	**0**
Left-Through		0			0	
Through	1125	3	375	0	0	0
Through-Right		1			0	
Right	518	0	**474**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	420		*North-South:*	0
		East-West:	662		*East-West:*	0
		SUM:	1082		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.787			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.787			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	162	1	**162**	0	0	**0**
Left-Through		0			0	
Through	321	2	161	0	0	0
Through-Right		0			0	
Right	268	2	54	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	193	1	193	0	0	0
Left-Through		0			0	
Through	279	2	140	0	0	**0**
Through-Right		0			0	
Right	840	2	**258**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	204	1	204	0	0	0
Left-Through		0			0	
Through	1326	3	**442**	0	0	**0**
Through-Right		0			0	
Right	489	1	327	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	93	1	**93**	0	0	**0**
Left-Through		0			0	
Through	945	3	315	0	0	0
Through-Right		1			0	
Right	335	0	239	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	420		*North-South:*	0
		East-West:	535		*East-West:*	0
		SUM:	955		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.695			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.695			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	151	1	151	0	0	**0**
Left-Through		0			0	
Through	251	2	126	0	0	0
Through-Right		0			0	
Right	521	2	**229**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	376	1	**376**	0	0	0
Left-Through		0			0	
Through	620	2	310	0	0	**0**
Through-Right		0			0	
Right	508	2	134	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	145	1	145	0	0	0
Left-Through		0			0	
Through	1245	3	**415**	0	0	**0**
Through-Right		0			0	
Right	552	1	401	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	58	1	**58**	0	0	**0**
Left-Through		0			0	
Through	745	3	248	0	0	0
Through-Right		1			0	
Right	302	0	114	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	605		*North-South:*	0
		East-West:	473		*East-West:*	0
		SUM:	1078		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.784			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.784			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 2	EB-- 0		WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3420	4	**855**	0	0	0
	Through-Right		0			0	
	Right	34	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1900	4	475	0	0	**0**
	Through-Right		0			0	
	Right	144	1	144	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	288	1	**165**	0	0	**0**
	Left-Through		1			0	
	Through	41	0	165	0	0	0
	Through-Right		0			0	
	Right	256	2	141	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	855		*North-South:*	0
			East-West:	165		*East-West:*	0
			SUM:	1020		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.680			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.680			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 2	EB-- 0		WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2940	4	**735**	0	0	0
	Through-Right		0			0	
	Right	44	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1476	4	369	0	0	**0**
	Through-Right		0			0	
	Right	194	1	194	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	333	1	**187**	0	0	**0**
	Left-Through		1			0	
	Through	40	0	187	0	0	0
	Through-Right		0			0	
	Right	168	2	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	735		*North-South:*	0
			East-West:	187		*East-West:*	0
			SUM:	922		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.615			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.615			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 2	EB-- 0		WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3500	4	**875**	0	0	0
	Through-Right		0			0	
	Right	4	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2460	4	615	0	0	**0**
	Through-Right		0			0	
	Right	171	1	171	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	512	1	**263**	0	0	**0**
	Left-Through		1			0	
	Through	14	0	263	0	0	0
	Through-Right		0			0	
	Right	97	2	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	875		*North-South:*	0
			East-West:	263		*East-West:*	0
			SUM:	1138		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.759			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.759			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 2	EB-- 0		WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2015	2	**1008**	0	0	0
	Through-Right		0			0	
	Right	526	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	21	0	**21**	0	0	0
	Left-Through		1			0	
	Through	311	1	219	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	268	2	**147**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1029		*North-South:*	0
			East-West:	147		*East-West:*	0
			SUM:	1176		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.784			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.784			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	687	2	**344**	0	0	0
	Through-Right		0			0	
	Right	168	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	32	0	**32**	0	0	0
	Left-Through		1			0	
	Through	334	1	231	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	388	2	**213**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	7	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	376		*North-South:*	0
			East-West:	213		*East-West:*	0
			SUM:	589		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.393			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.393			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	773	2	387	0	0	0
	Through-Right		0			0	
	Right	194	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	54	0	54	0	0	0
	Left-Through		1			0	
	Through	1194	1	**705**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	760	2	**418**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	8	1	8	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	705		*North-South:*	0
			East-West:	418		*East-West:*	0
			SUM:	1123		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.749			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.749			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	0	**21**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	21	0	0	0
	Through-Right		0			0	
	Right	1134	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	4	1	4	0	0	0
	Left-Through		0			0	
	Through	1251	1	**629**	0	0	**0**
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	248	1	**248**	0	0	**0**
	Left-Through		0			0	
	Through	336	1	168	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	21		*North-South:*	0
			East-West:	877		*East-West:*	0
			SUM:	898		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.630			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.630			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	**30**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	30	0	0	0
	Through-Right		0			0	
	Right	386	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	1	0	1	0	0	0
	Left-Through		0			0	
	Through	0	0	**1**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	4	1	4	0	0	0
	Left-Through		0			0	
	Through	504	1	**264**	0	0	**0**
	Through-Right		1			0	
	Right	23	0	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	318	1	**318**	0	0	**0**
	Left-Through		0			0	
	Through	370	1	186	0	0	0
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	31		*North-South:*	0
			East-West:	582		*East-West:*	0
			SUM:	613		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.430			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.430			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	42	0	**42**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	42	0	0	0
	Through-Right		0			0	
	Right	437	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**2**	0	0	**0**
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	1	1	1	0	0	0
	Left-Through		0			0	
	Through	537	1	**283**	0	0	**0**
	Through-Right		1			0	
	Right	28	0	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	864	1	**864**	0	0	**0**
	Left-Through		0			0	
	Through	1020	1	511	0	0	0
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	44		*North-South:*	0
			East-West:	1147		*East-West:*	0
			SUM:	1191		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.836			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.836			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	20	1	20	0	0	0
	Through-Right		0			0	
	Right	110	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**25**	0	0	0
	Left-Through		0			0	
	Through	20	0	25	0	0	**0**
	Through-Right		0			0	
	Right	20	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	**50**	0	0	0
	Left-Through		0			0	
	Through	380	2	190	0	0	**0**
	Through-Right		1			0	
	Right	190	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	2	121	0	0	**0**
	Left-Through		0			0	
	Through	960	2	**343**	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	105		*North-South:*	0
			East-West:	393		*East-West:*	0
			SUM:	498		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.362			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.362			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	20	1	20	0	0	0
	Through-Right		0			0	
	Right	180	2	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	**45**	0	0	0
	Left-Through		0			0	
	Through	30	0	45	0	0	**0**
	Through-Right		0			0	
	Right	40	1	10	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	500	2	**200**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	2	**50**	0	0	**0**
	Left-Through		0			0	
	Through	520	2	187	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	115		*North-South:*	0
			East-West:	250		*East-West:*	0
			SUM:	365		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.265			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.265			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	30	1	30	0	0	0
	Through-Right		0			0	
	Right	390	2	**176**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**50**	0	0	0
	Left-Through		0			0	
	Through	30	0	50	0	0	**0**
	Through-Right		0			0	
	Right	40	1	15	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	1010	2	**370**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	2	**39**	0	0	**0**
	Left-Through		0			0	
	Through	600	2	217	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	226		*North-South:*	0
			East-West:	409		*East-West:*	0
			SUM:	635		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.462			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.462			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	580	2	**319**	0	0	**0**
	Left-Through		0			0	
	Through	1798	2	613	0	0	0
	Through-Right		1			0	
	Right	41	0	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	57	1	57	0	0	0
	Left-Through		0			0	
	Through	1224	2	**433**	0	0	**0**
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	79	1	**79**	0	0	0
	Left-Through		0			0	
	Through	19	1	19	0	0	**0**
	Through-Right		0			0	
	Right	547	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	0	20	0	0	**0**
	Left-Through		1			0	
	Through	14	0	**49**	0	0	0
	Through-Right		1			0	
	Right	44	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	752		*North-South:*	0
			East-West:	128		*East-West:*	0
			SUM:	880		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.618			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.618			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	505	2	**278**	0	0	**0**
	Left-Through		0			0	
	Through	1685	2	571	0	0	0
	Through-Right		1			0	
	Right	29	0	29	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	62	1	62	0	0	0
	Left-Through		0			0	
	Through	1217	2	**449**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	104	1	**104**	0	0	0
	Left-Through		0			0	
	Through	12	1	12	0	0	**0**
	Through-Right		0			0	
	Right	425	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	26	0	26	0	0	**0**
	Left-Through		1			0	
	Through	11	0	**38**	0	0	0
	Through-Right		1			0	
	Right	27	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	727		*North-South:*	0
			East-West:	142		*East-West:*	0
			SUM:	869		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.610			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.610			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	727	2	**400**	0	0	**0**
	Left-Through		0			0	
	Through	1767	2	601	0	0	0
	Through-Right		1			0	
	Right	36	0	36	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	59	1	59	0	0	0
	Left-Through		0			0	
	Through	1771	2	**644**	0	0	**0**
	Through-Right		1			0	
	Right	161	0	161	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	119	1	**119**	0	0	0
	Left-Through		0			0	
	Through	21	1	21	0	0	**0**
	Through-Right		0			0	
	Right	882	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	34	0	34	0	0	**0**
	Left-Through		1			0	
	Through	18	0	**41**	0	0	0
	Through-Right		1			0	
	Right	23	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1044		*North-South:*	0
			East-West:	160		*East-West:*	0
			SUM:	1204		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.845			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.845			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	1	2	0	0	**0**
	Left-Through		0			0	
	Through	1221	1	**690**	0	0	0
	Through-Right		1			0	
	Right	159	0	159	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	337	1	170	0	0	**0**
	Through-Right		1			0	
	Right	2	0	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**2**	0	0	**0**
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	74	1	41	0	0	**0**
	Left-Through		1			0	
	Through	8	0	41	0	0	0
	Through-Right		0			0	
	Right	113	1	**78**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	760		*North-South:*	0
			East-West:	80		*East-West:*	0
			SUM:	840		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.589			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.589			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	1	5	0	0	0
	Left-Through		0			0	
	Through	516	1	323	0	0	0
	Through-Right		1			0	
	Right	129	0	129	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	65	1	65	0	0	0
	Left-Through		0			0	
	Through	416	1	214	0	0	0
	Through-Right		1			0	
	Right	12	0	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1	0	1	0	0	0
	Left-Through		0			0	
	Through	8	0	15	0	0	0
	Through-Right		0			0	
	Right	6	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	111	1	61	0	0	0
	Left-Through		1			0	
	Through	11	0	61	0	0	0
	Through-Right		0			0	
	Right	73	1	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		388	North-South:		0
		East-West:		76	East-West:		0
		SUM:		464	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.326			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.326			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	1	2	0	0	0
	Left-Through		0			0	
	Through	584	1	376	0	0	0
	Through-Right		1			0	
	Right	167	0	167	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	97	1	97	0	0	0
	Left-Through		0			0	
	Through	1009	1	507	0	0	0
	Through-Right		1			0	
	Right	4	0	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	2	0	2	0	0	0
	Left-Through		0			0	
	Through	9	0	15	0	0	0
	Through-Right		0			0	
	Right	4	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	83	0	0	0
	Left-Through		1			0	
	Through	6	0	83	0	0	0
	Through-Right		0			0	
	Right	87	1	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		509	North-South:		0
		East-West:		98	East-West:		0
		SUM:		607	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.426			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.426			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		3	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1798	4	450	0	0	0
	Through-Right		0			0	
	Right	707	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	158	2	87	0	0	0
	Left-Through		0			0	
	Through	663	3	221	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	462	3	162	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	239	1	152	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		537	North-South:		0
		East-West:		162	East-West:		0
		SUM:		699	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.491			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.491			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		3	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1086	4	272	0	0	0
	Through-Right		0			0	
	Right	507	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	298	2	164	0	0	0
	Left-Through		0			0	
	Through	950	3	317	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	646	3	226	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	205	1	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		436	North-South:		0
		East-West:		226	East-West:		0
		SUM:		662	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.465			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.465			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 3	3	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	1411	4	353	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	332	1	0	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	516	2	284	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	2064	3	**688**	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	0	0	0	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	0	0	**0**	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	0	0	0	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	650	3	**227**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	0	0	0	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	168	1	0	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	688		*North-South:*	0
		East-West:	227		*East-West:*	0
		SUM:	915		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.642			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.642			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	3	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	84	2	**46**	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	215	1	110	0	0	0
NORTHBOUND Through-Right		1			0	
NORTHBOUND Right	116	1	0	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	57	2	31	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	210	1	**158**	0	0	**0**
SOUTHBOUND Through-Right		1			0	
SOUTHBOUND Right	263	1	0	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	298	2	**164**	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	218	3	73	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	193	2	60	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	88	2	48	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	663	3	221	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	503	2	**246**	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	204		*North-South:*	0
		East-West:	410		*East-West:*	0
		SUM:	614		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.447			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.447			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	3	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	109	2	**60**	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	178	1	102	0	0	0
NORTHBOUND Through-Right		1			0	
NORTHBOUND Right	129	1	0	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	145	2	80	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	177	1	**126**	0	0	**0**
SOUTHBOUND Through-Right		1			0	
SOUTHBOUND Right	202	1	0	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	149	2	**82**	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	372	3	124	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	150	2	23	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	45	2	25	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	312	3	**104**	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	268	2	67	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	186		*North-South:*	0
		East-West:	186		*East-West:*	0
		SUM:	372		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.271			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.271			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	3	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	68	2	37	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	105	1	105	0	0	0
NORTHBOUND Through-Right		1			0	
NORTHBOUND Right	529	1	**284**	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	343	2	**189**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	503	1	276	0	0	**0**
SOUTHBOUND Through-Right		1			0	
SOUTHBOUND Right	326	1	0	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	190	2	105	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	1153	3	**384**	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	208	2	77	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	26	2	**14**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	282	3	94	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	251	2	0	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	473		*North-South:*	0
		East-West:	398		*East-West:*	0
		SUM:	871		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.633			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.633			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	277	1	139	0	0	**0**
	Left-Through		1			0	
	Through	0	0	139	0	0	0
	Through-Right		0			0	
	Right	597	1	**503**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	826	2	**413**	0	0	**0**
	Through-Right		0			0	
	Right	129	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	341	2	**188**	0	0	**0**
	Left-Through		0			0	
	Through	716	1	359	0	0	0
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	503		*North-South:*	0
			East-West:	601		*East-West:*	0
			SUM:	1104		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.803			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.803			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	290	1	145	0	0	**0**
	Left-Through		1			0	
	Through	0	0	145	0	0	0
	Through-Right		0			0	
	Right	300	1	**176**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**4**	0	0	**0**
	Through-Right		0			0	
	Right	4	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	561	2	**281**	0	0	**0**
	Through-Right		0			0	
	Right	73	1	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	452	2	**249**	0	0	**0**
	Left-Through		0			0	
	Through	656	1	330	0	0	0
	Through-Right		1			0	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	180		*North-South:*	0
			East-West:	530		*East-West:*	0
			SUM:	710		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.516			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.516			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	357	1	179	0	0	**0**
	Left-Through		1			0	
	Through	0	0	179	0	0	0
	Through-Right		0			0	
	Right	348	1	**198**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	1	0	1	0	0	0
	Left-Through		0			0	
	Through	0	0	**4**	0	0	**0**
	Through-Right		0			0	
	Right	3	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	741	2	**371**	0	0	**0**
	Through-Right		0			0	
	Right	345	1	256	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	547	2	**301**	0	0	**0**
	Left-Through		0			0	
	Through	552	1	276	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	202		*North-South:*	0
			East-West:	672		*East-West:*	0
			SUM:	874		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.636			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.636			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	2	0	0	**0**
	Left-Through		0			0	
	Through	2	0	**5**	0	0	0
	Through-Right		0			0	
	Right	1	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	546	1	**274**	0	0	0
	Left-Through		1			0	
	Through	1	0	274	0	0	**0**
	Through-Right		0			0	
	Right	74	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	161	2	**89**	0	0	0
	Left-Through		0			0	
	Through	408	1	205	0	0	**0**
	Through-Right		1			0	
	Right	2	0	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	2	1	2	0	0	**0**
	Left-Through		0			0	
	Through	265	2	133	0	0	0
	Through-Right		0			0	
	Right	726	1	**452**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	279		*North-South:*	0
			East-West:	541		*East-West:*	0
			SUM:	820		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.596			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.596			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	2	0	2	0	0	**0**
Left-Through		0			0	
Through	0	0	**4**	0	0	0
Through-Right		0			0	
Right	2	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
SOUTHBOUND Left	388	1	**194**	0	0	0
Left-Through		1			0	
Through	0	0	194	0	0	**0**
Through-Right		0			0	
Right	92	1	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	95	2	**52**	0	0	0
Left-Through		0			0	
Through	244	1	125	0	0	**0**
Through-Right		1			0	
Right	5	0	5	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	6	1	6	0	0	**0**
Left-Through		0			0	
Through	396	2	198	0	0	0
Through-Right		0			0	
Right	548	1	**354**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	198		*North-South:*	0
		East-West:	406		*East-West:*	0
		SUM:	604		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.439			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.439			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	2	0	2	0	0	**0**
Left-Through		0			0	
Through	1	0	**9**	0	0	0
Through-Right		0			0	
Right	6	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
SOUTHBOUND Left	640	1	**321**	0	0	0
Left-Through		1			0	
Through	1	0	321	0	0	**0**
Through-Right		0			0	
Right	182	1	114	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	124	2	**68**	0	0	0
Left-Through		0			0	
Through	398	1	201	0	0	**0**
Through-Right		1			0	
Right	3	0	3	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	1	0	0	0	**0**
Left-Through		0			0	
Through	375	2	188	0	0	0
Through-Right		0			0	
Right	537	1	**216**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	330		*North-South:*	0
		East-West:	284		*East-West:*	0
		SUM:	614		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.447			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.447			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	108	1	108	0	0	**0**
Left-Through		0			0	
Through	1488	3	496	0	0	0
Through-Right		0			0	
Right	598	1	**541**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	323	2	**178**	0	0	0
Left-Through		0			0	
Through	2298	3	579	0	0	**0**
Through-Right		1			0	
Right	16	0	16	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	214	2	**118**	0	0	0
Left-Through		0			0	
Through	257	3	86	0	0	**0**
Through-Right		0			0	
Right	176	1	122	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	207	2	114	0	0	**0**
Left-Through		0			0	
Through	211	3	70	0	0	0
Through-Right		0			0	
Right	405	1	**227**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	719		*North-South:*	0
		East-West:	345		*East-West:*	0
		SUM:	1064		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.774			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.774			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	153	1	153	0	0	**0**
Left-Through		0			0	
Through	1312	3	437	0	0	0
Through-Right		0			0	
Right	719	1	**670**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	233	2	**128**	0	0	0
Left-Through		0			0	
Through	1910	3	485	0	0	**0**
Through-Right		1			0	
Right	30	0	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	145	2	**80**	0	0	0
Left-Through		0			0	
Through	190	3	63	0	0	**0**
Through-Right		0			0	
Right	191	1	115	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	178	2	98	0	0	**0**
Left-Through		0			0	
Through	261	3	87	0	0	0
Through-Right		0			0	
Right	318	1	**190**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	798		*North-South:*	0
		East-West:	270		*East-West:*	0
		SUM:	1068		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.777			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.777			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

PM

No. of Phases			4			0		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0		
	EB-- 0	WB--	3	EB-- 0	WB--	0		
ATSAC-1 or ATSAC+ATCS-2?			0			0		
Override Capacity			0			0		

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	169	1	169	0	0	**0**
	Left-Through		0			0	
	Through	1914	3	638	0	0	0
	Through-Right		0			0	
	Right	992	1	**944**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	426	2	**234**	0	0	0
	Left-Through		0			0	
	Through	2377	3	601	0	0	**0**
	Through-Right		1			0	
	Right	28	0	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	193	2	**106**	0	0	0
	Left-Through		0			0	
	Through	359	3	120	0	0	**0**
	Through-Right		0			0	
	Right	158	1	74	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	177	2	97	0	0	**0**
	Left-Through		0			0	
	Through	300	3	100	0	0	0
	Through-Right		0			0	
	Right	487	1	**253**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1178		*North-South:*	0
			East-West:	359		*East-West:*	0
			SUM:	1537		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.118			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.118			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

AM

No. of Phases			4			0		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0		
	EB-- 0	WB--	3	EB-- 0	WB--	0		
ATSAC-1 or ATSAC+ATCS-2?			0			0		
Override Capacity			0			0		

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	4	1	4	0	0	**0**
	Left-Through		0			0	
	Through	1025	2	**513**	0	0	0
	Through-Right		0			0	
	Right	513	1	415	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	62	1	**62**	0	0	0
	Left-Through		0			0	
	Through	246	1	127	0	0	**0**
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	1	5	0	0	0
	Left-Through		0			0	
	Through	10	1	**10**	0	0	**0**
	Through-Right		0			0	
	Right	1	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	183	1	**98**	0	0	**0**
	Left-Through		1			0	
	Through	12	0	98	0	0	0
	Through-Right		0			0	
	Right	78	1	16	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	575		*North-South:*	0
			East-West:	108		*East-West:*	0
			SUM:	683		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.497			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.497			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

MD

No. of Phases			4			0		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0		
	EB-- 0	WB--	3	EB-- 0	WB--	0		
ATSAC-1 or ATSAC+ATCS-2?			0			0		
Override Capacity			0			0		

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	1	6	0	0	**0**
	Left-Through		0			0	
	Through	324	2	**162**	0	0	0
	Through-Right		0			0	
	Right	268	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	76	1	**76**	0	0	0
	Left-Through		0			0	
	Through	240	1	123	0	0	**0**
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	15	1	**15**	0	0	**0**
	Through-Right		0			0	
	Right	3	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	258	1	**148**	0	0	**0**
	Left-Through		1			0	
	Through	38	0	148	0	0	0
	Through-Right		0			0	
	Right	112	1	36	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	238		*North-South:*	0
			East-West:	163		*East-West:*	0
			SUM:	401		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.292			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.292			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

PM

No. of Phases			4			0		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0		
	EB-- 0	WB--	3	EB-- 0	WB--	0		
ATSAC-1 or ATSAC+ATCS-2?			0			0		
Override Capacity			0			0		

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	1	**5**	0	0	**0**
	Left-Through		0			0	
	Through	376	2	188	0	0	0
	Through-Right		0			0	
	Right	247	1	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	149	1	149	0	0	0
	Left-Through		0			0	
	Through	771	1	**389**	0	0	**0**
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	7	1	7	0	0	0
	Left-Through		0			0	
	Through	37	1	**37**	0	0	**0**
	Through-Right		0			0	
	Right	6	1	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	365	1	**201**	0	0	**0**
	Left-Through		1			0	
	Through	37	0	201	0	0	0
	Through-Right		0			0	
	Right	150	1	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	394		*North-South:*	0
			East-West:	238		*East-West:*	0
			SUM:	632		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.460			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.460			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	51	1	**51**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	26	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	439	1	**404**	0	0	0
	Left-Through		1			0	
	Through	1175	0	404	0	0	**0**
	Through-Right		1			0	
	Right	556	1	404	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	466	2	**194**	0	0	**0**
	Through-Right		1			0	
	Right	117	0	117	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	212	2	**117**	0	0	**0**
	Left-Through		0			0	
	Through	743	2	248	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		455	North-South:		0
		East-West:		311	East-West:		0
		SUM:		766	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.557			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.557			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	59	1	**59**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	71	2	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	126	1	**106**	0	0	0
	Left-Through		1			0	
	Through	299	0	106	0	0	**0**
	Through-Right		1			0	
	Right	193	1	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	478	2	**193**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	59	2	**32**	0	0	**0**
	Left-Through		0			0	
	Through	609	2	203	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		165	North-South:		0
		East-West:		225	East-West:		0
		SUM:		390	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.284			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.284			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	94	1	**94**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	193	2	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	151	1	**91**	0	0	0
	Left-Through		1			0	
	Through	212	0	91	0	0	**0**
	Through-Right		1			0	
	Right	171	1	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	725	2	**261**	0	0	**0**
	Through-Right		1			0	
	Right	58	0	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	59	2	**32**	0	0	**0**
	Left-Through		0			0	
	Through	755	2	252	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		185	North-South:		0
		East-West:		293	East-West:		0
		SUM:		478	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.348			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.348			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	769	2	**423**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	493	2	183	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	269	3	90	0	0	**0**
	Through-Right		0			0	
	Right	306	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	2	88	0	0	**0**
	Left-Through		0			0	
	Through	977	1	**496**	0	0	0
	Through-Right		1			0	
	Right	14	0	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		423	North-South:		0
		East-West:		496	East-West:		0
		SUM:		919	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.645			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.645			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB-- 0	
		EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	390	2	**215**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	186	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	413	3	138	0	0	**0**
	Through-Right		0			0	
	Right	427	1	**212**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	335	2	**184**	0	0	**0**
	Left-Through		0			0	
	Through	400	1	200	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	215		North-South:	0
			East-West:	396		East-West:	0
			SUM:	611		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.429			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.429			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB-- 0	
		EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	542	2	**298**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	252	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1233	3	**411**	0	0	**0**
	Through-Right		0			0	
	Right	504	1	206	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	365	2	**201**	0	0	**0**
	Left-Through		0			0	
	Through	319	1	160	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	298		North-South:	0
			East-West:	612		East-West:	0
			SUM:	910		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.639			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.639			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB-- 0	
		EB-- 0	WB-- 3		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	1	16	0	0	**0**
	Left-Through		0			0	
	Through	1789	4	**447**	0	0	0
	Through-Right		0			0	
	Right	405	1	216	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	381	2	**210**	0	0	0
	Left-Through		0			0	
	Through	1230	4	308	0	0	**0**
	Through-Right		0			0	
	Right	192	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	167	1	167	0	0	0
	Left-Through		0			0	
	Through	346	2	**129**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	344	2	**189**	0	0	**0**
	Left-Through		0			0	
	Through	90	2	45	0	0	0
	Through-Right		0			0	
	Right	426	2	24	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	657		North-South:	0
			East-West:	318		East-West:	0
			SUM:	975		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.709			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.709			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB-- 0	
		EB-- 0	WB-- 3		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	1	26	0	0	**0**
	Left-Through		0			0	
	Through	1336	4	**334**	0	0	0
	Through-Right		0			0	
	Right	216	1	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	406	2	**223**	0	0	0
	Left-Through		0			0	
	Through	1051	4	263	0	0	**0**
	Through-Right		0			0	
	Right	221	1	177	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	44	1	44	0	0	0
	Left-Through		0			0	
	Through	108	2	**54**	0	0	**0**
	Through-Right		1			0	
	Right	56	0	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	350	2	**193**	0	0	**0**
	Left-Through		0			0	
	Through	136	2	68	0	0	0
	Through-Right		0			0	
	Right	608	2	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	557		North-South:	0
			East-West:	247		East-West:	0
			SUM:	804		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.585			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.585			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	28	0	0	**0**
	Left-Through		0			0	
	Through	1630	4	**408**	0	0	0
	Through-Right		0			0	
	Right	287	1	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	448	2	**246**	0	0	0
	Left-Through		0			0	
	Through	1808	4	452	0	0	**0**
	Through-Right		0			0	
	Right	436	1	354	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	82	1	82	0	0	0
	Left-Through		0			0	
	Through	154	2	**76**	0	0	**0**
	Through-Right		1			0	
	Right	73	0	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	463	2	**255**	0	0	**0**
	Left-Through		0			0	
	Through	207	2	104	0	0	0
	Through-Right		0			0	
	Right	465	2	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	654		*North-South:*	0
			East-West:	331		*East-West:*	0
			SUM:	985		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.716			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.716			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	131	1	131	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**234**	0	0	0
	Through-Right		0			0	
	Right	234	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	239	2	**131**	0	0	0
	Left-Through		0			0	
	Through	643	2	322	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	812	2	**271**	0	0	0
	Through-Right		1			0	
	Right	199	1	199	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	234		*North-South:*	0
			East-West:	402		*East-West:*	0
			SUM:	636		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.446			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.446			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	85	1	85	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**145**	0	0	0
	Through-Right		0			0	
	Right	145	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	294	2	**162**	0	0	0
	Left-Through		0			0	
	Through	907	2	454	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	998	2	**333**	0	0	0
	Through-Right		1			0	
	Right	307	1	307	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	145		*North-South:*	0
			East-West:	495		*East-West:*	0
			SUM:	640		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.449			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.449			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	288	1	288	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**597**	0	0	0
	Through-Right		0			0	
	Right	597	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	157	2	**86**	0	0	0
	Left-Through		0			0	
	Through	829	2	415	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1153	2	**384**	0	0	0
	Through-Right		1			0	
	Right	192	1	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	597		*North-South:*	0
			East-West:	470		*East-West:*	0
			SUM:	1067		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.749			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.749			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	125	1	125	0	0	0
	Left-Through		0			0	
	Through	0	0	**148**	0	0	**0**
	Through-Right		0			0	
	Right	295	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	719	4	180	0	0	**0**
	Through-Right		0			0	
	Right	189	1	**189**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	332	2	**183**	0	0	**0**
	Left-Through		0			0	
	Through	491	2	246	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	148		*North-South:*	0
			East-West:	372		*East-West:*	0
			SUM:	520		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.365			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.365			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	379	1	194	0	0	0
	Left-Through		0			0	
	Through	0	0	**194**	0	0	**0**
	Through-Right		0			0	
	Right	202	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	788	4	**197**	0	0	**0**
	Through-Right		0			0	
	Right	143	1	143	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	331	2	**182**	0	0	**0**
	Left-Through		0			0	
	Through	649	2	325	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	194		*North-South:*	0
			East-West:	379		*East-West:*	0
			SUM:	573		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.402			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.402			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	141	1	105	0	0	0
	Left-Through		0			0	
	Through	0	0	**105**	0	0	**0**
	Through-Right		0			0	
	Right	175	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	860	4	215	0	0	**0**
	Through-Right		0			0	
	Right	248	1	**248**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	538	2	**296**	0	0	**0**
	Left-Through		0			0	
	Through	902	2	451	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	105		*North-South:*	0
			East-West:	544		*East-West:*	0
			SUM:	649		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.455			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.455			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2430	2	**838**	0	0	0
	Through-Right		1			0	
	Right	83	0	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2157	3	719	0	0	**0**
	Through-Right		0			0	
	Right	951	1	679	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	776	3	**272**	0	0	0
	Left-Through		0			0	
	Through	115	0	124	0	0	**0**
	Through-Right		1			0	
	Right	9	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	838		*North-South:*	0
			East-West:	272		*East-West:*	0
			SUM:	1110		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.740			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.740			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1305	2	466	0	0	0
	Through-Right		1			0	
	Right	93	0	93	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1404	3	468	0	0	**0**
	Through-Right		0			0	
	Right	801	1	**554**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	705	3	**247**	0	0	0
	Left-Through		0			0	
	Through	154	0	174	0	0	**0**
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	554		*North-South:*	0
			East-West:	247		*East-West:*	0
			SUM:	801		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.534			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.534			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1750	2	654	0	0	0
	Through-Right		1			0	
	Right	212	0	212	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2227	3	**742**	0	0	**0**
	Through-Right		0			0	
	Right	968	1	583	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1100	3	**385**	0	0	0
	Left-Through		0			0	
	Through	251	0	292	0	0	**0**
	Through-Right		1			0	
	Right	41	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	742		*North-South:*	0
			East-West:	385		*East-West:*	0
			SUM:	1127		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.751			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.751			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	728	1	**387**	0	0	0
	Through-Right		1			0	
	Right	46	0	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	48	1	**48**	0	0	0
	Left-Through		0			0	
	Through	422	3	141	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	105	1	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	435		*North-South:*	0
			East-West:	130		*East-West:*	0
			SUM:	565		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.377			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.377			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	566	1	**318**	0	0	0
	Through-Right		1			0	
	Right	69	0	69	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	78	1	**78**	0	0	0
	Left-Through		0			0	
	Through	416	3	139	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	83	1	**83**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	40	1	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	396		*North-South:*	0
			East-West:	83		*East-West:*	0
			SUM:	479		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.319			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.319			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: LENNOX BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: Analyst: Date:

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	515	1	**350**	0	0	0
Through-Right		1			0	
Right	184	0	184	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	205	1	**205**	0	0	0
Left-Through		0			0	
Through	919	3	306	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	58	1	**58**	0	0	**0**
Left-Through		0			0	
Through	0	1	0	0	0	0
Through-Right		0			0	
Right	43	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	555		North-South:	0
		East-West:	58		East-West:	0
		SUM:	613		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.409			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.409			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: Analyst: Date:

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	205	1	205	0	0	**0**
Left-Through		0			0	
Through	760	2	**380**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	367	2	159	0	0	**0**
Through-Right		1			0	
Right	111	0	111	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	89	2	**49**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	94	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	**0**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	380		North-South:	0
		East-West:	49		East-West:	0
		SUM:	429		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.286			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.286			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: Analyst: Date:

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	156	1	**156**	0	0	**0**
Left-Through		0			0	
Through	482	2	241	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	419	2	**177**	0	0	**0**
Through-Right		1			0	
Right	113	0	113	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	174	2	96	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	176	1	**98**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	333		North-South:	0
		East-West:	98		East-West:	0
		SUM:	431		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.287			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.287			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: Analyst: Date:

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	107	1	**107**	0	0	**0**
Left-Through		0			0	
Through	498	2	249	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	868	2	**319**	0	0	**0**
Through-Right		1			0	
Right	89	0	89	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	238	2	131	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	206	1	**153**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	426		North-South:	0
		East-West:	153		East-West:	0
		SUM:	579		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.386			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.386			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: SB I-405 RAMPS (N/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: Analyst: Date:

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	176	1	176	0	0	0
	Left-Through		0			0	
	Through	768	1	384	0	0	0
	Through-Right		1			0	
	Right	135	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	421	2	232	0	0	0
	Left-Through		0			0	
	Through	416	2	156	0	0	0
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	1	28	0	0	0
	Left-Through		1			0	
	Through	19	0	19	0	0	0
	Through-Right		1			0	
	Right	3	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	439	1	286	0	0	0
	Left-Through		0			0	
	Through	65	0	286	0	0	0
	Through-Right		0			0	
	Right	67	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	616		North-South:	0
			East-West:	314		East-West:	0
			SUM:	930		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.653			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.653			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: SB I-405 RAMPS (N/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: Analyst: Date:

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	122	1	122	0	0	0
	Left-Through		0			0	
	Through	598	1	299	0	0	0
	Through-Right		1			0	
	Right	122	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	409	2	225	0	0	0
	Left-Through		0			0	
	Through	509	2	203	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	105	1	58	0	0	0
	Left-Through		1			0	
	Through	43	0	43	0	0	0
	Through-Right		1			0	
	Right	12	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	432	1	282	0	0	0
	Left-Through		0			0	
	Through	47	0	282	0	0	0
	Through-Right		0			0	
	Right	84	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	524		North-South:	0
			East-West:	340		East-West:	0
			SUM:	864		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.606			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.606			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: SB I-405 RAMPS (N/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: Analyst: Date:

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	176	1	176	0	0	0
	Left-Through		0			0	
	Through	572	1	286	0	0	0
	Through-Right		1			0	
	Right	85	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	470	2	259	0	0	0
	Left-Through		0			0	
	Through	446	2	199	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	229	1	126	0	0	0
	Left-Through		1			0	
	Through	109	0	109	0	0	0
	Through-Right		1			0	
	Right	72	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	423	1	299	0	0	0
	Left-Through		0			0	
	Through	7	0	299	0	0	0
	Through-Right		0			0	
	Right	167	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	545		North-South:	0
			East-West:	425		East-West:	0
			SUM:	970		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.681			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.681			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: SB I-405 RAMPS (S/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: Analyst: Date:

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	528	1	280	0	0	0
	Through-Right		1			0	
	Right	32	0	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	427	2	235	0	0	0
	Left-Through		0			0	
	Through	489	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	125	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	515		North-South:	0
			East-West:	0		East-West:	0
			SUM:	515		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.343			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.343			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	558	1	**295**	0	0	0
Through-Right		1			0	
Right	32	0	32	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	520	2	**286**	0	0	0
Left-Through		0			0	
Through	427	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	184	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	581		*North-South:*	0
		East-West:	0		*East-West:*	0
		SUM:	581		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.387			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.387			0.000
LEVEL OF SERVICE (LOS):			A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	600	1	**315**	0	0	0
Through-Right		1			0	
Right	29	0	29	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	499	2	**274**	0	0	0
Left-Through		0			0	
Through	877	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	0	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	356	2	**59**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	589		*North-South:*	0
		East-West:	59		*East-West:*	0
		SUM:	648		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.432			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.432			0.000
LEVEL OF SERVICE (LOS):			A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	1	0	0	0	**0**
Left-Through		0			0	
Through	857	2	**429**	0	0	0
Through-Right		0			0	
Right	105	1	15	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	73	1	**73**	0	0	0
Left-Through		0			0	
Through	373	2	124	0	0	**0**
Through-Right		1			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
WESTBOUND Left	164	2	**90**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	83	1	47	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	502		*North-South:*	0
		East-West:	90		*East-West:*	0
		SUM:	592		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.431			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.431			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	1	0	0	0	**0**
Left-Through		0			0	
Through	497	2	**249**	0	0	0
Through-Right		0			0	
Right	79	1	51	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	144	1	**144**	0	0	0
Left-Through		0			0	
Through	509	2	170	0	0	**0**
Through-Right		1			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
WESTBOUND Left	51	2	**28**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	89	1	17	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	393		*North-South:*	0
		East-West:	28		*East-West:*	0
		SUM:	421		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.306			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.306			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	514	2	**257**	0	0	0
	Through-Right		0			0	
	Right	51	1	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	77	1	**77**	0	0	0
	Left-Through		0			0	
	Through	964	2	321	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	76	2	**42**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	73	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	334		North-South:	0
			East-West:	42		East-West:	0
			SUM:	376		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.273			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.273			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	13	2	7	0	0	**0**
	Left-Through		0			0	
	Through	1607	2	**539**	0	0	0
	Through-Right		1			0	
	Right	11	0	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	18	1	**18**	0	0	0
	Left-Through		0			0	
	Through	1281	2	450	0	0	**0**
	Through-Right		1			0	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	36	1	20	0	0	0
	Left-Through		1			0	
	Through	4	0	20	0	0	**0**
	Through-Right		0			0	
	Right	61	1	**54**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	3	0	**15**	0	0	0
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	557		North-South:	0
			East-West:	69		East-West:	0
			SUM:	626		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.455			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.455			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	42	2	23	0	0	**0**
	Left-Through		0			0	
	Through	1141	2	**383**	0	0	0
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	34	1	**34**	0	0	0
	Left-Through		0			0	
	Through	891	2	308	0	0	**0**
	Through-Right		1			0	
	Right	33	0	33	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	44	1	**25**	0	0	0
	Left-Through		1			0	
	Through	5	0	25	0	0	**0**
	Through-Right		0			0	
	Right	39	1	16	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	3	0	3	0	0	**0**
	Left-Through		0			0	
	Through	2	0	**9**	0	0	0
	Through-Right		0			0	
	Right	4	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	417		North-South:	0
			East-West:	34		East-West:	0
			SUM:	451		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.328			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.328			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	13	2	7	0	0	**0**
	Left-Through		0			0	
	Through	1565	2	**527**	0	0	0
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	38	1	**38**	0	0	0
	Left-Through		0			0	
	Through	1552	2	531	0	0	**0**
	Through-Right		1			0	
	Right	41	0	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	76	1	42	0	0	0
	Left-Through		1			0	
	Through	8	0	42	0	0	**0**
	Through-Right		0			0	
	Right	66	1	**59**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	2	0	**17**	0	0	0
	Through-Right		0			0	
	Right	5	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	565		North-South:	0
			East-West:	76		East-West:	0
			SUM:	641		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.466			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.466			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	34	1	**34**	0	0	**0**
	Left-Through		0			0	
	Through	196	2	98	0	0	0
	Through-Right		0			0	
	Right	61	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	23	1	23	0	0	0
	Left-Through		0			0	
	Through	286	2	143	0	0	**0**
	Through-Right		0			0	
	Right	215	1	**153**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	125	1	**125**	0	0	0
	Left-Through		0			0	
	Through	487	2	244	0	0	**0**
	Through-Right		0			0	
	Right	23	1	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	137	1	137	0	0	**0**
	Left-Through		0			0	
	Through	841	2	**421**	0	0	0
	Through-Right		0			0	
	Right	13	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	187		*North-South:*	0
			East-West:	546		*East-West:*	0
			SUM:	733		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.514			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.514			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	22	1	22	0	0	**0**
	Left-Through		0			0	
	Through	323	2	**162**	0	0	0
	Through-Right		0			0	
	Right	186	1	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	**50**	0	0	0
	Left-Through		0			0	
	Through	197	2	99	0	0	**0**
	Through-Right		0			0	
	Right	230	1	119	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	223	1	**223**	0	0	0
	Left-Through		0			0	
	Through	672	2	336	0	0	**0**
	Through-Right		0			0	
	Right	62	1	51	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	158	1	158	0	0	**0**
	Left-Through		0			0	
	Through	680	2	**340**	0	0	0
	Through-Right		0			0	
	Right	13	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	212		*North-South:*	0
			East-West:	563		*East-West:*	0
			SUM:	775		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.544			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.544			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	382	2	**191**	0	0	0
	Through-Right		0			0	
	Right	231	1	174	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	26	1	**26**	0	0	0
	Left-Through		0			0	
	Through	290	2	145	0	0	**0**
	Through-Right		0			0	
	Right	175	1	38	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	275	1	**275**	0	0	0
	Left-Through		0			0	
	Through	887	2	444	0	0	**0**
	Through-Right		0			0	
	Right	33	1	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	115	1	115	0	0	**0**
	Left-Through		0			0	
	Through	688	2	**344**	0	0	0
	Through-Right		0			0	
	Right	17	1	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	217		*North-South:*	0
			East-West:	619		*East-West:*	0
			SUM:	836		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.587			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.587			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	38	1	38	0	0	**0**
	Left-Through		0			0	
	Through	1414	3	**471**	0	0	0
	Through-Right		0			0	
	Right	95	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	61	1	**61**	0	0	0
	Left-Through		0			0	
	Through	1003	3	334	0	0	**0**
	Through-Right		0			0	
	Right	53	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	54	1	54	0	0	0
	Left-Through		0			0	
	Through	128	2	**64**	0	0	**0**
	Through-Right		0			0	
	Right	55	1	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	149	1	**149**	0	0	**0**
	Left-Through		0			0	
	Through	183	1	113	0	0	0
	Through-Right		1			0	
	Right	42	0	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	532		*North-South:*	0
			East-West:	213		*East-West:*	0
			SUM:	745		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.542			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.542			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0		
		EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	102	1	**102**	0	0	**0**
	Left-Through		0			0	
	Through	942	3	314	0	0	0
	Through-Right		0			0	
	Right	159	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	64	1	64	0	0	0
	Left-Through		0			0	
	Through	1005	3	**335**	0	0	**0**
	Through-Right		0			0	
	Right	93	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	86	1	86	0	0	0
	Left-Through		0			0	
	Through	307	2	**154**	0	0	**0**
	Through-Right		0			0	
	Right	79	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	199	1	**199**	0	0	**0**
	Left-Through		0			0	
	Through	281	1	208	0	0	0
	Through-Right		1			0	
	Right	134	0	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	437		North-South:	0
			East-West:	353		East-West:	0
			SUM:	790		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.575			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.575			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0		
		EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	97	1	**97**	0	0	**0**
	Left-Through		0			0	
	Through	1415	3	472	0	0	0
	Through-Right		0			0	
	Right	86	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	92	1	92	0	0	0
	Left-Through		0			0	
	Through	1486	3	**495**	0	0	**0**
	Through-Right		0			0	
	Right	113	1	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	387	2	**194**	0	0	**0**
	Through-Right		0			0	
	Right	44	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	147	1	**147**	0	0	**0**
	Left-Through		0			0	
	Through	269	1	175	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	592		North-South:	0
			East-West:	341		East-West:	0
			SUM:	933		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.679			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.679			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	103	1	103	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	201	1	**201**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	349	1	**349**	0	0	0
	Left-Through		0			0	
	Through	730	3	243	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1146	3	**358**	0	0	0
	Through-Right		1			0	
	Right	284	0	284	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	201		North-South:	0
			East-West:	707		East-West:	0
			SUM:	908		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.637			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.637			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	294	1	294	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	366	1	**366**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	425	1	**425**	0	0	0
	Left-Through		0			0	
	Through	929	3	310	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1019	3	**317**	0	0	0
	Through-Right		1			0	
	Right	248	0	248	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	366		North-South:	0
			East-West:	742		East-West:	0
			SUM:	1108		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.778			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.778			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	183	1	183	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	312	1	**312**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	314	1	**314**	0	0	0
	Left-Through		0			0	
	Through	1441	3	480	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1068	3	**295**	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	312		*North-South:*	0
			East-West:	609		*East-West:*	0
			SUM:	921		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.646			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.646			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 2		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	103	0	103	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	379	1	**241**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	994	3	**300**	0	0	**0**
	Through-Right		1			0	
	Right	206	0	206	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	217	1	**217**	0	0	**0**
	Left-Through		0			0	
	Through	1005	3	335	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	241		*North-South:*	0
			East-West:	517		*East-West:*	0
			SUM:	758		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.532			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.532			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 2		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	0	130	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	370	1	**250**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1224	3	**346**	0	0	**0**
	Through-Right		1			0	
	Right	159	0	159	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	285	1	**285**	0	0	**0**
	Left-Through		0			0	
	Through	1028	3	343	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	250		*North-South:*	0
			East-West:	631		*East-West:*	0
			SUM:	881		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.618			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.618			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 2		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	236	0	236	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	430	1	**333**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1519	3	**424**	0	0	**0**
	Through-Right		1			0	
	Right	178	0	178	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	199	1	**199**	0	0	**0**
	Left-Through		0			0	
	Through	1052	3	351	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	333		*North-South:*	0
			East-West:	623		*East-West:*	0
			SUM:	956		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.671			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.671			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 3		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	1	8	0	0	**0**
	Left-Through		0			0	
	Through	2262	4	**566**	0	0	0
	Through-Right		0			0	
	Right	193	1	171	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	201	2	**111**	0	0	0
	Left-Through		0			0	
	Through	1296	3	432	0	0	**0**
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	24	1	**24**	0	0	0
	Left-Through		0			0	
	Through	0	0	14	0	0	**0**
	Through-Right		1			0	
	Right	14	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	31	1	**22**	0	0	**0**
	Left-Through		0			0	
	Through	2	0	22	0	0	0
	Through-Right		0			0	
	Right	32	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	677		North-South:	0
			East-West:	46		East-West:	0
			SUM:	723		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.526			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.526			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 3		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	13	1	**13**	0	0	**0**
	Left-Through		0			0	
	Through	1508	4	377	0	0	0
	Through-Right		0			0	
	Right	154	1	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	23	2	13	0	0	0
	Left-Through		0			0	
	Through	1423	3	**474**	0	0	**0**
	Through-Right		0			0	
	Right	13	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	13	1	**13**	0	0	0
	Left-Through		0			0	
	Through	0	0	13	0	0	**0**
	Through-Right		1			0	
	Right	13	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	115	1	**78**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	78	0	0	0
	Through-Right		0			0	
	Right	118	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	487		North-South:	0
			East-West:	91		East-West:	0
			SUM:	578		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.420			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.420			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 3		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	1	**16**	0	0	**0**
	Left-Through		0			0	
	Through	1906	4	477	0	0	0
	Through-Right		0			0	
	Right	98	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	103	2	57	0	0	0
	Left-Through		0			0	
	Through	2131	3	**710**	0	0	**0**
	Through-Right		0			0	
	Right	19	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	19	1	**19**	0	0	0
	Left-Through		0			0	
	Through	1	0	14	0	0	**0**
	Through-Right		1			0	
	Right	13	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	137	1	**111**	0	0	**0**
	Left-Through		0			0	
	Through	1	0	111	0	0	0
	Through-Right		0			0	
	Right	196	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	726		North-South:	0
			East-West:	130		East-West:	0
			SUM:	856		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.623			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.623			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 3	WB-- 3		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	74	1	74	0	0	**0**
	Left-Through		0			0	
	Through	1432	3	**381**	0	0	0
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	159	1	**159**	0	0	0
	Left-Through		0			0	
	Through	1148	2	398	0	0	**0**
	Through-Right		1			0	
	Right	45	0	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	245	1	**245**	0	0	0
	Left-Through		0			0	
	Through	338	2	169	0	0	**0**
	Through-Right		0			0	
	Right	122	1	48	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	148	1	148	0	0	**0**
	Left-Through		0			0	
	Through	332	2	**166**	0	0	0
	Through-Right		0			0	
	Right	249	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	540		North-South:	0
			East-West:	411		East-West:	0
			SUM:	951		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.692			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.692			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	86	1	86	0	0	**0**
Left-Through		0			0	
Through	961	3	**268**	0	0	0
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	203	1	**203**	0	0	0
Left-Through		0			0	
Through	727	2	270	0	0	**0**
Through-Right		1			0	
Right	83	0	83	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	136	1	**136**	0	0	0
Left-Through		0			0	
Through	253	2	127	0	0	**0**
Through-Right		0			0	
Right	69	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	138	1	138	0	0	**0**
Left-Through		0			0	
Through	366	2	**183**	0	0	0
Through-Right		0			0	
Right	239	1	36	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	471		*North-South:*	0
		East-West:	319		*East-West:*	0
		SUM:	790		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.575			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.575			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	138	1	138	0	0	**0**
Left-Through		0			0	
Through	1472	3	**407**	0	0	0
Through-Right		1			0	
Right	156	0	156	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	274	1	**274**	0	0	0
Left-Through		0			0	
Through	1392	2	512	0	0	**0**
Through-Right		1			0	
Right	143	0	143	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	127	1	**127**	0	0	0
Left-Through		0			0	
Through	263	2	132	0	0	**0**
Through-Right		0			0	
Right	77	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	168	1	168	0	0	**0**
Left-Through		0			0	
Through	348	2	**174**	0	0	0
Through-Right		0			0	
Right	252	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	681		*North-South:*	0
		East-West:	301		*East-West:*	0
		SUM:	982		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.714			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.714			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	65	2	36	0	0	**0**
Left-Through		0			0	
Through	1808	3	**603**	0	0	0
Through-Right		0			0	
Right	195	1	107	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	105	2	**58**	0	0	0
Left-Through		0			0	
Through	1542	3	393	0	0	**0**
Through-Right		1			0	
Right	30	0	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	78	1	78	0	0	0
Left-Through		0			0	
Through	78	1	78	0	0	**0**
Through-Right		0			0	
Right	185	1	**149**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	148	1	**88**	0	0	**0**
Left-Through		1			0	
Through	27	0	88	0	0	0
Through-Right		0			0	
Right	122	1	64	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	661		*North-South:*	0
		East-West:	237		*East-West:*	0
		SUM:	898		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.653			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.653			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	117	2	64	0	0	**0**
Left-Through		0			0	
Through	1708	3	**569**	0	0	0
Through-Right		0			0	
Right	304	1	140	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	176	2	**97**	0	0	0
Left-Through		0			0	
Through	1729	3	448	0	0	**0**
Through-Right		1			0	
Right	64	0	64	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	63	1	**63**	0	0	0
Left-Through		0			0	
Through	63	1	63	0	0	**0**
Through-Right		0			0	
Right	55	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	281	1	**164**	0	0	**0**
Left-Through		1			0	
Through	47	0	164	0	0	0
Through-Right		0			0	
Right	180	1	83	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	666		*North-South:*	0
		East-West:	227		*East-West:*	0
		SUM:	893		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.649			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.649			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 3	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	145	2	80	0	0	**0**
	Left-Through		0			0	
	Through	1852	3	**617**	0	0	0
	Through-Right		0			0	
	Right	352	1	161	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	109	2	**60**	0	0	0
	Left-Through		0			0	
	Through	2139	3	563	0	0	**0**
	Through-Right		1			0	
	Right	114	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	66	1	66	0	0	0
	Left-Through		0			0	
	Through	77	1	**77**	0	0	**0**
	Through-Right		0			0	
	Right	97	1	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	283	1	**191**	0	0	**0**
	Left-Through		1			0	
	Through	99	0	191	0	0	0
	Through-Right		0			0	
	Right	165	1	105	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	677		North-South:	0
			East-West:	268		East-West:	0
			SUM:	945		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.687			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.687			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 2		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	124	1	124	0	0	**0**
	Left-Through		0			0	
	Through	1412	3	**471**	0	0	0
	Through-Right		0			0	
	Right	322	1	195	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	131	1	**131**	0	0	0
	Left-Through		0			0	
	Through	1082	2	372	0	0	**0**
	Through-Right		1			0	
	Right	34	0	34	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	491	1	**265**	0	0	**0**
	Through-Right		1			0	
	Right	39	0	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	2	**127**	0	0	**0**
	Left-Through		0			0	
	Through	419	1	246	0	0	0
	Through-Right		1			0	
	Right	72	0	72	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	602		North-South:	0
			East-West:	392		East-West:	0
			SUM:	994		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.723			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.723			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 2		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	77	1	77	0	0	**0**
	Left-Through		0			0	
	Through	1360	3	**453**	0	0	0
	Through-Right		0			0	
	Right	274	1	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	158	1	**158**	0	0	0
	Left-Through		0			0	
	Through	1028	2	372	0	0	**0**
	Through-Right		1			0	
	Right	87	0	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	2	0	0	0	0	0
	Left-Through		0			0	
	Through	490	1	**294**	0	0	**0**
	Through-Right		1			0	
	Right	98	0	98	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	331	2	**182**	0	0	**0**
	Left-Through		0			0	
	Through	496	1	281	0	0	0
	Through-Right		1			0	
	Right	65	0	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	611		North-South:	0
			East-West:	476		East-West:	0
			SUM:	1087		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.791			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.791			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 2		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	97	1	97	0	0	**0**
	Left-Through		0			0	
	Through	1466	3	**489**	0	0	0
	Through-Right		0			0	
	Right	281	1	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	201	1	**201**	0	0	0
	Left-Through		0			0	
	Through	1455	2	513	0	0	**0**
	Through-Right		1			0	
	Right	83	0	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	2	0	0	0	0	0
	Left-Through		0			0	
	Through	480	1	**295**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	387	2	**213**	0	0	**0**
	Left-Through		0			0	
	Through	630	1	349	0	0	0
	Through-Right		1			0	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	690		North-South:	0
			East-West:	508		East-West:	0
			SUM:	1198		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.871			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.871			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 108 — **PROJECT TITLE:** LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	1535	4	**537**	0	0	**0**
Left-Through		0			0	
Through	1528	0	0	0	0	0
Through-Right		0			0	
Right	158	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1176	4	**294**	0	0	**0**
Through-Right		0			0	
Right	13	1	13	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	1434	4	**234**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	10	1	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	831		*North-South:*	0
		East-West:	234		*East-West:*	0
		SUM:	1065		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.710			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.710			0.000
LEVEL OF SERVICE (LOS):			C			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 108 — **PROJECT TITLE:** LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	1105	4	**387**	0	0	**0**
Left-Through		0			0	
Through	1224	0	0	0	0	0
Through-Right		0			0	
Right	161	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1368	4	**342**	0	0	**0**
Through-Right		0			0	
Right	36	1	36	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	921	4	**129**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	34	1	34	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	729		*North-South:*	0
		East-West:	129		*East-West:*	0
		SUM:	858		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.572			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.572			0.000
LEVEL OF SERVICE (LOS):			A			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 108 — **PROJECT TITLE:** LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	1775	4	**621**	0	0	**0**
Left-Through		0			0	
Through	1685	0	0	0	0	0
Through-Right		0			0	
Right	271	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1694	4	**424**	0	0	**0**
Through-Right		0			0	
Right	27	1	27	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	1591	4	**247**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	25	1	25	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	1045		*North-South:*	0
		East-West:	247		*East-West:*	0
		SUM:	1292		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.861			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.861			0.000
LEVEL OF SERVICE (LOS):			D			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 109 — **PROJECT TITLE:** LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	3	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	134	2	74	0	0	**0**
Left-Through		0			0	
Through	1377	1	**749**	0	0	0
Through-Right		1			0	
Right	121	0	121	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	187	2	**103**	0	0	0
Left-Through		0			0	
Through	1284	1	664	0	0	**0**
Through-Right		1			0	
Right	43	0	43	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	64	2	35	0	0	0
Left-Through		0			0	
Through	755	3	**252**	0	0	**0**
Through-Right		0			0	
Right	125	1	51	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	277	2	**152**	0	0	**0**
Left-Through		0			0	
Through	594	2	297	0	0	0
Through-Right		0			0	
Right	238	1	135	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	852		*North-South:*	0
		East-West:	404		*East-West:*	0
		SUM:	1256		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.913			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.913			0.000
LEVEL OF SERVICE (LOS):			E			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	208	2	114	0	0	**0**
	Left-Through		0			0	
	Through	1330	1	**728**	0	0	0
	Through-Right		1			0	
	Right	126	0	126	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	219	2	**120**	0	0	0
	Left-Through		0			0	
	Through	1323	1	715	0	0	**0**
	Through-Right		1			0	
	Right	106	0	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	106	2	**58**	0	0	0
	Left-Through		0			0	
	Through	586	3	195	0	0	**0**
	Through-Right		0			0	
	Right	149	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	258	2	142	0	0	**0**
	Left-Through		0			0	
	Through	692	2	**346**	0	0	0
	Through-Right		0			0	
	Right	198	1	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	848		*North-South:*	0
			East-West:	404		*East-West:*	0
			SUM:	1252		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.911			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.911			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	175	2	**96**	0	0	**0**
	Left-Through		0			0	
	Through	1275	1	695	0	0	0
	Through-Right		1			0	
	Right	115	0	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	2	149	0	0	0
	Left-Through		0			0	
	Through	1549	1	**801**	0	0	**0**
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	86	2	**47**	0	0	0
	Left-Through		0			0	
	Through	842	3	281	0	0	**0**
	Through-Right		0			0	
	Right	212	1	116	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	292	2	161	0	0	**0**
	Left-Through		0			0	
	Through	837	2	**419**	0	0	0
	Through-Right		0			0	
	Right	190	1	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	897		*North-South:*	0
			East-West:	466		*East-West:*	0
			SUM:	1363		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.991			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.991			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	428	2	**235**	0	0	**0**
	Left-Through		0			0	
	Through	1526	2	546	0	0	0
	Through-Right		1			0	
	Right	113	0	113	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	258	2	142	0	0	0
	Left-Through		0			0	
	Through	1376	2	**508**	0	0	**0**
	Through-Right		1			0	
	Right	149	0	149	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	95	2	**52**	0	0	0
	Left-Through		0			0	
	Through	613	2	307	0	0	**0**
	Through-Right		0			0	
	Right	391	1	156	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	189	2	104	0	0	**0**
	Left-Through		0			0	
	Through	730	2	**365**	0	0	0
	Through-Right		0			0	
	Right	223	1	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	743		*North-South:*	0
			East-West:	417		*East-West:*	0
			SUM:	1160		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.844			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.844			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	471	2	259	0	0	**0**
	Left-Through		0			0	
	Through	1245	2	**491**	0	0	0
	Through-Right		1			0	
	Right	227	0	227	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	399	2	**219**	0	0	0
	Left-Through		0			0	
	Through	1131	2	436	0	0	**0**
	Through-Right		1			0	
	Right	178	0	178	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	134	2	74	0	0	0
	Left-Through		0			0	
	Through	569	2	**285**	0	0	**0**
	Through-Right		0			0	
	Right	360	1	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	480	2	**264**	0	0	**0**
	Left-Through		0			0	
	Through	885	2	443	0	0	0
	Through-Right		0			0	
	Right	399	1	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	710		*North-South:*	0
			East-West:	549		*East-West:*	0
			SUM:	1259		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.916			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.916			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	433	2	**238**	0	0	**0**
	Left-Through		0			0	
	Through	1169	2	452	0	0	0
	Through-Right		1			0	
	Right	186	0	186	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	260	2	143	0	0	0
	Left-Through		0			0	
	Through	1467	2	**535**	0	0	**0**
	Through-Right		1			0	
	Right	138	0	138	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	129	2	71	0	0	0
	Left-Through		0			0	
	Through	717	2	**359**	0	0	**0**
	Through-Right		0			0	
	Right	410	1	172	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	531	2	**292**	0	0	**0**
	Left-Through		0			0	
	Through	683	2	342	0	0	0
	Through-Right		0			0	
	Right	360	1	217	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	773		*North-South:*	0
			East-West:	651		*East-West:*	0
			SUM:	1424		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.036			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.036			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	1860	3	**468**	0	0	0
	Through-Right		1			0	
	Right	13	0	13	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	96	1	**96**	0	0	0
	Left-Through		0			0	
	Through	1285	2	448	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	303	2	**167**	0	0	0
	Left-Through		0			0	
	Through	34	0	69	0	0	**0**
	Through-Right		1			0	
	Right	35	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	16	1	16	0	0	0
	Through-Right		0			0	
	Right	246	1	**150**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	564		*North-South:*	0
			East-West:	317		*East-West:*	0
			SUM:	881		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.641			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.641			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	46	1	46	0	0	**0**
	Left-Through		0			0	
	Through	1384	3	**352**	0	0	0
	Through-Right		1			0	
	Right	25	0	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	158	1	**158**	0	0	0
	Left-Through		0			0	
	Through	1175	2	436	0	0	**0**
	Through-Right		1			0	
	Right	132	0	132	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	123	2	68	0	0	0
	Left-Through		0			0	
	Through	52	0	**108**	0	0	**0**
	Through-Right		1			0	
	Right	56	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	**40**	0	0	**0**
	Left-Through		0			0	
	Through	38	1	38	0	0	0
	Through-Right		0			0	
	Right	183	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	510		*North-South:*	0
			East-West:	148		*East-West:*	0
			SUM:	658		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.479			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.479			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	37	1	**37**	0	0	**0**
	Left-Through		0			0	
	Through	1758	3	450	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	273	1	273	0	0	0
	Left-Through		0			0	
	Through	1912	2	**699**	0	0	**0**
	Through-Right		1			0	
	Right	185	0	185	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	107	2	59	0	0	0
	Left-Through		0			0	
	Through	67	0	**97**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	51	1	**51**	0	0	**0**
	Left-Through		0			0	
	Through	47	1	47	0	0	0
	Through-Right		0			0	
	Right	160	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	736		*North-South:*	0
			East-West:	148		*East-West:*	0
			SUM:	884		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.643			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.643			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1449	3	**483**	0	0	0
Through-Right		0			0	
Right	252	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	756	2	**416**	0	0	0
Left-Through		0			0	
Through	1166	3	389	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	159	2	**87**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	770	2	8	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	899		*North-South:*	0
		East-West:	87		*East-West:*	0
		SUM:	986		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.692			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.692			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1527	3	**509**	0	0	0
Through-Right		0			0	
Right	168	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	706	2	**388**	0	0	0
Left-Through		0			0	
Through	1402	3	467	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	166	2	**91**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	730	2	14	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	897		*North-South:*	0
		East-West:	91		*East-West:*	0
		SUM:	988		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.693			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.693			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1658	3	**553**	0	0	0
Through-Right		0			0	
Right	238	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	826	2	**454**	0	0	0
Left-Through		0			0	
Through	1797	3	599	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	240	2	**132**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	718	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	1007		*North-South:*	0
		East-West:	132		*East-West:*	0
		SUM:	1139		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.799			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.799			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	22	1	22	0	0	**0**
Left-Through		0			0	
Through	773	2	**387**	0	0	0
Through-Right		0			0	
Right	132	1	65	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	80	1	**80**	0	0	0
Left-Through		0			0	
Through	158	1	84	0	0	**0**
Through-Right		1			0	
Right	9	0	9	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	31	1	**31**	0	0	0
Left-Through		0			0	
Through	9	1	9	0	0	**0**
Through-Right		1			0	
Right	17	0	6	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	134	1	134	0	0	**0**
Left-Through		0			0	
Through	25	1	25	0	0	0
Through-Right		0			0	
Right	339	1	**259**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	467		*North-South:*	0
		East-West:	290		*East-West:*	0
		SUM:	757		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.551			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.551			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	25	1	25	0	0	**0**
Left-Through		0			0	
Through	261	2	**131**	0	0	0
Through-Right		0			0	
Right	88	1	31	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	31	1	**31**	0	0	0
Left-Through		0			0	
Through	22	1	19	0	0	**0**
Through-Right		1			0	
Right	15	0	15	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	173	1	**173**	0	0	0
Left-Through		0			0	
Through	219	1	116	0	0	**0**
Through-Right		1			0	
Right	12	0	12	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	114	1	114	0	0	**0**
Left-Through		0			0	
Through	54	1	54	0	0	0
Through-Right		0			0	
Right	229	1	**198**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	162		*North-South:*	0
		East-West:	371		*East-West:*	0
		SUM:	533		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.388			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.388			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	29	1	29	0	0	**0**
Left-Through		0			0	
Through	339	2	**170**	0	0	0
Through-Right		0			0	
Right	128	1	79	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	21	1	**21**	0	0	0
Left-Through		0			0	
Through	30	1	26	0	0	**0**
Through-Right		1			0	
Right	22	0	22	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	265	1	265	0	0	0
Left-Through		0			0	
Through	594	1	**303**	0	0	**0**
Through-Right		1			0	
Right	12	0	12	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	98	1	98	0	0	**0**
Left-Through		0			0	
Through	38	1	38	0	0	0
Through-Right		0			0	
Right	175	1	**154**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	191		*North-South:*	0
		East-West:	457		*East-West:*	0
		SUM:	648		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.471			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.471			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	77	1	77	0	0	**0**
Left-Through		0			0	
Through	1216	3	**405**	0	0	0
Through-Right		0			0	
Right	56	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	114	1	**114**	0	0	0
Left-Through		0			0	
Through	901	3	300	0	0	**0**
Through-Right		0			0	
Right	129	1	87	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	154	2	**85**	0	0	0
Left-Through		0			0	
Through	489	2	245	0	0	**0**
Through-Right		0			0	
Right	59	1	21	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	70	1	70	0	0	**0**
Left-Through		0			0	
Through	788	1	**556**	0	0	0
Through-Right		1			0	
Right	323	0	323	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	519		*North-South:*	0
		East-West:	641		*East-West:*	0
		SUM:	1160		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.844			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.844			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	140	1	140	0	0	**0**
Left-Through		0			0	
Through	903	3	**301**	0	0	0
Through-Right		0			0	
Right	110	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	186	1	**186**	0	0	0
Left-Through		0			0	
Through	859	3	286	0	0	**0**
Through-Right		0			0	
Right	241	1	185	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	206	2	**113**	0	0	0
Left-Through		0			0	
Through	646	2	323	0	0	**0**
Through-Right		0			0	
Right	71	1	1	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	120	1	120	0	0	**0**
Left-Through		0			0	
Through	608	1	**405**	0	0	0
Through-Right		1			0	
Right	202	0	202	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	487		*North-South:*	0
		East-West:	518		*East-West:*	0
		SUM:	1005		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.731			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.731			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		0	EB-- 0 WB--		0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	138	1	138	0	0	**0**
	Left-Through		0			0	
	Through	1369	3	**456**	0	0	0
	Through-Right		0			0	
	Right	101	1	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	217	1	**217**	0	0	0
	Left-Through		0			0	
	Through	1486	3	495	0	0	**0**
	Through-Right		0			0	
	Right	274	1	222	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	2	**105**	0	0	0
	Left-Through		0			0	
	Through	779	2	390	0	0	**0**
	Through-Right		0			0	
	Right	75	1	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	1	87	0	0	**0**
	Left-Through		0			0	
	Through	573	1	**377**	0	0	0
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	673		*North-South:*	0
			East-West:	482		*East-West:*	0
			SUM:	1155		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.840			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.840			0.000
	LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		0	EB-- 0 WB--		0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	394	2	217	0	0	**0**
	Left-Through		0			0	
	Through	328	1	**328**	0	0	0
	Through-Right		0			0	
	Right	281	1	218	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	45	1	45	0	0	0
	Left-Through		0			0	
	Through	128	0	**136**	0	0	**0**
	Through-Right		1			0	
	Right	8	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	1	51	0	0	0
	Left-Through		0			0	
	Through	507	2	**254**	0	0	**0**
	Through-Right		0			0	
	Right	204	1	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	127	1	**127**	0	0	**0**
	Left-Through		0			0	
	Through	377	1	214	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	464		*North-South:*	0
			East-West:	381		*East-West:*	0
			SUM:	845		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.593			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.593			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		0	EB-- 0 WB--		0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	247	2	136	0	0	**0**
	Left-Through		0			0	
	Through	193	1	**193**	0	0	0
	Through-Right		0			0	
	Right	193	1	112	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	146	0	**184**	0	0	**0**
	Through-Right		1			0	
	Right	38	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	41	1	41	0	0	0
	Left-Through		0			0	
	Through	441	2	**221**	0	0	**0**
	Through-Right		0			0	
	Right	163	1	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	163	1	**163**	0	0	**0**
	Left-Through		0			0	
	Through	504	1	274	0	0	0
	Through-Right		1			0	
	Right	44	0	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	377		*North-South:*	0
			East-West:	384		*East-West:*	0
			SUM:	761		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.534			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.534			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		0	EB-- 0 WB--		0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	394	2	217	0	0	**0**
	Left-Through		0			0	
	Through	220	1	**220**	0	0	0
	Through-Right		0			0	
	Right	184	1	108	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	438	0	**475**	0	0	**0**
	Through-Right		1			0	
	Right	37	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	31	1	31	0	0	0
	Left-Through		0			0	
	Through	523	2	**262**	0	0	**0**
	Through-Right		0			0	
	Right	296	1	188	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	153	1	**153**	0	0	**0**
	Left-Through		0			0	
	Through	657	1	350	0	0	0
	Through-Right		1			0	
	Right	42	0	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	695		*North-South:*	0
			East-West:	415		*East-West:*	0
			SUM:	1110		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.779			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.779			0.000
	LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 0	SB-- WB--	3 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	89	1	89	0	0	**0**
	Left-Through		0			0	
	Through	940	2	**470**	0	0	0
	Through-Right		0			0	
	Right	130	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	149	1	**149**	0	0	0
	Left-Through		0			0	
	Through	555	2	278	0	0	**0**
	Through-Right		0			0	
	Right	104	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	215	2	118	0	0	0
	Left-Through		0			0	
	Through	1349	3	**450**	0	0	**0**
	Through-Right		0			0	
	Right	113	1	69	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	275	2	**151**	0	0	**0**
	Left-Through		0			0	
	Through	1238	3	413	0	0	0
	Through-Right		0			0	
	Right	169	1	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	619		*North-South:*	0
			East-West:	601		*East-West:*	0
			SUM:	1220		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.856			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.856			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 0	SB-- WB--	3 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	144	1	144	0	0	**0**
	Left-Through		0			0	
	Through	679	2	**340**	0	0	0
	Through-Right		0			0	
	Right	182	1	37	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	125	1	**125**	0	0	0
	Left-Through		0			0	
	Through	555	2	278	0	0	**0**
	Through-Right		0			0	
	Right	134	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	248	2	136	0	0	0
	Left-Through		0			0	
	Through	1163	3	**388**	0	0	**0**
	Through-Right		0			0	
	Right	117	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	263	2	**145**	0	0	**0**
	Left-Through		0			0	
	Through	1190	3	397	0	0	0
	Through-Right		0			0	
	Right	109	1	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	465		*North-South:*	0
			East-West:	533		*East-West:*	0
			SUM:	998		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.700			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.700			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 0	SB-- WB--	3 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	156	1	156	0	0	**0**
	Left-Through		0			0	
	Through	995	2	**498**	0	0	0
	Through-Right		0			0	
	Right	197	1	36	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	183	1	**183**	0	0	0
	Left-Through		0			0	
	Through	900	2	450	0	0	**0**
	Through-Right		0			0	
	Right	142	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	268	2	147	0	0	0
	Left-Through		0			0	
	Through	1368	3	**456**	0	0	**0**
	Through-Right		0			0	
	Right	155	1	77	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	292	2	**161**	0	0	**0**
	Left-Through		0			0	
	Through	1257	3	419	0	0	0
	Through-Right		0			0	
	Right	82	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	681		*North-South:*	0
			East-West:	617		*East-West:*	0
			SUM:	1298		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.911			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.911			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 0	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	568	2	**284**	0	0	0
	Through-Right		0			0	
	Right	243	1	145	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	56	1	**56**	0	0	0
	Left-Through		0			0	
	Through	402	2	201	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	178	2	**98**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	39	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	340		*North-South:*	0
			East-West:	98		*East-West:*	0
			SUM:	438		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.307			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.307			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	284	2	**142**	0	0	0
Through-Right		0			0	
Right	224	1	140	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	70	1	**70**	0	0	0
Left-Through		0			0	
Through	272	2	136	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	153	2	**84**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	77	1	7	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	212		*North-South:*	0
		East-West:	84		*East-West:*	0
		SUM:	296		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.208			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.208			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	498	2	**249**	0	0	0
Through-Right		0			0	
Right	201	1	114	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	61	1	**61**	0	0	0
Left-Through		0			0	
Through	431	2	216	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	158	2	**87**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	106	1	45	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	310		*North-South:*	0
		East-West:	87		*East-West:*	0
		SUM:	397		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.279			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.279			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	140	1	140	0	0	**0**
Left-Through		0			0	
Through	535	1	**364**	0	0	0
Through-Right		1			0	
Right	192	0	192	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	115	1	**115**	0	0	0
Left-Through		0			0	
Through	367	1	208	0	0	**0**
Through-Right		1			0	
Right	48	0	48	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	161	1	161	0	0	0
Left-Through		0			0	
Through	1414	2	**502**	0	0	**0**
Through-Right		1			0	
Right	93	0	93	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	338	1	**338**	0	0	**0**
Left-Through		0			0	
Through	988	3	271	0	0	0
Through-Right		1			0	
Right	97	0	97	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	479		*North-South:*	0
		East-West:	840		*East-West:*	0
		SUM:	1319		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.959			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.959			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	232	1	**232**	0	0	**0**
Left-Through		0			0	
Through	253	1	219	0	0	0
Through-Right		1			0	
Right	185	0	185	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	85	1	85	0	0	0
Left-Through		0			0	
Through	312	1	**189**	0	0	**0**
Through-Right		1			0	
Right	66	0	66	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	91	1	91	0	0	0
Left-Through		0			0	
Through	1164	2	**416**	0	0	**0**
Through-Right		1			0	
Right	85	0	85	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	265	1	**265**	0	0	**0**
Left-Through		0			0	
Through	1085	3	295	0	0	0
Through-Right		1			0	
Right	93	0	93	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	421		*North-South:*	0
		East-West:	681		*East-West:*	0
		SUM:	1102		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.801			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.801			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	190	1	**190**	0	0	**0**
	Left-Through		0			0	
	Through	564	1	374	0	0	0
	Through-Right		1			0	
	Right	184	0	184	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	109	1	109	0	0	0
	Left-Through		0			0	
	Through	634	1	**343**	0	0	**0**
	Through-Right		1			0	
	Right	52	0	52	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	111	1	111	0	0	0
	Left-Through		0			0	
	Through	1572	2	**559**	0	0	**0**
	Through-Right		1			0	
	Right	106	0	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	213	1	**213**	0	0	**0**
	Left-Through		0			0	
	Through	1248	3	334	0	0	0
	Through-Right		1			0	
	Right	89	0	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	533		*North-South:*	0
			East-West:	772		*East-West:*	0
			SUM:	1305		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.949			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.949			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	143	1	143	0	0	**0**
	Left-Through		0			0	
	Through	1188	2	**594**	0	0	0
	Through-Right		0			0	
	Right	215	1	139	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	69	1	**69**	0	0	0
	Left-Through		0			0	
	Through	309	2	155	0	0	**0**
	Through-Right		0			0	
	Right	76	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	164	1	**164**	0	0	0
	Left-Through		0			0	
	Through	835	3	278	0	0	**0**
	Through-Right		0			0	
	Right	337	1	266	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	153	1	153	0	0	**0**
	Left-Through		0			0	
	Through	1080	3	**360**	0	0	0
	Through-Right		0			0	
	Right	46	1	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	663		*North-South:*	0
			East-West:	524		*East-West:*	0
			SUM:	1187		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.863			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.863			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	241	1	241	0	0	**0**
	Left-Through		0			0	
	Through	838	2	**419**	0	0	0
	Through-Right		0			0	
	Right	323	1	259	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	73	1	**73**	0	0	0
	Left-Through		0			0	
	Through	454	2	227	0	0	**0**
	Through-Right		0			0	
	Right	77	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	176	1	**176**	0	0	0
	Left-Through		0			0	
	Through	1026	3	342	0	0	**0**
	Through-Right		0			0	
	Right	357	1	237	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	129	1	129	0	0	**0**
	Left-Through		0			0	
	Through	1111	3	**370**	0	0	0
	Through-Right		0			0	
	Right	67	1	31	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	492		*North-South:*	0
			East-West:	546		*East-West:*	0
			SUM:	1038		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.755			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.755			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	247	1	247	0	0	**0**
	Left-Through		0			0	
	Through	1493	2	**747**	0	0	0
	Through-Right		0			0	
	Right	355	1	314	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	85	1	**85**	0	0	0
	Left-Through		0			0	
	Through	758	2	379	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	223	1	**223**	0	0	0
	Left-Through		0			0	
	Through	1423	3	474	0	0	**0**
	Through-Right		0			0	
	Right	288	1	165	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	83	1	83	0	0	**0**
	Left-Through		0			0	
	Through	1204	3	**401**	0	0	0
	Through-Right		0			0	
	Right	44	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	832		*North-South:*	0
			East-West:	624		*East-West:*	0
			SUM:	1456		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.059			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.059			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	135	1	135	0	0	**0**
	Left-Through		0			0	
	Through	1374	3	**458**	0	0	0
	Through-Right		0			0	
	Right	29	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	87	1	**87**	0	0	0
	Left-Through		0			0	
	Through	967	3	322	0	0	**0**
	Through-Right		0			0	
	Right	57	1	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	15	1	**15**	0	0	0
	Left-Through		0			0	
	Through	135	1	92	0	0	**0**
	Through-Right		1			0	
	Right	49	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	209	1	**160**	0	0	0
	Through-Right		1			0	
	Right	111	0	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	545		*North-South:*	0
			East-West:	175		*East-West:*	0
			SUM:	720		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.524			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.524			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	14	1	14	0	0	**0**
	Left-Through		0			0	
	Through	1155	3	**385**	0	0	0
	Through-Right		0			0	
	Right	89	1	22	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	129	1	**129**	0	0	0
	Left-Through		0			0	
	Through	1137	3	379	0	0	**0**
	Through-Right		0			0	
	Right	68	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	66	1	**66**	0	0	0
	Left-Through		0			0	
	Through	153	1	153	0	0	**0**
	Through-Right		1			0	
	Right	153	0	146	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	67	1	67	0	0	**0**
	Left-Through		0			0	
	Through	216	1	**169**	0	0	0
	Through-Right		1			0	
	Right	122	0	122	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	514		*North-South:*	0
			East-West:	235		*East-West:*	0
			SUM:	749		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.545			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.545			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	260	1	**260**	0	0	**0**
	Left-Through		0			0	
	Through	1390	3	463	0	0	0
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	136	1	136	0	0	0
	Left-Through		0			0	
	Through	1508	3	**503**	0	0	**0**
	Through-Right		0			0	
	Right	83	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	33	1	**33**	0	0	0
	Left-Through		0			0	
	Through	146	1	123	0	0	**0**
	Through-Right		1			0	
	Right	99	0	99	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	94	1	94	0	0	**0**
	Left-Through		0			0	
	Through	231	1	**186**	0	0	0
	Through-Right		1			0	
	Right	141	0	141	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	763		*North-South:*	0
			East-West:	219		*East-West:*	0
			SUM:	982		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.714			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.714			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	1	32	0	0	**0**
	Left-Through		0			0	
	Through	1885	2	**632**	0	0	0
	Through-Right		1			0	
	Right	11	0	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	55	1	**55**	0	0	0
	Left-Through		0			0	
	Through	1076	2	405	0	0	**0**
	Through-Right		1			0	
	Right	139	0	139	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	491	2	**270**	0	0	0
	Left-Through		0			0	
	Through	32	1	32	0	0	**0**
	Through-Right		0			0	
	Right	70	1	54	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	27	1	27	0	0	0
	Through-Right		0			0	
	Right	148	1	**121**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	687		*North-South:*	0
			East-West:	391		*East-West:*	0
			SUM:	1078		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.756			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.756			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	55	1	55	0	0	0
	Left-Through		0			0	
	Through	1343	2	456	0	0	0
	Through-Right		1			0	
	Right	25	0	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	1268	2	485	0	0	0
	Through-Right		1			0	
	Right	186	0	186	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	219	2	120	0	0	0
	Left-Through		0			0	
	Through	26	1	26	0	0	0
	Through-Right		0			0	
	Right	64	1	37	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	41	1	41	0	0	0
	Left-Through		0			0	
	Through	38	1	38	0	0	0
	Through-Right		0			0	
	Right	74	1	29	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	546		North-South:	0
			East-West:	161		East-West:	0
			SUM:	707		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.496			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.496			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	57	1	57	0	0	0
	Left-Through		0			0	
	Through	1615	2	548	0	0	0
	Through-Right		1			0	
	Right	29	0	29	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	151	1	151	0	0	0
	Left-Through		0			0	
	Through	2142	2	826	0	0	0
	Through-Right		1			0	
	Right	337	0	337	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	197	2	108	0	0	0
	Left-Through		0			0	
	Through	41	1	41	0	0	0
	Through-Right		0			0	
	Right	47	1	19	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	38	1	38	0	0	0
	Left-Through		0			0	
	Through	46	1	46	0	0	0
	Through-Right		0			0	
	Right	55	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	883		North-South:	0
			East-West:	154		East-West:	0
			SUM:	1037		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.728			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.728			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	44	1	44	0	0	0
	Left-Through		0			0	
	Through	1685	2	563	0	0	0
	Through-Right		1			0	
	Right	5	0	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	5	1	5	0	0	0
	Left-Through		0			0	
	Through	1136	3	379	0	0	0
	Through-Right		0			0	
	Right	79	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	118	1	118	0	0	0
	Left-Through		0			0	
	Through	21	1	21	0	0	0
	Through-Right		0			0	
	Right	65	1	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	13	1	13	0	0	0
	Left-Through		0			0	
	Through	41	0	110	0	0	0
	Through-Right		1			0	
	Right	69	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	568		North-South:	0
			East-West:	228		East-West:	0
			SUM:	796		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.531			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.531			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	54	1	54	0	0	0
	Left-Through		0			0	
	Through	1312	2	440	0	0	0
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	1258	3	419	0	0	0
	Through-Right		0			0	
	Right	109	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	98	1	98	0	0	0
	Left-Through		0			0	
	Through	34	1	34	0	0	0
	Through-Right		0			0	
	Right	66	1	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	18	1	18	0	0	0
	Left-Through		0			0	
	Through	26	0	70	0	0	0
	Through-Right		1			0	
	Right	44	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	473		North-South:	0
			East-West:	168		East-West:	0
			SUM:	641		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.427			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.427			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	101	1	**101**	0	0	**0**
	Left-Through		0			0	
	Through	1556	2	527	0	0	0
	Through-Right		1			0	
	Right	26	0	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	38	1	38	0	0	0
	Left-Through		0			0	
	Through	1969	3	**656**	0	0	**0**
	Through-Right		0			0	
	Right	159	1	118	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	83	1	**83**	0	0	0
	Left-Through		0			0	
	Through	58	1	58	0	0	**0**
	Through-Right		0			0	
	Right	119	1	69	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	16	1	16	0	0	**0**
	Left-Through		0			0	
	Through	40	0	**69**	0	0	0
	Through-Right		1			0	
	Right	29	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	757		*North-South:*	0
			East-West:	152		*East-West:*	0
			SUM:	909		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.606			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.606			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	17	1	17	0	0	**0**
	Left-Through		0			0	
	Through	1567	2	**526**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	19	1	**19**	0	0	0
	Left-Through		0			0	
	Through	1179	2	401	0	0	**0**
	Through-Right		1			0	
	Right	23	0	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	82	0	**82**	0	0	0
	Left-Through		0			0	
	Through	32	0	150	0	0	**0**
	Through-Right		0			0	
	Right	36	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	5	1	5	0	0	**0**
	Left-Through		0			0	
	Through	16	0	**97**	0	0	0
	Through-Right		1			0	
	Right	81	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	545		*North-South:*	0
			East-West:	179		*East-West:*	0
			SUM:	724		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.483			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.483			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	21	1	**21**	0	0	**0**
	Left-Through		0			0	
	Through	1250	2	422	0	0	0
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	32	1	32	0	0	0
	Left-Through		0			0	
	Through	1289	2	**441**	0	0	**0**
	Through-Right		1			0	
	Right	34	0	34	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	0	51	0	0	0
	Left-Through		0			0	
	Through	38	0	**121**	0	0	**0**
	Through-Right		0			0	
	Right	32	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	1	1	**1**	0	0	**0**
	Left-Through		0			0	
	Through	24	0	67	0	0	0
	Through-Right		1			0	
	Right	43	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	462		*North-South:*	0
			East-West:	122		*East-West:*	0
			SUM:	584		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.389			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.389			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	54	1	**54**	0	0	**0**
	Left-Through		0			0	
	Through	1585	2	533	0	0	0
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	68	1	68	0	0	0
	Left-Through		0			0	
	Through	1949	2	**665**	0	0	**0**
	Through-Right		1			0	
	Right	45	0	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	0	30	0	0	0
	Left-Through		0			0	
	Through	45	0	**109**	0	0	**0**
	Through-Right		0			0	
	Right	34	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	2	1	**2**	0	0	**0**
	Left-Through		0			0	
	Through	11	0	36	0	0	0
	Through-Right		1			0	
	Right	25	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	719		*North-South:*	0
			East-West:	111		*East-West:*	0
			SUM:	830		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.553			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.553			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** I-105 WB RAMPS N/O IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2019	3	**673**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	1767	0	0	0	0	**0**
Through-Right		0			0	
Right	1378	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	754	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	2044	3	**715**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	673		*North-South:*	0
		East-West:	715		*East-West:*	0
		SUM:	1388		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.925			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.925			0.000
LEVEL OF SERVICE (LOS):			E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** I-105 WB RAMPS N/O IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1820	3	**607**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	1506	0	0	0	0	**0**
Through-Right		0			0	
Right	1806	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	469	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	2056	3	**720**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	607		*North-South:*	0
		East-West:	720		*East-West:*	0
		SUM:	1327		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.885			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.885			0.000
LEVEL OF SERVICE (LOS):			D			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** I-105 WB RAMPS N/O IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2451	3	**817**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	2253	0	0	0	0	**0**
Through-Right		0			0	
Right	2038	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	686	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	1737	3	**608**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	817		*North-South:*	0
		East-West:	608		*East-West:*	0
		SUM:	1425		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.950			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.950			0.000
LEVEL OF SERVICE (LOS):			E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	108	1	108	0	0	**0**
Left-Through		0			0	
Through	576	2	**288**	0	0	0
Through-Right		0			0	
Right	26	1	13	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	45	1	**45**	0	0	0
Left-Through		0			0	
Through	530	3	177	0	0	**0**
Through-Right		0			0	
Right	340	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	10	2	6	0	0	0
Left-Through		0			0	
Through	32	1	**32**	0	0	**0**
Through-Right		0			0	
Right	43	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	26	1	**26**	0	0	**0**
Left-Through		0			0	
Through	22	1	22	0	0	0
Through-Right		0			0	
Right	49	1	27	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	333		*North-South:*	0
		East-West:	58		*East-West:*	0
		SUM:	391		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.284			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.284			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	117	1	117	0	0	**0**
	Left-Through		0			0	
	Through	848	2	**424**	0	0	0
	Through-Right		0			0	
	Right	26	1	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**20**	0	0	0
	Left-Through		0			0	
	Through	633	3	211	0	0	**0**
	Through-Right		0			0	
	Right	307	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	42	2	**23**	0	0	0
	Left-Through		0			0	
	Through	42	1	42	0	0	**0**
	Through-Right		0			0	
	Right	76	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	25	1	25	0	0	**0**
	Left-Through		0			0	
	Through	37	1	37	0	0	0
	Through-Right		0			0	
	Right	80	1	**70**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	444		*North-South:*	0
			East-West:	93		*East-West:*	0
			SUM:	537		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.391			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.391			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	106	1	106	0	0	**0**
	Left-Through		0			0	
	Through	1144	2	**572**	0	0	0
	Through-Right		0			0	
	Right	23	1	8	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	1	**10**	0	0	0
	Left-Through		0			0	
	Through	527	3	176	0	0	**0**
	Through-Right		0			0	
	Right	301	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	2	**6**	0	0	0
	Left-Through		0			0	
	Through	43	1	43	0	0	**0**
	Through-Right		0			0	
	Right	76	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	40	1	40	0	0	0
	Through-Right		0			0	
	Right	79	1	**74**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	582		*North-South:*	0
			East-West:	80		*East-West:*	0
			SUM:	662		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.481			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.481			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	11	2	6	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	157	1	**133**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	49	1	**49**	0	0	0
	Left-Through		0			0	
	Through	19	2	10	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	456	1	**240**	0	0	0
	Through-Right		1			0	
	Right	24	0	24	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	133		*North-South:*	0
			East-West:	289		*East-West:*	0
			SUM:	422		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.281			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.281			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	2	33	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	190	1	**166**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	48	1	**48**	0	0	0
	Left-Through		0			0	
	Through	100	2	50	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	427	1	**222**	0	0	0
	Through-Right		1			0	
	Right	16	0	16	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	166		*North-South:*	0
			East-West:	270		*East-West:*	0
			SUM:	436		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.291			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.291			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	61	2	34	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	181	1	**166**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	31	1	**31**	0	0	0
	Left-Through		0			0	
	Through	10	2	5	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	410	1	**212**	0	0	0
	Through-Right		1			0	
	Right	13	0	13	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	166		*North-South:*	0
			East-West:	243		*East-West:*	0
			SUM:	409		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.273			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.273			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	0	0	**0**
	Left-Through		1			0	
	Through	17	0	**27**	0	0	0
	Through-Right		0			0	
	Right	35	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	168	1	**168**	0	0	**0**
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	**10**	0	0	0
	Left-Through		0			0	
	Through	141	1	75	0	0	**0**
	Through-Right		1			0	
	Right	9	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	41	1	41	0	0	**0**
	Left-Through		0			0	
	Through	91	1	91	0	0	0
	Through-Right		0			0	
	Right	437	1	**427**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	195		*North-South:*	0
			East-West:	437		*East-West:*	0
			SUM:	632		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.444			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.444			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	0	16	0	0	**0**
	Left-Through		1			0	
	Through	41	0	**57**	0	0	0
	Through-Right		0			0	
	Right	29	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	29	1	**29**	0	0	**0**
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	92	1	**92**	0	0	0
	Left-Through		0			0	
	Through	180	1	102	0	0	**0**
	Through-Right		1			0	
	Right	24	0	24	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	61	1	61	0	0	**0**
	Left-Through		0			0	
	Through	109	1	109	0	0	0
	Through-Right		0			0	
	Right	429	1	**419**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	86		*North-South:*	0
			East-West:	511		*East-West:*	0
			SUM:	597		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.419			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.419			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	36	0	36	0	0	**0**
	Left-Through		1			0	
	Through	46	0	**82**	0	0	0
	Through-Right		0			0	
	Right	59	1	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	210	1	**210**	0	0	**0**
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	74	1	**74**	0	0	0
	Left-Through		0			0	
	Through	173	1	94	0	0	**0**
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	67	1	67	0	0	**0**
	Left-Through		0			0	
	Through	140	1	140	0	0	0
	Through-Right		0			0	
	Right	396	1	**386**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	292		*North-South:*	0
			East-West:	460		*East-West:*	0
			SUM:	752		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.528			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.528			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet (Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: 98TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: Analyst: Date:

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	76	1	76	0	0	**0**
Left-Through		0			0	
Through	700	2	**350**	0	0	0
Through-Right		0			0	
Right	99	1	87	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	115	1	**115**	0	0	0
Left-Through		0			0	
Through	374	2	184	0	0	**0**
Through-Right		1			0	
Right	178	0	178	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	60	1	**60**	0	0	0
Left-Through		0			0	
Through	41	1	41	0	0	**0**
Through-Right		0			0	
Right	117	1	79	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	24	1	24	0	0	**0**
Left-Through		0			0	
Through	28	0	**87**	0	0	0
Through-Right		1			0	
Right	59	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	465		North-South:	0
		East-West:	147		East-West:	0
		SUM:	612		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.408			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.408			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: 98TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: Analyst: Date:

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	37	1	37	0	0	**0**
Left-Through		0			0	
Through	818	2	**409**	0	0	0
Through-Right		0			0	
Right	87	1	66	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	110	1	**110**	0	0	0
Left-Through		0			0	
Through	554	2	219	0	0	**0**
Through-Right		1			0	
Right	104	0	104	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	134	1	**134**	0	0	0
Left-Through		0			0	
Through	44	1	44	0	0	**0**
Through-Right		0			0	
Right	82	1	64	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	43	1	43	0	0	**0**
Left-Through		0			0	
Through	44	0	**163**	0	0	0
Through-Right		1			0	
Right	119	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	519		North-South:	0
		East-West:	297		East-West:	0
		SUM:	816		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.544			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.544			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: 98TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: Analyst: Date:

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	13	1	13	0	0	**0**
Left-Through		0			0	
Through	974	2	**487**	0	0	0
Through-Right		0			0	
Right	136	1	93	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	70	1	**70**	0	0	0
Left-Through		0			0	
Through	565	2	219	0	0	**0**
Through-Right		1			0	
Right	91	0	91	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	146	1	**146**	0	0	0
Left-Through		0			0	
Through	54	1	54	0	0	**0**
Through-Right		0			0	
Right	259	1	253	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	87	1	87	0	0	**0**
Left-Through		0			0	
Through	36	0	**221**	0	0	0
Through-Right		1			0	
Right	185	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	557		North-South:	0
		East-West:	367		East-West:	0
		SUM:	924		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.616			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.616			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE East-West Street: WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: Analyst: Date:

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	6	1	6	0	0	**0**
Left-Through		0			0	
Through	22	1	**22**	0	0	0
Through-Right		0			0	
Right	20	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	11	1	**11**	0	0	0
Left-Through		0			0	
Through	19	1	11	0	0	**0**
Through-Right		1			0	
Right	2	0	2	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	2	1	2	0	0	0
Left-Through		0			0	
Through	244	2	**122**	0	0	**0**
Through-Right		0			0	
Right	69	1	66	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	55	1	**55**	0	0	**0**
Left-Through		0			0	
Through	346	2	173	0	0	0
Through-Right		0			0	
Right	7	1	2	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	33		North-South:	0
		East-West:	177		East-West:	0
		SUM:	210		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.140			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.140			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	35	1	35	0	0	**0**
	Left-Through		0			0	
	Through	14	1	14	0	0	0
	Through-Right		0			0	
	Right	109	1	**68**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	24	1	**24**	0	0	0
	Left-Through		0			0	
	Through	14	1	9	0	0	**0**
	Through-Right		1			0	
	Right	4	0	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	6	1	6	0	0	0
	Left-Through		0			0	
	Through	400	2	**200**	0	0	**0**
	Through-Right		0			0	
	Right	68	1	51	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	82	1	**82**	0	0	**0**
	Left-Through		0			0	
	Through	431	2	216	0	0	0
	Through-Right		0			0	
	Right	24	1	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	92		*North-South:*	0
			East-West:	282		*East-West:*	0
			SUM:	374		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.249			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.249			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	47	1	**47**	0	0	**0**
	Left-Through		0			0	
	Through	22	1	22	0	0	0
	Through-Right		0			0	
	Right	26	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	19	1	**11**	0	0	**0**
	Through-Right		1			0	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	3	1	3	0	0	0
	Left-Through		0			0	
	Through	413	2	**207**	0	0	**0**
	Through-Right		0			0	
	Right	52	1	29	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	77	1	**77**	0	0	**0**
	Left-Through		0			0	
	Through	423	2	212	0	0	0
	Through-Right		0			0	
	Right	40	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	58		*North-South:*	0
			East-West:	284		*East-West:*	0
			SUM:	342		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.228			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.228			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	19	0	19	0	0	**0**
	Left-Through		0			0	
	Through	94	0	**160**	0	0	0
	Through-Right		0			0	
	Right	47	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	38	0	**38**	0	0	0
	Left-Through		0			0	
	Through	16	0	56	0	0	**0**
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	53	1	**53**	0	0	0
	Left-Through		0			0	
	Through	245	1	124	0	0	**0**
	Through-Right		1			0	
	Right	2	0	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	7	1	7	0	0	**0**
	Left-Through		0			0	
	Through	340	1	**206**	0	0	0
	Through-Right		1			0	
	Right	72	0	72	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	198		*North-South:*	0
			East-West:	259		*East-West:*	0
			SUM:	457		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.305			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.305			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	15	0	15	0	0	**0**
	Left-Through		0			0	
	Through	105	0	**174**	0	0	0
	Through-Right		0			0	
	Right	54	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	137	0	**137**	0	0	0
	Left-Through		0			0	
	Through	13	0	152	0	0	**0**
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	44	1	**44**	0	0	0
	Left-Through		0			0	
	Through	297	1	151	0	0	**0**
	Through-Right		1			0	
	Right	5	0	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	4	1	4	0	0	**0**
	Left-Through		0			0	
	Through	377	1	**256**	0	0	0
	Through-Right		1			0	
	Right	134	0	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	311		*North-South:*	0
			East-West:	300		*East-West:*	0
			SUM:	611		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.407			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.407			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	0	25	0	0	**0**
	Left-Through		0			0	
	Through	178	0	**295**	0	0	0
	Through-Right		0			0	
	Right	92	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	154	0	**154**	0	0	0
	Left-Through		0			0	
	Through	24	0	247	0	0	**0**
	Through-Right		0			0	
	Right	69	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	35	1	**35**	0	0	0
	Left-Through		0			0	
	Through	309	1	155	0	0	**0**
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	407	1	**247**	0	0	0
	Through-Right		1			0	
	Right	86	0	86	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	449		*North-South:*	0
			East-West:	282		*East-West:*	0
			SUM:	731		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.487			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.487			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3084	2	**1038**	0	0	0
	Through-Right		1			0	
	Right	29	0	29	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2770	3	706	0	0	**0**
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	84	1	**70**	0	0	0
	Left-Through		0			0	
	Through	56	0	70	0	0	**0**
	Through-Right		0			0	
	Right	62	1	62	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	276	1	**190**	0	0	**0**
	Left-Through		1			0	
	Through	104	0	190	0	0	0
	Through-Right		0			0	
	Right	46	1	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1038		*North-South:*	0
			East-West:	260		*East-West:*	0
			SUM:	1298		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.911			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.911			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1978	2	**670**	0	0	0
	Through-Right		1			0	
	Right	32	0	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1972	3	529	0	0	**0**
	Through-Right		1			0	
	Right	144	0	144	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	148	1	**124**	0	0	0
	Left-Through		0			0	
	Through	100	0	124	0	0	**0**
	Through-Right		0			0	
	Right	77	1	77	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	156	1	**121**	0	0	**0**
	Left-Through		1			0	
	Through	86	0	121	0	0	0
	Through-Right		0			0	
	Right	36	1	36	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	670		*North-South:*	0
			East-West:	245		*East-West:*	0
			SUM:	915		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.642			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.642			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2750	2	**950**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2901	3	757	0	0	**0**
	Through-Right		1			0	
	Right	125	0	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	176	1	**167**	0	0	0
	Left-Through		0			0	
	Through	158	0	167	0	0	**0**
	Through-Right		0			0	
	Right	75	1	75	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	219	1	**178**	0	0	**0**
	Left-Through		1			0	
	Through	136	0	178	0	0	0
	Through-Right		0			0	
	Right	24	1	24	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	950		*North-South:*	0
			East-West:	345		*East-West:*	0
			SUM:	1295		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.909			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.909			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	97	1	**97**	0	0	**0**
	Left-Through		0			0	
	Through	228	0	265	0	0	0
	Through-Right		1			0	
	Right	37	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	16	1	16	0	0	0
	Left-Through		0			0	
	Through	207	0	**262**	0	0	**0**
	Through-Right		1			0	
	Right	55	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	52	1	52	0	0	0
	Left-Through		0			0	
	Through	467	1	**332**	0	0	**0**
	Through-Right		1			0	
	Right	197	0	197	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	51	1	**51**	0	0	**0**
	Left-Through		0			0	
	Through	578	1	305	0	0	0
	Through-Right		1			0	
	Right	32	0	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	359		*North-South:*	0
			East-West:	383		*East-West:*	0
			SUM:	742		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.495			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.495			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	86	1	**86**	0	0	**0**
	Left-Through		0			0	
	Through	149	0	187	0	0	0
	Through-Right		1			0	
	Right	38	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	33	1	33	0	0	0
	Left-Through		0			0	
	Through	138	0	**198**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	72	1	**72**	0	0	0
	Left-Through		0			0	
	Through	481	1	291	0	0	**0**
	Through-Right		1			0	
	Right	101	0	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	49	1	49	0	0	**0**
	Left-Through		0			0	
	Through	553	1	**300**	0	0	0
	Through-Right		1			0	
	Right	46	0	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	284		*North-South:*	0
			East-West:	372		*East-West:*	0
			SUM:	656		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.437			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.437			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	83	1	**83**	0	0	**0**
	Left-Through		0			0	
	Through	222	0	249	0	0	0
	Through-Right		1			0	
	Right	27	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	36	1	36	0	0	0
	Left-Through		0			0	
	Through	293	0	**367**	0	0	**0**
	Through-Right		1			0	
	Right	74	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	77	1	77	0	0	0
	Left-Through		0			0	
	Through	654	1	**394**	0	0	**0**
	Through-Right		1			0	
	Right	134	0	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	79	1	**79**	0	0	**0**
	Left-Through		0			0	
	Through	600	1	335	0	0	0
	Through-Right		1			0	
	Right	69	0	69	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	450		*North-South:*	0
			East-West:	473		*East-West:*	0
			SUM:	923		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.615			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.615			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	108	1	108	0	0	**0**
	Left-Through		0			0	
	Through	808	2	**404**	0	0	0
	Through-Right		0			0	
	Right	287	1	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	73	1	**73**	0	0	0
	Left-Through		0			0	
	Through	504	2	252	0	0	**0**
	Through-Right		0			0	
	Right	126	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	162	1	**162**	0	0	0
	Left-Through		0			0	
	Through	677	2	339	0	0	**0**
	Through-Right		0			0	
	Right	114	1	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	172	1	172	0	0	**0**
	Left-Through		0			0	
	Through	741	1	**409**	0	0	0
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	477		*North-South:*	0
			East-West:	571		*East-West:*	0
			SUM:	1048		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.762			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.762			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	175	1	**175**	0	0	**0**
Left-Through		0			0	
Through	630	2	315	0	0	0
Through-Right		0			0	
Right	214	1	126	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	90	1	90	0	0	0
Left-Through		0			0	
Through	659	2	**330**	0	0	**0**
Through-Right		0			0	
Right	157	1	39	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	118	1	**118**	0	0	0
Left-Through		0			0	
Through	548	2	274	0	0	**0**
Through-Right		0			0	
Right	113	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	88	1	88	0	0	**0**
Left-Through		0			0	
Through	537	1	**284**	0	0	0
Through-Right		1			0	
Right	30	0	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	505		*North-South:*	0
		East-West:	402		*East-West:*	0
		SUM:	907		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.660			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.660			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	170	1	**170**	0	0	**0**
Left-Through		0			0	
Through	775	2	388	0	0	0
Through-Right		0			0	
Right	278	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	88	1	88	0	0	0
Left-Through		0			0	
Through	1011	2	**506**	0	0	**0**
Through-Right		0			0	
Right	183	1	45	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	138	1	138	0	0	0
Left-Through		0			0	
Through	744	2	**372**	0	0	**0**
Through-Right		0			0	
Right	149	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	297	1	**297**	0	0	**0**
Left-Through		0			0	
Through	623	1	322	0	0	0
Through-Right		1			0	
Right	21	0	21	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	676		*North-South:*	0
		East-West:	669		*East-West:*	0
		SUM:	1345		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.978			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.978			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
	EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	230	1	**230**	0	0	**0**
Left-Through		0			0	
Through	588	1	302	0	0	0
Through-Right		1			0	
Right	15	0	15	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	14	1	14	0	0	0
Left-Through		0			0	
Through	375	2	**152**	0	0	**0**
Through-Right		1			0	
Right	80	0	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	27	1	**27**	0	0	0
Left-Through		0			0	
Through	2	1	2	0	0	**0**
Through-Right		0			0	
Right	83	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	4	0	4	0	0	**0**
Left-Through		0			0	
Through	1	0	**5**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	382		*North-South:*	0
		East-West:	32		*East-West:*	0
		SUM:	414		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.291			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.291			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
	EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	120	1	120	0	0	**0**
Left-Through		0			0	
Through	506	1	**262**	0	0	0
Through-Right		1			0	
Right	17	0	17	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	19	1	**19**	0	0	0
Left-Through		0			0	
Through	384	2	137	0	0	**0**
Through-Right		1			0	
Right	27	0	27	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	80	1	**80**	0	0	0
Left-Through		0			0	
Through	6	1	6	0	0	**0**
Through-Right		0			0	
Right	118	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	5	0	5	0	0	**0**
Left-Through		0			0	
Through	8	0	**25**	0	0	0
Through-Right		0			0	
Right	12	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	281		*North-South:*	0
		East-West:	105		*East-West:*	0
		SUM:	386		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.271			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.271			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	55	1	**55**	0	0	**0**
	Left-Through		0			0	
	Through	515	1	261	0	0	0
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	45	1	45	0	0	0
	Left-Through		0			0	
	Through	851	2	**301**	0	0	**0**
	Through-Right		1			0	
	Right	52	0	52	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	62	1	62	0	0	0
	Left-Through		0			0	
	Through	3	1	3	0	0	**0**
	Through-Right		0			0	
	Right	157	1	**102**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	11	0	**11**	0	0	**0**
	Left-Through		0			0	
	Through	1	0	22	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	356		North-South:	0
			East-West:	113		East-West:	0
			SUM:	469		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.329			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.329			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1129	1	**565**	0	0	0
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	1	**14**	0	0	0
	Left-Through		0			0	
	Through	341	2	171	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	13	0	13	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**21**	0	0	0
	Through-Right		0			0	
	Right	8	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	579		North-South:	0
			East-West:	21		East-West:	0
			SUM:	600		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.400			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.400			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	399	1	**202**	0	0	0
	Through-Right		1			0	
	Right	4	0	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	1	**13**	0	0	0
	Left-Through		0			0	
	Through	261	2	131	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	5	0	5	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**15**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	215		North-South:	0
			East-West:	15		East-West:	0
			SUM:	230		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.153			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.153			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	481	1	243	0	0	0
	Through-Right		1			0	
	Right	4	0	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	15	1	15	0	0	0
	Left-Through		0			0	
	Through	962	2	**481**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	7	0	7	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**21**	0	0	0
	Through-Right		0			0	
	Right	14	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	481		North-South:	0
			East-West:	21		East-West:	0
			SUM:	502		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.335			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.335			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	110	1	110	0	0	0
Left-Through		0			0	
Through	1581	1	811	0	0	0
Through-Right		1			0	
Right	41	0	41	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	86	1	86	0	0	0
Left-Through		0			0	
Through	1381	2	691	0	0	0
Through-Right		0			0	
Right	73	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	187	1	187	0	0	0
Left-Through		0			0	
Through	222	1	222	0	0	0
Through-Right		0			0	
Right	113	1	58	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	48	1	48	0	0	0
Left-Through		0			0	
Through	372	1	372	0	0	0
Through-Right		0			0	
Right	150	1	107	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	897		North-South:	0
		East-West:	559		East-West:	0
		SUM:	1456		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.971			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.971			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	92	1	92	0	0	0
Left-Through		0			0	
Through	1391	1	721	0	0	0
Through-Right		1			0	
Right	50	0	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	107	1	107	0	0	0
Left-Through		0			0	
Through	1504	2	752	0	0	0
Through-Right		0			0	
Right	137	1	31	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	213	1	213	0	0	0
Left-Through		0			0	
Through	227	1	227	0	0	0
Through-Right		0			0	
Right	180	1	134	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	71	1	71	0	0	0
Left-Through		0			0	
Through	251	1	251	0	0	0
Through-Right		0			0	
Right	134	1	81	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	844		North-South:	0
		East-West:	464		East-West:	0
		SUM:	1308		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.872			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.872			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	98	1	98	0	0	0
Left-Through		0			0	
Through	1182	1	613	0	0	0
Through-Right		1			0	
Right	43	0	43	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	84	1	84	0	0	0
Left-Through		0			0	
Through	1670	2	835	0	0	0
Through-Right		0			0	
Right	103	1	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	166	1	166	0	0	0
Left-Through		0			0	
Through	353	1	353	0	0	0
Through-Right		0			0	
Right	133	1	84	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	53	1	53	0	0	0
Left-Through		0			0	
Through	192	1	192	0	0	0
Through-Right		0			0	
Right	73	1	31	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	933		North-South:	0
		East-West:	406		East-West:	0
		SUM:	1339		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.893			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.893			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	115	1	115	0	0	0
Left-Through		0			0	
Through	587	2	294	0	0	0
Through-Right		0			0	
Right	90	1	16	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	58	1	58	0	0	0
Left-Through		0			0	
Through	525	1	295	0	0	0
Through-Right		1			0	
Right	64	0	64	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	87	1	87	0	0	0
Left-Through		0			0	
Through	450	2	185	0	0	0
Through-Right		1			0	
Right	104	0	104	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	74	1	74	0	0	0
Left-Through		0			0	
Through	680	2	256	0	0	0
Through-Right		1			0	
Right	88	0	88	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	410		North-South:	0
		East-West:	343		East-West:	0
		SUM:	753		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.548			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.548			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	125	1	125	0	0	**0**
	Left-Through		0			0	
	Through	725	2	**363**	0	0	0
	Through-Right		0			0	
	Right	116	1	48	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	82	1	**82**	0	0	0
	Left-Through		0			0	
	Through	436	1	270	0	0	**0**
	Through-Right		1			0	
	Right	104	0	104	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	141	1	**141**	0	0	0
	Left-Through		0			0	
	Through	741	2	280	0	0	**0**
	Through-Right		1			0	
	Right	98	0	98	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	68	1	68	0	0	**0**
	Left-Through		0			0	
	Through	709	2	**265**	0	0	0
	Through-Right		1			0	
	Right	87	0	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	445		*North-South:*	0
			East-West:	406		*East-West:*	0
			SUM:	851		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.619			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.619			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	137	1	137	0	0	**0**
	Left-Through		0			0	
	Through	798	2	**399**	0	0	0
	Through-Right		0			0	
	Right	144	1	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	121	1	**121**	0	0	0
	Left-Through		0			0	
	Through	634	1	371	0	0	**0**
	Through-Right		1			0	
	Right	108	0	108	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	1054	2	**396**	0	0	**0**
	Through-Right		1			0	
	Right	134	0	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	98	1	**98**	0	0	**0**
	Left-Through		0			0	
	Through	782	2	292	0	0	0
	Through-Right		1			0	
	Right	93	0	93	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	520		*North-South:*	0
			East-West:	494		*East-West:*	0
			SUM:	1014		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.737			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.737			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2486	2	**875**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2060	3	687	0	0	**0**
	Through-Right		0			0	
	Right	425	1	258	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	303	2	**167**	0	0	0
	Left-Through		0			0	
	Through	263	0	303	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	337	2	185	0	0	**0**
	Left-Through		0			0	
	Through	675	2	**338**	0	0	0
	Through-Right		0			0	
	Right	184	1	184	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	875		*North-South:*	0
			East-West:	505		*East-West:*	0
			SUM:	1380		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.968			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.968			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1822	2	**664**	0	0	0
	Through-Right		1			0	
	Right	171	0	171	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1587	3	529	0	0	**0**
	Through-Right		0			0	
	Right	218	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	288	2	158	0	0	0
	Left-Through		0			0	
	Through	215	0	**278**	0	0	**0**
	Through-Right		1			0	
	Right	63	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	2	**127**	0	0	**0**
	Left-Through		0			0	
	Through	311	2	156	0	0	0
	Through-Right		0			0	
	Right	109	1	109	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	664		*North-South:*	0
			East-West:	405		*East-West:*	0
			SUM:	1069		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.750			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.750			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	3 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	2104	2	796	0	0	0
	Through-Right		1			0	
	Right	283	0	283	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2549	3	**850**	0	0	**0**
	Through-Right		0			0	
	Right	192	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	553	2	304	0	0	0
	Left-Through		0			0	
	Through	428	0	**530**	0	0	**0**
	Through-Right		1			0	
	Right	102	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	306	2	**168**	0	0	**0**
	Left-Through		0			0	
	Through	292	2	146	0	0	0
	Through-Right		0			0	
	Right	117	1	117	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	850		*North-South:*	0
			East-West:	698		*East-West:*	0
			SUM:	1548		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.086			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.086			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	360	2	**198**	0	0	**0**
	Left-Through		0			0	
	Through	1473	2	503	0	0	0
	Through-Right		1			0	
	Right	35	0	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	152	2	84	0	0	0
	Left-Through		0			0	
	Through	1360	2	**518**	0	0	**0**
	Through-Right		1			0	
	Right	193	0	193	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	93	1	**93**	0	0	0
	Left-Through		0			0	
	Through	396	2	198	0	0	**0**
	Through-Right		0			0	
	Right	167	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1162	2	**581**	0	0	0
	Through-Right		0			0	
	Right	335	1	251	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	716		*North-South:*	0
			East-West:	674		*East-West:*	0
			SUM:	1390		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.011			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.011			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	177	2	**97**	0	0	**0**
	Left-Through		0			0	
	Through	1223	2	428	0	0	0
	Through-Right		1			0	
	Right	62	0	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	204	2	112	0	0	0
	Left-Through		0			0	
	Through	1282	2	**480**	0	0	**0**
	Through-Right		1			0	
	Right	157	0	157	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	183	1	**183**	0	0	0
	Left-Through		0			0	
	Through	437	2	219	0	0	**0**
	Through-Right		0			0	
	Right	191	1	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	157	1	157	0	0	**0**
	Left-Through		0			0	
	Through	467	2	**234**	0	0	0
	Through-Right		0			0	
	Right	171	1	59	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	577		*North-South:*	0
			East-West:	417		*East-West:*	0
			SUM:	994		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.723			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.723			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	138	2	**76**	0	0	**0**
	Left-Through		0			0	
	Through	1194	2	428	0	0	0
	Through-Right		1			0	
	Right	89	0	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	346	2	190	0	0	0
	Left-Through		0			0	
	Through	2059	2	**719**	0	0	**0**
	Through-Right		1			0	
	Right	99	0	99	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	139	1	139	0	0	0
	Left-Through		0			0	
	Through	856	2	**428**	0	0	**0**
	Through-Right		0			0	
	Right	279	1	203	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	548	2	274	0	0	0
	Through-Right		0			0	
	Right	206	1	16	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	795		*North-South:*	0
			East-West:	608		*East-West:*	0
			SUM:	1403		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.020			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.020			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	179	1	179	0	0	**0**
	Left-Through		0			0	
	Through	2070	2	**703**	0	0	0
	Through-Right		1			0	
	Right	39	0	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	126	1	**126**	0	0	0
	Left-Through		0			0	
	Through	1490	3	497	0	0	**0**
	Through-Right		0			0	
	Right	131	1	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	78	1	**78**	0	0	0
	Left-Through		0			0	
	Through	526	2	204	0	0	**0**
	Through-Right		1			0	
	Right	87	0	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	156	1	156	0	0	**0**
	Left-Through		0			0	
	Through	1004	2	**502**	0	0	0
	Through-Right		0			0	
	Right	341	1	215	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	829		North-South:	0
			East-West:	580		East-West:	0
			SUM:	1409		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.025			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.025			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	92	1	92	0	0	**0**
	Left-Through		0			0	
	Through	1178	2	**409**	0	0	0
	Through-Right		1			0	
	Right	49	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	165	1	**165**	0	0	0
	Left-Through		0			0	
	Through	1139	3	380	0	0	**0**
	Through-Right		0			0	
	Right	109	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	174	1	**174**	0	0	0
	Left-Through		0			0	
	Through	469	2	170	0	0	**0**
	Through-Right		1			0	
	Right	41	0	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	121	1	121	0	0	**0**
	Left-Through		0			0	
	Through	483	2	**242**	0	0	0
	Through-Right		0			0	
	Right	205	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	574		North-South:	0
			East-West:	416		East-West:	0
			SUM:	990		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.720			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.720			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	112	1	**112**	0	0	**0**
	Left-Through		0			0	
	Through	1612	2	570	0	0	0
	Through-Right		1			0	
	Right	99	0	99	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	2001	3	**667**	0	0	**0**
	Through-Right		0			0	
	Right	152	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	181	1	**181**	0	0	0
	Left-Through		0			0	
	Through	857	2	304	0	0	**0**
	Through-Right		1			0	
	Right	56	0	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	154	1	154	0	0	**0**
	Left-Through		0			0	
	Through	614	2	**307**	0	0	0
	Through-Right		0			0	
	Right	207	1	27	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	779		North-South:	0
			East-West:	488		East-West:	0
			SUM:	1267		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.921			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.921			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	378	1	**378**	0	0	**0**
	Left-Through		0			0	
	Through	2146	2	739	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	1482	2	**553**	0	0	**0**
	Through-Right		1			0	
	Right	177	0	177	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	53	1	**53**	0	0	0
	Left-Through		0			0	
	Through	369	2	185	0	0	**0**
	Through-Right		0			0	
	Right	229	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	126	1	126	0	0	**0**
	Left-Through		0			0	
	Through	983	1	**512**	0	0	0
	Through-Right		1			0	
	Right	41	0	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	931		North-South:	0
			East-West:	565		East-West:	0
			SUM:	1496		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.050			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.050			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	211	1	**211**	0	0	**0**
Left-Through		0			0	
Through	1263	2	450	0	0	0
Through-Right		1			0	
Right	86	0	86	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	89	1	89	0	0	0
Left-Through		0			0	
Through	1172	2	**430**	0	0	**0**
Through-Right		1			0	
Right	119	0	119	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	74	1	**74**	0	0	0
Left-Through		0			0	
Through	305	2	153	0	0	**0**
Through-Right		0			0	
Right	222	1	11	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	94	1	94	0	0	**0**
Left-Through		0			0	
Through	326	1	**202**	0	0	0
Through-Right		1			0	
Right	78	0	78	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	641		*North-South:*	0
		East-West:	276		*East-West:*	0
		SUM:	917		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.644			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.644			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	238	1	**238**	0	0	**0**
Left-Through		0			0	
Through	1784	2	638	0	0	0
Through-Right		1			0	
Right	131	0	131	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	77	1	77	0	0	0
Left-Through		0			0	
Through	1750	2	**607**	0	0	**0**
Through-Right		1			0	
Right	71	0	71	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	105	1	105	0	0	0
Left-Through		0			0	
Through	803	2	**402**	0	0	**0**
Through-Right		0			0	
Right	487	1	249	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	78	1	**78**	0	0	**0**
Left-Through		0			0	
Through	374	1	214	0	0	0
Through-Right		1			0	
Right	53	0	53	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	845		*North-South:*	0
		East-West:	480		*East-West:*	0
		SUM:	1325		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.930			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.930			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	187	1	187	0	0	**0**
Left-Through		0			0	
Through	965	2	**333**	0	0	0
Through-Right		1			0	
Right	35	0	35	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	188	1	**188**	0	0	0
Left-Through		0			0	
Through	687	2	293	0	0	**0**
Through-Right		1			0	
Right	193	0	193	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	126	1	**126**	0	0	0
Left-Through		0			0	
Through	819	2	319	0	0	**0**
Through-Right		1			0	
Right	137	0	137	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	129	1	129	0	0	**0**
Left-Through		0			0	
Through	1186	2	**412**	0	0	0
Through-Right		1			0	
Right	51	0	51	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	521		*North-South:*	0
		East-West:	538		*East-West:*	0
		SUM:	1059		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.770			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.770			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	91	1	91	0	0	**0**
Left-Through		0			0	
Through	577	2	**212**	0	0	0
Through-Right		1			0	
Right	58	0	58	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	184	1	**184**	0	0	0
Left-Through		0			0	
Through	632	2	251	0	0	**0**
Through-Right		1			0	
Right	121	0	121	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	136	1	136	0	0	0
Left-Through		0			0	
Through	760	2	**305**	0	0	**0**
Through-Right		1			0	
Right	155	0	155	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	134	1	**134**	0	0	**0**
Left-Through		0			0	
Through	616	2	233	0	0	0
Through-Right		1			0	
Right	82	0	82	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	396		*North-South:*	0
		East-West:	439		*East-West:*	0
		SUM:	835		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.607			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.607			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		0	EB-- 0 WB--		0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	125	1	125	0	0	**0**
	Left-Through		0			0	
	Through	737	2	**263**	0	0	0
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	235	1	**235**	0	0	0
	Left-Through		0			0	
	Through	957	2	365	0	0	**0**
	Through-Right		1			0	
	Right	137	0	137	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1326	2	**494**	0	0	**0**
	Through-Right		1			0	
	Right	157	0	157	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	166	1	**166**	0	0	**0**
	Left-Through		0			0	
	Through	781	2	292	0	0	0
	Through-Right		1			0	
	Right	96	0	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	498		*North-South:*	0
			East-West:	660		*East-West:*	0
			SUM:	1158		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.842			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.842			0.000
	LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 3 WB--		0	EB-- 0 WB--		0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	667	1	**441**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	656	1	441	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	866	3	289	0	0	**0**
	Through-Right		0			0	
	Right	323	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1335	2	**543**	0	0	0
	Through-Right		1			0	
	Right	294	0	294	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	441		*North-South:*	0
			East-West:	543		*East-West:*	0
			SUM:	984		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.656			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.656			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 3 WB--		0	EB-- 0 WB--		0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	414	1	**273**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	404	1	273	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1035	3	345	0	0	**0**
	Through-Right		0			0	
	Right	346	1	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1096	2	**523**	0	0	0
	Through-Right		1			0	
	Right	474	0	474	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	273		*North-South:*	0
			East-West:	523		*East-West:*	0
			SUM:	796		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.531			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.531			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 3 WB--		0	EB-- 0 WB--		0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	468	1	**375**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	657	1	375	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	12	0	0	0	0	0
	Left-Through		0			0	
	Through	1439	3	**480**	0	0	**0**
	Through-Right		0			0	
	Right	332	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1104	2	478	0	0	0
	Through-Right		1			0	
	Right	330	0	330	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	375		*North-South:*	0
			East-West:	480		*East-West:*	0
			SUM:	855		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.570			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.570			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0
Override Capacity			0			0			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	194	1	194	0	0	**0**	93	1	93	0	0	**0**
	Left-Through		0			0			0			0	
	Through	796	1	**426**	0	0	0	508	1	**286**	0	0	0
	Through-Right		1			0			1			0	
	Right	55	0	55	0	0	0	63	0	63	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	157	1	**157**	0	0	0	119	1	**119**	0	0	0
	Left-Through		0			0			0			0	
	Through	635	1	366	0	0	**0**	516	1	302	0	0	**0**
	Through-Right		1			0			1			0	
	Right	96	0	96	0	0	0	88	0	88	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	115	1	**115**	0	0	0	93	1	**93**	0	0	0
	Left-Through		0			0			0			0	
	Through	967	2	349	0	0	**0**	727	2	271	0	0	**0**
	Through-Right		1			0			1			0	
	Right	79	0	79	0	0	0	85	0	85	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	61	1	61	0	0	**0**	80	1	80	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1306	2	**477**	0	0	0	667	2	**260**	0	0	0
	Through-Right		1			0			1			0	
	Right	124	0	124	0	0	0	112	0	112	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES		North-South:		583	North-South:		0	North-South:		405	North-South:		0
		East-West:		592	East-West:		0	East-West:		353	East-West:		0
		SUM:		1175	SUM:		0	SUM:		758	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.855			0.000			0.551			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.855			0.000			0.551			0.000
LEVEL OF SERVICE (LOS):				D			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0						
	EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?			0			0						
Override Capacity			0			0						

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	128	1	**128**	0	0	**0**
	Left-Through		0			0	
	Through	619	1	337	0	0	0
	Through-Right		1			0	
	Right	54	0	54	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	146	1	146	0	0	0
	Left-Through		0			0	
	Through	766	1	**445**	0	0	**0**
	Through-Right		1			0	
	Right	123	0	123	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	124	1	124	0	0	0
	Left-Through		0			0	
	Through	1327	2	**482**	0	0	**0**
	Through-Right		1			0	
	Right	118	0	118	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	**90**	0	0	**0**
	Left-Through		0			0	
	Through	935	2	349	0	0	0
	Through-Right		1			0	
	Right	112	0	112	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		573	North-South:		0
		East-West:		572	East-West:		0
		SUM:		1145	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.833			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.833			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0						
	EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?			0			0						
Override Capacity			0			0						

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	139	1	139	0	0	**0**
	Left-Through		0			0	
	Through	728	1	**401**	0	0	0
	Through-Right		1			0	
	Right	74	0	74	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	174	1	**174**	0	0	0
	Left-Through		0			0	
	Through	666	1	361	0	0	**0**
	Through-Right		1			0	
	Right	56	0	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	62	1	**62**	0	0	0
	Left-Through		0			0	
	Through	880	2	328	0	0	**0**
	Through-Right		1			0	
	Right	104	0	104	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	93	1	93	0	0	**0**
	Left-Through		0			0	
	Through	1101	2	**406**	0	0	0
	Through-Right		1			0	
	Right	118	0	118	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		575	North-South:		0
		East-West:		468	East-West:		0
		SUM:		1043	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.759			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.759			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	99	1	**99**	0	0	**0**
	Left-Through		0			0	
	Through	471	1	277	0	0	0
	Through-Right		1			0	
	Right	83	0	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	128	1	128	0	0	0
	Left-Through		0			0	
	Through	559	1	**325**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	104	1	104	0	0	0
	Left-Through		0			0	
	Through	684	2	**263**	0	0	**0**
	Through-Right		1			0	
	Right	104	0	104	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	141	1	**141**	0	0	**0**
	Left-Through		0			0	
	Through	640	2	239	0	0	0
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	424		*North-South:*	0
			East-West:	404		*East-West:*	0
			SUM:	828		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.602			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.602			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	134	1	**134**	0	0	**0**
	Left-Through		0			0	
	Through	640	1	371	0	0	0
	Through-Right		1			0	
	Right	102	0	102	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	156	1	156	0	0	0
	Left-Through		0			0	
	Through	791	1	**450**	0	0	**0**
	Through-Right		1			0	
	Right	108	0	108	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	121	1	121	0	0	0
	Left-Through		0			0	
	Through	1084	2	**418**	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	181	1	**181**	0	0	**0**
	Left-Through		0			0	
	Through	798	2	301	0	0	0
	Through-Right		1			0	
	Right	105	0	105	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	584		*North-South:*	0
			East-West:	599		*East-West:*	0
			SUM:	1183		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.860			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.860			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	205	1	205	0	0	**0**
	Left-Through		0			0	
	Through	1154	2	**431**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	67	1	**67**	0	0	0
	Left-Through		0			0	
	Through	477	2	187	0	0	**0**
	Through-Right		1			0	
	Right	83	0	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	103	1	103	0	0	0
	Left-Through		0			0	
	Through	1124	2	**413**	0	0	**0**
	Through-Right		1			0	
	Right	115	0	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	86	1	**86**	0	0	**0**
	Left-Through		0			0	
	Through	1081	2	393	0	0	0
	Through-Right		1			0	
	Right	99	0	99	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	498		*North-South:*	0
			East-West:	499		*East-West:*	0
			SUM:	997		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.725			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.725			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	142	1	**142**	0	0	**0**
	Left-Through		0			0	
	Through	475	2	195	0	0	0
	Through-Right		1			0	
	Right	111	0	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	79	1	79	0	0	0
	Left-Through		0			0	
	Through	373	2	**148**	0	0	**0**
	Through-Right		1			0	
	Right	72	0	72	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	55	1	55	0	0	0
	Left-Through		0			0	
	Through	868	2	**327**	0	0	**0**
	Through-Right		1			0	
	Right	114	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	139	1	**139**	0	0	**0**
	Left-Through		0			0	
	Through	741	2	270	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	290		*North-South:*	0
			East-West:	466		*East-West:*	0
			SUM:	756		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.550			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.550			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	179	1	**179**	0	0	**0**
	Left-Through		0			0	
	Through	706	2	273	0	0	0
	Through-Right		1			0	
	Right	112	0	112	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	96	1	96	0	0	0
	Left-Through		0			0	
	Through	688	2	**247**	0	0	**0**
	Through-Right		1			0	
	Right	52	0	52	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	99	1	99	0	0	0
	Left-Through		0			0	
	Through	1192	2	**440**	0	0	**0**
	Through-Right		1			0	
	Right	127	0	127	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	107	1	**107**	0	0	**0**
	Left-Through		0			0	
	Through	1042	2	364	0	0	0
	Through-Right		1			0	
	Right	49	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	426		North-South:	0
			East-West:	547		East-West:	0
			SUM:	973		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.708			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.708			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	212	2	117	0	0	**0**
	Left-Through		0			0	
	Through	1217	2	**444**	0	0	0
	Through-Right		1			0	
	Right	114	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	133	2	**73**	0	0	0
	Left-Through		0			0	
	Through	457	2	183	0	0	**0**
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	134	1	**134**	0	0	0
	Left-Through		0			0	
	Through	1145	2	407	0	0	**0**
	Through-Right		1			0	
	Right	77	0	77	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	91	1	91	0	0	**0**
	Left-Through		0			0	
	Through	1106	2	**411**	0	0	0
	Through-Right		1			0	
	Right	128	0	128	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	517		North-South:	0
			East-West:	545		East-West:	0
			SUM:	1062		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.772			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.772			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	123	2	68	0	0	**0**
	Left-Through		0			0	
	Through	516	2	**217**	0	0	0
	Through-Right		1			0	
	Right	135	0	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	166	2	**91**	0	0	0
	Left-Through		0			0	
	Through	477	2	205	0	0	**0**
	Through-Right		1			0	
	Right	137	0	137	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	107	1	107	0	0	0
	Left-Through		0			0	
	Through	895	2	**341**	0	0	**0**
	Through-Right		1			0	
	Right	127	0	127	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	105	1	**105**	0	0	**0**
	Left-Through		0			0	
	Through	866	2	339	0	0	0
	Through-Right		1			0	
	Right	152	0	152	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	308		North-South:	0
			East-West:	446		East-West:	0
			SUM:	754		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.548			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.548			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	171	2	94	0	0	**0**
	Left-Through		0			0	
	Through	802	2	**309**	0	0	0
	Through-Right		1			0	
	Right	124	0	124	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	182	2	**100**	0	0	0
	Left-Through		0			0	
	Through	763	2	299	0	0	**0**
	Through-Right		1			0	
	Right	133	0	133	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	126	1	126	0	0	0
	Left-Through		0			0	
	Through	1272	2	**467**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	966	2	369	0	0	0
	Through-Right		1			0	
	Right	142	0	142	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	409		North-South:	0
			East-West:	567		East-West:	0
			SUM:	976		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.710			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.710			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	161	2	89	0	0	**0**
	Left-Through		0			0	
	Through	1281	3	**427**	0	0	0
	Through-Right		0			0	
	Right	132	1	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	92	2	**51**	0	0	0
	Left-Through		0			0	
	Through	655	2	256	0	0	**0**
	Through-Right		1			0	
	Right	113	0	113	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	139	1	**139**	0	0	0
	Left-Through		0			0	
	Through	668	2	239	0	0	**0**
	Through-Right		1			0	
	Right	49	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	178	1	178	0	0	**0**
	Left-Through		0			0	
	Through	913	2	**342**	0	0	0
	Through-Right		1			0	
	Right	113	0	113	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	478		*North-South:*	0
			East-West:	481		*East-West:*	0
			SUM:	959		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.697			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.697			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	127	2	**70**	0	0	**0**
	Left-Through		0			0	
	Through	553	3	184	0	0	0
	Through-Right		0			0	
	Right	67	1	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	2	61	0	0	0
	Left-Through		0			0	
	Through	502	2	**208**	0	0	**0**
	Through-Right		1			0	
	Right	121	0	121	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	136	1	**136**	0	0	0
	Left-Through		0			0	
	Through	602	2	230	0	0	**0**
	Through-Right		1			0	
	Right	87	0	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	603	2	**219**	0	0	0
	Through-Right		1			0	
	Right	55	0	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	278		*North-South:*	0
			East-West:	355		*East-West:*	0
			SUM:	633		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.460			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.460			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	2	99	0	0	**0**
	Left-Through		0			0	
	Through	989	3	**330**	0	0	0
	Through-Right		0			0	
	Right	112	1	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	158	2	**87**	0	0	0
	Left-Through		0			0	
	Through	787	2	308	0	0	**0**
	Through-Right		1			0	
	Right	137	0	137	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	146	1	146	0	0	0
	Left-Through		0			0	
	Through	946	2	**350**	0	0	**0**
	Through-Right		1			0	
	Right	105	0	105	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	132	1	**132**	0	0	**0**
	Left-Through		0			0	
	Through	706	2	244	0	0	0
	Through-Right		1			0	
	Right	27	0	27	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	417		*North-South:*	0
			East-West:	482		*East-West:*	0
			SUM:	899		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.654			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.654			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	380	2	209	0	0	**0**
	Left-Through		0			0	
	Through	1197	2	**449**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	232	2	**128**	0	0	0
	Left-Through		0			0	
	Through	734	3	245	0	0	**0**
	Through-Right		0			0	
	Right	41	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	549	2	235	0	0	**0**
	Through-Right		1			0	
	Right	157	0	157	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	236	1	236	0	0	**0**
	Left-Through		0			0	
	Through	1209	2	**470**	0	0	0
	Through-Right		1			0	
	Right	201	0	201	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	577		*North-South:*	0
			East-West:	570		*East-West:*	0
			SUM:	1147		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.834			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.834			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	350	2	**193**	0	0	**0**
	Left-Through		0			0	
	Through	661	2	264	0	0	0
	Through-Right		1			0	
	Right	132	0	132	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	148	2	81	0	0	0
	Left-Through		0			0	
	Through	500	3	**167**	0	0	**0**
	Through-Right		0			0	
	Right	43	1	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	68	1	68	0	0	0
	Left-Through		0			0	
	Through	510	2	**223**	0	0	**0**
	Through-Right		1			0	
	Right	158	0	158	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	149	1	**149**	0	0	**0**
	Left-Through		0			0	
	Through	448	2	180	0	0	0
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	360		*North-South:*	0
			East-West:	372		*East-West:*	0
			SUM:	732		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.532			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.532			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	331	2	182	0	0	**0**
	Left-Through		0			0	
	Through	1123	2	**449**	0	0	0
	Through-Right		1			0	
	Right	224	0	224	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	211	2	**116**	0	0	0
	Left-Through		0			0	
	Through	707	3	236	0	0	**0**
	Through-Right		0			0	
	Right	114	1	52	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	124	1	124	0	0	0
	Left-Through		0			0	
	Through	1171	2	**453**	0	0	**0**
	Through-Right		1			0	
	Right	188	0	188	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	206	1	**206**	0	0	**0**
	Left-Through		0			0	
	Through	645	2	248	0	0	0
	Through-Right		1			0	
	Right	99	0	99	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	565		*North-South:*	0
			East-West:	659		*East-West:*	0
			SUM:	1224		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.890			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.890			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	103	1	103	0	0	**0**
	Left-Through		0			0	
	Through	1333	2	**470**	0	0	0
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	139	1	**139**	0	0	0
	Left-Through		0			0	
	Through	472	2	179	0	0	**0**
	Through-Right		1			0	
	Right	65	0	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	93	1	**93**	0	0	0
	Left-Through		0			0	
	Through	1004	2	366	0	0	**0**
	Through-Right		1			0	
	Right	94	0	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	49	1	49	0	0	**0**
	Left-Through		0			0	
	Through	1088	2	**403**	0	0	0
	Through-Right		1			0	
	Right	122	0	122	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	609		*North-South:*	0
			East-West:	496		*East-West:*	0
			SUM:	1105		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.804			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.804			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	121	1	121	0	0	**0**
	Left-Through		0			0	
	Through	479	2	**192**	0	0	0
	Through-Right		1			0	
	Right	98	0	98	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	126	1	**126**	0	0	0
	Left-Through		0			0	
	Through	433	2	165	0	0	**0**
	Through-Right		1			0	
	Right	61	0	61	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	69	1	69	0	0	0
	Left-Through		0			0	
	Through	900	2	**326**	0	0	**0**
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	1	**87**	0	0	**0**
	Left-Through		0			0	
	Through	791	2	278	0	0	0
	Through-Right		1			0	
	Right	43	0	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	318		*North-South:*	0
			East-West:	413		*East-West:*	0
			SUM:	731		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.532			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.532			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	82	1	**82**	0	0	**0**
	Left-Through		0			0	
	Through	626	2	243	0	0	0
	Through-Right		1			0	
	Right	102	0	102	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	994	2	**377**	0	0	**0**
	Through-Right		1			0	
	Right	136	0	136	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	75	1	75	0	0	0
	Left-Through		0			0	
	Through	1199	2	**428**	0	0	**0**
	Through-Right		1			0	
	Right	84	0	84	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	999	2	349	0	0	0
	Through-Right		1			0	
	Right	47	0	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	459		*North-South:*	0
			East-West:	528		*East-West:*	0
			SUM:	987		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.718			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.718			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		3	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	200	1	200	0	0	**0**
	Left-Through		0			0	
	Through	1163	2	**430**	0	0	0
	Through-Right		1			0	
	Right	127	0	127	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	171	1	**171**	0	0	0
	Left-Through		0			0	
	Through	486	2	185	0	0	**0**
	Through-Right		1			0	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	122	1	122	0	0	0
	Left-Through		0			0	
	Through	1335	2	**460**	0	0	**0**
	Through-Right		1			0	
	Right	46	0	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	145	1	**145**	0	0	**0**
	Left-Through		0			0	
	Through	1294	3	431	0	0	0
	Through-Right		0			0	
	Right	332	1	161	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	601		*North-South:*	0
			East-West:	605		*East-West:*	0
			SUM:	1206		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.877			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.877			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		3	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	111	1	111	0	0	**0**
	Left-Through		0			0	
	Through	408	2	**162**	0	0	0
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	187	1	**187**	0	0	0
	Left-Through		0			0	
	Through	416	2	170	0	0	**0**
	Through-Right		1			0	
	Right	94	0	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	81	1	81	0	0	0
	Left-Through		0			0	
	Through	1162	2	**411**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	144	1	**144**	0	0	**0**
	Left-Through		0			0	
	Through	1041	3	347	0	0	0
	Through-Right		0			0	
	Right	186	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	349		*North-South:*	0
			East-West:	555		*East-West:*	0
			SUM:	904		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.657			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.657			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		3	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	719	2	270	0	0	0
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	177	1	177	0	0	0
	Left-Through		0			0	
	Through	938	2	**360**	0	0	**0**
	Through-Right		1			0	
	Right	142	0	142	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	102	1	102	0	0	0
	Left-Through		0			0	
	Through	1563	2	**542**	0	0	**0**
	Through-Right		1			0	
	Right	63	0	63	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	176	1	**176**	0	0	**0**
	Left-Through		0			0	
	Through	1160	3	387	0	0	0
	Through-Right		0			0	
	Right	199	1	22	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	530		*North-South:*	0
			East-West:	718		*East-West:*	0
			SUM:	1248		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.908			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.908			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 180
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	88	1	88	0	0	**0**
Left-Through		0			0	
Through	1044	1	**553**	0	0	0
Through-Right		1			0	
Right	61	0	61	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	128	1	**128**	0	0	0
Left-Through		0			0	
Through	661	2	331	0	0	**0**
Through-Right		0			0	
Right	161	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	174	1	**174**	0	0	0
Left-Through		0			0	
Through	773	2	276	0	0	**0**
Through-Right		1			0	
Right	56	0	56	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	131	1	131	0	0	**0**
Left-Through		0			0	
Through	1136	2	**449**	0	0	0
Through-Right		1			0	
Right	211	0	211	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	681		*North-South:*	0
		East-West:	623		*East-West:*	0
		SUM:	1304		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.948			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.948			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 180
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	61	1	61	0	0	**0**
Left-Through		0			0	
Through	415	1	**258**	0	0	0
Through-Right		1			0	
Right	101	0	101	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	101	1	**101**	0	0	0
Left-Through		0			0	
Through	428	2	214	0	0	**0**
Through-Right		0			0	
Right	74	1	24	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	50	1	50	0	0	0
Left-Through		0			0	
Through	727	2	**266**	0	0	**0**
Through-Right		1			0	
Right	71	0	71	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	77	1	**77**	0	0	**0**
Left-Through		0			0	
Through	727	2	282	0	0	0
Through-Right		1			0	
Right	120	0	120	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	359		*North-South:*	0
		East-West:	343		*East-West:*	0
		SUM:	702		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.511			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.511			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 180
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	87	1	87	0	0	**0**
Left-Through		0			0	
Through	696	1	**389**	0	0	0
Through-Right		1			0	
Right	82	0	82	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	131	1	**131**	0	0	0
Left-Through		0			0	
Through	828	2	414	0	0	**0**
Through-Right		0			0	
Right	174	1	62	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	112	1	112	0	0	0
Left-Through		0			0	
Through	1089	2	**395**	0	0	**0**
Through-Right		1			0	
Right	96	0	96	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	139	1	**139**	0	0	**0**
Left-Through		0			0	
Through	946	2	348	0	0	0
Through-Right		1			0	
Right	98	0	98	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	520		*North-South:*	0
		East-West:	534		*East-West:*	0
		SUM:	1054		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.767			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.767			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	55	1	55	0	0	**0**
Left-Through		0			0	
Through	591	2	**296**	0	0	0
Through-Right		0			0	
Right	85	1	12	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	184	1	**184**	0	0	0
Left-Through		0			0	
Through	408	1	265	0	0	**0**
Through-Right		1			0	
Right	122	0	122	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	96	1	**96**	0	0	0
Left-Through		0			0	
Through	882	2	309	0	0	**0**
Through-Right		1			0	
Right	45	0	45	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	73	1	73	0	0	**0**
Left-Through		0			0	
Through	1554	2	**616**	0	0	0
Through-Right		1			0	
Right	295	0	295	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	480		*North-South:*	0
		East-West:	712		*East-West:*	0
		SUM:	1192		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.867			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.867			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	61	1	61	0	0	**0**
	Left-Through		0			0	
	Through	258	2	**129**	0	0	0
	Through-Right		0			0	
	Right	88	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	135	1	**135**	0	0	0
	Left-Through		0			0	
	Through	239	1	161	0	0	**0**
	Through-Right		1			0	
	Right	82	0	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	83	1	**83**	0	0	0
	Left-Through		0			0	
	Through	668	2	235	0	0	**0**
	Through-Right		1			0	
	Right	38	0	38	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	78	1	78	0	0	**0**
	Left-Through		0			0	
	Through	591	2	**238**	0	0	0
	Through-Right		1			0	
	Right	123	0	123	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	264		*North-South:*	0
			East-West:	321		*East-West:*	0
			SUM:	585		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.425			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.425			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	85	1	85	0	0	**0**
	Left-Through		0			0	
	Through	509	2	**255**	0	0	0
	Through-Right		0			0	
	Right	84	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	185	1	**185**	0	0	0
	Left-Through		0			0	
	Through	416	1	273	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	115	1	115	0	0	0
	Left-Through		0			0	
	Through	1526	2	**530**	0	0	**0**
	Through-Right		1			0	
	Right	65	0	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	125	1	**125**	0	0	**0**
	Left-Through		0			0	
	Through	824	2	339	0	0	0
	Through-Right		1			0	
	Right	192	0	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	440		*North-South:*	0
			East-West:	655		*East-West:*	0
			SUM:	1095		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.796			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.796			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	148	1	148	0	0	**0**
	Left-Through		0			0	
	Through	554	2	**222**	0	0	0
	Through-Right		1			0	
	Right	113	0	113	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	204	1	**204**	0	0	0
	Left-Through		0			0	
	Through	487	3	162	0	0	**0**
	Through-Right		0			0	
	Right	108	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	106	1	**106**	0	0	0
	Left-Through		0			0	
	Through	1041	2	368	0	0	**0**
	Through-Right		1			0	
	Right	64	0	64	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	128	1	128	0	0	**0**
	Left-Through		0			0	
	Through	1423	2	**529**	0	0	0
	Through-Right		1			0	
	Right	165	0	165	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	426		*North-South:*	0
			East-West:	635		*East-West:*	0
			SUM:	1061		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.772			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.772			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	105	1	105	0	0	**0**
	Left-Through		0			0	
	Through	322	2	**149**	0	0	0
	Through-Right		1			0	
	Right	126	0	126	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	217	1	**217**	0	0	0
	Left-Through		0			0	
	Through	322	3	107	0	0	**0**
	Through-Right		0			0	
	Right	94	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	98	1	98	0	0	0
	Left-Through		0			0	
	Through	939	2	**336**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	136	1	**136**	0	0	**0**
	Left-Through		0			0	
	Through	941	2	359	0	0	0
	Through-Right		1			0	
	Right	136	0	136	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	366		*North-South:*	0
			East-West:	472		*East-West:*	0
			SUM:	838		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.609			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.609			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	139	1	139	0	0	**0**
	Left-Through		0			0	
	Through	679	2	**286**	0	0	0
	Through-Right		1			0	
	Right	179	0	179	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	241	1	**241**	0	0	0
	Left-Through		0			0	
	Through	742	3	247	0	0	**0**
	Through-Right		0			0	
	Right	99	1	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	146	1	146	0	0	0
	Left-Through		0			0	
	Through	1210	2	**443**	0	0	**0**
	Through-Right		1			0	
	Right	118	0	118	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	158	1	**158**	0	0	**0**
	Left-Through		0			0	
	Through	1155	2	448	0	0	0
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	527		*North-South:*	0
			East-West:	601		*East-West:*	0
			SUM:	1128		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.820			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.820			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	71	1	71	0	0	**0**
	Left-Through		0			0	
	Through	421	3	**140**	0	0	0
	Through-Right		0			0	
	Right	102	1	52	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	155	1	**155**	0	0	0
	Left-Through		0			0	
	Through	363	3	121	0	0	**0**
	Through-Right		0			0	
	Right	89	1	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	55	1	**55**	0	0	0
	Left-Through		0			0	
	Through	682	2	246	0	0	**0**
	Through-Right		1			0	
	Right	56	0	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1721	2	**617**	0	0	0
	Through-Right		1			0	
	Right	129	0	129	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	295		*North-South:*	0
			East-West:	672		*East-West:*	0
			SUM:	967		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.703			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.703			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	52	1	**52**	0	0	**0**
	Left-Through		0			0	
	Through	283	3	94	0	0	0
	Through-Right		0			0	
	Right	44	1	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	314	3	105	0	0	**0**
	Through-Right		0			0	
	Right	158	1	**136**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	45	1	45	0	0	0
	Left-Through		0			0	
	Through	633	2	**227**	0	0	**0**
	Through-Right		1			0	
	Right	47	0	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	66	1	**66**	0	0	**0**
	Left-Through		0			0	
	Through	656	2	239	0	0	0
	Through-Right		1			0	
	Right	62	0	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	188		*North-South:*	0
			East-West:	293		*East-West:*	0
			SUM:	481		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.350			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.350			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	71	1	71	0	0	**0**
	Left-Through		0			0	
	Through	469	3	**156**	0	0	0
	Through-Right		0			0	
	Right	85	1	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	129	1	**129**	0	0	0
	Left-Through		0			0	
	Through	404	3	135	0	0	**0**
	Through-Right		0			0	
	Right	50	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	106	1	106	0	0	0
	Left-Through		0			0	
	Through	1317	2	**469**	0	0	**0**
	Through-Right		1			0	
	Right	89	0	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	76	1	**76**	0	0	**0**
	Left-Through		0			0	
	Through	769	2	278	0	0	0
	Through-Right		1			0	
	Right	64	0	64	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	285		*North-South:*	0
			East-West:	545		*East-West:*	0
			SUM:	830		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.604			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.604			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	181	1	181	0	0	**0**
	Left-Through		0			0	
	Through	1278	2	**639**	0	0	0
	Through-Right		0			0	
	Right	137	1	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	347	1	216	0	0	**0**
	Through-Right		1			0	
	Right	84	0	84	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	102	1	**102**	0	0	0
	Left-Through		0			0	
	Through	799	1	422	0	0	**0**
	Through-Right		1			0	
	Right	45	0	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	105	1	105	0	0	**0**
	Left-Through		0			0	
	Through	929	2	**465**	0	0	0
	Through-Right		0			0	
	Right	162	1	127	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	709		*North-South:*	0
			East-West:	567		*East-West:*	0
			SUM:	1276		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.851			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.851			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	125	1	125	0	0	**0**
	Left-Through		0			0	
	Through	962	2	**481**	0	0	0
	Through-Right		0			0	
	Right	112	1	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	494	1	294	0	0	**0**
	Through-Right		1			0	
	Right	94	0	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	123	1	**123**	0	0	0
	Left-Through		0			0	
	Through	461	1	261	0	0	**0**
	Through-Right		1			0	
	Right	61	0	61	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	517	2	**259**	0	0	0
	Through-Right		0			0	
	Right	107	1	67	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	561		*North-South:*	0
			East-West:	382		*East-West:*	0
			SUM:	943		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.629			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.629			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	126	1	126	0	0	**0**
	Left-Through		0			0	
	Through	1353	2	**677**	0	0	0
	Through-Right		0			0	
	Right	178	1	117	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	1017	1	582	0	0	**0**
	Through-Right		1			0	
	Right	146	0	146	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1103	1	**600**	0	0	**0**
	Through-Right		1			0	
	Right	97	0	97	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	122	1	**122**	0	0	**0**
	Left-Through		0			0	
	Through	875	2	438	0	0	0
	Through-Right		0			0	
	Right	139	1	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	777		*North-South:*	0
			East-West:	722		*East-West:*	0
			SUM:	1499		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.999			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.999			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	94	1	94	0	0	**0**
	Left-Through		0			0	
	Through	973	1	**582**	0	0	0
	Through-Right		1			0	
	Right	191	0	191	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	135	1	**135**	0	0	0
	Left-Through		0			0	
	Through	297	1	173	0	0	**0**
	Through-Right		1			0	
	Right	48	0	48	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	72	1	72	0	0	0
	Left-Through		0			0	
	Through	629	1	**354**	0	0	**0**
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	168	1	**168**	0	0	**0**
	Left-Through		0			0	
	Through	770	2	385	0	0	0
	Through-Right		0			0	
	Right	246	1	179	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	717		*North-South:*	0
			East-West:	522		*East-West:*	0
			SUM:	1239		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.826			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.826			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	58	1	58	0	0	**0**
Left-Through		0			0	
Through	372	1	**230**	0	0	0
Through-Right		1			0	
Right	88	0	88	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	106	1	**106**	0	0	0
Left-Through		0			0	
Through	313	1	175	0	0	**0**
Through-Right		1			0	
Right	36	0	36	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	38	1	38	0	0	0
Left-Through		0			0	
Through	450	1	**247**	0	0	**0**
Through-Right		1			0	
Right	43	0	43	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	112	1	**112**	0	0	**0**
Left-Through		0			0	
Through	487	2	244	0	0	0
Through-Right		0			0	
Right	132	1	79	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	336		*North-South:*	0
		East-West:	359		*East-West:*	0
		SUM:	695		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.463			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.463			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	65	1	65	0	0	**0**
Left-Through		0			0	
Through	601	1	**373**	0	0	0
Through-Right		1			0	
Right	144	0	144	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	241	1	**241**	0	0	0
Left-Through		0			0	
Through	807	1	430	0	0	**0**
Through-Right		1			0	
Right	52	0	52	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	46	1	46	0	0	0
Left-Through		0			0	
Through	936	1	**504**	0	0	**0**
Through-Right		1			0	
Right	72	0	72	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	98	1	**98**	0	0	**0**
Left-Through		0			0	
Through	855	2	428	0	0	0
Through-Right		0			0	
Right	184	1	64	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	614		*North-South:*	0
		East-West:	602		*East-West:*	0
		SUM:	1216		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.811			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.811			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	248	1	169	0	0	0
Left-Through		0			0	
Through	52	0	0	0	0	**0**
Through-Right		0			0	
Right	260	1	**169**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	968	2	**429**	0	0	**0**
Through-Right		1			0	
Right	320	0	320	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	219	1	**219**	0	0	**0**
Left-Through		0			0	
Through	1045	3	348	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	169		*North-South:*	0
		East-West:	648		*East-West:*	0
		SUM:	817		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.545			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.545			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	316	1	199	0	0	0
Left-Through		0			0	
Through	70	0	0	0	0	**0**
Through-Right		0			0	
Right	282	1	**199**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	937	2	**386**	0	0	**0**
Through-Right		1			0	
Right	220	0	220	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	211	1	**211**	0	0	**0**
Left-Through		0			0	
Through	673	3	224	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	199		*North-South:*	0
		East-West:	597		*East-West:*	0
		SUM:	796		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.531			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.531			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	237	1	150	0	0	0
	Left-Through		0			0	
	Through	76	0	0	0	0	**0**
	Through-Right		0			0	
	Right	212	1	**150**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1199	2	**490**	0	0	**0**
	Through-Right		1			0	
	Right	270	0	270	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	217	1	**217**	0	0	**0**
	Left-Through		0			0	
	Through	956	3	319	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	150		*North-South:*	0
			East-West:	707		*East-West:*	0
			SUM:	857		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.571			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.571			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	110	0	110	0	0	**0**
	Left-Through		1			0	
	Through	177	0	**193**	0	0	0
	Through-Right		1			0	
	Right	99	0	193	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	254	1	**254**	0	0	0
	Left-Through		0			0	
	Through	975	3	325	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1149	2	**468**	0	0	0
	Through-Right		1			0	
	Right	256	0	256	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	193		*North-South:*	0
			East-West:	722		*East-West:*	0
			SUM:	915		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.642			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.642			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	84	0	84	0	0	**0**
	Left-Through		1			0	
	Through	69	0	153	0	0	0
	Through-Right		1			0	
	Right	178	0	**178**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	321	1	**321**	0	0	0
	Left-Through		0			0	
	Through	1032	3	344	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	817	2	**379**	0	0	0
	Through-Right		1			0	
	Right	319	0	319	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	178		*North-South:*	0
			East-West:	700		*East-West:*	0
			SUM:	878		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.616			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.616			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	165	0	165	0	0	**0**
	Left-Through		1			0	
	Through	85	0	**232**	0	0	0
	Through-Right		1			0	
	Right	214	0	232	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	273	1	**273**	0	0	0
	Left-Through		0			0	
	Through	1232	3	411	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1058	2	**444**	0	0	0
	Through-Right		1			0	
	Right	273	0	273	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	232		*North-South:*	0
			East-West:	717		*East-West:*	0
			SUM:	949		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.666			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.666			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

AM

No. of Phases				2				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--		0
	EB-- 0	WB--		3	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0				0
Override Capacity				0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	330	1	217	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	322	1	**217**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	2	0	0	0	0	0
	Left-Through		0			0	
	Through	956	2	478	0	0	**0**
	Through-Right		1			0	
	Right	643	0	**643**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1391	3	464	0	0	0
	Through-Right		0			0	
	Right	595	1	378	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	217		*North-South:*	0
			East-West:	643		*East-West:*	0
			SUM:	860		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.573			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.573			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

MD

No. of Phases				2				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--		0
	EB-- 0	WB--		3	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0				0
Override Capacity				0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	418	1	262	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	368	1	**262**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	994	2	**491**	0	0	**0**
	Through-Right		1			0	
	Right	480	0	480	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	982	3	327	0	0	0
	Through-Right		0			0	
	Right	388	1	126	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	262		*North-South:*	0
			East-West:	491		*East-West:*	0
			SUM:	753		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.502			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.502			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

PM

No. of Phases				2				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--		0
	EB-- 0	WB--		3	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0				0
Override Capacity				0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	458	1	255	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	306	1	**255**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	4	0	0	0	0	0
	Left-Through		0			0	
	Through	1313	2	**606**	0	0	**0**
	Through-Right		1			0	
	Right	505	0	505	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1126	3	375	0	0	0
	Through-Right		0			0	
	Right	389	1	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	255		*North-South:*	0
			East-West:	606		*East-West:*	0
			SUM:	861		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.574			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.574			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- WB--	3 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	84	1	**84**	0	0	**0**
	Left-Through		0			0	
	Through	316	1	191	0	0	0
	Through-Right		1			0	
	Right	65	0	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	87	1	87	0	0	0
	Left-Through		0			0	
	Through	620	3	**207**	0	0	**0**
	Through-Right		0			0	
	Right	77	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	57	1	57	0	0	0
	Left-Through		0			0	
	Through	281	2	**141**	0	0	**0**
	Through-Right		0			0	
	Right	165	1	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	69	1	**69**	0	0	**0**
	Left-Through		0			0	
	Through	186	1	125	0	0	0
	Through-Right		1			0	
	Right	64	0	64	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		291	North-South:		0
		East-West:		210	East-West:		0
		SUM:		501	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.364			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.364			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- WB--	3 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	125	1	125	0	0	**0**
	Left-Through		0			0	
	Through	379	1	**206**	0	0	0
	Through-Right		1			0	
	Right	32	0	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	109	1	**109**	0	0	0
	Left-Through		0			0	
	Through	351	3	117	0	0	**0**
	Through-Right		0			0	
	Right	135	1	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	89	1	89	0	0	0
	Left-Through		0			0	
	Through	479	2	**240**	0	0	**0**
	Through-Right		0			0	
	Right	104	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	105	1	**105**	0	0	**0**
	Left-Through		0			0	
	Through	322	1	225	0	0	0
	Through-Right		1			0	
	Right	127	0	127	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		315	North-South:		0
		East-West:		345	East-West:		0
		SUM:		660	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.480			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.480			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- WB--	3 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	97	1	97	0	0	**0**
	Left-Through		0			0	
	Through	807	1	**461**	0	0	0
	Through-Right		1			0	
	Right	115	0	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	99	1	**99**	0	0	0
	Left-Through		0			0	
	Through	448	3	149	0	0	**0**
	Through-Right		0			0	
	Right	106	1	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	67	1	**67**	0	0	0
	Left-Through		0			0	
	Through	350	2	175	0	0	**0**
	Through-Right		0			0	
	Right	241	1	144	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	38	1	38	0	0	**0**
	Left-Through		0			0	
	Through	481	1	**284**	0	0	0
	Through-Right		1			0	
	Right	86	0	86	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		560	North-South:		0
		East-West:		351	East-West:		0
		SUM:		911	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.663			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.663			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	1	9	0	0	**0**
	Left-Through		0			0	
	Through	33	2	**17**	0	0	0
	Through-Right		0			0	
	Right	35	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	452	2	**158**	0	0	0
	Left-Through		1			0	
	Through	18	1	18	0	0	**0**
	Through-Right		0			0	
	Right	87	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	351	2	**193**	0	0	0
	Left-Through		0			0	
	Through	363	4	91	0	0	**0**
	Through-Right		0			0	
	Right	13	1	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	82	1	82	0	0	**0**
	Left-Through		0			0	
	Through	1218	4	**305**	0	0	0
	Through-Right		0			0	
	Right	455	1	297	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		175	North-South:		0
		East-West:		498	East-West:		0
		SUM:		673	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.489			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.489			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	22	1	22	0	0	**0**
Left-Through		0			0	
Through	34	2	17	0	0	0
Through-Right		0			0	
Right	40	1	**25**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	583	2	**204**	0	0	0
Left-Through		1			0	
Through	20	1	20	0	0	**0**
Through-Right		0			0	
Right	252	1	138	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	417	2	**229**	0	0	0
Left-Through		0			0	
Through	243	4	61	0	0	**0**
Through-Right		0			0	
Right	19	1	8	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	31	1	31	0	0	**0**
Left-Through		0			0	
Through	504	4	**126**	0	0	0
Through-Right		0			0	
Right	320	1	116	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	229		*North-South:*	0
		East-West:	355		*East-West:*	0
		SUM:	584		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.425			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.425			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	17	1	17	0	0	**0**
Left-Through		0			0	
Through	37	2	19	0	0	0
Through-Right		0			0	
Right	65	1	**43**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	789	2	**276**	0	0	0
Left-Through		1			0	
Through	17	1	17	0	0	**0**
Through-Right		0			0	
Right	260	1	92	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	610	2	**336**	0	0	0
Left-Through		0			0	
Through	357	4	89	0	0	**0**
Through-Right		0			0	
Right	17	1	9	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	45	1	45	0	0	**0**
Left-Through		0			0	
Through	620	4	**155**	0	0	0
Through-Right		0			0	
Right	283	1	7	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	319		*North-South:*	0
		East-West:	491		*East-West:*	0
		SUM:	810		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.589			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.589			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	26	0	26	0	0	**0**
Left-Through		1			0	
Through	101	0	**127**	0	0	0
Through-Right		0			0	
Right	209	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	43	0	43	0	0	0
Left-Through		1			0	
Through	88	0	**95**	0	0	**0**
Through-Right		1			0	
Right	16	0	95	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	6	1	6	0	0	0
Left-Through		0			0	
Through	371	2	**126**	0	0	**0**
Through-Right		1			0	
Right	7	0	7	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	555	2	**305**	0	0	**0**
Left-Through		0			0	
Through	592	1	298	0	0	0
Through-Right		1			0	
Right	4	0	4	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	222		*North-South:*	0
		East-West:	431		*East-West:*	0
		SUM:	653		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.475			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.475			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	20	0	20	0	0	**0**
Left-Through		1			0	
Through	58	0	**78**	0	0	0
Through-Right		0			0	
Right	390	2	24	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	29	0	29	0	0	0
Left-Through		1			0	
Through	86	0	**79**	0	0	**0**
Through-Right		1			0	
Right	14	0	79	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	11	1	11	0	0	0
Left-Through		0			0	
Through	481	2	**164**	0	0	**0**
Through-Right		1			0	
Right	12	0	12	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	347	2	**191**	0	0	**0**
Left-Through		0			0	
Through	533	1	285	0	0	0
Through-Right		1			0	
Right	37	0	37	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	157		*North-South:*	0
		East-West:	355		*East-West:*	0
		SUM:	512		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.372			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.372			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	0	25	0	0	**0**
	Left-Through		1			0	
	Through	47	0	**72**	0	0	0
	Through-Right		0			0	
	Right	560	2	69	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		1			0	
	Through	110	0	**76**	0	0	**0**
	Through-Right		1			0	
	Right	2	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	1	5	0	0	0
	Left-Through		0			0	
	Through	642	2	**217**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	435	2	**239**	0	0	**0**
	Left-Through		0			0	
	Through	558	1	295	0	0	0
	Through-Right		1			0	
	Right	32	0	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	148		North-South:	0
			East-West:	456		East-West:	0
			SUM:	604		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.439			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.439			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	92	1	**92**	0	0	**0**
	Left-Through		0			0	
	Through	237	1	167	0	0	0
	Through-Right		1			0	
	Right	96	0	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	111	1	111	0	0	0
	Left-Through		0			0	
	Through	512	1	**280**	0	0	**0**
	Through-Right		1			0	
	Right	48	0	48	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	46	1	**46**	0	0	0
	Left-Through		0			0	
	Through	446	1	295	0	0	**0**
	Through-Right		1			0	
	Right	144	0	144	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	79	1	79	0	0	**0**
	Left-Through		0			0	
	Through	873	1	**491**	0	0	0
	Through-Right		1			0	
	Right	108	0	108	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	372		North-South:	0
			East-West:	537		East-West:	0
			SUM:	909		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.661			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.661			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	393	1	**280**	0	0	0
	Through-Right		1			0	
	Right	167	0	167	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	101	1	**101**	0	0	0
	Left-Through		0			0	
	Through	282	1	147	0	0	**0**
	Through-Right		1			0	
	Right	12	0	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	6	1	6	0	0	0
	Left-Through		0			0	
	Through	822	1	**485**	0	0	**0**
	Through-Right		1			0	
	Right	147	0	147	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	61	1	**61**	0	0	**0**
	Left-Through		0			0	
	Through	789	1	436	0	0	0
	Through-Right		1			0	
	Right	83	0	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	381		North-South:	0
			East-West:	546		East-West:	0
			SUM:	927		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.674			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.674			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	85	1	85	0	0	**0**
	Left-Through		0			0	
	Through	573	1	**368**	0	0	0
	Through-Right		1			0	
	Right	162	0	162	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	117	1	**117**	0	0	0
	Left-Through		0			0	
	Through	393	1	210	0	0	**0**
	Through-Right		1			0	
	Right	26	0	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	43	1	43	0	0	0
	Left-Through		0			0	
	Through	991	1	**551**	0	0	**0**
	Through-Right		1			0	
	Right	111	0	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	63	1	**63**	0	0	**0**
	Left-Through		0			0	
	Through	733	1	406	0	0	0
	Through-Right		1			0	
	Right	79	0	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	485		North-South:	0
			East-West:	614		East-West:	0
			SUM:	1099		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.799			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.799			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	202	1	**202**	0	0	**0**	167	1	**167**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	508	2	254	0	0	0	315	2	158	0	0	0
	Through-Right		0			0			0			0	
	Right	187	1	161	0	0	0	96	1	79	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	33	1	33	0	0	0	66	1	66	0	0	0
	Left-Through		0			0			0			0	
	Through	459	1	**235**	0	0	**0**	263	1	**145**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	10	0	10	0	0	0	26	0	26	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	10	1	10	0	0	0	15	1	15	0	0	0
	Left-Through		0			0			0			0	
	Through	535	2	**189**	0	0	**0**	435	2	**163**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	32	0	32	0	0	0	55	0	55	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	52	1	**52**	0	0	**0**	34	1	**34**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	211	2	106	0	0	0	241	2	121	0	0	0
	Through-Right		0			0			0			0	
	Right	47	1	31	0	0	0	74	1	41	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	437		North-South:	0		North-South:	312		North-South:	0
			East-West:	241		East-West:	0		East-West:	197		East-West:	0
			SUM:	678		SUM:	0		SUM:	509		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.493			0.000			0.370			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.493			0.000			0.370			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM						AM					
No. of Phases				4			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	168	1	**168**	0	0	**0**	977	1	**977**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	588	2	294	0	0	0	287	2	144	0	0	0
	Through-Right		0			0			0			0	
	Right	109	1	69	0	0	0	51	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	65	1	65	0	0	0	26	1	26	0	0	0
	Left-Through		0			0			0			0	
	Through	503	1	**257**	0	0	**0**	10	1	10	0	0	**0**
	Through-Right		1			0			1			0	
	Right	10	0	10	0	0	0	899	0	**801**	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	10	1	**10**	0	0	0	197	1	**197**	0	0	0
	Left-Through		0			0			0			0	
	Through	426	2	210	0	0	**0**	131	3	44	0	0	**0**
	Through-Right		1			0			0			0	
	Right	203	0	203	0	0	0	88	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	80	1	80	0	0	**0**	107	1	107	0	0	**0**
	Left-Through		0			0			0			0	
	Through	605	2	**303**	0	0	0	475	2	**158**	0	0	0
	Through-Right		0			0			1			0	
	Right	34	1	2	0	0	0	137	1	137	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	425		North-South:	0		North-South:	1778		North-South:	0
			East-West:	313		East-West:	0		East-West:	355		East-West:	0
			SUM:	738		SUM:	0		SUM:	2133		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.537			0.000			1.422			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.537			0.000			1.422			0.000
LEVEL OF SERVICE (LOS):				A			A			F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 2	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	168	1	**168**	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	291	2	146	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	95	1	63	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	80	1	80	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	238	1	238	0	0	**0**
SOUTHBOUND Through-Right		1			0	
SOUTHBOUND Right	626	0	**402**	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	448	1	**448**	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	383	3	128	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	64	1	0	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	64	1	64	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	398	2	**133**	0	0	0
WESTBOUND Through-Right		1			0	
WESTBOUND Right	77	1	77	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	570		*North-South:*	0
		East-West:	581		*East-West:*	0
		SUM:	1151		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.767			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.767			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 2	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	668	1	**668**	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	10	2	5	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	223	1	194	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	114	1	114	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	229	1	**229**	0	0	**0**
SOUTHBOUND Through-Right		1			0	
SOUTHBOUND Right	640	0	133	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	1014	1	**1014**	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	605	3	202	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	721	1	387	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	59	1	59	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	337	2	**112**	0	0	0
WESTBOUND Through-Right		1			0	
WESTBOUND Right	33	1	33	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	897		*North-South:*	0
		East-West:	1126		*East-West:*	0
		SUM:	2023		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.349			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.349			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	3 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	646	2	**355**	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	1150	3	383	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	318	1	261	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	47	2	26	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	437	2	**176**	0	0	**0**
SOUTHBOUND Through-Right		1			0	
SOUTHBOUND Right	92	0	92	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	92	1	92	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	715	3	**232**	0	0	**0**
EASTBOUND Through-Right		1			0	
EASTBOUND Right	211	0	211	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	208	2	**114**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	823	4	206	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	158	1	145	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	531		*North-South:*	0
		East-West:	346		*East-West:*	0
		SUM:	877		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.638			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.638			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	3 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	90	2	50	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	910	3	**303**	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	294	1	211	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	82	2	**45**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	252	2	109	0	0	**0**
SOUTHBOUND Through-Right		1			0	
SOUTHBOUND Right	74	0	74	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	10	1	10	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	818	3	**234**	0	0	**0**
EASTBOUND Through-Right		1			0	
EASTBOUND Right	116	0	116	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	304	2	**167**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	706	4	177	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	152	1	130	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	348		*North-South:*	0
		East-West:	401		*East-West:*	0
		SUM:	749		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.545			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.545			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	462	2	**254**	0	0	**0**
	Left-Through		0			0	
	Through	1406	3	469	0	0	0
	Through-Right		0			0	
	Right	312	1	231	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	121	2	67	0	0	0
	Left-Through		0			0	
	Through	772	2	**288**	0	0	**0**
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	295	1	295	0	0	0
	Left-Through		0			0	
	Through	673	3	224	0	0	**0**
	Through-Right		1			0	
	Right	416	0	**289**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	294	2	**162**	0	0	**0**
	Left-Through		0			0	
	Through	74	4	19	0	0	0
	Through-Right		0			0	
	Right	84	1	51	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	542		*North-South:*	0
			East-West:	451		*East-West:*	0
			SUM:	993		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.722			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.722			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	245	2	**135**	0	0	**0**
	Left-Through		0			0	
	Through	557	2	279	0	0	0
	Through-Right		0			0	
	Right	244	1	175	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	119	2	65	0	0	0
	Left-Through		0			0	
	Through	478	1	**283**	0	0	**0**
	Through-Right		1			0	
	Right	370	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	466	2	**256**	0	0	0
	Left-Through		0			0	
	Through	192	2	90	0	0	**0**
	Through-Right		1			0	
	Right	77	0	77	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	126	2	69	0	0	**0**
	Left-Through		0			0	
	Through	531	3	**177**	0	0	0
	Through-Right		0			0	
	Right	124	1	59	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	418		*North-South:*	0
			East-West:	433		*East-West:*	0
			SUM:	851		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.619			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.619			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	143	2	79	0	0	**0**
	Left-Through		0			0	
	Through	314	2	**157**	0	0	0
	Through-Right		0			0	
	Right	160	1	119	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	219	2	**120**	0	0	0
	Left-Through		0			0	
	Through	285	1	143	0	0	**0**
	Through-Right		1			0	
	Right	126	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	233	2	**128**	0	0	0
	Left-Through		0			0	
	Through	531	2	221	0	0	**0**
	Through-Right		1			0	
	Right	131	0	131	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	74	2	41	0	0	**0**
	Left-Through		0			0	
	Through	445	3	**148**	0	0	0
	Through-Right		0			0	
	Right	103	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	277		*North-South:*	0
			East-West:	276		*East-West:*	0
			SUM:	553		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.402			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.402			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	164	2	**90**	0	0	**0**
	Left-Through		0			0	
	Through	602	2	301	0	0	0
	Through-Right		0			0	
	Right	261	1	123	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	2	72	0	0	0
	Left-Through		0			0	
	Through	596	1	**374**	0	0	**0**
	Through-Right		1			0	
	Right	526	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	607	2	334	0	0	0
	Left-Through		0			0	
	Through	799	2	**350**	0	0	**0**
	Through-Right		1			0	
	Right	251	0	251	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	2	**138**	0	0	**0**
	Left-Through		0			0	
	Through	167	3	56	0	0	0
	Through-Right		0			0	
	Right	25	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	464		*North-South:*	0
			East-West:	488		*East-West:*	0
			SUM:	952		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.692			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.692			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	25	1	25	0	0	0
Left-Through		0			0	
Through	1863	3	621	0	0	0
Through-Right		0			0	
Right	213	1	187	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	112	2	62	0	0	0
Left-Through		0			0	
Through	737	2	267	0	0	0
Through-Right		1			0	
Right	65	0	65	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	30	1	30	0	0	0
Left-Through		0			0	
Through	32	0	52	0	0	0
Through-Right		1			0	
Right	20	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	52	1	52	0	0	0
Left-Through		0			0	
Through	49	1	49	0	0	0
Through-Right		0			0	
Right	39	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	683		North-South:	0
		East-West:	104		East-West:	0
		SUM:	787		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.572			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.572			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	51	1	51	0	0	0
Left-Through		0			0	
Through	669	3	223	0	0	0
Through-Right		0			0	
Right	114	1	67	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	112	2	62	0	0	0
Left-Through		0			0	
Through	633	2	232	0	0	0
Through-Right		1			0	
Right	63	0	63	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	49	1	49	0	0	0
Left-Through		0			0	
Through	59	0	96	0	0	0
Through-Right		1			0	
Right	37	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	95	1	95	0	0	0
Left-Through		0			0	
Through	38	1	38	0	0	0
Through-Right		0			0	
Right	203	2	81	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	285		North-South:	0
		East-West:	191		East-West:	0
		SUM:	476		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.346			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.346			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	33	1	33	0	0	0
Left-Through		0			0	
Through	1030	3	343	0	0	0
Through-Right		0			0	
Right	141	1	74	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	176	2	97	0	0	0
Left-Through		0			0	
Through	1487	2	515	0	0	0
Through-Right		1			0	
Right	59	0	59	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	84	1	84	0	0	0
Left-Through		0			0	
Through	70	0	101	0	0	0
Through-Right		1			0	
Right	31	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	135	1	135	0	0	0
Left-Through		0			0	
Through	50	1	50	0	0	0
Through-Right		0			0	
Right	288	2	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	548		North-South:	0
		East-West:	236		East-West:	0
		SUM:	784		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.570			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.570			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	98	1	98	0	0	0
Left-Through		0			0	
Through	1379	2	467	0	0	0
Through-Right		1			0	
Right	21	0	21	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	22	1	22	0	0	0
Left-Through		0			0	
Through	1147	2	455	0	0	0
Through-Right		1			0	
Right	217	0	217	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	282	1	143	0	0	0
Left-Through		1			0	
Through	3	0	143	0	0	0
Through-Right		0			0	
Right	44	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	9	0	9	0	0	0
Left-Through		0			0	
Through	1	0	18	0	0	0
Through-Right		0			0	
Right	8	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	553		North-South:	0
		East-West:	161		East-West:	0
		SUM:	714		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.519			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.519			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	73	1	**73**	0	0	**0**
Left-Through		0			0	
Through	1347	2	453	0	0	0
Through-Right		1			0	
Right	11	0	11	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	43	1	43	0	0	0
Left-Through		0			0	
Through	1212	2	**485**	0	0	**0**
Through-Right		1			0	
Right	243	0	243	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	359	1	**182**	0	0	0
Left-Through		1			0	
Through	5	0	182	0	0	**0**
Through-Right		0			0	
Right	46	1	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	6	0	6	0	0	**0**
Left-Through		0			0	
Through	4	0	**37**	0	0	0
Through-Right		0			0	
Right	27	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	558		*North-South:*	0
		East-West:	219		*East-West:*	0
		SUM:	777		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.565			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.565			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	154	1	**154**	0	0	**0**
Left-Through		0			0	
Through	1480	2	496	0	0	0
Through-Right		1			0	
Right	9	0	9	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	39	1	39	0	0	0
Left-Through		0			0	
Through	1786	2	**709**	0	0	**0**
Through-Right		1			0	
Right	341	0	341	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	428	1	**214**	0	0	0
Left-Through		1			0	
Through	0	0	214	0	0	**0**
Through-Right		0			0	
Right	5	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	5	0	5	0	0	**0**
Left-Through		0			0	
Through	5	0	**46**	0	0	0
Through-Right		0			0	
Right	36	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	863		*North-South:*	0
		East-West:	260		*East-West:*	0
		SUM:	1123		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.817			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.817			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2309	4	**577**	0	0	0
Through-Right		0			0	
Right	81	1	21	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	13	2	**7**	0	0	0
Left-Through		0			0	
Through	1664	4	416	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	109	2	**60**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	584		*North-South:*	0
		East-West:	60		*East-West:*	0
		SUM:	644		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.452			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.452			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1596	4	**399**	0	0	0
Through-Right		0			0	
Right	78	1	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	10	2	**6**	0	0	0
Left-Through		0			0	
Through	1488	4	372	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	69	2	**38**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	15	1	9	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	405		*North-South:*	0
		East-West:	38		*East-West:*	0
		SUM:	443		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.311			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.311			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	2047	4	512	0	0	0
Through-Right		0			0	
Right	166	1	117	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	38	2	21	0	0	0
Left-Through		0			0	
Through	2358	4	**590**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	89	2	**49**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	33	1	12	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	590		*North-South:*	0
		East-West:	49		*East-West:*	0
		SUM:	639		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.448			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.448			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	11	2	6	0	0	**0**
Left-Through		0			0	
Through	13	3	**4**	0	0	0
Through-Right		0			0	
Right	7	1	3	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	364	2	**200**	0	0	0
Left-Through		0			0	
Through	17	2	9	0	0	**0**
Through-Right		0			0	
Right	390	1	173	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	394	2	**217**	0	0	0
Left-Through		0			0	
Through	829	3	276	0	0	**0**
Through-Right		0			0	
Right	9	1	3	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	17	2	9	0	0	**0**
Left-Through		0			0	
Through	931	3	**310**	0	0	0
Through-Right		0			0	
Right	344	1	144	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	204		*North-South:*	0
		East-West:	527		*East-West:*	0
		SUM:	731		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.532			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.532			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	23	2	13	0	0	**0**
Left-Through		0			0	
Through	16	3	5	0	0	0
Through-Right		0			0	
Right	22	1	**19**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	374	2	**206**	0	0	0
Left-Through		0			0	
Through	20	2	10	0	0	**0**
Through-Right		0			0	
Right	320	1	169	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	274	2	**151**	0	0	0
Left-Through		0			0	
Through	809	3	270	0	0	**0**
Through-Right		0			0	
Right	19	1	6	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	11	2	6	0	0	**0**
Left-Through		0			0	
Through	887	3	**296**	0	0	0
Through-Right		0			0	
Right	260	1	54	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	225		*North-South:*	0
		East-West:	447		*East-West:*	0
		SUM:	672		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.489			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.489			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	15	2	8	0	0	**0**
Left-Through		0			0	
Through	15	3	5	0	0	0
Through-Right		0			0	
Right	19	1	**18**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	829	2	**456**	0	0	0
Left-Through		0			0	
Through	10	2	5	0	0	**0**
Through-Right		0			0	
Right	364	1	230	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	244	2	**134**	0	0	0
Left-Through		0			0	
Through	1009	3	336	0	0	**0**
Through-Right		0			0	
Right	8	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	5	2	3	0	0	**0**
Left-Through		0			0	
Through	1048	3	**349**	0	0	0
Through-Right		0			0	
Right	344	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	474		*North-South:*	0
		East-West:	483		*East-West:*	0
		SUM:	957		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.696			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.696			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	1	8	0	0	**0**
	Left-Through		0			0	
	Through	1081	2	**541**	0	0	0
	Through-Right		0			0	
	Right	143	1	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	105	1	**105**	0	0	0
	Left-Through		0			0	
	Through	718	2	359	0	0	**0**
	Through-Right		0			0	
	Right	64	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	255	1	255	0	0	0
	Left-Through		0			0	
	Through	831	1	**423**	0	0	**0**
	Through-Right		1			0	
	Right	14	0	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	95	1	**95**	0	0	**0**
	Left-Through		0			0	
	Through	236	1	188	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	646		*North-South:*	0
			East-West:	518		*East-West:*	0
			SUM:	1164		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.776			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.776			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	17	0	0	**0**
	Left-Through		0			0	
	Through	722	2	**361**	0	0	0
	Through-Right		0			0	
	Right	76	1	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	137	1	**137**	0	0	0
	Left-Through		0			0	
	Through	764	2	382	0	0	**0**
	Through-Right		0			0	
	Right	87	1	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	129	1	**129**	0	0	0
	Left-Through		0			0	
	Through	257	1	138	0	0	**0**
	Through-Right		1			0	
	Right	18	0	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	232	1	**204**	0	0	0
	Through-Right		1			0	
	Right	175	0	175	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	498		*North-South:*	0
			East-West:	333		*East-West:*	0
			SUM:	831		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.554			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.554			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	28	0	0	**0**
	Left-Through		0			0	
	Through	1090	2	**545**	0	0	0
	Through-Right		0			0	
	Right	104	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	165	1	**165**	0	0	0
	Left-Through		0			0	
	Through	1283	2	642	0	0	**0**
	Through-Right		0			0	
	Right	156	1	102	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	108	1	**108**	0	0	0
	Left-Through		0			0	
	Through	490	1	254	0	0	**0**
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	108	1	108	0	0	**0**
	Left-Through		0			0	
	Through	577	1	**381**	0	0	0
	Through-Right		1			0	
	Right	184	0	184	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	710		*North-South:*	0
			East-West:	489		*East-West:*	0
			SUM:	1199		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.799			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.799			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	2	4	0	0	**0**
	Left-Through		0			0	
	Through	2256	2	**764**	0	0	0
	Through-Right		1			0	
	Right	36	0	36	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	132	1	**132**	0	0	0
	Left-Through		0			0	
	Through	2104	2	706	0	0	**0**
	Through-Right		1			0	
	Right	14	0	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	342	2	165	0	0	**0**
	Through-Right		1			0	
	Right	152	0	152	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	234	1	234	0	0	**0**
	Left-Through		0			0	
	Through	1071	2	**536**	0	0	0
	Through-Right		0			0	
	Right	200	1	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	896		*North-South:*	0
			East-West:	536		*East-West:*	0
			SUM:	1432		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.041			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.041			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	169	2	93	0	0	**0**
	Left-Through		0			0	
	Through	1210	2	**431**	0	0	0
	Through-Right		1			0	
	Right	83	0	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	134	1	**134**	0	0	0
	Left-Through		0			0	
	Through	1344	2	459	0	0	**0**
	Through-Right		1			0	
	Right	33	0	33	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	579	2	**246**	0	0	**0**
	Through-Right		1			0	
	Right	158	0	158	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	164	1	**164**	0	0	**0**
	Left-Through		0			0	
	Through	720	2	360	0	0	0
	Through-Right		0			0	
	Right	105	1	38	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	565		*North-South:*	0
			East-West:	410		*East-West:*	0
			SUM:	975		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.709			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.709			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	77	2	42	0	0	**0**
	Left-Through		0			0	
	Through	2054	2	**726**	0	0	0
	Through-Right		1			0	
	Right	125	0	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	291	1	**291**	0	0	0
	Left-Through		0			0	
	Through	1958	2	658	0	0	**0**
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	893	2	**366**	0	0	**0**
	Through-Right		1			0	
	Right	204	0	204	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	149	1	**149**	0	0	**0**
	Left-Through		0			0	
	Through	811	2	406	0	0	0
	Through-Right		0			0	
	Right	118	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1017		*North-South:*	0
			East-West:	515		*East-West:*	0
			SUM:	1532		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.114			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.114			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	153	2	**84**	0	0	**0**
	Left-Through		0			0	
	Through	723	2	278	0	0	0
	Through-Right		1			0	
	Right	112	0	112	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	864	2	**334**	0	0	**0**
	Through-Right		1			0	
	Right	137	0	137	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	125	1	**125**	0	0	0
	Left-Through		0			0	
	Through	368	2	143	0	0	**0**
	Through-Right		1			0	
	Right	62	0	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	119	1	119	0	0	**0**
	Left-Through		0			0	
	Through	961	2	**323**	0	0	0
	Through-Right		1			0	
	Right	9	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	418		*North-South:*	0
			East-West:	448		*East-West:*	0
			SUM:	866		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.630			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.630			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	179	2	98	0	0	**0**
	Left-Through		0			0	
	Through	684	2	**295**	0	0	0
	Through-Right		1			0	
	Right	202	0	202	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	74	1	**74**	0	0	0
	Left-Through		0			0	
	Through	535	2	209	0	0	**0**
	Through-Right		1			0	
	Right	93	0	93	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	118	1	118	0	0	0
	Left-Through		0			0	
	Through	560	2	**213**	0	0	**0**
	Through-Right		1			0	
	Right	79	0	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	691	2	236	0	0	0
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	369		*North-South:*	0
			East-West:	393		*East-West:*	0
			SUM:	762		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.554			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.554			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	196	2	108	0	0	**0**
	Left-Through		0			0	
	Through	1187	2	**494**	0	0	0
	Through-Right		1			0	
	Right	295	0	295	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	124	1	**124**	0	0	0
	Left-Through		0			0	
	Through	803	2	303	0	0	**0**
	Through-Right		1			0	
	Right	106	0	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	196	1	**196**	0	0	0
	Left-Through		0			0	
	Through	727	2	259	0	0	**0**
	Through-Right		1			0	
	Right	51	0	51	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	166	1	166	0	0	**0**
	Left-Through		0			0	
	Through	809	2	**272**	0	0	0
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	618		*North-South:*	0
			East-West:	468		*East-West:*	0
			SUM:	1086		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.790			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.790			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1441	1	**779**	0	0	0
	Through-Right		1			0	
	Right	116	0	116	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	73	1	**73**	0	0	0
	Left-Through		0			0	
	Through	593	2	297	0	0	**0**
	Through-Right		0			0	
	Right	67	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	213	1	**213**	0	0	0
	Left-Through		0			0	
	Through	1267	3	422	0	0	**0**
	Through-Right		0			0	
	Right	92	1	37	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	123	1	123	0	0	**0**
	Left-Through		0			0	
	Through	1014	2	**391**	0	0	0
	Through-Right		1			0	
	Right	158	0	158	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	852		*North-South:*	0
			East-West:	604		*East-West:*	0
			SUM:	1456		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.059			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.059			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	78	1	78	0	0	**0**
	Left-Through		0			0	
	Through	825	1	**488**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	676	2	338	0	0	**0**
	Through-Right		0			0	
	Right	94	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	195	1	**195**	0	0	0
	Left-Through		0			0	
	Through	1039	3	346	0	0	**0**
	Through-Right		0			0	
	Right	110	1	71	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	185	1	185	0	0	**0**
	Left-Through		0			0	
	Through	1202	2	**429**	0	0	0
	Through-Right		1			0	
	Right	85	0	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	618		*North-South:*	0
			East-West:	624		*East-West:*	0
			SUM:	1242		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.903			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.903			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	67	1	67	0	0	**0**
	Left-Through		0			0	
	Through	1113	1	**609**	0	0	0
	Through-Right		1			0	
	Right	105	0	105	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	129	1	**129**	0	0	0
	Left-Through		0			0	
	Through	1315	2	658	0	0	**0**
	Through-Right		0			0	
	Right	48	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	127	1	127	0	0	0
	Left-Through		0			0	
	Through	1196	3	**399**	0	0	**0**
	Through-Right		0			0	
	Right	157	1	124	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	235	1	**235**	0	0	**0**
	Left-Through		0			0	
	Through	1336	2	472	0	0	0
	Through-Right		1			0	
	Right	81	0	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	738		*North-South:*	0
			East-West:	634		*East-West:*	0
			SUM:	1372		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.998			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.998			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	48	1	48	0	0	**0**
Left-Through		0			0	
Through	1364	1	**728**	0	0	0
Through-Right		1			0	
Right	91	0	91	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	66	1	**66**	0	0	0
Left-Through		0			0	
Through	690	2	345	0	0	**0**
Through-Right		0			0	
Right	76	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	186	1	186	0	0	0
Left-Through		0			0	
Through	657	2	**329**	0	0	**0**
Through-Right		0			0	
Right	52	1	28	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	64	1	**64**	0	0	**0**
Left-Through		0			0	
Through	400	2	200	0	0	0
Through-Right		0			0	
Right	60	1	27	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	794		*North-South:*	0
		East-West:	393		*East-West:*	0
		SUM:	1187		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.791			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.791			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	79	1	79	0	0	**0**
Left-Through		0			0	
Through	786	1	**447**	0	0	0
Through-Right		1			0	
Right	108	0	108	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	69	1	**69**	0	0	0
Left-Through		0			0	
Through	748	2	374	0	0	**0**
Through-Right		0			0	
Right	215	1	98	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	234	1	**234**	0	0	0
Left-Through		0			0	
Through	474	2	237	0	0	**0**
Through-Right		0			0	
Right	79	1	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	96	1	96	0	0	**0**
Left-Through		0			0	
Through	485	2	**243**	0	0	0
Through-Right		0			0	
Right	59	1	25	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	516		*North-South:*	0
		East-West:	477		*East-West:*	0
		SUM:	993		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.662			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.662			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	70	1	**70**	0	0	**0**
Left-Through		0			0	
Through	1056	1	612	0	0	0
Through-Right		1			0	
Right	168	0	168	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	62	1	62	0	0	0
Left-Through		0			0	
Through	1392	2	**696**	0	0	**0**
Through-Right		0			0	
Right	163	1	75	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	176	1	**176**	0	0	0
Left-Through		0			0	
Through	635	2	318	0	0	**0**
Through-Right		0			0	
Right	81	1	46	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	125	1	125	0	0	**0**
Left-Through		0			0	
Through	623	2	**312**	0	0	0
Through-Right		0			0	
Right	77	1	46	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	766		*North-South:*	0
		East-West:	488		*East-West:*	0
		SUM:	1254		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.836			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.836			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	635	3	212	0	0	0
Through-Right		0			0	
Right	302	1	**302**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	358	2	**197**	0	0	0
Left-Through		0			0	
Through	794	2	397	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	12	0	12	0	0	0
Left-Through		0			0	
Through	0	0	12	0	0	**0**
Through-Right		0			0	
Right	61	1	**61**	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	499		*North-South:*	0
		East-West:	61		*East-West:*	0
		SUM:	560		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.393			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.393			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	574	3	191	0	0	0
	Through-Right		0			0	
	Right	184	1	184	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	294	2	162	0	0	0
	Left-Through		0			0	
	Through	718	2	**359**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	25	0	25	0	0	0
	Left-Through		0			0	
	Through	0	0	25	0	0	**0**
	Through-Right		0			0	
	Right	93	1	**93**	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	359		*North-South:*	0
			East-West:	93		*East-West:*	0
			SUM:	452		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.317			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.317			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	792	3	**264**	0	0	0
	Through-Right		0			0	
	Right	158	1	158	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	718	2	**395**	0	0	0
	Left-Through		0			0	
	Through	920	2	460	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	26	0	26	0	0	0
	Left-Through		0			0	
	Through	0	0	26	0	0	**0**
	Through-Right		0			0	
	Right	74	1	**74**	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	659		*North-South:*	0
			East-West:	74		*East-West:*	0
			SUM:	733		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.514			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.514			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		2	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	588	2	294	0	0	0
	Through-Right		0			0	
	Right	49	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	876	2	**294**	0	0	**0**
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	12	0	0	0	0	**0**
	Through-Right		0			0	
	Right	31	0	**31**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
WESTBOUND	Left	225	1	225	0	0	**0**
	Left-Through		0			0	
	Through	7	0	**324**	0	0	0
	Through-Right		0			0	
	Right	641	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	304		*North-South:*	0
			East-West:	355		*East-West:*	0
			SUM:	659		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.462			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.462			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		2	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	1	**11**	0	0	**0**
	Left-Through		0			0	
	Through	501	2	251	0	0	0
	Through-Right		0			0	
	Right	62	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	787	2	**264**	0	0	**0**
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	16	0	0	0	0	**0**
	Through-Right		0			0	
	Right	19	0	**19**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
WESTBOUND	Left	225	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	13	0	160	0	0	0
	Through-Right		0			0	
	Right	241	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	275		*North-South:*	0
			East-West:	179		*East-West:*	0
			SUM:	454		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.319			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.319			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	18	1	**18**	0	0	**0**
	Left-Through		0			0	
	Through	714	2	357	0	0	0
	Through-Right		0			0	
	Right	86	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1381	2	**466**	0	0	**0**
	Through-Right		1			0	
	Right	18	0	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	15	0	0	0	0	**0**
	Through-Right		0			0	
	Right	25	0	**25**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
WESTBOUND	Left	184	1	184	0	0	**0**
	Left-Through		0			0	
	Through	14	0	**283**	0	0	0
	Through-Right		0			0	
	Right	551	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	484		North-South:	0
			East-West:	308		East-West:	0
			SUM:	792		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.556			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.556			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	361	1	**361**	0	0	**0**
	Left-Through		0			0	
	Through	10	2	5	0	0	0
	Through-Right		1			0	
	Right	195	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	67	1	67	0	0	0
	Left-Through		0			0	
	Through	102	2	51	0	0	**0**
	Through-Right		1			0	
	Right	658	1	**187**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	175	1	**175**	0	0	0
	Left-Through		0			0	
	Through	509	3	170	0	0	**0**
	Through-Right		0			0	
	Right	244	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	440	1	440	0	0	**0**
	Left-Through		0			0	
	Through	483	3	161	0	0	0
	Through-Right		1			0	
	Right	976	0	**943**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	548		North-South:	0
			East-West:	1118		East-West:	0
			SUM:	1666		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			1.212			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			1.212			0.000
	LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	128	1	**128**	0	0	**0**
	Left-Through		0			0	
	Through	111	2	56	0	0	0
	Through-Right		1			0	
	Right	262	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	231	1	231	0	0	0
	Left-Through		0			0	
	Through	227	2	114	0	0	**0**
	Through-Right		1			0	
	Right	865	1	**287**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	189	1	189	0	0	0
	Left-Through		0			0	
	Through	1054	3	**351**	0	0	**0**
	Through-Right		0			0	
	Right	336	2	57	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	198	1	**198**	0	0	**0**
	Left-Through		0			0	
	Through	651	3	217	0	0	0
	Through-Right		1			0	
	Right	278	0	163	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	415		North-South:	0
			East-West:	549		East-West:	0
			SUM:	964		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.701			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.701			0.000
	LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	48	1	48	0	0	**0**
	Left-Through		0			0	
	Through	10	2	5	0	0	0
	Through-Right		1			0	
	Right	850	1	**299**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	423	1	**423**	0	0	0
	Left-Through		0			0	
	Through	594	2	276	0	0	**0**
	Through-Right		1			0	
	Right	509	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	24	1	**24**	0	0	0
	Left-Through		0			0	
	Through	945	3	315	0	0	**0**
	Through-Right		0			0	
	Right	416	2	181	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	169	1	169	0	0	**0**
	Left-Through		0			0	
	Through	194	3	65	0	0	0
	Through-Right		1			0	
	Right	679	0	**468**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	722		North-South:	0
			East-West:	492		East-West:	0
			SUM:	1214		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.883			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.883			0.000
	LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**	0	0	0	0	0	**0**
	Left-Through		0			0			0			0	
	Through	2909	4	**727**	0	0	0	2552	4	**638**	0	0	0
	Through-Right		0			0			0			0	
	Right	10	1	0	0	0	0	10	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0	0	0	**0**	0	0	0
	Left-Through		0			0			0			0	
	Through	2462	4	616	0	0	**0**	2378	4	595	0	0	**0**
	Through-Right		0			0			0			0	
	Right	144	1	144	0	0	0	194	1	194	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	**0**	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	**0**	0	0	**0**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	244	1	140	0	0	**0**	405	1	**222**	0	0	**0**
	Left-Through		1			0			1			0	
	Through	35	0	140	0	0	0	38	0	222	0	0	0
	Through-Right		0			0			0			0	
	Right	490	2	**270**	0	0	0	356	2	196	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	727		North-South:	0		North-South:	638		North-South:	0
			East-West:	270		East-West:	0		East-West:	222		East-West:	0
			SUM:	997		SUM:	0		SUM:	860		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.665			0.000			0.573			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.665			0.000			0.573			0.000
LEVEL OF SERVICE (LOS):				B			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM						AM					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	0	0	**0**
	Left-Through		0			0			0			0	
	Through	2720	4	680	0	0	0	2001	2	**1001**	0	0	0
	Through-Right		0			0			0			0	
	Right	8	1	0	0	0	0	518	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	0	0	0	0	0	0	20	0	**20**	0	0	0
	Left-Through		0			0			1			0	
	Through	3235	4	**809**	0	0	**0**	332	1	226	0	0	**0**
	Through-Right		0			0			0			0	
	Right	171	1	171	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	**0**	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	**0**	0	0	**0**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	411	1	210	0	0	**0**	290	2	**160**	0	0	**0**
	Left-Through		1			0			0			0	
	Through	8	0	210	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	508	2	**279**	0	0	0	2	1	2	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	809		North-South:	0		North-South:	1021		North-South:	0
			East-West:	279		East-West:	0		East-West:	160		East-West:	0
			SUM:	1088		SUM:	0		SUM:	1181		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.725			0.000			0.787			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.725			0.000			0.787			0.000
LEVEL OF SERVICE (LOS):				C			A			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	714	2	**357**	0	0	0
	Through-Right		0			0	
	Right	178	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	32	0	**32**	0	0	0
	Left-Through		1			0	
	Through	332	1	230	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	393	2	**216**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	7	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	389		*North-South:*	0
			East-West:	216		*East-West:*	0
			SUM:	605		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.403			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.403			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	791	2	396	0	0	0
	Through-Right		0			0	
	Right	204	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	54	0	54	0	0	0
	Left-Through		1			0	
	Through	1207	1	**712**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	763	2	**420**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	8	1	8	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	712		*North-South:*	0
			East-West:	420		*East-West:*	0
			SUM:	1132		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.755			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.755			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	0	**21**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	21	0	0	0
	Through-Right		0			0	
	Right	1156	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	4	1	4	0	0	0
	Left-Through		0			0	
	Through	1208	1	**607**	0	0	**0**
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	311	1	**311**	0	0	**0**
	Left-Through		0			0	
	Through	316	1	158	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	21		*North-South:*	0
			East-West:	918		*East-West:*	0
			SUM:	939		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.659			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.659			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	**30**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	30	0	0	0
	Through-Right		0			0	
	Right	444	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	1	0	1	0	0	0
	Left-Through		0			0	
	Through	0	0	**1**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	4	1	4	0	0	0
	Left-Through		0			0	
	Through	483	1	**253**	0	0	**0**
	Through-Right		1			0	
	Right	23	0	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	341	1	**341**	0	0	**0**
	Left-Through		0			0	
	Through	351	1	176	0	0	0
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	31		*North-South:*	0
			East-West:	594		*East-West:*	0
			SUM:	625		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.439			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.439			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	42	0	**42**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	42	0	0	0
	Through-Right		0			0	
	Right	501	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**2**	0	0	**0**
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	1	1	1	0	0	0
	Left-Through		0			0	
	Through	501	1	**265**	0	0	**0**
	Through-Right		1			0	
	Right	28	0	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	891	1	**891**	0	0	**0**
	Left-Through		0			0	
	Through	977	1	489	0	0	0
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	44		*North-South:*	0
			East-West:	1156		*East-West:*	0
			SUM:	1200		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.842			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.842			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	65	1	**65**	0	0	**0**
	Left-Through		0			0	
	Through	18	1	18	0	0	0
	Through-Right		0			0	
	Right	95	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	19	1	**18**	0	0	0
	Left-Through		0			0	
	Through	16	0	18	0	0	**0**
	Through-Right		0			0	
	Right	11	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	38	1	**38**	0	0	0
	Left-Through		0			0	
	Through	343	2	170	0	0	**0**
	Through-Right		1			0	
	Right	166	0	166	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	194	2	107	0	0	**0**
	Left-Through		0			0	
	Through	881	2	**312**	0	0	0
	Through-Right		1			0	
	Right	56	0	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	83		*North-South:*	0
			East-West:	350		*East-West:*	0
			SUM:	433		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.315			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.315			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	16	1	16	0	0	0
	Through-Right		0			0	
	Right	153	2	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	51	1	**36**	0	0	0
	Left-Through		0			0	
	Through	21	0	36	0	0	**0**
	Through-Right		0			0	
	Right	29	1	4	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	**50**	0	0	0
	Left-Through		0			0	
	Through	438	2	173	0	0	**0**
	Through-Right		1			0	
	Right	82	0	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	73	2	40	0	0	**0**
	Left-Through		0			0	
	Through	461	2	**165**	0	0	0
	Through-Right		1			0	
	Right	33	0	33	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	96		*North-South:*	0
			East-West:	215		*East-West:*	0
			SUM:	311		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.226			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.226			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	26	1	26	0	0	0
	Through-Right		0			0	
	Right	345	2	**158**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	**43**	0	0	0
	Left-Through		0			0	
	Through	25	0	43	0	0	**0**
	Through-Right		0			0	
	Right	30	1	9	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	42	1	42	0	0	0
	Left-Through		0			0	
	Through	898	2	**329**	0	0	**0**
	Through-Right		1			0	
	Right	89	0	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	59	2	**32**	0	0	**0**
	Left-Through		0			0	
	Through	531	2	190	0	0	0
	Through-Right		1			0	
	Right	38	0	38	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	201		*North-South:*	0
			East-West:	361		*East-West:*	0
			SUM:	562		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.409			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.409			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	560	2	**308**	0	0	**0**
	Left-Through		0			0	
	Through	1826	2	622	0	0	0
	Through-Right		1			0	
	Right	41	0	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	57	1	57	0	0	0
	Left-Through		0			0	
	Through	1268	2	**448**	0	0	**0**
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	79	1	**79**	0	0	0
	Left-Through		0			0	
	Through	16	1	16	0	0	**0**
	Through-Right		0			0	
	Right	560	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	27	0	27	0	0	**0**
	Left-Through		1			0	
	Through	14	0	**56**	0	0	0
	Through-Right		1			0	
	Right	44	0	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	756		*North-South:*	0
			East-West:	135		*East-West:*	0
			SUM:	891		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.625			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.625			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	514	2	**283**	0	0	**0**
	Left-Through		0			0	
	Through	1633	2	556	0	0	0
	Through-Right		1			0	
	Right	35	0	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	62	1	62	0	0	0
	Left-Through		0			0	
	Through	1241	2	**457**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	104	1	**104**	0	0	0
	Left-Through		0			0	
	Through	12	1	12	0	0	**0**
	Through-Right		0			0	
	Right	440	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	33	0	33	0	0	**0**
	Left-Through		1			0	
	Through	11	0	**38**	0	0	0
	Through-Right		1			0	
	Right	27	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	740		*North-South:*	0
			East-West:	142		*East-West:*	0
			SUM:	882		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.619			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.619			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	764	2	**420**	0	0	**0**
	Left-Through		0			0	
	Through	1827	2	623	0	0	0
	Through-Right		1			0	
	Right	43	0	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	59	1	59	0	0	0
	Left-Through		0			0	
	Through	1821	2	**661**	0	0	**0**
	Through-Right		1			0	
	Right	161	0	161	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	119	1	**119**	0	0	0
	Left-Through		0			0	
	Through	20	1	20	0	0	**0**
	Through-Right		0			0	
	Right	898	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	34	0	34	0	0	**0**
	Left-Through		1			0	
	Through	18	0	**41**	0	0	0
	Through-Right		1			0	
	Right	23	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1081		*North-South:*	0
			East-West:	160		*East-West:*	0
			SUM:	1241		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.871			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.871			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	2	1	2	0	0	**0**
	Left-Through		0			0	
	Through	1194	1	**691**	0	0	0
	Through-Right		1			0	
	Right	187	0	187	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	55	1	**55**	0	0	0
	Left-Through		0			0	
	Through	322	1	162	0	0	**0**
	Through-Right		1			0	
	Right	2	0	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**2**	0	0	**0**
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	76	1	42	0	0	**0**
	Left-Through		1			0	
	Through	8	0	42	0	0	0
	Through-Right		0			0	
	Right	145	1	**118**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	746		*North-South:*	0
			East-West:	120		*East-West:*	0
			SUM:	866		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.608			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.608			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD						PM					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0
Override Capacity			0			0			0			0
MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND Left	5	1	5	0	0	**0**	2	1	**2**	0	0	**0**
NORTHBOUND Left-Through		0			0			0			0	
NORTHBOUND Through	484	1	**311**	0	0	0	560	1	357	0	0	0
NORTHBOUND Through-Right		1			0			1			0	
NORTHBOUND Right	137	0	137	0	0	0	153	0	153	0	0	0
NORTHBOUND Left-Through-Right		0			0			0			0	
NORTHBOUND Left-Right		0			0			0			0	
SOUTHBOUND Left	63	1	**63**	0	0	0	132	1	132	0	0	0
SOUTHBOUND Left-Through		0			0			0			0	
SOUTHBOUND Through	406	1	209	0	0	**0**	997	1	**501**	0	0	**0**
SOUTHBOUND Through-Right		1			0			1			0	
SOUTHBOUND Right	12	0	12	0	0	0	4	0	4	0	0	0
SOUTHBOUND Left-Through-Right		0			0			0			0	
SOUTHBOUND Left-Right		0			0			0			0	
EASTBOUND Left	1	0	1	0	0	0	2	0	2	0	0	0
EASTBOUND Left-Through		0			0			0			0	
EASTBOUND Through	8	0	**15**	0	0	**0**	9	0	**15**	0	0	**0**
EASTBOUND Through-Right		0			0			0			0	
EASTBOUND Right	6	0	0	0	0	0	4	0	0	0	0	0
EASTBOUND Left-Through-Right		1			0			1			0	
EASTBOUND Left-Right		0			0			0			0	
WESTBOUND Left	111	1	61	0	0	**0**	172	1	**89**	0	0	**0**
WESTBOUND Left-Through		1			0			1			0	
WESTBOUND Through	11	0	61	0	0	0	6	0	89	0	0	0
WESTBOUND Through-Right		0			0			0			0	
WESTBOUND Right	114	1	**83**	0	0	0	72	1	6	0	0	0
WESTBOUND Left-Through-Right		0			0			0			0	
WESTBOUND Left-Right		0			0			0			0	
CRITICAL VOLUMES		*North-South:*	374		*North-South:*	0		*North-South:*	503		*North-South:*	0
		East-West:	98		*East-West:*	0		*East-West:*	104		*East-West:*	0
		SUM:	472		*SUM:*	0		*SUM:*	607		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.331			0.000			0.426			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.331			0.000			0.426			0.000
LEVEL OF SERVICE (LOS):			A			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0
Override Capacity			0			0			0			0
MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND Left	0	0	0	0	0	**0**	0	0	0	0	0	**0**
NORTHBOUND Left-Through		0			0			0			0	
NORTHBOUND Through	1794	4	**449**	0	0	0	1106	4	**277**	0	0	0
NORTHBOUND Through-Right		0			0			0			0	
NORTHBOUND Right	657	1	0	0	0	0	495	1	0	0	0	0
NORTHBOUND Left-Through-Right		0			0			0			0	
NORTHBOUND Left-Right		0			0			0			0	
SOUTHBOUND Left	154	2	**85**	0	0	0	295	2	**162**	0	0	0
SOUTHBOUND Left-Through		0			0			0			0	
SOUTHBOUND Through	722	3	241	0	0	**0**	961	3	320	0	0	**0**
SOUTHBOUND Through-Right		0			0			0			0	
SOUTHBOUND Right	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND Left-Through-Right		0			0			0			0	
SOUTHBOUND Left-Right		0			0			0			0	
EASTBOUND Left	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND Left-Through		0			0			0			0	
EASTBOUND Through	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
EASTBOUND Through-Right		0			0			0			0	
EASTBOUND Right	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND Left-Through-Right		0			0			0			0	
EASTBOUND Left-Right		0			0			0			0	
WESTBOUND Left	460	3	**161**	0	0	**0**	641	3	**224**	0	0	**0**
WESTBOUND Left-Through		0			0			0			0	
WESTBOUND Through	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND Through-Right		0			0			0			0	
WESTBOUND Right	229	1	144	0	0	0	195	1	33	0	0	0
WESTBOUND Left-Through-Right		0			0			0			0	
WESTBOUND Left-Right		0			0			0			0	
CRITICAL VOLUMES		*North-South:*	534		*North-South:*	0		*North-South:*	439		*North-South:*	0
		East-West:	161		*East-West:*	0		*East-West:*	224		*East-West:*	0
		SUM:	695		*SUM:*	0		*SUM:*	663		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.488			0.000			0.465			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.488			0.000			0.465			0.000
LEVEL OF SERVICE (LOS):			A			A			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

PM

No. of Phases				3				0			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	1	SB--	0	NB--	0	SB--	0			
	EB--	0	WB--	3	EB--	0	WB--	0			
ATSAC-1 or ATSAC+ATCS-2?				0				0			
Override Capacity				0				0			

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1441	4	360	0	0	0
	Through-Right		0			0	
	Right	272	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	517	2	284	0	0	0
	Left-Through		0			0	
	Through	2103	3	**701**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	624	3	**218**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	168	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	701		*North-South:*	0
			East-West:	218		*East-West:*	0
			SUM:	919		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.645			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.645			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

AM

No. of Phases				4				0			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0			
	EB--	3	WB--	3	EB--	0	WB--	0			
ATSAC-1 or ATSAC+ATCS-2?				0				0			
Override Capacity				0				0			

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	370	2	**204**	0	0	**0**
	Left-Through		0			0	
	Through	258	1	129	0	0	0
	Through-Right		1			0	
	Right	92	1	72	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	29	2	16	0	0	0
	Left-Through		0			0	
	Through	83	1	**42**	0	0	**0**
	Through-Right		1			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	201	2	**111**	0	0	0
	Left-Through		0			0	
	Through	232	3	77	0	0	**0**
	Through-Right		0			0	
	Right	321	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	74	2	41	0	0	**0**
	Left-Through		0			0	
	Through	1225	3	**408**	0	0	0
	Through-Right		0			0	
	Right	477	2	246	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	246		*North-South:*	0
			East-West:	519		*East-West:*	0
			SUM:	765		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.556			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.556			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

MD

No. of Phases				4				0			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0			
	EB--	3	WB--	3	EB--	0	WB--	0			
ATSAC-1 or ATSAC+ATCS-2?				0				0			
Override Capacity				0				0			

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	342	2	**188**	0	0	**0**
	Left-Through		0			0	
	Through	89	1	72	0	0	0
	Through-Right		1			0	
	Right	126	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	133	2	73	0	0	0
	Left-Through		0			0	
	Through	106	1	**71**	0	0	**0**
	Through-Right		1			0	
	Right	106	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	98	2	**54**	0	0	0
	Left-Through		0			0	
	Through	459	3	153	0	0	**0**
	Through-Right		0			0	
	Right	360	2	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	39	2	21	0	0	**0**
	Left-Through		0			0	
	Through	816	3	**272**	0	0	0
	Through-Right		0			0	
	Right	49	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	259		*North-South:*	0
			East-West:	326		*East-West:*	0
			SUM:	585		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.425			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.425			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

PM

No. of Phases				4				0			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0			
	EB--	3	WB--	3	EB--	0	WB--	0			
ATSAC-1 or ATSAC+ATCS-2?				0				0			
Override Capacity				0				0			

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	325	2	179	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		1			0	
	Right	494	1	**265**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	468	2	**257**	0	0	0
	Left-Through		0			0	
	Through	323	1	162	0	0	**0**
	Through-Right		1			0	
	Right	54	1	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	56	2	31	0	0	0
	Left-Through		0			0	
	Through	1252	3	**417**	0	0	**0**
	Through-Right		0			0	
	Right	642	2	174	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	26	2	**14**	0	0	**0**
	Left-Through		0			0	
	Through	820	3	273	0	0	0
	Through-Right		0			0	
	Right	184	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	522		*North-South:*	0
			East-West:	431		*East-West:*	0
			SUM:	953		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.693			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.693			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	223	1	112	0	0	**0**
	Left-Through		1			0	
	Through	0	0	112	0	0	0
	Through-Right		0			0	
	Right	558	1	**485**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	905	2	**453**	0	0	**0**
	Through-Right		0			0	
	Right	95	1	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	267	2	**147**	0	0	**0**
	Left-Through		0			0	
	Through	891	1	446	0	0	0
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	485		*North-South:*	0
			East-West:	600		*East-West:*	0
			SUM:	1085		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.789			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.789			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	219	1	**110**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	110	0	0	0
	Through-Right		0			0	
	Right	187	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**4**	0	0	**0**
	Through-Right		0			0	
	Right	4	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	824	2	**412**	0	0	**0**
	Through-Right		0			0	
	Right	2	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	391	2	**215**	0	0	**0**
	Left-Through		0			0	
	Through	872	1	438	0	0	0
	Through-Right		1			0	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	114		*North-South:*	0
			East-West:	627		*East-West:*	0
			SUM:	741		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.539			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.539			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	348	1	**174**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	174	0	0	0
	Through-Right		0			0	
	Right	281	1	123	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	1	0	1	0	0	0
	Left-Through		0			0	
	Through	0	0	**4**	0	0	**0**
	Through-Right		0			0	
	Right	3	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	807	2	**404**	0	0	**0**
	Through-Right		0			0	
	Right	280	1	193	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	576	2	**317**	0	0	**0**
	Left-Through		0			0	
	Through	549	1	275	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	178		*North-South:*	0
			East-West:	721		*East-West:*	0
			SUM:	899		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.654			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.654			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	2	0	0	**0**
	Left-Through		0			0	
	Through	2	0	**5**	0	0	0
	Through-Right		0			0	
	Right	1	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	573	1	**287**	0	0	0
	Left-Through		1			0	
	Through	1	0	287	0	0	**0**
	Through-Right		0			0	
	Right	82	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	182	2	**100**	0	0	0
	Left-Through		0			0	
	Through	426	1	214	0	0	**0**
	Through-Right		1			0	
	Right	2	0	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	2	1	2	0	0	**0**
	Left-Through		0			0	
	Through	255	2	128	0	0	0
	Through-Right		0			0	
	Right	857	1	**570**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	292		*North-South:*	0
			East-West:	670		*East-West:*	0
			SUM:	962		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.700			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.700			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	2	0	2	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**4**	0	0	0
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	566	1	**283**	0	0	0
	Left-Through		1			0	
	Through	0	0	283	0	0	**0**
	Through-Right		0			0	
	Right	108	1	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	118	2	**65**	0	0	0
	Left-Through		0			0	
	Through	258	1	132	0	0	**0**
	Through-Right		1			0	
	Right	5	0	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	6	1	6	0	0	**0**
	Left-Through		0			0	
	Through	399	2	200	0	0	0
	Through-Right		0			0	
	Right	690	1	**407**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	287		North-South:	0
			East-West:	472		East-West:	0
			SUM:	759		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.552			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.552			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	2	0	2	0	0	**0**
	Left-Through		0			0	
	Through	1	0	**9**	0	0	0
	Through-Right		0			0	
	Right	6	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	704	1	**353**	0	0	0
	Left-Through		1			0	
	Through	1	0	353	0	0	**0**
	Through-Right		0			0	
	Right	188	1	116	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	131	2	**72**	0	0	0
	Left-Through		0			0	
	Through	377	1	190	0	0	**0**
	Through-Right		1			0	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	380	2	**190**	0	0	0
	Through-Right		0			0	
	Right	520	1	167	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	362		North-South:	0
			East-West:	262		East-West:	0
			SUM:	624		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.454			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.454			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	107	1	**107**	0	0	**0**
	Left-Through		0			0	
	Through	1486	3	495	0	0	0
	Through-Right		0			0	
	Right	720	1	670	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	48	2	26	0	0	0
	Left-Through		0			0	
	Through	2371	3	**611**	0	0	**0**
	Through-Right		1			0	
	Right	72	0	72	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	226	2	**124**	0	0	0
	Left-Through		0			0	
	Through	286	3	95	0	0	**0**
	Through-Right		0			0	
	Right	151	1	98	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	181	2	100	0	0	**0**
	Left-Through		0			0	
	Through	212	3	71	0	0	0
	Through-Right		0			0	
	Right	293	1	**267**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	718		North-South:	0
			East-West:	391		East-West:	0
			SUM:	1109		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.807			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.807			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	148	1	148	0	0	**0**
	Left-Through		0			0	
	Through	1342	3	447	0	0	0
	Through-Right		0			0	
	Right	932	1	**884**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	2	**6**	0	0	0
	Left-Through		0			0	
	Through	2009	3	538	0	0	**0**
	Through-Right		1			0	
	Right	143	0	143	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	171	2	**94**	0	0	0
	Left-Through		0			0	
	Through	219	3	73	0	0	**0**
	Through-Right		0			0	
	Right	181	1	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	176	2	97	0	0	**0**
	Left-Through		0			0	
	Through	250	3	83	0	0	0
	Through-Right		0			0	
	Right	293	1	**287**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	890		North-South:	0
			East-West:	381		East-West:	0
			SUM:	1271		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.924			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.924			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	159	1	159	0	0	**0**
	Left-Through		0			0	
	Through	1951	3	650	0	0	0
	Through-Right		0			0	
	Right	1153	1	**1108**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	2	**6**	0	0	0
	Left-Through		0			0	
	Through	2510	3	657	0	0	**0**
	Through-Right		1			0	
	Right	117	0	117	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	2	**116**	0	0	0
	Left-Through		0			0	
	Through	363	3	121	0	0	**0**
	Through-Right		0			0	
	Right	122	1	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	165	2	91	0	0	**0**
	Left-Through		0			0	
	Through	293	3	98	0	0	0
	Through-Right		0			0	
	Right	420	1	**414**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1114		*North-South:*	0
			East-West:	530		*East-West:*	0
			SUM:	1644		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.196			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.196			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	4	1	4	0	0	**0**
	Left-Through		0			0	
	Through	1014	2	**507**	0	0	0
	Through-Right		0			0	
	Right	535	1	437	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	79	1	**79**	0	0	0
	Left-Through		0			0	
	Through	230	1	119	0	0	**0**
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	1	5	0	0	0
	Left-Through		0			0	
	Through	10	1	**10**	0	0	**0**
	Through-Right		0			0	
	Right	1	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	184	1	**98**	0	0	**0**
	Left-Through		1			0	
	Through	12	0	98	0	0	0
	Through-Right		0			0	
	Right	86	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	586		*North-South:*	0
			East-West:	108		*East-West:*	0
			SUM:	694		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.505			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.505			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	1	6	0	0	**0**
	Left-Through		0			0	
	Through	327	2	**164**	0	0	0
	Through-Right		0			0	
	Right	292	1	136	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	230	1	118	0	0	**0**
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	15	1	**15**	0	0	**0**
	Through-Right		0			0	
	Right	3	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	274	1	**156**	0	0	**0**
	Left-Through		1			0	
	Through	38	0	156	0	0	0
	Through-Right		0			0	
	Right	115	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	254		*North-South:*	0
			East-West:	171		*East-West:*	0
			SUM:	425		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.309			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.309			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	1	**5**	0	0	**0**
	Left-Through		0			0	
	Through	372	2	186	0	0	0
	Through-Right		0			0	
	Right	250	1	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	132	1	132	0	0	0
	Left-Through		0			0	
	Through	774	1	**391**	0	0	**0**
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	7	1	7	0	0	0
	Left-Through		0			0	
	Through	37	1	**37**	0	0	**0**
	Through-Right		0			0	
	Right	6	1	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	374	1	**206**	0	0	**0**
	Left-Through		1			0	
	Through	37	0	206	0	0	0
	Through-Right		0			0	
	Right	152	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	396		*North-South:*	0
			East-West:	243		*East-West:*	0
			SUM:	639		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.465			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.465			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	35	1	**35**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	26	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	482	1	**415**	0	0	0
	Left-Through		1			0	
	Through	1176	0	415	0	0	**0**
	Through-Right		1			0	
	Right	543	1	415	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	547	2	**203**	0	0	**0**
	Through-Right		1			0	
	Right	61	0	61	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	186	2	**102**	0	0	**0**
	Left-Through		0			0	
	Through	722	2	241	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	450		North-South:	0
			East-West:	305		East-West:	0
			SUM:	755		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.549			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.549			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	1	**65**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	71	2	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	154	1	**119**	0	0	0
	Left-Through		1			0	
	Through	321	0	119	0	0	**0**
	Through-Right		1			0	
	Right	193	1	119	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	494	2	**182**	0	0	**0**
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	59	2	**32**	0	0	**0**
	Left-Through		0			0	
	Through	609	2	203	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	184		North-South:	0
			East-West:	214		East-West:	0
			SUM:	398		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.289			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.289			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	97	1	**97**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	181	2	61	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	232	1	128	0	0	0
	Left-Through		1			0	
	Through	170	0	**171**	0	0	**0**
	Through-Right		1			0	
	Right	171	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	651	2	**220**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	142	2	**78**	0	0	**0**
	Left-Through		0			0	
	Through	742	2	247	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	268		North-South:	0
			East-West:	298		East-West:	0
			SUM:	566		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.412			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.412			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	1	65	0	0	**0**
	Left-Through		1			0	
	Through	456	0	**315**	0	0	0
	Through-Right		1			0	
	Right	488	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	199	1	**199**	0	0	0
	Left-Through		0			0	
	Through	456	2	228	0	0	**0**
	Through-Right		0			0	
	Right	129	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	280	1	**280**	0	0	0
	Left-Through		0			0	
	Through	109	3	36	0	0	**0**
	Through-Right		0			0	
	Right	102	1	37	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	2	42	0	0	**0**
	Left-Through		0			0	
	Through	539	1	539	0	0	0
	Through-Right		1			0	
	Right	1220	0	**1121**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	514		North-South:	0
			East-West:	1401		East-West:	0
			SUM:	1915		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.344			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.344			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB--		0	NB-- 0 SB--		0
		EB-- 3 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	81	1	81	0	0	**0**
	Left-Through		1			0	
	Through	496	0	**248**	0	0	0
	Through-Right		1			0	
	Right	184	1	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	476	1	**476**	0	0	0
	Left-Through		0			0	
	Through	479	2	240	0	0	**0**
	Through-Right		0			0	
	Right	182	1	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	202	1	**202**	0	0	0
	Left-Through		0			0	
	Through	112	3	37	0	0	**0**
	Through-Right		0			0	
	Right	221	1	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	334	2	101	0	0	**0**
	Left-Through		0			0	
	Through	170	1	170	0	0	0
	Through-Right		1			0	
	Right	826	0	**588**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	724		*North-South:*	0
			East-West:	790		*East-West:*	0
			SUM:	1514		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.062			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.062			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB--		0	NB-- 0 SB--		0
		EB-- 3 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	17	0	0	**0**
	Left-Through		1			0	
	Through	508	0	**254**	0	0	0
	Through-Right		1			0	
	Right	239	1	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	952	1	**952**	0	0	0
	Left-Through		0			0	
	Through	655	2	328	0	0	**0**
	Through-Right		0			0	
	Right	230	1	152	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	157	1	**157**	0	0	0
	Left-Through		0			0	
	Through	485	3	162	0	0	**0**
	Through-Right		0			0	
	Right	89	1	72	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	362	2	109	0	0	**0**
	Left-Through		0			0	
	Through	222	1	222	0	0	0
	Through-Right		1			0	
	Right	848	0	**372**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1206		*North-South:*	0
			East-West:	529		*East-West:*	0
			SUM:	1735		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.218			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.218			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB--		3	NB-- 0 SB--		0
		EB-- 0 WB--		3	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	1	16	0	0	**0**
	Left-Through		0			0	
	Through	1897	4	**474**	0	0	0
	Through-Right		0			0	
	Right	396	1	197	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	367	2	**202**	0	0	0
	Left-Through		0			0	
	Through	1276	4	319	0	0	**0**
	Through-Right		0			0	
	Right	212	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	172	1	172	0	0	0
	Left-Through		0			0	
	Through	333	2	**124**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	361	2	**199**	0	0	**0**
	Left-Through		0			0	
	Through	92	2	46	0	0	0
	Through-Right		0			0	
	Right	413	2	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	676		*North-South:*	0
			East-West:	323		*East-West:*	0
			SUM:	999		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.727			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.727			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB--		3	NB-- 0 SB--		0
		EB-- 0 WB--		3	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	27	1	27	0	0	**0**
	Left-Through		0			0	
	Through	1334	4	**334**	0	0	0
	Through-Right		0			0	
	Right	218	1	21	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	406	2	**223**	0	0	0
	Left-Through		0			0	
	Through	1083	4	271	0	0	**0**
	Through-Right		0			0	
	Right	231	1	177	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	54	1	54	0	0	0
	Left-Through		0			0	
	Through	108	2	**54**	0	0	**0**
	Through-Right		1			0	
	Right	56	0	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	359	2	**197**	0	0	**0**
	Left-Through		0			0	
	Through	131	2	66	0	0	0
	Through-Right		0			0	
	Right	606	2	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	557		*North-South:*	0
			East-West:	251		*East-West:*	0
			SUM:	808		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.588			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.588			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0		
		EB-- 0	WB-- 3	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	28	0	0	**0**
	Left-Through		0			0	
	Through	1759	4	**440**	0	0	0
	Through-Right		0			0	
	Right	293	1	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	440	2	**242**	0	0	0
	Left-Through		0			0	
	Through	1886	4	472	0	0	**0**
	Through-Right		0			0	
	Right	427	1	337	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	156	2	**76**	0	0	**0**
	Through-Right		1			0	
	Right	73	0	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	437	2	**240**	0	0	**0**
	Left-Through		0			0	
	Through	207	2	104	0	0	0
	Through-Right		0			0	
	Right	460	2	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	682		*North-South:*	0
			East-West:	316		*East-West:*	0
			SUM:	998		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.726			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.726			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	124	1	124	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**237**	0	0	0
	Through-Right		0			0	
	Right	237	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	239	2	**131**	0	0	0
	Left-Through		0			0	
	Through	630	2	315	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	799	2	**266**	0	0	0
	Through-Right		1			0	
	Right	168	1	168	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	237		*North-South:*	0
			East-West:	397		*East-West:*	0
			SUM:	634		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.445			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.445			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	83	1	83	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**146**	0	0	0
	Through-Right		0			0	
	Right	146	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	265	2	**146**	0	0	0
	Left-Through		0			0	
	Through	898	2	449	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	982	2	**327**	0	0	0
	Through-Right		1			0	
	Right	272	1	272	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	146		*North-South:*	0
			East-West:	473		*East-West:*	0
			SUM:	619		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.434			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.434			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	257	1	257	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**602**	0	0	0
	Through-Right		0			0	
	Right	602	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	155	2	**85**	0	0	0
	Left-Through		0			0	
	Through	841	2	421	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1175	2	**392**	0	0	0
	Through-Right		1			0	
	Right	149	1	149	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	602		*North-South:*	0
			East-West:	477		*East-West:*	0
			SUM:	1079		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.757			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.757			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	134	1	132	0	0	0
	Left-Through		0			0	
	Through	0	0	**132**	0	0	**0**
	Through-Right		0			0	
	Right	263	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	697	4	**174**	0	0	**0**
	Through-Right		0			0	
	Right	173	1	173	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	329	2	**181**	0	0	**0**
	Left-Through		0			0	
	Through	480	2	240	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	132		*North-South:*	0
			East-West:	355		*East-West:*	0
			SUM:	487		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.342			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.342			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	383	1	192	0	0	0
	Left-Through		0			0	
	Through	0	0	**192**	0	0	**0**
	Through-Right		0			0	
	Right	149	1	149	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	745	4	**186**	0	0	**0**
	Through-Right		0			0	
	Right	118	1	118	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	332	2	**183**	0	0	**0**
	Left-Through		0			0	
	Through	632	2	316	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	192		*North-South:*	0
			East-West:	369		*East-West:*	0
			SUM:	561		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.394			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.394			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	154	1	100	0	0	0
	Left-Through		0			0	
	Through	0	0	**100**	0	0	**0**
	Through-Right		0			0	
	Right	147	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	858	4	215	0	0	**0**
	Through-Right		0			0	
	Right	246	1	**246**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	543	2	**299**	0	0	**0**
	Left-Through		0			0	
	Through	868	2	434	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	100		*North-South:*	0
			East-West:	545		*East-West:*	0
			SUM:	645		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.453			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.453			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2436	2	**839**	0	0	0
	Through-Right		1			0	
	Right	81	0	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2259	3	753	0	0	**0**
	Through-Right		0			0	
	Right	962	1	682	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	800	3	**280**	0	0	0
	Left-Through		0			0	
	Through	105	0	114	0	0	**0**
	Through-Right		1			0	
	Right	9	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	839		*North-South:*	0
			East-West:	280		*East-West:*	0
			SUM:	1119		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.746			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.746			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	1331	2	469	0	0	0
Through-Right		1			0	
Right	75	0	75	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1432	3	477	0	0	**0**
Through-Right		0			0	
Right	816	1	**545**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	775	3	**271**	0	0	0
Left-Through		0			0	
Through	140	0	160	0	0	**0**
Through-Right		1			0	
Right	20	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	**0**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	545		*North-South:*	0
		East-West:	271		*East-West:*	0
		SUM:	816		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.544			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.544			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	1864	2	699	0	0	0
Through-Right		1			0	
Right	234	0	234	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	2238	3	**746**	0	0	**0**
Through-Right		0			0	
Right	1000	1	620	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	1086	3	**380**	0	0	0
Left-Through		0			0	
Through	228	0	269	0	0	**0**
Through-Right		1			0	
Right	41	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	**0**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	746		*North-South:*	0
		East-West:	380		*East-West:*	0
		SUM:	1126		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.751			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.751			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	7	0	0	0	0	**0**
Left-Through		0			0	
Through	834	2	**417**	0	0	0
Through-Right		0			0	
Right	36	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	127	1	**127**	0	0	0
Left-Through		0			0	
Through	602	3	201	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	10	2	**6**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	426	2	234	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	440	1	**377**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	544		*North-South:*	0
		East-West:	383		*East-West:*	0
		SUM:	927		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.618			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.618			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	8	0	0	0	0	**0**
Left-Through		0			0	
Through	353	2	**177**	0	0	0
Through-Right		0			0	
Right	86	1	36	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	143	1	**143**	0	0	0
Left-Through		0			0	
Through	368	3	123	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	10	2	**6**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	184	2	101	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	240	1	**169**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	320		*North-South:*	0
		East-West:	175		*East-West:*	0
		SUM:	495		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.330			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.330			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	0	0	0	0	**0**
	Left-Through		0			0	
	Through	787	2	**394**	0	0	0
	Through-Right		0			0	
	Right	293	1	252	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	300	1	**300**	0	0	0
	Left-Through		0			0	
	Through	1217	3	406	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	2	**6**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	151	2	83	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	288	1	**138**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	694		North-South:	0
			East-West:	144		East-West:	0
			SUM:	838		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.559			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.559			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	310	1	**310**	0	0	**0**
	Left-Through		0			0	
	Through	623	3	208	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	221	2	**103**	0	0	**0**
	Through-Right		1			0	
	Right	89	0	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	81	2	**45**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	20	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	413		North-South:	0
			East-West:	45		East-West:	0
			SUM:	458		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.305			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.305			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	166	1	**166**	0	0	**0**
	Left-Through		0			0	
	Through	122	3	41	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	251	2	**94**	0	0	**0**
	Through-Right		1			0	
	Right	31	0	31	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	96	2	**53**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	113	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	260		North-South:	0
			East-West:	53		East-West:	0
			SUM:	313		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.209			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.209			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	114	1	**114**	0	0	**0**
	Left-Through		0			0	
	Through	232	3	77	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	742	2	**277**	0	0	**0**
	Through-Right		1			0	
	Right	88	0	88	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	428	2	**235**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	189	2	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	391		North-South:	0
			East-West:	235		East-West:	0
			SUM:	626		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.417			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.417			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1124	3	**375**	0	0	0
	Through-Right		0			0	
	Right	135	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	198	3	66	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	682	1	**468**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	253	0	468	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
CRITICAL VOLUMES			*North-South:*	565		*North-South:*	0
			East-West:	468		*East-West:*	0
			SUM:	1033		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.689			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.689			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	620	3	**207**	0	0	0
	Through-Right		0			0	
	Right	122	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	493	3	164	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	801	1	**448**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	94	0	448	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
CRITICAL VOLUMES			*North-South:*	427		*North-South:*	0
			East-West:	448		*East-West:*	0
			SUM:	875		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.583			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.583			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	671	3	**224**	0	0	0
	Through-Right		0			0	
	Right	83	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	288	1	**288**	0	0	0
	Left-Through		0			0	
	Through	767	3	256	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	681	1	**429**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	177	0	429	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
CRITICAL VOLUMES			*North-South:*	512		*North-South:*	0
			East-West:	429		*East-West:*	0
			SUM:	941		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.627			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.627			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	419	2	**151**	0	0	0
	Through-Right		1			0	
	Right	33	0	33	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	343	2	**189**	0	0	0
	Left-Through		0			0	
	Through	401	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	149	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	340		*North-South:*	0
			East-West:	0		*East-West:*	0
			SUM:	340		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.227			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.227			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB-- 0	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	155	2	66	0	0	0
Through-Right		1			0	
Right	42	0	42	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	348	2	191	0	0	0
Left-Through		0			0	
Through	370	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	184	2	6	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	257		North-South:	0
		East-West:	6		East-West:	0
		SUM:	263		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.175			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.175			0.000
LEVEL OF SERVICE (LOS):			A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB-- 0	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	473	2	168	0	0	0
Through-Right		1			0	
Right	30	0	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	326	2	179	0	0	0
Left-Through		0			0	
Through	942	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	363	2	111	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	347		North-South:	0
		East-West:	111		East-West:	0
		SUM:	458		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.305			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.305			0.000
LEVEL OF SERVICE (LOS):			A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	1	0	0	0	0
Left-Through		0			0	
Through	777	2	389	0	0	0
Through-Right		0			0	
Right	105	1	92	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	10	1	10	0	0	0
Left-Through		0			0	
Through	21	2	7	0	0	0
Through-Right		1			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
WESTBOUND Left	24	2	13	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	141	1	136	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	399		North-South:	0
		East-West:	136		East-West:	0
		SUM:	535		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.389			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.389			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	1	0	0	0	0
Left-Through		0			0	
Through	139	2	70	0	0	0
Through-Right		0			0	
Right	79	1	73	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	10	1	10	0	0	0
Left-Through		0			0	
Through	431	2	144	0	0	0
Through-Right		1			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
WESTBOUND Left	10	2	6	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	94	1	89	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	144		North-South:	0
		East-West:	89		East-West:	0
		SUM:	233		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.169			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.169			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	258	2	**129**	0	0	0
	Through-Right		0			0	
	Right	51	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	131	1	**131**	0	0	0
	Left-Through		0			0	
	Through	766	2	255	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	10	2	**6**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	70	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	260		North-South:	0
			East-West:	6		East-West:	0
			SUM:	266		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.193			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.193			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	2	14	0	0	**0**
	Left-Through		0			0	
	Through	1704	2	**572**	0	0	0
	Through-Right		1			0	
	Right	11	0	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	17	1	**17**	0	0	0
	Left-Through		0			0	
	Through	1379	2	482	0	0	**0**
	Through-Right		1			0	
	Right	66	0	66	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	38	1	21	0	0	0
	Left-Through		1			0	
	Through	4	0	21	0	0	**0**
	Through-Right		0			0	
	Right	104	1	**90**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	3	0	**15**	0	0	0
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	589		North-South:	0
			East-West:	105		East-West:	0
			SUM:	694		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.505			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.505			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	38	2	21	0	0	**0**
	Left-Through		0			0	
	Through	1137	2	**381**	0	0	0
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	33	1	**33**	0	0	0
	Left-Through		0			0	
	Through	962	2	334	0	0	**0**
	Through-Right		1			0	
	Right	41	0	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	44	1	25	0	0	0
	Left-Through		1			0	
	Through	5	0	25	0	0	**0**
	Through-Right		0			0	
	Right	53	1	**32**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	3	0	3	0	0	**0**
	Left-Through		0			0	
	Through	2	0	**9**	0	0	0
	Through-Right		0			0	
	Right	4	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	414		North-South:	0
			East-West:	41		East-West:	0
			SUM:	455		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.331			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.331			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	39	2	21	0	0	**0**
	Left-Through		0			0	
	Through	1676	2	**564**	0	0	0
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	38	1	**38**	0	0	0
	Left-Through		0			0	
	Through	1689	2	580	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	77	1	43	0	0	0
	Left-Through		1			0	
	Through	8	0	43	0	0	**0**
	Through-Right		0			0	
	Right	78	1	**57**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	2	0	**17**	0	0	0
	Through-Right		0			0	
	Right	5	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	602		North-South:	0
			East-West:	74		East-West:	0
			SUM:	676		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.492			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.492			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	34	1	**34**	0	0	**0**
	Left-Through		0			0	
	Through	217	2	109	0	0	0
	Through-Right		0			0	
	Right	59	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	23	1	23	0	0	0
	Left-Through		0			0	
	Through	391	2	**196**	0	0	**0**
	Through-Right		0			0	
	Right	228	1	161	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	134	1	**134**	0	0	0
	Left-Through		0			0	
	Through	468	2	234	0	0	**0**
	Through-Right		0			0	
	Right	24	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	114	1	114	0	0	**0**
	Left-Through		0			0	
	Through	834	2	**417**	0	0	0
	Through-Right		0			0	
	Right	13	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		230	*North-South:*		0
		East-West:		551	*East-West:*		0
		SUM:		781	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.548			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.548			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	1	15	0	0	**0**
	Left-Through		0			0	
	Through	355	2	**178**	0	0	0
	Through-Right		0			0	
	Right	190	1	119	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	**50**	0	0	0
	Left-Through		0			0	
	Through	378	2	189	0	0	**0**
	Through-Right		0			0	
	Right	249	1	127	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	245	1	**245**	0	0	0
	Left-Through		0			0	
	Through	667	2	334	0	0	**0**
	Through-Right		0			0	
	Right	15	1	8	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	142	1	142	0	0	**0**
	Left-Through		0			0	
	Through	657	2	**329**	0	0	0
	Through-Right		0			0	
	Right	13	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		228	*North-South:*		0
		East-West:		574	*East-West:*		0
		SUM:		802	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.563			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.563			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	**30**	0	0	**0**
	Left-Through		0			0	
	Through	360	2	180	0	0	0
	Through-Right		0			0	
	Right	214	1	159	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	26	1	26	0	0	0
	Left-Through		0			0	
	Through	395	2	**198**	0	0	**0**
	Through-Right		0			0	
	Right	179	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	299	1	**299**	0	0	0
	Left-Through		0			0	
	Through	808	2	404	0	0	**0**
	Through-Right		0			0	
	Right	33	1	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	681	2	**341**	0	0	0
	Through-Right		0			0	
	Right	17	1	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		228	*North-South:*		0
		East-West:		640	*East-West:*		0
		SUM:		868	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.609			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.609			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	52	1	52	0	0	**0**
	Left-Through		0			0	
	Through	1342	3	**447**	0	0	0
	Through-Right		0			0	
	Right	94	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	125	1	**125**	0	0	0
	Left-Through		0			0	
	Through	903	3	301	0	0	**0**
	Through-Right		0			0	
	Right	57	1	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	56	1	56	0	0	0
	Left-Through		0			0	
	Through	133	2	**67**	0	0	**0**
	Through-Right		0			0	
	Right	62	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	259	1	**259**	0	0	**0**
	Left-Through		0			0	
	Through	164	1	88	0	0	0
	Through-Right		1			0	
	Right	12	0	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		572	*North-South:*		0
		East-West:		326	*East-West:*		0
		SUM:		898	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.653			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.653			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	113	1	113	0	0	**0**
	Left-Through		0			0	
	Through	729	3	**243**	0	0	0
	Through-Right		0			0	
	Right	160	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	186	1	**186**	0	0	0
	Left-Through		0			0	
	Through	723	3	241	0	0	**0**
	Through-Right		0			0	
	Right	96	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	89	1	89	0	0	0
	Left-Through		0			0	
	Through	327	2	**164**	0	0	**0**
	Through-Right		0			0	
	Right	84	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	344	1	**344**	0	0	**0**
	Left-Through		0			0	
	Through	265	1	206	0	0	0
	Through-Right		1			0	
	Right	146	0	146	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	429		*North-South:*	0
			East-West:	508		*East-West:*	0
			SUM:	937		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.681			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.681			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	102	1	102	0	0	**0**
	Left-Through		0			0	
	Through	1381	3	**460**	0	0	0
	Through-Right		0			0	
	Right	61	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	136	1	**136**	0	0	0
	Left-Through		0			0	
	Through	1461	3	487	0	0	**0**
	Through-Right		0			0	
	Right	113	1	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	71	1	71	0	0	0
	Left-Through		0			0	
	Through	363	2	**182**	0	0	**0**
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	249	1	**249**	0	0	**0**
	Left-Through		0			0	
	Through	244	1	176	0	0	0
	Through-Right		1			0	
	Right	107	0	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	596		*North-South:*	0
			East-West:	431		*East-West:*	0
			SUM:	1027		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.747			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.747			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	56	1	56	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	225	1	**225**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	375	1	**375**	0	0	0
	Left-Through		0			0	
	Through	638	3	213	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1175	3	**356**	0	0	0
	Through-Right		1			0	
	Right	249	0	249	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	225		*North-South:*	0
			East-West:	731		*East-West:*	0
			SUM:	956		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.671			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.671			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	297	1	297	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	369	1	**369**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	386	1	**386**	0	0	0
	Left-Through		0			0	
	Through	890	3	297	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	964	3	**303**	0	0	0
	Through-Right		1			0	
	Right	248	0	248	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	369		*North-South:*	0
			East-West:	689		*East-West:*	0
			SUM:	1058		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.742			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.742			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	152	1	152	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	345	1	**345**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	366	1	**366**	0	0	0
	Left-Through		0			0	
	Through	1392	3	464	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1059	3	**293**	0	0	0
	Through-Right		1			0	
	Right	111	0	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	345		*North-South:*	0
			East-West:	659		*East-West:*	0
			SUM:	1004		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.705			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.705			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	2	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	103	0	103	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	414	1	**259**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	910	3	**271**	0	0	**0**
	Through-Right		1			0	
	Right	172	0	172	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	**240**	0	0	**0**
	Left-Through		0			0	
	Through	991	3	330	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	259		*North-South:*	0
			East-West:	511		*East-West:*	0
			SUM:	770		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.540			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.540			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	2	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	132	0	132	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	427	1	**280**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1144	3	**319**	0	0	**0**
	Through-Right		1			0	
	Right	133	0	133	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	354	1	**354**	0	0	**0**
	Left-Through		0			0	
	Through	877	3	292	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	280		*North-South:*	0
			East-West:	673		*East-West:*	0
			SUM:	953		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.669			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.669			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	2	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	233	0	233	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	483	1	**358**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1525	3	**409**	0	0	**0**
	Through-Right		1			0	
	Right	112	0	112	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	208	1	**208**	0	0	**0**
	Left-Through		0			0	
	Through	1003	3	334	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	358		*North-South:*	0
			East-West:	617		*East-West:*	0
			SUM:	975		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.684			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.684			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0	NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	1	8	0	0	0	13	1	13	0	0	0
	Left-Through		0			0			0			0	
	Through	2336	4	584	0	0	0	1485	4	371	0	0	0
	Through-Right		0			0			0			0	
	Right	190	1	169	0	0	0	153	1	77	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	204	2	112	0	0	0	12	2	7	0	0	0
	Left-Through		0			0			0			0	
	Through	1556	3	519	0	0	0	1532	3	511	0	0	0
	Through-Right		0			0			0			0	
	Right	10	1	0	0	0	0	13	1	7	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	24	1	24	0	0	0	13	1	13	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	14	0	0	0	0	0	13	0	0	0
	Through-Right		1			0			1			0	
	Right	14	0	0	0	0	0	13	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	32	1	21	0	0	0	110	1	76	0	0	0
	Left-Through		0			0			0			0	
	Through	2	0	21	0	0	0	0	0	76	0	0	0
	Through-Right		0			0			0			0	
	Right	30	1	0	0	0	0	117	1	0	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	696		North-South:	0		North-South:	524		North-South:	0
			East-West:	45		East-West:	0		East-West:	89		East-West:	0
			SUM:	741		SUM:	0		SUM:	613		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.539			0.000			0.446			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.539			0.000			0.446			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM						AM					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	1	16	0	0	0	106	1	106	0	0	0
	Left-Through		0			0			0			0	
	Through	1998	4	500	0	0	0	1494	3	397	0	0	0
	Through-Right		0			0			1			0	
	Right	98	1	0	0	0	0	93	0	93	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	103	2	57	0	0	0	189	1	189	0	0	0
	Left-Through		0			0			0			0	
	Through	2325	3	775	0	0	0	1171	2	405	0	0	0
	Through-Right		0			0			1			0	
	Right	19	1	10	0	0	0	45	0	45	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	19	1	19	0	0	0	228	1	228	0	0	0
	Left-Through		0			0			0			0	
	Through	1	0	14	0	0	0	353	2	177	0	0	0
	Through-Right		1			0			0			0	
	Right	13	0	0	0	0	0	191	1	85	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	138	1	112	0	0	0	152	1	152	0	0	0
	Left-Through		0			0			0			0	
	Through	1	0	112	0	0	0	382	2	191	0	0	0
	Through-Right		0			0			0			0	
	Right	196	1	0	0	0	0	208	1	19	0	0	0
	Left-Through-Right		1			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	791		North-South:	0		North-South:	586		North-South:	0
			East-West:	131		East-West:	0		East-West:	419		East-West:	0
			SUM:	922		SUM:	0		SUM:	1005		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.671			0.000			0.731			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.671			0.000			0.731			0.000
LEVEL OF SERVICE (LOS):				B			A			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0	NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	1	16	0	0	0	106	1	106	0	0	0
	Left-Through		0			0			0			0	
	Through	1998	4	500	0	0	0	1494	3	397	0	0	0
	Through-Right		0			0			1			0	
	Right	98	1	0	0	0	0	93	0	93	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	103	2	57	0	0	0	189	1	189	0	0	0
	Left-Through		0			0			0			0	
	Through	2325	3	775	0	0	0	1171	2	405	0	0	0
	Through-Right		0			0			1			0	
	Right	19	1	10	0	0	0	45	0	45	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	19	1	19	0	0	0	228	1	228	0	0	0
	Left-Through		0			0			0			0	
	Through	1	0	14	0	0	0	353	2	177	0	0	0
	Through-Right		1			0			0			0	
	Right	13	0	0	0	0	0	191	1	85	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	138	1	112	0	0	0	152	1	152	0	0	0
	Left-Through		0			0			0			0	
	Through	1	0	112	0	0	0	382	2	191	0	0	0
	Through-Right		0			0			0			0	
	Right	196	1	0	0	0	0	208	1	19	0	0	0
	Left-Through-Right		1			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	791		North-South:	0		North-South:	586		North-South:	0
			East-West:	131		East-West:	0		East-West:	419		East-West:	0
			SUM:	922		SUM:	0		SUM:	1005		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.671			0.000			0.731			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.671			0.000			0.731			0.000
LEVEL OF SERVICE (LOS):				B			A			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	116	1	116	0	0	0
	Left-Through		0			0	
	Through	934	3	262	0	0	0
	Through-Right		1			0	
	Right	112	0	112	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	217	1	217	0	0	0
	Left-Through		0			0	
	Through	764	2	282	0	0	0
	Through-Right		1			0	
	Right	83	0	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	136	1	136	0	0	0
	Left-Through		0			0	
	Through	266	2	133	0	0	0
	Through-Right		0			0	
	Right	108	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	142	1	142	0	0	0
	Left-Through		0			0	
	Through	375	2	188	0	0	0
	Through-Right		0			0	
	Right	218	1	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	479		North-South:	0
			East-West:	324		East-West:	0
			SUM:	803		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.584			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.584			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	193	1	193	0	0	0
	Left-Through		0			0	
	Through	1523	3	421	0	0	0
	Through-Right		1			0	
	Right	159	0	159	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	265	1	265	0	0	0
	Left-Through		0			0	
	Through	1504	2	535	0	0	0
	Through-Right		1			0	
	Right	101	0	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	294	2	147	0	0	0
	Through-Right		0			0	
	Right	93	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	187	1	187	0	0	0
	Left-Through		0			0	
	Through	366	2	183	0	0	0
	Through-Right		0			0	
	Right	274	1	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	728		North-South:	0
			East-West:	334		East-West:	0
			SUM:	1062		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.772			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.772			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	65	2	36	0	0	0
	Left-Through		0			0	
	Through	1799	3	600	0	0	0
	Through-Right		0			0	
	Right	187	1	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	105	2	58	0	0	0
	Left-Through		0			0	
	Through	1546	3	394	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	78	1	78	0	0	0
	Left-Through		0			0	
	Through	78	1	78	0	0	0
	Through-Right		0			0	
	Right	185	1	149	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	156	1	92	0	0	0
	Left-Through		1			0	
	Through	27	0	92	0	0	0
	Through-Right		0			0	
	Right	113	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	658		North-South:	0
			East-West:	241		East-West:	0
			SUM:	899		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.654			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.654			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	117	2	64	0	0	0
	Left-Through		0			0	
	Through	1716	3	572	0	0	0
	Through-Right		0			0	
	Right	298	1	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	176	2	97	0	0	0
	Left-Through		0			0	
	Through	1729	3	448	0	0	0
	Through-Right		1			0	
	Right	64	0	64	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	63	1	63	0	0	0
	Left-Through		0			0	
	Through	63	1	63	0	0	0
	Through-Right		0			0	
	Right	55	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	288	1	168	0	0	0
	Left-Through		1			0	
	Through	47	0	168	0	0	0
	Through-Right		0			0	
	Right	180	1	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	669		North-South:	0
			East-West:	231		East-West:	0
			SUM:	900		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.655			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.655			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB-- 0	
		EB-- 3	WB-- 3		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	145	2	80	0	0	**0**
	Left-Through		0			0	
	Through	1895	3	**632**	0	0	0
	Through-Right		0			0	
	Right	352	1	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	2	**61**	0	0	0
	Left-Through		0			0	
	Through	2153	3	567	0	0	**0**
	Through-Right		1			0	
	Right	114	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	66	1	66	0	0	0
	Left-Through		0			0	
	Through	77	1	**77**	0	0	**0**
	Through-Right		0			0	
	Right	97	1	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	285	1	**192**	0	0	**0**
	Left-Through		1			0	
	Through	99	0	192	0	0	0
	Through-Right		0			0	
	Right	144	1	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	693		North-South:	0
			East-West:	269		East-West:	0
			SUM:	962		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.700			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.700			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 2		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1448	3	**483**	0	0	0
	Through-Right		0			0	
	Right	324	1	196	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	119	1	**119**	0	0	0
	Left-Through		0			0	
	Through	1081	2	370	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	465	1	**272**	0	0	**0**
	Through-Right		1			0	
	Right	79	0	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	232	2	**128**	0	0	**0**
	Left-Through		0			0	
	Through	443	1	239	0	0	0
	Through-Right		1			0	
	Right	34	0	34	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	602		North-South:	0
			East-West:	400		East-West:	0
			SUM:	1002		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.729			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.729			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 2		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	88	1	88	0	0	**0**
	Left-Through		0			0	
	Through	1360	3	**453**	0	0	0
	Through-Right		0			0	
	Right	276	1	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	162	1	**162**	0	0	0
	Left-Through		0			0	
	Through	1028	2	374	0	0	**0**
	Through-Right		1			0	
	Right	95	0	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	11	0	0	0	0	0
	Left-Through		0			0	
	Through	471	1	**299**	0	0	**0**
	Through-Right		1			0	
	Right	126	0	126	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	334	2	**184**	0	0	**0**
	Left-Through		0			0	
	Through	480	1	273	0	0	0
	Through-Right		1			0	
	Right	66	0	66	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	615		North-South:	0
			East-West:	483		East-West:	0
			SUM:	1098		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.799			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.799			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 2		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	118	1	118	0	0	**0**
	Left-Through		0			0	
	Through	1502	3	**501**	0	0	0
	Through-Right		0			0	
	Right	284	1	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	208	1	**208**	0	0	0
	Left-Through		0			0	
	Through	1497	2	524	0	0	**0**
	Through-Right		1			0	
	Right	75	0	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	3	0	0	0	0	0
	Left-Through		0			0	
	Through	473	1	**296**	0	0	**0**
	Through-Right		1			0	
	Right	118	0	118	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	383	2	**211**	0	0	**0**
	Left-Through		0			0	
	Through	615	1	343	0	0	0
	Through-Right		1			0	
	Right	71	0	71	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	709		North-South:	0
			East-West:	507		East-West:	0
			SUM:	1216		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.884			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.884			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1661	4	**581**	0	0	**0**
	Left-Through		0			0	
	Through	1362	0	0	0	0	0
	Through-Right		0			0	
	Right	157	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1002	4	**251**	0	0	**0**
	Through-Right		0			0	
	Right	13	1	13	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	1515	4	**240**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	10	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	832		*North-South:*	0
			East-West:	240		*East-West:*	0
			SUM:	1072		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.715			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.715			0.000
LEVEL OF SERVICE (LOS):				C			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1104	4	**386**	0	0	**0**
	Left-Through		0			0	
	Through	981	0	0	0	0	0
	Through-Right		0			0	
	Right	111	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1147	4	**287**	0	0	**0**
	Through-Right		0			0	
	Right	35	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	932	4	**133**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	34	1	34	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	673		*North-South:*	0
			East-West:	133		*East-West:*	0
			SUM:	806		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.537			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.537			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1741	4	**609**	0	0	**0**
	Left-Through		0			0	
	Through	1652	0	0	0	0	0
	Through-Right		0			0	
	Right	273	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1627	4	**407**	0	0	**0**
	Through-Right		0			0	
	Right	27	1	27	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	1690	4	**288**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	31	1	31	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1016		*North-South:*	0
			East-West:	288		*East-West:*	0
			SUM:	1304		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.869			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.869			0.000
LEVEL OF SERVICE (LOS):				D			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	3	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	138	2	76	0	0	**0**
	Left-Through		0			0	
	Through	1377	1	**748**	0	0	0
	Through-Right		1			0	
	Right	119	0	119	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	2	**105**	0	0	0
	Left-Through		0			0	
	Through	1292	1	668	0	0	**0**
	Through-Right		1			0	
	Right	43	0	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	64	2	35	0	0	0
	Left-Through		0			0	
	Through	755	3	**252**	0	0	**0**
	Through-Right		0			0	
	Right	127	1	51	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	279	2	**153**	0	0	**0**
	Left-Through		0			0	
	Through	596	2	298	0	0	0
	Through-Right		0			0	
	Right	226	1	121	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	853		*North-South:*	0
			East-West:	405		*East-West:*	0
			SUM:	1258		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.915			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.915			0.000
LEVEL OF SERVICE (LOS):				E			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	213	2	117	0	0	**0**
	Left-Through		0			0	
	Through	1332	1	**729**	0	0	0
	Through-Right		1			0	
	Right	126	0	126	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	219	2	**120**	0	0	0
	Left-Through		0			0	
	Through	1323	1	715	0	0	**0**
	Through-Right		1			0	
	Right	106	0	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	107	2	**59**	0	0	0
	Left-Through		0			0	
	Through	588	3	196	0	0	**0**
	Through-Right		0			0	
	Right	149	1	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	259	2	142	0	0	**0**
	Left-Through		0			0	
	Through	693	2	**347**	0	0	0
	Through-Right		0			0	
	Right	202	1	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	849		*North-South:*	0
			East-West:	406		*East-West:*	0
			SUM:	1255		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.913			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.913			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	182	2	**100**	0	0	**0**
	Left-Through		0			0	
	Through	1286	1	702	0	0	0
	Through-Right		1			0	
	Right	118	0	118	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	2	132	0	0	0
	Left-Through		0			0	
	Through	1559	1	**807**	0	0	**0**
	Through-Right		1			0	
	Right	54	0	54	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	86	2	**47**	0	0	0
	Left-Through		0			0	
	Through	851	3	284	0	0	**0**
	Through-Right		0			0	
	Right	219	1	119	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	295	2	162	0	0	**0**
	Left-Through		0			0	
	Through	837	2	**419**	0	0	0
	Through-Right		0			0	
	Right	187	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	907		*North-South:*	0
			East-West:	466		*East-West:*	0
			SUM:	1373		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.999			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.999			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	429	2	**236**	0	0	**0**
	Left-Through		0			0	
	Through	1522	2	541	0	0	0
	Through-Right		1			0	
	Right	101	0	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	258	2	142	0	0	0
	Left-Through		0			0	
	Through	1380	2	**510**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	94	2	**52**	0	0	0
	Left-Through		0			0	
	Through	609	2	305	0	0	**0**
	Through-Right		0			0	
	Right	388	1	152	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	195	2	107	0	0	**0**
	Left-Through		0			0	
	Through	729	2	**365**	0	0	0
	Through-Right		0			0	
	Right	223	1	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	746		*North-South:*	0
			East-West:	417		*East-West:*	0
			SUM:	1163		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.846			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.846			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	472	2	260	0	0	**0**
	Left-Through		0			0	
	Through	1243	2	**488**	0	0	0
	Through-Right		1			0	
	Right	222	0	222	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	402	2	**221**	0	0	0
	Left-Through		0			0	
	Through	1131	2	437	0	0	**0**
	Through-Right		1			0	
	Right	179	0	179	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	132	2	73	0	0	0
	Left-Through		0			0	
	Through	567	2	**284**	0	0	**0**
	Through-Right		0			0	
	Right	352	1	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	483	2	**266**	0	0	**0**
	Left-Through		0			0	
	Through	883	2	442	0	0	0
	Through-Right		0			0	
	Right	401	1	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	709		*North-South:*	0
			East-West:	550		*East-West:*	0
			SUM:	1259		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.916			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.916			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	440	2	**242**	0	0	**0**
	Left-Through		0			0	
	Through	1183	2	456	0	0	0
	Through-Right		1			0	
	Right	184	0	184	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	259	2	142	0	0	0
	Left-Through		0			0	
	Through	1492	2	**543**	0	0	**0**
	Through-Right		1			0	
	Right	137	0	137	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	128	2	70	0	0	0
	Left-Through		0			0	
	Through	719	2	**360**	0	0	**0**
	Through-Right		0			0	
	Right	411	1	169	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	515	2	**283**	0	0	**0**
	Left-Through		0			0	
	Through	687	2	344	0	0	0
	Through-Right		0			0	
	Right	359	1	217	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	785		*North-South:*	0
			East-West:	643		*East-West:*	0
			SUM:	1428		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.039			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.039			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	1866	3	**470**	0	0	0
	Through-Right		1			0	
	Right	13	0	13	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	97	1	**97**	0	0	0
	Left-Through		0			0	
	Through	1339	2	467	0	0	**0**
	Through-Right		1			0	
	Right	62	0	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	318	2	**175**	0	0	0
	Left-Through		0			0	
	Through	35	0	70	0	0	**0**
	Through-Right		1			0	
	Right	35	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	36	1	36	0	0	0
	Through-Right		0			0	
	Right	240	1	**143**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	567		*North-South:*	0
			East-West:	318		*East-West:*	0
			SUM:	885		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.644			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.644			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	46	1	**46**	0	0	**0**
	Left-Through		0			0	
	Through	1335	3	340	0	0	0
	Through-Right		1			0	
	Right	25	0	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	158	1	158	0	0	0
	Left-Through		0			0	
	Through	1224	2	**452**	0	0	**0**
	Through-Right		1			0	
	Right	131	0	131	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	115	2	63	0	0	0
	Left-Through		0			0	
	Through	64	0	**120**	0	0	**0**
	Through-Right		1			0	
	Right	56	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	**40**	0	0	**0**
	Left-Through		0			0	
	Through	38	1	38	0	0	0
	Through-Right		0			0	
	Right	182	1	24	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	498		*North-South:*	0
			East-West:	160		*East-West:*	0
			SUM:	658		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.479			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.479			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	37	1	**37**	0	0	**0**
	Left-Through		0			0	
	Through	1824	3	466	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	272	1	272	0	0	0
	Left-Through		0			0	
	Through	1973	2	**717**	0	0	**0**
	Through-Right		1			0	
	Right	177	0	177	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	112	2	62	0	0	0
	Left-Through		0			0	
	Through	71	0	**101**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	51	1	**51**	0	0	**0**
	Left-Through		0			0	
	Through	57	1	57	0	0	0
	Through-Right		0			0	
	Right	161	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	754		*North-South:*	0
			East-West:	152		*East-West:*	0
			SUM:	906		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.659			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.659			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**	0	0	0	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1474	3	**491**	0	0	0	1479	3	**493**	0	0	0
	Through-Right		0			0			0			0	
	Right	252	1	0	0	0	0	171	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	764	2	**420**	0	0	0	740	2	**407**	0	0	0
	Left-Through		0			0			0			0	
	Through	1150	3	383	0	0	**0**	1368	3	456	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	159	2	**87**	0	0	**0**	166	2	**91**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	714	2	0	0	0	0	710	2	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	911		*North-South:*	0		*North-South:*	900		*North-South:*	0
			East-West:	87		*East-West:*	0		*East-West:*	91		*East-West:*	0
			SUM:	998		*SUM:*	0		*SUM:*	991		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.700			0.000			0.695			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.700			0.000			0.695			0.000
LEVEL OF SERVICE (LOS):				C			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	0	0	0	0	0	**0**						
	Left-Through		0			0							
	Through	1676	3	**559**	0	0	0						
	Through-Right		0			0							
	Right	243	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	826	2	**454**	0	0	0						
	Left-Through		0			0							
	Through	1817	3	606	0	0	**0**						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	0	0	**0**	0	0	**0**						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	240	2	**132**	0	0	**0**						
	Left-Through		0			0							
	Through	0	0	0	0	0	0						
	Through-Right		0			0							
	Right	745	2	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	1013		*North-South:*	0						
			East-West:	132		*East-West:*	0						
			SUM:	1145		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.804			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.804			0.000						
LEVEL OF SERVICE (LOS):				D			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	22	1	22	0	0	**0**						
	Left-Through		0			0							
	Through	779	2	**390**	0	0	0						
	Through-Right		0			0							
	Right	74	1	33	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	78	1	**78**	0	0	0						
	Left-Through		0			0							
	Through	223	1	116	0	0	**0**						
	Through-Right		1			0							
	Right	9	0	9	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	31	1	**31**	0	0	0						
	Left-Through		0			0							
	Through	18	1	17	0	0	**0**						
	Through-Right		1			0							
	Right	16	0	16	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	83	1	83	0	0	**0**						
	Left-Through		0			0							
	Through	29	1	29	0	0	0						
	Through-Right		0			0							
	Right	341	1	**263**	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	468		*North-South:*	0						
			East-West:	294		*East-West:*	0						
			SUM:	762		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.554			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.554			0.000						
LEVEL OF SERVICE (LOS):				A			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	24	1	24	0	0	**0**
	Left-Through		0			0	
	Through	329	2	**165**	0	0	0
	Through-Right		0			0	
	Right	24	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	31	1	**31**	0	0	0
	Left-Through		0			0	
	Through	45	1	30	0	0	**0**
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	173	1	**173**	0	0	0
	Left-Through		0			0	
	Through	216	1	114	0	0	**0**
	Through-Right		1			0	
	Right	12	0	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	60	1	60	0	0	0
	Through-Right		0			0	
	Right	217	1	**186**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	196		North-South:	0
			East-West:	359		East-West:	0
			SUM:	555		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.404			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.404			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	28	0	0	**0**
	Left-Through		0			0	
	Through	404	2	**202**	0	0	0
	Through-Right		0			0	
	Right	56	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	69	1	**69**	0	0	0
	Left-Through		0			0	
	Through	3	1	3	0	0	**0**
	Through-Right		1			0	
	Right	22	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	265	1	265	0	0	0
	Left-Through		0			0	
	Through	587	1	**301**	0	0	**0**
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	42	1	42	0	0	**0**
	Left-Through		0			0	
	Through	41	1	41	0	0	0
	Through-Right		0			0	
	Right	176	1	**107**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	271		North-South:	0
			East-West:	408		East-West:	0
			SUM:	679		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.494			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.494			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	82	1	82	0	0	**0**
	Left-Through		0			0	
	Through	1204	3	**401**	0	0	0
	Through-Right		0			0	
	Right	62	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	115	1	**115**	0	0	0
	Left-Through		0			0	
	Through	857	3	286	0	0	**0**
	Through-Right		0			0	
	Right	129	1	86	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	158	2	**87**	0	0	0
	Left-Through		0			0	
	Through	487	2	244	0	0	**0**
	Through-Right		0			0	
	Right	73	1	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	78	1	78	0	0	**0**
	Left-Through		0			0	
	Through	802	1	**562**	0	0	0
	Through-Right		1			0	
	Right	321	0	321	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	516		North-South:	0
			East-West:	649		East-West:	0
			SUM:	1165		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.847			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.847			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	146	1	146	0	0	**0**
	Left-Through		0			0	
	Through	988	3	**329**	0	0	0
	Through-Right		0			0	
	Right	126	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	174	1	**174**	0	0	0
	Left-Through		0			0	
	Through	861	3	287	0	0	**0**
	Through-Right		0			0	
	Right	242	1	185	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	209	2	**115**	0	0	0
	Left-Through		0			0	
	Through	630	2	315	0	0	**0**
	Through-Right		0			0	
	Right	97	1	24	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	126	1	126	0	0	**0**
	Left-Through		0			0	
	Through	610	1	**410**	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	503		North-South:	0
			East-West:	525		East-West:	0
			SUM:	1028		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.748			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.748			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	145	1	145	0	0	**0**
	Left-Through		0			0	
	Through	1365	3	**455**	0	0	0
	Through-Right		0			0	
	Right	111	1	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	233	1	**233**	0	0	0
	Left-Through		0			0	
	Through	1488	3	496	0	0	**0**
	Through-Right		0			0	
	Right	270	1	218	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	2	**105**	0	0	0
	Left-Through		0			0	
	Through	772	2	386	0	0	**0**
	Through-Right		0			0	
	Right	84	1	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	94	1	94	0	0	**0**
	Left-Through		0			0	
	Through	582	1	**381**	0	0	0
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	688		*North-South:*	0
			East-West:	486		*East-West:*	0
			SUM:	1174		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.854			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.854			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	374	2	206	0	0	**0**
	Left-Through		0			0	
	Through	330	1	**330**	0	0	0
	Through-Right		0			0	
	Right	284	1	221	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	42	1	42	0	0	0
	Left-Through		0			0	
	Through	130	0	**138**	0	0	**0**
	Through-Right		1			0	
	Right	8	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	1	51	0	0	0
	Left-Through		0			0	
	Through	516	2	**258**	0	0	**0**
	Through-Right		0			0	
	Right	201	1	98	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	126	1	**126**	0	0	**0**
	Left-Through		0			0	
	Through	378	1	214	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	468		*North-South:*	0
			East-West:	384		*East-West:*	0
			SUM:	852		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.598			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.598			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	238	2	131	0	0	**0**
	Left-Through		0			0	
	Through	193	1	**193**	0	0	0
	Through-Right		0			0	
	Right	194	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	146	0	**184**	0	0	**0**
	Through-Right		1			0	
	Right	38	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	41	1	41	0	0	0
	Left-Through		0			0	
	Through	441	2	**221**	0	0	**0**
	Through-Right		0			0	
	Right	164	1	99	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	169	1	**169**	0	0	**0**
	Left-Through		0			0	
	Through	500	1	272	0	0	0
	Through-Right		1			0	
	Right	44	0	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	377		*North-South:*	0
			East-West:	390		*East-West:*	0
			SUM:	767		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.538			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.538			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	406	2	223	0	0	**0**
	Left-Through		0			0	
	Through	231	1	**231**	0	0	0
	Through-Right		0			0	
	Right	183	1	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	119	1	119	0	0	0
	Left-Through		0			0	
	Through	438	0	**475**	0	0	**0**
	Through-Right		1			0	
	Right	37	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	31	1	31	0	0	0
	Left-Through		0			0	
	Through	523	2	**262**	0	0	**0**
	Through-Right		0			0	
	Right	266	1	155	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	152	1	**152**	0	0	**0**
	Left-Through		0			0	
	Through	666	1	355	0	0	0
	Through-Right		1			0	
	Right	43	0	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	706		*North-South:*	0
			East-West:	414		*East-West:*	0
			SUM:	1120		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.786			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.786			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0	NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	90	0	0	**0**	145	1	145	0	0	**0**
	Left-Through		0			0			0			0	
	Through	949	2	**475**	0	0	0	692	2	**346**	0	0	0
	Through-Right		0			0			0			0	
	Right	138	1	0	0	0	0	183	1	30	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	153	1	**153**	0	0	0	128	1	**128**	0	0	0
	Left-Through		0			0			0			0	
	Through	557	2	279	0	0	**0**	557	2	279	0	0	**0**
	Through-Right		0			0			0			0	
	Right	104	1	0	0	0	0	133	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	215	2	118	0	0	0	250	2	138	0	0	0
	Left-Through		0			0			0			0	
	Through	1355	3	**452**	0	0	**0**	1156	3	**385**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	116	1	71	0	0	0	117	1	45	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	271	2	**149**	0	0	**0**	278	2	**153**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1238	3	413	0	0	0	1185	3	395	0	0	0
	Through-Right		0			0			0			0	
	Right	184	1	108	0	0	0	106	1	42	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	628		*North-South:*	0		*North-South:*	474		*North-South:*	0
			East-West:	601		*East-West:*	0		*East-West:*	538		*East-West:*	0
			SUM:	1229		*SUM:*	0		*SUM:*	1012		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.862			0.000			0.710			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.862			0.000			0.710			0.000
LEVEL OF SERVICE (LOS):				D			A			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	156	1	156	0	0	**0**						
	Left-Through		0			0							
	Through	997	2	**499**	0	0	0						
	Through-Right		0			0							
	Right	193	1	31	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	193	1	**193**	0	0	0						
	Left-Through		0			0							
	Through	907	2	454	0	0	**0**						
	Through-Right		0			0							
	Right	141	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	268	2	147	0	0	0						
	Left-Through		0			0							
	Through	1363	3	**454**	0	0	**0**						
	Through-Right		0			0							
	Right	157	1	79	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	295	2	**162**	0	0	**0**						
	Left-Through		0			0							
	Through	1258	3	419	0	0	0						
	Through-Right		0			0							
	Right	89	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	692		*North-South:*	0						
			East-West:	616		*East-West:*	0						
			SUM:	1308		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.918			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.918			0.000						
LEVEL OF SERVICE (LOS):				E			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	0	0	0	0	0	**0**						
	Left-Through		0			0							
	Through	554	2	**277**	0	0	0						
	Through-Right		0			0							
	Right	229	1	123	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	60	1	**60**	0	0	0						
	Left-Through		0			0							
	Through	420	2	210	0	0	**0**						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	0	0	**0**	0	0	**0**						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	193	2	**106**	0	0	**0**						
	Left-Through		0			0							
	Through	0	0	0	0	0	0						
	Through-Right		0			0							
	Right	34	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	337		*North-South:*	0						
			East-West:	106		*East-West:*	0						
			SUM:	443		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.311			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.311			0.000						
LEVEL OF SERVICE (LOS):				A			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 3		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	283	2	142	0	0	0
	Through-Right		0			0	
	Right	253	1	**164**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	66	1	**66**	0	0	0
	Left-Through		0			0	
	Through	242	2	121	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	162	2	**89**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	66	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	230		North-South:	0
			East-West:	89		East-West:	0
			SUM:	319		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.224			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.224			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 3		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	492	2	**246**	0	0	0
	Through-Right		0			0	
	Right	181	1	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	72	1	**72**	0	0	0
	Left-Through		0			0	
	Through	366	2	183	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	167	2	**92**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	106	1	34	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	318		North-South:	0
			East-West:	92		East-West:	0
			SUM:	410		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.288			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.288			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	138	1	138	0	0	**0**
	Left-Through		0			0	
	Through	558	1	**373**	0	0	0
	Through-Right		1			0	
	Right	187	0	187	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	114	1	**114**	0	0	0
	Left-Through		0			0	
	Through	382	1	216	0	0	**0**
	Through-Right		1			0	
	Right	49	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	156	1	156	0	0	0
	Left-Through		0			0	
	Through	1420	2	**510**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	339	1	**339**	0	0	**0**
	Left-Through		0			0	
	Through	980	3	270	0	0	0
	Through-Right		1			0	
	Right	99	0	99	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	487		North-South:	0
			East-West:	849		East-West:	0
			SUM:	1336		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.972			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.972			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	234	1	**234**	0	0	**0**
	Left-Through		0			0	
	Through	266	1	226	0	0	0
	Through-Right		1			0	
	Right	186	0	186	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	84	1	84	0	0	0
	Left-Through		0			0	
	Through	323	1	**194**	0	0	**0**
	Through-Right		1			0	
	Right	65	0	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	91	1	91	0	0	0
	Left-Through		0			0	
	Through	1165	2	**412**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	276	1	**276**	0	0	**0**
	Left-Through		0			0	
	Through	1091	3	296	0	0	0
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	428		North-South:	0
			East-West:	688		East-West:	0
			SUM:	1116		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.812			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.812			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	187	1	**187**	0	0	**0**
	Left-Through		0			0	
	Through	572	1	375	0	0	0
	Through-Right		1			0	
	Right	177	0	177	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	124	1	124	0	0	0
	Left-Through		0			0	
	Through	632	1	**346**	0	0	**0**
	Through-Right		1			0	
	Right	59	0	59	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	113	1	113	0	0	0
	Left-Through		0			0	
	Through	1560	2	**556**	0	0	**0**
	Through-Right		1			0	
	Right	107	0	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	219	1	**219**	0	0	**0**
	Left-Through		0			0	
	Through	1240	3	331	0	0	0
	Through-Right		1			0	
	Right	85	0	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	533		*North-South:*	0
			East-West:	775		*East-West:*	0
			SUM:	1308		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.951			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.951			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	131	1	131	0	0	**0**
	Left-Through		0			0	
	Through	1164	2	**582**	0	0	0
	Through-Right		0			0	
	Right	215	1	136	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	69	1	**69**	0	0	0
	Left-Through		0			0	
	Through	331	2	166	0	0	**0**
	Through-Right		0			0	
	Right	75	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	168	1	**168**	0	0	0
	Left-Through		0			0	
	Through	828	3	276	0	0	**0**
	Through-Right		0			0	
	Right	330	1	265	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	158	1	158	0	0	**0**
	Left-Through		0			0	
	Through	1082	3	**361**	0	0	0
	Through-Right		0			0	
	Right	44	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	651		*North-South:*	0
			East-West:	529		*East-West:*	0
			SUM:	1180		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.858			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.858			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	246	1	246	0	0	**0**
	Left-Through		0			0	
	Through	832	2	**416**	0	0	0
	Through-Right		0			0	
	Right	321	1	256	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	73	1	**73**	0	0	0
	Left-Through		0			0	
	Through	443	2	222	0	0	**0**
	Through-Right		0			0	
	Right	77	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	182	1	**182**	0	0	0
	Left-Through		0			0	
	Through	1018	3	339	0	0	**0**
	Through-Right		0			0	
	Right	361	1	238	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1105	3	**368**	0	0	0
	Through-Right		0			0	
	Right	68	1	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	489		*North-South:*	0
			East-West:	550		*East-West:*	0
			SUM:	1039		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.756			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.756			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	247	1	247	0	0	**0**
	Left-Through		0			0	
	Through	1489	2	**745**	0	0	0
	Through-Right		0			0	
	Right	356	1	315	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	86	1	**86**	0	0	0
	Left-Through		0			0	
	Through	755	2	378	0	0	**0**
	Through-Right		0			0	
	Right	84	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	225	1	**225**	0	0	0
	Left-Through		0			0	
	Through	1416	3	472	0	0	**0**
	Through-Right		0			0	
	Right	288	1	165	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	82	1	82	0	0	**0**
	Left-Through		0			0	
	Through	1199	3	**400**	0	0	0
	Through-Right		0			0	
	Right	45	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	831		*North-South:*	0
			East-West:	625		*East-West:*	0
			SUM:	1456		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.059			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.059			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	164	1	164	0	0	**0**
Left-Through		0			0	
Through	1179	3	**393**	0	0	0
Through-Right		0			0	
Right	28	1	22	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	217	1	**217**	0	0	0
Left-Through		0			0	
Through	855	3	285	0	0	**0**
Through-Right		0			0	
Right	57	1	42	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	15	1	**15**	0	0	0
Left-Through		0			0	
Through	285	1	160	0	0	**0**
Through-Right		1			0	
Right	34	0	34	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	6	1	6	0	0	**0**
Left-Through		0			0	
Through	193	1	**193**	0	0	0
Through-Right		1			0	
Right	248	0	140	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	610		*North-South:*	0
		East-West:	208		*East-West:*	0
		SUM:	818		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.595			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.595			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	12	1	12	0	0	**0**
Left-Through		0			0	
Through	1289	3	**430**	0	0	0
Through-Right		0			0	
Right	49	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	242	1	**242**	0	0	0
Left-Through		0			0	
Through	997	3	332	0	0	**0**
Through-Right		0			0	
Right	68	1	2	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	66	1	66	0	0	0
Left-Through		0			0	
Through	288	1	**227**	0	0	**0**
Through-Right		1			0	
Right	165	0	165	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	52	1	**52**	0	0	**0**
Left-Through		0			0	
Through	245	1	184	0	0	0
Through-Right		1			0	
Right	122	0	122	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	672		*North-South:*	0
		East-West:	279		*East-West:*	0
		SUM:	951		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.692			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.692			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	296	1	**296**	0	0	**0**
Left-Through		0			0	
Through	1308	3	436	0	0	0
Through-Right		0			0	
Right	9	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	294	1	294	0	0	0
Left-Through		0			0	
Through	1442	3	**481**	0	0	**0**
Through-Right		0			0	
Right	83	1	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	33	1	**33**	0	0	0
Left-Through		0			0	
Through	223	1	169	0	0	**0**
Through-Right		1			0	
Right	115	0	115	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	76	1	76	0	0	**0**
Left-Through		0			0	
Through	377	1	**273**	0	0	0
Through-Right		1			0	
Right	169	0	169	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	777		*North-South:*	0
		East-West:	306		*East-West:*	0
		SUM:	1083		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.788			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.788			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	54	1	54	0	0	**0**
Left-Through		0			0	
Through	1856	2	**623**	0	0	0
Through-Right		1			0	
Right	12	0	12	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	72	1	**72**	0	0	0
Left-Through		0			0	
Through	1059	2	396	0	0	**0**
Through-Right		1			0	
Right	129	0	129	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	495	2	**272**	0	0	0
Left-Through		0			0	
Through	25	1	25	0	0	**0**
Through-Right		0			0	
Right	74	1	47	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	37	1	37	0	0	**0**
Left-Through		0			0	
Through	13	1	13	0	0	0
Through-Right		0			0	
Right	166	1	**130**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	695		*North-South:*	0
		East-West:	402		*East-West:*	0
		SUM:	1097		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.770			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.770			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	57	1	57	0	0	0
Left-Through		0			0	
Through	1414	2	480	0	0	0
Through-Right		1			0	
Right	26	0	26	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	104	1	104	0	0	0
Left-Through		0			0	
Through	1254	2	476	0	0	0
Through-Right		1			0	
Right	175	0	175	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	220	2	121	0	0	0
Left-Through		0			0	
Through	5	1	5	0	0	0
Through-Right		0			0	
Right	65	1	37	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	43	1	43	0	0	0
Left-Through		0			0	
Through	35	1	35	0	0	0
Through-Right		0			0	
Right	78	1	26	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	584		North-South:	0
		East-West:	164		East-West:	0
		SUM:	748		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.525			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.525			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	74	1	74	0	0	0
Left-Through		0			0	
Through	1569	2	533	0	0	0
Through-Right		1			0	
Right	29	0	29	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	189	1	189	0	0	0
Left-Through		0			0	
Through	2140	2	824	0	0	0
Through-Right		1			0	
Right	331	0	331	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	199	2	109	0	0	0
Left-Through		0			0	
Through	24	1	24	0	0	0
Through-Right		0			0	
Right	68	1	31	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	39	1	39	0	0	0
Left-Through		0			0	
Through	41	1	41	0	0	0
Through-Right		0			0	
Right	69	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	898		North-South:	0
		East-West:	150		East-West:	0
		SUM:	1048		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.735			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.735			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	43	1	43	0	0	0
Left-Through		0			0	
Through	1670	2	558	0	0	0
Through-Right		1			0	
Right	5	0	5	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	51	1	51	0	0	0
Left-Through		0			0	
Through	1085	3	362	0	0	0
Through-Right		0			0	
Right	78	1	18	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	120	1	120	0	0	0
Left-Through		0			0	
Through	17	1	17	0	0	0
Through-Right		0			0	
Right	86	1	65	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	9	1	9	0	0	0
Left-Through		0			0	
Through	42	0	118	0	0	0
Through-Right		1			0	
Right	76	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	609		North-South:	0
		East-West:	238		East-West:	0
		SUM:	847		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.565			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.565			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	61	1	61	0	0	0
Left-Through		0			0	
Through	1385	2	464	0	0	0
Through-Right		1			0	
Right	7	0	7	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	60	1	60	0	0	0
Left-Through		0			0	
Through	1248	3	416	0	0	0
Through-Right		0			0	
Right	108	1	59	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	98	1	98	0	0	0
Left-Through		0			0	
Through	27	1	27	0	0	0
Through-Right		0			0	
Right	76	1	46	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	1	10	0	0	0
Left-Through		0			0	
Through	25	0	68	0	0	0
Through-Right		1			0	
Right	43	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	524		North-South:	0
		East-West:	166		East-West:	0
		SUM:	690		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.460			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.460			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	114	1	**114**	0	0	**0**
	Left-Through		0			0	
	Through	1518	2	515	0	0	0
	Through-Right		1			0	
	Right	27	0	27	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	92	1	92	0	0	0
	Left-Through		0			0	
	Through	1960	3	**653**	0	0	**0**
	Through-Right		0			0	
	Right	147	1	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	83	1	**83**	0	0	0
	Left-Through		0			0	
	Through	46	1	46	0	0	**0**
	Through-Right		0			0	
	Right	131	1	74	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	17	1	17	0	0	**0**
	Left-Through		0			0	
	Through	39	0	**72**	0	0	0
	Through-Right		1			0	
	Right	33	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	767		*North-South:*	0
			East-West:	155		*East-West:*	0
			SUM:	922		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.615			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.615			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	18	1	18	0	0	**0**
	Left-Through		0			0	
	Through	1556	2	**522**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	38	1	**38**	0	0	0
	Left-Through		0			0	
	Through	1136	2	385	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	85	0	**85**	0	0	0
	Left-Through		0			0	
	Through	26	0	147	0	0	**0**
	Through-Right		0			0	
	Right	36	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	5	1	5	0	0	**0**
	Left-Through		0			0	
	Through	21	0	**96**	0	0	0
	Through-Right		1			0	
	Right	75	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	560		*North-South:*	0
			East-West:	181		*East-West:*	0
			SUM:	741		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.494			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.494			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	21	1	21	0	0	**0**
	Left-Through		0			0	
	Through	1329	2	**448**	0	0	0
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	48	1	**48**	0	0	0
	Left-Through		0			0	
	Through	1271	2	435	0	0	**0**
	Through-Right		1			0	
	Right	35	0	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	58	0	58	0	0	0
	Left-Through		0			0	
	Through	36	0	**126**	0	0	**0**
	Through-Right		0			0	
	Right	32	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	1	1	**1**	0	0	**0**
	Left-Through		0			0	
	Through	27	0	67	0	0	0
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	496		*North-South:*	0
			East-West:	127		*East-West:*	0
			SUM:	623		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.415			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.415			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	54	1	**54**	0	0	**0**
	Left-Through		0			0	
	Through	1561	2	525	0	0	0
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	1972	2	**671**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	33	0	33	0	0	0
	Left-Through		0			0	
	Through	39	0	**106**	0	0	**0**
	Through-Right		0			0	
	Right	34	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	3	1	**3**	0	0	**0**
	Left-Through		0			0	
	Through	19	0	44	0	0	0
	Through-Right		1			0	
	Right	25	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	725		*North-South:*	0
			East-West:	109		*East-West:*	0
			SUM:	834		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.556			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.556			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: I-105 WB RAMPS N/O IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: Analyst: Date:

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1857	3	**619**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	1580	0	0	0	0	**0**
Through-Right		0			0	
Right	1385	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	766	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	1928	3	**675**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	619		North-South:	0
		East-West:	675		East-West:	0
		SUM:	1294		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.863			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.863			0.000
LEVEL OF SERVICE (LOS):			D			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: I-105 WB RAMPS N/O IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: Analyst: Date:

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1847	3	**616**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	1001	0	0	0	0	**0**
Through-Right		0			0	
Right	1832	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	491	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	1512	3	**529**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	616		North-South:	0
		East-West:	529		East-West:	0
		SUM:	1145		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.763			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.763			0.000
LEVEL OF SERVICE (LOS):			C			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: I-105 WB RAMPS N/O IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: Analyst: Date:

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2446	3	**815**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	1938	0	0	0	0	**0**
Through-Right		0			0	
Right	2036	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	702	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	1445	3	**506**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	815		North-South:	0
		East-West:	506		East-West:	0
		SUM:	1321		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.881			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.881			0.000
LEVEL OF SERVICE (LOS):			D			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: Analyst: Date:

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	428	2	**214**	0	0	0
Through-Right		0			0	
Right	0	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	364	1	**364**	0	0	0
Left-Through		0			0	
Through	561	3	187	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	1	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	164	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
CRITICAL VOLUMES		North-South:	578		North-South:	0
		East-West:	0		East-West:	0
		SUM:	578		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.420			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.420			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: Analyst: Date:

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	597	2	**299**	0	0	0
Through-Right		0			0	
Right	1	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	298	1	**298**	0	0	0
Left-Through		0			0	
Through	306	3	102	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	4	1	**4**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	159	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
CRITICAL VOLUMES		North-South:	597		North-South:	0
		East-West:	4		East-West:	0
		SUM:	601		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.437			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.437			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: Analyst: Date:

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	972	2	**486**	0	0	0
Through-Right		0			0	
Right	1	1	1	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	251	1	**251**	0	0	0
Left-Through		0			0	
Through	675	3	225	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	1	0	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	306	1	**43**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
CRITICAL VOLUMES		North-South:	737		North-South:	0
		East-West:	43		East-West:	0
		SUM:	780		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.567			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.567			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE East-West Street: 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: Analyst: Date:

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	1	0	0	0	**0**
Left-Through		0			0	
Through	0	1	0	0	0	0
Through-Right		0			0	
Right	195	1	**91**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	207	2	**114**	0	0	0
Left-Through		0			0	
Through	40	0	48	0	0	**0**
Through-Right		1			0	
Right	8	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	1	1	1	0	0	0
Left-Through		0			0	
Through	112	1	**56**	0	0	**0**
Through-Right		1			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	208	1	**208**	0	0	**0**
Left-Through		0			0	
Through	27	1	27	0	0	0
Through-Right		1			0	
Right	106	0	49	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	205		North-South:	0
		East-West:	264		East-West:	0
		SUM:	469		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.313			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.313			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE East-West Street: 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: Analyst: Date:

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	1	0	0	0	**0**
Left-Through		0			0	
Through	0	1	0	0	0	0
Through-Right		0			0	
Right	256	1	**102**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	282	2	**155**	0	0	0
Left-Through		0			0	
Through	0	0	3	0	0	**0**
Through-Right		1			0	
Right	3	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	1	0	0	0	0
Left-Through		0			0	
Through	134	1	**67**	0	0	**0**
Through-Right		1			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	309	1	**309**	0	0	**0**
Left-Through		0			0	
Through	135	1	135	0	0	0
Through-Right		1			0	
Right	262	0	185	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	257		North-South:	0
		East-West:	376		East-West:	0
		SUM:	633		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.422			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.422			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE East-West Street: 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: Analyst: Date:

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	1	2	0	0	0
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	179	1	64	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	159	2	87	0	0	0
	Left-Through		0			0	
	Through	68	0	71	0	0	0
	Through-Right		1			0	
	Right	3	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1	1	1	0	0	0
	Left-Through		0			0	
	Through	91	1	46	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	1	230	0	0	0
	Left-Through		0			0	
	Through	35	1	35	0	0	0
	Through-Right		1			0	
	Right	124	0	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	151		North-South:	0
			East-West:	276		East-West:	0
			SUM:	427		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.285			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.285			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE East-West Street: 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: Analyst: Date:

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	0	6	0	0	0
	Left-Through		1			0	
	Through	0	0	6	0	0	0
	Through-Right		0			0	
	Right	112	1	112	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	1	0	0	0	0
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	1	0	0	0	0
	Left-Through		0			0	
	Through	1	1	1	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	0	0
	Left-Through		0			0	
	Through	35	1	35	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	112		North-South:	0
			East-West:	35		East-West:	0
			SUM:	147		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.103			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.103			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE East-West Street: 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: Analyst: Date:

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		1			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	134	1	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	1	0	0	0	0
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	1	0	0	0	0
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	0	0
	Left-Through		0			0	
	Through	137	1	137	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	134		North-South:	0
			East-West:	137		East-West:	0
			SUM:	271		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.190			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.190			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE East-West Street: 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: Analyst: Date:

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	67	0	67	0	0	0
	Left-Through		1			0	
	Through	0	0	67	0	0	0
	Through-Right		0			0	
	Right	90	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	1	0	0	0	0
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	1	0	0	0	0
	Left-Through		0			0	
	Through	2	1	1	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	0	0
	Left-Through		0			0	
	Through	39	1	39	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	90		North-South:	0
			East-West:	39		East-West:	0
			SUM:	129		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.091			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.091			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: 98TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: Analyst: Date:

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	77	1	77	0	0	0
	Left-Through		0			0	
	Through	631	2	316	0	0	0
	Through-Right		0			0	
	Right	125	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	105	1	105	0	0	0
	Left-Through		0			0	
	Through	422	2	199	0	0	0
	Through-Right		1			0	
	Right	176	0	176	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	57	1	57	0	0	0
	Left-Through		0			0	
	Through	20	1	20	0	0	0
	Through-Right		0			0	
	Right	229	1	191	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	4	0	57	0	0	0
	Through-Right		1			0	
	Right	53	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	421		North-South:	0
			East-West:	201		East-West:	0
			SUM:	622		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.415			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.415			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: 98TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: Analyst: Date:

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	53	1	53	0	0	0
	Left-Through		0			0	
	Through	630	2	315	0	0	0
	Through-Right		0			0	
	Right	106	1	98	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	79	1	79	0	0	0
	Left-Through		0			0	
	Through	505	2	203	0	0	0
	Through-Right		1			0	
	Right	104	0	104	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	95	1	95	0	0	0
	Left-Through		0			0	
	Through	16	1	16	0	0	0
	Through-Right		0			0	
	Right	348	1	322	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	16	1	16	0	0	0
	Left-Through		0			0	
	Through	14	0	111	0	0	0
	Through-Right		1			0	
	Right	97	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	394		North-South:	0
			East-West:	338		East-West:	0
			SUM:	732		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.488			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.488			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: 98TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: Analyst: Date:

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	1	2	0	0	0
	Left-Through		0			0	
	Through	825	2	413	0	0	0
	Through-Right		0			0	
	Right	117	1	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	66	1	66	0	0	0
	Left-Through		0			0	
	Through	686	2	259	0	0	0
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	146	1	146	0	0	0
	Left-Through		0			0	
	Through	57	1	57	0	0	0
	Through-Right		0			0	
	Right	314	1	313	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	51	1	51	0	0	0
	Left-Through		0			0	
	Through	48	0	210	0	0	0
	Through-Right		1			0	
	Right	162	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	479		North-South:	0
			East-West:	364		East-West:	0
			SUM:	843		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.562			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.562			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE East-West Street: WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: Analyst: Date:

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	41	1	41	0	0	0
	Left-Through		0			0	
	Through	22	1	22	0	0	0
	Through-Right		0			0	
	Right	71	1	66	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	11	1	11	0	0	0
	Left-Through		0			0	
	Through	19	1	11	0	0	0
	Through-Right		1			0	
	Right	2	0	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	2	1	2	0	0	0
	Left-Through		0			0	
	Through	544	2	272	0	0	0
	Through-Right		0			0	
	Right	174	1	154	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	446	2	223	0	0	0
	Through-Right		0			0	
	Right	7	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	77		North-South:	0
			East-West:	282		East-West:	0
			SUM:	359		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.239			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.239			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	1	26	0	0	**0**
	Left-Through		0			0	
	Through	14	1	14	0	0	0
	Through-Right		0			0	
	Right	320	1	**270**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	24	1	**24**	0	0	0
	Left-Through		0			0	
	Through	14	1	9	0	0	**0**
	Through-Right		1			0	
	Right	4	0	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	6	1	6	0	0	0
	Left-Through		0			0	
	Through	568	2	**284**	0	0	**0**
	Through-Right		0			0	
	Right	170	1	157	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	101	1	**101**	0	0	**0**
	Left-Through		0			0	
	Through	535	2	268	0	0	0
	Through-Right		0			0	
	Right	24	1	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	294		*North-South:*	0
			East-West:	385		*East-West:*	0
			SUM:	679		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.453			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.453			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	12	1	12	0	0	**0**
	Left-Through		0			0	
	Through	22	1	22	0	0	0
	Through-Right		0			0	
	Right	88	1	**79**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**20**	0	0	0
	Left-Through		0			0	
	Through	19	1	11	0	0	**0**
	Through-Right		1			0	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	3	1	**3**	0	0	0
	Left-Through		0			0	
	Through	646	2	323	0	0	**0**
	Through-Right		0			0	
	Right	168	1	162	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	19	1	19	0	0	**0**
	Left-Through		0			0	
	Through	712	2	**356**	0	0	0
	Through-Right		0			0	
	Right	40	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	99		*North-South:*	0
			East-West:	359		*East-West:*	0
			SUM:	458		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.305			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.305			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	30	0	0	**0**
	Left-Through		0			0	
	Through	110	0	**150**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	94	0	**94**	0	0	0
	Left-Through		0			0	
	Through	9	0	113	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	52	1	**52**	0	0	0
	Left-Through		0			0	
	Through	518	1	264	0	0	**0**
	Through-Right		1			0	
	Right	9	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	7	1	7	0	0	**0**
	Left-Through		0			0	
	Through	444	1	**241**	0	0	0
	Through-Right		1			0	
	Right	38	0	38	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	244		*North-South:*	0
			East-West:	293		*East-West:*	0
			SUM:	537		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.358			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.358			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	101	0	**138**	0	0	0
	Through-Right		0			0	
	Right	27	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	203	0	**203**	0	0	0
	Left-Through		0			0	
	Through	14	0	227	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	56	1	**56**	0	0	0
	Left-Through		0			0	
	Through	432	1	219	0	0	**0**
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	430	1	**274**	0	0	0
	Through-Right		1			0	
	Right	117	0	117	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	341		*North-South:*	0
			East-West:	330		*East-West:*	0
			SUM:	671		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.447			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.447			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	0	5	0	0	**0**
	Left-Through		0			0	
	Through	188	0	**286**	0	0	0
	Through-Right		0			0	
	Right	93	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	194	0	**194**	0	0	0
	Left-Through		0			0	
	Through	16	0	273	0	0	**0**
	Through-Right		0			0	
	Right	63	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	**10**	0	0	0
	Left-Through		0			0	
	Through	531	1	270	0	0	**0**
	Through-Right		1			0	
	Right	9	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	588	1	**348**	0	0	0
	Through-Right		1			0	
	Right	108	0	108	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	480		*North-South:*	0
			East-West:	358		*East-West:*	0
			SUM:	838		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.559			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.559			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3136	2	**1054**	0	0	0
	Through-Right		1			0	
	Right	26	0	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2857	3	728	0	0	**0**
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	84	1	**70**	0	0	0
	Left-Through		0			0	
	Through	56	0	70	0	0	**0**
	Through-Right		0			0	
	Right	62	1	62	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	302	1	**203**	0	0	**0**
	Left-Through		1			0	
	Through	104	0	203	0	0	0
	Through-Right		0			0	
	Right	41	1	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1054		*North-South:*	0
			East-West:	273		*East-West:*	0
			SUM:	1327		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.931			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.931			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2021	2	**681**	0	0	0
	Through-Right		1			0	
	Right	23	0	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1971	3	529	0	0	**0**
	Through-Right		1			0	
	Right	144	0	144	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	148	1	**124**	0	0	0
	Left-Through		0			0	
	Through	100	0	124	0	0	**0**
	Through-Right		0			0	
	Right	77	1	77	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	184	1	**135**	0	0	**0**
	Left-Through		1			0	
	Through	86	0	135	0	0	0
	Through-Right		0			0	
	Right	36	1	36	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	681		*North-South:*	0
			East-West:	259		*East-West:*	0
			SUM:	940		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.660			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.660			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2838	2	**983**	0	0	0
	Through-Right		1			0	
	Right	112	0	112	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2922	3	762	0	0	**0**
	Through-Right		1			0	
	Right	125	0	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	176	1	**167**	0	0	0
	Left-Through		0			0	
	Through	158	0	167	0	0	**0**
	Through-Right		0			0	
	Right	75	1	75	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	231	1	**184**	0	0	**0**
	Left-Through		1			0	
	Through	136	0	184	0	0	0
	Through-Right		0			0	
	Right	17	1	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	983		*North-South:*	0
			East-West:	351		*East-West:*	0
			SUM:	1334		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.936			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.936			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	102	1	**102**	0	0	**0**
	Left-Through		0			0	
	Through	225	0	263	0	0	0
	Through-Right		1			0	
	Right	38	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	16	1	16	0	0	0
	Left-Through		0			0	
	Through	212	0	**264**	0	0	**0**
	Through-Right		1			0	
	Right	52	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	52	1	52	0	0	0
	Left-Through		0			0	
	Through	468	1	**334**	0	0	**0**
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	51	1	**51**	0	0	**0**
	Left-Through		0			0	
	Through	575	1	304	0	0	0
	Through-Right		1			0	
	Right	32	0	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	366		*North-South:*	0
			East-West:	385		*East-West:*	0
			SUM:	751		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.501			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.501			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	86	1	**86**	0	0	**0**
	Left-Through		0			0	
	Through	147	0	185	0	0	0
	Through-Right		1			0	
	Right	38	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	34	1	34	0	0	0
	Left-Through		0			0	
	Through	137	0	**198**	0	0	**0**
	Through-Right		1			0	
	Right	61	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	72	1	**72**	0	0	0
	Left-Through		0			0	
	Through	478	1	288	0	0	**0**
	Through-Right		1			0	
	Right	98	0	98	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	49	1	49	0	0	**0**
	Left-Through		0			0	
	Through	551	1	**299**	0	0	0
	Through-Right		1			0	
	Right	46	0	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	284		*North-South:*	0
			East-West:	371		*East-West:*	0
			SUM:	655		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.437			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.437			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	84	1	**84**	0	0	**0**
	Left-Through		0			0	
	Through	224	0	251	0	0	0
	Through-Right		1			0	
	Right	27	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	35	1	35	0	0	0
	Left-Through		0			0	
	Through	284	0	**357**	0	0	**0**
	Through-Right		1			0	
	Right	73	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	651	1	**393**	0	0	**0**
	Through-Right		1			0	
	Right	135	0	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	78	1	**78**	0	0	**0**
	Left-Through		0			0	
	Through	593	1	331	0	0	0
	Through-Right		1			0	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	441		*North-South:*	0
			East-West:	471		*East-West:*	0
			SUM:	912		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.608			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.608			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	108	1	108	0	0	**0**
	Left-Through		0			0	
	Through	804	2	**402**	0	0	0
	Through-Right		0			0	
	Right	278	1	104	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	76	1	**76**	0	0	0
	Left-Through		0			0	
	Through	516	2	258	0	0	**0**
	Through-Right		0			0	
	Right	121	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	158	1	**158**	0	0	0
	Left-Through		0			0	
	Through	672	2	336	0	0	**0**
	Through-Right		0			0	
	Right	114	1	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	174	1	174	0	0	**0**
	Left-Through		0			0	
	Through	758	1	**418**	0	0	0
	Through-Right		1			0	
	Right	77	0	77	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	478		*North-South:*	0
			East-West:	576		*East-West:*	0
			SUM:	1054		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.767			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.767			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD						PM					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB--	0	NB-- 3	SB-- 3		NB-- 0	SB--	0
		EB-- 3	WB-- 0		EB-- 0	WB--	0	EB-- 3	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	175	1	**175**	0	0	**0**	168	1	**168**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	625	2	313	0	0	0	771	2	386	0	0	0
	Through-Right		0			0			0			0	
	Right	202	1	112	0	0	0	290	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	90	1	90	0	0	0	81	1	81	0	0	0
	Left-Through		0			0			0			0	
	Through	663	2	**332**	0	0	**0**	1008	2	**504**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	163	1	34	0	0	0	200	1	62	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	129	1	**129**	0	0	0	138	1	138	0	0	0
	Left-Through		0			0			0			0	
	Through	533	2	267	0	0	**0**	752	2	**376**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	112	1	0	0	0	0	148	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	90	1	90	0	0	**0**	301	1	**301**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	528	1	**279**	0	0	0	614	1	318	0	0	0
	Through-Right		1			0			1			0	
	Right	30	0	30	0	0	0	21	0	21	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	507		*North-South:*	0		*North-South:*	672		*North-South:*	0
			East-West:	408		*East-West:*	0		*East-West:*	677		*East-West:*	0
			SUM:	915		*SUM:*	0		*SUM:*	1349		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.665			0.000			0.981			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.665			0.000			0.981			0.000
LEVEL OF SERVICE (LOS):				B			A			E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB--	0	NB-- 0	SB-- 0		NB-- 0	SB--	0
		EB-- 3	WB-- 0		EB-- 0	WB--	0	EB-- 3	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	127	1	**127**	0	0	**0**	48	1	**48**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	466	2	160	0	0	0	123	2	47	0	0	0
	Through-Right		1			0			1			0	
	Right	15	0	15	0	0	0	17	0	17	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	14	1	14	0	0	0	19	1	19	0	0	0
	Left-Through		0			0			0			0	
	Through	319	2	**123**	0	0	**0**	343	2	**118**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	49	0	49	0	0	0	12	0	12	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	39	1	**39**	0	0	0	86	1	**86**	0	0	0
	Left-Through		0			0			0			0	
	Through	2	1	2	0	0	**0**	6	1	6	0	0	**0**
	Through-Right		0			0			0			0	
	Right	10	1	0	0	0	0	10	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	4	0	4	0	0	**0**	5	0	5	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1	0	**5**	0	0	0	8	0	**25**	0	0	0
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	12	0	0	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	250		*North-South:*	0		*North-South:*	166		*North-South:*	0
			East-West:	44		*East-West:*	0		*East-West:*	111		*East-West:*	0
			SUM:	294		*SUM:*	0		*SUM:*	277		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.206			0.000			0.194			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.206			0.000			0.194			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	47	1	**47**	0	0	**0**
	Left-Through		0			0	
	Through	332	2	113	0	0	0
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	45	1	45	0	0	0
	Left-Through		0			0	
	Through	805	2	**323**	0	0	**0**
	Through-Right		1			0	
	Right	164	0	164	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	68	1	**68**	0	0	0
	Left-Through		0			0	
	Through	3	1	3	0	0	**0**
	Through-Right		0			0	
	Right	60	1	13	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	11	0	11	0	0	**0**
	Left-Through		0			0	
	Through	1	0	**22**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	370		*North-South:*	0
			East-West:	90		*East-West:*	0
			SUM:	460		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.323			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.323			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1138	1	**574**	0	0	0
	Through-Right		1			0	
	Right	9	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	1	**13**	0	0	0
	Left-Through		0			0	
	Through	360	2	180	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	14	0	14	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**24**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	587		*North-South:*	0
			East-West:	24		*East-West:*	0
			SUM:	611		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.407			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.407			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	414	1	**210**	0	0	0
	Through-Right		1			0	
	Right	5	0	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	1	**14**	0	0	0
	Left-Through		0			0	
	Through	280	2	140	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	6	0	6	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**17**	0	0	0
	Through-Right		0			0	
	Right	11	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	224		*North-South:*	0
			East-West:	17		*East-West:*	0
			SUM:	241		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.161			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.161			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	492	1	249	0	0	0
	Through-Right		1			0	
	Right	5	0	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	15	1	15	0	0	0
	Left-Through		0			0	
	Through	973	2	**487**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	7	0	7	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**21**	0	0	0
	Through-Right		0			0	
	Right	14	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	487		*North-South:*	0
			East-West:	21		*East-West:*	0
			SUM:	508		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.339			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.339			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	109	1	109	0	0	0
	Left-Through		0			0	
	Through	1589	1	815	0	0	0
	Through-Right		1			0	
	Right	41	0	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	87	1	87	0	0	0
	Left-Through		0			0	
	Through	1378	2	689	0	0	0
	Through-Right		0			0	
	Right	74	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	184	1	184	0	0	0
	Left-Through		0			0	
	Through	229	1	229	0	0	0
	Through-Right		0			0	
	Right	114	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	48	1	48	0	0	0
	Left-Through		0			0	
	Through	380	1	380	0	0	0
	Through-Right		0			0	
	Right	149	1	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	902		North-South:	0
			East-West:	564		East-West:	0
			SUM:	1466		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.977			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.977			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	98	1	98	0	0	0
	Left-Through		0			0	
	Through	1388	1	721	0	0	0
	Through-Right		1			0	
	Right	54	0	54	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	108	1	108	0	0	0
	Left-Through		0			0	
	Through	1513	2	757	0	0	0
	Through-Right		0			0	
	Right	138	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	216	1	216	0	0	0
	Left-Through		0			0	
	Through	230	1	230	0	0	0
	Through-Right		0			0	
	Right	181	1	132	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	72	1	72	0	0	0
	Left-Through		0			0	
	Through	257	1	257	0	0	0
	Through-Right		0			0	
	Right	137	1	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	855		North-South:	0
			East-West:	473		East-West:	0
			SUM:	1328		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.885			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.885			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	103	1	103	0	0	0
	Left-Through		0			0	
	Through	1191	1	618	0	0	0
	Through-Right		1			0	
	Right	44	0	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	84	1	84	0	0	0
	Left-Through		0			0	
	Through	1670	2	835	0	0	0
	Through-Right		0			0	
	Right	101	1	19	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	165	1	165	0	0	0
	Left-Through		0			0	
	Through	357	1	357	0	0	0
	Through-Right		0			0	
	Right	134	1	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	53	1	53	0	0	0
	Left-Through		0			0	
	Through	203	1	203	0	0	0
	Through-Right		0			0	
	Right	71	1	29	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	938		North-South:	0
			East-West:	410		East-West:	0
			SUM:	1348		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.899			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.899			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	98	1	98	0	0	0
	Left-Through		0			0	
	Through	572	2	286	0	0	0
	Through-Right		0			0	
	Right	89	1	24	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	61	1	61	0	0	0
	Left-Through		0			0	
	Through	501	1	290	0	0	0
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	85	1	85	0	0	0
	Left-Through		0			0	
	Through	335	2	149	0	0	0
	Through-Right		1			0	
	Right	111	0	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	65	1	65	0	0	0
	Left-Through		0			0	
	Through	712	2	269	0	0	0
	Through-Right		1			0	
	Right	94	0	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	388		North-South:	0
			East-West:	354		East-West:	0
			SUM:	742		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.540			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.540			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	129	1	129	0	0	**0**
Left-Through		0			0	
Through	713	2	**357**	0	0	0
Through-Right		0			0	
Right	107	1	38	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	94	1	**94**	0	0	0
Left-Through		0			0	
Through	417	1	266	0	0	**0**
Through-Right		1			0	
Right	115	0	115	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	147	1	**147**	0	0	0
Left-Through		0			0	
Through	650	2	252	0	0	**0**
Through-Right		1			0	
Right	105	0	105	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	69	1	69	0	0	**0**
Left-Through		0			0	
Through	671	2	**253**	0	0	0
Through-Right		1			0	
Right	89	0	89	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	451		North-South:	0
		East-West:	400		East-West:	0
		SUM:	851		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.619			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.619			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	120	1	120	0	0	**0**
Left-Through		0			0	
Through	803	2	**402**	0	0	0
Through-Right		0			0	
Right	150	1	49	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	128	1	**128**	0	0	0
Left-Through		0			0	
Through	626	1	373	0	0	**0**
Through-Right		1			0	
Right	120	0	120	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	180	1	180	0	0	0
Left-Through		0			0	
Through	1056	2	**395**	0	0	**0**
Through-Right		1			0	
Right	128	0	128	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	101	1	**101**	0	0	**0**
Left-Through		0			0	
Through	788	2	294	0	0	0
Through-Right		1			0	
Right	95	0	95	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	530		North-South:	0
		East-West:	496		East-West:	0
		SUM:	1026		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.746			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.746			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2484	2	**871**	0	0	0
Through-Right		1			0	
Right	129	0	129	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	2098	3	699	0	0	**0**
Through-Right		0			0	
Right	413	1	243	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	309	2	**170**	0	0	0
Left-Through		0			0	
Through	256	0	295	0	0	**0**
Through-Right		1			0	
Right	39	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	336	2	185	0	0	**0**
Left-Through		0			0	
Through	676	2	**338**	0	0	0
Through-Right		0			0	
Right	177	1	177	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	871		North-South:	0
		East-West:	508		East-West:	0
		SUM:	1379		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.968			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.968			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1830	2	**667**	0	0	0
Through-Right		1			0	
Right	170	0	170	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	1618	3	539	0	0	**0**
Through-Right		0			0	
Right	203	1	51	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	277	2	152	0	0	0
Left-Through		0			0	
Through	217	0	**279**	0	0	**0**
Through-Right		1			0	
Right	62	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	229	2	**126**	0	0	**0**
Left-Through		0			0	
Through	314	2	157	0	0	0
Through-Right		0			0	
Right	112	1	112	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	667		North-South:	0
		East-West:	405		East-West:	0
		SUM:	1072		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.752			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.752			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	2120	2	805	0	0	0
Through-Right		1			0	
Right	294	0	294	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	2552	3	**851**	0	0	**0**
Through-Right		0			0	
Right	190	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	564	2	310	0	0	0
Left-Through		0			0	
Through	429	0	**531**	0	0	**0**
Through-Right		1			0	
Right	102	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	308	2	**169**	0	0	**0**
Left-Through		0			0	
Through	306	2	153	0	0	0
Through-Right		0			0	
Right	105	1	105	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	851		*North-South:*	0
		East-West:	700		*East-West:*	0
		SUM:	1551		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.088			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.088			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	358	2	**197**	0	0	**0**
Left-Through		0			0	
Through	1460	2	498	0	0	0
Through-Right		1			0	
Right	35	0	35	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	141	2	78	0	0	0
Left-Through		0			0	
Through	1410	2	**534**	0	0	**0**
Through-Right		1			0	
Right	193	0	193	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	88	1	**88**	0	0	0
Left-Through		0			0	
Through	404	2	202	0	0	**0**
Through-Right		0			0	
Right	168	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	131	1	131	0	0	**0**
Left-Through		0			0	
Through	1155	2	**578**	0	0	0
Through-Right		0			0	
Right	334	1	256	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	731		*North-South:*	0
		East-West:	666		*East-West:*	0
		SUM:	1397		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.016			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.016			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	176	2	**97**	0	0	**0**
Left-Through		0			0	
Through	1237	2	432	0	0	0
Through-Right		1			0	
Right	60	0	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	195	2	107	0	0	0
Left-Through		0			0	
Through	1319	2	**493**	0	0	**0**
Through-Right		1			0	
Right	160	0	160	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	189	1	**189**	0	0	0
Left-Through		0			0	
Through	436	2	218	0	0	**0**
Through-Right		0			0	
Right	195	1	98	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	161	1	161	0	0	**0**
Left-Through		0			0	
Through	465	2	**233**	0	0	0
Through-Right		0			0	
Right	155	1	48	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	590		*North-South:*	0
		East-West:	422		*East-West:*	0
		SUM:	1012		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.736			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.736			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	146	2	**80**	0	0	**0**
Left-Through		0			0	
Through	1226	2	438	0	0	0
Through-Right		1			0	
Right	89	0	89	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	358	2	197	0	0	0
Left-Through		0			0	
Through	2053	2	**717**	0	0	**0**
Through-Right		1			0	
Right	98	0	98	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	138	1	138	0	0	0
Left-Through		0			0	
Through	853	2	**427**	0	0	**0**
Through-Right		0			0	
Right	287	1	207	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	180	1	**180**	0	0	**0**
Left-Through		0			0	
Through	556	2	278	0	0	0
Through-Right		0			0	
Right	193	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	797		*North-South:*	0
		East-West:	607		*East-West:*	0
		SUM:	1404		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.021			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.021			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 166 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** LA BREA AVENUE | **East-West Street:** RODEO ROAD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 3 | **Count Date:** | **Analyst:** | **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	3 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	179	1	179	0	0	**0**
	Left-Through		0			0	
	Through	2029	2	**689**	0	0	0
	Through-Right		1			0	
	Right	39	0	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	137	1	**137**	0	0	0
	Left-Through		0			0	
	Through	1514	3	505	0	0	**0**
	Through-Right		0			0	
	Right	132	1	33	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	99	1	**99**	0	0	0
	Left-Through		0			0	
	Through	522	2	203	0	0	**0**
	Through-Right		1			0	
	Right	87	0	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	164	1	164	0	0	**0**
	Left-Through		0			0	
	Through	1010	2	**505**	0	0	0
	Through-Right		0			0	
	Right	321	1	184	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	826		*North-South:*	0
			East-West:	604		*East-West:*	0
			SUM:	1430		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.040			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.040			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 166 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** LA BREA AVENUE | **East-West Street:** RODEO ROAD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 3 | **Count Date:** | **Analyst:** | **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	3 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	92	1	92	0	0	**0**
	Left-Through		0			0	
	Through	1172	2	**407**	0	0	0
	Through-Right		1			0	
	Right	49	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	167	1	**167**	0	0	0
	Left-Through		0			0	
	Through	1159	3	386	0	0	**0**
	Through-Right		0			0	
	Right	117	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	175	1	**175**	0	0	0
	Left-Through		0			0	
	Through	481	2	174	0	0	**0**
	Through-Right		1			0	
	Right	41	0	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	121	1	121	0	0	**0**
	Left-Through		0			0	
	Through	488	2	**244**	0	0	0
	Through-Right		0			0	
	Right	200	1	33	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	574		*North-South:*	0
			East-West:	419		*East-West:*	0
			SUM:	993		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.722			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.722			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 166 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** LA BREA AVENUE | **East-West Street:** RODEO ROAD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 3 | **Count Date:** | **Analyst:** | **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	3 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	112	1	**112**	0	0	**0**
	Left-Through		0			0	
	Through	1640	2	582	0	0	0
	Through-Right		1			0	
	Right	105	0	105	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	166	1	166	0	0	0
	Left-Through		0			0	
	Through	2022	3	**674**	0	0	**0**
	Through-Right		0			0	
	Right	151	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	181	1	**181**	0	0	0
	Left-Through		0			0	
	Through	868	2	308	0	0	**0**
	Through-Right		1			0	
	Right	56	0	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	155	1	155	0	0	**0**
	Left-Through		0			0	
	Through	613	2	**307**	0	0	0
	Through-Right		0			0	
	Right	206	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	786		*North-South:*	0
			East-West:	488		*East-West:*	0
			SUM:	1274		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.927			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.927			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 167 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** LA BREA AVENUE | **East-West Street:** JEFFERSON BOULEVARD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 3 | **Count Date:** | **Analyst:** | **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	371	1	**371**	0	0	**0**
	Left-Through		0			0	
	Through	2118	2	728	0	0	0
	Through-Right		1			0	
	Right	67	0	67	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	61	1	61	0	0	0
	Left-Through		0			0	
	Through	1506	2	**562**	0	0	**0**
	Through-Right		1			0	
	Right	179	0	179	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	53	1	**53**	0	0	0
	Left-Through		0			0	
	Through	362	2	181	0	0	**0**
	Through-Right		0			0	
	Right	254	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	138	1	138	0	0	**0**
	Left-Through		0			0	
	Through	986	1	**511**	0	0	0
	Through-Right		1			0	
	Right	36	0	36	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	933		*North-South:*	0
			East-West:	564		*East-West:*	0
			SUM:	1497		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.051			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.051			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	220	1	**220**	0	0	**0**
Left-Through		0			0	
Through	1239	2	442	0	0	0
Through-Right		1			0	
Right	86	0	86	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	89	1	89	0	0	0
Left-Through		0			0	
Through	1185	2	**435**	0	0	**0**
Through-Right		1			0	
Right	119	0	119	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	74	1	**74**	0	0	0
Left-Through		0			0	
Through	304	2	152	0	0	**0**
Through-Right		0			0	
Right	224	1	4	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	93	1	93	0	0	**0**
Left-Through		0			0	
Through	327	1	**203**	0	0	0
Through-Right		1			0	
Right	78	0	78	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	655		*North-South:*	0
		East-West:	277		*East-West:*	0
		SUM:	932		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.654			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.654			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	240	1	**240**	0	0	**0**
Left-Through		0			0	
Through	1795	2	644	0	0	0
Through-Right		1			0	
Right	138	0	138	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	55	1	55	0	0	0
Left-Through		0			0	
Through	1788	2	**620**	0	0	**0**
Through-Right		1			0	
Right	71	0	71	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	105	1	105	0	0	0
Left-Through		0			0	
Through	827	2	**414**	0	0	**0**
Through-Right		0			0	
Right	462	1	222	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	73	1	**73**	0	0	**0**
Left-Through		0			0	
Through	377	1	215	0	0	0
Through-Right		1			0	
Right	53	0	53	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	860		*North-South:*	0
		East-West:	487		*East-West:*	0
		SUM:	1347		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.945			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.945			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	169	1	169	0	0	**0**
Left-Through		0			0	
Through	932	2	**322**	0	0	0
Through-Right		1			0	
Right	35	0	35	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	191	1	**191**	0	0	0
Left-Through		0			0	
Through	691	2	309	0	0	**0**
Through-Right		1			0	
Right	235	0	235	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	136	1	**136**	0	0	0
Left-Through		0			0	
Through	763	2	305	0	0	**0**
Through-Right		1			0	
Right	153	0	153	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	129	1	129	0	0	**0**
Left-Through		0			0	
Through	1228	2	**433**	0	0	0
Through-Right		1			0	
Right	70	0	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	513		*North-South:*	0
		East-West:	569		*East-West:*	0
		SUM:	1082		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.787			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.787			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	86	1	86	0	0	**0**
Left-Through		0			0	
Through	547	2	**199**	0	0	0
Through-Right		1			0	
Right	49	0	49	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	176	1	**176**	0	0	0
Left-Through		0			0	
Through	637	2	256	0	0	**0**
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	130	1	130	0	0	0
Left-Through		0			0	
Through	803	2	**320**	0	0	**0**
Through-Right		1			0	
Right	156	0	156	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	134	1	**134**	0	0	**0**
Left-Through		0			0	
Through	676	2	253	0	0	0
Through-Right		1			0	
Right	83	0	83	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	375		*North-South:*	0
		East-West:	454		*East-West:*	0
		SUM:	829		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.603			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.603			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	102	1	102	0	0	**0**
	Left-Through		0			0	
	Through	754	2	**269**	0	0	0
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	228	1	**228**	0	0	0
	Left-Through		0			0	
	Through	973	2	370	0	0	**0**
	Through-Right		1			0	
	Right	137	0	137	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	156	1	156	0	0	0
	Left-Through		0			0	
	Through	1407	2	**514**	0	0	**0**
	Through-Right		1			0	
	Right	134	0	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	166	1	**166**	0	0	**0**
	Left-Through		0			0	
	Through	818	2	297	0	0	0
	Through-Right		1			0	
	Right	74	0	74	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	497		North-South:	0
			East-West:	680		East-West:	0
			SUM:	1177		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.856			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.856			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	664	1	**440**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	657	1	440	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	872	3	291	0	0	**0**
	Through-Right		0			0	
	Right	321	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1364	2	**552**	0	0	0
	Through-Right		1			0	
	Right	291	0	291	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	440		North-South:	0
			East-West:	552		East-West:	0
			SUM:	992		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.661			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.661			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	414	1	**275**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	411	1	275	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1017	3	339	0	0	**0**
	Through-Right		0			0	
	Right	350	1	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1110	2	**526**	0	0	0
	Through-Right		1			0	
	Right	469	0	469	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	275		North-South:	0
			East-West:	526		East-West:	0
			SUM:	801		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.534			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.534			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	463	1	**376**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	664	1	376	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	82	0	0	0	0	0
	Left-Through		0			0	
	Through	1468	3	**489**	0	0	**0**
	Through-Right		0			0	
	Right	332	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1123	2	480	0	0	0
	Through-Right		1			0	
	Right	318	0	318	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	376		North-South:	0
			East-West:	489		East-West:	0
			SUM:	865		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.577			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.577			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	191	1	191	0	0	**0**	93	1	93	0	0	**0**
	Left-Through		0			0			0			0	
	Through	821	1	**420**	0	0	0	519	1	**281**	0	0	0
	Through-Right		1			0			1			0	
	Right	18	0	18	0	0	0	42	0	42	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	185	1	**185**	0	0	0	123	1	**123**	0	0	0
	Left-Through		0			0			0			0	
	Through	617	1	356	0	0	**0**	520	1	303	0	0	**0**
	Through-Right		1			0			1			0	
	Right	95	0	95	0	0	0	86	0	86	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	115	1	**115**	0	0	0	93	1	**93**	0	0	0
	Left-Through		0			0			0			0	
	Through	915	2	332	0	0	**0**	746	2	277	0	0	**0**
	Through-Right		1			0			1			0	
	Right	81	0	81	0	0	0	85	0	85	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	114	1	114	0	0	**0**	75	1	75	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1361	2	**482**	0	0	0	725	2	**273**	0	0	0
	Through-Right		1			0			1			0	
	Right	84	0	84	0	0	0	95	0	95	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES		North-South:		605	North-South:		0	North-South:		404	North-South:		0
		East-West:		597	East-West:		0	East-West:		366	East-West:		0
		SUM:		1202	SUM:		0	SUM:		770	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.874			0.000			0.560			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.874			0.000			0.560			0.000
LEVEL OF SERVICE (LOS):				D			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM						AM					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	123	1	**123**	0	0	**0**	132	1	132	0	0	**0**
	Left-Through		0			0			0			0	
	Through	637	1	343	0	0	0	744	1	**408**	0	0	0
	Through-Right		1			0			1			0	
	Right	48	0	48	0	0	0	72	0	72	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	143	1	143	0	0	0	185	1	**185**	0	0	0
	Left-Through		0			0			0			0	
	Through	772	1	**446**	0	0	**0**	664	1	360	0	0	**0**
	Through-Right		1			0			1			0	
	Right	120	0	120	0	0	0	56	0	56	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	124	1	124	0	0	0	64	1	**64**	0	0	0
	Left-Through		0			0			0			0	
	Through	1425	2	**508**	0	0	**0**	829	2	310	0	0	**0**
	Through-Right		1			0			1			0	
	Right	99	0	99	0	0	0	102	0	102	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	98	1	**98**	0	0	**0**	96	1	96	0	0	**0**
	Left-Through		0			0			0			0	
	Through	962	2	356	0	0	0	1206	2	**428**	0	0	0
	Through-Right		1			0			1			0	
	Right	105	0	105	0	0	0	78	0	78	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES		North-South:		569	North-South:		0	North-South:		593	North-South:		0
		East-West:		606	East-West:		0	East-West:		492	East-West:		0
		SUM:		1175	SUM:		0	SUM:		1085	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.855			0.000			0.789			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.855			0.000			0.789			0.000
LEVEL OF SERVICE (LOS):				D			A			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	132	1	132	0	0	**0**
	Left-Through		0			0	
	Through	744	1	**408**	0	0	0
	Through-Right		1			0	
	Right	72	0	72	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	185	1	**185**	0	0	0
	Left-Through		0			0	
	Through	664	1	360	0	0	**0**
	Through-Right		1			0	
	Right	56	0	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	64	1	**64**	0	0	0
	Left-Through		0			0	
	Through	829	2	310	0	0	**0**
	Through-Right		1			0	
	Right	102	0	102	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	96	1	96	0	0	**0**
	Left-Through		0			0	
	Through	1206	2	**428**	0	0	0
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		593	North-South:		0
		East-West:		492	East-West:		0
		SUM:		1085	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.789			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.789			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	108	1	**108**	0	0	**0**
	Left-Through		0			0	
	Through	469	1	275	0	0	0
	Through-Right		1			0	
	Right	81	0	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	128	1	128	0	0	0
	Left-Through		0			0	
	Through	547	1	**319**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	104	1	104	0	0	0
	Left-Through		0			0	
	Through	639	2	**249**	0	0	**0**
	Through-Right		1			0	
	Right	108	0	108	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	156	1	**156**	0	0	**0**
	Left-Through		0			0	
	Through	652	2	238	0	0	0
	Through-Right		1			0	
	Right	63	0	63	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		427	North-South:		0
		East-West:		405	East-West:		0
		SUM:		832	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.605			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.605			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	134	1	**134**	0	0	**0**
	Left-Through		0			0	
	Through	637	1	374	0	0	0
	Through-Right		1			0	
	Right	111	0	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	124	1	124	0	0	0
	Left-Through		0			0	
	Through	827	1	**464**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	121	1	121	0	0	0
	Left-Through		0			0	
	Through	1156	2	**436**	0	0	**0**
	Through-Right		1			0	
	Right	151	0	151	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	181	1	**181**	0	0	**0**
	Left-Through		0			0	
	Through	844	2	315	0	0	0
	Through-Right		1			0	
	Right	102	0	102	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		598	North-South:		0
		East-West:		617	East-West:		0
		SUM:		1215	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.884			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.884			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	194	1	194	0	0	**0**
	Left-Through		0			0	
	Through	1148	2	**430**	0	0	0
	Through-Right		1			0	
	Right	141	0	141	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	69	1	**69**	0	0	0
	Left-Through		0			0	
	Through	465	2	195	0	0	**0**
	Through-Right		1			0	
	Right	119	0	119	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	87	1	**87**	0	0	0
	Left-Through		0			0	
	Through	1089	2	404	0	0	**0**
	Through-Right		1			0	
	Right	124	0	124	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	88	1	88	0	0	**0**
	Left-Through		0			0	
	Through	1126	2	**410**	0	0	0
	Through-Right		1			0	
	Right	103	0	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		499	North-South:		0
		East-West:		497	East-West:		0
		SUM:		996	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.724			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.724			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	143	1	**143**	0	0	**0**
	Left-Through		0			0	
	Through	478	2	192	0	0	0
	Through-Right		1			0	
	Right	98	0	98	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	85	1	85	0	0	0
	Left-Through		0			0	
	Through	376	2	**148**	0	0	**0**
	Through-Right		1			0	
	Right	67	0	67	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	33	1	33	0	0	0
	Left-Through		0			0	
	Through	895	2	**336**	0	0	**0**
	Through-Right		1			0	
	Right	114	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	145	1	**145**	0	0	**0**
	Left-Through		0			0	
	Through	780	2	284	0	0	0
	Through-Right		1			0	
	Right	72	0	72	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		291	North-South:		0
		East-West:		481	East-West:		0
		SUM:		772	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.561			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.561			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	186	1	**186**	0	0	**0**
	Left-Through		0			0	
	Through	699	2	270	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	105	1	105	0	0	0
	Left-Through		0			0	
	Through	715	2	**253**	0	0	**0**
	Through-Right		1			0	
	Right	44	0	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	133	1	133	0	0	0
	Left-Through		0			0	
	Through	1264	2	**451**	0	0	**0**
	Through-Right		1			0	
	Right	88	0	88	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	118	1	**118**	0	0	**0**
	Left-Through		0			0	
	Through	1065	2	369	0	0	0
	Through-Right		1			0	
	Right	42	0	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	439		North-South:	0
			East-West:	569		East-West:	0
			SUM:	1008		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.733			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.733			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	134	2	74	0	0	**0**
	Left-Through		0			0	
	Through	1264	2	**459**	0	0	0
	Through-Right		1			0	
	Right	114	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	146	2	**80**	0	0	0
	Left-Through		0			0	
	Through	434	2	175	0	0	**0**
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	126	1	**126**	0	0	0
	Left-Through		0			0	
	Through	1116	2	398	0	0	**0**
	Through-Right		1			0	
	Right	77	0	77	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	1218	2	**427**	0	0	0
	Through-Right		1			0	
	Right	64	0	64	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	539		North-South:	0
			East-West:	553		East-West:	0
			SUM:	1092		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.794			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.794			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	87	2	48	0	0	**0**
	Left-Through		0			0	
	Through	507	2	**214**	0	0	0
	Through-Right		1			0	
	Right	135	0	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	162	2	**89**	0	0	0
	Left-Through		0			0	
	Through	462	2	202	0	0	**0**
	Through-Right		1			0	
	Right	143	0	143	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	98	1	**98**	0	0	0
	Left-Through		0			0	
	Through	919	2	339	0	0	**0**
	Through-Right		1			0	
	Right	98	0	98	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	104	1	104	0	0	**0**
	Left-Through		0			0	
	Through	915	2	**356**	0	0	0
	Through-Right		1			0	
	Right	152	0	152	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	303		North-South:	0
			East-West:	454		East-West:	0
			SUM:	757		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.551			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.551			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	2	72	0	0	**0**
	Left-Through		0			0	
	Through	841	2	**321**	0	0	0
	Through-Right		1			0	
	Right	121	0	121	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	195	2	**107**	0	0	0
	Left-Through		0			0	
	Through	745	2	292	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	125	1	125	0	0	0
	Left-Through		0			0	
	Through	1369	2	**477**	0	0	**0**
	Through-Right		1			0	
	Right	63	0	63	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	1044	2	377	0	0	0
	Through-Right		1			0	
	Right	88	0	88	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	428		North-South:	0
			East-West:	577		East-West:	0
			SUM:	1005		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.731			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.731			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 176 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** VERMONT AVENUE | **East-West Street:** CENTURY BOULEVARD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 3 | **Count Date:** | **Analyst:** | **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	220	2	121	0	0	**0**
	Left-Through		0			0	
	Through	1199	3	**400**	0	0	0
	Through-Right		0			0	
	Right	130	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	124	2	**68**	0	0	0
	Left-Through		0			0	
	Through	613	2	236	0	0	**0**
	Through-Right		1			0	
	Right	94	0	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	142	1	**142**	0	0	0
	Left-Through		0			0	
	Through	612	2	219	0	0	**0**
	Through-Right		1			0	
	Right	46	0	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	181	1	181	0	0	**0**
	Left-Through		0			0	
	Through	948	2	**368**	0	0	0
	Through-Right		1			0	
	Right	156	0	156	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	468		*North-South:*	0
			East-West:	510		*East-West:*	0
			SUM:	978		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.711			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.711			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 176 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** VERMONT AVENUE | **East-West Street:** CENTURY BOULEVARD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 3 | **Count Date:** | **Analyst:** | **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	156	2	**86**	0	0	**0**
	Left-Through		0			0	
	Through	523	3	174	0	0	0
	Through-Right		0			0	
	Right	70	1	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	117	2	64	0	0	0
	Left-Through		0			0	
	Through	499	2	**203**	0	0	**0**
	Through-Right		1			0	
	Right	109	0	109	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	555	2	214	0	0	**0**
	Through-Right		1			0	
	Right	88	0	88	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	112	1	112	0	0	**0**
	Left-Through		0			0	
	Through	614	2	**223**	0	0	0
	Through-Right		1			0	
	Right	56	0	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	289		*North-South:*	0
			East-West:	363		*East-West:*	0
			SUM:	652		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.474			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.474			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 176 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** VERMONT AVENUE | **East-West Street:** CENTURY BOULEVARD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 3 | **Count Date:** | **Analyst:** | **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	222	2	**122**	0	0	**0**
	Left-Through		0			0	
	Through	913	3	304	0	0	0
	Through-Right		0			0	
	Right	110	1	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	162	2	89	0	0	0
	Left-Through		0			0	
	Through	751	2	**293**	0	0	**0**
	Through-Right		1			0	
	Right	127	0	127	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	123	1	123	0	0	0
	Left-Through		0			0	
	Through	900	2	**352**	0	0	**0**
	Through-Right		1			0	
	Right	155	0	155	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	132	1	**132**	0	0	**0**
	Left-Through		0			0	
	Through	682	2	254	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	415		*North-South:*	0
			East-West:	484		*East-West:*	0
			SUM:	899		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.654			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.654			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 177 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** VERMONT AVENUE | **East-West Street:** IMPERIAL HIGHWAY | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 3 | **Count Date:** | **Analyst:** | **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	380	2	209	0	0	**0**
	Left-Through		0			0	
	Through	1195	2	**449**	0	0	0
	Through-Right		1			0	
	Right	152	0	152	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	2	**121**	0	0	0
	Left-Through		0			0	
	Through	761	3	254	0	0	**0**
	Through-Right		0			0	
	Right	44	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	96	1	**96**	0	0	0
	Left-Through		0			0	
	Through	501	2	219	0	0	**0**
	Through-Right		1			0	
	Right	157	0	157	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	217	1	217	0	0	**0**
	Left-Through		0			0	
	Through	1276	2	**492**	0	0	0
	Through-Right		1			0	
	Right	201	0	201	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	570		*North-South:*	0
			East-West:	588		*East-West:*	0
			SUM:	1158		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.842			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.842			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	352	2	**194**	0	0	**0**
	Left-Through		0			0	
	Through	660	2	267	0	0	0
	Through-Right		1			0	
	Right	142	0	142	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	2	77	0	0	0
	Left-Through		0			0	
	Through	498	3	**166**	0	0	**0**
	Through-Right		0			0	
	Right	50	1	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	67	1	67	0	0	0
	Left-Through		0			0	
	Through	486	2	**211**	0	0	**0**
	Through-Right		1			0	
	Right	147	0	147	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	163	1	**163**	0	0	**0**
	Left-Through		0			0	
	Through	440	2	177	0	0	0
	Through-Right		1			0	
	Right	92	0	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	360		*North-South:*	0
			East-West:	374		*East-West:*	0
			SUM:	734		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.534			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.534			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	357	2	196	0	0	**0**
	Left-Through		0			0	
	Through	1104	2	**442**	0	0	0
	Through-Right		1			0	
	Right	222	0	222	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	218	2	**120**	0	0	0
	Left-Through		0			0	
	Through	718	3	239	0	0	**0**
	Through-Right		0			0	
	Right	103	1	37	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	132	1	132	0	0	0
	Left-Through		0			0	
	Through	1194	2	**454**	0	0	**0**
	Through-Right		1			0	
	Right	168	0	168	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	175	1	**175**	0	0	**0**
	Left-Through		0			0	
	Through	742	2	280	0	0	0
	Through-Right		1			0	
	Right	99	0	99	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	562		*North-South:*	0
			East-West:	629		*East-West:*	0
			SUM:	1191		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.866			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.866			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	111	1	111	0	0	**0**
	Left-Through		0			0	
	Through	1299	2	**462**	0	0	0
	Through-Right		1			0	
	Right	88	0	88	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	125	1	**125**	0	0	0
	Left-Through		0			0	
	Through	487	2	188	0	0	**0**
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	101	1	**101**	0	0	0
	Left-Through		0			0	
	Through	1001	2	356	0	0	**0**
	Through-Right		1			0	
	Right	67	0	67	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	68	1	68	0	0	**0**
	Left-Through		0			0	
	Through	1089	2	**411**	0	0	0
	Through-Right		1			0	
	Right	145	0	145	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	587		*North-South:*	0
			East-West:	512		*East-West:*	0
			SUM:	1099		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.799			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.799			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	146	1	**146**	0	0	**0**
	Left-Through		0			0	
	Through	476	2	178	0	0	0
	Through-Right		1			0	
	Right	58	0	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	116	1	116	0	0	0
	Left-Through		0			0	
	Through	420	2	**166**	0	0	**0**
	Through-Right		1			0	
	Right	79	0	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	59	1	59	0	0	0
	Left-Through		0			0	
	Through	924	2	**335**	0	0	**0**
	Through-Right		1			0	
	Right	81	0	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	93	1	**93**	0	0	**0**
	Left-Through		0			0	
	Through	784	2	276	0	0	0
	Through-Right		1			0	
	Right	44	0	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	312		*North-South:*	0
			East-West:	428		*East-West:*	0
			SUM:	740		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.538			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.538			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

PM

No. of Phases			4			0		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0		
	EB-- 0	WB--	0	EB-- 0	WB--	0		
ATSAC-1 or ATSAC+ATCS-2?			0			0		
Override Capacity			0			0		

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	88	1	**88**	0	0	**0**
	Left-Through		0			0	
	Through	628	2	240	0	0	0
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	155	1	155	0	0	0
	Left-Through		0			0	
	Through	979	2	**376**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	83	1	83	0	0	0
	Left-Through		0			0	
	Through	1262	2	**447**	0	0	**0**
	Through-Right		1			0	
	Right	79	0	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	114	1	**114**	0	0	**0**
	Left-Through		0			0	
	Through	1001	2	349	0	0	0
	Through-Right		1			0	
	Right	45	0	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	464		*North-South:*	0
			East-West:	561		*East-West:*	0
			SUM:	1025		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.745			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.745			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

AM

No. of Phases			4			0		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0		
	EB-- 0	WB--	3	EB-- 0	WB--	0		
ATSAC-1 or ATSAC+ATCS-2?			0			0		
Override Capacity			0			0		

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	1165	2	**430**	0	0	0
	Through-Right		1			0	
	Right	124	0	124	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	168	1	**168**	0	0	0
	Left-Through		0			0	
	Through	486	2	189	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1354	2	**469**	0	0	**0**
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	138	1	**138**	0	0	**0**
	Left-Through		0			0	
	Through	1312	3	437	0	0	0
	Through-Right		0			0	
	Right	378	1	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	598		*North-South:*	0
			East-West:	607		*East-West:*	0
			SUM:	1205		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.876			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.876			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

MD

No. of Phases			4			0		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0		
	EB-- 0	WB--	3	EB-- 0	WB--	0		
ATSAC-1 or ATSAC+ATCS-2?			0			0		
Override Capacity			0			0		

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	91	1	91	0	0	**0**
	Left-Through		0			0	
	Through	412	2	**163**	0	0	0
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	187	1	**187**	0	0	0
	Left-Through		0			0	
	Through	435	2	165	0	0	**0**
	Through-Right		1			0	
	Right	61	0	61	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	82	1	82	0	0	0
	Left-Through		0			0	
	Through	1179	2	**416**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	135	1	**135**	0	0	**0**
	Left-Through		0			0	
	Through	1057	3	352	0	0	0
	Through-Right		0			0	
	Right	196	1	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	350		*North-South:*	0
			East-West:	551		*East-West:*	0
			SUM:	901		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.655			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.655			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

PM

No. of Phases			4			0		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0		
	EB-- 0	WB--	3	EB-- 0	WB--	0		
ATSAC-1 or ATSAC+ATCS-2?			0			0		
Override Capacity			0			0		

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	147	1	**147**	0	0	**0**
	Left-Through		0			0	
	Through	715	2	262	0	0	0
	Through-Right		1			0	
	Right	71	0	71	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	173	1	173	0	0	0
	Left-Through		0			0	
	Through	934	2	**359**	0	0	**0**
	Through-Right		1			0	
	Right	142	0	142	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	107	1	107	0	0	0
	Left-Through		0			0	
	Through	1633	2	**565**	0	0	**0**
	Through-Right		1			0	
	Right	62	0	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	168	1	**168**	0	0	**0**
	Left-Through		0			0	
	Through	1188	3	396	0	0	0
	Through-Right		0			0	
	Right	210	1	37	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	506		*North-South:*	0
			East-West:	733		*East-West:*	0
			SUM:	1239		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.901			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.901			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 180
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	78	1	78	0	0	**0**
	Left-Through		0			0	
	Through	1051	1	**559**	0	0	0
	Through-Right		1			0	
	Right	67	0	67	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	667	2	334	0	0	**0**
	Through-Right		0			0	
	Right	130	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	157	1	**157**	0	0	0
	Left-Through		0			0	
	Through	694	2	257	0	0	**0**
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	129	1	129	0	0	**0**
	Left-Through		0			0	
	Through	1210	2	**457**	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	689		North-South:	0
			East-West:	614		East-West:	0
			SUM:	1303		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.948			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.948			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 180
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	74	1	74	0	0	**0**
	Left-Through		0			0	
	Through	415	1	**257**	0	0	0
	Through-Right		1			0	
	Right	98	0	98	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	141	1	**141**	0	0	0
	Left-Through		0			0	
	Through	421	2	211	0	0	**0**
	Through-Right		0			0	
	Right	11	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	4	1	4	0	0	0
	Left-Through		0			0	
	Through	606	2	**237**	0	0	**0**
	Through-Right		1			0	
	Right	106	0	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	76	1	**76**	0	0	**0**
	Left-Through		0			0	
	Through	690	2	273	0	0	0
	Through-Right		1			0	
	Right	128	0	128	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	398		North-South:	0
			East-West:	313		East-West:	0
			SUM:	711		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.517			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.517			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 180
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	117	1	**117**	0	0	**0**
	Left-Through		0			0	
	Through	677	1	382	0	0	0
	Through-Right		1			0	
	Right	87	0	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	821	2	**411**	0	0	**0**
	Through-Right		0			0	
	Right	131	1	27	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	104	1	104	0	0	0
	Left-Through		0			0	
	Through	1043	2	**380**	0	0	**0**
	Through-Right		1			0	
	Right	96	0	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	134	1	**134**	0	0	**0**
	Left-Through		0			0	
	Through	935	2	347	0	0	0
	Through-Right		1			0	
	Right	107	0	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	528		North-South:	0
			East-West:	514		East-West:	0
			SUM:	1042		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.758			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.758			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	577	2	**289**	0	0	0
	Through-Right		0			0	
	Right	90	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	193	1	**193**	0	0	0
	Left-Through		0			0	
	Through	392	1	257	0	0	**0**
	Through-Right		1			0	
	Right	122	0	122	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	96	1	**96**	0	0	0
	Left-Through		0			0	
	Through	867	2	299	0	0	**0**
	Through-Right		1			0	
	Right	31	0	31	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	93	1	93	0	0	**0**
	Left-Through		0			0	
	Through	1621	2	**640**	0	0	0
	Through-Right		1			0	
	Right	300	0	300	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	482		North-South:	0
			East-West:	736		East-West:	0
			SUM:	1218		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.886			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.886			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	53	1	53	0	0	**0**
	Left-Through		0			0	
	Through	255	2	**128**	0	0	0
	Through-Right		0			0	
	Right	92	1	8	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	138	1	**138**	0	0	0
	Left-Through		0			0	
	Through	245	1	162	0	0	**0**
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	81	1	**81**	0	0	0
	Left-Through		0			0	
	Through	645	2	228	0	0	**0**
	Through-Right		1			0	
	Right	38	0	38	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	84	1	84	0	0	**0**
	Left-Through		0			0	
	Through	599	2	**243**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	266		*North-South:*	0
			East-West:	324		*East-West:*	0
			SUM:	590		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.429			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.429			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	92	1	92	0	0	**0**
	Left-Through		0			0	
	Through	503	2	**252**	0	0	0
	Through-Right		0			0	
	Right	88	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	184	1	**184**	0	0	0
	Left-Through		0			0	
	Through	416	1	273	0	0	**0**
	Through-Right		1			0	
	Right	129	0	129	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	115	1	115	0	0	0
	Left-Through		0			0	
	Through	1543	2	**535**	0	0	**0**
	Through-Right		1			0	
	Right	62	0	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	128	1	**128**	0	0	**0**
	Left-Through		0			0	
	Through	845	2	349	0	0	0
	Through-Right		1			0	
	Right	201	0	201	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	436		*North-South:*	0
			East-West:	663		*East-West:*	0
			SUM:	1099		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.799			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.799			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	167	1	167	0	0	**0**
	Left-Through		0			0	
	Through	556	2	**225**	0	0	0
	Through-Right		1			0	
	Right	119	0	119	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	203	1	**203**	0	0	0
	Left-Through		0			0	
	Through	461	3	154	0	0	**0**
	Through-Right		0			0	
	Right	108	1	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	1013	2	356	0	0	**0**
	Through-Right		1			0	
	Right	56	0	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	131	1	131	0	0	**0**
	Left-Through		0			0	
	Through	1448	2	**536**	0	0	0
	Through-Right		1			0	
	Right	161	0	161	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	428		*North-South:*	0
			East-West:	636		*East-West:*	0
			SUM:	1064		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.774			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.774			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	111	1	111	0	0	**0**
	Left-Through		0			0	
	Through	323	2	**150**	0	0	0
	Through-Right		1			0	
	Right	126	0	126	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	214	1	**214**	0	0	0
	Left-Through		0			0	
	Through	294	3	98	0	0	**0**
	Through-Right		0			0	
	Right	95	1	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	97	1	97	0	0	0
	Left-Through		0			0	
	Through	944	2	**339**	0	0	**0**
	Through-Right		1			0	
	Right	74	0	74	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	136	1	**136**	0	0	**0**
	Left-Through		0			0	
	Through	953	2	364	0	0	0
	Through-Right		1			0	
	Right	139	0	139	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	364		*North-South:*	0
			East-West:	475		*East-West:*	0
			SUM:	839		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.610			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.610			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	143	1	143	0	0	**0**
	Left-Through		0			0	
	Through	698	2	**292**	0	0	0
	Through-Right		1			0	
	Right	177	0	177	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	245	1	**245**	0	0	0
	Left-Through		0			0	
	Through	752	3	251	0	0	**0**
	Through-Right		0			0	
	Right	94	1	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	132	1	132	0	0	0
	Left-Through		0			0	
	Through	1217	2	**448**	0	0	**0**
	Through-Right		1			0	
	Right	126	0	126	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	155	1	**155**	0	0	**0**
	Left-Through		0			0	
	Through	1170	2	457	0	0	0
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	537		*North-South:*	0
			East-West:	603		*East-West:*	0
			SUM:	1140		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.829			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.829			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	89	1	89	0	0	**0**
	Left-Through		0			0	
	Through	426	3	**142**	0	0	0
	Through-Right		0			0	
	Right	101	1	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	155	1	**155**	0	0	0
	Left-Through		0			0	
	Through	384	3	128	0	0	**0**
	Through-Right		0			0	
	Right	81	1	54	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	55	1	**55**	0	0	0
	Left-Through		0			0	
	Through	656	2	233	0	0	**0**
	Through-Right		1			0	
	Right	43	0	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	1	87	0	0	**0**
	Left-Through		0			0	
	Through	1780	2	**641**	0	0	0
	Through-Right		1			0	
	Right	144	0	144	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	297		*North-South:*	0
			East-West:	696		*East-West:*	0
			SUM:	993		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.722			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.722			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	259	3	86	0	0	0
	Through-Right		0			0	
	Right	46	1	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	57	1	57	0	0	0
	Left-Through		0			0	
	Through	303	3	101	0	0	**0**
	Through-Right		0			0	
	Right	156	1	**132**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	48	1	**48**	0	0	0
	Left-Through		0			0	
	Through	612	2	216	0	0	**0**
	Through-Right		1			0	
	Right	35	0	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	64	1	64	0	0	**0**
	Left-Through		0			0	
	Through	668	2	**243**	0	0	0
	Through-Right		1			0	
	Right	62	0	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	192		*North-South:*	0
			East-West:	291		*East-West:*	0
			SUM:	483		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.351			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.351			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	476	3	**159**	0	0	0
	Through-Right		0			0	
	Right	83	1	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	153	1	**153**	0	0	0
	Left-Through		0			0	
	Through	399	3	133	0	0	**0**
	Through-Right		0			0	
	Right	38	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	113	1	113	0	0	0
	Left-Through		0			0	
	Through	1325	2	**474**	0	0	**0**
	Through-Right		1			0	
	Right	98	0	98	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	82	1	**82**	0	0	**0**
	Left-Through		0			0	
	Through	794	2	284	0	0	0
	Through-Right		1			0	
	Right	59	0	59	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	312		*North-South:*	0
			East-West:	556		*East-West:*	0
			SUM:	868		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.631			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.631			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	183	1	183	0	0	**0**
	Left-Through		0			0	
	Through	1232	2	**616**	0	0	0
	Through-Right		0			0	
	Right	163	1	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	71	1	**71**	0	0	0
	Left-Through		0			0	
	Through	371	1	224	0	0	**0**
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	774	1	408	0	0	**0**
	Through-Right		1			0	
	Right	42	0	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	104	1	104	0	0	**0**
	Left-Through		0			0	
	Through	930	2	**465**	0	0	0
	Through-Right		0			0	
	Right	162	1	127	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	687		*North-South:*	0
			East-West:	585		*East-West:*	0
			SUM:	1272		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.848			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.848			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	126	1	126	0	0	**0**
	Left-Through		0			0	
	Through	954	2	**477**	0	0	0
	Through-Right		0			0	
	Right	113	1	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	83	1	**83**	0	0	0
	Left-Through		0			0	
	Through	492	1	293	0	0	**0**
	Through-Right		1			0	
	Right	94	0	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	126	1	**126**	0	0	0
	Left-Through		0			0	
	Through	456	1	255	0	0	**0**
	Through-Right		1			0	
	Right	54	0	54	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	97	1	97	0	0	**0**
	Left-Through		0			0	
	Through	516	2	**258**	0	0	0
	Through-Right		0			0	
	Right	109	1	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	560		*North-South:*	0
			East-West:	384		*East-West:*	0
			SUM:	944		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.629			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.629			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	124	1	124	0	0	**0**
	Left-Through		0			0	
	Through	1375	2	**688**	0	0	0
	Through-Right		0			0	
	Right	166	1	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	96	1	**96**	0	0	0
	Left-Through		0			0	
	Through	1027	1	589	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	117	1	117	0	0	0
	Left-Through		0			0	
	Through	1095	1	**600**	0	0	**0**
	Through-Right		1			0	
	Right	104	0	104	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	118	1	**118**	0	0	**0**
	Left-Through		0			0	
	Through	865	2	433	0	0	0
	Through-Right		0			0	
	Right	136	1	88	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	784		*North-South:*	0
			East-West:	718		*East-West:*	0
			SUM:	1502		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.001			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.001			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	77	1	77	0	0	**0**
	Left-Through		0			0	
	Through	991	1	**584**	0	0	0
	Through-Right		1			0	
	Right	177	0	177	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	149	1	**149**	0	0	0
	Left-Through		0			0	
	Through	316	1	184	0	0	**0**
	Through-Right		1			0	
	Right	52	0	52	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	54	1	54	0	0	0
	Left-Through		0			0	
	Through	640	1	**359**	0	0	**0**
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	167	1	**167**	0	0	**0**
	Left-Through		0			0	
	Through	785	2	393	0	0	0
	Through-Right		0			0	
	Right	231	1	157	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	733		*North-South:*	0
			East-West:	526		*East-West:*	0
			SUM:	1259		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.839			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.839			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	58	1	58	0	0	**0**
Left-Through		0			0	
Through	374	1	**233**	0	0	0
Through-Right		1			0	
Right	91	0	91	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	115	1	**115**	0	0	0
Left-Through		0			0	
Through	323	1	180	0	0	**0**
Through-Right		1			0	
Right	37	0	37	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	32	1	32	0	0	0
Left-Through		0			0	
Through	451	1	**248**	0	0	**0**
Through-Right		1			0	
Right	44	0	44	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	112	1	**112**	0	0	**0**
Left-Through	0				0	
Through	488	2	244	0	0	0
Through-Right	0				0	
Right	132	1	75	0	0	0
Left-Through-Right	0				0	
Left-Right	0				0	
CRITICAL VOLUMES		*North-South:*	348		*North-South:*	0
		East-West:	360		*East-West:*	0
		SUM:	708		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.472			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.472			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	64	1	64	0	0	**0**
Left-Through		0			0	
Through	612	1	**378**	0	0	0
Through-Right		1			0	
Right	143	0	143	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	253	1	**253**	0	0	0
Left-Through		0			0	
Through	806	1	426	0	0	**0**
Through-Right		1			0	
Right	46	0	46	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	37	1	37	0	0	0
Left-Through		0			0	
Through	933	1	**512**	0	0	**0**
Through-Right		1			0	
Right	91	0	91	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	102	1	**102**	0	0	**0**
Left-Through		0			0	
Through	861	2	431	0	0	0
Through-Right		0			0	
Right	182	1	56	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	631		*North-South:*	0
		East-West:	614		*East-West:*	0
		SUM:	1245		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.830			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.830			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	225	1	173	0	0	0
Left-Through		0			0	
Through	52	0	0	0	0	**0**
Through-Right		0			0	
Right	294	1	**173**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	994	2	**442**	0	0	**0**
Through-Right		1			0	
Right	332	0	332	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	208	1	**208**	0	0	**0**
Left-Through		0			0	
Through	1054	3	351	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	173		*North-South:*	0
		East-West:	650		*East-West:*	0
		SUM:	823		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.549			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.549			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	319	1	207	0	0	0
Left-Through		0			0	
Through	70	0	0	0	0	**0**
Through-Right		0			0	
Right	303	1	**207**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	906	2	**377**	0	0	**0**
Through-Right		1			0	
Right	225	0	225	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	209	1	**209**	0	0	**0**
Left-Through		0			0	
Through	653	3	218	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	207		*North-South:*	0
		East-West:	586		*East-West:*	0
		SUM:	793		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.529			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.529			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	221	1	152	0	0	0
	Left-Through		0			0	
	Through	76	0	0	0	0	**0**
	Through-Right		0			0	
	Right	234	1	**152**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1300	2	**516**	0	0	**0**
	Through-Right		1			0	
	Right	247	0	247	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	234	1	**234**	0	0	**0**
	Left-Through		0			0	
	Through	949	3	316	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	152		North-South:	0
			East-West:	750		East-West:	0
			SUM:	902		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.601			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.601			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	69	0	69	0	0	**0**
	Left-Through		1			0	
	Through	177	0	**192**	0	0	0
	Through-Right		1			0	
	Right	137	0	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	243	1	**243**	0	0	0
	Left-Through		0			0	
	Through	921	3	307	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1194	2	**484**	0	0	0
	Through-Right		1			0	
	Right	257	0	257	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	192		North-South:	0
			East-West:	727		East-West:	0
			SUM:	919		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.645			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.645			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	75	0	75	0	0	**0**
	Left-Through		1			0	
	Through	69	0	144	0	0	0
	Through-Right		1			0	
	Right	182	0	**182**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	332	1	**332**	0	0	0
	Left-Through		0			0	
	Through	991	3	330	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	804	2	**375**	0	0	0
	Through-Right		1			0	
	Right	320	0	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	182		North-South:	0
			East-West:	707		East-West:	0
			SUM:	889		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.624			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.624			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	162	0	162	0	0	**0**
	Left-Through		1			0	
	Through	85	0	**233**	0	0	0
	Through-Right		1			0	
	Right	218	0	233	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	310	1	**310**	0	0	0
	Left-Through		0			0	
	Through	1280	3	427	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1071	2	**449**	0	0	0
	Through-Right		1			0	
	Right	275	0	275	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	233		North-South:	0
			East-West:	759		East-West:	0
			SUM:	992		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.696			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.696			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	330	1	222	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	337	1	**222**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	955	2	478	0	0	**0**
	Through-Right		1			0	
	Right	643	0	**643**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1436	3	479	0	0	0
	Through-Right		0			0	
	Right	607	1	385	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	222		*North-South:*	0
			East-West:	643		*East-West:*	0
			SUM:	865		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.577			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.577			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	420	1	263	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	369	1	**263**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	3	0	0	0	0	0
	Left-Through		0			0	
	Through	989	2	**490**	0	0	**0**
	Through-Right		1			0	
	Right	480	0	480	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	975	3	325	0	0	0
	Through-Right		0			0	
	Right	383	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	263		*North-South:*	0
			East-West:	490		*East-West:*	0
			SUM:	753		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.502			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.502			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	456	1	257	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	314	1	**257**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	9	0	0	0	0	0
	Left-Through		0			0	
	Through	1414	2	**640**	0	0	**0**
	Through-Right		1			0	
	Right	505	0	505	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1148	3	383	0	0	0
	Through-Right		0			0	
	Right	383	1	126	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	257		*North-South:*	0
			East-West:	640		*East-West:*	0
			SUM:	897		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.598			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.598			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0	NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**	157	1	157	0	0	**0**
	Left-Through		0			0			0			0	
	Through	446	1	**256**	0	0	0	599	1	**326**	0	0	0
	Through-Right		1			0			1			0	
	Right	65	0	65	0	0	0	53	0	53	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	11	1	**11**	0	0	0	13	1	**13**	0	0	0
	Left-Through		0			0			0			0	
	Through	573	3	191	0	0	**0**	424	3	141	0	0	**0**
	Through-Right		0			0			0			0	
	Right	164	1	82	0	0	0	241	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	82	1	**82**	0	0	0	254	1	**254**	0	0	0
	Left-Through		0			0			0			0	
	Through	115	2	58	0	0	**0**	391	2	196	0	0	**0**
	Through-Right		0			0			0			0	
	Right	68	1	58	0	0	0	113	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	114	1	114	0	0	**0**	131	1	131	0	0	**0**
	Left-Through		0			0			0			0	
	Through	278	1	**160**	0	0	0	317	1	**208**	0	0	0
	Through-Right		1			0			1			0	
	Right	41	0	41	0	0	0	99	0	99	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	267		North-South:	0		North-South:	339		North-South:	0
			East-West:	242		East-West:	0		East-West:	462		East-West:	0
			SUM:	509		SUM:	0		SUM:	801		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.370			0.000			0.583			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.370			0.000			0.583			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0						
		EB-- 3	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	122	1	122	0	0	**0**						
	Left-Through		0			0							
	Through	827	1	**475**	0	0	0						
	Through-Right		1			0							
	Right	122	0	122	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	54	1	**54**	0	0	0						
	Left-Through		0			0							
	Through	479	3	160	0	0	**0**						
	Through-Right		0			0							
	Right	85	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	127	1	**127**	0	0	0						
	Left-Through		0			0							
	Through	372	2	186	0	0	**0**						
	Through-Right		0			0							
	Right	80	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	85	1	85	0	0	**0**						
	Left-Through		0			0							
	Through	387	1	**237**	0	0	0						
	Through-Right		1			0							
	Right	86	0	86	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	529		North-South:	0						
			East-West:	364		East-West:	0						
			SUM:	893		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.649			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.649			0.000						
LEVEL OF SERVICE (LOS):				B			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	9	1	9	0	0	**0**						
	Left-Through		0			0							
	Through	33	2	**17**	0	0	0						
	Through-Right		0			0							
	Right	35	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	240	2	84	0	0	0						
	Left-Through		1			0							
	Through	18	1	18	0	0	**0**						
	Through-Right		0			0							
	Right	302	1	**152**	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	546	2	**300**	0	0	0						
	Left-Through		0			0							
	Through	1132	4	283	0	0	**0**						
	Through-Right		0			0							
	Right	13	1	9	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	82	1	82	0	0	**0**						
	Left-Through		0			0							
	Through	2232	4	**558**	0	0	0						
	Through-Right		0			0							
	Right	241	1	157	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	169		North-South:	0						
			East-West:	858		East-West:	0						
			SUM:	1027		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.747			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.747			0.000						
LEVEL OF SERVICE (LOS):				C			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	22	1	22	0	0	**0**
Left-Through		0			0	
Through	34	2	17	0	0	0
Through-Right		0			0	
Right	40	1	**25**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	420	2	147	0	0	0
Left-Through		1			0	
Through	20	1	20	0	0	**0**
Through-Right		0			0	
Right	480	1	**269**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	767	2	**422**	0	0	0
Left-Through		0			0	
Through	1611	4	403	0	0	**0**
Through-Right		0			0	
Right	19	1	8	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	31	1	31	0	0	**0**
Left-Through		0			0	
Through	1972	4	**493**	0	0	0
Through-Right		0			0	
Right	156	1	9	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	294		*North-South:*	0
		East-West:	915		*East-West:*	0
		SUM:	1209		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.879			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.879			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	17	1	17	0	0	**0**
Left-Through		0			0	
Through	37	2	19	0	0	0
Through-Right		0			0	
Right	65	1	**43**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	449	2	157	0	0	0
Left-Through		1			0	
Through	17	1	17	0	0	**0**
Through-Right		0			0	
Right	453	1	**221**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	844	2	**464**	0	0	0
Left-Through		0			0	
Through	1634	4	409	0	0	**0**
Through-Right		0			0	
Right	17	1	9	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	45	1	45	0	0	**0**
Left-Through		0			0	
Through	1591	4	**398**	0	0	0
Through-Right		0			0	
Right	165	1	8	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	264		*North-South:*	0
		East-West:	862		*East-West:*	0
		SUM:	1126		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.819			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.819			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	42	0	42	0	0	**0**
Left-Through		1			0	
Through	85	0	**127**	0	0	0
Through-Right		0			0	
Right	328	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	58	0	58	0	0	0
Left-Through		1			0	
Through	53	0	**78**	0	0	**0**
Through-Right		1			0	
Right	25	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	6	1	6	0	0	0
Left-Through		0			0	
Through	405	2	**139**	0	0	**0**
Through-Right		1			0	
Right	12	0	12	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	528	2	**290**	0	0	**0**
Left-Through		0			0	
Through	670	1	344	0	0	0
Through-Right		1			0	
Right	17	0	17	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	205		*North-South:*	0
		East-West:	429		*East-West:*	0
		SUM:	634		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.461			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.461			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	36	0	36	0	0	**0**
Left-Through		1			0	
Through	26	0	62	0	0	0
Through-Right		0			0	
Right	524	2	**75**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	28	0	28	0	0	0
Left-Through		1			0	
Through	35	0	**57**	0	0	**0**
Through-Right		1			0	
Right	22	0	57	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	17	1	17	0	0	0
Left-Through		0			0	
Through	537	2	**184**	0	0	**0**
Through-Right		1			0	
Right	14	0	14	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	387	2	**213**	0	0	**0**
Left-Through		0			0	
Through	733	1	376	0	0	0
Through-Right		1			0	
Right	19	0	19	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	132		*North-South:*	0
		East-West:	397		*East-West:*	0
		SUM:	529		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.385			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.385			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	0	26	0	0	**0**
	Left-Through		1			0	
	Through	33	0	59	0	0	0
	Through-Right		0			0	
	Right	567	2	**71**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	41	0	41	0	0	0
	Left-Through		1			0	
	Through	66	0	**75**	0	0	**0**
	Through-Right		1			0	
	Right	9	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	15	1	15	0	0	0
	Left-Through		0			0	
	Through	681	2	**233**	0	0	**0**
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	439	2	**241**	0	0	**0**
	Left-Through		0			0	
	Through	617	1	322	0	0	0
	Through-Right		1			0	
	Right	26	0	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	146		*North-South:*	0
			East-West:	474		*East-West:*	0
			SUM:	620		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.451			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.451			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	323	1	215	0	0	0
	Through-Right		1			0	
	Right	107	0	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	42	1	42	0	0	0
	Left-Through		0			0	
	Through	498	1	**283**	0	0	**0**
	Through-Right		1			0	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	3	1	**3**	0	0	0
	Left-Through		0			0	
	Through	498	1	302	0	0	**0**
	Through-Right		1			0	
	Right	106	0	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	119	1	119	0	0	**0**
	Left-Through		0			0	
	Through	961	1	**536**	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	363		*North-South:*	0
			East-West:	539		*East-West:*	0
			SUM:	902		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.656			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.656			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	49	1	49	0	0	**0**
	Left-Through		0			0	
	Through	514	1	**381**	0	0	0
	Through-Right		1			0	
	Right	248	0	248	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	68	1	**68**	0	0	0
	Left-Through		0			0	
	Through	336	1	195	0	0	**0**
	Through-Right		1			0	
	Right	54	0	54	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	24	1	24	0	0	0
	Left-Through		0			0	
	Through	897	1	**494**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	131	1	**131**	0	0	**0**
	Left-Through		0			0	
	Through	937	1	498	0	0	0
	Through-Right		1			0	
	Right	59	0	59	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	449		*North-South:*	0
			East-West:	625		*East-West:*	0
			SUM:	1074		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.781			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.781			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	77	1	77	0	0	**0**
	Left-Through		0			0	
	Through	622	1	**410**	0	0	0
	Through-Right		1			0	
	Right	198	0	198	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	84	1	**84**	0	0	0
	Left-Through		0			0	
	Through	362	1	201	0	0	**0**
	Through-Right		1			0	
	Right	39	0	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	26	1	26	0	0	0
	Left-Through		0			0	
	Through	1168	1	**620**	0	0	**0**
	Through-Right		1			0	
	Right	72	0	72	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	36	1	**36**	0	0	**0**
	Left-Through		0			0	
	Through	864	1	459	0	0	0
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	494		*North-South:*	0
			East-West:	656		*East-West:*	0
			SUM:	1150		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.836			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.836			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	98	1	**98**	0	0	**0**	63	1	63	0	0	**0**
	Left-Through		0			0			0			0	
	Through	379	2	190	0	0	0	424	2	**212**	0	0	0
	Through-Right		0			0			0			0	
	Right	29	1	0	0	0	0	89	1	62	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	33	1	33	0	0	0	66	1	**66**	0	0	0
	Left-Through		0			0			0			0	
	Through	415	1	**224**	0	0	**0**	235	1	152	0	0	**0**
	Through-Right		1			0			1			0	
	Right	32	0	32	0	0	0	68	0	68	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	28	1	**28**	0	0	0	32	1	32	0	0	0
	Left-Through		0			0			0			0	
	Through	175	1	93	0	0	**0**	266	1	**162**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	10	0	10	0	0	0	58	0	58	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	60	1	60	0	0	**0**	54	1	**54**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	383	1	**215**	0	0	0	266	1	170	0	0	0
	Through-Right		1			0			1			0	
	Right	47	0	47	0	0	0	74	0	74	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	322		North-South:	0		North-South:	278		North-South:	0
			East-West:	243		East-West:	0		East-West:	216		East-West:	0
			SUM:	565		SUM:	0		SUM:	494		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.411			0.000			0.359			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.411			0.000			0.359			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM						AM					
No. of Phases				4			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	107	1	**107**	0	0	**0**	175	1	175	0	0	**0**
	Left-Through		0			0			0			0	
	Through	534	2	267	0	0	0	541	1	**297**	0	0	0
	Through-Right		0			0			1			0	
	Right	80	1	37	0	0	0	52	0	52	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	65	1	65	0	0	0	63	1	**63**	0	0	0
	Left-Through		0			0			0			0	
	Through	378	1	**235**	0	0	**0**	288	1	160	0	0	**0**
	Through-Right		1			0			1			0	
	Right	92	0	92	0	0	0	32	0	32	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	69	1	69	0	0	0	53	1	**53**	0	0	0
	Left-Through		0			0			0			0	
	Through	429	1	**242**	0	0	**0**	125	1	108	0	0	**0**
	Through-Right		1			0			1			0	
	Right	55	0	55	0	0	0	90	0	90	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	87	1	**87**	0	0	**0**	100	1	100	0	0	**0**
	Left-Through		0			0			0			0	
	Through	324	1	179	0	0	0	334	2	**167**	0	0	0
	Through-Right		1			0			0			0	
	Right	34	0	34	0	0	0	151	1	151	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	342		North-South:	0		North-South:	360		North-South:	0
			East-West:	329		East-West:	0		East-West:	220		East-West:	0
			SUM:	671		SUM:	0		SUM:	580		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.488			0.000			0.387			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.488			0.000			0.387			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	122	1	122	0	0	0
Left-Through		0			0	
Through	467	1	285	0	0	0
Through-Right		1			0	
Right	103	0	103	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	92	1	92	0	0	0
Left-Through		0			0	
Through	355	1	214	0	0	0
Through-Right		1			0	
Right	73	0	73	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	63	1	63	0	0	0
Left-Through		0			0	
Through	261	1	189	0	0	0
Through-Right		1			0	
Right	116	0	116	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	68	1	68	0	0	0
Left-Through		0			0	
Through	207	2	104	0	0	0
Through-Right		0			0	
Right	87	1	87	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	377		North-South:	0
		East-West:	257		East-West:	0
		SUM:	634		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.423			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.423			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	102	1	102	0	0	0
Left-Through		0			0	
Through	331	1	278	0	0	0
Through-Right		1			0	
Right	225	0	225	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	164	1	164	0	0	0
Left-Through		0			0	
Through	629	1	338	0	0	0
Through-Right		1			0	
Right	47	0	47	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	43	1	43	0	0	0
Left-Through		0			0	
Through	398	1	282	0	0	0
Through-Right		1			0	
Right	166	0	166	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	61	1	61	0	0	0
Left-Through		0			0	
Through	214	2	107	0	0	0
Through-Right		0			0	
Right	75	1	75	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	442		North-South:	0
		East-West:	343		East-West:	0
		SUM:	785		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.523			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.523			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	644	2	354	0	0	0
Left-Through		0			0	
Through	797	1	429	0	0	0
Through-Right		1			0	
Right	60	0	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	10	2	6	0	0	0
Left-Through		0			0	
Through	401	2	201	0	0	0
Through-Right		0			0	
Right	94	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	163	1	163	0	0	0
Left-Through		0			0	
Through	1052	3	351	0	0	0
Through-Right		1			0	
Right	431	0	254	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	35	1	35	0	0	0
Left-Through		0			0	
Through	1760	3	453	0	0	0
Through-Right		1			0	
Right	50	0	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	555		North-South:	0
		East-West:	616		East-West:	0
		SUM:	1171		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.852			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.852			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	489	2	269	0	0	0
Left-Through		0			0	
Through	628	1	351	0	0	0
Through-Right		1			0	
Right	74	0	74	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	61	2	34	0	0	0
Left-Through		0			0	
Through	259	2	130	0	0	0
Through-Right		0			0	
Right	82	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	304	1	304	0	0	0
Left-Through		0			0	
Through	1625	3	478	0	0	0
Through-Right		1			0	
Right	288	0	288	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	147	1	147	0	0	0
Left-Through		0			0	
Through	1768	3	461	0	0	0
Through-Right		1			0	
Right	76	0	76	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	399		North-South:	0
		East-West:	765		East-West:	0
		SUM:	1164		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.847			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.847			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	410	2	226	0	0	**0**
	Left-Through		0			0	
	Through	1247	1	**681**	0	0	0
	Through-Right		1			0	
	Right	114	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	47	2	**26**	0	0	0
	Left-Through		0			0	
	Through	577	2	289	0	0	**0**
	Through-Right		0			0	
	Right	95	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	364	1	**364**	0	0	0
	Left-Through		0			0	
	Through	1770	3	509	0	0	**0**
	Through-Right		1			0	
	Right	267	0	267	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	86	1	86	0	0	**0**
	Left-Through		0			0	
	Through	1260	3	**323**	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	707		North-South:	0
			East-West:	687		East-West:	0
			SUM:	1394		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.014			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.014			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	252	2	139	0	0	**0**
	Left-Through		0			0	
	Through	551	2	**276**	0	0	0
	Through-Right		0			0	
	Right	116	1	19	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	245	2	**135**	0	0	0
	Left-Through		0			0	
	Through	292	2	146	0	0	**0**
	Through-Right		0			0	
	Right	135	1	77	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	192	2	**58**	0	0	0
	Left-Through		0			0	
	Through	187	2	94	0	0	**0**
	Through-Right		1			0	
	Right	100	0	31	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	177	2	97	0	0	**0**
	Left-Through		0			0	
	Through	789	3	263	0	0	0
	Through-Right		0			0	
	Right	671	1	**536**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	411		North-South:	0
			East-West:	594		East-West:	0
			SUM:	1005		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.731			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.731			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	154	2	85	0	0	**0**
	Left-Through		0			0	
	Through	346	2	**173**	0	0	0
	Through-Right		0			0	
	Right	82	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	375	2	**206**	0	0	0
	Left-Through		0			0	
	Through	269	2	135	0	0	**0**
	Through-Right		0			0	
	Right	100	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	155	2	**85**	0	0	0
	Left-Through		0			0	
	Through	518	2	216	0	0	**0**
	Through-Right		1			0	
	Right	129	0	129	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	67	2	37	0	0	**0**
	Left-Through		0			0	
	Through	474	3	158	0	0	0
	Through-Right		0			0	
	Right	440	1	**234**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	379		North-South:	0
			East-West:	319		East-West:	0
			SUM:	698		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.508			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.508			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	181	2	**100**	0	0	**0**
	Left-Through		0			0	
	Through	381	2	191	0	0	0
	Through-Right		0			0	
	Right	231	1	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	233	2	128	0	0	0
	Left-Through		0			0	
	Through	552	2	**276**	0	0	**0**
	Through-Right		0			0	
	Right	140	1	29	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	201	2	111	0	0	0
	Left-Through		0			0	
	Through	1060	2	**443**	0	0	**0**
	Through-Right		1			0	
	Right	270	0	270	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	248	2	**136**	0	0	**0**
	Left-Through		0			0	
	Through	349	3	116	0	0	0
	Through-Right		0			0	
	Right	397	1	269	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	376		North-South:	0
			East-West:	579		East-West:	0
			SUM:	955		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.695			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.695			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	25	1	25	0	0	**0**
Left-Through		0			0	
Through	1247	1	**681**	0	0	0
Through-Right		1			0	
Right	115	0	115	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	138	1	**138**	0	0	0
Left-Through		0			0	
Through	693	1	379	0	0	**0**
Through-Right		1			0	
Right	65	0	65	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	30	1	30	0	0	0
Left-Through		0			0	
Through	32	0	**52**	0	0	**0**
Through-Right		1			0	
Right	20	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	32	1	32	0	0	**0**
Left-Through		0			0	
Through	49	1	**49**	0	0	0
Through-Right		1			0	
Right	82	0	13	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	819		*North-South:*	0
		East-West:	101		*East-West:*	0
		SUM:	920		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.669			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.669			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	51	1	51	0	0	**0**
Left-Through		0			0	
Through	624	1	**416**	0	0	0
Through-Right		1			0	
Right	207	0	207	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	106	1	**106**	0	0	0
Left-Through		0			0	
Through	573	1	318	0	0	**0**
Through-Right		1			0	
Right	63	0	63	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	49	1	49	0	0	0
Left-Through		0			0	
Through	59	0	**96**	0	0	**0**
Through-Right		1			0	
Right	37	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	168	1	**168**	0	0	**0**
Left-Through		0			0	
Through	38	1	38	0	0	0
Through-Right		1			0	
Right	127	0	74	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	522		*North-South:*	0
		East-West:	264		*East-West:*	0
		SUM:	786		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.572			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.572			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	33	1	**33**	0	0	**0**
Left-Through		0			0	
Through	716	1	479	0	0	0
Through-Right		1			0	
Right	242	0	242	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	130	1	130	0	0	0
Left-Through		0			0	
Through	1129	1	**594**	0	0	**0**
Through-Right		1			0	
Right	59	0	59	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	84	1	84	0	0	0
Left-Through		0			0	
Through	70	0	**101**	0	0	**0**
Through-Right		1			0	
Right	31	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	106	1	106	0	0	**0**
Left-Through		0			0	
Through	50	1	50	0	0	0
Through-Right		1			0	
Right	248	0	**183**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	627		*North-South:*	0
		East-West:	284		*East-West:*	0
		SUM:	911		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.663			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.663			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	100	1	**100**	0	0	**0**
Left-Through		0			0	
Through	1368	2	463	0	0	0
Through-Right		1			0	
Right	21	0	21	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	22	1	22	0	0	0
Left-Through		0			0	
Through	1153	2	**447**	0	0	**0**
Through-Right		1			0	
Right	188	0	188	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	277	1	**140**	0	0	0
Left-Through		1			0	
Through	3	0	140	0	0	**0**
Through-Right		0			0	
Right	48	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	9	0	9	0	0	**0**
Left-Through		0			0	
Through	1	0	**18**	0	0	0
Through-Right		0			0	
Right	8	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	547		*North-South:*	0
		East-West:	158		*East-West:*	0
		SUM:	705		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.513			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.513			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	82	1	**82**	0	0	**0**
Left-Through		0			0	
Through	1346	2	452	0	0	0
Through-Right		1			0	
Right	11	0	11	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	43	1	43	0	0	0
Left-Through		0			0	
Through	1203	2	**487**	0	0	**0**
Through-Right		1			0	
Right	258	0	258	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	341	1	**173**	0	0	0
Left-Through		1			0	
Through	5	0	173	0	0	**0**
Through-Right		0			0	
Right	38	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	6	0	6	0	0	**0**
Left-Through		0			0	
Through	4	0	**37**	0	0	0
Through-Right		0			0	
Right	27	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	569		*North-South:*	0
		East-West:	210		*East-West:*	0
		SUM:	779		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.567			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.567			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	143	1	**143**	0	0	**0**
Left-Through		0			0	
Through	1460	2	490	0	0	0
Through-Right		1			0	
Right	9	0	9	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	39	1	39	0	0	0
Left-Through		0			0	
Through	1729	2	**697**	0	0	**0**
Through-Right		1			0	
Right	363	0	363	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	418	1	**209**	0	0	0
Left-Through		1			0	
Through	0	0	209	0	0	**0**
Through-Right		0			0	
Right	22	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	5	0	5	0	0	**0**
Left-Through		0			0	
Through	5	0	**46**	0	0	0
Through-Right		0			0	
Right	36	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	840		*North-South:*	0
		East-West:	255		*East-West:*	0
		SUM:	1095		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.796			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.796			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2221	4	**555**	0	0	0
Through-Right		0			0	
Right	83	1	23	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	13	2	**7**	0	0	0
Left-Through		0			0	
Through	1571	4	393	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	109	2	**60**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	562		*North-South:*	0
		East-West:	60		*East-West:*	0
		SUM:	622		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.436			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.436			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1570	4	**393**	0	0	0
Through-Right		0			0	
Right	77	1	39	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	10	2	**6**	0	0	0
Left-Through		0			0	
Through	1467	4	367	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	69	2	**38**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	15	1	9	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	399		*North-South:*	0
		East-West:	38		*East-West:*	0
		SUM:	437		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.307			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.307			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1949	4	487	0	0	0
	Through-Right		0			0	
	Right	162	1	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	38	2	21	0	0	0
	Left-Through		0			0	
	Through	2285	4	**571**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	88	2	**48**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	33	1	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	571		*North-South:*	0
			East-West:	48		*East-West:*	0
			SUM:	619		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.434			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.434			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	2	6	0	0	**0**
	Left-Through		0			0	
	Through	13	3	**4**	0	0	0
	Through-Right		0			0	
	Right	7	1	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	331	2	**182**	0	0	0
	Left-Through		0			0	
	Through	17	2	9	0	0	**0**
	Through-Right		0			0	
	Right	414	1	178	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	429	2	**236**	0	0	0
	Left-Through		0			0	
	Through	839	3	280	0	0	**0**
	Through-Right		0			0	
	Right	9	1	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	17	2	9	0	0	**0**
	Left-Through		0			0	
	Through	917	3	**306**	0	0	0
	Through-Right		0			0	
	Right	352	1	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	186		*North-South:*	0
			East-West:	542		*East-West:*	0
			SUM:	728		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.529			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.529			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	2	**13**	0	0	**0**
	Left-Through		0			0	
	Through	16	3	5	0	0	0
	Through-Right		0			0	
	Right	22	1	19	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	338	2	186	0	0	0
	Left-Through		0			0	
	Through	20	2	10	0	0	**0**
	Through-Right		0			0	
	Right	365	1	**201**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	298	2	**164**	0	0	0
	Left-Through		0			0	
	Through	819	3	273	0	0	**0**
	Through-Right		0			0	
	Right	19	1	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	11	2	6	0	0	**0**
	Left-Through		0			0	
	Through	872	3	**291**	0	0	0
	Through-Right		0			0	
	Right	255	1	69	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	214		*North-South:*	0
			East-West:	455		*East-West:*	0
			SUM:	669		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.487			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.487			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	2	8	0	0	**0**
	Left-Through		0			0	
	Through	15	3	5	0	0	0
	Through-Right		0			0	
	Right	19	1	**18**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	768	2	**422**	0	0	0
	Left-Through		0			0	
	Through	10	2	5	0	0	**0**
	Through-Right		0			0	
	Right	444	1	276	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	306	2	**168**	0	0	0
	Left-Through		0			0	
	Through	983	3	328	0	0	**0**
	Through-Right		0			0	
	Right	8	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	5	2	3	0	0	**0**
	Left-Through		0			0	
	Through	1025	3	**342**	0	0	0
	Through-Right		0			0	
	Right	318	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	440		*North-South:*	0
			East-West:	510		*East-West:*	0
			SUM:	950		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.691			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.691			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	1	8	0	0	**0**	17	1	17	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1080	2	**540**	0	0	0	706	2	**353**	0	0	0
	Through-Right		0			0			0			0	
	Right	150	1	109	0	0	0	78	1	58	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	104	1	**104**	0	0	0	132	1	**132**	0	0	0
	Left-Through		0			0			0			0	
	Through	689	2	345	0	0	**0**	747	2	374	0	0	**0**
	Through-Right		0			0			0			0	
	Right	71	1	0	0	0	0	95	1	32	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	280	1	280	0	0	0	126	1	**126**	0	0	0
	Left-Through		0			0			0			0	
	Through	840	1	**427**	0	0	**0**	247	1	133	0	0	**0**
	Through-Right		1			0			1			0	
	Right	14	0	14	0	0	0	18	0	18	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	82	1	**82**	0	0	**0**	41	1	41	0	0	**0**
	Left-Through		0			0			0			0	
	Through	252	1	195	0	0	0	258	1	**214**	0	0	0
	Through-Right		1			0			1			0	
	Right	138	0	138	0	0	0	170	0	170	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	644		North-South:	0		North-South:	485		North-South:	0
			East-West:	509		East-West:	0		East-West:	340		East-West:	0
			SUM:	1153		SUM:	0		SUM:	825		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.769			0.000			0.550			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.769			0.000			0.550			0.000
LEVEL OF SERVICE (LOS):				C			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				2			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	28	1	28	0	0	**0**						
	Left-Through		0			0							
	Through	1071	2	**536**	0	0	0						
	Through-Right		0			0							
	Right	110	1	54	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	165	1	**165**	0	0	0						
	Left-Through		0			0							
	Through	1266	2	633	0	0	**0**						
	Through-Right		0			0							
	Right	160	1	106	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	109	1	**109**	0	0	0						
	Left-Through		0			0							
	Through	488	1	253	0	0	**0**						
	Through-Right		1			0							
	Right	17	0	17	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	113	1	113	0	0	**0**						
	Left-Through		0			0							
	Through	583	1	**382**	0	0	0						
	Through-Right		1			0							
	Right	180	0	180	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	701		North-South:	0						
			East-West:	491		East-West:	0						
			SUM:	1192		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.795			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.795			0.000						
LEVEL OF SERVICE (LOS):				C			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	13	2	7	0	0	**0**						
	Left-Through		0			0							
	Through	2245	2	**760**	0	0	0						
	Through-Right		1			0							
	Right	36	0	36	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	107	1	**107**	0	0	0						
	Left-Through		0			0							
	Through	2033	2	682	0	0	**0**						
	Through-Right		1			0							
	Right	14	0	14	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	**0**	0	0	0						
	Left-Through		0			0							
	Through	314	2	149	0	0	**0**						
	Through-Right		1			0							
	Right	133	0	133	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	234	1	234	0	0	**0**						
	Left-Through		0			0							
	Through	1117	2	**559**	0	0	0						
	Through-Right		0			0							
	Right	188	1	135	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	867		North-South:	0						
			East-West:	559		East-West:	0						
			SUM:	1426		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				1.037			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.037			0.000						
LEVEL OF SERVICE (LOS):				F			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	142	2	78	0	0	**0**
	Left-Through		0			0	
	Through	1176	2	**420**	0	0	0
	Through-Right		1			0	
	Right	83	0	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	136	1	**136**	0	0	0
	Left-Through		0			0	
	Through	1256	2	430	0	0	**0**
	Through-Right		1			0	
	Right	33	0	33	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	558	2	**230**	0	0	**0**
	Through-Right		1			0	
	Right	132	0	132	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	164	1	**164**	0	0	**0**
	Left-Through		0			0	
	Through	720	2	360	0	0	0
	Through-Right		0			0	
	Right	114	1	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		556	North-South:		0
		East-West:		394	East-West:		0
		SUM:		950	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.691			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.691			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	2	55	0	0	**0**
	Left-Through		0			0	
	Through	1945	2	**691**	0	0	0
	Through-Right		1			0	
	Right	128	0	128	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	273	1	**273**	0	0	0
	Left-Through		0			0	
	Through	1951	2	656	0	0	**0**
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	908	2	**365**	0	0	**0**
	Through-Right		1			0	
	Right	187	0	187	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	147	1	**147**	0	0	**0**
	Left-Through		0			0	
	Through	803	2	402	0	0	0
	Through-Right		0			0	
	Right	113	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		964	North-South:		0
		East-West:		512	East-West:		0
		SUM:		1476	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				1.073			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.073			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	153	2	**84**	0	0	**0**
	Left-Through		0			0	
	Through	788	2	296	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	805	2	**314**	0	0	**0**
	Through-Right		1			0	
	Right	137	0	137	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	128	1	**128**	0	0	0
	Left-Through		0			0	
	Through	333	2	131	0	0	**0**
	Through-Right		1			0	
	Right	61	0	61	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	187	1	187	0	0	**0**
	Left-Through		0			0	
	Through	963	2	**324**	0	0	0
	Through-Right		1			0	
	Right	9	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		398	North-South:		0
		East-West:		452	East-West:		0
		SUM:		850	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.618			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.618			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	179	2	98	0	0	**0**
	Left-Through		0			0	
	Through	742	2	**307**	0	0	0
	Through-Right		1			0	
	Right	179	0	179	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	74	1	**74**	0	0	0
	Left-Through		0			0	
	Through	647	2	246	0	0	**0**
	Through-Right		1			0	
	Right	92	0	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	121	1	121	0	0	0
	Left-Through		0			0	
	Through	536	2	**204**	0	0	**0**
	Through-Right		1			0	
	Right	77	0	77	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	158	1	**158**	0	0	**0**
	Left-Through		0			0	
	Through	686	2	234	0	0	0
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		381	North-South:		0
		East-West:		362	East-West:		0
		SUM:		743	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.540			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.540			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	196	2	108	0	0	**0**
	Left-Through		0			0	
	Through	1203	2	**493**	0	0	0
	Through-Right		1			0	
	Right	276	0	276	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	122	1	**122**	0	0	0
	Left-Through		0			0	
	Through	813	2	305	0	0	**0**
	Through-Right		1			0	
	Right	102	0	102	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	196	1	**196**	0	0	0
	Left-Through		0			0	
	Through	741	2	264	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	162	1	162	0	0	**0**
	Left-Through		0			0	
	Through	821	2	**276**	0	0	0
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	615		*North-South:*	0
			East-West:	472		*East-West:*	0
			SUM:	1087		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.791			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.791			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	111	1	111	0	0	**0**
	Left-Through		0			0	
	Through	1463	1	**788**	0	0	0
	Through-Right		1			0	
	Right	113	0	113	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	73	1	**73**	0	0	0
	Left-Through		0			0	
	Through	570	2	285	0	0	**0**
	Through-Right		0			0	
	Right	63	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	201	1	**201**	0	0	0
	Left-Through		0			0	
	Through	1283	3	428	0	0	**0**
	Through-Right		0			0	
	Right	95	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	121	1	121	0	0	**0**
	Left-Through		0			0	
	Through	1014	2	**391**	0	0	0
	Through-Right		1			0	
	Right	158	0	158	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	861		*North-South:*	0
			East-West:	592		*East-West:*	0
			SUM:	1453		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.057			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.057			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	84	1	84	0	0	**0**
	Left-Through		0			0	
	Through	820	1	**486**	0	0	0
	Through-Right		1			0	
	Right	152	0	152	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	658	2	329	0	0	**0**
	Through-Right		0			0	
	Right	91	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	197	1	**197**	0	0	0
	Left-Through		0			0	
	Through	1040	3	347	0	0	**0**
	Through-Right		0			0	
	Right	110	1	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	196	1	196	0	0	**0**
	Left-Through		0			0	
	Through	1205	2	**428**	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	616		*North-South:*	0
			East-West:	625		*East-West:*	0
			SUM:	1241		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.903			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.903			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	73	1	73	0	0	**0**
	Left-Through		0			0	
	Through	1104	1	**607**	0	0	0
	Through-Right		1			0	
	Right	109	0	109	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1303	2	652	0	0	**0**
	Through-Right		0			0	
	Right	45	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	137	1	137	0	0	0
	Left-Through		0			0	
	Through	1200	3	**400**	0	0	**0**
	Through-Right		0			0	
	Right	160	1	124	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	234	1	**234**	0	0	**0**
	Left-Through		0			0	
	Through	1332	2	472	0	0	0
	Through-Right		1			0	
	Right	84	0	84	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	737		*North-South:*	0
			East-West:	634		*East-West:*	0
			SUM:	1371		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.997			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.997			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	48	1	48	0	0	**0**
	Left-Through		0			0	
	Through	1368	1	**730**	0	0	0
	Through-Right		1			0	
	Right	92	0	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	67	1	**67**	0	0	0
	Left-Through		0			0	
	Through	658	2	329	0	0	**0**
	Through-Right		0			0	
	Right	85	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	186	1	186	0	0	0
	Left-Through		0			0	
	Through	651	2	**326**	0	0	**0**
	Through-Right		0			0	
	Right	52	1	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	63	1	**63**	0	0	**0**
	Left-Through		0			0	
	Through	391	2	196	0	0	0
	Through-Right		0			0	
	Right	60	1	27	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	797		North-South:	0
			East-West:	389		East-West:	0
			SUM:	1186		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.791			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.791			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	79	1	79	0	0	**0**
	Left-Through		0			0	
	Through	784	1	**446**	0	0	0
	Through-Right		1			0	
	Right	107	0	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	69	1	**69**	0	0	0
	Left-Through		0			0	
	Through	722	2	361	0	0	**0**
	Through-Right		0			0	
	Right	227	1	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	233	1	**233**	0	0	0
	Left-Through		0			0	
	Through	471	2	236	0	0	**0**
	Through-Right		0			0	
	Right	79	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	89	1	89	0	0	**0**
	Left-Through		0			0	
	Through	482	2	**241**	0	0	0
	Through-Right		0			0	
	Right	60	1	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	515		North-South:	0
			East-West:	474		East-West:	0
			SUM:	989		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.659			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.659			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	1059	1	612	0	0	0
	Through-Right		1			0	
	Right	164	0	164	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	63	1	63	0	0	0
	Left-Through		0			0	
	Through	1369	2	**685**	0	0	**0**
	Through-Right		0			0	
	Right	175	1	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	173	1	**173**	0	0	0
	Left-Through		0			0	
	Through	642	2	321	0	0	**0**
	Through-Right		0			0	
	Right	82	1	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	122	1	122	0	0	**0**
	Left-Through		0			0	
	Through	628	2	**314**	0	0	0
	Through-Right		0			0	
	Right	74	1	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	755		North-South:	0
			East-West:	487		East-West:	0
			SUM:	1242		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.828			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.828			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	652	3	217	0	0	0
	Through-Right		0			0	
	Right	301	1	**301**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	351	2	**193**	0	0	0
	Left-Through		0			0	
	Through	782	2	391	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	12	0	12	0	0	0
	Left-Through		0			0	
	Through	0	0	12	0	0	**0**
	Through-Right		0			0	
	Right	61	1	**61**	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	494		North-South:	0
			East-West:	61		East-West:	0
			SUM:	555		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.389			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.389			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	569	3	190	0	0	0
	Through-Right		0			0	
	Right	184	1	184	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	282	2	155	0	0	0
	Left-Through		0			0	
	Through	723	2	**362**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	25	0	25	0	0	0
	Left-Through		0			0	
	Through	0	0	25	0	0	**0**
	Through-Right		0			0	
	Right	88	1	**88**	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	362		North-South:	0
			East-West:	88		East-West:	0
			SUM:	450		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.316			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.316			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	786	3	**262**	0	0	0
	Through-Right		0			0	
	Right	181	1	181	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	702	2	**386**	0	0	0
	Left-Through		0			0	
	Through	939	2	470	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	26	0	26	0	0	0
	Left-Through		0			0	
	Through	0	0	26	0	0	**0**
	Through-Right		0			0	
	Right	73	1	**73**	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	648		North-South:	0
			East-West:	73		East-West:	0
			SUM:	721		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.506			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.506			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	613	2	**307**	0	0	0
	Through-Right		0			0	
	Right	41	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	858	2	288	0	0	**0**
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	12	0	0	0	0	**0**
	Through-Right		0			0	
	Right	31	0	**31**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
WESTBOUND	Left	254	1	254	0	0	**0**
	Left-Through		0			0	
	Through	7	0	**312**	0	0	0
	Through-Right		0			0	
	Right	617	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	307		North-South:	0
			East-West:	343		East-West:	0
			SUM:	650		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.456			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.456			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	1	**11**	0	0	**0**
	Left-Through		0			0	
	Through	523	2	262	0	0	0
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	781	2	**262**	0	0	**0**
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	16	0	0	0	0	**0**
	Through-Right		0			0	
	Right	19	0	**19**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
WESTBOUND	Left	225	1	**158**	0	0	**0**
	Left-Through		0			0	
	Through	13	0	158	0	0	0
	Through-Right		0			0	
	Right	236	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	273		North-South:	0
			East-West:	177		East-West:	0
			SUM:	450		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.316			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.316			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	18	1	**18**	0	0	**0**
	Left-Through		0			0	
	Through	708	2	354	0	0	0
	Through-Right		0			0	
	Right	86	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1394	2	**471**	0	0	**0**
	Through-Right		1			0	
	Right	18	0	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	15	0	0	0	0	**0**
	Through-Right		0			0	
	Right	25	0	**25**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
WESTBOUND	Left	200	1	200	0	0	**0**
	Left-Through		0			0	
	Through	14	0	**275**	0	0	0
	Through-Right		0			0	
	Right	536	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	489		*North-South:*	0
			East-West:	300		*East-West:*	0
			SUM:	789		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.554			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.554			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	1	**200**	0	0	**0**
	Left-Through		0			0	
	Through	236	2	118	0	0	0
	Through-Right		0			0	
	Right	147	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	103	1	103	0	0	0
	Left-Through		0			0	
	Through	389	2	**195**	0	0	**0**
	Through-Right		0			0	
	Right	610	2	148	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	188	1	**188**	0	0	0
	Left-Through		0			0	
	Through	695	3	232	0	0	**0**
	Through-Right		0			0	
	Right	376	1	176	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	270	1	270	0	0	**0**
	Left-Through		0			0	
	Through	1246	3	**402**	0	0	0
	Through-Right		1			0	
	Right	362	0	362	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	395		*North-South:*	0
			East-West:	590		*East-West:*	0
			SUM:	985		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.716			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.716			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	330	2	**165**	0	0	0
	Through-Right		0			0	
	Right	244	2	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	204	1	**204**	0	0	0
	Left-Through		0			0	
	Through	298	2	149	0	0	**0**
	Through-Right		0			0	
	Right	825	2	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	204	1	204	0	0	0
	Left-Through		0			0	
	Through	1282	3	427	0	0	**0**
	Through-Right		0			0	
	Right	561	1	**461**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	95	1	**95**	0	0	**0**
	Left-Through		0			0	
	Through	1050	3	319	0	0	0
	Through-Right		1			0	
	Right	226	0	226	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	369		*North-South:*	0
			East-West:	556		*East-West:*	0
			SUM:	925		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.673			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.673			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	108	1	108	0	0	**0**
	Left-Through		0			0	
	Through	226	2	113	0	0	0
	Through-Right		0			0	
	Right	534	2	**226**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	353	1	**353**	0	0	0
	Left-Through		0			0	
	Through	616	2	308	0	0	**0**
	Through-Right		0			0	
	Right	480	2	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	214	1	214	0	0	0
	Left-Through		0			0	
	Through	1280	3	427	0	0	**0**
	Through-Right		0			0	
	Right	557	1	**449**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	68	1	**68**	0	0	**0**
	Left-Through		0			0	
	Through	885	3	260	0	0	0
	Through-Right		1			0	
	Right	154	0	154	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	579		*North-South:*	0
			East-West:	517		*East-West:*	0
			SUM:	1096		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.797			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.797			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3329	4	**832**	0	0	0
	Through-Right		0			0	
	Right	2	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1921	4	480	0	0	**0**
	Through-Right		0			0	
	Right	263	1	263	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	291	1	**163**	0	0	**0**
	Left-Through		1			0	
	Through	35	0	163	0	0	0
	Through-Right		0			0	
	Right	176	2	97	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	832		*North-South:*	0
			East-West:	163		*East-West:*	0
			SUM:	995		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.663			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.663			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2715	4	**679**	0	0	0
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1350	4	338	0	0	**0**
	Through-Right		0			0	
	Right	432	1	432	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	324	1	**181**	0	0	**0**
	Left-Through		1			0	
	Through	38	0	181	0	0	0
	Through-Right		0			0	
	Right	127	2	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	679		*North-South:*	0
			East-West:	181		*East-West:*	0
			SUM:	860		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.573			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.573			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3412	4	**853**	0	0	0
	Through-Right		0			0	
	Right	8	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2490	4	623	0	0	**0**
	Through-Right		0			0	
	Right	283	1	283	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	526	1	**267**	0	0	**0**
	Left-Through		1			0	
	Through	8	0	267	0	0	0
	Through-Right		0			0	
	Right	44	2	24	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	853		*North-South:*	0
			East-West:	267		*East-West:*	0
			SUM:	1120		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.747			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.747			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2015	2	**1008**	0	0	0
	Through-Right		0			0	
	Right	526	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	0	**20**	0	0	0
	Left-Through		1			0	
	Through	316	1	218	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	266	2	**146**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1028		*North-South:*	0
			East-West:	146		*East-West:*	0
			SUM:	1174		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.783			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.783			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD						PM					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**	0	0	**0**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	683	2	**342**	0	0	0	775	2	388	0	0	0
	Through-Right		0			0			0			0	
	Right	168	1	0	0	0	0	195	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	32	0	**32**	0	0	0	54	0	54	0	0	0
	Left-Through		1			0			1			0	
	Through	342	1	235	0	0	**0**	1196	1	**706**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	384	2	**211**	0	0	**0**	761	2	**419**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	7	1	7	0	0	0	8	1	8	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	374		North-South:	0		North-South:	706		North-South:	0
			East-West:	211		East-West:	0		East-West:	419		East-West:	0
			SUM:	585		SUM:	0		SUM:	1125		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.390			0.000			0.750			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.390			0.000			0.750			0.000
LEVEL OF SERVICE (LOS):				A			A			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	0	**21**	0	0	**0**	30	0	**30**	0	0	**0**
	Left-Through		1			0			1			0	
	Through	0	0	21	0	0	0	0	0	30	0	0	0
	Through-Right		0			0			0			0	
	Right	1145	1	0	0	0	0	386	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	0	0	0	0	0	0	1	0	1	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	**0**	0	0	**0**	0	0	**1**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	4	1	4	0	0	0	4	1	4	0	0	0
	Left-Through		0			0			0			0	
	Through	1240	1	**623**	0	0	**0**	500	1	**262**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	6	0	6	0	0	0	23	0	23	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	256	1	**256**	0	0	**0**	324	1	**324**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	330	1	165	0	0	0	369	1	185	0	0	0
	Through-Right		1			0			1			0	
	Right	0	0	0	0	0	0	1	0	1	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	21		North-South:	0		North-South:	31		North-South:	0
			East-West:	879		East-West:	0		East-West:	586		East-West:	0
			SUM:	900		SUM:	0		SUM:	617		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.632			0.000			0.433			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.632			0.000			0.433			0.000
LEVEL OF SERVICE (LOS):				B			A			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	42	0	**42**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	42	0	0	0
	Through-Right		0			0	
	Right	452	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**2**	0	0	**0**
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	1	1	1	0	0	0
	Left-Through		0			0	
	Through	524	1	**276**	0	0	**0**
	Through-Right		1			0	
	Right	28	0	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	866	1	**866**	0	0	**0**
	Left-Through		0			0	
	Through	1020	1	511	0	0	0
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	44		*North-South:*	0
			East-West:	1142		*East-West:*	0
			SUM:	1186		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.832			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.832			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	71	1	**71**	0	0	**0**
	Left-Through		0			0	
	Through	19	1	19	0	0	0
	Through-Right		0			0	
	Right	108	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**19**	0	0	0
	Left-Through		0			0	
	Through	17	0	19	0	0	**0**
	Through-Right		0			0	
	Right	12	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	41	1	41	0	0	0
	Left-Through		0			0	
	Through	636	2	**274**	0	0	**0**
	Through-Right		1			0	
	Right	185	0	185	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	189	2	**104**	0	0	**0**
	Left-Through		0			0	
	Through	881	2	312	0	0	0
	Through-Right		1			0	
	Right	56	0	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	90		*North-South:*	0
			East-West:	378		*East-West:*	0
			SUM:	468		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.340			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.340			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	65	1	**65**	0	0	**0**
	Left-Through		0			0	
	Through	18	1	18	0	0	0
	Through-Right		0			0	
	Right	156	2	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	**43**	0	0	0
	Left-Through		0			0	
	Through	25	0	43	0	0	**0**
	Through-Right		0			0	
	Right	34	1	5	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	58	1	58	0	0	0
	Left-Through		0			0	
	Through	712	2	**272**	0	0	**0**
	Through-Right		1			0	
	Right	104	0	104	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	75	2	**41**	0	0	**0**
	Left-Through		0			0	
	Through	511	2	182	0	0	0
	Through-Right		1			0	
	Right	36	0	36	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	108		*North-South:*	0
			East-West:	313		*East-West:*	0
			SUM:	421		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.306			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.306			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	151	1	151	0	0	**0**
	Left-Through		0			0	
	Through	28	1	28	0	0	0
	Through-Right		0			0	
	Right	360	2	**172**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	68	1	**48**	0	0	0
	Left-Through		0			0	
	Through	28	0	48	0	0	**0**
	Through-Right		0			0	
	Right	34	1	11	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	47	1	47	0	0	0
	Left-Through		0			0	
	Through	1443	2	**518**	0	0	**0**
	Through-Right		1			0	
	Right	111	0	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	48	2	**26**	0	0	**0**
	Left-Through		0			0	
	Through	581	2	208	0	0	0
	Through-Right		1			0	
	Right	42	0	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	220		*North-South:*	0
			East-West:	544		*East-West:*	0
			SUM:	764		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.556			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.556			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	581	2	**320**	0	0	**0**
	Left-Through		0			0	
	Through	1807	2	616	0	0	0
	Through-Right		1			0	
	Right	41	0	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	57	1	57	0	0	0
	Left-Through		0			0	
	Through	1230	2	**435**	0	0	**0**
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	79	1	**79**	0	0	0
	Left-Through		0			0	
	Through	19	1	19	0	0	**0**
	Through-Right		0			0	
	Right	547	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	0	20	0	0	**0**
	Left-Through		1			0	
	Through	14	0	**49**	0	0	0
	Through-Right		1			0	
	Right	44	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		755	North-South:		0
		East-West:		128	East-West:		0
		SUM:		883	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.620			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.620			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	506	2	**278**	0	0	**0**
	Left-Through		0			0	
	Through	1685	2	572	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	62	1	62	0	0	0
	Left-Through		0			0	
	Through	1232	2	**454**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	104	1	**104**	0	0	0
	Left-Through		0			0	
	Through	12	1	12	0	0	**0**
	Through-Right		0			0	
	Right	438	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	27	0	27	0	0	**0**
	Left-Through		1			0	
	Through	11	0	**38**	0	0	0
	Through-Right		1			0	
	Right	27	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		732	North-South:		0
		East-West:		142	East-West:		0
		SUM:		874	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.613			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.613			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	732	2	**403**	0	0	**0**
	Left-Through		0			0	
	Through	1768	2	602	0	0	0
	Through-Right		1			0	
	Right	37	0	37	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	59	1	59	0	0	0
	Left-Through		0			0	
	Through	1774	2	**645**	0	0	**0**
	Through-Right		1			0	
	Right	161	0	161	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	119	1	**119**	0	0	0
	Left-Through		0			0	
	Through	21	1	21	0	0	**0**
	Through-Right		0			0	
	Right	885	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	34	0	34	0	0	**0**
	Left-Through		1			0	
	Through	18	0	**41**	0	0	0
	Through-Right		1			0	
	Right	23	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		1048	North-South:		0
		East-West:		160	East-West:		0
		SUM:		1208	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.848			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.848			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	1	2	0	0	**0**
	Left-Through		0			0	
	Through	1220	1	**689**	0	0	0
	Through-Right		1			0	
	Right	158	0	158	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	77	1	**77**	0	0	0
	Left-Through		0			0	
	Through	331	1	167	0	0	**0**
	Through-Right		1			0	
	Right	2	0	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**2**	0	0	**0**
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	74	1	41	0	0	**0**
	Left-Through		1			0	
	Through	8	0	41	0	0	0
	Through-Right		0			0	
	Right	103	1	**65**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		766	North-South:		0
		East-West:		67	East-West:		0
		SUM:		833	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.585			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.585			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	1	5	0	0	**0**
	Left-Through		0			0	
	Through	510	1	**322**	0	0	0
	Through-Right		1			0	
	Right	133	0	133	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	65	1	**65**	0	0	0
	Left-Through		0			0	
	Through	411	1	212	0	0	**0**
	Through-Right		1			0	
	Right	12	0	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1	0	1	0	0	0
	Left-Through		0			0	
	Through	8	0	**15**	0	0	**0**
	Through-Right		0			0	
	Right	6	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	111	1	**61**	0	0	**0**
	Left-Through		1			0	
	Through	11	0	61	0	0	0
	Through-Right		0			0	
	Right	74	1	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	387		*North-South:*	0
			East-West:	76		*East-West:*	0
			SUM:	463		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.325			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.325			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	1	**2**	0	0	**0**
	Left-Through		0			0	
	Through	586	1	376	0	0	0
	Through-Right		1			0	
	Right	165	0	165	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1003	1	**504**	0	0	**0**
	Through-Right		1			0	
	Right	4	0	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	2	0	2	0	0	0
	Left-Through		0			0	
	Through	9	0	**15**	0	0	**0**
	Through-Right		0			0	
	Right	4	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	161	1	**84**	0	0	**0**
	Left-Through		1			0	
	Through	6	0	84	0	0	0
	Through-Right		0			0	
	Right	76	1	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	506		*North-South:*	0
			East-West:	99		*East-West:*	0
			SUM:	605		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.425			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.425			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1812	4	**453**	0	0	0
	Through-Right		0			0	
	Right	723	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	152	2	**84**	0	0	0
	Left-Through		0			0	
	Through	683	3	228	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	459	3	**161**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	238	1	154	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	537		*North-South:*	0
			East-West:	161		*East-West:*	0
			SUM:	698		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.490			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.490			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1092	4	**273**	0	0	0
	Through-Right		0			0	
	Right	521	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	299	2	**164**	0	0	0
	Left-Through		0			0	
	Through	949	3	316	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	646	3	**226**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	199	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	437		*North-South:*	0
			East-West:	226		*East-West:*	0
			SUM:	663		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.465			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.465			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

PM

No. of Phases			3				0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--		0	
	EB-- 0	WB--	3	EB-- 0	WB--		0	
ATSAC-1 or ATSAC+ATCS-2?			0				0	
Override Capacity			0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1412	4	353	0	0	0
	Through-Right		0			0	
	Right	349	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	516	2	284	0	0	0
	Left-Through		0			0	
	Through	2051	3	**684**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	654	3	**229**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	169	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		684	*North-South:*		0
		East-West:		229	*East-West:*		0
		SUM:		913	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.641			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.641			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

AM

No. of Phases			4				0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--		0	
	EB-- 3	WB--	3	EB-- 0	WB--		0	
ATSAC-1 or ATSAC+ATCS-2?			0				0	
Override Capacity			0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	96	2	**53**	0	0	**0**
	Left-Through		0			0	
	Through	190	1	105	0	0	0
	Through-Right		1			0	
	Right	124	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	33	2	18	0	0	0
	Left-Through		0			0	
	Through	231	1	**181**	0	0	**0**
	Through-Right		1			0	
	Right	311	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	287	2	**158**	0	0	0
	Left-Through		0			0	
	Through	221	3	74	0	0	**0**
	Through-Right		0			0	
	Right	194	2	54	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	85	2	47	0	0	**0**
	Left-Through		0			0	
	Through	613	3	204	0	0	0
	Through-Right		0			0	
	Right	581	2	**302**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		234	*North-South:*		0
		East-West:		460	*East-West:*		0
		SUM:		694	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.505			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.505			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

MD

No. of Phases			4				0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--		0	
	EB-- 3	WB--	3	EB-- 0	WB--		0	
ATSAC-1 or ATSAC+ATCS-2?			0				0	
Override Capacity			0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	114	2	**63**	0	0	**0**
	Left-Through		0			0	
	Through	192	1	106	0	0	0
	Through-Right		1			0	
	Right	125	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	154	2	85	0	0	0
	Left-Through		0			0	
	Through	157	1	**136**	0	0	**0**
	Through-Right		1			0	
	Right	252	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	146	2	**80**	0	0	0
	Left-Through		0			0	
	Through	372	3	124	0	0	**0**
	Through-Right		0			0	
	Right	164	2	27	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	45	2	25	0	0	**0**
	Left-Through		0			0	
	Through	337	3	**112**	0	0	0
	Through-Right		0			0	
	Right	285	2	72	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		199	*North-South:*		0
		East-West:		192	*East-West:*		0
		SUM:		391	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.284			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.284			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

PM

No. of Phases			4				0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--		0	
	EB-- 3	WB--	3	EB-- 0	WB--		0	
ATSAC-1 or ATSAC+ATCS-2?			0				0	
Override Capacity			0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	2	44	0	0	**0**
	Left-Through		0			0	
	Through	124	1	124	0	0	0
	Through-Right		1			0	
	Right	525	1	**282**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	384	2	**211**	0	0	0
	Left-Through		0			0	
	Through	488	1	274	0	0	**0**
	Through-Right		1			0	
	Right	334	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	224	2	123	0	0	0
	Left-Through		0			0	
	Through	1141	3	**380**	0	0	**0**
	Through-Right		0			0	
	Right	243	2	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	27	2	**15**	0	0	**0**
	Left-Through		0			0	
	Through	298	3	99	0	0	0
	Through-Right		0			0	
	Right	285	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		493	*North-South:*		0
		East-West:		395	*East-West:*		0
		SUM:		888	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.646			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.646			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	287	1	144	0	0	**0**
Left-Through		1			0	
Through	0	0	144	0	0	0
Through-Right		0			0	
Right	594	1	**496**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	832	2	**416**	0	0	**0**
Through-Right		0			0	
Right	121	1	49	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	357	2	**196**	0	0	**0**
Left-Through		0			0	
Through	684	1	343	0	0	0
Through-Right		1			0	
Right	1	0	1	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	496		*North-South:*	0
		East-West:	612		*East-West:*	0
		SUM:	1108		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.806			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.806			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	288	1	144	0	0	**0**
Left-Through		1			0	
Through	0	0	144	0	0	0
Through-Right		0			0	
Right	299	1	**174**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**4**	0	0	**0**
Through-Right		0			0	
Right	4	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	564	2	**282**	0	0	**0**
Through-Right		0			0	
Right	80	1	8	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	457	2	**251**	0	0	**0**
Left-Through		0			0	
Through	652	1	328	0	0	0
Through-Right		1			0	
Right	3	0	3	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	178		*North-South:*	0
		East-West:	533		*East-West:*	0
		SUM:	711		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.517			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.517			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	371	1	186	0	0	**0**
Left-Through		1			0	
Through	0	0	186	0	0	0
Through-Right		0			0	
Right	345	1	**191**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	1	0	1	0	0	0
Left-Through		0			0	
Through	0	0	**4**	0	0	**0**
Through-Right		0			0	
Right	3	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	709	2	**355**	0	0	**0**
Through-Right		0			0	
Right	343	1	250	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	560	2	**308**	0	0	**0**
Left-Through		0			0	
Through	519	1	260	0	0	0
Through-Right		1			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	195		*North-South:*	0
		East-West:	663		*East-West:*	0
		SUM:	858		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.624			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.624			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	2	0	2	0	0	**0**
Left-Through		0			0	
Through	2	0	**5**	0	0	0
Through-Right		0			0	
Right	1	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
SOUTHBOUND Left	551	1	**276**	0	0	0
Left-Through		1			0	
Through	1	0	276	0	0	**0**
Through-Right		0			0	
Right	74	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	161	2	**89**	0	0	0
Left-Through		0			0	
Through	401	1	202	0	0	**0**
Through-Right		1			0	
Right	2	0	2	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	2	1	2	0	0	**0**
Left-Through		0			0	
Through	264	2	132	0	0	0
Through-Right		0			0	
Right	705	1	**429**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	281		*North-South:*	0
		East-West:	518		*East-West:*	0
		SUM:	799		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.581			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.581			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	3 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	2	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**4**	0	0	0
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	394	1	**197**	0	0	0
	Left-Through		1			0	
	Through	0	0	197	0	0	**0**
	Through-Right		0			0	
	Right	91	1	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	95	2	**52**	0	0	0
	Left-Through		0			0	
	Through	248	1	127	0	0	**0**
	Through-Right		1			0	
	Right	5	0	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	6	1	6	0	0	**0**
	Left-Through		0			0	
	Through	396	2	198	0	0	0
	Through-Right		0			0	
	Right	542	1	**345**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South: East-West: SUM:		201 397 598	North-South: East-West: SUM:		0 0 0
VOLUME/CAPACITY (V/C) RATIO:				0.435			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.435			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	3 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	2	0	0	**0**
	Left-Through		0			0	
	Through	1	0	**9**	0	0	0
	Through-Right		0			0	
	Right	6	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	639	1	**320**	0	0	0
	Left-Through		1			0	
	Through	1	0	320	0	0	**0**
	Through-Right		0			0	
	Right	182	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	131	2	**72**	0	0	0
	Left-Through		0			0	
	Through	397	1	200	0	0	**0**
	Through-Right		1			0	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	376	2	188	0	0	0
	Through-Right		0			0	
	Right	517	1	**197**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South: East-West: SUM:		329 269 598	North-South: East-West: SUM:		0 0 0
VOLUME/CAPACITY (V/C) RATIO:				0.435			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.435			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	107	1	107	0	0	**0**
	Left-Through		0			0	
	Through	1482	3	494	0	0	0
	Through-Right		0			0	
	Right	596	1	**537**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	357	2	**196**	0	0	0
	Left-Through		0			0	
	Through	2258	3	569	0	0	**0**
	Through-Right		1			0	
	Right	16	0	16	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	214	2	**118**	0	0	0
	Left-Through		0			0	
	Through	260	3	87	0	0	**0**
	Through-Right		0			0	
	Right	177	1	124	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	215	2	118	0	0	**0**
	Left-Through		0			0	
	Through	203	3	68	0	0	0
	Through-Right		0			0	
	Right	424	1	**228**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South: East-West: SUM:		733 346 1079	North-South: East-West: SUM:		0 0 0
VOLUME/CAPACITY (V/C) RATIO:				0.785			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.785			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	152	1	152	0	0	**0**
	Left-Through		0			0	
	Through	1330	3	443	0	0	0
	Through-Right		0			0	
	Right	715	1	**664**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	247	2	**136**	0	0	0
	Left-Through		0			0	
	Through	1851	3	470	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	146	2	**80**	0	0	0
	Left-Through		0			0	
	Through	192	3	64	0	0	**0**
	Through-Right		0			0	
	Right	192	1	116	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	188	2	103	0	0	**0**
	Left-Through		0			0	
	Through	260	3	87	0	0	0
	Through-Right		0			0	
	Right	327	1	**191**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South: East-West: SUM:		800 271 1071	North-South: East-West: SUM:		0 0 0
VOLUME/CAPACITY (V/C) RATIO:				0.779			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.779			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	169	1	169	0	0	**0**
	Left-Through		0			0	
	Through	1912	3	637	0	0	0
	Through-Right		0			0	
	Right	988	1	**934**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	438	2	**241**	0	0	0
	Left-Through		0			0	
	Through	2367	3	599	0	0	**0**
	Through-Right		1			0	
	Right	28	0	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	195	2	**107**	0	0	0
	Left-Through		0			0	
	Through	361	3	120	0	0	**0**
	Through-Right		0			0	
	Right	155	1	71	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	197	2	108	0	0	**0**
	Left-Through		0			0	
	Through	301	3	100	0	0	0
	Through-Right		0			0	
	Right	493	1	**252**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1175		*North-South:*	0
			East-West:	359		*East-West:*	0
			SUM:	1534		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.116			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.116			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	4	1	4	0	0	**0**
	Left-Through		0			0	
	Through	1014	2	**507**	0	0	0
	Through-Right		0			0	
	Right	513	1	415	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	55	1	**55**	0	0	0
	Left-Through		0			0	
	Through	247	1	127	0	0	**0**
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	1	5	0	0	0
	Left-Through		0			0	
	Through	10	1	**10**	0	0	**0**
	Through-Right		0			0	
	Right	1	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	183	1	**98**	0	0	**0**
	Left-Through		1			0	
	Through	12	0	98	0	0	0
	Through-Right		0			0	
	Right	77	1	22	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	562		*North-South:*	0
			East-West:	108		*East-West:*	0
			SUM:	670		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.487			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.487			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	1	6	0	0	**0**
	Left-Through		0			0	
	Through	319	2	**160**	0	0	0
	Through-Right		0			0	
	Right	268	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	79	1	**79**	0	0	0
	Left-Through		0			0	
	Through	236	1	121	0	0	**0**
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	15	1	**15**	0	0	**0**
	Through-Right		0			0	
	Right	3	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	257	1	**148**	0	0	**0**
	Left-Through		1			0	
	Through	38	0	148	0	0	0
	Through-Right		0			0	
	Right	111	1	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	239		*North-South:*	0
			East-West:	163		*East-West:*	0
			SUM:	402		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.292			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.292			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	1	**5**	0	0	**0**
	Left-Through		0			0	
	Through	361	2	181	0	0	0
	Through-Right		0			0	
	Right	253	1	52	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	149	1	149	0	0	0
	Left-Through		0			0	
	Through	768	1	**388**	0	0	**0**
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	7	1	7	0	0	0
	Left-Through		0			0	
	Through	37	1	**37**	0	0	**0**
	Through-Right		0			0	
	Right	6	1	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	365	1	**201**	0	0	**0**
	Left-Through		1			0	
	Through	37	0	201	0	0	0
	Through-Right		0			0	
	Right	151	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	393		*North-South:*	0
			East-West:	238		*East-West:*	0
			SUM:	631		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.459			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.459			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	69	1	**69**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	25	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	447	1	**405**	0	0	0
	Left-Through		1			0	
	Through	1172	0	405	0	0	**0**
	Through-Right		1			0	
	Right	556	1	405	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	484	2	**205**	0	0	**0**
	Through-Right		1			0	
	Right	131	0	131	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	201	2	**111**	0	0	**0**
	Left-Through		0			0	
	Through	745	2	248	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		474	North-South:		0
		East-West:		316	East-West:		0
		SUM:		790	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.575			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.575			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	63	1	**63**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	71	2	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	129	1	**107**	0	0	0
	Left-Through		1			0	
	Through	299	0	107	0	0	**0**
	Through-Right		1			0	
	Right	186	1	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	480	2	**193**	0	0	**0**
	Through-Right		1			0	
	Right	98	0	98	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	59	2	**32**	0	0	**0**
	Left-Through		0			0	
	Through	617	2	206	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		170	North-South:		0
		East-West:		225	East-West:		0
		SUM:		395	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.287			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.287			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	95	1	**95**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	192	2	93	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	156	1	**91**	0	0	0
	Left-Through		1			0	
	Through	206	0	91	0	0	**0**
	Through-Right		1			0	
	Right	179	1	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	705	2	**260**	0	0	**0**
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	48	2	**26**	0	0	**0**
	Left-Through		0			0	
	Through	785	2	262	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		186	North-South:		0
		East-West:		286	East-West:		0
		SUM:		472	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.343			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.343			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	783	2	**431**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	491	2	185	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	241	3	80	0	0	**0**
	Through-Right		0			0	
	Right	303	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	154	2	85	0	0	**0**
	Left-Through		0			0	
	Through	972	1	**486**	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		431	North-South:		0
		East-West:		486	East-West:		0
		SUM:		917	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.644			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.644			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	433	2	**238**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	188	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	423	3	141	0	0	**0**
Through-Right		0			0	
Right	444	1	**206**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	334	2	**184**	0	0	**0**
Left-Through		0			0	
Through	482	1	241	0	0	0
Through-Right		1			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	238		*North-South:*	0
		East-West:	390		*East-West:*	0
		SUM:	628		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.441			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.441			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	571	2	**314**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	253	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1289	3	**430**	0	0	**0**
Through-Right		0			0	
Right	546	1	232	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	362	2	**199**	0	0	**0**
Left-Through		0			0	
Through	358	1	179	0	0	0
Through-Right		1			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	314		*North-South:*	0
		East-West:	629		*East-West:*	0
		SUM:	943		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.662			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.662			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	16	1	16	0	0	**0**
Left-Through		0			0	
Through	1800	4	**450**	0	0	0
Through-Right		0			0	
Right	405	1	215	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	382	2	**210**	0	0	0
Left-Through		0			0	
Through	1228	4	307	0	0	**0**
Through-Right		0			0	
Right	187	1	19	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	168	1	168	0	0	0
Left-Through		0			0	
Through	345	2	**128**	0	0	**0**
Through-Right		1			0	
Right	40	0	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	346	2	**190**	0	0	**0**
Left-Through		0			0	
Through	93	2	47	0	0	0
Through-Right		0			0	
Right	425	2	24	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	660		*North-South:*	0
		East-West:	318		*East-West:*	0
		SUM:	978		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.711			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.711			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	26	1	26	0	0	**0**
Left-Through		0			0	
Through	1339	4	**335**	0	0	0
Through-Right		0			0	
Right	220	1	26	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	406	2	**223**	0	0	0
Left-Through		0			0	
Through	1068	4	267	0	0	**0**
Through-Right		0			0	
Right	216	1	173	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	43	1	43	0	0	0
Left-Through		0			0	
Through	109	2	**55**	0	0	**0**
Through-Right		1			0	
Right	56	0	43	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	353	2	**194**	0	0	**0**
Left-Through		0			0	
Through	138	2	69	0	0	0
Through-Right		0			0	
Right	608	2	111	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	558		*North-South:*	0
		East-West:	249		*East-West:*	0
		SUM:	807		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.587			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.587			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 SB--		3	NB-- 0 SB--		0
	EB-- 0 WB--		3	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	28	0	0	**0**
	Left-Through		0			0	
	Through	1640	4	**410**	0	0	0
	Through-Right		0			0	
	Right	283	1	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	449	2	**247**	0	0	0
	Left-Through		0			0	
	Through	1811	4	453	0	0	**0**
	Through-Right		0			0	
	Right	433	1	355	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	78	1	78	0	0	0
	Left-Through		0			0	
	Through	162	2	**78**	0	0	**0**
	Through-Right		1			0	
	Right	73	0	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	473	2	**260**	0	0	**0**
	Left-Through		0			0	
	Through	211	2	106	0	0	0
	Through-Right		0			0	
	Right	463	2	8	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	657		*North-South:*	0
			East-West:	338		*East-West:*	0
			SUM:	995		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.724			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.724			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0
	EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**237**	0	0	0
	Through-Right		0			0	
	Right	237	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	235	2	**129**	0	0	0
	Left-Through		0			0	
	Through	641	2	321	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	805	2	**268**	0	0	0
	Through-Right		1			0	
	Right	195	1	195	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	237		*North-South:*	0
			East-West:	397		*East-West:*	0
			SUM:	634		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.445			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.445			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0
	EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	85	1	85	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**151**	0	0	0
	Through-Right		0			0	
	Right	151	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	307	2	**169**	0	0	0
	Left-Through		0			0	
	Through	906	2	453	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1001	2	**334**	0	0	0
	Through-Right		1			0	
	Right	303	1	303	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	151		*North-South:*	0
			East-West:	503		*East-West:*	0
			SUM:	654		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.459			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.459			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0
	EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	287	1	287	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**595**	0	0	0
	Through-Right		0			0	
	Right	595	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	161	2	**89**	0	0	0
	Left-Through		0			0	
	Through	827	2	414	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1160	2	**387**	0	0	0
	Through-Right		1			0	
	Right	186	1	186	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	595		*North-South:*	0
			East-West:	476		*East-West:*	0
			SUM:	1071		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.752			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.752			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	125	1	125	0	0	0	379	1	197	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	**149**	0	0	**0**	0	0	**197**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	297	1	0	0	0	0	213	1	0	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	713	4	178	0	0	**0**	799	4	**200**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	193	1	**193**	0	0	0	143	1	143	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	331	2	**182**	0	0	**0**	337	2	**185**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	483	2	242	0	0	0	646	2	323	0	0	0
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	149		North-South:	0		North-South:	197		North-South:	0
			East-West:	375		East-West:	0		East-West:	385		East-West:	0
			SUM:	524		SUM:	0		SUM:	582		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.368			0.000			0.408			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.368			0.000			0.408			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	0	0	**0**	0	0	**0**						
	Left-Through		0			0							
	Through	0	0	0	0	0	0						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	140	1	107	0	0	0						
	Left-Through		0			0							
	Through	0	0	**107**	0	0	**0**						
	Through-Right		0			0							
	Right	180	1	0	0	0	0						
	Left-Through-Right		1			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	865	4	216	0	0	**0**						
	Through-Right		0			0							
	Right	247	1	**247**	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	546	2	**300**	0	0	**0**						
	Left-Through		0			0							
	Through	900	2	450	0	0	0						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	107		North-South:	0						
			East-West:	547		East-West:	0						
			SUM:	654		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.459			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.459			0.000						
LEVEL OF SERVICE (LOS):				A			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				2			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	0	0	0	0	0	**0**						
	Left-Through		0			0							
	Through	2411	2	**831**	0	0	0						
	Through-Right		1			0							
	Right	83	0	83	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	0	0	**0**	0	0	0						
	Left-Through		0			0							
	Through	2178	3	726	0	0	**0**						
	Through-Right		0			0							
	Right	913	1	638	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	785	3	**275**	0	0	0						
	Left-Through		0			0							
	Through	111	0	120	0	0	**0**						
	Through-Right		1			0							
	Right	9	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	0	0	0	0	0	**0**						
	Left-Through		0			0							
	Through	0	0	**0**	0	0	0						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	831		North-South:	0						
			East-West:	275		East-West:	0						
			SUM:	1106		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.737			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.737			0.000						
LEVEL OF SERVICE (LOS):				C			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD						PM					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0	NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1275	2	461	0	0	0	1764	2	658	0	0	0
	Through-Right		1			0			1			0	
	Right	107	0	107	0	0	0	209	0	209	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	1413	3	471	0	0	**0**	2244	3	**748**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	813	1	**554**	0	0	0	955	1	568	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	739	3	**259**	0	0	0	1105	3	**387**	0	0	0
	Left-Through		0			0			0			0	
	Through	128	0	148	0	0	**0**	238	0	279	0	0	**0**
	Through-Right		1			0			1			0	
	Right	20	0	0	0	0	0	41	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	0	0	0	0	0	**0**	0	0	0	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	**0**	0	0	0	0	0	**0**	0	0	0
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	554		North-South:	0		North-South:	748		North-South:	0
			East-West:	259		East-West:	0		East-West:	387		East-West:	0
			SUM:	813		SUM:	0		SUM:	1135		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.542			0.000			0.757			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.542			0.000			0.757			0.000
LEVEL OF SERVICE (LOS):				A			A			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**	0	0	0	0	0	**0**
	Left-Through		0			0			0			0	
	Through	650	1	**353**	0	0	0	519	1	**291**	0	0	0
	Through-Right		1			0			1			0	
	Right	56	0	56	0	0	0	63	0	63	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	45	1	**45**	0	0	0	66	1	**66**	0	0	0
	Left-Through		0			0			0			0	
	Through	476	3	159	0	0	**0**	450	3	150	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	**0**	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	**0**	0	0	**0**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	98	1	98	0	0	**0**	74	1	**74**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	1	0	0	0	0	0	1	0	0	0	0
	Through-Right		0			0			0			0	
	Right	144	1	**122**	0	0	0	63	1	30	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	398		North-South:	0		North-South:	357		North-South:	0
			East-West:	122		East-West:	0		East-West:	74		East-West:	0
			SUM:	520		SUM:	0		SUM:	431		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.347			0.000			0.287			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.347			0.000			0.287			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	456	1	**305**	0	0	0
	Through-Right		1			0	
	Right	153	0	153	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	834	3	278	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	48	1	**48**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	48	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	535		North-South:	0
			East-West:	48		East-West:	0
			SUM:	583		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.389			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.389			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	312	1	**312**	0	0	**0**
	Left-Through		0			0	
	Through	692	2	346	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	404	2	**167**	0	0	**0**
	Through-Right		1			0	
	Right	97	0	97	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	89	2	**49**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	479		North-South:	0
			East-West:	49		East-West:	0
			SUM:	528		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.352			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.352			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	234	1	**234**	0	0	**0**
	Left-Through		0			0	
	Through	420	2	210	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	381	2	**186**	0	0	**0**
	Through-Right		1			0	
	Right	177	0	177	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	186	2	**102**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	218	1	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	420		North-South:	0
			East-West:	102		East-West:	0
			SUM:	522		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.348			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.348			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	230	1	**230**	0	0	**0**
	Left-Through		0			0	
	Through	465	2	233	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	771	2	**287**	0	0	**0**
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	181	2	100	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	332	1	**217**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	517		North-South:	0
			East-West:	217		East-West:	0
			SUM:	734		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.489			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.489			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	763	1	**382**	0	0	0
Through-Right		1			0	
Right	135	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	113	1	**113**	0	0	0
Left-Through		0			0	
Through	340	2	170	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	813	1	**440**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	66	0	440	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
CRITICAL VOLUMES		*North-South:*	495		*North-South:*	0
		East-West:	440		*East-West:*	0
		SUM:	935		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.623			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.623			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	585	1	**293**	0	0	0
Through-Right		1			0	
Right	122	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	53	1	**53**	0	0	0
Left-Through		0			0	
Through	519	2	260	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	779	1	**432**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	84	0	432	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
CRITICAL VOLUMES		*North-South:*	346		*North-South:*	0
		East-West:	432		*East-West:*	0
		SUM:	778		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.519			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.519			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	586	1	**293**	0	0	0
Through-Right		1			0	
Right	142	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	141	1	**141**	0	0	0
Left-Through		0			0	
Through	761	2	381	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	611	1	**389**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	166	0	389	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
CRITICAL VOLUMES		*North-South:*	434		*North-South:*	0
		East-West:	389		*East-West:*	0
		SUM:	823		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.549			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.549			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	472	1	**252**	0	0	0
Through-Right		1			0	
Right	32	0	32	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	454	2	**250**	0	0	0
Left-Through		0			0	
Through	538	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	126	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	502		*North-South:*	0
		East-West:	0		*East-West:*	0
		SUM:	502		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.335			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.335			0.000
LEVEL OF SERVICE (LOS):			A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB-- 0	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	511	1	**273**	0	0	0
Through-Right		1			0	
Right	34	0	34	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	561	2	**309**	0	0	0
Left-Through		0			0	
Through	430	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	184	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	582		*North-South:*	0
		East-West:	0		*East-West:*	0
		SUM:	582		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.388			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.388			0.000
LEVEL OF SERVICE (LOS):			A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB-- 0	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	565	1	**298**	0	0	0
Through-Right		1			0	
Right	31	0	31	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	505	2	**278**	0	0	0
Left-Through		0			0	
Through	827	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	0	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	356	2	**57**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	576		*North-South:*	0
		East-West:	57		*East-West:*	0
		SUM:	633		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.422			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.422			0.000
LEVEL OF SERVICE (LOS):			A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	1	0	0	0	**0**
Left-Through		0			0	
Through	900	2	**450**	0	0	0
Through-Right		0			0	
Right	105	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	80	1	**80**	0	0	0
Left-Through		0			0	
Through	380	2	127	0	0	**0**
Through-Right		1			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
WESTBOUND Left	203	2	**112**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	80	1	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	530		*North-South:*	0
		East-West:	112		*East-West:*	0
		SUM:	642		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.467			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.467			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	1	0	0	0	**0**
Left-Through		0			0	
Through	515	2	**258**	0	0	0
Through-Right		0			0	
Right	79	1	21	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	149	1	**149**	0	0	0
Left-Through		0			0	
Through	494	2	165	0	0	**0**
Through-Right		1			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
WESTBOUND Left	105	2	**58**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	85	1	11	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	407		*North-South:*	0
		East-West:	58		*East-West:*	0
		SUM:	465		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.338			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.338			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	0	0
	Left-Through		0			0	
	Through	601	2	301	0	0	0
	Through-Right		0			0	
	Right	51	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	124	1	124	0	0	0
	Left-Through		0			0	
	Through	947	2	316	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	127	2	70	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	76	1	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	425		North-South:	0
			East-West:	70		East-West:	0
			SUM:	495		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.360			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.360			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	14	2	8	0	0	0
	Left-Through		0			0	
	Through	1621	2	544	0	0	0
	Through-Right		1			0	
	Right	11	0	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	18	1	18	0	0	0
	Left-Through		0			0	
	Through	1256	2	446	0	0	0
	Through-Right		1			0	
	Right	83	0	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	36	1	20	0	0	0
	Left-Through		1			0	
	Through	4	0	20	0	0	0
	Through-Right		0			0	
	Right	50	1	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	3	0	15	0	0	0
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	562		North-South:	0
			East-West:	57		East-West:	0
			SUM:	619		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.450			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.450			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	2	14	0	0	0
	Left-Through		0			0	
	Through	1161	2	389	0	0	0
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	34	1	34	0	0	0
	Left-Through		0			0	
	Through	899	2	316	0	0	0
	Through-Right		1			0	
	Right	49	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	45	1	25	0	0	0
	Left-Through		1			0	
	Through	5	0	25	0	0	0
	Through-Right		0			0	
	Right	26	1	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	3	0	3	0	0	0
	Left-Through		0			0	
	Through	2	0	9	0	0	0
	Through-Right		0			0	
	Right	4	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	423		North-South:	0
			East-West:	34		East-West:	0
			SUM:	457		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.332			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.332			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	3	2	2	0	0	0
	Left-Through		0			0	
	Through	1586	2	534	0	0	0
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	37	1	37	0	0	0
	Left-Through		0			0	
	Through	1502	2	537	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	75	1	42	0	0	0
	Left-Through		1			0	
	Through	8	0	42	0	0	0
	Through-Right		0			0	
	Right	66	1	64	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	2	0	17	0	0	0
	Through-Right		0			0	
	Right	5	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	571		North-South:	0
			East-West:	81		East-West:	0
			SUM:	652		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.474			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.474			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 100 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** LA TIJERA BLVD | **East-West Street:** MANCHESTER AVE | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 4 | **Count Date:** | **Analyst:** | **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	35	1	**35**	0	0	**0**	49	1	**49**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	193	2	97	0	0	0	340	2	170	0	0	0
	Through-Right		0			0			0			0	
	Right	57	1	0	0	0	0	185	1	117	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	23	1	23	0	0	0	50	1	50	0	0	0
	Left-Through		0			0			0			0	
	Through	445	2	**223**	0	0	**0**	515	2	**258**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	223	1	158	0	0	0	224	1	113	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	130	1	**130**	0	0	0	222	1	**222**	0	0	0
	Left-Through		0			0			0			0	
	Through	482	2	241	0	0	**0**	669	2	335	0	0	**0**
	Through-Right		0			0			0			0	
	Right	22	1	5	0	0	0	21	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	124	1	124	0	0	**0**	137	1	137	0	0	**0**
	Left-Through		0			0			0			0	
	Through	857	2	**429**	0	0	0	682	2	**341**	0	0	0
	Through-Right		0			0			0			0	
	Right	13	1	2	0	0	0	13	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	258		North-South:	0		North-South:	307		North-South:	0
			East-West:	559		East-West:	0		East-West:	563		East-West:	0
			SUM:	817		SUM:	0		SUM:	870		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.573			0.000			0.611			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.573			0.000			0.611			0.000
LEVEL OF SERVICE (LOS):				A			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 100 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** LA TIJERA BLVD | **East-West Street:** MANCHESTER AVE | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 4 | **Count Date:** | **Analyst:** | **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	30	1	**30**	0	0	**0**						
	Left-Through		0			0							
	Through	419	2	210	0	0	0						
	Through-Right		0			0							
	Right	219	1	162	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	26	1	26	0	0	0						
	Left-Through		0			0							
	Through	432	2	**216**	0	0	**0**						
	Through-Right		0			0							
	Right	184	1	40	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	288	1	**288**	0	0	0						
	Left-Through		0			0							
	Through	886	2	443	0	0	**0**						
	Through-Right		0			0							
	Right	32	1	17	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	115	1	115	0	0	**0**						
	Left-Through		0			0							
	Through	689	2	**345**	0	0	0						
	Through-Right		0			0							
	Right	17	1	4	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	246		North-South:	0						
			East-West:	633		East-West:	0						
			SUM:	879		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.617			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.617			0.000						
LEVEL OF SERVICE (LOS):				B			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 101 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** SEPULVEDA BLVD | **East-West Street:** LA TIJERA BLVD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 4 | **Count Date:** | **Analyst:** | **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0						
		EB-- 3	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	42	1	42	0	0	**0**						
	Left-Through		0			0							
	Through	1455	3	**485**	0	0	0						
	Through-Right		0			0							
	Right	95	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	48	1	**48**	0	0	0						
	Left-Through		0			0							
	Through	975	3	325	0	0	**0**						
	Through-Right		0			0							
	Right	54	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	54	1	54	0	0	0						
	Left-Through		0			0							
	Through	115	2	**58**	0	0	**0**						
	Through-Right		0			0							
	Right	58	1	16	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	311	1	**311**	0	0	**0**						
	Left-Through		0			0							
	Through	126	1	73	0	0	0						
	Through-Right		1			0							
	Right	20	0	20	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	533		North-South:	0						
			East-West:	369		East-West:	0						
			SUM:	902		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.656			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.656			0.000						
LEVEL OF SERVICE (LOS):				B			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0		
		EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	103	1	**103**	0	0	**0**
	Left-Through		0			0	
	Through	950	3	317	0	0	0
	Through-Right		0			0	
	Right	198	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	107	1	107	0	0	0
	Left-Through		0			0	
	Through	992	3	**331**	0	0	**0**
	Through-Right		0			0	
	Right	92	1	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	86	1	86	0	0	0
	Left-Through		0			0	
	Through	313	2	**157**	0	0	**0**
	Through-Right		0			0	
	Right	76	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	448	1	**448**	0	0	**0**
	Left-Through		0			0	
	Through	234	1	196	0	0	0
	Through-Right		1			0	
	Right	157	0	157	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	434		North-South:	0
			East-West:	605		East-West:	0
			SUM:	1039		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.756			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.756			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0		
		EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	96	1	**96**	0	0	**0**
	Left-Through		0			0	
	Through	1414	3	471	0	0	0
	Through-Right		0			0	
	Right	125	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	71	1	71	0	0	0
	Left-Through		0			0	
	Through	1447	3	**482**	0	0	**0**
	Through-Right		0			0	
	Right	113	1	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	71	1	71	0	0	0
	Left-Through		0			0	
	Through	367	2	**184**	0	0	**0**
	Through-Right		0			0	
	Right	44	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	293	1	**293**	0	0	**0**
	Left-Through		0			0	
	Through	225	1	160	0	0	0
	Through-Right		1			0	
	Right	94	0	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	578		North-South:	0
			East-West:	477		East-West:	0
			SUM:	1055		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.767			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.767			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	95	1	95	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	204	1	**204**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	340	1	**340**	0	0	0
	Left-Through		0			0	
	Through	712	3	237	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1141	3	**366**	0	0	0
	Through-Right		1			0	
	Right	321	0	321	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	204		North-South:	0
			East-West:	706		East-West:	0
			SUM:	910		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.639			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.639			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	293	1	293	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	368	1	**368**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	389	1	**389**	0	0	0
	Left-Through		0			0	
	Through	933	3	311	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1049	3	**324**	0	0	0
	Through-Right		1			0	
	Right	248	0	248	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	368		North-South:	0
			East-West:	713		East-West:	0
			SUM:	1081		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.759			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.759			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	183	1	183	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	312	1	**312**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	298	1	**298**	0	0	0
	Left-Through		0			0	
	Through	1446	3	482	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1079	3	**297**	0	0	0
	Through-Right		1			0	
	Right	107	0	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	312		*North-South:*	0
			East-West:	595		*East-West:*	0
			SUM:	907		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.636			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.636			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	2 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	103	0	103	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	377	1	**240**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	994	3	**301**	0	0	**0**
	Through-Right		1			0	
	Right	208	0	208	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	217	1	**217**	0	0	**0**
	Left-Through		0			0	
	Through	1000	3	333	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	240		*North-South:*	0
			East-West:	518		*East-West:*	0
			SUM:	758		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.532			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.532			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	2 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	131	0	131	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	372	1	**252**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1191	3	**337**	0	0	**0**
	Through-Right		1			0	
	Right	157	0	157	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	311	1	**311**	0	0	**0**
	Left-Through		0			0	
	Through	1031	3	344	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	252		*North-South:*	0
			East-West:	648		*East-West:*	0
			SUM:	900		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.632			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.632			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	2 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	244	0	244	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	413	1	**329**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1499	3	**417**	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	198	1	**198**	0	0	**0**
	Left-Through		0			0	
	Through	1062	3	354	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	329		*North-South:*	0
			East-West:	615		*East-West:*	0
			SUM:	944		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.662			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.662			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	1	8	0	0	0
	Left-Through		0			0	
	Through	2271	4	568	0	0	0
	Through-Right		0			0	
	Right	190	1	168	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	203	2	112	0	0	0
	Left-Through		0			0	
	Through	1497	3	499	0	0	0
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	24	1	24	0	0	0
	Left-Through		0			0	
	Through	0	0	14	0	0	0
	Through-Right		1			0	
	Right	14	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	31	1	22	0	0	0
	Left-Through		0			0	
	Through	2	0	22	0	0	0
	Through-Right		0			0	
	Right	32	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		680	North-South:		0
		East-West:		46	East-West:		0
		SUM:		726	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.528			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.528			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	13	1	13	0	0	0
	Left-Through		0			0	
	Through	1516	4	379	0	0	0
	Through-Right		0			0	
	Right	154	1	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	25	2	14	0	0	0
	Left-Through		0			0	
	Through	1498	3	499	0	0	0
	Through-Right		0			0	
	Right	13	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	13	1	13	0	0	0
	Left-Through		0			0	
	Through	0	0	13	0	0	0
	Through-Right		1			0	
	Right	13	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	111	1	76	0	0	0
	Left-Through		0			0	
	Through	0	0	76	0	0	0
	Through-Right		0			0	
	Right	118	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		512	North-South:		0
		East-West:		89	East-West:		0
		SUM:		601	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.437			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.437			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	1	16	0	0	0
	Left-Through		0			0	
	Through	1864	4	466	0	0	0
	Through-Right		0			0	
	Right	98	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	2	55	0	0	0
	Left-Through		0			0	
	Through	2286	3	762	0	0	0
	Through-Right		0			0	
	Right	19	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	19	1	19	0	0	0
	Left-Through		0			0	
	Through	1	0	14	0	0	0
	Through-Right		1			0	
	Right	13	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	137	1	112	0	0	0
	Left-Through		0			0	
	Through	1	0	112	0	0	0
	Through-Right		0			0	
	Right	197	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		778	North-South:		0
		East-West:		131	East-West:		0
		SUM:		909	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.661			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.661			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	69	1	69	0	0	0
	Left-Through		0			0	
	Through	1448	3	386	0	0	0
	Through-Right		1			0	
	Right	94	0	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	158	1	158	0	0	0
	Left-Through		0			0	
	Through	1143	2	396	0	0	0
	Through-Right		1			0	
	Right	45	0	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	247	1	247	0	0	0
	Left-Through		0			0	
	Through	351	2	176	0	0	0
	Through-Right		0			0	
	Right	116	1	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	149	1	149	0	0	0
	Left-Through		0			0	
	Through	359	2	180	0	0	0
	Through-Right		0			0	
	Right	240	1	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		544	North-South:		0
		East-West:		427	East-West:		0
		SUM:		971	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.706			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.706			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	96	1	96	0	0	**0**
	Left-Through		0			0	
	Through	997	3	**277**	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	198	1	**198**	0	0	0
	Left-Through		0			0	
	Through	750	2	278	0	0	**0**
	Through-Right		1			0	
	Right	83	0	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	136	1	**136**	0	0	0
	Left-Through		0			0	
	Through	251	2	126	0	0	**0**
	Through-Right		0			0	
	Right	72	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	138	1	138	0	0	**0**
	Left-Through		0			0	
	Through	371	2	**186**	0	0	0
	Through-Right		0			0	
	Right	215	1	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	475		*North-South:*	0
			East-West:	322		*East-West:*	0
			SUM:	797		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.580			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.580			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	135	1	135	0	0	**0**
	Left-Through		0			0	
	Through	1495	3	**413**	0	0	0
	Through-Right		1			0	
	Right	155	0	155	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	268	1	**268**	0	0	0
	Left-Through		0			0	
	Through	1413	2	516	0	0	**0**
	Through-Right		1			0	
	Right	134	0	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	125	1	**125**	0	0	0
	Left-Through		0			0	
	Through	284	2	142	0	0	**0**
	Through-Right		0			0	
	Right	72	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	171	1	171	0	0	**0**
	Left-Through		0			0	
	Through	386	2	**193**	0	0	0
	Through-Right		0			0	
	Right	236	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	681		*North-South:*	0
			East-West:	318		*East-West:*	0
			SUM:	999		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.727			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.727			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	65	2	36	0	0	**0**
	Left-Through		0			0	
	Through	1812	3	**604**	0	0	0
	Through-Right		0			0	
	Right	193	1	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	104	2	**57**	0	0	0
	Left-Through		0			0	
	Through	1542	3	393	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	78	1	78	0	0	0
	Left-Through		0			0	
	Through	78	1	78	0	0	**0**
	Through-Right		0			0	
	Right	185	1	**149**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	156	1	**92**	0	0	**0**
	Left-Through		1			0	
	Through	27	0	92	0	0	0
	Through-Right		0			0	
	Right	114	1	57	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	661		*North-South:*	0
			East-West:	241		*East-West:*	0
			SUM:	902		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.656			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.656			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	117	2	64	0	0	**0**
	Left-Through		0			0	
	Through	1705	3	**568**	0	0	0
	Through-Right		0			0	
	Right	304	1	138	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	177	2	**97**	0	0	0
	Left-Through		0			0	
	Through	1738	3	451	0	0	**0**
	Through-Right		1			0	
	Right	64	0	64	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	63	1	**63**	0	0	0
	Left-Through		0			0	
	Through	63	1	63	0	0	**0**
	Through-Right		0			0	
	Right	55	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	284	1	**166**	0	0	**0**
	Left-Through		1			0	
	Through	47	0	166	0	0	0
	Through-Right		0			0	
	Right	180	1	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	665		*North-South:*	0
			East-West:	229		*East-West:*	0
			SUM:	894		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.650			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.650			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 3	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	145	2	80	0	0	**0**
	Left-Through		0			0	
	Through	1863	3	**621**	0	0	0
	Through-Right		0			0	
	Right	350	1	158	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	2	**61**	0	0	0
	Left-Through		0			0	
	Through	2137	3	563	0	0	**0**
	Through-Right		1			0	
	Right	114	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	66	1	66	0	0	0
	Left-Through		0			0	
	Through	77	1	**77**	0	0	**0**
	Through-Right		0			0	
	Right	97	1	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	285	1	**192**	0	0	**0**
	Left-Through		1			0	
	Through	99	0	192	0	0	0
	Through-Right		0			0	
	Right	160	1	99	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	682		North-South:	0
			East-West:	269		East-West:	0
			SUM:	951		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.692			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.692			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 2		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	113	1	113	0	0	**0**
	Left-Through		0			0	
	Through	1429	3	**476**	0	0	0
	Through-Right		0			0	
	Right	321	1	194	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	123	1	**123**	0	0	0
	Left-Through		0			0	
	Through	1082	2	372	0	0	**0**
	Through-Right		1			0	
	Right	35	0	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	500	1	**271**	0	0	**0**
	Through-Right		1			0	
	Right	42	0	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	2	**127**	0	0	**0**
	Left-Through		0			0	
	Through	432	1	248	0	0	0
	Through-Right		1			0	
	Right	64	0	64	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	599		North-South:	0
			East-West:	398		East-West:	0
			SUM:	997		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.725			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.725			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 2		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	72	1	72	0	0	**0**
	Left-Through		0			0	
	Through	1383	3	**461**	0	0	0
	Through-Right		0			0	
	Right	274	1	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	1031	2	374	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	7	0	0	0	0	0
	Left-Through		0			0	
	Through	494	1	**298**	0	0	**0**
	Through-Right		1			0	
	Right	102	0	102	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	331	2	**182**	0	0	**0**
	Left-Through		0			0	
	Through	510	1	286	0	0	0
	Through-Right		1			0	
	Right	62	0	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	621		North-South:	0
			East-West:	480		East-West:	0
			SUM:	1101		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.801			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.801			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 2		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	92	1	92	0	0	**0**
	Left-Through		0			0	
	Through	1472	3	**491**	0	0	0
	Through-Right		0			0	
	Right	281	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	200	1	**200**	0	0	0
	Left-Through		0			0	
	Through	1453	2	513	0	0	**0**
	Through-Right		1			0	
	Right	85	0	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	0	0	0	0	0
	Left-Through		0			0	
	Through	483	1	**301**	0	0	**0**
	Through-Right		1			0	
	Right	118	0	118	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	384	2	**211**	0	0	**0**
	Left-Through		0			0	
	Through	633	1	351	0	0	0
	Through-Right		1			0	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	691		North-South:	0
			East-West:	512		East-West:	0
			SUM:	1203		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.875			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.875			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 108 — **PROJECT TITLE:** LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1634	4	**572**	0	0	**0**	1308	4	**458**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1543	0	0	0	0	0	1239	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	153	0	0	0	0	0	159	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	1464	4	**366**	0	0	**0**	1785	4	**446**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	13	1	13	0	0	0	35	1	35	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	**0**	0	0	0	0	0	**0**
	Through-Right		0			0			0			0	
	Right	1397	4	**203**	0	0	0	916	4	**92**	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	10	1	10	0	0	0	34	1	34	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	938		*North-South:*	0		*North-South:*	904		*North-South:*	0
			East-West:	203		*East-West:*	0		*East-West:*	92		*East-West:*	0
			SUM:	1141		*SUM:*	0		*SUM:*	996		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.761			0.000			0.664			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.761			0.000			0.664			0.000
LEVEL OF SERVICE (LOS):				C			A			B			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 108 — **PROJECT TITLE:** LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM						AM					
No. of Phases				2			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1846	4	**646**	0	0	**0**	150	2	83	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1756	0	0	0	0	0	1380	1	**751**	0	0	0
	Through-Right		0			0			1			0	
	Right	267	0	0	0	0	0	122	0	122	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	0	0	0	0	0	0	188	2	**103**	0	0	0
	Left-Through		0			0			0			0	
	Through	1949	4	**487**	0	0	**0**	1285	1	664	0	0	**0**
	Through-Right		0			0			1			0	
	Right	71	1	71	0	0	0	43	0	43	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	65	2	36	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	**0**	756	3	**252**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	1540	4	**216**	0	0	0	126	1	43	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	279	2	**153**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	592	2	296	0	0	0
	Through-Right		0			0			0			0	
	Right	38	1	38	0	0	0	241	1	138	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	1133		*North-South:*	0		*North-South:*	854		*North-South:*	0
			East-West:	216		*East-West:*	0		*East-West:*	405		*East-West:*	0
			SUM:	1349		*SUM:*	0		*SUM:*	1259		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.899			0.000			0.916			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.899			0.000			0.916			0.000
LEVEL OF SERVICE (LOS):				D			A			E			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 3 WB--		3	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	209	2	115	0	0	**0**
	Left-Through		0			0	
	Through	1330	1	**728**	0	0	0
	Through-Right		1			0	
	Right	126	0	126	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	219	2	**120**	0	0	0
	Left-Through		0			0	
	Through	1329	1	718	0	0	**0**
	Through-Right		1			0	
	Right	106	0	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	107	2	**59**	0	0	0
	Left-Through		0			0	
	Through	585	3	195	0	0	**0**
	Through-Right		0			0	
	Right	149	1	34	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	258	2	142	0	0	**0**
	Left-Through		0			0	
	Through	693	2	**347**	0	0	0
	Through-Right		0			0	
	Right	200	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	848		*North-South:*	0
			East-West:	406		*East-West:*	0
			SUM:	1254		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.912			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.912			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 3 WB--		3	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	177	2	**97**	0	0	**0**
	Left-Through		0			0	
	Through	1279	1	696	0	0	0
	Through-Right		1			0	
	Right	113	0	113	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	271	2	149	0	0	0
	Left-Through		0			0	
	Through	1554	1	**803**	0	0	**0**
	Through-Right		1			0	
	Right	52	0	52	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	87	2	**48**	0	0	0
	Left-Through		0			0	
	Through	850	3	283	0	0	**0**
	Through-Right		0			0	
	Right	214	1	117	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	296	2	163	0	0	**0**
	Left-Through		0			0	
	Through	842	2	**421**	0	0	0
	Through-Right		0			0	
	Right	186	1	37	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	900		*North-South:*	0
			East-West:	469		*East-West:*	0
			SUM:	1369		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.996			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.996			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 3 WB--		3	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	429	2	**236**	0	0	**0**
	Left-Through		0			0	
	Through	1526	2	546	0	0	0
	Through-Right		1			0	
	Right	111	0	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	257	2	141	0	0	0
	Left-Through		0			0	
	Through	1377	2	**509**	0	0	**0**
	Through-Right		1			0	
	Right	149	0	149	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	95	2	**52**	0	0	0
	Left-Through		0			0	
	Through	615	2	308	0	0	**0**
	Through-Right		0			0	
	Right	391	1	155	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	188	2	103	0	0	**0**
	Left-Through		0			0	
	Through	731	2	**366**	0	0	0
	Through-Right		0			0	
	Right	223	1	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	745		*North-South:*	0
			East-West:	418		*East-West:*	0
			SUM:	1163		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.846			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.846			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 3 WB--		3	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	471	2	259	0	0	**0**
	Left-Through		0			0	
	Through	1239	2	**489**	0	0	0
	Through-Right		1			0	
	Right	227	0	227	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	401	2	**221**	0	0	0
	Left-Through		0			0	
	Through	1134	2	437	0	0	**0**
	Through-Right		1			0	
	Right	178	0	178	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	135	2	74	0	0	0
	Left-Through		0			0	
	Through	570	2	**285**	0	0	**0**
	Through-Right		0			0	
	Right	359	1	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	481	2	**265**	0	0	**0**
	Left-Through		0			0	
	Through	883	2	442	0	0	0
	Through-Right		0			0	
	Right	399	1	178	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	710		*North-South:*	0
			East-West:	550		*East-West:*	0
			SUM:	1260		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.916			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.916			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	434	2	**239**	0	0	**0**
	Left-Through		0			0	
	Through	1172	2	453	0	0	0
	Through-Right		1			0	
	Right	188	0	188	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	259	2	142	0	0	0
	Left-Through		0			0	
	Through	1466	2	**534**	0	0	**0**
	Through-Right		1			0	
	Right	137	0	137	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	128	2	70	0	0	0
	Left-Through		0			0	
	Through	718	2	**359**	0	0	**0**
	Through-Right		0			0	
	Right	409	1	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	532	2	**293**	0	0	**0**
	Left-Through		0			0	
	Through	685	2	343	0	0	0
	Through-Right		0			0	
	Right	359	1	217	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	773		North-South:	0
			East-West:	652		East-West:	0
			SUM:	1425		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.036			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.036			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	1869	3	**471**	0	0	0
	Through-Right		1			0	
	Right	13	0	13	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	97	1	**97**	0	0	0
	Left-Through		0			0	
	Through	1279	2	444	0	0	**0**
	Through-Right		1			0	
	Right	54	0	54	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	307	2	**169**	0	0	0
	Left-Through		0			0	
	Through	34	0	69	0	0	**0**
	Through-Right		1			0	
	Right	35	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	30	1	30	0	0	0
	Through-Right		0			0	
	Right	245	1	**148**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	568		North-South:	0
			East-West:	317		East-West:	0
			SUM:	885		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.644			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.644			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	46	1	46	0	0	**0**
	Left-Through		0			0	
	Through	1396	3	**355**	0	0	0
	Through-Right		1			0	
	Right	25	0	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	158	1	**158**	0	0	0
	Left-Through		0			0	
	Through	1190	2	441	0	0	**0**
	Through-Right		1			0	
	Right	132	0	132	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	119	2	65	0	0	0
	Left-Through		0			0	
	Through	53	0	**109**	0	0	**0**
	Through-Right		1			0	
	Right	56	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	**40**	0	0	**0**
	Left-Through		0			0	
	Through	38	1	38	0	0	0
	Through-Right		0			0	
	Right	183	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	513		North-South:	0
			East-West:	149		East-West:	0
			SUM:	662		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.481			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.481			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	37	1	**37**	0	0	**0**
	Left-Through		0			0	
	Through	1763	3	451	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	274	1	274	0	0	0
	Left-Through		0			0	
	Through	1919	2	**702**	0	0	**0**
	Through-Right		1			0	
	Right	187	0	187	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	108	2	59	0	0	0
	Left-Through		0			0	
	Through	70	0	**100**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	**50**	0	0	**0**
	Left-Through		0			0	
	Through	49	1	49	0	0	0
	Through-Right		0			0	
	Right	160	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	739		North-South:	0
			East-West:	150		East-West:	0
			SUM:	889		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.647			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.647			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1459	3	**486**	0	0	0
Through-Right		0			0	
Right	251	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	762	2	**419**	0	0	0
Left-Through		0			0	
Through	1161	3	387	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	159	2	**87**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	763	2	1	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	905		*North-South:*	0
		East-West:	87		*East-West:*	0
		SUM:	992		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.696			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.696			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1523	3	**508**	0	0	0
Through-Right		0			0	
Right	169	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	722	2	**397**	0	0	0
Left-Through		0			0	
Through	1413	3	471	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	166	2	**91**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	733	2	6	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	905		*North-South:*	0
		East-West:	91		*East-West:*	0
		SUM:	996		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.699			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.699			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1659	3	**553**	0	0	0
Through-Right		0			0	
Right	237	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	830	2	**457**	0	0	0
Left-Through		0			0	
Through	1796	3	599	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	240	2	**132**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	730	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	1010		*North-South:*	0
		East-West:	132		*East-West:*	0
		SUM:	1142		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.801			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.801			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	22	1	22	0	0	**0**
Left-Through		0			0	
Through	786	2	**393**	0	0	0
Through-Right		0			0	
Right	116	1	48	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	86	1	**86**	0	0	0
Left-Through		0			0	
Through	160	1	85	0	0	**0**
Through-Right		1			0	
Right	9	0	9	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	31	1	**31**	0	0	0
Left-Through		0			0	
Through	7	1	7	0	0	**0**
Through-Right		1			0	
Right	18	0	7	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	137	1	137	0	0	**0**
Left-Through		0			0	
Through	28	1	28	0	0	0
Through-Right		0			0	
Right	338	1	**252**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	479		*North-South:*	0
		East-West:	283		*East-West:*	0
		SUM:	762		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.554			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.554			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	1	25	0	0	**0**
	Left-Through		0			0	
	Through	281	2	**141**	0	0	0
	Through-Right		0			0	
	Right	79	1	24	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	31	1	**31**	0	0	0
	Left-Through		0			0	
	Through	28	1	22	0	0	**0**
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	173	1	**173**	0	0	0
	Left-Through		0			0	
	Through	217	1	115	0	0	**0**
	Through-Right		1			0	
	Right	12	0	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	111	1	111	0	0	**0**
	Left-Through		0			0	
	Through	55	1	55	0	0	0
	Through-Right		0			0	
	Right	229	1	**198**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	172		*North-South:*	0
			East-West:	371		*East-West:*	0
			SUM:	543		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.395			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.395			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	355	2	**178**	0	0	0
	Through-Right		0			0	
	Right	116	1	71	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	26	1	**26**	0	0	0
	Left-Through		0			0	
	Through	28	1	25	0	0	**0**
	Through-Right		1			0	
	Right	22	0	22	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	265	1	265	0	0	0
	Left-Through		0			0	
	Through	589	1	**302**	0	0	**0**
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	36	1	36	0	0	0
	Through-Right		0			0	
	Right	174	1	**148**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	204		*North-South:*	0
			East-West:	450		*East-West:*	0
			SUM:	654		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.476			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.476			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	77	1	77	0	0	**0**
	Left-Through		0			0	
	Through	1235	3	**412**	0	0	0
	Through-Right		0			0	
	Right	58	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	116	1	**116**	0	0	0
	Left-Through		0			0	
	Through	862	3	287	0	0	**0**
	Through-Right		0			0	
	Right	129	1	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	154	2	**85**	0	0	0
	Left-Through		0			0	
	Through	486	2	243	0	0	**0**
	Through-Right		0			0	
	Right	59	1	21	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	68	1	68	0	0	**0**
	Left-Through		0			0	
	Through	816	1	**570**	0	0	0
	Through-Right		1			0	
	Right	323	0	323	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	528		*North-South:*	0
			East-West:	655		*East-West:*	0
			SUM:	1183		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.860			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.860			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	135	1	135	0	0	**0**
	Left-Through		0			0	
	Through	997	3	**332**	0	0	0
	Through-Right		0			0	
	Right	116	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	165	1	**165**	0	0	0
	Left-Through		0			0	
	Through	875	3	292	0	0	**0**
	Through-Right		0			0	
	Right	242	1	186	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	206	2	**113**	0	0	0
	Left-Through		0			0	
	Through	622	2	311	0	0	**0**
	Through-Right		0			0	
	Right	86	1	19	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	119	1	119	0	0	**0**
	Left-Through		0			0	
	Through	623	1	**420**	0	0	0
	Through-Right		1			0	
	Right	217	0	217	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	497		*North-South:*	0
			East-West:	533		*East-West:*	0
			SUM:	1030		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.749			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.749			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	139	1	139	0	0	**0**
	Left-Through		0			0	
	Through	1382	3	**461**	0	0	0
	Through-Right		0			0	
	Right	101	1	13	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	226	1	**226**	0	0	0
	Left-Through		0			0	
	Through	1423	3	474	0	0	**0**
	Through-Right		0			0	
	Right	274	1	222	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	2	**105**	0	0	0
	Left-Through		0			0	
	Through	782	2	391	0	0	**0**
	Through-Right		0			0	
	Right	76	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	88	1	88	0	0	**0**
	Left-Through		0			0	
	Through	586	1	**382**	0	0	0
	Through-Right		1			0	
	Right	178	0	178	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	687		*North-South:*	0
			East-West:	487		*East-West:*	0
			SUM:	1174		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.854			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.854			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	390	2	215	0	0	**0**
	Left-Through		0			0	
	Through	338	1	**338**	0	0	0
	Through-Right		0			0	
	Right	281	1	218	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	38	1	38	0	0	0
	Left-Through		0			0	
	Through	136	0	**144**	0	0	**0**
	Through-Right		1			0	
	Right	8	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	1	51	0	0	0
	Left-Through		0			0	
	Through	512	2	**256**	0	0	**0**
	Through-Right		0			0	
	Right	200	1	93	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	127	1	**127**	0	0	**0**
	Left-Through		0			0	
	Through	377	1	214	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	482		*North-South:*	0
			East-West:	383		*East-West:*	0
			SUM:	865		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.607			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.607			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	249	2	137	0	0	**0**
	Left-Through		0			0	
	Through	199	1	**199**	0	0	0
	Through-Right		0			0	
	Right	193	1	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	143	0	**181**	0	0	**0**
	Through-Right		1			0	
	Right	38	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	41	1	41	0	0	0
	Left-Through		0			0	
	Through	441	2	**221**	0	0	**0**
	Through-Right		0			0	
	Right	171	1	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	164	1	**164**	0	0	**0**
	Left-Through		0			0	
	Through	506	1	275	0	0	0
	Through-Right		1			0	
	Right	44	0	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	380		*North-South:*	0
			East-West:	385		*East-West:*	0
			SUM:	765		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.537			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.537			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	398	2	219	0	0	**0**
	Left-Through		0			0	
	Through	225	1	**225**	0	0	0
	Through-Right		0			0	
	Right	185	1	109	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	124	1	124	0	0	0
	Left-Through		0			0	
	Through	438	0	**475**	0	0	**0**
	Through-Right		1			0	
	Right	37	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	31	1	31	0	0	0
	Left-Through		0			0	
	Through	523	2	**262**	0	0	**0**
	Through-Right		0			0	
	Right	297	1	188	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	153	1	**153**	0	0	**0**
	Left-Through		0			0	
	Through	657	1	350	0	0	0
	Through-Right		1			0	
	Right	42	0	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	700		*North-South:*	0
			East-West:	415		*East-West:*	0
			SUM:	1115		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.782			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.782			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0	NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	91	1	91	0	0	**0**	143	1	143	0	0	**0**
	Left-Through		0			0			0			0	
	Through	945	2	**473**	0	0	0	677	2	**339**	0	0	0
	Through-Right		0			0			0			0	
	Right	129	1	0	0	0	0	185	1	41	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	151	1	**151**	0	0	0	126	1	**126**	0	0	0
	Left-Through		0			0			0			0	
	Through	555	2	278	0	0	**0**	557	2	279	0	0	**0**
	Through-Right		0			0			0			0	
	Right	104	1	0	0	0	0	134	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	218	2	120	0	0	0	252	2	**139**	0	0	0
	Left-Through		0			0			0			0	
	Through	1347	3	**449**	0	0	**0**	1156	3	385	0	0	**0**
	Through-Right		0			0			0			0	
	Right	114	1	69	0	0	0	117	1	46	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	272	2	**150**	0	0	**0**	262	2	144	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1235	3	412	0	0	0	1193	3	**398**	0	0	0
	Through-Right		0			0			0			0	
	Right	166	1	91	0	0	0	110	1	47	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	624		North-South:	0		North-South:	465		North-South:	0
			East-West:	599		East-West:	0		East-West:	537		East-West:	0
			SUM:	1223		SUM:	0		SUM:	1002		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.858			0.000			0.703			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.858			0.000			0.703			0.000
LEVEL OF SERVICE (LOS):				D			A			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	156	1	156	0	0	**0**						
	Left-Through		0			0							
	Through	996	2	**498**	0	0	0						
	Through-Right		0			0							
	Right	188	1	26	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	191	1	**191**	0	0	0						
	Left-Through		0			0							
	Through	897	2	449	0	0	**0**						
	Through-Right		0			0							
	Right	141	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	267	2	147	0	0	0						
	Left-Through		0			0							
	Through	1365	3	**455**	0	0	**0**						
	Through-Right		0			0							
	Right	160	1	82	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	294	2	**162**	0	0	**0**						
	Left-Through		0			0							
	Through	1258	3	419	0	0	0						
	Through-Right		0			0							
	Right	82	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	689		North-South:	0						
			East-West:	617		East-West:	0						
			SUM:	1306		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.916			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.916			0.000						
LEVEL OF SERVICE (LOS):				E			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	0	0	0	0	0	**0**						
	Left-Through		0			0							
	Through	566	2	**283**	0	0	0						
	Through-Right		0			0							
	Right	224	1	121	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	57	1	**57**	0	0	0						
	Left-Through		0			0							
	Through	405	2	203	0	0	**0**						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	0	0	**0**	0	0	**0**						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	187	2	**103**	0	0	**0**						
	Left-Through		0			0							
	Through	0	0	0	0	0	0						
	Through-Right		0			0							
	Right	40	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	340		North-South:	0						
			East-West:	103		East-West:	0						
			SUM:	443		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.311			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.311			0.000						
LEVEL OF SERVICE (LOS):				A			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	294	2	**147**	0	0	0
	Through-Right		0			0	
	Right	225	1	136	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	275	2	138	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	161	2	**89**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	77	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	217		North-South:	0
			East-West:	89		East-West:	0
			SUM:	306		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.215			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.215			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	502	2	**251**	0	0	0
	Through-Right		0			0	
	Right	184	1	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	67	1	**67**	0	0	0
	Left-Through		0			0	
	Through	419	2	210	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	167	2	**92**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	105	1	38	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	318		North-South:	0
			East-West:	92		East-West:	0
			SUM:	410		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.288			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.288			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	139	1	139	0	0	**0**
	Left-Through		0			0	
	Through	542	1	**364**	0	0	0
	Through-Right		1			0	
	Right	186	0	186	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	117	1	**117**	0	0	0
	Left-Through		0			0	
	Through	366	1	207	0	0	**0**
	Through-Right		1			0	
	Right	48	0	48	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	156	1	156	0	0	0
	Left-Through		0			0	
	Through	1419	2	**505**	0	0	**0**
	Through-Right		1			0	
	Right	95	0	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	337	1	**337**	0	0	**0**
	Left-Through		0			0	
	Through	989	3	271	0	0	0
	Through-Right		1			0	
	Right	94	0	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	481		North-South:	0
			East-West:	842		East-West:	0
			SUM:	1323		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.962			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.962			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	230	1	**230**	0	0	**0**
	Left-Through		0			0	
	Through	252	1	219	0	0	0
	Through-Right		1			0	
	Right	185	0	185	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	85	1	85	0	0	0
	Left-Through		0			0	
	Through	311	1	**189**	0	0	**0**
	Through-Right		1			0	
	Right	66	0	66	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	91	1	91	0	0	0
	Left-Through		0			0	
	Through	1167	2	**417**	0	0	**0**
	Through-Right		1			0	
	Right	84	0	84	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	270	1	**270**	0	0	**0**
	Left-Through		0			0	
	Through	1086	3	296	0	0	0
	Through-Right		1			0	
	Right	96	0	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	419		North-South:	0
			East-West:	687		East-West:	0
			SUM:	1106		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.804			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.804			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	186	1	**186**	0	0	**0**
	Left-Through		0			0	
	Through	570	1	377	0	0	0
	Through-Right		1			0	
	Right	184	0	184	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	116	1	116	0	0	0
	Left-Through		0			0	
	Through	611	1	**342**	0	0	**0**
	Through-Right		1			0	
	Right	72	0	72	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	111	1	111	0	0	0
	Left-Through		0			0	
	Through	1559	2	**559**	0	0	**0**
	Through-Right		1			0	
	Right	117	0	117	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	218	1	**218**	0	0	**0**
	Left-Through		0			0	
	Through	1235	3	332	0	0	0
	Through-Right		1			0	
	Right	93	0	93	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	528		*North-South:*	0
			East-West:	777		*East-West:*	0
			SUM:	1305		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.949			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.949			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	139	1	139	0	0	**0**
	Left-Through		0			0	
	Through	1175	2	**588**	0	0	0
	Through-Right		0			0	
	Right	217	1	141	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	69	1	**69**	0	0	0
	Left-Through		0			0	
	Through	311	2	156	0	0	**0**
	Through-Right		0			0	
	Right	78	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	166	1	**166**	0	0	0
	Left-Through		0			0	
	Through	834	3	278	0	0	**0**
	Through-Right		0			0	
	Right	337	1	268	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	152	1	152	0	0	**0**
	Left-Through		0			0	
	Through	1080	3	**360**	0	0	0
	Through-Right		0			0	
	Right	47	1	13	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	657		*North-South:*	0
			East-West:	526		*East-West:*	0
			SUM:	1183		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.860			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.860			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	246	1	246	0	0	**0**
	Left-Through		0			0	
	Through	844	2	**422**	0	0	0
	Through-Right		0			0	
	Right	324	1	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	73	1	**73**	0	0	0
	Left-Through		0			0	
	Through	452	2	226	0	0	**0**
	Through-Right		0			0	
	Right	81	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	181	1	**181**	0	0	0
	Left-Through		0			0	
	Through	1023	3	341	0	0	**0**
	Through-Right		0			0	
	Right	358	1	235	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	129	1	129	0	0	**0**
	Left-Through		0			0	
	Through	1112	3	**371**	0	0	0
	Through-Right		0			0	
	Right	67	1	31	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	495		*North-South:*	0
			East-West:	552		*East-West:*	0
			SUM:	1047		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.761			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.761			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	250	1	250	0	0	**0**
	Left-Through		0			0	
	Through	1491	2	**746**	0	0	0
	Through-Right		0			0	
	Right	355	1	313	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	85	1	**85**	0	0	0
	Left-Through		0			0	
	Through	756	2	378	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	223	1	**223**	0	0	0
	Left-Through		0			0	
	Through	1422	3	474	0	0	**0**
	Through-Right		0			0	
	Right	288	1	163	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	84	1	84	0	0	**0**
	Left-Through		0			0	
	Through	1203	3	**401**	0	0	0
	Through-Right		0			0	
	Right	44	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	831		*North-South:*	0
			East-West:	624		*East-West:*	0
			SUM:	1455		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.058			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.058			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	138	1	**138**	0	0	**0**
	Left-Through		0			0	
	Through	1387	3	462	0	0	0
	Through-Right		0			0	
	Right	28	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	51	1	51	0	0	0
	Left-Through		0			0	
	Through	1141	3	**380**	0	0	**0**
	Through-Right		0			0	
	Right	57	1	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	15	1	15	0	0	0
	Left-Through		0			0	
	Through	189	1	**119**	0	0	**0**
	Through-Right		1			0	
	Right	48	0	48	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	224	1	184	0	0	0
	Through-Right		1			0	
	Right	144	0	144	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	518		*North-South:*	0
			East-West:	289		*East-West:*	0
			SUM:	807		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.587			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.587			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	7	1	7	0	0	**0**
	Left-Through		0			0	
	Through	1202	3	**401**	0	0	0
	Through-Right		0			0	
	Right	64	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	133	1	**133**	0	0	0
	Left-Through		0			0	
	Through	1367	3	456	0	0	**0**
	Through-Right		0			0	
	Right	68	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	66	1	66	0	0	0
	Left-Through		0			0	
	Through	197	1	**171**	0	0	**0**
	Through-Right		1			0	
	Right	144	0	144	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	264	1	**264**	0	0	**0**
	Left-Through		0			0	
	Through	207	1	165	0	0	0
	Through-Right		1			0	
	Right	122	0	122	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	534		*North-South:*	0
			East-West:	435		*East-West:*	0
			SUM:	969		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.705			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.705			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	266	1	**266**	0	0	**0**
	Left-Through		0			0	
	Through	1429	3	476	0	0	0
	Through-Right		0			0	
	Right	66	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	113	1	113	0	0	0
	Left-Through		0			0	
	Through	1638	3	**546**	0	0	**0**
	Through-Right		0			0	
	Right	83	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	33	1	33	0	0	0
	Left-Through		0			0	
	Through	242	1	**169**	0	0	**0**
	Through-Right		1			0	
	Right	95	0	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	274	1	**274**	0	0	**0**
	Left-Through		0			0	
	Through	276	1	208	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	812		*North-South:*	0
			East-West:	443		*East-West:*	0
			SUM:	1255		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.913			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.913			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	1	31	0	0	**0**
	Left-Through		0			0	
	Through	1899	2	**637**	0	0	0
	Through-Right		1			0	
	Right	11	0	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	59	1	**59**	0	0	0
	Left-Through		0			0	
	Through	1062	2	399	0	0	**0**
	Through-Right		1			0	
	Right	135	0	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	495	2	**272**	0	0	0
	Left-Through		0			0	
	Through	35	1	35	0	0	**0**
	Through-Right		0			0	
	Right	64	1	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	30	1	30	0	0	0
	Through-Right		0			0	
	Right	154	1	**125**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	696		*North-South:*	0
			East-West:	397		*East-West:*	0
			SUM:	1093		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.767			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.767			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	55	1	55	0	0	**0**
	Left-Through		0			0	
	Through	1431	2	**485**	0	0	0
	Through-Right		1			0	
	Right	25	0	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	98	1	**98**	0	0	0
	Left-Through		0			0	
	Through	1257	2	481	0	0	**0**
	Through-Right		1			0	
	Right	186	0	186	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	219	2	**120**	0	0	0
	Left-Through		0			0	
	Through	27	1	27	0	0	**0**
	Through-Right		0			0	
	Right	64	1	37	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	41	1	**41**	0	0	**0**
	Left-Through		0			0	
	Through	38	1	38	0	0	0
	Through-Right		0			0	
	Right	73	1	24	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	583		*North-South:*	0
			East-West:	161		*East-West:*	0
			SUM:	744		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.522			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.522			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	62	1	**62**	0	0	**0**
	Left-Through		0			0	
	Through	1625	2	551	0	0	0
	Through-Right		1			0	
	Right	29	0	29	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	162	1	162	0	0	0
	Left-Through		0			0	
	Through	2133	2	**822**	0	0	**0**
	Through-Right		1			0	
	Right	334	0	334	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	198	2	**109**	0	0	0
	Left-Through		0			0	
	Through	47	1	47	0	0	**0**
	Through-Right		0			0	
	Right	45	1	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	39	1	39	0	0	**0**
	Left-Through		0			0	
	Through	51	1	**51**	0	0	0
	Through-Right		0			0	
	Right	57	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	884		*North-South:*	0
			East-West:	160		*East-West:*	0
			SUM:	1044		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.733			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.733			0.000
	LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	44	1	44	0	0	**0**
	Left-Through		0			0	
	Through	1703	2	**569**	0	0	0
	Through-Right		1			0	
	Right	5	0	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	28	1	**28**	0	0	0
	Left-Through		0			0	
	Through	1094	3	365	0	0	**0**
	Through-Right		0			0	
	Right	79	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	118	1	**118**	0	0	0
	Left-Through		0			0	
	Through	22	1	22	0	0	**0**
	Through-Right		0			0	
	Right	64	1	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	47	0	**111**	0	0	0
	Through-Right		1			0	
	Right	64	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	597		*North-South:*	0
			East-West:	229		*East-West:*	0
			SUM:	826		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.551			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.551			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	54	1	54	0	0	**0**
	Left-Through		0			0	
	Through	1402	2	**470**	0	0	0
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	33	1	**33**	0	0	0
	Left-Through		0			0	
	Through	1248	3	416	0	0	**0**
	Through-Right		0			0	
	Right	109	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	98	1	**98**	0	0	0
	Left-Through		0			0	
	Through	29	1	29	0	0	**0**
	Through-Right		0			0	
	Right	71	1	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	22	1	22	0	0	**0**
	Left-Through		0			0	
	Through	36	0	**79**	0	0	0
	Through-Right		1			0	
	Right	43	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	503		*North-South:*	0
			East-West:	177		*East-West:*	0
			SUM:	680		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.453			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.453			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	1563	2	529	0	0	0
	Through-Right		1			0	
	Right	25	0	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	57	1	57	0	0	0
	Left-Through		0			0	
	Through	1969	3	**656**	0	0	**0**
	Through-Right		0			0	
	Right	164	1	122	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	85	1	**85**	0	0	0
	Left-Through		0			0	
	Through	60	1	60	0	0	**0**
	Through-Right		0			0	
	Right	117	1	67	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	28	1	28	0	0	**0**
	Left-Through		0			0	
	Through	44	0	**74**	0	0	0
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	756		*North-South:*	0
			East-West:	159		*East-West:*	0
			SUM:	915		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.610			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.610			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	17	0	0	**0**
	Left-Through		0			0	
	Through	1586	2	**532**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	22	1	**22**	0	0	0
	Left-Through		0			0	
	Through	1142	2	388	0	0	**0**
	Through-Right		1			0	
	Right	23	0	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	82	0	**82**	0	0	0
	Left-Through		0			0	
	Through	33	0	151	0	0	**0**
	Through-Right		0			0	
	Right	36	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	5	1	5	0	0	**0**
	Left-Through		0			0	
	Through	29	0	**100**	0	0	0
	Through-Right		1			0	
	Right	71	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	554		*North-South:*	0
			East-West:	182		*East-West:*	0
			SUM:	736		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.491			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.491			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	1	21	0	0	**0**
	Left-Through		0			0	
	Through	1353	2	**456**	0	0	0
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	39	1	**39**	0	0	0
	Left-Through		0			0	
	Through	1283	2	439	0	0	**0**
	Through-Right		1			0	
	Right	34	0	34	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	0	51	0	0	0
	Left-Through		0			0	
	Through	39	0	**122**	0	0	**0**
	Through-Right		0			0	
	Right	32	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	1	1	**1**	0	0	**0**
	Left-Through		0			0	
	Through	25	0	65	0	0	0
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	495		*North-South:*	0
			East-West:	123		*East-West:*	0
			SUM:	618		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.412			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.412			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	54	1	**54**	0	0	**0**
	Left-Through		0			0	
	Through	1595	2	537	0	0	0
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	68	1	68	0	0	0
	Left-Through		0			0	
	Through	1949	2	**666**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	0	30	0	0	0
	Left-Through		0			0	
	Through	49	0	**113**	0	0	**0**
	Through-Right		0			0	
	Right	34	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	2	1	**2**	0	0	**0**
	Left-Through		0			0	
	Through	23	0	41	0	0	0
	Through-Right		1			0	
	Right	18	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	720		*North-South:*	0
			East-West:	115		*East-West:*	0
			SUM:	835		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.557			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.557			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** I-105 WB RAMPS N/O IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2028	3	**676**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	1749	0	0	0	0	**0**
Through-Right		0			0	
Right	1376	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	756	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	2015	3	**705**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	676		*North-South:*	0
		East-West:	705		*East-West:*	0
		SUM:	1381		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.921			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.921			0.000
LEVEL OF SERVICE (LOS):			E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** I-105 WB RAMPS N/O IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1848	3	**616**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	1439	0	0	0	0	**0**
Through-Right		0			0	
Right	1804	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	485	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	1948	3	**682**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	616		*North-South:*	0
		East-West:	682		*East-West:*	0
		SUM:	1298		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.865			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.865			0.000
LEVEL OF SERVICE (LOS):			D			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** I-105 WB RAMPS N/O IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2470	3	**823**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	2240	0	0	0	0	**0**
Through-Right		0			0	
Right	2020	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	690	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	1707	3	**597**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	823		*North-South:*	0
		East-West:	597		*East-West:*	0
		SUM:	1420		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.947			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.947			0.000
LEVEL OF SERVICE (LOS):			E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	385	2	**193**	0	0	0
Through-Right		0			0	
Right	0	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	297	1	**297**	0	0	0
Left-Through		0			0	
Through	528	3	176	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	1	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	253	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
CRITICAL VOLUMES		*North-South:*	490		*North-South:*	0
		East-West:	0		*East-West:*	0
		SUM:	490		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.356			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.356			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	488	2	**244**	0	0	0
Through-Right		0			0	
Right	0	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	356	1	**356**	0	0	0
Left-Through		0			0	
Through	326	3	109	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	1	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	272	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
CRITICAL VOLUMES		*North-South:*	600		*North-South:*	0
		East-West:	0		*East-West:*	0
		SUM:	600		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.436			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.436			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	624	2	**312**	0	0	0
Through-Right		0			0	
Right	0	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	323	1	**323**	0	0	0
Left-Through		0			0	
Through	520	3	173	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	1	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	267	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
CRITICAL VOLUMES		*North-South:*	635		*North-South:*	0
		East-West:	0		*East-West:*	0
		SUM:	635		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.462			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.462			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	1	1	1	0	0	**0**
Left-Through		0			0	
Through	1	1	1	0	0	0
Through-Right		0			0	
Right	239	1	**97**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	257	2	**141**	0	0	0
Left-Through		0			0	
Through	4	0	14	0	0	**0**
Through-Right		1			0	
Right	10	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	2	1	2	0	0	0
Left-Through		0			0	
Through	149	1	**75**	0	0	**0**
Through-Right		1			0	
Right	1	0	1	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	284	1	**284**	0	0	**0**
Left-Through		0			0	
Through	54	1	54	0	0	0
Through-Right		1			0	
Right	119	0	49	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	238		*North-South:*	0
		East-West:	359		*East-West:*	0
		SUM:	597		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.398			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.398			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	1	1	1	0	0	**0**
Left-Through		0			0	
Through	1	1	1	0	0	0
Through-Right		0			0	
Right	279	1	**86**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	328	2	**180**	0	0	0
Left-Through		0			0	
Through	1	0	3	0	0	**0**
Through-Right		1			0	
Right	2	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	1	1	1	0	0	0
Left-Through		0			0	
Through	205	1	**103**	0	0	**0**
Through-Right		1			0	
Right	1	0	1	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	387	1	**387**	0	0	**0**
Left-Through		0			0	
Through	134	1	134	0	0	0
Through-Right		1			0	
Right	336	0	246	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	266		*North-South:*	0
		East-West:	490		*East-West:*	0
		SUM:	756		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.504			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.504			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	1	1	0	0	**0**
	Left-Through		0			0	
	Through	1	1	1	0	0	0
	Through-Right		0			0	
	Right	226	1	**95**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	178	2	**98**	0	0	0
	Left-Through		0			0	
	Through	2	0	6	0	0	**0**
	Through-Right		1			0	
	Right	4	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	3	1	3	0	0	0
	Left-Through		0			0	
	Through	157	1	**79**	0	0	**0**
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	262	1	**262**	0	0	**0**
	Left-Through		0			0	
	Through	68	1	68	0	0	0
	Through-Right		1			0	
	Right	201	0	152	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	193		*North-South:*	0
			East-West:	341		*East-West:*	0
			SUM:	534		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.356			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.356			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	0	8	0	0	**0**
	Left-Through		1			0	
	Through	0	0	8	0	0	0
	Through-Right		0			0	
	Right	151	1	**131**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	1	0	0	0	0
	Left-Through		0			0	
	Through	0	1	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	1	**0**	0	0	0
	Left-Through		0			0	
	Through	88	1	49	0	0	**0**
	Through-Right		1			0	
	Right	9	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	41	1	41	0	0	**0**
	Left-Through		0			0	
	Through	158	1	**158**	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	131		*North-South:*	0
			East-West:	158		*East-West:*	0
			SUM:	289		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.203			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.203			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	0	15	0	0	**0**
	Left-Through		1			0	
	Through	0	0	15	0	0	0
	Through-Right		0			0	
	Right	206	1	**176**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	1	0	0	0	0
	Left-Through		0			0	
	Through	0	1	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	1	**0**	0	0	0
	Left-Through		0			0	
	Through	115	1	70	0	0	**0**
	Through-Right		1			0	
	Right	24	0	24	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	61	1	61	0	0	**0**
	Left-Through		0			0	
	Through	254	1	**254**	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	176		*North-South:*	0
			East-West:	254		*East-West:*	0
			SUM:	430		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.302			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.302			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	33	0	33	0	0	**0**
	Left-Through		1			0	
	Through	0	0	33	0	0	0
	Through-Right		0			0	
	Right	160	1	**127**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	1	0	0	0	0
	Left-Through		0			0	
	Through	0	1	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	1	**0**	0	0	0
	Left-Through		0			0	
	Through	102	1	59	0	0	**0**
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	67	1	67	0	0	**0**
	Left-Through		0			0	
	Through	181	1	**181**	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	127		*North-South:*	0
			East-West:	181		*East-West:*	0
			SUM:	308		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.216			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.216			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: 98TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: Analyst: Date:

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	141	1	141	0	0	0
	Left-Through		0			0	
	Through	578	2	289	0	0	0
	Through-Right		0			0	
	Right	96	1	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	374	2	183	0	0	0
	Through-Right		1			0	
	Right	176	0	176	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	62	1	62	0	0	0
	Left-Through		0			0	
	Through	60	1	60	0	0	0
	Through-Right		0			0	
	Right	237	1	167	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	26	1	26	0	0	0
	Left-Through		0			0	
	Through	33	0	91	0	0	0
	Through-Right		1			0	
	Right	58	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	409		North-South:	0
			East-West:	193		East-West:	0
			SUM:	602		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.401			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.401			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: 98TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: Analyst: Date:

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	128	1	128	0	0	0
	Left-Through		0			0	
	Through	759	2	380	0	0	0
	Through-Right		0			0	
	Right	89	1	66	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	81	1	81	0	0	0
	Left-Through		0			0	
	Through	518	2	208	0	0	0
	Through-Right		1			0	
	Right	106	0	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	126	1	126	0	0	0
	Left-Through		0			0	
	Through	111	1	111	0	0	0
	Through-Right		0			0	
	Right	371	1	307	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	47	1	47	0	0	0
	Left-Through		0			0	
	Through	59	0	157	0	0	0
	Through-Right		1			0	
	Right	98	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	461		North-South:	0
			East-West:	354		East-West:	0
			SUM:	815		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.543			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.543			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: 98TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: Analyst: Date:

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	72	1	72	0	0	0
	Left-Through		0			0	
	Through	875	2	438	0	0	0
	Through-Right		0			0	
	Right	117	1	72	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	67	1	67	0	0	0
	Left-Through		0			0	
	Through	530	2	207	0	0	0
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	164	1	164	0	0	0
	Left-Through		0			0	
	Through	77	1	77	0	0	0
	Through-Right		0			0	
	Right	285	1	249	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	91	1	91	0	0	0
	Left-Through		0			0	
	Through	33	0	217	0	0	0
	Through-Right		1			0	
	Right	184	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	505		North-South:	0
			East-West:	381		East-West:	0
			SUM:	886		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.591			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.591			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE East-West Street: WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: Analyst: Date:

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	41	1	41	0	0	0
	Left-Through		0			0	
	Through	22	1	22	0	0	0
	Through-Right		0			0	
	Right	85	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	11	1	11	0	0	0
	Left-Through		0			0	
	Through	19	1	11	0	0	0
	Through-Right		1			0	
	Right	2	0	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	2	1	2	0	0	0
	Left-Through		0			0	
	Through	292	2	146	0	0	0
	Through-Right		0			0	
	Right	91	1	71	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	440	2	220	0	0	0
	Through-Right		0			0	
	Right	7	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	52		North-South:	0
			East-West:	256		East-West:	0
			SUM:	308		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.205			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.205			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	75	1	75	0	0	**0**
	Left-Through		0			0	
	Through	14	1	14	0	0	0
	Through-Right		0			0	
	Right	344	1	**237**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	24	1	**24**	0	0	0
	Left-Through		0			0	
	Through	14	1	9	0	0	**0**
	Through-Right		1			0	
	Right	4	0	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	6	1	6	0	0	0
	Left-Through		0			0	
	Through	467	2	**234**	0	0	**0**
	Through-Right		0			0	
	Right	102	1	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	214	1	**214**	0	0	**0**
	Left-Through		0			0	
	Through	521	2	261	0	0	0
	Through-Right		0			0	
	Right	24	1	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	261		*North-South:*	0
			East-West:	448		*East-West:*	0
			SUM:	709		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.473			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.473			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	22	1	22	0	0	**0**
	Left-Through		0			0	
	Through	22	1	22	0	0	0
	Through-Right		0			0	
	Right	158	1	**132**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**20**	0	0	0
	Left-Through		0			0	
	Through	19	1	11	0	0	**0**
	Through-Right		1			0	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	3	1	3	0	0	0
	Left-Through		0			0	
	Through	497	2	**249**	0	0	**0**
	Through-Right		0			0	
	Right	87	1	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	52	1	**52**	0	0	**0**
	Left-Through		0			0	
	Through	589	2	295	0	0	0
	Through-Right		0			0	
	Right	40	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	152		*North-South:*	0
			East-West:	301		*East-West:*	0
			SUM:	453		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.302			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.302			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	24	0	24	0	0	**0**
	Left-Through		0			0	
	Through	120	0	**179**	0	0	0
	Through-Right		0			0	
	Right	35	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	0	**20**	0	0	0
	Left-Through		0			0	
	Through	5	0	86	0	0	**0**
	Through-Right		0			0	
	Right	61	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	52	1	**52**	0	0	0
	Left-Through		0			0	
	Through	254	1	133	0	0	**0**
	Through-Right		1			0	
	Right	11	0	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	6	1	6	0	0	**0**
	Left-Through		0			0	
	Through	445	1	**249**	0	0	0
	Through-Right		1			0	
	Right	52	0	52	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	199		*North-South:*	0
			East-West:	301		*East-West:*	0
			SUM:	500		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.333			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.333			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	16	0	16	0	0	**0**
	Left-Through		0			0	
	Through	105	0	**185**	0	0	0
	Through-Right		0			0	
	Right	64	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	139	0	**139**	0	0	0
	Left-Through		0			0	
	Through	10	0	256	0	0	**0**
	Through-Right		0			0	
	Right	107	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	22	1	**22**	0	0	0
	Left-Through		0			0	
	Through	342	1	174	0	0	**0**
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	19	1	19	0	0	**0**
	Left-Through		0			0	
	Through	461	1	**322**	0	0	0
	Through-Right		1			0	
	Right	183	0	183	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	324		*North-South:*	0
			East-West:	344		*East-West:*	0
			SUM:	668		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.445			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.445			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	0	8	0	0	**0**
	Left-Through		0			0	
	Through	188	0	**290**	0	0	0
	Through-Right		0			0	
	Right	94	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	134	0	**134**	0	0	0
	Left-Through		0			0	
	Through	24	0	276	0	0	**0**
	Through-Right		0			0	
	Right	118	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	18	1	**18**	0	0	0
	Left-Through		0			0	
	Through	406	1	204	0	0	**0**
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	9	1	9	0	0	**0**
	Left-Through		0			0	
	Through	598	1	**348**	0	0	0
	Through-Right		1			0	
	Right	98	0	98	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	424		*North-South:*	0
			East-West:	366		*East-West:*	0
			SUM:	790		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.527			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.527			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3169	2	**1065**	0	0	0
	Through-Right		1			0	
	Right	27	0	27	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2741	3	699	0	0	**0**
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	84	1	**70**	0	0	0
	Left-Through		0			0	
	Through	56	0	70	0	0	**0**
	Through-Right		0			0	
	Right	62	1	62	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	288	1	**196**	0	0	**0**
	Left-Through		1			0	
	Through	104	0	196	0	0	0
	Through-Right		0			0	
	Right	46	1	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1065		*North-South:*	0
			East-West:	266		*East-West:*	0
			SUM:	1331		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.934			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.934			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1995	2	**677**	0	0	0
	Through-Right		1			0	
	Right	37	0	37	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1947	3	523	0	0	**0**
	Through-Right		1			0	
	Right	144	0	144	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	148	1	**124**	0	0	0
	Left-Through		0			0	
	Through	100	0	124	0	0	**0**
	Through-Right		0			0	
	Right	77	1	77	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	184	1	**135**	0	0	**0**
	Left-Through		1			0	
	Through	86	0	135	0	0	0
	Through-Right		0			0	
	Right	36	1	36	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	677		*North-South:*	0
			East-West:	259		*East-West:*	0
			SUM:	936		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.657			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.657			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2784	2	**966**	0	0	0
	Through-Right		1			0	
	Right	114	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2874	3	750	0	0	**0**
	Through-Right		1			0	
	Right	125	0	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	176	1	**167**	0	0	0
	Left-Through		0			0	
	Through	158	0	167	0	0	**0**
	Through-Right		0			0	
	Right	75	1	75	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	**188**	0	0	**0**
	Left-Through		1			0	
	Through	136	0	188	0	0	0
	Through-Right		0			0	
	Right	23	1	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	966		*North-South:*	0
			East-West:	355		*East-West:*	0
			SUM:	1321		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.927			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.927			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	98	1	**98**	0	0	**0**
Left-Through		0			0	
Through	227	0	264	0	0	0
Through-Right		1			0	
Right	37	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	16	1	16	0	0	0
Left-Through		0			0	
Through	209	0	**264**	0	0	**0**
Through-Right		1			0	
Right	55	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	52	1	52	0	0	0
Left-Through		0			0	
Through	467	1	**332**	0	0	**0**
Through-Right		1			0	
Right	196	0	196	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	51	1	**51**	0	0	**0**
Left-Through		0			0	
Through	575	1	303	0	0	0
Through-Right		1			0	
Right	31	0	31	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	362		*North-South:*	0
		East-West:	383		*East-West:*	0
		SUM:	745		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.497			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.497			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	87	1	**87**	0	0	**0**
Left-Through		0			0	
Through	149	0	187	0	0	0
Through-Right		1			0	
Right	38	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	33	1	33	0	0	0
Left-Through		0			0	
Through	140	0	**200**	0	0	**0**
Through-Right		1			0	
Right	60	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	72	1	**72**	0	0	0
Left-Through		0			0	
Through	482	1	291	0	0	**0**
Through-Right		1			0	
Right	100	0	100	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	49	1	49	0	0	**0**
Left-Through		0			0	
Through	554	1	**301**	0	0	0
Through-Right		1			0	
Right	47	0	47	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	287		*North-South:*	0
		East-West:	373		*East-West:*	0
		SUM:	660		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.440			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.440			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	83	1	**83**	0	0	**0**
Left-Through		0			0	
Through	216	0	243	0	0	0
Through-Right		1			0	
Right	27	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	35	1	35	0	0	0
Left-Through		0			0	
Through	283	0	**355**	0	0	**0**
Through-Right		1			0	
Right	72	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	75	1	75	0	0	0
Left-Through		0			0	
Through	654	1	**395**	0	0	**0**
Through-Right		1			0	
Right	136	0	136	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	78	1	**78**	0	0	**0**
Left-Through		0			0	
Through	599	1	334	0	0	0
Through-Right		1			0	
Right	68	0	68	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	438		*North-South:*	0
		East-West:	473		*East-West:*	0
		SUM:	911		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.607			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.607			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	108	1	108	0	0	**0**
Left-Through		0			0	
Through	815	2	**408**	0	0	0
Through-Right		0			0	
Right	279	1	107	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	73	1	**73**	0	0	0
Left-Through		0			0	
Through	508	2	254	0	0	**0**
Through-Right		0			0	
Right	118	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	160	1	**160**	0	0	0
Left-Through		0			0	
Through	682	2	341	0	0	**0**
Through-Right		0			0	
Right	113	1	5	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	172	1	172	0	0	**0**
Left-Through		0			0	
Through	750	1	**413**	0	0	0
Through-Right		1			0	
Right	76	0	76	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	481		*North-South:*	0
		East-West:	573		*East-West:*	0
		SUM:	1054		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.767			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.767			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	175	1	**175**	0	0	**0**
Left-Through		0			0	
Through	633	2	317	0	0	0
Through-Right		0			0	
Right	208	1	120	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	90	1	90	0	0	0
Left-Through		0			0	
Through	658	2	**329**	0	0	**0**
Through-Right		0			0	
Right	158	1	27	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	131	1	**131**	0	0	0
Left-Through		0			0	
Through	535	2	268	0	0	**0**
Through-Right		0			0	
Right	113	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	88	1	88	0	0	**0**
Left-Through		0			0	
Through	535	1	**283**	0	0	0
Through-Right		1			0	
Right	30	0	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	504		*North-South:*	0
		East-West:	414		*East-West:*	0
		SUM:	918		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.668			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.668			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	171	1	**171**	0	0	**0**
Left-Through		0			0	
Through	781	2	391	0	0	0
Through-Right		0			0	
Right	276	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	88	1	88	0	0	0
Left-Through		0			0	
Through	1009	2	**505**	0	0	**0**
Through-Right		0			0	
Right	187	1	64	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	123	1	123	0	0	0
Left-Through		0			0	
Through	769	2	**385**	0	0	**0**
Through-Right		0			0	
Right	148	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	299	1	**299**	0	0	**0**
Left-Through		0			0	
Through	622	1	322	0	0	0
Through-Right		1			0	
Right	21	0	21	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	676		*North-South:*	0
		East-West:	684		*East-West:*	0
		SUM:	1360		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.989			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.989			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	250	1	**250**	0	0	**0**
Left-Through		0			0	
Through	531	1	273	0	0	0
Through-Right		1			0	
Right	15	0	15	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	14	1	14	0	0	0
Left-Through		0			0	
Through	408	2	**168**	0	0	**0**
Through-Right		1			0	
Right	96	0	96	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	27	1	**27**	0	0	0
Left-Through		0			0	
Through	2	1	2	0	0	**0**
Through-Right		0			0	
Right	101	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	4	0	4	0	0	**0**
Left-Through		0			0	
Through	1	0	**5**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	418		*North-South:*	0
		East-West:	32		*East-West:*	0
		SUM:	450		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.316			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.316			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	117	1	117	0	0	**0**
Left-Through		0			0	
Through	491	1	**254**	0	0	0
Through-Right		1			0	
Right	17	0	17	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	19	1	**19**	0	0	0
Left-Through		0			0	
Through	425	2	145	0	0	**0**
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	86	1	**86**	0	0	0
Left-Through		0			0	
Through	6	1	6	0	0	**0**
Through-Right		0			0	
Right	111	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	5	0	5	0	0	**0**
Left-Through		0			0	
Through	8	0	**25**	0	0	0
Through-Right		0			0	
Right	12	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	273		*North-South:*	0
		East-West:	111		*East-West:*	0
		SUM:	384		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.269			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.269			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	57	1	**57**	0	0	**0**
	Left-Through		0			0	
	Through	459	1	233	0	0	0
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	45	1	45	0	0	0
	Left-Through		0			0	
	Through	791	2	**284**	0	0	**0**
	Through-Right		1			0	
	Right	62	0	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	64	1	64	0	0	0
	Left-Through		0			0	
	Through	3	1	3	0	0	**0**
	Through-Right		0			0	
	Right	156	1	**99**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	11	0	**11**	0	0	**0**
	Left-Through		0			0	
	Through	1	0	22	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	341		North-South:	0
			East-West:	110		East-West:	0
			SUM:	451		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.316			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.316			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1118	1	**560**	0	0	0
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	1	**13**	0	0	0
	Left-Through		0			0	
	Through	335	2	168	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	13	0	13	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**21**	0	0	0
	Through-Right		0			0	
	Right	8	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	573		North-South:	0
			East-West:	21		East-West:	0
			SUM:	594		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.396			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.396			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	395	1	**200**	0	0	0
	Through-Right		1			0	
	Right	4	0	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	1	**13**	0	0	0
	Left-Through		0			0	
	Through	259	2	130	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	6	0	6	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**16**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	213		North-South:	0
			East-West:	16		East-West:	0
			SUM:	229		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.153			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.153			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	468	1	236	0	0	0
	Through-Right		1			0	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	15	1	15	0	0	0
	Left-Through		0			0	
	Through	961	2	**481**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	3	0	3	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**17**	0	0	0
	Through-Right		0			0	
	Right	14	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	481		North-South:	0
			East-West:	17		East-West:	0
			SUM:	498		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.332			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.332			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	109	1	109	0	0	**0**
	Left-Through		0			0	
	Through	1581	1	**811**	0	0	0
	Through-Right		1			0	
	Right	41	0	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	87	1	**87**	0	0	0
	Left-Through		0			0	
	Through	1382	2	691	0	0	**0**
	Through-Right		0			0	
	Right	73	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	187	1	**187**	0	0	0
	Left-Through		0			0	
	Through	221	1	221	0	0	**0**
	Through-Right		0			0	
	Right	112	1	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	48	1	48	0	0	**0**
	Left-Through		0			0	
	Through	372	1	**372**	0	0	0
	Through-Right		0			0	
	Right	149	1	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	898		*North-South:*	0
			East-West:	559		*East-West:*	0
			SUM:	1457		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.971			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.971			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	92	1	**92**	0	0	**0**
	Left-Through		0			0	
	Through	1384	1	718	0	0	0
	Through-Right		1			0	
	Right	51	0	51	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	107	1	107	0	0	0
	Left-Through		0			0	
	Through	1508	2	**754**	0	0	**0**
	Through-Right		0			0	
	Right	137	1	31	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	213	1	**213**	0	0	0
	Left-Through		0			0	
	Through	227	1	227	0	0	**0**
	Through-Right		0			0	
	Right	181	1	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	72	1	72	0	0	**0**
	Left-Through		0			0	
	Through	252	1	**252**	0	0	0
	Through-Right		0			0	
	Right	134	1	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	846		*North-South:*	0
			East-West:	465		*East-West:*	0
			SUM:	1311		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.874			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.874			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	98	1	**98**	0	0	**0**
	Left-Through		0			0	
	Through	1184	1	614	0	0	0
	Through-Right		1			0	
	Right	43	0	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	85	1	85	0	0	0
	Left-Through		0			0	
	Through	1669	2	**835**	0	0	**0**
	Through-Right		0			0	
	Right	103	1	21	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	165	1	165	0	0	0
	Left-Through		0			0	
	Through	352	1	**352**	0	0	**0**
	Through-Right		0			0	
	Right	134	1	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	53	1	**53**	0	0	**0**
	Left-Through		0			0	
	Through	194	1	194	0	0	0
	Through-Right		0			0	
	Right	72	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	933		*North-South:*	0
			East-West:	405		*East-West:*	0
			SUM:	1338		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.892			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.892			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	103	1	**103**	0	0	**0**
	Left-Through		0			0	
	Through	578	2	289	0	0	0
	Through-Right		0			0	
	Right	100	1	31	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	526	1	**295**	0	0	**0**
	Through-Right		1			0	
	Right	64	0	64	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	83	1	**83**	0	0	0
	Left-Through		0			0	
	Through	432	2	176	0	0	**0**
	Through-Right		1			0	
	Right	95	0	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	69	1	69	0	0	**0**
	Left-Through		0			0	
	Through	654	2	**250**	0	0	0
	Through-Right		1			0	
	Right	96	0	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	398		*North-South:*	0
			East-West:	333		*East-West:*	0
			SUM:	731		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.532			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.532			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	128	1	128	0	0	**0**
	Left-Through		0			0	
	Through	722	2	**361**	0	0	0
	Through-Right		0			0	
	Right	114	1	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	83	1	**83**	0	0	0
	Left-Through		0			0	
	Through	430	1	268	0	0	**0**
	Through-Right		1			0	
	Right	106	0	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	142	1	**142**	0	0	0
	Left-Through		0			0	
	Through	730	2	276	0	0	**0**
	Through-Right		1			0	
	Right	97	0	97	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	71	1	71	0	0	**0**
	Left-Through		0			0	
	Through	649	2	**246**	0	0	0
	Through-Right		1			0	
	Right	88	0	88	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	444		*North-South:*	0
			East-West:	388		*East-West:*	0
			SUM:	832		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.605			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.605			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	133	1	133	0	0	**0**
	Left-Through		0			0	
	Through	791	2	**396**	0	0	0
	Through-Right		0			0	
	Right	151	1	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	116	1	**116**	0	0	0
	Left-Through		0			0	
	Through	627	1	369	0	0	**0**
	Through-Right		1			0	
	Right	111	0	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	183	1	183	0	0	0
	Left-Through		0			0	
	Through	1054	2	**389**	0	0	**0**
	Through-Right		1			0	
	Right	113	0	113	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	107	1	**107**	0	0	**0**
	Left-Through		0			0	
	Through	743	2	279	0	0	0
	Through-Right		1			0	
	Right	93	0	93	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	512		*North-South:*	0
			East-West:	496		*East-West:*	0
			SUM:	1008		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.733			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.733			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2494	2	**875**	0	0	0
	Through-Right		1			0	
	Right	132	0	132	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2055	3	685	0	0	**0**
	Through-Right		0			0	
	Right	425	1	259	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	302	2	**166**	0	0	0
	Left-Through		0			0	
	Through	263	0	302	0	0	**0**
	Through-Right		1			0	
	Right	39	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	336	2	185	0	0	**0**
	Left-Through		0			0	
	Through	662	2	**331**	0	0	0
	Through-Right		0			0	
	Right	184	1	184	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	875		*North-South:*	0
			East-West:	497		*East-West:*	0
			SUM:	1372		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.963			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.963			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1816	2	**662**	0	0	0
	Through-Right		1			0	
	Right	171	0	171	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1584	3	528	0	0	**0**
	Through-Right		0			0	
	Right	217	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	286	2	157	0	0	0
	Left-Through		0			0	
	Through	206	0	**269**	0	0	**0**
	Through-Right		1			0	
	Right	63	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	229	2	**126**	0	0	**0**
	Left-Through		0			0	
	Through	305	2	153	0	0	0
	Through-Right		0			0	
	Right	105	1	105	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	662		*North-South:*	0
			East-West:	395		*East-West:*	0
			SUM:	1057		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.742			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.742			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	2099	2	800	0	0	0
	Through-Right		1			0	
	Right	300	0	300	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2543	3	**848**	0	0	**0**
	Through-Right		0			0	
	Right	194	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	569	2	313	0	0	0
	Left-Through		0			0	
	Through	408	0	**510**	0	0	**0**
	Through-Right		1			0	
	Right	102	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	308	2	**169**	0	0	**0**
	Left-Through		0			0	
	Through	293	2	147	0	0	0
	Through-Right		0			0	
	Right	110	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	848		*North-South:*	0
			East-West:	679		*East-West:*	0
			SUM:	1527		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.072			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.072			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	364	2	**200**	0	0	**0**
	Left-Through		0			0	
	Through	1478	2	504	0	0	0
	Through-Right		1			0	
	Right	35	0	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	153	2	84	0	0	0
	Left-Through		0			0	
	Through	1356	2	**516**	0	0	**0**
	Through-Right		1			0	
	Right	193	0	193	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	397	2	199	0	0	**0**
	Through-Right		0			0	
	Right	167	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	129	1	129	0	0	**0**
	Left-Through		0			0	
	Through	1156	2	**578**	0	0	0
	Through-Right		0			0	
	Right	337	1	253	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	716		*North-South:*	0
			East-West:	668		*East-West:*	0
			SUM:	1384		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.007			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.007			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	177	2	**97**	0	0	**0**
	Left-Through		0			0	
	Through	1225	2	429	0	0	0
	Through-Right		1			0	
	Right	62	0	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	205	2	113	0	0	0
	Left-Through		0			0	
	Through	1276	2	**478**	0	0	**0**
	Through-Right		1			0	
	Right	159	0	159	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	186	1	**186**	0	0	0
	Left-Through		0			0	
	Through	433	2	217	0	0	**0**
	Through-Right		0			0	
	Right	189	1	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	159	1	159	0	0	**0**
	Left-Through		0			0	
	Through	467	2	**234**	0	0	0
	Through-Right		0			0	
	Right	167	1	54	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	575		*North-South:*	0
			East-West:	420		*East-West:*	0
			SUM:	995		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.724			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.724			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	138	2	**76**	0	0	**0**
	Left-Through		0			0	
	Through	1209	2	433	0	0	0
	Through-Right		1			0	
	Right	89	0	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	348	2	191	0	0	0
	Left-Through		0			0	
	Through	2056	2	**718**	0	0	**0**
	Through-Right		1			0	
	Right	98	0	98	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	146	1	146	0	0	0
	Left-Through		0			0	
	Through	859	2	**430**	0	0	**0**
	Through-Right		0			0	
	Right	282	1	206	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	178	1	**178**	0	0	**0**
	Left-Through		0			0	
	Through	553	2	277	0	0	0
	Through-Right		0			0	
	Right	198	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	794		*North-South:*	0
			East-West:	608		*East-West:*	0
			SUM:	1402		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.020			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.020			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0	NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	179	1	179	0	0	**0**	92	1	92	0	0	**0**
	Left-Through		0			0			0			0	
	Through	2061	2	**700**	0	0	0	1173	2	**407**	0	0	0
	Through-Right		1			0			1			0	
	Right	38	0	38	0	0	0	49	0	49	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	132	1	**132**	0	0	0	168	1	**168**	0	0	0
	Left-Through		0			0			0			0	
	Through	1483	3	494	0	0	**0**	1136	3	379	0	0	**0**
	Through-Right		0			0			0			0	
	Right	130	1	52	0	0	0	113	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	78	1	**78**	0	0	0	171	1	**171**	0	0	0
	Left-Through		0			0			0			0	
	Through	520	2	202	0	0	**0**	470	2	170	0	0	**0**
	Through-Right		1			0			1			0	
	Right	87	0	87	0	0	0	41	0	41	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	155	1	155	0	0	**0**	121	1	121	0	0	**0**
	Left-Through		0			0			0			0	
	Through	996	2	**498**	0	0	0	480	2	**240**	0	0	0
	Through-Right		0			0			0			0	
	Right	339	1	207	0	0	0	204	1	36	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	832		*North-South:*	0		*North-South:*	575		*North-South:*	0
			East-West:	576		*East-West:*	0		*East-West:*	411		*East-West:*	0
			SUM:	1408		*SUM:*	0		*SUM:*	986		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.024			0.000			0.717			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.024			0.000			0.717			0.000
LEVEL OF SERVICE (LOS):				F			A			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0						
		EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**						
NORTHBOUND	Left	112	1	**112**	0	0	**0**						
	Left-Through		0			0							
	Through	1601	2	567	0	0	0						
	Through-Right		1			0							
	Right	100	0	100	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	186	1	186	0	0	0						
	Left-Through		0			0							
	Through	2002	3	**667**	0	0	**0**						
	Through-Right		0			0							
	Right	150	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	183	1	**183**	0	0	0						
	Left-Through		0			0							
	Through	851	2	302	0	0	**0**						
	Through-Right		1			0							
	Right	56	0	56	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	153	1	153	0	0	**0**						
	Left-Through		0			0							
	Through	620	2	**310**	0	0	0						
	Through-Right		0			0							
	Right	208	1	22	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	779		*North-South:*	0						
			East-West:	493		*East-West:*	0						
			SUM:	1272		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.925			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.925			0.000						
LEVEL OF SERVICE (LOS):				E			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 3	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**						
NORTHBOUND	Left	376	1	**376**	0	0	**0**						
	Left-Through		0			0							
	Through	2148	2	739	0	0	0						
	Through-Right		1			0							
	Right	69	0	69	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	58	1	58	0	0	0						
	Left-Through		0			0							
	Through	1480	2	**553**	0	0	**0**						
	Through-Right		1			0							
	Right	178	0	178	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	52	1	**52**	0	0	0						
	Left-Through		0			0							
	Through	371	2	186	0	0	**0**						
	Through-Right		0			0							
	Right	229	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	126	1	126	0	0	**0**						
	Left-Through		0			0							
	Through	982	1	**511**	0	0	0						
	Through-Right		1			0							
	Right	39	0	39	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	929		*North-South:*	0						
			East-West:	563		*East-West:*	0						
			SUM:	1492		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				1.047			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.047			0.000						
LEVEL OF SERVICE (LOS):				F			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	207	1	**207**	0	0	**0**
	Left-Through		0			0	
	Through	1257	2	448	0	0	0
	Through-Right		1			0	
	Right	88	0	88	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	89	1	89	0	0	0
	Left-Through		0			0	
	Through	1166	2	**428**	0	0	**0**
	Through-Right		1			0	
	Right	119	0	119	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	74	1	**74**	0	0	0
	Left-Through		0			0	
	Through	305	2	153	0	0	**0**
	Through-Right		0			0	
	Right	226	1	19	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	96	1	96	0	0	**0**
	Left-Through		0			0	
	Through	327	1	**203**	0	0	0
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	635		*North-South:*	0
			East-West:	277		*East-West:*	0
			SUM:	912		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.640			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.640			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	242	1	**242**	0	0	**0**
	Left-Through		0			0	
	Through	1766	2	633	0	0	0
	Through-Right		1			0	
	Right	134	0	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	89	1	89	0	0	0
	Left-Through		0			0	
	Through	1751	2	**607**	0	0	**0**
	Through-Right		1			0	
	Right	71	0	71	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	105	1	105	0	0	0
	Left-Through		0			0	
	Through	785	2	**393**	0	0	**0**
	Through-Right		0			0	
	Right	493	1	251	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	78	1	**78**	0	0	**0**
	Left-Through		0			0	
	Through	373	1	214	0	0	0
	Through-Right		1			0	
	Right	54	0	54	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	849		*North-South:*	0
			East-West:	471		*East-West:*	0
			SUM:	1320		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.926			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.926			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	178	1	178	0	0	**0**
	Left-Through		0			0	
	Through	960	2	**332**	0	0	0
	Through-Right		1			0	
	Right	35	0	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	200	1	**200**	0	0	0
	Left-Through		0			0	
	Through	676	2	293	0	0	**0**
	Through-Right		1			0	
	Right	204	0	204	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	131	1	**131**	0	0	0
	Left-Through		0			0	
	Through	807	2	316	0	0	**0**
	Through-Right		1			0	
	Right	141	0	141	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	129	1	129	0	0	**0**
	Left-Through		0			0	
	Through	1164	2	**405**	0	0	0
	Through-Right		1			0	
	Right	52	0	52	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	532		*North-South:*	0
			East-West:	536		*East-West:*	0
			SUM:	1068		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.777			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.777			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	92	1	92	0	0	**0**
	Left-Through		0			0	
	Through	565	2	**210**	0	0	0
	Through-Right		1			0	
	Right	64	0	64	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	186	1	**186**	0	0	0
	Left-Through		0			0	
	Through	628	2	252	0	0	**0**
	Through-Right		1			0	
	Right	127	0	127	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	143	1	143	0	0	0
	Left-Through		0			0	
	Through	743	2	**299**	0	0	**0**
	Through-Right		1			0	
	Right	155	0	155	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	136	1	**136**	0	0	**0**
	Left-Through		0			0	
	Through	619	2	233	0	0	0
	Through-Right		1			0	
	Right	81	0	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	396		*North-South:*	0
			East-West:	435		*East-West:*	0
			SUM:	831		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.604			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.604			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	125	1	125	0	0	0
	Left-Through		0			0	
	Through	733	2	262	0	0	0
	Through-Right		1			0	
	Right	52	0	52	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	244	1	244	0	0	0
	Left-Through		0			0	
	Through	959	2	361	0	0	0
	Through-Right		1			0	
	Right	124	0	124	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	1302	2	486	0	0	0
	Through-Right		1			0	
	Right	157	0	157	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	166	1	166	0	0	0
	Left-Through		0			0	
	Through	802	2	291	0	0	0
	Through-Right		1			0	
	Right	72	0	72	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	506		North-South:	0
			East-West:	652		East-West:	0
			SUM:	1158		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.842			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.842			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	674	1	440	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	647	1	440	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	868	3	289	0	0	0
	Through-Right		0			0	
	Right	320	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1328	2	541	0	0	0
	Through-Right		1			0	
	Right	295	0	295	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	440		North-South:	0
			East-West:	541		East-West:	0
			SUM:	981		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.654			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.654			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	412	1	273	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	407	1	273	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1023	3	341	0	0	0
	Through-Right		0			0	
	Right	355	1	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1106	2	526	0	0	0
	Through-Right		1			0	
	Right	472	0	472	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	273		North-South:	0
			East-West:	526		East-West:	0
			SUM:	799		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.533			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.533			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	470	1	375	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	654	1	375	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	0	0	0	0	0
	Left-Through		0			0	
	Through	1436	3	479	0	0	0
	Through-Right		0			0	
	Right	331	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1106	2	479	0	0	0
	Through-Right		1			0	
	Right	331	0	331	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	375		North-South:	0
			East-West:	479		East-West:	0
			SUM:	854		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.569			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.569			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 171 — **PROJECT TITLE:** LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	204	1	204	0	0	**0**	93	1	93	0	0	**0**
	Left-Through		0			0			0			0	
	Through	797	1	**421**	0	0	0	513	1	**287**	0	0	0
	Through-Right		1			0			1			0	
	Right	44	0	44	0	0	0	61	0	61	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	162	1	**162**	0	0	0	121	1	**121**	0	0	0
	Left-Through		0			0			0			0	
	Through	628	1	362	0	0	**0**	516	1	301	0	0	**0**
	Through-Right		1			0			1			0	
	Right	95	0	95	0	0	0	85	0	85	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	115	1	**115**	0	0	0	93	1	**93**	0	0	0
	Left-Through		0			0			0			0	
	Through	965	2	349	0	0	**0**	724	2	270	0	0	**0**
	Through-Right		1			0			1			0	
	Right	81	0	81	0	0	0	85	0	85	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	66	1	66	0	0	**0**	81	1	81	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1285	2	**468**	0	0	0	681	2	**262**	0	0	0
	Through-Right		1			0			1			0	
	Right	118	0	118	0	0	0	105	0	105	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	583		North-South:	0		North-South:	408		North-South:	0
			East-West:	583		East-West:	0		East-West:	355		East-West:	0
			SUM:	1166		SUM:	0		SUM:	763		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.848			0.000			0.555			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.848			0.000			0.555			0.000
LEVEL OF SERVICE (LOS):				D			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 171 — **PROJECT TITLE:** LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	137	1	**137**	0	0	**0**						
	Left-Through		0			0							
	Through	618	1	332	0	0	0						
	Through-Right		1			0							
	Right	46	0	46	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	168	1	168	0	0	0						
	Left-Through		0			0							
	Through	740	1	**432**	0	0	**0**						
	Through-Right		1			0							
	Right	124	0	124	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	124	1	124	0	0	0						
	Left-Through		0			0							
	Through	1308	2	**477**	0	0	**0**						
	Through-Right		1			0							
	Right	123	0	123	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	103	1	**103**	0	0	**0**						
	Left-Through		0			0							
	Through	927	2	346	0	0	0						
	Through-Right		1			0							
	Right	111	0	111	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	569		North-South:	0						
			East-West:	580		East-West:	0						
			SUM:	1149		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.836			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.836			0.000						
LEVEL OF SERVICE (LOS):				D			A						

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 172 — **PROJECT TITLE:** LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	138	1	138	0	0	**0**						
	Left-Through		0			0							
	Through	727	1	**401**	0	0	0						
	Through-Right		1			0							
	Right	74	0	74	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	171	1	**171**	0	0	0						
	Left-Through		0			0							
	Through	667	1	362	0	0	**0**						
	Through-Right		1			0							
	Right	56	0	56	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	63	1	**63**	0	0	0						
	Left-Through		0			0							
	Through	878	2	325	0	0	**0**						
	Through-Right		1			0							
	Right	98	0	98	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	95	1	95	0	0	**0**						
	Left-Through		0			0							
	Through	1088	2	**403**	0	0	0						
	Through-Right		1			0							
	Right	122	0	122	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	572		North-South:	0						
			East-West:	466		East-West:	0						
			SUM:	1038		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.755			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.755			0.000						
LEVEL OF SERVICE (LOS):				C			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	99	1	**99**	0	0	**0**
	Left-Through		0			0	
	Through	473	1	279	0	0	0
	Through-Right		1			0	
	Right	84	0	84	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	556	1	**323**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	104	1	104	0	0	0
	Left-Through		0			0	
	Through	680	2	**262**	0	0	**0**
	Through-Right		1			0	
	Right	106	0	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	142	1	**142**	0	0	**0**
	Left-Through		0			0	
	Through	641	2	239	0	0	0
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	422		North-South:	0
			East-West:	404		East-West:	0
			SUM:	826		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.601			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.601			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	144	1	**144**	0	0	**0**
	Left-Through		0			0	
	Through	639	1	368	0	0	0
	Through-Right		1			0	
	Right	97	0	97	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	176	1	176	0	0	0
	Left-Through		0			0	
	Through	764	1	**434**	0	0	**0**
	Through-Right		1			0	
	Right	104	0	104	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	121	1	121	0	0	0
	Left-Through		0			0	
	Through	1068	2	**414**	0	0	**0**
	Through-Right		1			0	
	Right	175	0	175	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	195	1	**195**	0	0	**0**
	Left-Through		0			0	
	Through	791	2	298	0	0	0
	Through-Right		1			0	
	Right	103	0	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	578		North-South:	0
			East-West:	609		East-West:	0
			SUM:	1187		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.863			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.863			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	1	220	0	0	**0**
	Left-Through		0			0	
	Through	1148	2	**430**	0	0	0
	Through-Right		1			0	
	Right	142	0	142	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	75	1	**75**	0	0	0
	Left-Through		0			0	
	Through	478	2	184	0	0	**0**
	Through-Right		1			0	
	Right	73	0	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	112	1	**112**	0	0	0
	Left-Through		0			0	
	Through	1102	2	407	0	0	**0**
	Through-Right		1			0	
	Right	118	0	118	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	86	1	86	0	0	**0**
	Left-Through		0			0	
	Through	1060	2	**385**	0	0	0
	Through-Right		1			0	
	Right	94	0	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	505		North-South:	0
			East-West:	497		East-West:	0
			SUM:	1002		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.729			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.729			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	143	1	**143**	0	0	**0**
	Left-Through		0			0	
	Through	481	2	193	0	0	0
	Through-Right		1			0	
	Right	97	0	97	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	87	1	87	0	0	0
	Left-Through		0			0	
	Through	378	2	**146**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	47	1	47	0	0	0
	Left-Through		0			0	
	Through	871	2	**328**	0	0	**0**
	Through-Right		1			0	
	Right	114	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	129	1	**129**	0	0	**0**
	Left-Through		0			0	
	Through	754	2	277	0	0	0
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	289		North-South:	0
			East-West:	457		East-West:	0
			SUM:	746		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.543			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.543			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	174	1	**174**	0	0	**0**
	Left-Through		0			0	
	Through	710	2	275	0	0	0
	Through-Right		1			0	
	Right	115	0	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	116	1	116	0	0	0
	Left-Through		0			0	
	Through	658	2	**240**	0	0	**0**
	Through-Right		1			0	
	Right	63	0	63	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	93	1	93	0	0	0
	Left-Through		0			0	
	Through	1163	2	**441**	0	0	**0**
	Through-Right		1			0	
	Right	159	0	159	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	108	1	**108**	0	0	**0**
	Left-Through		0			0	
	Through	1036	2	362	0	0	0
	Through-Right		1			0	
	Right	49	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	414		*North-South:*	0
			East-West:	549		*East-West:*	0
			SUM:	963		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.700			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.700			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	206	2	113	0	0	**0**
	Left-Through		0			0	
	Through	1220	2	**445**	0	0	0
	Through-Right		1			0	
	Right	114	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	2	**77**	0	0	0
	Left-Through		0			0	
	Through	452	2	181	0	0	**0**
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	127	1	**127**	0	0	0
	Left-Through		0			0	
	Through	1139	2	406	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	1098	2	**408**	0	0	0
	Through-Right		1			0	
	Right	127	0	127	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	522		*North-South:*	0
			East-West:	535		*East-West:*	0
			SUM:	1057		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.769			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.769			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	117	2	64	0	0	**0**
	Left-Through		0			0	
	Through	514	2	**216**	0	0	0
	Through-Right		1			0	
	Right	135	0	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	166	2	**91**	0	0	0
	Left-Through		0			0	
	Through	471	2	203	0	0	**0**
	Through-Right		1			0	
	Right	138	0	138	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	106	1	**106**	0	0	0
	Left-Through		0			0	
	Through	896	2	341	0	0	**0**
	Through-Right		1			0	
	Right	127	0	127	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	105	1	105	0	0	**0**
	Left-Through		0			0	
	Through	870	2	**341**	0	0	0
	Through-Right		1			0	
	Right	154	0	154	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	307		*North-South:*	0
			East-West:	447		*East-West:*	0
			SUM:	754		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.548			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.548			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	156	2	86	0	0	**0**
	Left-Through		0			0	
	Through	825	2	**315**	0	0	0
	Through-Right		1			0	
	Right	121	0	121	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	179	2	**98**	0	0	0
	Left-Through		0			0	
	Through	764	2	299	0	0	**0**
	Through-Right		1			0	
	Right	133	0	133	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	125	1	125	0	0	0
	Left-Through		0			0	
	Through	1269	2	**467**	0	0	**0**
	Through-Right		1			0	
	Right	133	0	133	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	977	2	366	0	0	0
	Through-Right		1			0	
	Right	122	0	122	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	413		*North-South:*	0
			East-West:	567		*East-West:*	0
			SUM:	980		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.713			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.713			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 176 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** VERMONT AVENUE | **East-West Street:** CENTURY BOULEVARD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 4 | **Count Date:** | **Analyst:** | **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	181	2	100	0	0	**0**
	Left-Through		0			0	
	Through	1254	3	**418**	0	0	0
	Through-Right		0			0	
	Right	132	1	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	111	2	**61**	0	0	0
	Left-Through		0			0	
	Through	638	2	251	0	0	**0**
	Through-Right		1			0	
	Right	115	0	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	142	1	**142**	0	0	0
	Left-Through		0			0	
	Through	669	2	234	0	0	**0**
	Through-Right		1			0	
	Right	33	0	33	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	899	2	**346**	0	0	0
	Through-Right		1			0	
	Right	139	0	139	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	479		*North-South:*	0
			East-West:	488		*East-West:*	0
			SUM:	967		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.703			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.703			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 176 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** VERMONT AVENUE | **East-West Street:** CENTURY BOULEVARD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 4 | **Count Date:** | **Analyst:** | **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	152	2	**84**	0	0	**0**
	Left-Through		0			0	
	Through	513	3	171	0	0	0
	Through-Right		0			0	
	Right	67	1	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	112	2	62	0	0	0
	Left-Through		0			0	
	Through	497	2	**204**	0	0	**0**
	Through-Right		1			0	
	Right	115	0	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	138	1	**138**	0	0	0
	Left-Through		0			0	
	Through	587	2	225	0	0	**0**
	Through-Right		1			0	
	Right	89	0	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	565	2	**217**	0	0	0
	Through-Right		1			0	
	Right	85	0	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	288		*North-South:*	0
			East-West:	355		*East-West:*	0
			SUM:	643		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.468			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.468			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 176 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** VERMONT AVENUE | **East-West Street:** CENTURY BOULEVARD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 4 | **Count Date:** | **Analyst:** | **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	209	2	**115**	0	0	**0**
	Left-Through		0			0	
	Through	959	3	320	0	0	0
	Through-Right		0			0	
	Right	109	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	155	2	85	0	0	0
	Left-Through		0			0	
	Through	814	2	**312**	0	0	**0**
	Through-Right		1			0	
	Right	123	0	123	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	164	1	164	0	0	0
	Left-Through		0			0	
	Through	944	2	**341**	0	0	**0**
	Through-Right		1			0	
	Right	79	0	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	148	1	**148**	0	0	**0**
	Left-Through		0			0	
	Through	697	2	245	0	0	0
	Through-Right		1			0	
	Right	37	0	37	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	427		*North-South:*	0
			East-West:	489		*East-West:*	0
			SUM:	916		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.666			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.666			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 177 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** VERMONT AVENUE | **East-West Street:** IMPERIAL HIGHWAY | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 4 | **Count Date:** | **Analyst:** | **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	367	2	202	0	0	**0**
	Left-Through		0			0	
	Through	1197	2	**451**	0	0	0
	Through-Right		1			0	
	Right	156	0	156	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	232	2	**128**	0	0	0
	Left-Through		0			0	
	Through	748	3	249	0	0	**0**
	Through-Right		0			0	
	Right	41	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	106	1	**106**	0	0	0
	Left-Through		0			0	
	Through	539	2	234	0	0	**0**
	Through-Right		1			0	
	Right	162	0	162	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	224	1	224	0	0	**0**
	Left-Through		0			0	
	Through	1216	2	**472**	0	0	0
	Through-Right		1			0	
	Right	201	0	201	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	579		*North-South:*	0
			East-West:	578		*East-West:*	0
			SUM:	1157		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.841			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.841			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	351	2	**193**	0	0	**0**
	Left-Through		0			0	
	Through	666	2	266	0	0	0
	Through-Right		1			0	
	Right	133	0	133	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	147	2	81	0	0	0
	Left-Through		0			0	
	Through	501	3	**167**	0	0	**0**
	Through-Right		0			0	
	Right	49	1	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	507	2	**222**	0	0	**0**
	Through-Right		1			0	
	Right	159	0	159	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	148	1	**148**	0	0	**0**
	Left-Through		0			0	
	Through	451	2	181	0	0	0
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	360		*North-South:*	0
			East-West:	370		*East-West:*	0
			SUM:	730		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.531			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.531			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	339	2	186	0	0	**0**
	Left-Through		0			0	
	Through	1116	2	**450**	0	0	0
	Through-Right		1			0	
	Right	234	0	234	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	203	2	**112**	0	0	0
	Left-Through		0			0	
	Through	749	3	250	0	0	**0**
	Through-Right		0			0	
	Right	94	1	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	132	1	132	0	0	0
	Left-Through		0			0	
	Through	1179	2	**450**	0	0	**0**
	Through-Right		1			0	
	Right	172	0	172	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	186	1	**186**	0	0	**0**
	Left-Through		0			0	
	Through	675	2	258	0	0	0
	Through-Right		1			0	
	Right	99	0	99	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	562		*North-South:*	0
			East-West:	636		*East-West:*	0
			SUM:	1198		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.871			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.871			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	115	1	115	0	0	**0**
	Left-Through		0			0	
	Through	1318	2	**465**	0	0	0
	Through-Right		1			0	
	Right	77	0	77	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	124	1	**124**	0	0	0
	Left-Through		0			0	
	Through	482	2	184	0	0	**0**
	Through-Right		1			0	
	Right	69	0	69	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	1022	2	367	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	1062	2	**402**	0	0	0
	Through-Right		1			0	
	Right	143	0	143	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	589		*North-South:*	0
			East-West:	502		*East-West:*	0
			SUM:	1091		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.793			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.793			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	124	1	124	0	0	**0**
	Left-Through		0			0	
	Through	457	2	**190**	0	0	0
	Through-Right		1			0	
	Right	112	0	112	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	129	1	**129**	0	0	0
	Left-Through		0			0	
	Through	426	2	164	0	0	**0**
	Through-Right		1			0	
	Right	66	0	66	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	69	1	69	0	0	0
	Left-Through		0			0	
	Through	896	2	**324**	0	0	**0**
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	92	1	**92**	0	0	**0**
	Left-Through		0			0	
	Through	792	2	284	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	319		*North-South:*	0
			East-West:	416		*East-West:*	0
			SUM:	735		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.535			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.535			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	98	1	**98**	0	0	**0**
	Left-Through		0			0	
	Through	599	2	240	0	0	0
	Through-Right		1			0	
	Right	121	0	121	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	132	1	132	0	0	0
	Left-Through		0			0	
	Through	990	2	**375**	0	0	**0**
	Through-Right		1			0	
	Right	135	0	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	68	1	68	0	0	0
	Left-Through		0			0	
	Through	1181	2	**428**	0	0	**0**
	Through-Right		1			0	
	Right	103	0	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	75	1	**75**	0	0	**0**
	Left-Through		0			0	
	Through	981	2	353	0	0	0
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	473		North-South:	0
			East-West:	503		East-West:	0
			SUM:	976		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.710			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.710			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	204	1	204	0	0	**0**
	Left-Through		0			0	
	Through	1151	2	**426**	0	0	0
	Through-Right		1			0	
	Right	128	0	128	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	171	1	**171**	0	0	0
	Left-Through		0			0	
	Through	474	2	182	0	0	**0**
	Through-Right		1			0	
	Right	72	0	72	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	128	1	128	0	0	0
	Left-Through		0			0	
	Through	1318	2	**454**	0	0	**0**
	Through-Right		1			0	
	Right	43	0	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	152	1	**152**	0	0	**0**
	Left-Through		0			0	
	Through	1287	3	429	0	0	0
	Through-Right		0			0	
	Right	328	1	157	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	597		North-South:	0
			East-West:	606		East-West:	0
			SUM:	1203		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.875			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.875			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	108	1	108	0	0	**0**
	Left-Through		0			0	
	Through	381	2	**159**	0	0	0
	Through-Right		1			0	
	Right	97	0	97	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	184	1	**184**	0	0	0
	Left-Through		0			0	
	Through	419	2	168	0	0	**0**
	Through-Right		1			0	
	Right	85	0	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	97	1	97	0	0	0
	Left-Through		0			0	
	Through	1142	2	**405**	0	0	**0**
	Through-Right		1			0	
	Right	72	0	72	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	131	1	**131**	0	0	**0**
	Left-Through		0			0	
	Through	1054	3	351	0	0	0
	Through-Right		0			0	
	Right	188	1	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	343		North-South:	0
			East-West:	536		East-West:	0
			SUM:	879		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.639			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.639			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	145	1	**145**	0	0	**0**
	Left-Through		0			0	
	Through	718	2	272	0	0	0
	Through-Right		1			0	
	Right	98	0	98	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	187	1	187	0	0	0
	Left-Through		0			0	
	Through	946	2	**355**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	107	1	107	0	0	0
	Left-Through		0			0	
	Through	1541	2	**538**	0	0	**0**
	Through-Right		1			0	
	Right	73	0	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	147	1	**147**	0	0	**0**
	Left-Through		0			0	
	Through	1200	3	400	0	0	0
	Through-Right		0			0	
	Right	194	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	500		North-South:	0
			East-West:	685		East-West:	0
			SUM:	1185		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.862			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.862			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 180 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** FIGUEROA STREET | **East-West Street:** CENTURY BOULEVARD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 4 | **Count Date:** | **Analyst:** | **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB-- 3	3	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	113	1	113	0	0	**0**
	Left-Through		0			0	
	Through	1031	1	**541**	0	0	0
	Through-Right		1			0	
	Right	51	0	51	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	677	2	339	0	0	**0**
	Through-Right		0			0	
	Right	142	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	187	1	**187**	0	0	0
	Left-Through		0			0	
	Through	755	2	270	0	0	**0**
	Through-Right		1			0	
	Right	56	0	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	124	1	124	0	0	**0**
	Left-Through		0			0	
	Through	1143	2	**450**	0	0	0
	Through-Right		1			0	
	Right	208	0	208	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	671		North-South:	0
			East-West:	637		East-West:	0
			SUM:	1308		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.951			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.951			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 180 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** FIGUEROA STREET | **East-West Street:** CENTURY BOULEVARD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 4 | **Count Date:** | **Analyst:** | **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB-- 3	3	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	56	1	56	0	0	**0**
	Left-Through		0			0	
	Through	423	1	**263**	0	0	0
	Through-Right		1			0	
	Right	103	0	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	103	1	**103**	0	0	0
	Left-Through		0			0	
	Through	433	2	217	0	0	**0**
	Through-Right		0			0	
	Right	71	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	46	1	46	0	0	0
	Left-Through		0			0	
	Through	710	2	**263**	0	0	**0**
	Through-Right		1			0	
	Right	79	0	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	77	1	**77**	0	0	**0**
	Left-Through		0			0	
	Through	701	2	271	0	0	0
	Through-Right		1			0	
	Right	113	0	113	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	366		North-South:	0
			East-West:	340		East-West:	0
			SUM:	706		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.513			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.513			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 180 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** FIGUEROA STREET | **East-West Street:** CENTURY BOULEVARD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 4 | **Count Date:** | **Analyst:** | **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB-- 3	3	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	115	1	**115**	0	0	**0**
	Left-Through		0			0	
	Through	674	1	378	0	0	0
	Through-Right		1			0	
	Right	82	0	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	154	1	154	0	0	0
	Left-Through		0			0	
	Through	839	2	**420**	0	0	**0**
	Through-Right		0			0	
	Right	127	1	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	121	1	121	0	0	0
	Left-Through		0			0	
	Through	1079	2	**392**	0	0	**0**
	Through-Right		1			0	
	Right	96	0	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	135	1	**135**	0	0	**0**
	Left-Through		0			0	
	Through	947	2	352	0	0	0
	Through-Right		1			0	
	Right	109	0	109	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	535		North-South:	0
			East-West:	527		East-West:	0
			SUM:	1062		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.772			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.772			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 181 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** FIGUEROA STREET | **East-West Street:** IMPERIAL HIGHWAY | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 4 | **Count Date:** | **Analyst:** | **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 EB-- 0	SB-- WB-- 0	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	54	1	54	0	0	**0**
	Left-Through		0			0	
	Through	596	2	**298**	0	0	0
	Through-Right		0			0	
	Right	80	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	194	1	**194**	0	0	0
	Left-Through		0			0	
	Through	398	1	260	0	0	**0**
	Through-Right		1			0	
	Right	122	0	122	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	96	1	**96**	0	0	0
	Left-Through		0			0	
	Through	884	2	309	0	0	**0**
	Through-Right		1			0	
	Right	42	0	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	78	1	78	0	0	**0**
	Left-Through		0			0	
	Through	1564	2	**619**	0	0	0
	Through-Right		1			0	
	Right	292	0	292	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	492		North-South:	0
			East-West:	715		East-West:	0
			SUM:	1207		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.878			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.878			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	59	1	59	0	0	**0**
	Left-Through		0			0	
	Through	258	2	**129**	0	0	0
	Through-Right		0			0	
	Right	89	1	8	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	135	1	**135**	0	0	0
	Left-Through		0			0	
	Through	241	1	161	0	0	**0**
	Through-Right		1			0	
	Right	81	0	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	81	1	**81**	0	0	0
	Left-Through		0			0	
	Through	668	2	235	0	0	**0**
	Through-Right		1			0	
	Right	38	0	38	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	81	1	81	0	0	**0**
	Left-Through		0			0	
	Through	592	2	**241**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	264		*North-South:*	0
			East-West:	322		*East-West:*	0
			SUM:	586		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.426			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.426			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	77	1	77	0	0	**0**
	Left-Through		0			0	
	Through	519	2	**260**	0	0	0
	Through-Right		0			0	
	Right	85	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	189	1	**189**	0	0	0
	Left-Through		0			0	
	Through	416	1	273	0	0	**0**
	Through-Right		1			0	
	Right	129	0	129	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	115	1	115	0	0	0
	Left-Through		0			0	
	Through	1538	2	**532**	0	0	**0**
	Through-Right		1			0	
	Right	57	0	57	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	117	1	**117**	0	0	**0**
	Left-Through		0			0	
	Through	832	2	341	0	0	0
	Through-Right		1			0	
	Right	192	0	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	449		*North-South:*	0
			East-West:	649		*East-West:*	0
			SUM:	1098		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.799			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.799			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	155	1	155	0	0	**0**
	Left-Through		0			0	
	Through	552	2	**221**	0	0	0
	Through-Right		1			0	
	Right	112	0	112	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	203	1	**203**	0	0	0
	Left-Through		0			0	
	Through	486	3	162	0	0	**0**
	Through-Right		0			0	
	Right	108	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	106	1	**106**	0	0	0
	Left-Through		0			0	
	Through	1029	2	364	0	0	**0**
	Through-Right		1			0	
	Right	63	0	63	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	128	1	128	0	0	**0**
	Left-Through		0			0	
	Through	1432	2	**533**	0	0	0
	Through-Right		1			0	
	Right	166	0	166	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	424		*North-South:*	0
			East-West:	639		*East-West:*	0
			SUM:	1063		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.773			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.773			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	117	1	117	0	0	**0**
	Left-Through		0			0	
	Through	320	2	**149**	0	0	0
	Through-Right		1			0	
	Right	128	0	128	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	215	1	**215**	0	0	0
	Left-Through		0			0	
	Through	320	3	107	0	0	**0**
	Through-Right		0			0	
	Right	94	1	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	96	1	96	0	0	0
	Left-Through		0			0	
	Through	940	2	**337**	0	0	**0**
	Through-Right		1			0	
	Right	71	0	71	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	136	1	**136**	0	0	**0**
	Left-Through		0			0	
	Through	951	2	363	0	0	0
	Through-Right		1			0	
	Right	138	0	138	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	364		*North-South:*	0
			East-West:	473		*East-West:*	0
			SUM:	837		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.609			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.609			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	137	1	137	0	0	**0**
	Left-Through		0			0	
	Through	683	2	**286**	0	0	0
	Through-Right		1			0	
	Right	176	0	176	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	242	1	**242**	0	0	0
	Left-Through		0			0	
	Through	751	3	250	0	0	**0**
	Through-Right		0			0	
	Right	95	1	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	144	1	144	0	0	0
	Left-Through		0			0	
	Through	1220	2	**445**	0	0	**0**
	Through-Right		1			0	
	Right	116	0	116	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	153	1	**153**	0	0	**0**
	Left-Through		0			0	
	Through	1163	2	451	0	0	0
	Through-Right		1			0	
	Right	191	0	191	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	528		*North-South:*	0
			East-West:	598		*East-West:*	0
			SUM:	1126		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.819			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.819			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	68	1	68	0	0	**0**
	Left-Through		0			0	
	Through	426	3	**142**	0	0	0
	Through-Right		0			0	
	Right	99	1	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	155	1	**155**	0	0	0
	Left-Through		0			0	
	Through	358	3	119	0	0	**0**
	Through-Right		0			0	
	Right	82	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	55	1	**55**	0	0	0
	Left-Through		0			0	
	Through	684	2	247	0	0	**0**
	Through-Right		1			0	
	Right	56	0	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	101	1	101	0	0	**0**
	Left-Through		0			0	
	Through	1728	2	**616**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	297		*North-South:*	0
			East-West:	671		*East-West:*	0
			SUM:	968		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.704			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.704			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	54	1	**54**	0	0	**0**
	Left-Through		0			0	
	Through	281	3	94	0	0	0
	Through-Right		0			0	
	Right	43	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	68	1	68	0	0	0
	Left-Through		0			0	
	Through	312	3	104	0	0	**0**
	Through-Right		0			0	
	Right	156	1	**134**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	44	1	44	0	0	0
	Left-Through		0			0	
	Through	633	2	**227**	0	0	**0**
	Through-Right		1			0	
	Right	47	0	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	67	1	**67**	0	0	**0**
	Left-Through		0			0	
	Through	674	2	243	0	0	0
	Through-Right		1			0	
	Right	55	0	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	188		*North-South:*	0
			East-West:	294		*East-West:*	0
			SUM:	482		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.351			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.351			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	78	1	78	0	0	**0**
	Left-Through		0			0	
	Through	465	3	**155**	0	0	0
	Through-Right		0			0	
	Right	85	1	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	129	1	**129**	0	0	0
	Left-Through		0			0	
	Through	404	3	135	0	0	**0**
	Through-Right		0			0	
	Right	48	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	101	1	101	0	0	0
	Left-Through		0			0	
	Through	1321	2	**470**	0	0	**0**
	Through-Right		1			0	
	Right	89	0	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	76	1	**76**	0	0	**0**
	Left-Through		0			0	
	Through	769	2	282	0	0	0
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	284		*North-South:*	0
			East-West:	546		*East-West:*	0
			SUM:	830		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.604			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.604			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 194 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** SEPULVEDA BLVD | **East-West Street:** PALMS BOULEVARD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 4 | **Count Date:** | **Analyst:** | **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	183	1	183	0	0	**0**
	Left-Through		0			0	
	Through	1257	2	**629**	0	0	0
	Through-Right		0			0	
	Right	150	1	98	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	69	1	**69**	0	0	0
	Left-Through		0			0	
	Through	351	1	217	0	0	**0**
	Through-Right		1			0	
	Right	82	0	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	113	1	**113**	0	0	0
	Left-Through		0			0	
	Through	791	1	419	0	0	**0**
	Through-Right		1			0	
	Right	46	0	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	104	1	104	0	0	**0**
	Left-Through		0			0	
	Through	928	2	**464**	0	0	0
	Through-Right		0			0	
	Right	166	1	132	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	698		*North-South:*	0
			East-West:	577		*East-West:*	0
			SUM:	1275		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.850			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.850			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 194 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** SEPULVEDA BLVD | **East-West Street:** PALMS BOULEVARD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 4 | **Count Date:** | **Analyst:** | **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	125	1	125	0	0	**0**
	Left-Through		0			0	
	Through	971	2	**486**	0	0	0
	Through-Right		0			0	
	Right	108	1	59	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	81	1	**81**	0	0	0
	Left-Through		0			0	
	Through	496	1	295	0	0	**0**
	Through-Right		1			0	
	Right	94	0	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	124	1	**124**	0	0	0
	Left-Through		0			0	
	Through	462	1	262	0	0	**0**
	Through-Right		1			0	
	Right	61	0	61	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	99	1	99	0	0	**0**
	Left-Through		0			0	
	Through	517	2	**259**	0	0	0
	Through-Right		0			0	
	Right	107	1	67	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	567		*North-South:*	0
			East-West:	383		*East-West:*	0
			SUM:	950		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.633			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.633			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 194 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** SEPULVEDA BLVD | **East-West Street:** PALMS BOULEVARD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 4 | **Count Date:** | **Analyst:** | **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	126	1	126	0	0	**0**
	Left-Through		0			0	
	Through	1350	2	**675**	0	0	0
	Through-Right		0			0	
	Right	182	1	121	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	1016	1	583	0	0	**0**
	Through-Right		1			0	
	Right	149	0	149	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	118	1	118	0	0	0
	Left-Through		0			0	
	Through	1105	1	**601**	0	0	**0**
	Through-Right		1			0	
	Right	97	0	97	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	122	1	**122**	0	0	**0**
	Left-Through		0			0	
	Through	871	2	436	0	0	0
	Through-Right		0			0	
	Right	138	1	88	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	775		*North-South:*	0
			East-West:	723		*East-West:*	0
			SUM:	1498		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.999			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.999			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 195 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** SAWTELLE BOULEVARD | **East-West Street:** PALMS | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 4 | **Count Date:** | **Analyst:** | **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	92	1	92	0	0	**0**
	Left-Through		0			0	
	Through	977	1	**584**	0	0	0
	Through-Right		1			0	
	Right	191	0	191	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	133	1	**133**	0	0	0
	Left-Through		0			0	
	Through	296	1	173	0	0	**0**
	Through-Right		1			0	
	Right	49	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	69	1	69	0	0	0
	Left-Through		0			0	
	Through	636	1	**357**	0	0	**0**
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	168	1	**168**	0	0	**0**
	Left-Through		0			0	
	Through	775	2	388	0	0	0
	Through-Right		0			0	
	Right	242	1	176	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	717		*North-South:*	0
			East-West:	525		*East-West:*	0
			SUM:	1242		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.828			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.828			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	58	1	58	0	0	**0**
Left-Through		0			0	
Through	375	1	**232**	0	0	0
Through-Right		1			0	
Right	89	0	89	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	106	1	**106**	0	0	0
Left-Through		0			0	
Through	312	1	175	0	0	**0**
Through-Right		1			0	
Right	37	0	37	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	36	1	36	0	0	0
Left-Through		0			0	
Through	450	1	**247**	0	0	**0**
Through-Right		1			0	
Right	44	0	44	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	112	1	**112**	0	0	**0**
Left-Through		0			0	
Through	487	2	244	0	0	0
Through-Right		0			0	
Right	132	1	79	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	338		*North-South:*	0
		East-West:	359		*East-West:*	0
		SUM:	697		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.465			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.465			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	64	1	64	0	0	**0**
Left-Through		0			0	
Through	608	1	**373**	0	0	0
Through-Right		1			0	
Right	137	0	137	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	229	1	**229**	0	0	0
Left-Through		0			0	
Through	824	1	435	0	0	**0**
Through-Right		1			0	
Right	45	0	45	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	32	1	32	0	0	0
Left-Through		0			0	
Through	957	1	**511**	0	0	**0**
Through-Right		1			0	
Right	64	0	64	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	87	1	**87**	0	0	**0**
Left-Through		0			0	
Through	864	2	432	0	0	0
Through-Right		0			0	
Right	185	1	71	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	602		*North-South:*	0
		East-West:	598		*East-West:*	0
		SUM:	1200		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.800			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.800			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	250	1	166	0	0	0
Left-Through		0			0	
Through	52	0	0	0	0	**0**
Through-Right		0			0	
Right	249	1	**166**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	969	2	**429**	0	0	**0**
Through-Right		1			0	
Right	318	0	318	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	219	1	**219**	0	0	**0**
Left-Through		0			0	
Through	1047	3	349	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	166		*North-South:*	0
		East-West:	648		*East-West:*	0
		SUM:	814		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.543			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.543			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	309	1	202	0	0	0
Left-Through		0			0	
Through	70	0	0	0	0	**0**
Through-Right		0			0	
Right	296	1	**202**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	949	2	**390**	0	0	**0**
Through-Right		1			0	
Right	221	0	221	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	211	1	**211**	0	0	**0**
Left-Through		0			0	
Through	682	3	227	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	202		*North-South:*	0
		East-West:	601		*East-West:*	0
		SUM:	803		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.535			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.535			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	246	1	151	0	0	0
	Left-Through		0			0	
	Through	76	0	0	0	0	**0**
	Through-Right		0			0	
	Right	207	1	**151**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1194	2	**488**	0	0	**0**
	Through-Right		1			0	
	Right	270	0	270	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	215	1	**215**	0	0	**0**
	Left-Through		0			0	
	Through	949	3	316	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	151		North-South:	0
			East-West:	703		East-West:	0
			SUM:	854		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.569			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.569			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	0	110	0	0	**0**
	Left-Through		1			0	
	Through	177	0	**193**	0	0	0
	Through-Right		1			0	
	Right	99	0	193	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	260	1	**260**	0	0	0
	Left-Through		0			0	
	Through	967	3	322	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1152	2	**469**	0	0	0
	Through-Right		1			0	
	Right	255	0	255	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	193		North-South:	0
			East-West:	729		East-West:	0
			SUM:	922		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.647			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.647			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	88	0	88	0	0	**0**
	Left-Through		1			0	
	Through	69	0	157	0	0	0
	Through-Right		1			0	
	Right	174	0	**174**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	316	1	**316**	0	0	0
	Left-Through		0			0	
	Through	1041	3	347	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	823	2	**380**	0	0	0
	Through-Right		1			0	
	Right	318	0	318	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	174		North-South:	0
			East-West:	696		East-West:	0
			SUM:	870		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.611			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.611			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	169	0	169	0	0	**0**
	Left-Through		1			0	
	Through	85	0	**231**	0	0	0
	Through-Right		1			0	
	Right	208	0	231	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	279	1	**279**	0	0	0
	Left-Through		0			0	
	Through	1229	3	410	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1046	2	**440**	0	0	0
	Through-Right		1			0	
	Right	273	0	273	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	231		North-South:	0
			East-West:	719		East-West:	0
			SUM:	950		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.667			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.667			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	329	1	216	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	319	1	**216**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	953	2	477	0	0	**0**
Through-Right		1			0	
Right	643	0	**643**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	1393	3	464	0	0	0
Through-Right		0			0	
Right	594	1	378	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	216		*North-South:*	0
		East-West:	643		*East-West:*	0
		SUM:	859		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.573			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.573			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	417	1	261	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	365	1	**261**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	994	2	**491**	0	0	**0**
Through-Right		1			0	
Right	480	0	480	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	990	3	330	0	0	0
Through-Right		0			0	
Right	388	1	127	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	261		*North-South:*	0
		East-West:	491		*East-West:*	0
		SUM:	752		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.501			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.501			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	455	1	254	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	306	1	**254**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1306	2	**604**	0	0	**0**
Through-Right		1			0	
Right	505	0	505	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	1133	3	378	0	0	0
Through-Right		0			0	
Right	387	1	133	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	254		*North-South:*	0
		East-West:	604		*East-West:*	0
		SUM:	858		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.572			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.572			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	3	1	3	0	0	**0**
	Left-Through		0			0	
	Through	435	1	**250**	0	0	0
	Through-Right		1			0	
	Right	65	0	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	2	1	**2**	0	0	0
	Left-Through		0			0	
	Through	653	3	218	0	0	**0**
	Through-Right		0			0	
	Right	120	1	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	28	1	28	0	0	0
	Left-Through		0			0	
	Through	212	2	**106**	0	0	**0**
	Through-Right		0			0	
	Right	23	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	119	1	**119**	0	0	**0**
	Left-Through		0			0	
	Through	324	1	187	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	252		North-South:	0
			East-West:	225		East-West:	0
			SUM:	477		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.347			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.347			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	112	1	112	0	0	**0**
	Left-Through		0			0	
	Through	641	1	**347**	0	0	0
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	47	1	**47**	0	0	0
	Left-Through		0			0	
	Through	619	3	206	0	0	**0**
	Through-Right		0			0	
	Right	133	1	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	68	1	68	0	0	0
	Left-Through		0			0	
	Through	437	2	**219**	0	0	**0**
	Through-Right		0			0	
	Right	92	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	116	1	**116**	0	0	**0**
	Left-Through		0			0	
	Through	373	1	238	0	0	0
	Through-Right		1			0	
	Right	102	0	102	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	394		North-South:	0
			East-West:	335		East-West:	0
			SUM:	729		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.530			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.530			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	49	1	49	0	0	**0**
	Left-Through		0			0	
	Through	863	1	**476**	0	0	0
	Through-Right		1			0	
	Right	88	0	88	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	37	1	**37**	0	0	0
	Left-Through		0			0	
	Through	533	3	178	0	0	**0**
	Through-Right		0			0	
	Right	113	1	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	37	1	37	0	0	0
	Left-Through		0			0	
	Through	510	2	**255**	0	0	**0**
	Through-Right		0			0	
	Right	35	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	117	1	**117**	0	0	**0**
	Left-Through		0			0	
	Through	412	1	253	0	0	0
	Through-Right		1			0	
	Right	94	0	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	513		North-South:	0
			East-West:	372		East-West:	0
			SUM:	885		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.644			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.644			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	1	9	0	0	**0**
	Left-Through		0			0	
	Through	33	2	**17**	0	0	0
	Through-Right		0			0	
	Right	35	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	273	2	**96**	0	0	0
	Left-Through		1			0	
	Through	18	1	18	0	0	**0**
	Through-Right		0			0	
	Right	164	1	27	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	499	2	**274**	0	0	0
	Left-Through		0			0	
	Through	1108	4	277	0	0	**0**
	Through-Right		0			0	
	Right	13	1	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	82	1	82	0	0	**0**
	Left-Through		0			0	
	Through	2088	4	**522**	0	0	0
	Through-Right		0			0	
	Right	360	1	264	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	113		North-South:	0
			East-West:	796		East-West:	0
			SUM:	909		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.661			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.661			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	22	1	22	0	0	0
	Left-Through		0			0	
	Through	34	2	17	0	0	0
	Through-Right		0			0	
	Right	40	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	360	2	126	0	0	0
	Left-Through		1			0	
	Through	20	1	20	0	0	0
	Through-Right		0			0	
	Right	318	1	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	701	2	386	0	0	0
	Left-Through		0			0	
	Through	1600	4	400	0	0	0
	Through-Right		0			0	
	Right	19	1	8	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	31	1	31	0	0	0
	Left-Through		0			0	
	Through	1760	4	440	0	0	0
	Through-Right		0			0	
	Right	229	1	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	151		North-South:	0
			East-West:	826		East-West:	0
			SUM:	977		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.711			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.711			0.000
	LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	17	0	0	0
	Left-Through		0			0	
	Through	37	2	19	0	0	0
	Through-Right		0			0	
	Right	65	1	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	534	2	187	0	0	0
	Left-Through		1			0	
	Through	17	1	17	0	0	0
	Through-Right		0			0	
	Right	320	1	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	790	2	435	0	0	0
	Left-Through		0			0	
	Through	1601	4	400	0	0	0
	Through-Right		0			0	
	Right	17	1	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	45	1	45	0	0	0
	Left-Through		0			0	
	Through	1413	4	353	0	0	0
	Through-Right		0			0	
	Right	280	1	93	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	230		North-South:	0
			East-West:	788		East-West:	0
			SUM:	1018		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.740			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.740			0.000
	LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	37	0	37	0	0	0
	Left-Through		1			0	
	Through	93	0	130	0	0	0
	Through-Right		0			0	
	Right	365	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	82	0	82	0	0	0
	Left-Through		1			0	
	Through	13	0	34	0	0	0
	Through-Right		1			0	
	Right	21	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	7	1	7	0	0	0
	Left-Through		0			0	
	Through	400	2	136	0	0	0
	Through-Right		1			0	
	Right	8	0	8	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	706	2	388	0	0	0
	Left-Through		0			0	
	Through	532	1	270	0	0	0
	Through-Right		1			0	
	Right	8	0	8	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	212		North-South:	0
			East-West:	524		East-West:	0
			SUM:	736		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.535			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.535			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	37	0	37	0	0	0
	Left-Through		1			0	
	Through	31	0	68	0	0	0
	Through-Right		0			0	
	Right	563	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	0	30	0	0	0
	Left-Through		1			0	
	Through	25	0	42	0	0	0
	Through-Right		1			0	
	Right	17	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	17	1	17	0	0	0
	Left-Through		0			0	
	Through	520	2	178	0	0	0
	Through-Right		1			0	
	Right	14	0	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	629	2	346	0	0	0
	Left-Through		0			0	
	Through	449	1	234	0	0	0
	Through-Right		1			0	
	Right	19	0	19	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	110		North-South:	0
			East-West:	524		East-West:	0
			SUM:	634		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.461			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.461			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	22	0	22	0	0	**0**
	Left-Through		1			0	
	Through	32	0	**54**	0	0	0
	Through-Right		0			0	
	Right	563	2	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	44	0	44	0	0	0
	Left-Through		1			0	
	Through	52	0	**58**	0	0	**0**
	Through-Right		1			0	
	Right	6	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	15	1	15	0	0	0
	Left-Through		0			0	
	Through	681	2	**230**	0	0	**0**
	Through-Right		1			0	
	Right	9	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	558	2	**307**	0	0	**0**
	Left-Through		0			0	
	Through	492	1	257	0	0	0
	Through-Right		1			0	
	Right	21	0	21	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	112		North-South:	0
			East-West:	537		East-West:	0
			SUM:	649		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.472			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.472			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	83	1	**83**	0	0	**0**
	Left-Through		0			0	
	Through	353	1	237	0	0	0
	Through-Right		1			0	
	Right	121	0	121	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	75	1	75	0	0	0
	Left-Through		0			0	
	Through	663	1	**337**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	6	1	**6**	0	0	0
	Left-Through		0			0	
	Through	551	1	281	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	165	1	165	0	0	**0**
	Left-Through		0			0	
	Through	938	1	**524**	0	0	0
	Through-Right		1			0	
	Right	109	0	109	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	420		North-South:	0
			East-West:	530		East-West:	0
			SUM:	950		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.691			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.691			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	1	31	0	0	**0**
	Left-Through		0			0	
	Through	546	1	**410**	0	0	0
	Through-Right		1			0	
	Right	273	0	273	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	83	1	**83**	0	0	0
	Left-Through		0			0	
	Through	563	1	287	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	17	1	17	0	0	0
	Left-Through		0			0	
	Through	913	1	**477**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	178	1	**178**	0	0	**0**
	Left-Through		0			0	
	Through	902	1	488	0	0	0
	Through-Right		1			0	
	Right	73	0	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	493		North-South:	0
			East-West:	655		East-West:	0
			SUM:	1148		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.835			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.835			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	69	1	69	0	0	**0**
	Left-Through		0			0	
	Through	596	1	**415**	0	0	0
	Through-Right		1			0	
	Right	233	0	233	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	85	1	**85**	0	0	0
	Left-Through		0			0	
	Through	451	1	235	0	0	**0**
	Through-Right		1			0	
	Right	19	0	19	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	7	1	7	0	0	0
	Left-Through		0			0	
	Through	1135	1	**588**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	155	1	**155**	0	0	**0**
	Left-Through		0			0	
	Through	737	1	400	0	0	0
	Through-Right		1			0	
	Right	63	0	63	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	500		North-South:	0
			East-West:	743		East-West:	0
			SUM:	1243		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.904			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.904			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	68	1	**68**	0	0	**0**
	Left-Through		0			0	
	Through	346	2	173	0	0	0
	Through-Right		0			0	
	Right	26	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	35	1	35	0	0	0
	Left-Through		0			0	
	Through	278	1	**144**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	23	1	**23**	0	0	0
	Left-Through		0			0	
	Through	270	1	140	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	117	1	117	0	0	**0**
	Left-Through		0			0	
	Through	567	1	**308**	0	0	0
	Through-Right		1			0	
	Right	48	0	48	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	212		North-South:	0
			East-West:	331		East-West:	0
			SUM:	543		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.395			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.395			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	85	1	**85**	0	0	**0**
	Left-Through		0			0	
	Through	303	2	152	0	0	0
	Through-Right		0			0	
	Right	75	1	34	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	68	1	68	0	0	0
	Left-Through		0			0	
	Through	232	1	**150**	0	0	**0**
	Through-Right		1			0	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	29	1	29	0	0	0
	Left-Through		0			0	
	Through	355	1	**195**	0	0	**0**
	Through-Right		1			0	
	Right	35	0	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	82	1	**82**	0	0	**0**
	Left-Through		0			0	
	Through	349	1	216	0	0	0
	Through-Right		1			0	
	Right	82	0	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	235		North-South:	0
			East-West:	277		East-West:	0
			SUM:	512		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.372			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.372			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	98	1	**98**	0	0	**0**
	Left-Through		0			0	
	Through	367	2	184	0	0	0
	Through-Right		0			0	
	Right	105	1	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	66	1	66	0	0	0
	Left-Through		0			0	
	Through	290	1	**205**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	14	1	14	0	0	0
	Left-Through		0			0	
	Through	712	1	**363**	0	0	**0**
	Through-Right		1			0	
	Right	13	0	13	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	95	1	**95**	0	0	**0**
	Left-Through		0			0	
	Through	439	1	238	0	0	0
	Through-Right		1			0	
	Right	37	0	37	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	303		North-South:	0
			East-West:	458		East-West:	0
			SUM:	761		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.553			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.553			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	258	1	**258**	0	0	**0**
	Left-Through		0			0	
	Through	507	1	279	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	59	1	59	0	0	0
	Left-Through		0			0	
	Through	278	1	**155**	0	0	**0**
	Through-Right		1			0	
	Right	32	0	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	53	1	**53**	0	0	0
	Left-Through		0			0	
	Through	172	1	153	0	0	**0**
	Through-Right		1			0	
	Right	134	0	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	420	2	**210**	0	0	0
	Through-Right		0			0	
	Right	137	1	137	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	413		North-South:	0
			East-West:	263		East-West:	0
			SUM:	676		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.451			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.451			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	130	1	130	0	0	**0**
Left-Through		0			0	
Through	529	1	**318**	0	0	0
Through-Right		1			0	
Right	106	0	106	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	88	1	**88**	0	0	0
Left-Through		0			0	
Through	425	1	249	0	0	**0**
Through-Right		1			0	
Right	73	0	73	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	63	1	63	0	0	0
Left-Through		0			0	
Through	330	1	**218**	0	0	**0**
Through-Right		1			0	
Right	105	0	105	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	66	1	**66**	0	0	**0**
Left-Through	0	0			0	
Through	286	2	143	0	0	0
Through-Right		0			0	
Right	74	1	74	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	406		*North-South:*	0
		East-West:	284		*East-West:*	0
		SUM:	690		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.460			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.460			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	148	1	**148**	0	0	**0**
Left-Through		0			0	
Through	415	1	318	0	0	0
Through-Right		1			0	
Right	221	0	221	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	131	1	131	0	0	0
Left-Through		0			0	
Through	594	1	**321**	0	0	**0**
Through-Right		1			0	
Right	47	0	47	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	43	1	43	0	0	0
Left-Through		0			0	
Through	551	1	**453**	0	0	**0**
Through-Right		1			0	
Right	354	0	354	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	59	1	**59**	0	0	**0**
Left-Through		0			0	
Through	262	2	131	0	0	0
Through-Right		0			0	
Right	74	1	74	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	469		*North-South:*	0
		East-West:	512		*East-West:*	0
		SUM:	981		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.654			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.654			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	738	2	**406**	0	0	**0**
Left-Through		0			0	
Through	775	1	424	0	0	0
Through-Right		1			0	
Right	73	0	73	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	2	2	1	0	0	0
Left-Through		0			0	
Through	315	2	**158**	0	0	**0**
Through-Right		0			0	
Right	132	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	200	1	**200**	0	0	0
Left-Through		0			0	
Through	1047	3	349	0	0	**0**
Through-Right		1			0	
Right	401	0	198	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	37	1	37	0	0	**0**
Left-Through		0			0	
Through	1624	3	**411**	0	0	0
Through-Right		1			0	
Right	18	0	18	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	564		*North-South:*	0
		East-West:	611		*East-West:*	0
		SUM:	1175		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.855			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.855			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	466	2	**256**	0	0	**0**
Left-Through		0			0	
Through	640	1	367	0	0	0
Through-Right		1			0	
Right	93	0	93	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	37	2	20	0	0	0
Left-Through		0			0	
Through	272	2	**136**	0	0	**0**
Through-Right		0			0	
Right	140	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	236	1	**236**	0	0	0
Left-Through		0			0	
Through	1605	3	471	0	0	**0**
Through-Right		1			0	
Right	279	0	279	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	158	1	158	0	0	**0**
Left-Through		0			0	
Through	1634	3	**427**	0	0	0
Through-Right		1			0	
Right	72	0	72	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	392		*North-South:*	0
		East-West:	663		*East-West:*	0
		SUM:	1055		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.767			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.767			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	453	2	249	0	0	**0**
	Left-Through		0			0	
	Through	1174	1	**646**	0	0	0
	Through-Right		1			0	
	Right	118	0	118	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	9	2	**5**	0	0	0
	Left-Through		0			0	
	Through	473	2	237	0	0	**0**
	Through-Right		0			0	
	Right	135	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	438	1	**438**	0	0	0
	Left-Through		0			0	
	Through	1624	3	508	0	0	**0**
	Through-Right		1			0	
	Right	406	0	406	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	103	1	103	0	0	**0**
	Left-Through		0			0	
	Through	1084	3	**275**	0	0	0
	Through-Right		1			0	
	Right	16	0	16	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	651		*North-South:*	0
			East-West:	713		*East-West:*	0
			SUM:	1364		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.992			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.992			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	252	2	139	0	0	**0**
	Left-Through		0			0	
	Through	505	2	**253**	0	0	0
	Through-Right		0			0	
	Right	115	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	2	**121**	0	0	0
	Left-Through		0			0	
	Through	319	2	160	0	0	**0**
	Through-Right		0			0	
	Right	179	1	122	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	188	2	**57**	0	0	0
	Left-Through		0			0	
	Through	174	2	87	0	0	**0**
	Through-Right		1			0	
	Right	90	0	21	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	218	2	120	0	0	**0**
	Left-Through		0			0	
	Through	793	3	264	0	0	0
	Through-Right		0			0	
	Right	600	1	**479**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	374		*North-South:*	0
			East-West:	536		*East-West:*	0
			SUM:	910		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.662			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.662			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	145	2	80	0	0	**0**
	Left-Through		0			0	
	Through	325	2	**163**	0	0	0
	Through-Right		0			0	
	Right	86	1	54	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	335	2	**184**	0	0	0
	Left-Through		0			0	
	Through	288	2	144	0	0	**0**
	Through-Right		0			0	
	Right	99	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	167	2	**92**	0	0	0
	Left-Through		0			0	
	Through	507	2	212	0	0	**0**
	Through-Right		1			0	
	Right	128	0	128	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	59	2	32	0	0	**0**
	Left-Through		0			0	
	Through	469	3	156	0	0	0
	Through-Right		0			0	
	Right	365	1	**181**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	347		*North-South:*	0
			East-West:	273		*East-West:*	0
			SUM:	620		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.451			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.451			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	175	2	**96**	0	0	**0**
	Left-Through		0			0	
	Through	382	2	191	0	0	0
	Through-Right		0			0	
	Right	233	1	93	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	194	2	107	0	0	0
	Left-Through		0			0	
	Through	529	2	**265**	0	0	**0**
	Through-Right		0			0	
	Right	132	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	203	2	112	0	0	0
	Left-Through		0			0	
	Through	1079	2	**446**	0	0	**0**
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	255	2	**140**	0	0	**0**
	Left-Through		0			0	
	Through	337	3	112	0	0	0
	Through-Right		0			0	
	Right	401	1	294	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	361		*North-South:*	0
			East-West:	586		*East-West:*	0
			SUM:	947		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.689			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.689			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	25	1	25	0	0	**0**
Left-Through		0			0	
Through	1264	1	**637**	0	0	0
Through-Right		1			0	
Right	9	0	9	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	113	1	**113**	0	0	0
Left-Through		0			0	
Through	639	1	352	0	0	**0**
Through-Right		1			0	
Right	65	0	65	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	30	1	30	0	0	0
Left-Through		0			0	
Through	32	0	**52**	0	0	**0**
Through-Right		1			0	
Right	20	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	12	1	12	0	0	**0**
Left-Through		0			0	
Through	49	1	**45**	0	0	0
Through-Right		1			0	
Right	40	0	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	750		*North-South:*	0
		East-West:	97		*East-West:*	0
		SUM:	847		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.616			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.616			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	51	1	51	0	0	**0**
Left-Through		0			0	
Through	670	1	**358**	0	0	0
Through-Right		1			0	
Right	45	0	45	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	64	1	**64**	0	0	0
Left-Through		0			0	
Through	611	1	337	0	0	**0**
Through-Right		1			0	
Right	63	0	63	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	49	1	49	0	0	0
Left-Through		0			0	
Through	59	0	**96**	0	0	**0**
Through-Right		1			0	
Right	37	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	103	1	103	0	0	**0**
Left-Through		0			0	
Through	38	1	38	0	0	0
Through-Right		1			0	
Right	137	0	**105**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	422		*North-South:*	0
		East-West:	201		*East-West:*	0
		SUM:	623		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.453			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.453			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	33	1	33	0	0	**0**
Left-Through		0			0	
Through	816	1	**417**	0	0	0
Through-Right		1			0	
Right	17	0	17	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	158	1	**158**	0	0	0
Left-Through		0			0	
Through	927	1	493	0	0	**0**
Through-Right		1			0	
Right	59	0	59	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	84	1	84	0	0	0
Left-Through		0			0	
Through	70	0	**101**	0	0	**0**
Through-Right		1			0	
Right	31	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	85	1	**85**	0	0	**0**
Left-Through		0			0	
Through	50	1	50	0	0	0
Through-Right		1			0	
Right	112	0	33	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	575		*North-South:*	0
		East-West:	186		*East-West:*	0
		SUM:	761		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.553			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.553			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	104	1	**104**	0	0	**0**
Left-Through		0			0	
Through	1360	2	460	0	0	0
Through-Right		1			0	
Right	21	0	21	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	22	1	22	0	0	0
Left-Through		0			0	
Through	1167	2	**451**	0	0	**0**
Through-Right		1			0	
Right	186	0	186	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	282	1	**143**	0	0	0
Left-Through		1			0	
Through	3	0	143	0	0	**0**
Through-Right		0			0	
Right	48	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	9	0	9	0	0	**0**
Left-Through		0			0	
Through	1	0	**18**	0	0	0
Through-Right		0			0	
Right	8	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	555		*North-South:*	0
		East-West:	161		*East-West:*	0
		SUM:	716		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.521			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.521			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	73	1	**73**	0	0	**0**
Left-Through		0			0	
Through	1356	2	456	0	0	0
Through-Right		1			0	
Right	11	0	11	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	43	1	43	0	0	0
Left-Through		0			0	
Through	1202	2	**489**	0	0	**0**
Through-Right		1			0	
Right	264	0	264	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	350	1	**178**	0	0	0
Left-Through		1			0	
Through	5	0	178	0	0	**0**
Through-Right		0			0	
Right	56	1	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	6	0	6	0	0	**0**
Left-Through		0			0	
Through	4	0	**37**	0	0	0
Through-Right		0			0	
Right	27	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	562		*North-South:*	0
		East-West:	215		*East-West:*	0
		SUM:	777		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.565			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.565			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	132	1	**132**	0	0	**0**
Left-Through		0			0	
Through	1470	2	493	0	0	0
Through-Right		1			0	
Right	9	0	9	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	39	1	39	0	0	0
Left-Through		0			0	
Through	1727	2	**699**	0	0	**0**
Through-Right		1			0	
Right	371	0	371	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	423	1	**212**	0	0	0
Left-Through		1			0	
Through	0	0	212	0	0	**0**
Through-Right		0			0	
Right	31	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	5	0	5	0	0	**0**
Left-Through		0			0	
Through	5	0	**46**	0	0	0
Through-Right		0			0	
Right	36	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	831		*North-South:*	0
		East-West:	258		*East-West:*	0
		SUM:	1089		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.792			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.792			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2308	4	**577**	0	0	0
Through-Right		0			0	
Right	83	1	23	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	13	2	**7**	0	0	0
Left-Through		0			0	
Through	1605	4	401	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	109	2	**60**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	584		*North-South:*	0
		East-West:	60		*East-West:*	0
		SUM:	644		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.452			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.452			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1608	4	**402**	0	0	0
Through-Right		0			0	
Right	75	1	37	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	10	2	**6**	0	0	0
Left-Through		0			0	
Through	1450	4	363	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	69	2	**38**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	15	1	9	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	408		*North-South:*	0
		East-West:	38		*East-West:*	0
		SUM:	446		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.313			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.313			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 3	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	1984	4	496	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	161	1	112	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	38	2	21	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	2317	4	**579**	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	0	0	0	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	0	0	**0**	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	0	0	0	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	89	2	**49**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	0	0	0	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	33	1	12	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	579		*North-South:*	0
		East-West:	49		*East-West:*	0
		SUM:	628		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.441			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.441			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	11	2	6	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	13	3	**4**	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	7	1	3	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	335	2	**184**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	17	2	9	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	411	1	171	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	437	2	**240**	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	839	3	280	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	9	1	3	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	17	2	9	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	912	3	**304**	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	351	1	167	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	188		*North-South:*	0
		East-West:	544		*East-West:*	0
		SUM:	732		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.532			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.532			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	23	2	**13**	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	16	3	5	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	22	1	19	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	342	2	188	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	20	2	10	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	368	1	**204**	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	299	2	**164**	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	820	3	273	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	19	1	6	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	11	2	6	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	874	3	**291**	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	255	1	67	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	217		*North-South:*	0
		East-West:	455		*East-West:*	0
		SUM:	672		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.489			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.489			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	15	2	8	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	15	3	5	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	19	1	**18**	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	782	2	**430**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	10	2	5	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	434	1	262	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	313	2	**172**	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	977	3	326	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	8	1	0	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	5	2	3	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	1031	3	**344**	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	310	1	0	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	448		*North-South:*	0
		East-West:	516		*East-West:*	0
		SUM:	964		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.701			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.701			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	1	8	0	0	**0**
	Left-Through		0			0	
	Through	1076	2	**538**	0	0	0
	Through-Right		0			0	
	Right	148	1	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	103	1	**103**	0	0	0
	Left-Through		0			0	
	Through	687	2	344	0	0	**0**
	Through-Right		0			0	
	Right	71	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	273	1	273	0	0	0
	Left-Through		0			0	
	Through	845	1	**430**	0	0	**0**
	Through-Right		1			0	
	Right	14	0	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	83	1	**83**	0	0	**0**
	Left-Through		0			0	
	Through	248	1	194	0	0	0
	Through-Right		1			0	
	Right	139	0	139	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	641		*North-South:*	0
			East-West:	513		*East-West:*	0
			SUM:	1154		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.769			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.769			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	17	0	0	**0**
	Left-Through		0			0	
	Through	706	2	**353**	0	0	0
	Through-Right		0			0	
	Right	78	1	57	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	135	1	**135**	0	0	0
	Left-Through		0			0	
	Through	744	2	372	0	0	**0**
	Through-Right		0			0	
	Right	96	1	34	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	124	1	**124**	0	0	0
	Left-Through		0			0	
	Through	249	1	134	0	0	**0**
	Through-Right		1			0	
	Right	18	0	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	43	1	43	0	0	**0**
	Left-Through		0			0	
	Through	249	1	**211**	0	0	0
	Through-Right		1			0	
	Right	172	0	172	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	488		*North-South:*	0
			East-West:	335		*East-West:*	0
			SUM:	823		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.549			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.549			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	28	0	0	**0**
	Left-Through		0			0	
	Through	1066	2	**533**	0	0	0
	Through-Right		0			0	
	Right	110	1	54	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	165	1	**165**	0	0	0
	Left-Through		0			0	
	Through	1268	2	634	0	0	**0**
	Through-Right		0			0	
	Right	162	1	108	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	109	1	**109**	0	0	0
	Left-Through		0			0	
	Through	486	1	252	0	0	**0**
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	112	1	112	0	0	**0**
	Left-Through		0			0	
	Through	581	1	**382**	0	0	0
	Through-Right		1			0	
	Right	182	0	182	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	698		*North-South:*	0
			East-West:	491		*East-West:*	0
			SUM:	1189		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.793			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.793			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	7	2	4	0	0	**0**
	Left-Through		0			0	
	Through	2255	2	**763**	0	0	0
	Through-Right		1			0	
	Right	35	0	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	107	1	**107**	0	0	0
	Left-Through		0			0	
	Through	2021	2	678	0	0	**0**
	Through-Right		1			0	
	Right	14	0	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	315	2	152	0	0	**0**
	Through-Right		1			0	
	Right	141	0	141	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	234	1	234	0	0	**0**
	Left-Through		0			0	
	Through	1103	2	**552**	0	0	0
	Through-Right		0			0	
	Right	193	1	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	870		*North-South:*	0
			East-West:	552		*East-West:*	0
			SUM:	1422		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.034			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.034			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	146	2	80	0	0	**0**
	Left-Through		0			0	
	Through	1189	2	**424**	0	0	0
	Through-Right		1			0	
	Right	84	0	84	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	136	1	**136**	0	0	0
	Left-Through		0			0	
	Through	1259	2	431	0	0	**0**
	Through-Right		1			0	
	Right	33	0	33	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	562	2	**233**	0	0	**0**
	Through-Right		1			0	
	Right	136	0	136	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	164	1	**164**	0	0	**0**
	Left-Through		0			0	
	Through	718	2	359	0	0	0
	Through-Right		0			0	
	Right	114	1	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	560		*North-South:*	0
			East-West:	397		*East-West:*	0
			SUM:	957		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.696			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.696			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	96	2	53	0	0	**0**
	Left-Through		0			0	
	Through	1967	2	**699**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	269	1	**269**	0	0	0
	Left-Through		0			0	
	Through	1954	2	657	0	0	**0**
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	904	2	**363**	0	0	**0**
	Through-Right		1			0	
	Right	186	0	186	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	146	1	**146**	0	0	**0**
	Left-Through		0			0	
	Through	797	2	399	0	0	0
	Through-Right		0			0	
	Right	114	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	968		*North-South:*	0
			East-West:	509		*East-West:*	0
			SUM:	1477		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.074			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.074			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	153	2	**84**	0	0	**0**
	Left-Through		0			0	
	Through	792	2	298	0	0	0
	Through-Right		1			0	
	Right	103	0	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	825	2	**322**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	128	1	**128**	0	0	0
	Left-Through		0			0	
	Through	339	2	133	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	155	1	155	0	0	**0**
	Left-Through		0			0	
	Through	975	2	**328**	0	0	0
	Through-Right		1			0	
	Right	9	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	406		*North-South:*	0
			East-West:	456		*East-West:*	0
			SUM:	862		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.627			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.627			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	2	99	0	0	**0**
	Left-Through		0			0	
	Through	769	2	**318**	0	0	0
	Through-Right		1			0	
	Right	185	0	185	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	74	1	**74**	0	0	0
	Left-Through		0			0	
	Through	610	2	236	0	0	**0**
	Through-Right		1			0	
	Right	97	0	97	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	119	1	119	0	0	0
	Left-Through		0			0	
	Through	539	2	**206**	0	0	**0**
	Through-Right		1			0	
	Right	79	0	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	162	1	**162**	0	0	**0**
	Left-Through		0			0	
	Through	683	2	233	0	0	0
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	392		*North-South:*	0
			East-West:	368		*East-West:*	0
			SUM:	760		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.553			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.553			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	196	2	108	0	0	**0**
	Left-Through		0			0	
	Through	1205	2	**492**	0	0	0
	Through-Right		1			0	
	Right	270	0	270	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	121	1	**121**	0	0	0
	Left-Through		0			0	
	Through	806	2	303	0	0	**0**
	Through-Right		1			0	
	Right	104	0	104	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	203	1	**203**	0	0	0
	Left-Through		0			0	
	Through	733	2	261	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	156	1	156	0	0	**0**
	Left-Through		0			0	
	Through	827	2	**278**	0	0	0
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	613		*North-South:*	0
			East-West:	481		*East-West:*	0
			SUM:	1094		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.796			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.796			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	111	1	111	0	0	**0**
	Left-Through		0			0	
	Through	1467	1	**789**	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	73	1	**73**	0	0	0
	Left-Through		0			0	
	Through	570	2	285	0	0	**0**
	Through-Right		0			0	
	Right	65	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	198	1	**198**	0	0	0
	Left-Through		0			0	
	Through	1286	3	429	0	0	**0**
	Through-Right		0			0	
	Right	95	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	121	1	121	0	0	**0**
	Left-Through		0			0	
	Through	1014	2	**391**	0	0	0
	Through-Right		1			0	
	Right	158	0	158	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	862		*North-South:*	0
			East-West:	589		*East-West:*	0
			SUM:	1451		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.055			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.055			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	85	1	85	0	0	**0**
	Left-Through		0			0	
	Through	820	1	**487**	0	0	0
	Through-Right		1			0	
	Right	154	0	154	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	659	2	330	0	0	**0**
	Through-Right		0			0	
	Right	91	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	199	1	**199**	0	0	0
	Left-Through		0			0	
	Through	1039	3	346	0	0	**0**
	Through-Right		0			0	
	Right	110	1	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	194	1	194	0	0	**0**
	Left-Through		0			0	
	Through	1207	2	**428**	0	0	0
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	617		*North-South:*	0
			East-West:	627		*East-West:*	0
			SUM:	1244		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.905			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.905			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	74	1	74	0	0	**0**
	Left-Through		0			0	
	Through	1108	1	**608**	0	0	0
	Through-Right		1			0	
	Right	107	0	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1304	2	652	0	0	**0**
	Through-Right		0			0	
	Right	50	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	135	1	135	0	0	0
	Left-Through		0			0	
	Through	1202	3	**401**	0	0	**0**
	Through-Right		0			0	
	Right	156	1	119	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	238	1	**238**	0	0	**0**
	Left-Through		0			0	
	Through	1325	2	469	0	0	0
	Through-Right		1			0	
	Right	83	0	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	738		*North-South:*	0
			East-West:	639		*East-West:*	0
			SUM:	1377		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.001			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.001			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	48	1	48	0	0	**0**
	Left-Through		0			0	
	Through	1364	1	**730**	0	0	0
	Through-Right		1			0	
	Right	95	0	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	66	1	**66**	0	0	0
	Left-Through		0			0	
	Through	660	2	330	0	0	**0**
	Through-Right		0			0	
	Right	84	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	188	1	188	0	0	0
	Left-Through		0			0	
	Through	652	2	**326**	0	0	**0**
	Through-Right		0			0	
	Right	52	1	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	63	1	**63**	0	0	**0**
	Left-Through		0			0	
	Through	391	2	196	0	0	0
	Through-Right		0			0	
	Right	61	1	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	796		*North-South:*	0
			East-West:	389		*East-West:*	0
			SUM:	1185		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.790			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.790			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	79	1	79	0	0	**0**
	Left-Through		0			0	
	Through	786	1	**447**	0	0	0
	Through-Right		1			0	
	Right	108	0	108	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	69	1	**69**	0	0	0
	Left-Through		0			0	
	Through	725	2	363	0	0	**0**
	Through-Right		0			0	
	Right	225	1	109	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	233	1	**233**	0	0	0
	Left-Through		0			0	
	Through	468	2	234	0	0	**0**
	Through-Right		0			0	
	Right	79	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	91	1	91	0	0	**0**
	Left-Through		0			0	
	Through	481	2	**241**	0	0	0
	Through-Right		0			0	
	Right	60	1	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	516		*North-South:*	0
			East-West:	474		*East-West:*	0
			SUM:	990		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.660			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.660			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	1060	1	613	0	0	0
	Through-Right		1			0	
	Right	165	0	165	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	63	1	63	0	0	0
	Left-Through		0			0	
	Through	1363	2	**682**	0	0	**0**
	Through-Right		0			0	
	Right	182	1	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	173	1	**173**	0	0	0
	Left-Through		0			0	
	Through	640	2	320	0	0	**0**
	Through-Right		0			0	
	Right	83	1	48	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	125	1	125	0	0	**0**
	Left-Through		0			0	
	Through	624	2	**312**	0	0	0
	Through-Right		0			0	
	Right	74	1	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	752		*North-South:*	0
			East-West:	485		*East-West:*	0
			SUM:	1237		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.825			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.825			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	648	3	216	0	0	0
	Through-Right		0			0	
	Right	302	1	**302**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	349	2	**192**	0	0	0
	Left-Through		0			0	
	Through	780	2	390	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	12	0	12	0	0	0
	Left-Through		0			0	
	Through	0	0	12	0	0	**0**
	Through-Right		0			0	
	Right	66	1	**66**	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	494		*North-South:*	0
			East-West:	66		*East-West:*	0
			SUM:	560		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.393			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.393			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD						PM					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	567	3	189	0	0	0	792	3	**264**	0	0	0
	Through-Right		0			0			0			0	
	Right	184	1	184	0	0	0	183	1	183	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	280	2	154	0	0	0	708	2	**389**	0	0	0
	Left-Through		0			0			0			0	
	Through	729	2	**365**	0	0	**0**	944	2	472	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	25	0	25	0	0	0	26	0	26	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	25	0	0	**0**	0	0	26	0	0	**0**
	Through-Right		0			0			0			0	
	Right	89	1	**89**	0	0	0	73	1	**73**	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	365		North-South:	0		North-South:	653		North-South:	0
			East-West:	89		East-West:	0		East-West:	73		East-West:	0
			SUM:	454		SUM:	0		SUM:	726		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.319			0.000			0.509			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.319			0.000			0.509			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**	11	1	**11**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	607	2	**304**	0	0	0	522	2	261	0	0	0
	Through-Right		0			0			0			0	
	Right	43	1	0	0	0	0	59	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	854	2	287	0	0	**0**	785	2	**264**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	6	0	6	0	0	0	6	0	6	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	12	0	0	0	0	**0**	16	0	0	0	0	**0**
	Through-Right		0			0			0			0	
	Right	31	0	**31**	0	0	0	19	0	**19**	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		1			0			1			0	
WESTBOUND	Left	252	1	252	0	0	**0**	224	1	**157**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	7	0	**314**	0	0	0	13	0	157	0	0	0
	Through-Right		0			0			0			0	
	Right	620	1	0	0	0	0	235	1	0	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	304		North-South:	0		North-South:	275		North-South:	0
			East-West:	345		East-West:	0		East-West:	176		East-West:	0
			SUM:	649		SUM:	0		SUM:	451		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.455			0.000			0.316			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.455			0.000			0.316			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	18	1	**18**	0	0	**0**
	Left-Through		0			0	
	Through	704	2	352	0	0	0
	Through-Right		0			0	
	Right	86	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1396	2	**471**	0	0	**0**
	Through-Right		1			0	
	Right	18	0	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	15	0	0	0	0	**0**
	Through-Right		0			0	
	Right	25	0	**25**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
WESTBOUND	Left	199	1	199	0	0	**0**
	Left-Through		0			0	
	Through	14	0	**276**	0	0	0
	Through-Right		0			0	
	Right	537	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	489		*North-South:*	0
			East-West:	301		*East-West:*	0
			SUM:	790		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.554			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.554			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	1	**220**	0	0	**0**
	Left-Through		0			0	
	Through	272	2	136	0	0	0
	Through-Right		0			0	
	Right	154	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	56	1	56	0	0	0
	Left-Through		0			0	
	Through	348	2	**174**	0	0	**0**
	Through-Right		0			0	
	Right	601	2	144	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	187	1	**187**	0	0	0
	Left-Through		0			0	
	Through	700	3	233	0	0	**0**
	Through-Right		0			0	
	Right	334	1	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	266	1	266	0	0	**0**
	Left-Through		0			0	
	Through	964	3	321	0	0	0
	Through-Right		1			0	
	Right	633	0	**605**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	394		*North-South:*	0
			East-West:	792		*East-West:*	0
			SUM:	1186		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.863			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.863			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	134	1	**134**	0	0	**0**
	Left-Through		0			0	
	Through	315	2	158	0	0	0
	Through-Right		0			0	
	Right	261	2	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	212	1	212	0	0	0
	Left-Through		0			0	
	Through	178	2	89	0	0	**0**
	Through-Right		0			0	
	Right	847	2	**265**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	201	1	**201**	0	0	0
	Left-Through		0			0	
	Through	1278	3	426	0	0	**0**
	Through-Right		0			0	
	Right	476	1	342	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	756	3	252	0	0	0
	Through-Right		1			0	
	Right	512	0	**406**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	399		*North-South:*	0
			East-West:	607		*East-West:*	0
			SUM:	1006		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.732			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.732			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	124	1	124	0	0	**0**
	Left-Through		0			0	
	Through	283	2	142	0	0	0
	Through-Right		0			0	
	Right	522	2	**217**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	375	1	**375**	0	0	0
	Left-Through		0			0	
	Through	633	2	317	0	0	**0**
	Through-Right		0			0	
	Right	490	2	152	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	118	1	118	0	0	0
	Left-Through		0			0	
	Through	1172	3	391	0	0	**0**
	Through-Right		0			0	
	Right	520	1	**396**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	615	3	205	0	0	0
	Through-Right		1			0	
	Right	386	0	199	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	592		*North-South:*	0
			East-West:	466		*East-West:*	0
			SUM:	1058		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.769			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.769			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	3363	4	**841**	0	0	0
Through-Right		0			0	
Right	30	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	1913	4	478	0	0	**0**
Through-Right		0			0	
Right	154	1	154	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	284	1	**164**	0	0	**0**
Left-Through		1			0	
Through	43	0	164	0	0	0
Through-Right		0			0	
Right	241	2	133	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	841		*North-South:*	0
		East-West:	164		*East-West:*	0
		SUM:	1005		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.670			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.670			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2863	4	**716**	0	0	0
Through-Right		0			0	
Right	38	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	1486	4	372	0	0	**0**
Through-Right		0			0	
Right	195	1	195	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	320	1	**181**	0	0	**0**
Left-Through		1			0	
Through	41	0	181	0	0	0
Through-Right		0			0	
Right	160	2	88	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	716		*North-South:*	0
		East-West:	181		*East-West:*	0
		SUM:	897		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.598			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.598			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	3439	4	**860**	0	0	0
Through-Right		0			0	
Right	2	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	2455	4	614	0	0	**0**
Through-Right		0			0	
Right	171	1	171	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	523	1	**269**	0	0	**0**
Left-Through		1			0	
Through	14	0	269	0	0	0
Through-Right		0			0	
Right	55	2	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	860		*North-South:*	0
		East-West:	269		*East-West:*	0
		SUM:	1129		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.753			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.753			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2015	2	**1008**	0	0	0
Through-Right		0			0	
Right	524	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	0	**20**	0	0	0
Left-Through		1			0	
Through	310	1	215	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	269	2	**148**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	2	1	2	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	1028		*North-South:*	0
		East-West:	148		*East-West:*	0
		SUM:	1176		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.784			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.784			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	688	2	**344**	0	0	0
	Through-Right		0			0	
	Right	169	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	32	0	**32**	0	0	0
	Left-Through		1			0	
	Through	335	1	232	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	387	2	**213**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	7	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	376		*North-South:*	0
			East-West:	213		*East-West:*	0
			SUM:	589		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.393			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.393			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	775	2	388	0	0	0
	Through-Right		0			0	
	Right	197	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	54	0	54	0	0	0
	Left-Through		1			0	
	Through	1195	1	**706**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	760	2	**418**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	8	1	8	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	706		*North-South:*	0
			East-West:	418		*East-West:*	0
			SUM:	1124		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.749			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.749			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	0	**21**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	21	0	0	0
	Through-Right		0			0	
	Right	1136	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	4	1	4	0	0	0
	Left-Through		0			0	
	Through	1247	1	**627**	0	0	**0**
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	1	**250**	0	0	**0**
	Left-Through		0			0	
	Through	334	1	167	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	21		*North-South:*	0
			East-West:	877		*East-West:*	0
			SUM:	898		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.630			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.630			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	**30**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	30	0	0	0
	Through-Right		0			0	
	Right	391	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	1	0	1	0	0	0
	Left-Through		0			0	
	Through	0	0	**1**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	4	1	4	0	0	0
	Left-Through		0			0	
	Through	502	1	**263**	0	0	**0**
	Through-Right		1			0	
	Right	23	0	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	318	1	**318**	0	0	**0**
	Left-Through		0			0	
	Through	370	1	186	0	0	0
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	31		*North-South:*	0
			East-West:	581		*East-West:*	0
			SUM:	612		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.429			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.429			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	42	0	**42**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	42	0	0	0
	Through-Right		0			0	
	Right	444	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**2**	0	0	**0**
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	1	1	1	0	0	0
	Left-Through		0			0	
	Through	534	1	**281**	0	0	**0**
	Through-Right		1			0	
	Right	28	0	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	864	1	**864**	0	0	**0**
	Left-Through		0			0	
	Through	1020	1	511	0	0	0
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	44		*North-South:*	0
			East-West:	1145		*East-West:*	0
			SUM:	1189		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.834			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.834			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	19	1	19	0	0	0
	Through-Right		0			0	
	Right	96	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**19**	0	0	0
	Left-Through		0			0	
	Through	17	0	19	0	0	**0**
	Through-Right		0			0	
	Right	12	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	41	1	**41**	0	0	0
	Left-Through		0			0	
	Through	383	2	192	0	0	**0**
	Through-Right		1			0	
	Right	226	0	176	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	193	2	106	0	0	**0**
	Left-Through		0			0	
	Through	981	2	**347**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	119		*North-South:*	0
			East-West:	388		*East-West:*	0
			SUM:	507		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.369			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.369			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	94	1	**94**	0	0	**0**
	Left-Through		0			0	
	Through	19	1	19	0	0	0
	Through-Right		0			0	
	Right	156	2	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	**43**	0	0	0
	Left-Through		0			0	
	Through	25	0	43	0	0	**0**
	Through-Right		0			0	
	Right	34	1	5	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	58	1	58	0	0	0
	Left-Through		0			0	
	Through	526	2	**228**	0	0	**0**
	Through-Right		1			0	
	Right	159	0	159	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	71	2	**39**	0	0	**0**
	Left-Through		0			0	
	Through	570	2	203	0	0	0
	Through-Right		1			0	
	Right	38	0	38	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	137		*North-South:*	0
			East-West:	267		*East-West:*	0
			SUM:	404		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.294			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.294			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	182	1	**182**	0	0	**0**
	Left-Through		0			0	
	Through	29	1	29	0	0	0
	Through-Right		0			0	
	Right	368	2	177	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	68	1	**48**	0	0	0
	Left-Through		0			0	
	Through	28	0	48	0	0	**0**
	Through-Right		0			0	
	Right	34	1	11	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	47	1	47	0	0	0
	Left-Through		0			0	
	Through	1036	2	**403**	0	0	**0**
	Through-Right		1			0	
	Right	174	0	174	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	46	2	**25**	0	0	**0**
	Left-Through		0			0	
	Through	627	2	223	0	0	0
	Through-Right		1			0	
	Right	43	0	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	230		*North-South:*	0
			East-West:	428		*East-West:*	0
			SUM:	658		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.479			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.479			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 1	WB--	0	EB-- 0	WB--	0	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	575	2	**316**	0	0	**0**	507	2	**279**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1815	2	619	0	0	0	1705	2	578	0	0	0
	Through-Right		1			0			1			0	
	Right	41	0	41	0	0	0	29	0	29	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	57	1	57	0	0	0	62	1	62	0	0	0
	Left-Through		0			0			0			0	
	Through	1232	2	**436**	0	0	**0**	1230	2	**453**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	76	0	76	0	0	0	130	0	130	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	79	1	**79**	0	0	0	104	1	**104**	0	0	0
	Left-Through		0			0			0			0	
	Through	19	1	19	0	0	**0**	12	1	12	0	0	**0**
	Through-Right		0			0			0			0	
	Right	556	1	0	0	0	0	424	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	20	0	20	0	0	**0**	27	0	27	0	0	**0**
	Left-Through		1			0			1			0	
	Through	14	0	**49**	0	0	0	11	0	**38**	0	0	0
	Through-Right		1			0			1			0	
	Right	44	0	49	0	0	0	27	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	752		*North-South:*	0		*North-South:*	732		*North-South:*	0
			East-West:	128		*East-West:*	0		*East-West:*	142		*East-West:*	0
			SUM:	880		*SUM:*	0		*SUM:*	874		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.618			0.000			0.613			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.618			0.000			0.613			0.000
LEVEL OF SERVICE (LOS):				B			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 1	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	735	2	**404**	0	0	**0**						
	Left-Through		0			0							
	Through	1764	2	600	0	0	0						
	Through-Right		1			0							
	Right	36	0	36	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	59	1	59	0	0	0						
	Left-Through		0			0							
	Through	1777	2	**646**	0	0	**0**						
	Through-Right		1			0							
	Right	161	0	161	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	119	1	**119**	0	0	0						
	Left-Through		0			0							
	Through	21	1	21	0	0	**0**						
	Through-Right		0			0							
	Right	885	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	34	0	34	0	0	**0**						
	Left-Through		1			0							
	Through	18	0	**41**	0	0	0						
	Through-Right		1			0							
	Right	23	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	1050		*North-South:*	0						
			East-West:	160		*East-West:*	0						
			SUM:	1210		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.849			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.849			0.000						
LEVEL OF SERVICE (LOS):				D			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	2	1	2	0	0	**0**						
	Left-Through		0			0							
	Through	1218	1	**689**	0	0	0						
	Through-Right		1			0							
	Right	159	0	159	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	71	1	**71**	0	0	0						
	Left-Through		0			0							
	Through	336	1	169	0	0	**0**						
	Through-Right		1			0							
	Right	2	0	2	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	0	0	**2**	0	0	**0**						
	Through-Right		0			0							
	Right	2	0	0	0	0	0						
	Left-Through-Right		1			0							
	Left-Right		0			0							
WESTBOUND	Left	74	1	41	0	0	**0**						
	Left-Through		1			0							
	Through	8	0	41	0	0	0						
	Through-Right		0			0							
	Right	114	1	**79**	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	760		*North-South:*	0						
			East-West:	81		*East-West:*	0						
			SUM:	841		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.590			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.590			0.000						
LEVEL OF SERVICE (LOS):				A			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD						PM					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0
Override Capacity			0			0			0			0
MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND Left	5	1	5	0	0	**0**	2	1	**2**	0	0	**0**
NORTHBOUND Left-Through		0			0			0			0	
NORTHBOUND Through	516	1	**323**	0	0	0	586	1	376	0	0	0
NORTHBOUND Through-Right		1			0			1			0	
NORTHBOUND Right	129	0	129	0	0	0	166	0	166	0	0	0
NORTHBOUND Left-Through-Right		0			0			0			0	
NORTHBOUND Left-Right		0			0			0			0	
SOUTHBOUND Left	64	1	**64**	0	0	0	99	1	99	0	0	0
SOUTHBOUND Left-Through		0			0			0			0	
SOUTHBOUND Through	416	1	214	0	0	**0**	1004	1	**504**	0	0	**0**
SOUTHBOUND Through-Right		1			0			1			0	
SOUTHBOUND Right	12	0	12	0	0	0	4	0	4	0	0	0
SOUTHBOUND Left-Through-Right		0			0			0			0	
SOUTHBOUND Left-Right		0			0			0			0	
EASTBOUND Left	1	0	1	0	0	0	2	0	2	0	0	0
EASTBOUND Left-Through		0			0			0			0	
EASTBOUND Through	8	0	**15**	0	0	**0**	9	0	**15**	0	0	**0**
EASTBOUND Through-Right		0			0			0			0	
EASTBOUND Right	6	0	0	0	0	0	4	0	0	0	0	0
EASTBOUND Left-Through-Right		1			0			1			0	
EASTBOUND Left-Right		0			0			0			0	
WESTBOUND Left	111	1	**61**	0	0	**0**	160	1	**83**	0	0	**0**
WESTBOUND Left-Through		1			0			1			0	
WESTBOUND Through	11	0	61	0	0	0	6	0	83	0	0	0
WESTBOUND Through-Right		0			0			0			0	
WESTBOUND Right	71	1	39	0	0	0	83	1	34	0	0	0
WESTBOUND Left-Through-Right		0			0			0			0	
WESTBOUND Left-Right		0			0			0			0	
CRITICAL VOLUMES		*North-South:*	387		*North-South:*	0		*North-South:*	506		*North-South:*	0
		East-West:	76		*East-West:*	0		*East-West:*	98		*East-West:*	0
		SUM:	463		*SUM:*	0		*SUM:*	604		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.325			0.000			0.424			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.325			0.000			0.424			0.000
LEVEL OF SERVICE (LOS):			A			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0
Override Capacity			0			0			0			0
MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND Left	0	0	0	0	0	**0**	0	0	0	0	0	**0**
NORTHBOUND Left-Through		0			0			0			0	
NORTHBOUND Through	1798	4	**450**	0	0	0	1101	4	**275**	0	0	0
NORTHBOUND Through-Right		0			0			0			0	
NORTHBOUND Right	708	1	0	0	0	0	510	1	0	0	0	0
NORTHBOUND Left-Through-Right		0			0			0			0	
NORTHBOUND Left-Right		0			0			0			0	
SOUTHBOUND Left	154	2	**85**	0	0	0	296	2	**163**	0	0	0
SOUTHBOUND Left-Through		0			0			0			0	
SOUTHBOUND Through	663	3	221	0	0	**0**	950	3	317	0	0	**0**
SOUTHBOUND Through-Right		0			0			0			0	
SOUTHBOUND Right	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND Left-Through-Right		0			0			0			0	
SOUTHBOUND Left-Right		0			0			0			0	
EASTBOUND Left	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND Left-Through		0			0			0			0	
EASTBOUND Through	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
EASTBOUND Through-Right		0			0			0			0	
EASTBOUND Right	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND Left-Through-Right		0			0			0			0	
EASTBOUND Left-Right		0			0			0			0	
WESTBOUND Left	458	3	**160**	0	0	**0**	644	3	**225**	0	0	**0**
WESTBOUND Left-Through		0			0			0			0	
WESTBOUND Through	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND Through-Right		0			0			0			0	
WESTBOUND Right	244	1	159	0	0	0	206	1	43	0	0	0
WESTBOUND Left-Through-Right		0			0			0			0	
WESTBOUND Left-Right		0			0			0			0	
CRITICAL VOLUMES		*North-South:*	535		*North-South:*	0		*North-South:*	438		*North-South:*	0
		East-West:	160		*East-West:*	0		*East-West:*	225		*East-West:*	0
		SUM:	695		*SUM:*	0		*SUM:*	663		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.488			0.000			0.465			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.488			0.000			0.465			0.000
LEVEL OF SERVICE (LOS):			A			A			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1401	4	350	0	0	0
	Through-Right		0			0	
	Right	349	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	516	2	284	0	0	0
	Left-Through		0			0	
	Through	2064	3	**688**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	651	3	**228**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	171	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	688		*North-South:*	0
			East-West:	228		*East-West:*	0
			SUM:	916		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.643			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.643			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	86	2	**47**	0	0	**0**
	Left-Through		0			0	
	Through	214	1	111	0	0	0
	Through-Right		1			0	
	Right	119	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	62	2	34	0	0	0
	Left-Through		0			0	
	Through	219	1	**153**	0	0	**0**
	Through-Right		1			0	
	Right	241	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	280	2	**154**	0	0	0
	Left-Through		0			0	
	Through	206	3	69	0	0	**0**
	Through-Right		0			0	
	Right	188	2	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	83	2	46	0	0	**0**
	Left-Through		0			0	
	Through	661	3	220	0	0	0
	Through-Right		0			0	
	Right	509	2	**246**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	200		*North-South:*	0
			East-West:	400		*East-West:*	0
			SUM:	600		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.436			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.436			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	2	**61**	0	0	**0**
	Left-Through		0			0	
	Through	177	1	102	0	0	0
	Through-Right		1			0	
	Right	129	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	106	2	58	0	0	0
	Left-Through		0			0	
	Through	184	1	**128**	0	0	**0**
	Through-Right		1			0	
	Right	199	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	128	2	**70**	0	0	0
	Left-Through		0			0	
	Through	371	3	124	0	0	**0**
	Through-Right		0			0	
	Right	143	2	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	45	2	25	0	0	**0**
	Left-Through		0			0	
	Through	276	3	92	0	0	0
	Through-Right		0			0	
	Right	286	2	**99**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	189		*North-South:*	0
			East-West:	169		*East-West:*	0
			SUM:	358		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.260			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.260			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	68	2	37	0	0	**0**
	Left-Through		0			0	
	Through	101	1	101	0	0	0
	Through-Right		1			0	
	Right	529	1	**284**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	329	2	**181**	0	0	0
	Left-Through		0			0	
	Through	491	1	270	0	0	**0**
	Through-Right		1			0	
	Right	320	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	167	2	92	0	0	0
	Left-Through		0			0	
	Through	1157	3	**386**	0	0	**0**
	Through-Right		0			0	
	Right	211	2	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	25	2	**14**	0	0	**0**
	Left-Through		0			0	
	Through	286	3	95	0	0	0
	Through-Right		0			0	
	Right	238	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	465		*North-South:*	0
			East-West:	400		*East-West:*	0
			SUM:	865		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.629			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.629			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	276	1	138	0	0	**0**
	Left-Through		1			0	
	Through	0	0	138	0	0	0
	Through-Right		0			0	
	Right	592	1	**499**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	828	2	**414**	0	0	**0**
	Through-Right		0			0	
	Right	126	1	57	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	338	2	**186**	0	0	**0**
	Left-Through		0			0	
	Through	717	1	359	0	0	0
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	499		North-South:	0
			East-West:	600		East-West:	0
			SUM:	1099		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.799			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.799			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	291	1	146	0	0	**0**
	Left-Through		1			0	
	Through	0	0	146	0	0	0
	Through-Right		0			0	
	Right	299	1	**175**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**4**	0	0	**0**
	Through-Right		0			0	
	Right	4	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	565	2	**283**	0	0	**0**
	Through-Right		0			0	
	Right	71	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	453	2	**249**	0	0	**0**
	Left-Through		0			0	
	Through	657	1	330	0	0	0
	Through-Right		1			0	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	179		North-South:	0
			East-West:	532		East-West:	0
			SUM:	711		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.517			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.517			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	361	1	181	0	0	**0**
	Left-Through		1			0	
	Through	0	0	181	0	0	0
	Through-Right		0			0	
	Right	349	1	**198**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	1	0	1	0	0	0
	Left-Through		0			0	
	Through	0	0	**4**	0	0	**0**
	Through-Right		0			0	
	Right	3	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	699	2	**350**	0	0	**0**
	Through-Right		0			0	
	Right	343	1	253	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	551	2	**303**	0	0	**0**
	Left-Through		0			0	
	Through	550	1	275	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	202		North-South:	0
			East-West:	653		East-West:	0
			SUM:	855		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.622			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.622			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	2	0	0	**0**
	Left-Through		0			0	
	Through	2	0	**5**	0	0	0
	Through-Right		0			0	
	Right	1	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	546	1	**274**	0	0	0
	Left-Through		1			0	
	Through	1	0	274	0	0	**0**
	Through-Right		0			0	
	Right	74	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	2	**88**	0	0	0
	Left-Through		0			0	
	Through	407	1	205	0	0	**0**
	Through-Right		1			0	
	Right	2	0	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	2	1	2	0	0	**0**
	Left-Through		0			0	
	Through	261	2	131	0	0	0
	Through-Right		0			0	
	Right	730	1	**456**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	279		North-South:	0
			East-West:	544		East-West:	0
			SUM:	823		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.599			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.599			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	2	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**4**	0	0	0
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	390	1	**195**	0	0	0
	Left-Through		1			0	
	Through	0	0	195	0	0	**0**
	Through-Right		0			0	
	Right	92	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	94	2	**52**	0	0	0
	Left-Through		0			0	
	Through	244	1	125	0	0	**0**
	Through-Right		1			0	
	Right	5	0	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	6	1	6	0	0	**0**
	Left-Through		0			0	
	Through	396	2	198	0	0	0
	Through-Right		0			0	
	Right	550	1	**355**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	199		North-South:	0
			East-West:	407		East-West:	0
			SUM:	606		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.441			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.441			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	2	0	0	**0**
	Left-Through		0			0	
	Through	1	0	**9**	0	0	0
	Through-Right		0			0	
	Right	6	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	639	1	**320**	0	0	0
	Left-Through		1			0	
	Through	1	0	320	0	0	**0**
	Through-Right		0			0	
	Right	181	1	113	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	124	2	**68**	0	0	0
	Left-Through		0			0	
	Through	397	1	200	0	0	**0**
	Through-Right		1			0	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	374	2	187	0	0	0
	Through-Right		0			0	
	Right	540	1	**220**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	329		North-South:	0
			East-West:	288		East-West:	0
			SUM:	617		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.449			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.449			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	106	1	106	0	0	**0**
	Left-Through		0			0	
	Through	1488	3	496	0	0	0
	Through-Right		0			0	
	Right	610	1	**554**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	302	2	**166**	0	0	0
	Left-Through		0			0	
	Through	2301	3	579	0	0	**0**
	Through-Right		1			0	
	Right	16	0	16	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	214	2	**118**	0	0	0
	Left-Through		0			0	
	Through	258	3	86	0	0	**0**
	Through-Right		0			0	
	Right	176	1	123	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	204	2	112	0	0	**0**
	Left-Through		0			0	
	Through	212	3	71	0	0	0
	Through-Right		0			0	
	Right	396	1	**230**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	720		North-South:	0
			East-West:	348		East-West:	0
			SUM:	1068		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.777			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.777			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	152	1	152	0	0	**0**
	Left-Through		0			0	
	Through	1306	3	435	0	0	0
	Through-Right		0			0	
	Right	717	1	**668**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	237	2	**130**	0	0	0
	Left-Through		0			0	
	Through	1913	3	486	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	145	2	**80**	0	0	0
	Left-Through		0			0	
	Through	190	3	63	0	0	**0**
	Through-Right		0			0	
	Right	193	1	117	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	179	2	98	0	0	**0**
	Left-Through		0			0	
	Through	260	3	87	0	0	0
	Through-Right		0			0	
	Right	328	1	**198**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	798		North-South:	0
			East-West:	278		East-West:	0
			SUM:	1076		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.783			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.783			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	169	1	169	0	0	**0**
	Left-Through		0			0	
	Through	1920	3	640	0	0	0
	Through-Right		0			0	
	Right	1000	1	**953**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	376	2	**207**	0	0	0
	Left-Through		0			0	
	Through	2393	3	605	0	0	**0**
	Through-Right		1			0	
	Right	28	0	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	193	2	**106**	0	0	0
	Left-Through		0			0	
	Through	360	3	120	0	0	**0**
	Through-Right		0			0	
	Right	157	1	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	172	2	95	0	0	**0**
	Left-Through		0			0	
	Through	300	3	100	0	0	0
	Through-Right		0			0	
	Right	486	1	**279**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	1160		*North-South:*	0
			East-West:	385		*East-West:*	0
			SUM:	1545		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			1.124			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			1.124			0.000
	LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	4	1	4	0	0	**0**
	Left-Through		0			0	
	Through	1025	2	**513**	0	0	0
	Through-Right		0			0	
	Right	511	1	413	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	61	1	**61**	0	0	0
	Left-Through		0			0	
	Through	246	1	127	0	0	**0**
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	1	5	0	0	0
	Left-Through		0			0	
	Through	10	1	**10**	0	0	**0**
	Through-Right		0			0	
	Right	1	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	183	1	**98**	0	0	**0**
	Left-Through		1			0	
	Through	12	0	98	0	0	0
	Through-Right		0			0	
	Right	75	1	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	574		*North-South:*	0
			East-West:	108		*East-West:*	0
			SUM:	682		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.496			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.496			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	1	6	0	0	**0**
	Left-Through		0			0	
	Through	323	2	**162**	0	0	0
	Through-Right		0			0	
	Right	268	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	75	1	**75**	0	0	0
	Left-Through		0			0	
	Through	240	1	123	0	0	**0**
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	15	1	**15**	0	0	**0**
	Through-Right		0			0	
	Right	3	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	258	1	**148**	0	0	**0**
	Left-Through		1			0	
	Through	38	0	148	0	0	0
	Through-Right		0			0	
	Right	111	1	36	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	237		*North-South:*	0
			East-West:	163		*East-West:*	0
			SUM:	400		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.291			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.291			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	1	**5**	0	0	**0**
	Left-Through		0			0	
	Through	374	2	187	0	0	0
	Through-Right		0			0	
	Right	247	1	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	148	1	148	0	0	0
	Left-Through		0			0	
	Through	769	1	**388**	0	0	**0**
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	7	1	7	0	0	0
	Left-Through		0			0	
	Through	37	1	**37**	0	0	**0**
	Through-Right		0			0	
	Right	6	1	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	365	1	**201**	0	0	**0**
	Left-Through		1			0	
	Through	37	0	201	0	0	0
	Through-Right		0			0	
	Right	149	1	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	393		*North-South:*	0
			East-West:	238		*East-West:*	0
			SUM:	631		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.459			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.459			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	42	1	**42**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	28	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	437	1	**405**	0	0	0
	Left-Through		1			0	
	Through	1181	0	405	0	0	**0**
	Through-Right		1			0	
	Right	552	1	405	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	465	2	**194**	0	0	**0**
	Through-Right		1			0	
	Right	117	0	117	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	209	2	**115**	0	0	**0**
	Left-Through		0			0	
	Through	750	2	250	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	447		North-South:	0
			East-West:	309		East-West:	0
			SUM:	756		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.550			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.550			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	57	1	**57**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	71	2	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	125	1	**104**	0	0	0
	Left-Through		1			0	
	Through	291	0	104	0	0	**0**
	Through-Right		1			0	
	Right	203	1	104	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	477	2	**192**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	59	2	**32**	0	0	**0**
	Left-Through		0			0	
	Through	601	2	200	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	161		North-South:	0
			East-West:	224		East-West:	0
			SUM:	385		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.280			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.280			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	97	1	**97**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	192	2	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	153	1	**90**	0	0	0
	Left-Through		1			0	
	Through	208	0	90	0	0	**0**
	Through-Right		1			0	
	Right	180	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	721	2	**260**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	51	2	**28**	0	0	**0**
	Left-Through		0			0	
	Through	754	2	251	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	187		North-South:	0
			East-West:	288		East-West:	0
			SUM:	475		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.345			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.345			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	751	2	**413**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	494	2	173	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	209	3	70	0	0	**0**
	Through-Right		0			0	
	Right	287	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	2	99	0	0	**0**
	Left-Through		0			0	
	Through	898	1	**464**	0	0	0
	Through-Right		1			0	
	Right	29	0	29	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	413		North-South:	0
			East-West:	464		East-West:	0
			SUM:	877		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.615			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.615			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB--		0	NB-- 0 SB--		0
		EB-- 3 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	382	2	**210**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	190	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	391	3	130	0	0	**0**
	Through-Right		0			0	
	Right	398	1	**188**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	334	2	**184**	0	0	**0**
	Left-Through		0			0	
	Through	364	1	190	0	0	0
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	210		*North-South:*	0
			East-West:	372		*East-West:*	0
			SUM:	582		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.408			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.408			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB--		0	NB-- 0 SB--		0
		EB-- 3 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	530	2	**292**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	265	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1216	3	**405**	0	0	**0**
	Through-Right		0			0	
	Right	503	1	211	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	366	2	**201**	0	0	**0**
	Left-Through		0			0	
	Through	317	1	164	0	0	0
	Through-Right		1			0	
	Right	11	0	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	292		*North-South:*	0
			East-West:	606		*East-West:*	0
			SUM:	898		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.630			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.630			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB--		3	NB-- 0 SB--		0
		EB-- 0 WB--		3	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	1	16	0	0	**0**
	Left-Through		0			0	
	Through	1888	4	**472**	0	0	0
	Through-Right		0			0	
	Right	404	1	215	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	380	2	**209**	0	0	0
	Left-Through		0			0	
	Through	1235	4	309	0	0	**0**
	Through-Right		0			0	
	Right	193	1	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	165	1	165	0	0	0
	Left-Through		0			0	
	Through	346	2	**129**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	343	2	**189**	0	0	**0**
	Left-Through		0			0	
	Through	91	2	46	0	0	0
	Through-Right		0			0	
	Right	425	2	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	681		*North-South:*	0
			East-West:	318		*East-West:*	0
			SUM:	999		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.727			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.727			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB--		3	NB-- 0 SB--		0
		EB-- 0 WB--		3	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	1	26	0	0	**0**
	Left-Through		0			0	
	Through	1380	4	**345**	0	0	0
	Through-Right		0			0	
	Right	217	1	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	405	2	**223**	0	0	0
	Left-Through		0			0	
	Through	1056	4	264	0	0	**0**
	Through-Right		0			0	
	Right	220	1	176	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	44	1	44	0	0	0
	Left-Through		0			0	
	Through	109	2	**55**	0	0	**0**
	Through-Right		1			0	
	Right	56	0	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	348	2	**191**	0	0	**0**
	Left-Through		0			0	
	Through	136	2	68	0	0	0
	Through-Right		0			0	
	Right	608	2	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	568		*North-South:*	0
			East-West:	246		*East-West:*	0
			SUM:	814		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.592			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.592			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 SB--		3	NB-- 0 SB--		0
	EB-- 0 WB--		3	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	28	0	0	**0**
	Left-Through		0			0	
	Through	1701	4	**425**	0	0	0
	Through-Right		0			0	
	Right	288	1	31	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	447	2	**246**	0	0	0
	Left-Through		0			0	
	Through	1815	4	454	0	0	**0**
	Through-Right		0			0	
	Right	434	1	350	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	84	1	84	0	0	0
	Left-Through		0			0	
	Through	155	2	**76**	0	0	**0**
	Through-Right		1			0	
	Right	73	0	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	467	2	**257**	0	0	**0**
	Left-Through		0			0	
	Through	209	2	105	0	0	0
	Through-Right		0			0	
	Right	463	2	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	671		*North-South:*	0
			East-West:	333		*East-West:*	0
			SUM:	1004		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.730			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.730			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0
	EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**235**	0	0	0
	Through-Right		0			0	
	Right	235	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	244	2	**134**	0	0	0
	Left-Through		0			0	
	Through	644	2	322	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	809	2	**270**	0	0	0
	Through-Right		1			0	
	Right	193	1	193	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	235		*North-South:*	0
			East-West:	404		*East-West:*	0
			SUM:	639		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.448			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.448			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0
	EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	83	1	83	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**150**	0	0	0
	Through-Right		0			0	
	Right	150	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	289	2	**159**	0	0	0
	Left-Through		0			0	
	Through	909	2	455	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	997	2	**332**	0	0	0
	Through-Right		1			0	
	Right	306	1	306	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	150		*North-South:*	0
			East-West:	491		*East-West:*	0
			SUM:	641		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.450			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.450			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0
	EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	286	1	286	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**599**	0	0	0
	Through-Right		0			0	
	Right	599	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	158	2	**87**	0	0	0
	Left-Through		0			0	
	Through	827	2	414	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1156	2	**385**	0	0	0
	Through-Right		1			0	
	Right	187	1	187	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	599		*North-South:*	0
			East-West:	472		*East-West:*	0
			SUM:	1071		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.752			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.752			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	128	1	128	0	0	0
	Left-Through		0			0	
	Through	0	0	**147**	0	0	**0**
	Through-Right		0			0	
	Right	293	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	723	4	181	0	0	**0**
	Through-Right		0			0	
	Right	190	1	**190**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	331	2	**182**	0	0	**0**
	Left-Through		0			0	
	Through	488	2	244	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	147		*North-South:*	0
			East-West:	372		*East-West:*	0
			SUM:	519		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.364			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.364			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	379	1	193	0	0	0
	Left-Through		0			0	
	Through	0	0	**193**	0	0	**0**
	Through-Right		0			0	
	Right	201	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	784	4	**196**	0	0	**0**
	Through-Right		0			0	
	Right	143	1	143	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	333	2	**183**	0	0	**0**
	Left-Through		0			0	
	Through	645	2	323	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	193		*North-South:*	0
			East-West:	379		*East-West:*	0
			SUM:	572		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.401			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.401			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	141	1	105	0	0	0
	Left-Through		0			0	
	Through	0	0	**105**	0	0	**0**
	Through-Right		0			0	
	Right	174	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	859	4	215	0	0	**0**
	Through-Right		0			0	
	Right	247	1	**247**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	543	2	**299**	0	0	**0**
	Left-Through		0			0	
	Through	897	2	449	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	105		*North-South:*	0
			East-West:	546		*East-West:*	0
			SUM:	651		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.457			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.457			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2426	2	**836**	0	0	0
	Through-Right		1			0	
	Right	83	0	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2157	3	719	0	0	**0**
	Through-Right		0			0	
	Right	927	1	654	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	780	3	**273**	0	0	0
	Left-Through		0			0	
	Through	119	0	128	0	0	**0**
	Through-Right		1			0	
	Right	9	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	836		*North-South:*	0
			East-West:	273		*East-West:*	0
			SUM:	1109		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.739			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.739			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1307	2	465	0	0	0
	Through-Right		1			0	
	Right	88	0	88	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1403	3	468	0	0	**0**
	Through-Right		0			0	
	Right	797	1	**541**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	732	3	**256**	0	0	0
	Left-Through		0			0	
	Through	149	0	169	0	0	**0**
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	541		*North-South:*	0
			East-West:	256		*East-West:*	0
			SUM:	797		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.531			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.531			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1765	2	657	0	0	0
	Through-Right		1			0	
	Right	207	0	207	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2222	3	**741**	0	0	**0**
	Through-Right		0			0	
	Right	981	1	596	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1101	3	**385**	0	0	0
	Left-Through		0			0	
	Through	241	0	282	0	0	**0**
	Through-Right		1			0	
	Right	41	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	741		*North-South:*	0
			East-West:	385		*East-West:*	0
			SUM:	1126		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.751			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.751			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	719	1	**388**	0	0	0
	Through-Right		1			0	
	Right	56	0	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	47	1	**47**	0	0	0
	Left-Through		0			0	
	Through	449	3	150	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	136	1	**136**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	99	1	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	435		*North-South:*	0
			East-West:	136		*East-West:*	0
			SUM:	571		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.381			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.381			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	545	1	**307**	0	0	0
	Through-Right		1			0	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	78	1	**78**	0	0	0
	Left-Through		0			0	
	Through	385	3	128	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	42	1	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	385		*North-South:*	0
			East-West:	80		*East-West:*	0
			SUM:	465		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.310			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.310			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	518	1	**358**	0	0	0
	Through-Right		1			0	
	Right	197	0	197	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	187	1	**187**	0	0	0
	Left-Through		0			0	
	Through	904	3	301	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	63	1	**63**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	40	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	545		*North-South:*	0
			East-West:	63		*East-West:*	0
			SUM:	608		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.405			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.405			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	251	1	**251**	0	0	**0**
	Left-Through		0			0	
	Through	770	2	385	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	468	2	**170**	0	0	**0**
	Through-Right		1			0	
	Right	43	0	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	2	**44**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	421		*North-South:*	0
			East-West:	44		*East-West:*	0
			SUM:	465		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.310			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.310			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	195	1	**195**	0	0	**0**
	Left-Through		0			0	
	Through	491	2	246	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	477	2	**166**	0	0	**0**
	Through-Right		1			0	
	Right	22	0	22	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	147	2	**81**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	128	1	31	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	361		*North-South:*	0
			East-West:	81		*East-West:*	0
			SUM:	442		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.295			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.295			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	92	1	**92**	0	0	**0**
	Left-Through		0			0	
	Through	486	2	243	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	907	2	**316**	0	0	**0**
	Through-Right		1			0	
	Right	41	0	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	266	2	**146**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	161	1	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	408		*North-South:*	0
			East-West:	146		*East-West:*	0
			SUM:	554		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.369			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.369			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	309	1	**309**	0	0	**0**
Left-Through		0			0	
Through	584	1	292	0	0	0
Through-Right		1			0	
Right	135	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	279	2	153	0	0	0
Left-Through		0			0	
Through	461	2	**170**	0	0	**0**
Through-Right		1			0	
Right	50	0	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	51	1	**43**	0	0	0
Left-Through		1			0	
Through	120	0	43	0	0	**0**
Through-Right		1			0	
Right	67	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	247	1	247	0	0	**0**
Left-Through		0			0	
Through	266	0	**513**	0	0	0
Through-Right		0			0	
Right	247	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	479		*North-South:*	0
		East-West:	556		*East-West:*	0
		SUM:	1035		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.726			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.726			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	348	1	**348**	0	0	**0**
Left-Through		0			0	
Through	429	1	215	0	0	0
Through-Right		1			0	
Right	122	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	252	2	139	0	0	0
Left-Through		0			0	
Through	216	2	**105**	0	0	**0**
Through-Right		1			0	
Right	100	0	100	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	118	1	**108**	0	0	0
Left-Through		1			0	
Through	206	0	108	0	0	**0**
Through-Right		1			0	
Right	72	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	262	1	262	0	0	**0**
Left-Through		0			0	
Through	276	0	**538**	0	0	0
Through-Right		0			0	
Right	262	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	453		*North-South:*	0
		East-West:	646		*East-West:*	0
		SUM:	1099		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.771			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.771			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	256	1	256	0	0	**0**
Left-Through		0			0	
Through	559	1	**280**	0	0	0
Through-Right		1			0	
Right	103	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	400	2	**220**	0	0	0
Left-Through		0			0	
Through	495	2	215	0	0	**0**
Through-Right		1			0	
Right	150	0	150	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	153	1	84	0	0	0
Left-Through		1			0	
Through	134	0	**134**	0	0	**0**
Through-Right		1			0	
Right	115	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	326	1	326	0	0	**0**
Left-Through		0			0	
Through	327	0	**653**	0	0	0
Through-Right		0			0	
Right	326	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	500		*North-South:*	0
		East-West:	787		*East-West:*	0
		SUM:	1287		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.903			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.903			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	497	1	**265**	0	0	0
Through-Right		1			0	
Right	32	0	32	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	414	2	**228**	0	0	0
Left-Through		0			0	
Through	492	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	137	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	493		*North-South:*	0
		East-West:	0		*East-West:*	0
		SUM:	493		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.329			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.329			0.000
LEVEL OF SERVICE (LOS):			A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB-- 0	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	536	1	**285**	0	0	0
Through-Right		1			0	
Right	34	0	34	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	451	2	**248**	0	0	0
Left-Through		0			0	
Through	336	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	184	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	533		*North-South:*	0
		East-West:	0		*East-West:*	0
		SUM:	533		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.355			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.355			0.000
LEVEL OF SERVICE (LOS):			A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB-- 0	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	601	1	**316**	0	0	0
Through-Right		1			0	
Right	30	0	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	440	2	**242**	0	0	0
Left-Through		0			0	
Through	861	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	0	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	349	2	**71**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	558		*North-South:*	0
		East-West:	71		*East-West:*	0
		SUM:	629		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.419			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.419			0.000
LEVEL OF SERVICE (LOS):			A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	1	0	0	0	**0**
Left-Through		0			0	
Through	844	2	**422**	0	0	0
Through-Right		0			0	
Right	105	1	53	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	78	1	**78**	0	0	0
Left-Through		0			0	
Through	436	2	145	0	0	**0**
Through-Right		1			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
WESTBOUND Left	95	2	52	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	153	1	**114**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	500		*North-South:*	0
		East-West:	114		*East-West:*	0
		SUM:	614		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.447			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.447			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	1	0	0	0	**0**
Left-Through		0			0	
Through	493	2	**247**	0	0	0
Through-Right		0			0	
Right	79	1	62	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	149	1	**149**	0	0	0
Left-Through		0			0	
Through	494	2	165	0	0	**0**
Through-Right		1			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
WESTBOUND Left	31	2	17	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	137	1	**63**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	396		*North-South:*	0
		East-West:	63		*East-West:*	0
		SUM:	459		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.334			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.334			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	474	2	**237**	0	0	0
	Through-Right		0			0	
	Right	51	1	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	107	1	**107**	0	0	0
	Left-Through		0			0	
	Through	928	2	309	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	81	2	**45**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	87	1	34	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	344		*North-South:*	0
			East-West:	45		*East-West:*	0
			SUM:	389		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.283			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.283			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	6	2	3	0	0	**0**
	Left-Through		0			0	
	Through	1618	2	**543**	0	0	0
	Through-Right		1			0	
	Right	11	0	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	18	1	**18**	0	0	0
	Left-Through		0			0	
	Through	1272	2	452	0	0	**0**
	Through-Right		1			0	
	Right	83	0	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	37	1	21	0	0	0
	Left-Through		1			0	
	Through	4	0	21	0	0	**0**
	Through-Right		0			0	
	Right	65	1	**62**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	3	0	**15**	0	0	0
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	561		*North-South:*	0
			East-West:	77		*East-West:*	0
			SUM:	638		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.464			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.464			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	36	2	20	0	0	**0**
	Left-Through		0			0	
	Through	1152	2	**386**	0	0	0
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	33	1	**33**	0	0	0
	Left-Through		0			0	
	Through	879	2	310	0	0	**0**
	Through-Right		1			0	
	Right	52	0	52	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	46	1	**26**	0	0	0
	Left-Through		1			0	
	Through	5	0	26	0	0	**0**
	Through-Right		0			0	
	Right	44	1	24	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	3	0	3	0	0	**0**
	Left-Through		0			0	
	Through	2	0	**9**	0	0	0
	Through-Right		0			0	
	Right	4	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	419		*North-South:*	0
			East-West:	35		*East-West:*	0
			SUM:	454		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.330			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.330			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	3	2	2	0	0	**0**
	Left-Through		0			0	
	Through	1568	2	**528**	0	0	0
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	38	1	**38**	0	0	0
	Left-Through		0			0	
	Through	1546	2	537	0	0	**0**
	Through-Right		1			0	
	Right	66	0	66	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	76	1	42	0	0	0
	Left-Through		1			0	
	Through	8	0	42	0	0	**0**
	Through-Right		0			0	
	Right	66	1	**64**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	2	0	**17**	0	0	0
	Through-Right		0			0	
	Right	5	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	566		*North-South:*	0
			East-West:	81		*East-West:*	0
			SUM:	647		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.471			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.471			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	34	1	**34**	0	0	**0**
	Left-Through		0			0	
	Through	187	2	94	0	0	0
	Through-Right		0			0	
	Right	56	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	23	1	23	0	0	0
	Left-Through		0			0	
	Through	291	2	146	0	0	**0**
	Through-Right		0			0	
	Right	216	1	**151**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	467	2	234	0	0	**0**
	Through-Right		0			0	
	Right	23	1	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	139	1	139	0	0	**0**
	Left-Through		0			0	
	Through	842	2	**421**	0	0	0
	Through-Right		0			0	
	Right	13	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	185		*North-South:*	0
			East-West:	551		*East-West:*	0
			SUM:	736		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.516			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.516			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	35	1	35	0	0	**0**
	Left-Through		0			0	
	Through	329	2	**165**	0	0	0
	Through-Right		0			0	
	Right	184	1	105	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	**50**	0	0	0
	Left-Through		0			0	
	Through	191	2	96	0	0	**0**
	Through-Right		0			0	
	Right	228	1	119	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	219	1	**219**	0	0	0
	Left-Through		0			0	
	Through	656	2	328	0	0	**0**
	Through-Right		0			0	
	Right	65	1	48	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	159	1	159	0	0	**0**
	Left-Through		0			0	
	Through	660	2	**330**	0	0	0
	Through-Right		0			0	
	Right	13	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	215		*North-South:*	0
			East-West:	549		*East-West:*	0
			SUM:	764		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.536			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.536			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	382	2	**191**	0	0	0
	Through-Right		0			0	
	Right	223	1	166	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	26	1	**26**	0	0	0
	Left-Through		0			0	
	Through	293	2	147	0	0	**0**
	Through-Right		0			0	
	Right	180	1	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	282	1	**282**	0	0	0
	Left-Through		0			0	
	Through	876	2	438	0	0	**0**
	Through-Right		0			0	
	Right	33	1	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	114	1	114	0	0	**0**
	Left-Through		0			0	
	Through	686	2	**343**	0	0	0
	Through-Right		0			0	
	Right	17	1	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	217		*North-South:*	0
			East-West:	625		*East-West:*	0
			SUM:	842		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.591			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.591			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	1425	3	**475**	0	0	0
	Through-Right		0			0	
	Right	93	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	77	1	**77**	0	0	0
	Left-Through		0			0	
	Through	981	3	327	0	0	**0**
	Through-Right		0			0	
	Right	54	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	55	1	55	0	0	0
	Left-Through		0			0	
	Through	113	2	**57**	0	0	**0**
	Through-Right		0			0	
	Right	56	1	16	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	168	1	**168**	0	0	**0**
	Left-Through		0			0	
	Through	178	1	112	0	0	0
	Through-Right		1			0	
	Right	46	0	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	552		*North-South:*	0
			East-West:	225		*East-West:*	0
			SUM:	777		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.565			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.565			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0		
		EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	102	1	**102**	0	0	**0**
	Left-Through		0			0	
	Through	937	3	312	0	0	0
	Through-Right		0			0	
	Right	171	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	59	1	59	0	0	0
	Left-Through		0			0	
	Through	1006	3	**335**	0	0	**0**
	Through-Right		0			0	
	Right	93	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	86	1	86	0	0	0
	Left-Through		0			0	
	Through	312	2	**156**	0	0	**0**
	Through-Right		0			0	
	Right	77	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	202	1	**202**	0	0	**0**
	Left-Through		0			0	
	Through	281	1	208	0	0	0
	Through-Right		1			0	
	Right	134	0	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	437		North-South:	0
			East-West:	358		East-West:	0
			SUM:	795		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.578			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.578			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0		
		EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	96	1	**96**	0	0	**0**
	Left-Through		0			0	
	Through	1421	3	474	0	0	0
	Through-Right		0			0	
	Right	98	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	109	1	109	0	0	0
	Left-Through		0			0	
	Through	1472	3	**491**	0	0	**0**
	Through-Right		0			0	
	Right	113	1	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	372	2	**186**	0	0	**0**
	Through-Right		0			0	
	Right	47	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	264	1	172	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	587		North-South:	0
			East-West:	356		East-West:	0
			SUM:	943		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.686			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.686			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	107	1	107	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	198	1	**198**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	349	1	**349**	0	0	0
	Left-Through		0			0	
	Through	745	3	248	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1136	3	**356**	0	0	0
	Through-Right		1			0	
	Right	287	0	287	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	198		North-South:	0
			East-West:	705		East-West:	0
			SUM:	903		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.634			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.634			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	294	1	294	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	370	1	**370**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	438	1	**438**	0	0	0
	Left-Through		0			0	
	Through	949	3	316	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1008	3	**315**	0	0	0
	Through-Right		1			0	
	Right	250	0	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	370		North-South:	0
			East-West:	753		East-West:	0
			SUM:	1123		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.788			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.788			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet (Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	312	1	**312**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	298	1	**298**	0	0	0
	Left-Through		0			0	
	Through	1443	3	481	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1077	3	**297**	0	0	0
	Through-Right		1			0	
	Right	109	0	109	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	312		*North-South:*	0
			East-West:	595		*East-West:*	0
			SUM:	907		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.636			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.636			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	2	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	103	0	103	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	380	1	**242**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	994	3	**300**	0	0	**0**
	Through-Right		1			0	
	Right	204	0	204	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	217	1	**217**	0	0	**0**
	Left-Through		0			0	
	Through	1024	3	341	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	242		*North-South:*	0
			East-West:	517		*East-West:*	0
			SUM:	759		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.533			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.533			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	2	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	132	0	132	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	366	1	**249**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1255	3	**353**	0	0	**0**
	Through-Right		1			0	
	Right	157	0	157	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	287	1	**287**	0	0	**0**
	Left-Through		0			0	
	Through	1015	3	338	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	249		*North-South:*	0
			East-West:	640		*East-West:*	0
			SUM:	889		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.624			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.624			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	2	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	232	0	232	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	436	1	**334**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1502	3	**417**	0	0	**0**
	Through-Right		1			0	
	Right	165	0	165	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	201	1	**201**	0	0	**0**
	Left-Through		0			0	
	Through	1056	3	352	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	334		*North-South:*	0
			East-West:	618		*East-West:*	0
			SUM:	952		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.668			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.668			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 3		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	1	8	0	0	0
	Left-Through		0			0	
	Through	2335	4	584	0	0	0
	Through-Right		0			0	
	Right	192	1	171	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	201	2	111	0	0	0
	Left-Through		0			0	
	Through	1503	3	501	0	0	0
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	24	1	24	0	0	0
	Left-Through		0			0	
	Through	0	0	14	0	0	0
	Through-Right		1			0	
	Right	14	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	1	21	0	0	0
	Left-Through		0			0	
	Through	2	0	21	0	0	0
	Through-Right		0			0	
	Right	32	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	695		North-South:	0
			East-West:	45		East-West:	0
			SUM:	740		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.538			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.538			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 3		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	13	1	13	0	0	0
	Left-Through		0			0	
	Through	1552	4	388	0	0	0
	Through-Right		0			0	
	Right	155	1	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	21	2	12	0	0	0
	Left-Through		0			0	
	Through	1485	3	495	0	0	0
	Through-Right		0			0	
	Right	13	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	13	1	13	0	0	0
	Left-Through		0			0	
	Through	0	0	13	0	0	0
	Through-Right		1			0	
	Right	13	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	112	1	77	0	0	0
	Left-Through		0			0	
	Through	0	0	77	0	0	0
	Through-Right		0			0	
	Right	118	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	508		North-South:	0
			East-West:	90		East-West:	0
			SUM:	598		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.435			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.435			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 3		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	1	16	0	0	0
	Left-Through		0			0	
	Through	1930	4	483	0	0	0
	Through-Right		0			0	
	Right	98	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	102	2	56	0	0	0
	Left-Through		0			0	
	Through	2285	3	762	0	0	0
	Through-Right		0			0	
	Right	19	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	19	1	19	0	0	0
	Left-Through		0			0	
	Through	1	0	14	0	0	0
	Through-Right		1			0	
	Right	13	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	137	1	111	0	0	0
	Left-Through		0			0	
	Through	1	0	111	0	0	0
	Through-Right		0			0	
	Right	196	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	778		North-South:	0
			East-West:	130		East-West:	0
			SUM:	908		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.660			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.660			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 3	WB-- 3		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	73	1	73	0	0	0
	Left-Through		0			0	
	Through	1445	3	384	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	156	1	156	0	0	0
	Left-Through		0			0	
	Through	1155	2	400	0	0	0
	Through-Right		1			0	
	Right	45	0	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	243	1	243	0	0	0
	Left-Through		0			0	
	Through	349	2	175	0	0	0
	Through-Right		0			0	
	Right	120	1	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	148	1	148	0	0	0
	Left-Through		0			0	
	Through	340	2	170	0	0	0
	Through-Right		0			0	
	Right	250	1	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	540		North-South:	0
			East-West:	413		East-West:	0
			SUM:	953		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.693			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.693			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	91	1	91	0	0	**0**
	Left-Through		0			0	
	Through	966	3	**269**	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	203	1	**203**	0	0	0
	Left-Through		0			0	
	Through	731	2	271	0	0	**0**
	Through-Right		1			0	
	Right	83	0	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	136	1	**136**	0	0	0
	Left-Through		0			0	
	Through	242	2	121	0	0	**0**
	Through-Right		0			0	
	Right	73	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	139	1	139	0	0	**0**
	Left-Through		0			0	
	Through	366	2	**183**	0	0	0
	Through-Right		0			0	
	Right	220	1	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	472		*North-South:*	0
			East-West:	319		*East-West:*	0
			SUM:	791		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.575			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.575			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	141	1	141	0	0	**0**
	Left-Through		0			0	
	Through	1473	3	**407**	0	0	0
	Through-Right		1			0	
	Right	155	0	155	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	268	1	**268**	0	0	0
	Left-Through		0			0	
	Through	1412	2	516	0	0	**0**
	Through-Right		1			0	
	Right	136	0	136	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	125	1	125	0	0	0
	Left-Through		0			0	
	Through	275	2	**138**	0	0	**0**
	Through-Right		0			0	
	Right	77	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	168	1	**168**	0	0	**0**
	Left-Through		0			0	
	Through	354	2	177	0	0	0
	Through-Right		0			0	
	Right	254	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	675		*North-South:*	0
			East-West:	306		*East-West:*	0
			SUM:	981		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.713			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.713			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	65	2	36	0	0	**0**
	Left-Through		0			0	
	Through	1810	3	**603**	0	0	0
	Through-Right		0			0	
	Right	197	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	104	2	**57**	0	0	0
	Left-Through		0			0	
	Through	1544	3	394	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	78	1	78	0	0	0
	Left-Through		0			0	
	Through	78	1	78	0	0	**0**
	Through-Right		0			0	
	Right	185	1	**149**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	146	1	**87**	0	0	**0**
	Left-Through		1			0	
	Through	27	0	87	0	0	0
	Through-Right		0			0	
	Right	121	1	64	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	660		*North-South:*	0
			East-West:	236		*East-West:*	0
			SUM:	896		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.652			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.652			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	117	2	64	0	0	**0**
	Left-Through		0			0	
	Through	1711	3	**570**	0	0	0
	Through-Right		0			0	
	Right	303	1	141	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	175	2	**96**	0	0	0
	Left-Through		0			0	
	Through	1738	3	451	0	0	**0**
	Through-Right		1			0	
	Right	64	0	64	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	63	1	**63**	0	0	0
	Left-Through		0			0	
	Through	63	1	63	0	0	**0**
	Through-Right		0			0	
	Right	55	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	277	1	**162**	0	0	**0**
	Left-Through		1			0	
	Through	47	0	162	0	0	0
	Through-Right		0			0	
	Right	181	1	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	666		*North-South:*	0
			East-West:	225		*East-West:*	0
			SUM:	891		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.648			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.648			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 3	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	145	2	80	0	0	**0**
	Left-Through		0			0	
	Through	1859	3	**620**	0	0	0
	Through-Right		0			0	
	Right	352	1	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	2	**61**	0	0	0
	Left-Through		0			0	
	Through	2137	3	563	0	0	**0**
	Through-Right		1			0	
	Right	114	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	66	1	66	0	0	0
	Left-Through		0			0	
	Through	77	1	**77**	0	0	**0**
	Through-Right		0			0	
	Right	97	1	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	284	1	**192**	0	0	**0**
	Left-Through		1			0	
	Through	99	0	192	0	0	0
	Through-Right		0			0	
	Right	159	1	98	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	681		North-South:	0
			East-West:	269		East-West:	0
			SUM:	950		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.691			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.691			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 2		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	126	1	126	0	0	**0**
	Left-Through		0			0	
	Through	1426	3	**475**	0	0	0
	Through-Right		0			0	
	Right	319	1	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	135	1	**135**	0	0	0
	Left-Through		0			0	
	Through	1100	2	379	0	0	**0**
	Through-Right		1			0	
	Right	38	0	38	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	509	1	**268**	0	0	**0**
	Through-Right		1			0	
	Right	26	0	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	2	**127**	0	0	**0**
	Left-Through		0			0	
	Through	421	1	245	0	0	0
	Through-Right		1			0	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	610		North-South:	0
			East-West:	395		East-West:	0
			SUM:	1005		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.731			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.731			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 2		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	87	1	87	0	0	**0**
	Left-Through		0			0	
	Through	1380	3	**460**	0	0	0
	Through-Right		0			0	
	Right	275	1	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	183	1	**183**	0	0	0
	Left-Through		0			0	
	Through	998	2	363	0	0	**0**
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	11	0	0	0	0	0
	Left-Through		0			0	
	Through	463	1	**301**	0	0	**0**
	Through-Right		1			0	
	Right	139	0	139	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	332	2	**183**	0	0	**0**
	Left-Through		0			0	
	Through	508	1	286	0	0	0
	Through-Right		1			0	
	Right	64	0	64	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	643		North-South:	0
			East-West:	484		East-West:	0
			SUM:	1127		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.820			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.820			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 2		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	87	1	87	0	0	**0**
	Left-Through		0			0	
	Through	1472	3	**491**	0	0	0
	Through-Right		0			0	
	Right	281	1	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	207	1	**207**	0	0	0
	Left-Through		0			0	
	Through	1455	2	513	0	0	**0**
	Through-Right		1			0	
	Right	85	0	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	0	0	0	0	0
	Left-Through		0			0	
	Through	475	1	**295**	0	0	**0**
	Through-Right		1			0	
	Right	115	0	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	388	2	**213**	0	0	**0**
	Left-Through		0			0	
	Through	637	1	349	0	0	0
	Through-Right		1			0	
	Right	61	0	61	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	698		North-South:	0
			East-West:	508		East-West:	0
			SUM:	1206		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.877			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.877			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	1522	4	**533**	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	1514	0	0	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	142	0	0	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	1191	4	**298**	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	14	1	14	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	0	0	0	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	1427	4	**233**	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	0	0	0	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	10	1	10	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	831		*North-South:*	0
		East-West:	233		*East-West:*	0
		SUM:	1064		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.709			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.709			0.000
LEVEL OF SERVICE (LOS):			C			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	1087	4	**380**	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	1211	0	0	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	163	0	0	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	1360	4	**340**	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	38	1	38	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	0	0	0	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	915	4	**130**	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	0	0	0	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	34	1	34	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	720		*North-South:*	0
		East-West:	130		*East-West:*	0
		SUM:	850		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.567			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.567			0.000
LEVEL OF SERVICE (LOS):			A			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	1751	4	**613**	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	1659	0	0	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	269	0	0	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	1691	4	**423**	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	28	1	28	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	0	0	0	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	1584	4	**248**	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	0	0	0	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	29	1	29	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	1036		*North-South:*	0
		East-West:	248		*East-West:*	0
		SUM:	1284		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.856			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.856			0.000
LEVEL OF SERVICE (LOS):			D			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	3	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	153	2	84	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	1385	1	**753**	0	0	0
NORTHBOUND Through-Right		1			0	
NORTHBOUND Right	121	0	121	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	187	2	**103**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	1286	1	665	0	0	**0**
SOUTHBOUND Through-Right		1			0	
SOUTHBOUND Right	43	0	43	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	65	2	36	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	756	3	**252**	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	125	1	41	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	279	2	**153**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	594	2	297	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	241	1	138	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	856		*North-South:*	0
		East-West:	405		*East-West:*	0
		SUM:	1261		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.917			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.917			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	211	2	116	0	0	**0**
	Left-Through		0			0	
	Through	1334	1	**730**	0	0	0
	Through-Right		1			0	
	Right	126	0	126	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	218	2	**120**	0	0	0
	Left-Through		0			0	
	Through	1326	1	716	0	0	**0**
	Through-Right		1			0	
	Right	106	0	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	107	2	**59**	0	0	0
	Left-Through		0			0	
	Through	585	3	195	0	0	**0**
	Through-Right		0			0	
	Right	149	1	33	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	259	2	142	0	0	**0**
	Left-Through		0			0	
	Through	691	2	**346**	0	0	0
	Through-Right		0			0	
	Right	199	1	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	850		*North-South:*	0
			East-West:	405		*East-West:*	0
			SUM:	1255		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.913			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.913			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	183	2	**101**	0	0	**0**
	Left-Through		0			0	
	Through	1277	1	696	0	0	0
	Through-Right		1			0	
	Right	114	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	269	2	148	0	0	0
	Left-Through		0			0	
	Through	1553	1	**803**	0	0	**0**
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	86	2	**47**	0	0	0
	Left-Through		0			0	
	Through	851	3	284	0	0	**0**
	Through-Right		0			0	
	Right	215	1	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	295	2	162	0	0	**0**
	Left-Through		0			0	
	Through	836	2	**418**	0	0	0
	Through-Right		0			0	
	Right	192	1	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	904		*North-South:*	0
			East-West:	465		*East-West:*	0
			SUM:	1369		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.996			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.996			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	429	2	**236**	0	0	**0**
	Left-Through		0			0	
	Through	1530	2	547	0	0	0
	Through-Right		1			0	
	Right	112	0	112	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	257	2	141	0	0	0
	Left-Through		0			0	
	Through	1380	2	**510**	0	0	**0**
	Through-Right		1			0	
	Right	149	0	149	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	94	2	**52**	0	0	0
	Left-Through		0			0	
	Through	615	2	308	0	0	**0**
	Through-Right		0			0	
	Right	391	1	155	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	2	105	0	0	**0**
	Left-Through		0			0	
	Through	730	2	**365**	0	0	0
	Through-Right		0			0	
	Right	224	1	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	746		*North-South:*	0
			East-West:	417		*East-West:*	0
			SUM:	1163		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.846			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.846			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	475	2	261	0	0	**0**
	Left-Through		0			0	
	Through	1241	2	**489**	0	0	0
	Through-Right		1			0	
	Right	226	0	226	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	401	2	**221**	0	0	0
	Left-Through		0			0	
	Through	1131	2	437	0	0	**0**
	Through-Right		1			0	
	Right	179	0	179	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	135	2	74	0	0	0
	Left-Through		0			0	
	Through	569	2	**285**	0	0	**0**
	Through-Right		0			0	
	Right	358	1	97	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	483	2	**266**	0	0	**0**
	Left-Through		0			0	
	Through	883	2	442	0	0	0
	Through-Right		0			0	
	Right	399	1	178	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	710		*North-South:*	0
			East-West:	551		*East-West:*	0
			SUM:	1261		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.917			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.917			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	433	2	**238**	0	0	**0**
	Left-Through		0			0	
	Through	1169	2	452	0	0	0
	Through-Right		1			0	
	Right	187	0	187	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	260	2	143	0	0	0
	Left-Through		0			0	
	Through	1467	2	**535**	0	0	**0**
	Through-Right		1			0	
	Right	137	0	137	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	128	2	70	0	0	0
	Left-Through		0			0	
	Through	718	2	**359**	0	0	**0**
	Through-Right		0			0	
	Right	408	1	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	531	2	**292**	0	0	**0**
	Left-Through		0			0	
	Through	684	2	342	0	0	0
	Through-Right		0			0	
	Right	360	1	217	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	773		*North-South:*	0
			East-West:	651		*East-West:*	0
			SUM:	1424		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.036			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.036			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	1872	3	**471**	0	0	0
	Through-Right		1			0	
	Right	13	0	13	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	97	1	**97**	0	0	0
	Left-Through		0			0	
	Through	1289	2	449	0	0	**0**
	Through-Right		1			0	
	Right	58	0	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	307	2	**169**	0	0	0
	Left-Through		0			0	
	Through	34	0	69	0	0	**0**
	Through-Right		1			0	
	Right	35	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	16	1	16	0	0	0
	Through-Right		0			0	
	Right	245	1	**148**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	568		*North-South:*	0
			East-West:	317		*East-West:*	0
			SUM:	885		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.644			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.644			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	46	1	46	0	0	**0**
	Left-Through		0			0	
	Through	1395	3	**355**	0	0	0
	Through-Right		1			0	
	Right	25	0	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	158	1	**158**	0	0	0
	Left-Through		0			0	
	Through	1177	2	436	0	0	**0**
	Through-Right		1			0	
	Right	132	0	132	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	123	2	68	0	0	0
	Left-Through		0			0	
	Through	53	0	**109**	0	0	**0**
	Through-Right		1			0	
	Right	56	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	**40**	0	0	**0**
	Left-Through		0			0	
	Through	37	1	37	0	0	0
	Through-Right		0			0	
	Right	183	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	513		*North-South:*	0
			East-West:	149		*East-West:*	0
			SUM:	662		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.481			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.481			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	37	1	**37**	0	0	**0**
	Left-Through		0			0	
	Through	1758	3	450	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	274	1	274	0	0	0
	Left-Through		0			0	
	Through	1920	2	**702**	0	0	**0**
	Through-Right		1			0	
	Right	186	0	186	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	109	2	60	0	0	0
	Left-Through		0			0	
	Through	70	0	**100**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	51	1	**51**	0	0	**0**
	Left-Through		0			0	
	Through	47	1	47	0	0	0
	Through-Right		0			0	
	Right	161	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	739		*North-South:*	0
			East-West:	151		*East-West:*	0
			SUM:	890		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.647			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.647			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 3		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1455	3	**485**	0	0	0
	Through-Right		0			0	
	Right	252	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	765	2	**421**	0	0	0
	Left-Through		0			0	
	Through	1163	3	388	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	159	2	**87**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	768	2	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	906		*North-South:*	0
			East-West:	87		*East-West:*	0
			SUM:	993		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.697			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.697			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 3		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1529	3	**510**	0	0	0
	Through-Right		0			0	
	Right	171	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	733	2	**403**	0	0	0
	Left-Through		0			0	
	Through	1395	3	465	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	166	2	**91**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	732	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	913		*North-South:*	0
			East-West:	91		*East-West:*	0
			SUM:	1004		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.705			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.705			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 3		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1664	3	**555**	0	0	0
	Through-Right		0			0	
	Right	237	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	830	2	**457**	0	0	0
	Left-Through		0			0	
	Through	1798	3	599	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	2	**132**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	719	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1012		*North-South:*	0
			East-West:	132		*East-West:*	0
			SUM:	1144		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.803			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.803			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 3		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	21	1	21	0	0	**0**
	Left-Through		0			0	
	Through	774	2	**387**	0	0	0
	Through-Right		0			0	
	Right	132	1	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	81	1	**81**	0	0	0
	Left-Through		0			0	
	Through	159	1	84	0	0	**0**
	Through-Right		1			0	
	Right	9	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	31	1	**31**	0	0	0
	Left-Through		0			0	
	Through	8	1	8	0	0	**0**
	Through-Right		1			0	
	Right	17	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	135	1	135	0	0	**0**
	Left-Through		0			0	
	Through	26	1	26	0	0	0
	Through-Right		0			0	
	Right	340	1	**259**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	468		*North-South:*	0
			East-West:	290		*East-West:*	0
			SUM:	758		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.551			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.551			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	25	1	25	0	0	**0**
	Left-Through		0			0	
	Through	264	2	**132**	0	0	0
	Through-Right		0			0	
	Right	84	1	27	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	23	1	19	0	0	**0**
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	173	1	**173**	0	0	0
	Left-Through		0			0	
	Through	219	1	116	0	0	**0**
	Through-Right		1			0	
	Right	12	0	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	114	1	114	0	0	**0**
	Left-Through		0			0	
	Through	55	1	55	0	0	0
	Through-Right		0			0	
	Right	229	1	**199**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	162		*North-South:*	0
			East-West:	372		*East-West:*	0
			SUM:	534		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.388			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.388			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	28	1	28	0	0	**0**
	Left-Through		0			0	
	Through	346	2	**173**	0	0	0
	Through-Right		0			0	
	Right	126	1	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	25	1	**25**	0	0	0
	Left-Through		0			0	
	Through	26	1	24	0	0	**0**
	Through-Right		1			0	
	Right	22	0	22	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	265	1	265	0	0	0
	Left-Through		0			0	
	Through	592	1	**303**	0	0	**0**
	Through-Right		1			0	
	Right	13	0	13	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	94	1	94	0	0	**0**
	Left-Through		0			0	
	Through	37	1	37	0	0	0
	Through-Right		0			0	
	Right	176	1	**151**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	198		*North-South:*	0
			East-West:	454		*East-West:*	0
			SUM:	652		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.474			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.474			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	80	1	80	0	0	**0**
	Left-Through		0			0	
	Through	1230	3	**410**	0	0	0
	Through-Right		0			0	
	Right	55	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	115	1	**115**	0	0	0
	Left-Through		0			0	
	Through	894	3	298	0	0	**0**
	Through-Right		0			0	
	Right	129	1	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	154	2	**85**	0	0	0
	Left-Through		0			0	
	Through	474	2	237	0	0	**0**
	Through-Right		0			0	
	Right	61	1	21	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	790	1	**556**	0	0	0
	Through-Right		1			0	
	Right	322	0	322	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	525		*North-South:*	0
			East-West:	641		*East-West:*	0
			SUM:	1166		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.848			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.848			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	137	1	137	0	0	**0**
	Left-Through		0			0	
	Through	997	3	**332**	0	0	0
	Through-Right		0			0	
	Right	109	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	188	1	**188**	0	0	0
	Left-Through		0			0	
	Through	857	3	286	0	0	**0**
	Through-Right		0			0	
	Right	241	1	184	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	207	2	**114**	0	0	0
	Left-Through		0			0	
	Through	628	2	314	0	0	**0**
	Through-Right		0			0	
	Right	70	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	592	1	**401**	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	520		*North-South:*	0
			East-West:	515		*East-West:*	0
			SUM:	1035		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.753			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.753			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	135	1	135	0	0	**0**
	Left-Through		0			0	
	Through	1379	3	**460**	0	0	0
	Through-Right		0			0	
	Right	100	1	13	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	233	1	**233**	0	0	0
	Left-Through		0			0	
	Through	1485	3	495	0	0	**0**
	Through-Right		0			0	
	Right	274	1	222	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	2	**105**	0	0	0
	Left-Through		0			0	
	Through	767	2	384	0	0	**0**
	Through-Right		0			0	
	Right	77	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	1	87	0	0	**0**
	Left-Through		0			0	
	Through	578	1	**378**	0	0	0
	Through-Right		1			0	
	Right	178	0	178	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	693		*North-South:*	0
			East-West:	483		*East-West:*	0
			SUM:	1176		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.855			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.855			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	391	2	215	0	0	**0**
	Left-Through		0			0	
	Through	336	1	**336**	0	0	0
	Through-Right		0			0	
	Right	282	1	219	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	46	1	46	0	0	0
	Left-Through		0			0	
	Through	123	0	**131**	0	0	**0**
	Through-Right		1			0	
	Right	8	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	1	51	0	0	0
	Left-Through		0			0	
	Through	512	2	**256**	0	0	**0**
	Through-Right		0			0	
	Right	208	1	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	127	1	**127**	0	0	**0**
	Left-Through		0			0	
	Through	376	1	213	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	467		*North-South:*	0
			East-West:	383		*East-West:*	0
			SUM:	850		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.596			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.596			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	250	2	138	0	0	**0**
	Left-Through		0			0	
	Through	201	1	**201**	0	0	0
	Through-Right		0			0	
	Right	191	1	109	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	142	0	**180**	0	0	**0**
	Through-Right		1			0	
	Right	38	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	41	1	41	0	0	0
	Left-Through		0			0	
	Through	441	2	**221**	0	0	**0**
	Through-Right		0			0	
	Right	172	1	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	164	1	**164**	0	0	**0**
	Left-Through		0			0	
	Through	508	1	276	0	0	0
	Through-Right		1			0	
	Right	44	0	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	381		*North-South:*	0
			East-West:	385		*East-West:*	0
			SUM:	766		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.538			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.538			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	398	2	**219**	0	0	**0**
	Left-Through		0			0	
	Through	218	1	218	0	0	0
	Through-Right		0			0	
	Right	186	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	114	1	114	0	0	0
	Left-Through		0			0	
	Through	441	0	**478**	0	0	**0**
	Through-Right		1			0	
	Right	37	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	31	1	31	0	0	0
	Left-Through		0			0	
	Through	531	2	**266**	0	0	**0**
	Through-Right		0			0	
	Right	294	1	185	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	152	1	**152**	0	0	**0**
	Left-Through		0			0	
	Through	656	1	349	0	0	0
	Through-Right		1			0	
	Right	42	0	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	697		*North-South:*	0
			East-West:	418		*East-West:*	0
			SUM:	1115		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.782			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.782			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0	NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	90	0	0	**0**	146	1	146	0	0	**0**
	Left-Through		0			0			0			0	
	Through	949	2	**475**	0	0	0	678	2	**339**	0	0	0
	Through-Right		0			0			0			0	
	Right	126	1	0	0	0	0	185	1	40	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	151	1	**151**	0	0	0	127	1	**127**	0	0	0
	Left-Through		0			0			0			0	
	Through	554	2	277	0	0	**0**	557	2	279	0	0	**0**
	Through-Right		0			0			0			0	
	Right	105	1	0	0	0	0	134	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	214	2	118	0	0	0	250	2	**138**	0	0	0
	Left-Through		0			0			0			0	
	Through	1348	3	**449**	0	0	**0**	1160	3	387	0	0	**0**
	Through-Right		0			0			0			0	
	Right	114	1	69	0	0	0	117	1	44	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	271	2	**149**	0	0	**0**	264	2	145	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1238	3	413	0	0	0	1188	3	**396**	0	0	0
	Through-Right		0			0			0			0	
	Right	169	1	94	0	0	0	109	1	46	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	626		North-South:	0		North-South:	466		North-South:	0
			East-West:	598		East-West:	0		East-West:	534		East-West:	0
			SUM:	1224		SUM:	0		SUM:	1000		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.859			0.000			0.702			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.859			0.000			0.702			0.000
LEVEL OF SERVICE (LOS):				D			A			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	157	1	157	0	0	**0**						
	Left-Through		0			0							
	Through	996	2	**498**	0	0	0						
	Through-Right		0			0							
	Right	188	1	24	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	187	1	**187**	0	0	0						
	Left-Through		0			0							
	Through	895	2	448	0	0	**0**						
	Through-Right		0			0							
	Right	142	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	268	2	147	0	0	0						
	Left-Through		0			0							
	Through	1367	3	**456**	0	0	**0**						
	Through-Right		0			0							
	Right	158	1	80	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	298	2	**164**	0	0	**0**						
	Left-Through		0			0							
	Through	1258	3	419	0	0	0						
	Through-Right		0			0							
	Right	81	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	685		North-South:	0						
			East-West:	620		East-West:	0						
			SUM:	1305		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.916			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.916			0.000						
LEVEL OF SERVICE (LOS):				E			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	0	0	0	0	0	**0**						
	Left-Through		0			0							
	Through	569	2	**285**	0	0	0						
	Through-Right		0			0							
	Right	240	1	142	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	56	1	**56**	0	0	0						
	Left-Through		0			0							
	Through	402	2	201	0	0	**0**						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	0	0	**0**	0	0	**0**						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	178	2	**98**	0	0	**0**						
	Left-Through		0			0							
	Through	0	0	0	0	0	0						
	Through-Right		0			0							
	Right	39	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	341		North-South:	0						
			East-West:	98		East-West:	0						
			SUM:	439		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.308			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.308			0.000						
LEVEL OF SERVICE (LOS):				A			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	284	2	**142**	0	0	0
	Through-Right		0			0	
	Right	224	1	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	71	1	**71**	0	0	0
	Left-Through		0			0	
	Through	273	2	137	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	152	2	**84**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	77	1	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	213		*North-South:*	0
			East-West:	84		*East-West:*	0
			SUM:	297		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.208			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.208			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	503	2	**252**	0	0	0
	Through-Right		0			0	
	Right	199	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	63	1	**63**	0	0	0
	Left-Through		0			0	
	Through	423	2	212	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	162	2	**89**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	104	1	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	315		*North-South:*	0
			East-West:	89		*East-West:*	0
			SUM:	404		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.284			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.284			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	547	1	**365**	0	0	0
	Through-Right		1			0	
	Right	182	0	182	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	117	1	**117**	0	0	0
	Left-Through		0			0	
	Through	362	1	205	0	0	**0**
	Through-Right		1			0	
	Right	48	0	48	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	153	1	153	0	0	0
	Left-Through		0			0	
	Through	1423	2	**508**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	337	1	**337**	0	0	**0**
	Left-Through		0			0	
	Through	979	3	271	0	0	0
	Through-Right		1			0	
	Right	103	0	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	482		*North-South:*	0
			East-West:	845		*East-West:*	0
			SUM:	1327		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.965			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.965			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	231	1	**231**	0	0	**0**
	Left-Through		0			0	
	Through	256	1	220	0	0	0
	Through-Right		1			0	
	Right	184	0	184	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	85	1	85	0	0	0
	Left-Through		0			0	
	Through	310	1	**188**	0	0	**0**
	Through-Right		1			0	
	Right	66	0	66	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	91	1	91	0	0	0
	Left-Through		0			0	
	Through	1168	2	**416**	0	0	**0**
	Through-Right		1			0	
	Right	81	0	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	267	1	**267**	0	0	**0**
	Left-Through		0			0	
	Through	1088	3	295	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	419		*North-South:*	0
			East-West:	683		*East-West:*	0
			SUM:	1102		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.801			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.801			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	186	1	**186**	0	0	**0**
	Left-Through		0			0	
	Through	559	1	372	0	0	0
	Through-Right		1			0	
	Right	185	0	185	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	118	1	118	0	0	0
	Left-Through		0			0	
	Through	633	1	**346**	0	0	**0**
	Through-Right		1			0	
	Right	59	0	59	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	115	1	115	0	0	0
	Left-Through		0			0	
	Through	1559	2	**556**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	218	1	**218**	0	0	**0**
	Left-Through		0			0	
	Through	1235	3	331	0	0	0
	Through-Right		1			0	
	Right	88	0	88	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	532		*North-South:*	0
			East-West:	774		*East-West:*	0
			SUM:	1306		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.950			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.950			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	141	1	141	0	0	**0**
	Left-Through		0			0	
	Through	1189	2	**595**	0	0	0
	Through-Right		0			0	
	Right	215	1	139	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	69	1	**69**	0	0	0
	Left-Through		0			0	
	Through	313	2	157	0	0	**0**
	Through-Right		0			0	
	Right	73	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	167	1	**167**	0	0	0
	Left-Through		0			0	
	Through	835	3	278	0	0	**0**
	Through-Right		0			0	
	Right	335	1	265	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	153	1	153	0	0	**0**
	Left-Through		0			0	
	Through	1082	3	**361**	0	0	0
	Through-Right		0			0	
	Right	45	1	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	664		*North-South:*	0
			East-West:	528		*East-West:*	0
			SUM:	1192		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.867			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.867			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	242	1	242	0	0	**0**
	Left-Through		0			0	
	Through	836	2	**418**	0	0	0
	Through-Right		0			0	
	Right	324	1	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	73	1	**73**	0	0	0
	Left-Through		0			0	
	Through	452	2	226	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	1024	3	341	0	0	**0**
	Through-Right		0			0	
	Right	358	1	237	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	129	1	129	0	0	**0**
	Left-Through		0			0	
	Through	1110	3	**370**	0	0	0
	Through-Right		0			0	
	Right	67	1	31	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	491		*North-South:*	0
			East-West:	550		*East-West:*	0
			SUM:	1041		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.757			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.757			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	246	1	246	0	0	**0**
	Left-Through		0			0	
	Through	1492	2	**746**	0	0	0
	Through-Right		0			0	
	Right	354	1	313	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	85	1	**85**	0	0	0
	Left-Through		0			0	
	Through	759	2	380	0	0	**0**
	Through-Right		0			0	
	Right	73	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	219	1	**219**	0	0	0
	Left-Through		0			0	
	Through	1423	3	474	0	0	**0**
	Through-Right		0			0	
	Right	289	1	166	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	83	1	83	0	0	**0**
	Left-Through		0			0	
	Through	1205	3	**402**	0	0	0
	Through-Right		0			0	
	Right	45	1	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	831		*North-South:*	0
			East-West:	621		*East-West:*	0
			SUM:	1452		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.056			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.056			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB--		0
	EB-- 0	WB-- 0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	131	1	131	0	0	**0**
	Left-Through		0			0	
	Through	1365	3	**455**	0	0	0
	Through-Right		0			0	
	Right	28	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	983	3	328	0	0	**0**
	Through-Right		0			0	
	Right	57	1	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	15	1	**15**	0	0	0
	Left-Through		0			0	
	Through	179	1	114	0	0	**0**
	Through-Right		1			0	
	Right	49	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	51	1	51	0	0	**0**
	Left-Through		0			0	
	Through	236	1	**184**	0	0	0
	Through-Right		1			0	
	Right	131	0	131	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	525		*North-South:*	0
			East-West:	199		*East-West:*	0
			SUM:	724		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.527			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.527			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB--		0
	EB-- 0	WB-- 0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	1162	3	**387**	0	0	0
	Through-Right		0			0	
	Right	73	1	8	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1139	3	380	0	0	**0**
	Through-Right		0			0	
	Right	68	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	66	1	**66**	0	0	0
	Left-Through		0			0	
	Through	185	1	167	0	0	**0**
	Through-Right		1			0	
	Right	149	0	149	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	65	1	65	0	0	**0**
	Left-Through		0			0	
	Through	274	1	**198**	0	0	0
	Through-Right		1			0	
	Right	122	0	122	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	517		*North-South:*	0
			East-West:	264		*East-West:*	0
			SUM:	781		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.568			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.568			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB--		0
	EB-- 0	WB-- 0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	256	1	**256**	0	0	**0**
	Left-Through		0			0	
	Through	1381	3	460	0	0	0
	Through-Right		0			0	
	Right	51	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1526	3	**509**	0	0	**0**
	Through-Right		0			0	
	Right	83	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	33	1	**33**	0	0	0
	Left-Through		0			0	
	Through	201	1	149	0	0	**0**
	Through-Right		1			0	
	Right	96	0	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	82	1	82	0	0	**0**
	Left-Through		0			0	
	Through	266	1	**217**	0	0	0
	Through-Right		1			0	
	Right	167	0	167	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	765		*North-South:*	0
			East-West:	250		*East-West:*	0
			SUM:	1015		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.738			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.738			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	NB-- 0	SB--		0
	EB-- 0	WB-- 0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	1	32	0	0	**0**
	Left-Through		0			0	
	Through	1890	2	**634**	0	0	0
	Through-Right		1			0	
	Right	11	0	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	57	1	**57**	0	0	0
	Left-Through		0			0	
	Through	1069	2	400	0	0	**0**
	Through-Right		1			0	
	Right	131	0	131	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	492	2	**271**	0	0	0
	Left-Through		0			0	
	Through	30	1	30	0	0	**0**
	Through-Right		0			0	
	Right	69	1	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	39	1	39	0	0	**0**
	Left-Through		0			0	
	Through	34	1	34	0	0	0
	Through-Right		0			0	
	Right	146	1	**118**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	691		*North-South:*	0
			East-West:	389		*East-West:*	0
			SUM:	1080		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.758			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.758			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	55	1	55	0	0	0
Left-Through		0			0	
Through	1350	2	458	0	0	0
Through-Right		1			0	
Right	25	0	25	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	90	1	90	0	0	0
Left-Through		0			0	
Through	1265	2	484	0	0	0
Through-Right		1			0	
Right	186	0	186	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	220	2	121	0	0	0
Left-Through		0			0	
Through	25	1	25	0	0	0
Through-Right		0			0	
Right	65	1	38	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	41	1	41	0	0	0
Left-Through		0			0	
Through	38	1	38	0	0	0
Through-Right		0			0	
Right	73	1	28	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	548		North-South:	0
		East-West:	162		East-West:	0
		SUM:	710		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.498			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.498			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	57	1	57	0	0	0
Left-Through		0			0	
Through	1615	2	548	0	0	0
Through-Right		1			0	
Right	29	0	29	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	151	1	151	0	0	0
Left-Through		0			0	
Through	2132	2	823	0	0	0
Through-Right		1			0	
Right	337	0	337	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	197	2	108	0	0	0
Left-Through		0			0	
Through	41	1	41	0	0	0
Through-Right		0			0	
Right	48	1	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	38	1	38	0	0	0
Left-Through		0			0	
Through	44	1	44	0	0	0
Through-Right		0			0	
Right	61	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	880		North-South:	0
		East-West:	152		East-West:	0
		SUM:	1032		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.724			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.724			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	44	1	44	0	0	0
Left-Through		0			0	
Through	1696	2	567	0	0	0
Through-Right		1			0	
Right	5	0	5	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	4	1	4	0	0	0
Left-Through		0			0	
Through	1129	3	376	0	0	0
Through-Right		0			0	
Right	78	1	19	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	119	1	119	0	0	0
Left-Through		0			0	
Through	24	1	24	0	0	0
Through-Right		0			0	
Right	64	1	42	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	17	1	17	0	0	0
Left-Through		0			0	
Through	43	0	105	0	0	0
Through-Right		1			0	
Right	62	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	571		North-South:	0
		East-West:	224		East-West:	0
		SUM:	795		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.530			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.530			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	55	1	55	0	0	0
Left-Through		0			0	
Through	1319	2	442	0	0	0
Through-Right		1			0	
Right	7	0	7	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	30	1	30	0	0	0
Left-Through		0			0	
Through	1255	3	418	0	0	0
Through-Right		0			0	
Right	110	1	61	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	98	1	98	0	0	0
Left-Through		0			0	
Through	33	1	33	0	0	0
Through-Right		0			0	
Right	66	1	39	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	18	1	18	0	0	0
Left-Through		0			0	
Through	24	0	67	0	0	0
Through-Right		1			0	
Right	43	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	473		North-South:	0
		East-West:	165		East-West:	0
		SUM:	638		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.425			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.425			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	99	1	**99**	0	0	**0**
	Left-Through		0			0	
	Through	1563	2	529	0	0	0
	Through-Right		1			0	
	Right	25	0	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	44	1	44	0	0	0
	Left-Through		0			0	
	Through	1969	3	**656**	0	0	**0**
	Through-Right		0			0	
	Right	156	1	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	82	1	**82**	0	0	0
	Left-Through		0			0	
	Through	56	1	56	0	0	**0**
	Through-Right		0			0	
	Right	120	1	71	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	16	1	16	0	0	**0**
	Left-Through		0			0	
	Through	44	0	**69**	0	0	0
	Through-Right		1			0	
	Right	25	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	755		*North-South:*	0
			East-West:	151		*East-West:*	0
			SUM:	906		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.604			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.604			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	17	0	0	**0**
	Left-Through		0			0	
	Through	1580	2	**530**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	15	1	**15**	0	0	0
	Left-Through		0			0	
	Through	1173	2	399	0	0	**0**
	Through-Right		1			0	
	Right	24	0	24	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	82	0	**82**	0	0	0
	Left-Through		0			0	
	Through	28	0	146	0	0	**0**
	Through-Right		0			0	
	Right	36	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	5	1	5	0	0	**0**
	Left-Through		0			0	
	Through	20	0	**95**	0	0	0
	Through-Right		1			0	
	Right	75	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	545		*North-South:*	0
			East-West:	177		*East-West:*	0
			SUM:	722		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.481			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.481			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	1	**21**	0	0	**0**
	Left-Through		0			0	
	Through	1258	2	424	0	0	0
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	1288	2	**441**	0	0	**0**
	Through-Right		1			0	
	Right	34	0	34	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	0	51	0	0	0
	Left-Through		0			0	
	Through	39	0	**122**	0	0	**0**
	Through-Right		0			0	
	Right	32	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	1	1	**1**	0	0	**0**
	Left-Through		0			0	
	Through	26	0	69	0	0	0
	Through-Right		1			0	
	Right	43	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	462		*North-South:*	0
			East-West:	123		*East-West:*	0
			SUM:	585		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.390			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.390			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	54	1	**54**	0	0	**0**
	Left-Through		0			0	
	Through	1593	2	536	0	0	0
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	66	1	66	0	0	0
	Left-Through		0			0	
	Through	1949	2	**665**	0	0	**0**
	Through-Right		1			0	
	Right	45	0	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	29	0	29	0	0	0
	Left-Through		0			0	
	Through	45	0	**108**	0	0	**0**
	Through-Right		0			0	
	Right	34	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	2	1	**2**	0	0	**0**
	Left-Through		0			0	
	Through	12	0	36	0	0	0
	Through-Right		1			0	
	Right	24	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	719		*North-South:*	0
			East-West:	110		*East-West:*	0
			SUM:	829		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.553			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.553			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** I-105 WB RAMPS N/O IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 1	SB-- WB--	1 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2010	3	**670**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1759	0	0	0	0	**0**
	Through-Right		0			0	
	Right	1379	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	745	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2048	3	**717**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	670		*North-South:*	0
			East-West:	717		*East-West:*	0
			SUM:	1387		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.925			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.925			0.000
LEVEL OF SERVICE (LOS):				E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** I-105 WB RAMPS N/O IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 1	SB-- WB--	1 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1824	3	**608**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1515	0	0	0	0	**0**
	Through-Right		0			0	
	Right	1808	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	475	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2067	3	**723**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	608		*North-South:*	0
			East-West:	723		*East-West:*	0
			SUM:	1331		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.887			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.887			0.000
LEVEL OF SERVICE (LOS):				D			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** I-105 WB RAMPS N/O IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 1	SB-- WB--	1 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2454	3	**818**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2222	0	0	0	0	**0**
	Through-Right		0			0	
	Right	2040	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	686	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	1738	3	**608**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	818		*North-South:*	0
			East-West:	608		*East-West:*	0
			SUM:	1426		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.951			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.951			0.000
LEVEL OF SERVICE (LOS):				E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- WB--	1 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	108	1	108	0	0	**0**
	Left-Through		0			0	
	Through	591	2	**296**	0	0	0
	Through-Right		0			0	
	Right	27	1	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	106	1	**106**	0	0	0
	Left-Through		0			0	
	Through	545	3	182	0	0	**0**
	Through-Right		0			0	
	Right	309	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	2	6	0	0	0
	Left-Through		0			0	
	Through	20	1	**20**	0	0	**0**
	Through-Right		0			0	
	Right	50	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	27	1	**27**	0	0	**0**
	Left-Through		0			0	
	Through	22	1	22	0	0	0
	Through-Right		0			0	
	Right	62	1	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	402		*North-South:*	0
			East-West:	47		*East-West:*	0
			SUM:	449		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.327			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.327			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		1	NB-- 0 SB--		0
		EB-- 3 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	117	1	117	0	0	**0**
	Left-Through		0			0	
	Through	890	2	**445**	0	0	0
	Through-Right		0			0	
	Right	27	1	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	45	1	**45**	0	0	0
	Left-Through		0			0	
	Through	676	3	225	0	0	**0**
	Through-Right		0			0	
	Right	321	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	43	2	**24**	0	0	0
	Left-Through		0			0	
	Through	37	1	37	0	0	**0**
	Through-Right		0			0	
	Right	79	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	26	1	26	0	0	**0**
	Left-Through		0			0	
	Through	38	1	38	0	0	0
	Through-Right		0			0	
	Right	85	1	**63**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	490		*North-South:*	0
			East-West:	87		*East-West:*	0
			SUM:	577		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.420			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.420			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		1	NB-- 0 SB--		0
		EB-- 3 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	106	1	106	0	0	**0**
	Left-Through		0			0	
	Through	1162	2	**581**	0	0	0
	Through-Right		0			0	
	Right	24	1	8	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	81	1	**81**	0	0	0
	Left-Through		0			0	
	Through	469	3	156	0	0	**0**
	Through-Right		0			0	
	Right	296	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	2	6	0	0	0
	Left-Through		0			0	
	Through	43	1	**43**	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	33	1	**33**	0	0	**0**
	Left-Through		0			0	
	Through	44	1	44	0	0	0
	Through-Right		0			0	
	Right	90	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	662		*North-South:*	0
			East-West:	76		*East-West:*	0
			SUM:	738		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.537			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.537			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	5	2	3	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	151	1	**126**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	1	**51**	0	0	0
	Left-Through		0			0	
	Through	21	2	11	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	428	1	**226**	0	0	0
	Through-Right		1			0	
	Right	23	0	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	126		*North-South:*	0
			East-West:	277		*East-West:*	0
			SUM:	403		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.269			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.269			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	58	2	32	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	189	1	**168**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	43	1	**43**	0	0	0
	Left-Through		0			0	
	Through	101	2	51	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	440	1	**228**	0	0	0
	Through-Right		1			0	
	Right	16	0	16	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	168		*North-South:*	0
			East-West:	271		*East-West:*	0
			SUM:	439		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.293			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.293			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	64	2	35	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	163	1	**147**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	32	1	**32**	0	0	0
	Left-Through		0			0	
	Through	10	2	5	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	417	1	**210**	0	0	0
	Through-Right		1			0	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	147		*North-South:*	0
			East-West:	242		*East-West:*	0
			SUM:	389		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.259			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.259			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	0	0	**0**
	Left-Through		1			0	
	Through	20	0	**30**	0	0	0
	Through-Right		0			0	
	Right	34	1	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	173	1	**173**	0	0	**0**
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	11	1	**11**	0	0	0
	Left-Through		0			0	
	Through	97	1	53	0	0	**0**
	Through-Right		1			0	
	Right	9	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	41	1	41	0	0	**0**
	Left-Through		0			0	
	Through	96	1	96	0	0	0
	Through-Right		0			0	
	Right	398	1	**388**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	203		*North-South:*	0
			East-West:	399		*East-West:*	0
			SUM:	602		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.422			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.422			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	0	16	0	0	**0**
	Left-Through		1			0	
	Through	41	0	**57**	0	0	0
	Through-Right		0			0	
	Right	22	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	26	1	**26**	0	0	**0**
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	92	1	**92**	0	0	0
	Left-Through		0			0	
	Through	124	1	74	0	0	**0**
	Through-Right		1			0	
	Right	24	0	24	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	61	1	61	0	0	**0**
	Left-Through		0			0	
	Through	110	1	110	0	0	0
	Through-Right		0			0	
	Right	440	1	**430**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	83		*North-South:*	0
			East-West:	522		*East-West:*	0
			SUM:	605		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.425			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.425			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	27	0	27	0	0	**0**
	Left-Through		1			0	
	Through	56	0	**83**	0	0	0
	Through-Right		0			0	
	Right	59	1	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	213	1	**213**	0	0	**0**
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	81	1	**81**	0	0	0
	Left-Through		0			0	
	Through	113	1	64	0	0	**0**
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	67	1	67	0	0	**0**
	Left-Through		0			0	
	Through	151	1	151	0	0	0
	Through-Right		0			0	
	Right	374	1	**364**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	296		*North-South:*	0
			East-West:	445		*East-West:*	0
			SUM:	741		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.520			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.520			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: 98TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: Analyst: Date:

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	80	0	0	**0**
	Left-Through		0			0	
	Through	705	2	**353**	0	0	0
	Through-Right		0			0	
	Right	101	1	88	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	129	1	**129**	0	0	0
	Left-Through		0			0	
	Through	385	2	187	0	0	**0**
	Through-Right		1			0	
	Right	176	0	176	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	59	1	**59**	0	0	0
	Left-Through		0			0	
	Through	40	1	40	0	0	**0**
	Through-Right		0			0	
	Right	122	1	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	26	1	26	0	0	**0**
	Left-Through		0			0	
	Through	27	0	**97**	0	0	0
	Through-Right		1			0	
	Right	70	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	482		North-South:	0
			East-West:	156		East-West:	0
			SUM:	638		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.425			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.425			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: 98TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: Analyst: Date:

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	37	1	37	0	0	**0**
	Left-Through		0			0	
	Through	859	2	**430**	0	0	0
	Through-Right		0			0	
	Right	88	1	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	122	1	**122**	0	0	0
	Left-Through		0			0	
	Through	588	2	231	0	0	**0**
	Through-Right		1			0	
	Right	104	0	104	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	127	1	**127**	0	0	0
	Left-Through		0			0	
	Through	44	1	44	0	0	**0**
	Through-Right		0			0	
	Right	79	1	61	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	46	1	46	0	0	**0**
	Left-Through		0			0	
	Through	37	0	**166**	0	0	0
	Through-Right		1			0	
	Right	129	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	552		North-South:	0
			East-West:	293		East-West:	0
			SUM:	845		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.563			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.563			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: 98TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: Analyst: Date:

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	993	2	**497**	0	0	0
	Through-Right		0			0	
	Right	136	1	97	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	71	1	**71**	0	0	0
	Left-Through		0			0	
	Through	513	2	201	0	0	**0**
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	146	1	**146**	0	0	0
	Left-Through		0			0	
	Through	53	1	53	0	0	**0**
	Through-Right		0			0	
	Right	265	1	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	79	1	79	0	0	**0**
	Left-Through		0			0	
	Through	53	0	**237**	0	0	0
	Through-Right		1			0	
	Right	184	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	568		North-South:	0
			East-West:	383		East-West:	0
			SUM:	951		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.634			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.634			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE East-West Street: WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: Analyst: Date:

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	22	1	**22**	0	0	0
	Through-Right		0			0	
	Right	20	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	11	1	**11**	0	0	0
	Left-Through		0			0	
	Through	19	1	11	0	0	**0**
	Through-Right		1			0	
	Right	2	0	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	2	1	2	0	0	0
	Left-Through		0			0	
	Through	278	2	**139**	0	0	**0**
	Through-Right		0			0	
	Right	46	1	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	68	1	**68**	0	0	0
	Left-Through		0			0	
	Through	398	2	199	0	0	0
	Through-Right		0			0	
	Right	7	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	33		North-South:	0
			East-West:	207		East-West:	0
			SUM:	240		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.160			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.160			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	17	0	0	**0**
	Left-Through		0			0	
	Through	14	1	14	0	0	0
	Through-Right		0			0	
	Right	111	1	**54**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	24	1	**24**	0	0	0
	Left-Through		0			0	
	Through	14	1	9	0	0	**0**
	Through-Right		1			0	
	Right	4	0	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	6	1	6	0	0	0
	Left-Through		0			0	
	Through	440	2	**220**	0	0	**0**
	Through-Right		0			0	
	Right	43	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	115	1	**115**	0	0	**0**
	Left-Through		0			0	
	Through	485	2	243	0	0	0
	Through-Right		0			0	
	Right	24	1	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	78		*North-South:*	0
			East-West:	335		*East-West:*	0
			SUM:	413		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.275			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.275			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	1	19	0	0	**0**
	Left-Through		0			0	
	Through	22	1	**22**	0	0	0
	Through-Right		0			0	
	Right	28	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**20**	0	0	0
	Left-Through		0			0	
	Through	19	1	11	0	0	**0**
	Through-Right		1			0	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	3	1	3	0	0	0
	Left-Through		0			0	
	Through	474	2	**237**	0	0	**0**
	Through-Right		0			0	
	Right	51	1	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	**90**	0	0	**0**
	Left-Through		0			0	
	Through	467	2	234	0	0	0
	Through-Right		0			0	
	Right	40	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	42		*North-South:*	0
			East-West:	327		*East-West:*	0
			SUM:	369		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.246			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.246			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	22	0	22	0	0	**0**
	Left-Through		0			0	
	Through	92	0	**157**	0	0	0
	Through-Right		0			0	
	Right	43	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	34	0	**34**	0	0	0
	Left-Through		0			0	
	Through	14	0	58	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	52	1	**52**	0	0	0
	Left-Through		0			0	
	Through	272	1	137	0	0	**0**
	Through-Right		1			0	
	Right	2	0	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	7	1	7	0	0	**0**
	Left-Through		0			0	
	Through	392	1	**235**	0	0	0
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	191		*North-South:*	0
			East-West:	287		*East-West:*	0
			SUM:	478		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.319			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.319			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	0	15	0	0	**0**
	Left-Through		0			0	
	Through	111	0	**177**	0	0	0
	Through-Right		0			0	
	Right	51	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	143	0	**143**	0	0	0
	Left-Through		0			0	
	Through	13	0	166	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	31	1	**31**	0	0	0
	Left-Through		0			0	
	Through	326	1	166	0	0	**0**
	Through-Right		1			0	
	Right	5	0	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	4	1	4	0	0	**0**
	Left-Through		0			0	
	Through	441	1	**294**	0	0	0
	Through-Right		1			0	
	Right	146	0	146	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	320		*North-South:*	0
			East-West:	325		*East-West:*	0
			SUM:	645		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.430			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.430			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	0	16	0	0	**0**
	Left-Through		0			0	
	Through	181	0	**291**	0	0	0
	Through-Right		0			0	
	Right	94	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	173	0	**173**	0	0	0
	Left-Through		0			0	
	Through	22	0	250	0	0	**0**
	Through-Right		0			0	
	Right	55	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	35	1	**35**	0	0	0
	Left-Through		0			0	
	Through	346	1	175	0	0	**0**
	Through-Right		1			0	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	478	1	**282**	0	0	0
	Through-Right		1			0	
	Right	86	0	86	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	464		*North-South:*	0
			East-West:	317		*East-West:*	0
			SUM:	781		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.521			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.521			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3113	2	**1047**	0	0	0
	Through-Right		1			0	
	Right	28	0	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2749	3	701	0	0	**0**
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	84	1	**70**	0	0	0
	Left-Through		0			0	
	Through	56	0	70	0	0	**0**
	Through-Right		0			0	
	Right	62	1	62	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	273	1	**189**	0	0	**0**
	Left-Through		1			0	
	Through	104	0	189	0	0	0
	Through-Right		0			0	
	Right	45	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1047		*North-South:*	0
			East-West:	259		*East-West:*	0
			SUM:	1306		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.916			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.916			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1990	2	**680**	0	0	0
	Through-Right		1			0	
	Right	49	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1967	3	528	0	0	**0**
	Through-Right		1			0	
	Right	144	0	144	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	148	1	**124**	0	0	0
	Left-Through		0			0	
	Through	100	0	124	0	0	**0**
	Through-Right		0			0	
	Right	77	1	77	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	156	1	**121**	0	0	**0**
	Left-Through		1			0	
	Through	86	0	121	0	0	0
	Through-Right		0			0	
	Right	35	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	680		*North-South:*	0
			East-West:	245		*East-West:*	0
			SUM:	925		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.649			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.649			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2758	2	**955**	0	0	0
	Through-Right		1			0	
	Right	108	0	108	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2904	3	757	0	0	**0**
	Through-Right		1			0	
	Right	125	0	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	176	1	**167**	0	0	0
	Left-Through		0			0	
	Through	158	0	167	0	0	**0**
	Through-Right		0			0	
	Right	75	1	75	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	224	1	**180**	0	0	**0**
	Left-Through		1			0	
	Through	136	0	180	0	0	0
	Through-Right		0			0	
	Right	22	1	22	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	955		*North-South:*	0
			East-West:	347		*East-West:*	0
			SUM:	1302		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.914			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.914			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 152 — **PROJECT TITLE:** LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	97	1	**97**	0	0	**0**
	Left-Through		0			0	
	Through	226	0	263	0	0	0
	Through-Right		1			0	
	Right	37	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	15	1	15	0	0	0
	Left-Through		0			0	
	Through	208	0	**262**	0	0	**0**
	Through-Right		1			0	
	Right	54	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	52	1	52	0	0	0
	Left-Through		0			0	
	Through	468	1	**334**	0	0	**0**
	Through-Right		1			0	
	Right	199	0	199	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	51	1	**51**	0	0	**0**
	Left-Through		0			0	
	Through	575	1	304	0	0	0
	Through-Right		1			0	
	Right	32	0	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	359		North-South:	0
			East-West:	385		East-West:	0
			SUM:	744		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.496			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.496			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 152 — **PROJECT TITLE:** LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	88	1	**88**	0	0	**0**
	Left-Through		0			0	
	Through	149	0	187	0	0	0
	Through-Right		1			0	
	Right	38	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	35	1	35	0	0	0
	Left-Through		0			0	
	Through	140	0	**200**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	72	1	**72**	0	0	0
	Left-Through		0			0	
	Through	481	1	291	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	49	1	49	0	0	**0**
	Left-Through		0			0	
	Through	552	1	**299**	0	0	0
	Through-Right		1			0	
	Right	46	0	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	288		North-South:	0
			East-West:	371		East-West:	0
			SUM:	659		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.439			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.439			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 152 — **PROJECT TITLE:** LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	83	1	**83**	0	0	**0**
	Left-Through		0			0	
	Through	220	0	247	0	0	0
	Through-Right		1			0	
	Right	27	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	35	1	35	0	0	0
	Left-Through		0			0	
	Through	284	0	**358**	0	0	**0**
	Through-Right		1			0	
	Right	74	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	75	1	75	0	0	0
	Left-Through		0			0	
	Through	653	1	**395**	0	0	**0**
	Through-Right		1			0	
	Right	136	0	136	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	78	1	**78**	0	0	**0**
	Left-Through		0			0	
	Through	596	1	332	0	0	0
	Through-Right		1			0	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	441		North-South:	0
			East-West:	473		East-West:	0
			SUM:	914		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.609			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.609			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 155 — **PROJECT TITLE:** LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	108	1	108	0	0	**0**
	Left-Through		0			0	
	Through	818	2	**409**	0	0	0
	Through-Right		0			0	
	Right	274	1	102	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	73	1	**73**	0	0	0
	Left-Through		0			0	
	Through	502	2	251	0	0	**0**
	Through-Right		0			0	
	Right	119	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	156	1	**156**	0	0	0
	Left-Through		0			0	
	Through	689	2	345	0	0	**0**
	Through-Right		0			0	
	Right	113	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	172	1	172	0	0	**0**
	Left-Through		0			0	
	Through	749	1	**413**	0	0	0
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	482		North-South:	0
			East-West:	569		East-West:	0
			SUM:	1051		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.764			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.764			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3		NB-- 0	SB--	0
	EB-- 3	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	175	1	**175**	0	0	**0**
Left-Through		0			0	
Through	629	2	315	0	0	0
Through-Right		0			0	
Right	216	1	126	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	90	1	90	0	0	0
Left-Through		0			0	
Through	656	2	**328**	0	0	**0**
Through-Right		0			0	
Right	162	1	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	132	1	**132**	0	0	0
Left-Through		0			0	
Through	547	2	274	0	0	**0**
Through-Right		0			0	
Right	112	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	90	1	90	0	0	**0**
Left-Through		0			0	
Through	531	1	**281**	0	0	0
Through-Right		1			0	
Right	30	0	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	503		*North-South:*	0
		East-West:	413		*East-West:*	0
		SUM:	916		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.666			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.666			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3		NB-- 0	SB--	0
	EB-- 3	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	172	1	**172**	0	0	**0**
Left-Through		0			0	
Through	769	2	385	0	0	0
Through-Right		0			0	
Right	284	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	88	1	88	0	0	0
Left-Through		0			0	
Through	1011	2	**506**	0	0	**0**
Through-Right		0			0	
Right	184	1	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	134	1	134	0	0	0
Left-Through		0			0	
Through	756	2	**378**	0	0	**0**
Through-Right		0			0	
Right	149	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	297	1	**297**	0	0	**0**
Left-Through		0			0	
Through	626	1	324	0	0	0
Through-Right		1			0	
Right	21	0	21	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	678		*North-South:*	0
		East-West:	675		*East-West:*	0
		SUM:	1353		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.984			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.984			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0		NB-- 0	SB--	0
	EB-- 3	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	225	1	**225**	0	0	**0**
Left-Through		0			0	
Through	580	1	298	0	0	0
Through-Right		1			0	
Right	15	0	15	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	14	1	14	0	0	0
Left-Through		0			0	
Through	401	2	**153**	0	0	**0**
Through-Right		1			0	
Right	58	0	58	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	26	1	**26**	0	0	0
Left-Through		0			0	
Through	2	1	2	0	0	**0**
Through-Right		0			0	
Right	83	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	4	0	4	0	0	**0**
Left-Through		0			0	
Through	1	0	**5**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	378		*North-South:*	0
		East-West:	31		*East-West:*	0
		SUM:	409		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.287			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.287			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0		NB-- 0	SB--	0
	EB-- 3	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	123	1	123	0	0	**0**
Left-Through		0			0	
Through	490	1	**254**	0	0	0
Through-Right		1			0	
Right	17	0	17	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	19	1	**19**	0	0	0
Left-Through		0			0	
Through	331	2	114	0	0	**0**
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	80	1	**80**	0	0	0
Left-Through		0			0	
Through	6	1	6	0	0	**0**
Through-Right		0			0	
Right	141	1	18	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	5	0	5	0	0	**0**
Left-Through		0			0	
Through	8	0	**25**	0	0	0
Through-Right		0			0	
Right	12	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	273		*North-South:*	0
		East-West:	105		*East-West:*	0
		SUM:	378		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.265			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.265			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	53	1	**53**	0	0	**0**
	Left-Through		0			0	
	Through	517	1	262	0	0	0
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	45	1	45	0	0	0
	Left-Through		0			0	
	Through	838	2	**296**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	61	1	61	0	0	0
	Left-Through		0			0	
	Through	3	1	3	0	0	**0**
	Through-Right		0			0	
	Right	137	1	**84**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	11	0	**11**	0	0	**0**
	Left-Through		0			0	
	Through	1	0	22	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	349		*North-South:*	0
			East-West:	95		*East-West:*	0
			SUM:	444		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.312			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.312			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1126	1	**564**	0	0	0
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	1	**13**	0	0	0
	Left-Through		0			0	
	Through	339	2	170	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	14	0	14	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**22**	0	0	0
	Through-Right		0			0	
	Right	8	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	577		*North-South:*	0
			East-West:	22		*East-West:*	0
			SUM:	599		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.399			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.399			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	397	1	**201**	0	0	0
	Through-Right		1			0	
	Right	4	0	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	1	**13**	0	0	0
	Left-Through		0			0	
	Through	261	2	131	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	5	0	5	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**15**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	214		*North-South:*	0
			East-West:	15		*East-West:*	0
			SUM:	229		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.153			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.153			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	478	1	241	0	0	0
	Through-Right		1			0	
	Right	4	0	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	15	1	15	0	0	0
	Left-Through		0			0	
	Through	961	2	**481**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	4	0	4	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**18**	0	0	0
	Through-Right		0			0	
	Right	14	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	481		*North-South:*	0
			East-West:	18		*East-West:*	0
			SUM:	499		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.333			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.333			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 160 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** LINCOLN BOULEVARD | **East-West Street:** ROSE AVENUE | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 8 | **Count Date:** | **Analyst:** | **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1582	1	**812**	0	0	0
	Through-Right		1			0	
	Right	41	0	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	87	1	**87**	0	0	0
	Left-Through		0			0	
	Through	1382	2	691	0	0	**0**
	Through-Right		0			0	
	Right	73	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	187	1	**187**	0	0	0
	Left-Through		0			0	
	Through	222	1	222	0	0	**0**
	Through-Right		0			0	
	Right	113	1	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	48	1	48	0	0	**0**
	Left-Through		0			0	
	Through	372	1	**372**	0	0	0
	Through-Right		0			0	
	Right	150	1	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	899		*North-South:*	0
			East-West:	559		*East-West:*	0
			SUM:	1458		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.972			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.972			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 160 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** LINCOLN BOULEVARD | **East-West Street:** ROSE AVENUE | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 8 | **Count Date:** | **Analyst:** | **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	93	1	**93**	0	0	**0**
	Left-Through		0			0	
	Through	1385	1	718	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	108	1	108	0	0	0
	Left-Through		0			0	
	Through	1507	2	**754**	0	0	**0**
	Through-Right		0			0	
	Right	137	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	214	1	**214**	0	0	0
	Left-Through		0			0	
	Through	227	1	227	0	0	**0**
	Through-Right		0			0	
	Right	180	1	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	72	1	72	0	0	**0**
	Left-Through		0			0	
	Through	251	1	**251**	0	0	0
	Through-Right		0			0	
	Right	135	1	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	847		*North-South:*	0
			East-West:	465		*East-West:*	0
			SUM:	1312		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.875			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.875			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 160 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** LINCOLN BOULEVARD | **East-West Street:** ROSE AVENUE | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 8 | **Count Date:** | **Analyst:** | **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	98	1	**98**	0	0	**0**
	Left-Through		0			0	
	Through	1183	1	613	0	0	0
	Through-Right		1			0	
	Right	43	0	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	84	1	84	0	0	0
	Left-Through		0			0	
	Through	1669	2	**835**	0	0	**0**
	Through-Right		0			0	
	Right	102	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	165	1	165	0	0	0
	Left-Through		0			0	
	Through	353	1	**353**	0	0	**0**
	Through-Right		0			0	
	Right	133	1	84	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	53	1	**53**	0	0	**0**
	Left-Through		0			0	
	Through	194	1	194	0	0	0
	Through-Right		0			0	
	Right	71	1	29	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	933		*North-South:*	0
			East-West:	406		*East-West:*	0
			SUM:	1339		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.893			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.893			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 161 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** WESTERN AVENUE | **East-West Street:** CENTURY BOULEVARD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 8 | **Count Date:** | **Analyst:** | **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	113	1	**113**	0	0	**0**
	Left-Through		0			0	
	Through	578	2	289	0	0	0
	Through-Right		0			0	
	Right	96	1	24	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	55	1	55	0	0	0
	Left-Through		0			0	
	Through	520	1	**290**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	87	1	**87**	0	0	0
	Left-Through		0			0	
	Through	437	2	178	0	0	**0**
	Through-Right		1			0	
	Right	96	0	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	72	1	72	0	0	**0**
	Left-Through		0			0	
	Through	669	2	**253**	0	0	0
	Through-Right		1			0	
	Right	89	0	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	403		*North-South:*	0
			East-West:	340		*East-West:*	0
			SUM:	743		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.540			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.540			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	124	1	124	0	0	**0**
Left-Through		0			0	
Through	726	2	**363**	0	0	0
Through-Right		0			0	
Right	117	1	52	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	83	1	**83**	0	0	0
Left-Through		0			0	
Through	435	1	270	0	0	**0**
Through-Right		1			0	
Right	105	0	105	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	141	1	**141**	0	0	0
Left-Through		0			0	
Through	742	2	282	0	0	**0**
Through-Right		1			0	
Right	105	0	105	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	65	1	65	0	0	**0**
Left-Through		0			0	
Through	706	2	**264**	0	0	0
Through-Right		1			0	
Right	86	0	86	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	446		North-South:	0
		East-West:	405		East-West:	0
		SUM:	851		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.619			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.619			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	137	1	137	0	0	**0**
Left-Through		0			0	
Through	796	2	**398**	0	0	0
Through-Right		0			0	
Right	150	1	51	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	121	1	**121**	0	0	0
Left-Through		0			0	
Through	634	1	369	0	0	**0**
Through-Right		1			0	
Right	103	0	103	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	181	1	181	0	0	0
Left-Through		0			0	
Through	1062	2	**399**	0	0	**0**
Through-Right		1			0	
Right	134	0	134	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	99	1	**99**	0	0	**0**
Left-Through		0			0	
Through	768	2	288	0	0	0
Through-Right		1			0	
Right	97	0	97	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	519		North-South:	0
		East-West:	498		East-West:	0
		SUM:	1017		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.740			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.740			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2492	2	**876**	0	0	0
Through-Right		1			0	
Right	135	0	135	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	2057	3	686	0	0	**0**
Through-Right		0			0	
Right	428	1	263	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	300	2	**165**	0	0	0
Left-Through		0			0	
Through	266	0	305	0	0	**0**
Through-Right		1			0	
Right	39	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	336	2	185	0	0	**0**
Left-Through		0			0	
Through	658	2	**329**	0	0	0
Through-Right		0			0	
Right	181	1	181	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	876		North-South:	0
		East-West:	494		East-West:	0
		SUM:	1370		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.961			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.961			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1827	2	**666**	0	0	0
Through-Right		1			0	
Right	171	0	171	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	1591	3	530	0	0	**0**
Through-Right		0			0	
Right	213	1	57	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	284	2	156	0	0	0
Left-Through		0			0	
Through	207	0	**269**	0	0	**0**
Through-Right		1			0	
Right	62	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	226	2	**124**	0	0	**0**
Left-Through		0			0	
Through	304	2	152	0	0	0
Through-Right		0			0	
Right	108	1	108	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	666		North-South:	0
		East-West:	393		East-West:	0
		SUM:	1059		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.743			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.743			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	3 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	2094	2	797	0	0	0
	Through-Right		1			0	
	Right	298	0	298	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2547	3	**849**	0	0	**0**
	Through-Right		0			0	
	Right	192	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	568	2	312	0	0	0
	Left-Through		0			0	
	Through	414	0	**516**	0	0	**0**
	Through-Right		1			0	
	Right	102	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	307	2	**169**	0	0	**0**
	Left-Through		0			0	
	Through	292	2	146	0	0	0
	Through-Right		0			0	
	Right	114	1	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	849		*North-South:*	0
			East-West:	685		*East-West:*	0
			SUM:	1534		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.076			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.076			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	358	2	**197**	0	0	**0**
	Left-Through		0			0	
	Through	1483	2	506	0	0	0
	Through-Right		1			0	
	Right	35	0	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	152	2	84	0	0	0
	Left-Through		0			0	
	Through	1357	2	**517**	0	0	**0**
	Through-Right		1			0	
	Right	193	0	193	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	397	2	199	0	0	**0**
	Through-Right		0			0	
	Right	167	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	129	1	129	0	0	**0**
	Left-Through		0			0	
	Through	1163	2	**582**	0	0	0
	Through-Right		0			0	
	Right	333	1	249	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	714		*North-South:*	0
			East-West:	672		*East-West:*	0
			SUM:	1386		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.008			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.008			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	175	2	**96**	0	0	**0**
	Left-Through		0			0	
	Through	1232	2	431	0	0	0
	Through-Right		1			0	
	Right	62	0	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	207	2	114	0	0	0
	Left-Through		0			0	
	Through	1277	2	**479**	0	0	**0**
	Through-Right		1			0	
	Right	161	0	161	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	188	1	**188**	0	0	0
	Left-Through		0			0	
	Through	436	2	218	0	0	**0**
	Through-Right		0			0	
	Right	190	1	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	162	1	162	0	0	**0**
	Left-Through		0			0	
	Through	466	2	**233**	0	0	0
	Through-Right		0			0	
	Right	168	1	54	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	575		*North-South:*	0
			East-West:	421		*East-West:*	0
			SUM:	996		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.724			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.724			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	139	2	**76**	0	0	**0**
	Left-Through		0			0	
	Through	1206	2	432	0	0	0
	Through-Right		1			0	
	Right	89	0	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	351	2	193	0	0	0
	Left-Through		0			0	
	Through	2054	2	**718**	0	0	**0**
	Through-Right		1			0	
	Right	99	0	99	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	139	1	139	0	0	0
	Left-Through		0			0	
	Through	853	2	**427**	0	0	**0**
	Through-Right		0			0	
	Right	288	1	212	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	179	1	**179**	0	0	**0**
	Left-Through		0			0	
	Through	550	2	275	0	0	0
	Through-Right		0			0	
	Right	200	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	794		*North-South:*	0
			East-West:	606		*East-West:*	0
			SUM:	1400		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.018			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.018			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 166 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** LA BREA AVENUE | **East-West Street:** RODEO ROAD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 8 | **Count Date:** | **Analyst:** | **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	179	1	179	0	0	0
Left-Through		0			0	
Through	2075	2	704	0	0	0
Through-Right		1			0	
Right	37	0	37	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	133	1	133	0	0	0
Left-Through		0			0	
Through	1486	3	495	0	0	0
Through-Right		0			0	
Right	131	1	42	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	89	1	89	0	0	0
Left-Through		0			0	
Through	521	2	203	0	0	0
Through-Right		1			0	
Right	87	0	87	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	155	1	155	0	0	0
Left-Through		0			0	
Through	1003	2	502	0	0	0
Through-Right		0			0	
Right	343	1	210	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	837		North-South:	0
		East-West:	591		East-West:	0
		SUM:	1428		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			1.039			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.039			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 166 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** LA BREA AVENUE | **East-West Street:** RODEO ROAD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 8 | **Count Date:** | **Analyst:** | **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	92	1	92	0	0	0
Left-Through		0			0	
Through	1184	2	411	0	0	0
Through-Right		1			0	
Right	49	0	49	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	169	1	169	0	0	0
Left-Through		0			0	
Through	1134	3	378	0	0	0
Through-Right		0			0	
Right	111	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	172	1	172	0	0	0
Left-Through		0			0	
Through	472	2	171	0	0	0
Through-Right		1			0	
Right	41	0	41	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	121	1	121	0	0	0
Left-Through		0			0	
Through	483	2	242	0	0	0
Through-Right		0			0	
Right	201	1	32	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	580		North-South:	0
		East-West:	414		East-West:	0
		SUM:	994		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.723			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.723			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 166 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** LA BREA AVENUE | **East-West Street:** RODEO ROAD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 8 | **Count Date:** | **Analyst:** | **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	112	1	112	0	0	0
Left-Through		0			0	
Through	1606	2	569	0	0	0
Through-Right		1			0	
Right	100	0	100	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	185	1	185	0	0	0
Left-Through		0			0	
Through	1999	3	666	0	0	0
Through-Right		0			0	
Right	151	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	183	1	183	0	0	0
Left-Through		0			0	
Through	845	2	300	0	0	0
Through-Right		1			0	
Right	56	0	56	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	153	1	153	0	0	0
Left-Through		0			0	
Through	618	2	309	0	0	0
Through-Right		0			0	
Right	207	1	22	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	778		North-South:	0
		East-West:	492		East-West:	0
		SUM:	1270		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.924			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.924			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 167 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** LA BREA AVENUE | **East-West Street:** JEFFERSON BOULEVARD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 8 | **Count Date:** | **Analyst:** | **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	387	1	387	0	0	0
Left-Through		0			0	
Through	2140	2	736	0	0	0
Through-Right		1			0	
Right	69	0	69	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	62	1	62	0	0	0
Left-Through		0			0	
Through	1467	2	548	0	0	0
Through-Right		1			0	
Right	178	0	178	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	52	1	52	0	0	0
Left-Through		0			0	
Through	369	2	185	0	0	0
Through-Right		0			0	
Right	241	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	128	1	128	0	0	0
Left-Through		0			0	
Through	984	1	515	0	0	0
Through-Right		1			0	
Right	45	0	45	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	935		North-South:	0
		East-West:	567		East-West:	0
		SUM:	1502		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			1.054			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.054			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	217	1	**217**	0	0	**0**
	Left-Through		0			0	
	Through	1266	2	452	0	0	0
	Through-Right		1			0	
	Right	89	0	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	89	1	89	0	0	0
	Left-Through		0			0	
	Through	1172	2	**430**	0	0	**0**
	Through-Right		1			0	
	Right	119	0	119	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	74	1	**74**	0	0	0
	Left-Through		0			0	
	Through	305	2	153	0	0	**0**
	Through-Right		0			0	
	Right	222	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	94	1	94	0	0	**0**
	Left-Through		0			0	
	Through	327	1	**203**	0	0	0
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	647		*North-South:*	0
			East-West:	277		*East-West:*	0
			SUM:	924		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.648			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.648			0.000
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	241	1	**241**	0	0	**0**
	Left-Through		0			0	
	Through	1771	2	634	0	0	0
	Through-Right		1			0	
	Right	132	0	132	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	46	1	46	0	0	0
	Left-Through		0			0	
	Through	1787	2	**619**	0	0	**0**
	Through-Right		1			0	
	Right	71	0	71	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	105	1	105	0	0	0
	Left-Through		0			0	
	Through	826	2	**413**	0	0	**0**
	Through-Right		0			0	
	Right	462	1	221	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	75	1	**75**	0	0	**0**
	Left-Through		0			0	
	Through	376	1	215	0	0	0
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	860		*North-South:*	0
			East-West:	488		*East-West:*	0
			SUM:	1348		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.946			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.946			0.000
LEVEL OF SERVICE (LOS):				**E**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	186	1	186	0	0	**0**
	Left-Through		0			0	
	Through	965	2	**333**	0	0	0
	Through-Right		1			0	
	Right	35	0	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	683	2	292	0	0	**0**
	Through-Right		1			0	
	Right	192	0	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	132	1	**132**	0	0	0
	Left-Through		0			0	
	Through	819	2	319	0	0	**0**
	Through-Right		1			0	
	Right	138	0	138	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1184	2	**412**	0	0	0
	Through-Right		1			0	
	Right	51	0	51	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	523		*North-South:*	0
			East-West:	544		*East-West:*	0
			SUM:	1067		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.776			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.776			0.000
LEVEL OF SERVICE (LOS):				**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	577	2	**211**	0	0	0
	Through-Right		1			0	
	Right	56	0	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	186	1	**186**	0	0	0
	Left-Through		0			0	
	Through	630	2	250	0	0	**0**
	Through-Right		1			0	
	Right	121	0	121	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	137	1	137	0	0	0
	Left-Through		0			0	
	Through	775	2	**310**	0	0	**0**
	Through-Right		1			0	
	Right	156	0	156	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	137	1	**137**	0	0	**0**
	Left-Through		0			0	
	Through	615	2	233	0	0	0
	Through-Right		1			0	
	Right	83	0	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	397		*North-South:*	0
			East-West:	447		*East-West:*	0
			SUM:	844		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.614			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.614			0.000
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	126	1	126	0	0	**0**
	Left-Through		0			0	
	Through	738	2	**264**	0	0	0
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	241	1	**241**	0	0	0
	Left-Through		0			0	
	Through	965	2	365	0	0	**0**
	Through-Right		1			0	
	Right	131	0	131	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	134	1	134	0	0	0
	Left-Through		0			0	
	Through	1328	2	**492**	0	0	**0**
	Through-Right		1			0	
	Right	149	0	149	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	166	1	**166**	0	0	**0**
	Left-Through		0			0	
	Through	792	2	293	0	0	0
	Through-Right		1			0	
	Right	86	0	86	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	505		*North-South:*	0
			East-West:	658		*East-West:*	0
			SUM:	1163		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.846			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.846			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	664	1	**441**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	659	1	441	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	862	3	287	0	0	**0**
	Through-Right		0			0	
	Right	324	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1336	2	**543**	0	0	0
	Through-Right		1			0	
	Right	292	0	292	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	441		*North-South:*	0
			East-West:	543		*East-West:*	0
			SUM:	984		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.656			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.656			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	413	1	**274**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	409	1	274	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	6	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1026	3	342	0	0	**0**
	Through-Right		0			0	
	Right	347	1	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1095	2	**523**	0	0	0
	Through-Right		1			0	
	Right	473	0	473	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	274		*North-South:*	0
			East-West:	523		*East-West:*	0
			SUM:	797		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.531			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.531			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	468	1	**375**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	656	1	375	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	1439	3	**480**	0	0	**0**
	Through-Right		0			0	
	Right	332	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1106	2	479	0	0	0
	Through-Right		1			0	
	Right	331	0	331	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	375		*North-South:*	0
			East-West:	480		*East-West:*	0
			SUM:	855		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.570			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.570			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	197	1	197	0	0	**0**
	Left-Through		0			0	
	Through	807	1	**424**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	631	1	363	0	0	**0**
	Through-Right		1			0	
	Right	95	0	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	115	1	**115**	0	0	0
	Left-Through		0			0	
	Through	975	2	351	0	0	**0**
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	68	1	68	0	0	**0**
	Left-Through		0			0	
	Through	1305	2	**471**	0	0	0
	Through-Right		1			0	
	Right	108	0	108	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	584		North-South:	0
			East-West:	586		East-West:	0
			SUM:	1170		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.851			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.851			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	93	1	93	0	0	**0**
	Left-Through		0			0	
	Through	519	1	**287**	0	0	0
	Through-Right		1			0	
	Right	55	0	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	519	1	302	0	0	**0**
	Through-Right		1			0	
	Right	85	0	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	93	1	93	0	0	0
	Left-Through		0			0	
	Through	747	2	**277**	0	0	**0**
	Through-Right		1			0	
	Right	85	0	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	83	1	**83**	0	0	**0**
	Left-Through		0			0	
	Through	678	2	260	0	0	0
	Through-Right		1			0	
	Right	102	0	102	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	407		North-South:	0
			East-West:	360		East-West:	0
			SUM:	767		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.558			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.558			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	631	1	336	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	156	1	156	0	0	0
	Left-Through		0			0	
	Through	748	1	**436**	0	0	**0**
	Through-Right		1			0	
	Right	124	0	124	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	124	1	124	0	0	0
	Left-Through		0			0	
	Through	1325	2	**482**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	101	1	**101**	0	0	**0**
	Left-Through		0			0	
	Through	939	2	345	0	0	0
	Through-Right		1			0	
	Right	97	0	97	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	566		North-South:	0
			East-West:	583		East-West:	0
			SUM:	1149		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.836			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.836			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	144	1	144	0	0	**0**
	Left-Through		0			0	
	Through	716	1	**396**	0	0	0
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	165	1	**165**	0	0	0
	Left-Through		0			0	
	Through	678	1	367	0	0	**0**
	Through-Right		1			0	
	Right	56	0	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	62	1	**62**	0	0	0
	Left-Through		0			0	
	Through	889	2	328	0	0	**0**
	Through-Right		1			0	
	Right	96	0	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	86	1	86	0	0	**0**
	Left-Through		0			0	
	Through	1092	2	**410**	0	0	0
	Through-Right		1			0	
	Right	139	0	139	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	561		North-South:	0
			East-West:	472		East-West:	0
			SUM:	1033		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.751			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.751			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	459	1	277	0	0	0
	Through-Right		1			0	
	Right	95	0	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	119	1	119	0	0	0
	Left-Through		0			0	
	Through	569	1	**330**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	104	1	104	0	0	0
	Left-Through		0			0	
	Through	686	2	**264**	0	0	**0**
	Through-Right		1			0	
	Right	107	0	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	131	1	**131**	0	0	**0**
	Left-Through		0			0	
	Through	639	2	243	0	0	0
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	430		*North-South:*	0
			East-West:	395		*East-West:*	0
			SUM:	825		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.600			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.600			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	136	1	**136**	0	0	**0**
	Left-Through		0			0	
	Through	641	1	371	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	154	1	154	0	0	0
	Left-Through		0			0	
	Through	794	1	**449**	0	0	**0**
	Through-Right		1			0	
	Right	104	0	104	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	121	1	121	0	0	0
	Left-Through		0			0	
	Through	1088	2	**417**	0	0	**0**
	Through-Right		1			0	
	Right	163	0	163	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	179	1	**179**	0	0	**0**
	Left-Through		0			0	
	Through	802	2	302	0	0	0
	Through-Right		1			0	
	Right	103	0	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	585		*North-South:*	0
			East-West:	596		*East-West:*	0
			SUM:	1181		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.859			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.859			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	216	1	216	0	0	**0**
	Left-Through		0			0	
	Through	1145	2	**430**	0	0	0
	Through-Right		1			0	
	Right	144	0	144	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	75	1	**75**	0	0	0
	Left-Through		0			0	
	Through	475	2	184	0	0	**0**
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	108	1	**108**	0	0	0
	Left-Through		0			0	
	Through	1110	2	410	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	86	1	86	0	0	**0**
	Left-Through		0			0	
	Through	1067	2	**390**	0	0	0
	Through-Right		1			0	
	Right	102	0	102	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	505		*North-South:*	0
			East-West:	498		*East-West:*	0
			SUM:	1003		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.729			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.729			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	143	1	**143**	0	0	**0**
	Left-Through		0			0	
	Through	473	2	194	0	0	0
	Through-Right		1			0	
	Right	109	0	109	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	83	1	83	0	0	0
	Left-Through		0			0	
	Through	369	2	**147**	0	0	**0**
	Through-Right		1			0	
	Right	73	0	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	1	51	0	0	0
	Left-Through		0			0	
	Through	884	2	**333**	0	0	**0**
	Through-Right		1			0	
	Right	115	0	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	138	1	**138**	0	0	**0**
	Left-Through		0			0	
	Through	744	2	273	0	0	0
	Through-Right		1			0	
	Right	74	0	74	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	290		*North-South:*	0
			East-West:	471		*East-West:*	0
			SUM:	761		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.553			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.553			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	173	1	**173**	0	0	**0**
	Left-Through		0			0	
	Through	707	2	274	0	0	0
	Through-Right		1			0	
	Right	116	0	116	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	102	1	102	0	0	0
	Left-Through		0			0	
	Through	674	2	**244**	0	0	**0**
	Through-Right		1			0	
	Right	59	0	59	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	99	1	99	0	0	0
	Left-Through		0			0	
	Through	1190	2	**441**	0	0	**0**
	Through-Right		1			0	
	Right	134	0	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	111	1	**111**	0	0	**0**
	Left-Through		0			0	
	Through	1039	2	363	0	0	0
	Through-Right		1			0	
	Right	49	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	417		North-South:	0
			East-West:	552		East-West:	0
			SUM:	969		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.705			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.705			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	218	2	120	0	0	**0**
	Left-Through		0			0	
	Through	1214	2	**443**	0	0	0
	Through-Right		1			0	
	Right	114	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	139	2	**76**	0	0	0
	Left-Through		0			0	
	Through	453	2	182	0	0	**0**
	Through-Right		1			0	
	Right	92	0	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	125	1	**125**	0	0	0
	Left-Through		0			0	
	Through	1145	2	410	0	0	**0**
	Through-Right		1			0	
	Right	85	0	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	92	1	92	0	0	**0**
	Left-Through		0			0	
	Through	1098	2	**410**	0	0	0
	Through-Right		1			0	
	Right	133	0	133	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	519		North-South:	0
			East-West:	535		East-West:	0
			SUM:	1054		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.767			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.767			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	127	2	70	0	0	**0**
	Left-Through		0			0	
	Through	512	2	**216**	0	0	0
	Through-Right		1			0	
	Right	135	0	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	167	2	**92**	0	0	0
	Left-Through		0			0	
	Through	472	2	202	0	0	**0**
	Through-Right		1			0	
	Right	134	0	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	111	1	**111**	0	0	0
	Left-Through		0			0	
	Through	900	2	341	0	0	**0**
	Through-Right		1			0	
	Right	124	0	124	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	104	1	104	0	0	**0**
	Left-Through		0			0	
	Through	868	2	**340**	0	0	0
	Through-Right		1			0	
	Right	153	0	153	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	308		North-South:	0
			East-West:	451		East-West:	0
			SUM:	759		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.552			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.552			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	163	2	90	0	0	**0**
	Left-Through		0			0	
	Through	812	2	**312**	0	0	0
	Through-Right		1			0	
	Right	123	0	123	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	199	2	**109**	0	0	0
	Left-Through		0			0	
	Through	738	2	290	0	0	**0**
	Through-Right		1			0	
	Right	132	0	132	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	125	1	125	0	0	0
	Left-Through		0			0	
	Through	1253	2	**470**	0	0	**0**
	Through-Right		1			0	
	Right	156	0	156	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	976	2	366	0	0	0
	Through-Right		1			0	
	Right	122	0	122	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	421		North-South:	0
			East-West:	570		East-West:	0
			SUM:	991		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.721			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.721			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 176 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** VERMONT AVENUE | **East-West Street:** CENTURY BOULEVARD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 8 | **Count Date:** | **Analyst:** | **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	156	2	86	0	0	**0**
	Left-Through		0			0	
	Through	1286	3	**429**	0	0	0
	Through-Right		0			0	
	Right	131	1	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	114	2	**63**	0	0	0
	Left-Through		0			0	
	Through	635	2	252	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	136	1	**136**	0	0	0
	Left-Through		0			0	
	Through	676	2	240	0	0	**0**
	Through-Right		1			0	
	Right	44	0	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	179	1	179	0	0	**0**
	Left-Through		0			0	
	Through	905	2	**339**	0	0	0
	Through-Right		1			0	
	Right	111	0	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	492		*North-South:*	0
			East-West:	475		*East-West:*	0
			SUM:	967		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.703			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.703			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 176 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** VERMONT AVENUE | **East-West Street:** CENTURY BOULEVARD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 8 | **Count Date:** | **Analyst:** | **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	138	2	**76**	0	0	**0**
	Left-Through		0			0	
	Through	539	3	180	0	0	0
	Through-Right		0			0	
	Right	68	1	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	108	2	59	0	0	0
	Left-Through		0			0	
	Through	495	2	**206**	0	0	**0**
	Through-Right		1			0	
	Right	123	0	123	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	136	1	**136**	0	0	0
	Left-Through		0			0	
	Through	601	2	231	0	0	**0**
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	112	1	112	0	0	**0**
	Left-Through		0			0	
	Through	598	2	**223**	0	0	0
	Through-Right		1			0	
	Right	72	0	72	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	282		*North-South:*	0
			East-West:	359		*East-West:*	0
			SUM:	641		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.466			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.466			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 176 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** VERMONT AVENUE | **East-West Street:** CENTURY BOULEVARD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 8 | **Count Date:** | **Analyst:** | **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	179	2	98	0	0	**0**
	Left-Through		0			0	
	Through	988	3	**329**	0	0	0
	Through-Right		0			0	
	Right	110	1	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	163	2	**90**	0	0	0
	Left-Through		0			0	
	Through	799	2	308	0	0	**0**
	Through-Right		1			0	
	Right	125	0	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	948	2	**349**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	134	1	**134**	0	0	**0**
	Left-Through		0			0	
	Through	707	2	240	0	0	0
	Through-Right		1			0	
	Right	14	0	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	419		*North-South:*	0
			East-West:	483		*East-West:*	0
			SUM:	902		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.656			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.656			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 177 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** VERMONT AVENUE | **East-West Street:** IMPERIAL HIGHWAY | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 8 | **Count Date:** | **Analyst:** | **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	377	2	207	0	0	**0**
	Left-Through		0			0	
	Through	1203	2	**448**	0	0	0
	Through-Right		1			0	
	Right	141	0	141	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	223	2	**123**	0	0	0
	Left-Through		0			0	
	Through	742	3	247	0	0	**0**
	Through-Right		0			0	
	Right	42	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	98	1	**98**	0	0	0
	Left-Through		0			0	
	Through	559	2	234	0	0	**0**
	Through-Right		1			0	
	Right	144	0	144	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	235	1	235	0	0	**0**
	Left-Through		0			0	
	Through	1212	2	**471**	0	0	0
	Through-Right		1			0	
	Right	202	0	202	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	571		*North-South:*	0
			East-West:	569		*East-West:*	0
			SUM:	1140		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.829			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.829			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	353	2	**194**	0	0	**0**
	Left-Through		0			0	
	Through	660	2	265	0	0	0
	Through-Right		1			0	
	Right	134	0	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	147	2	81	0	0	0
	Left-Through		0			0	
	Through	502	3	**167**	0	0	**0**
	Through-Right		0			0	
	Right	41	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	68	1	68	0	0	0
	Left-Through		0			0	
	Through	510	2	**222**	0	0	**0**
	Through-Right		1			0	
	Right	157	0	157	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	151	1	**151**	0	0	**0**
	Left-Through		0			0	
	Through	449	2	180	0	0	0
	Through-Right		1			0	
	Right	92	0	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	361		North-South:	0
			East-West:	373		East-West:	0
			SUM:	734		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.534			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.534			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	333	2	183	0	0	**0**
	Left-Through		0			0	
	Through	1120	2	**447**	0	0	0
	Through-Right		1			0	
	Right	222	0	222	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	212	2	**117**	0	0	0
	Left-Through		0			0	
	Through	722	3	241	0	0	**0**
	Through-Right		0			0	
	Right	100	1	37	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	126	1	126	0	0	0
	Left-Through		0			0	
	Through	1172	2	**454**	0	0	**0**
	Through-Right		1			0	
	Right	189	0	189	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	188	1	**188**	0	0	**0**
	Left-Through		0			0	
	Through	656	2	252	0	0	0
	Through-Right		1			0	
	Right	99	0	99	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	564		North-South:	0
			East-West:	642		East-West:	0
			SUM:	1206		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.877			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.877			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	109	1	109	0	0	**0**
	Left-Through		0			0	
	Through	1330	2	**468**	0	0	0
	Through-Right		1			0	
	Right	75	0	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	124	1	**124**	0	0	0
	Left-Through		0			0	
	Through	495	2	188	0	0	**0**
	Through-Right		1			0	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	95	1	**95**	0	0	0
	Left-Through		0			0	
	Through	1041	2	370	0	0	**0**
	Through-Right		1			0	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	64	1	64	0	0	**0**
	Left-Through		0			0	
	Through	1069	2	**403**	0	0	0
	Through-Right		1			0	
	Right	139	0	139	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	592		North-South:	0
			East-West:	498		East-West:	0
			SUM:	1090		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.793			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.793			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	478	2	**190**	0	0	0
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	435	2	168	0	0	**0**
	Through-Right		1			0	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	920	2	**333**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	83	1	**83**	0	0	**0**
	Left-Through		0			0	
	Through	775	2	278	0	0	0
	Through-Right		1			0	
	Right	58	0	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	310		North-South:	0
			East-West:	416		East-West:	0
			SUM:	726		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.528			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.528			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--			0	NB-- 0 SB--		0
	EB-- 0 WB--			0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	88	1	**88**	0	0	**0**
	Left-Through		0			0	
	Through	629	2	240	0	0	0
	Through-Right		1			0	
	Right	92	0	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	137	1	137	0	0	0
	Left-Through		0			0	
	Through	980	2	**374**	0	0	**0**
	Through-Right		1			0	
	Right	143	0	143	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	65	1	65	0	0	0
	Left-Through		0			0	
	Through	1201	2	**430**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	984	2	345	0	0	0
	Through-Right		1			0	
	Right	51	0	51	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	462		*North-South:*	0
			East-West:	530		*East-West:*	0
			SUM:	992		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.721			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.721			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--			0	NB-- 0 SB--		0
	EB-- 0 WB--			3	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	207	1	207	0	0	**0**
	Left-Through		0			0	
	Through	1154	2	**428**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	158	1	**158**	0	0	0
	Left-Through		0			0	
	Through	488	2	186	0	0	**0**
	Through-Right		1			0	
	Right	71	0	71	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	128	1	128	0	0	0
	Left-Through		0			0	
	Through	1335	2	**458**	0	0	**0**
	Through-Right		1			0	
	Right	39	0	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	149	1	**149**	0	0	**0**
	Left-Through		0			0	
	Through	1288	3	429	0	0	0
	Through-Right		0			0	
	Right	329	1	171	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	586		*North-South:*	0
			East-West:	607		*East-West:*	0
			SUM:	1193		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.868			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.868			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--			0	NB-- 0 SB--		0
	EB-- 0 WB--			3	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	109	1	109	0	0	**0**
	Left-Through		0			0	
	Through	410	2	**161**	0	0	0
	Through-Right		1			0	
	Right	73	0	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	185	1	**185**	0	0	0
	Left-Through		0			0	
	Through	418	2	170	0	0	**0**
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	74	1	74	0	0	0
	Left-Through		0			0	
	Through	1160	2	**409**	0	0	**0**
	Through-Right		1			0	
	Right	67	0	67	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	138	1	**138**	0	0	**0**
	Left-Through		0			0	
	Through	1044	3	348	0	0	0
	Through-Right		0			0	
	Right	186	1	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	346		*North-South:*	0
			East-West:	547		*East-West:*	0
			SUM:	893		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.649			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.649			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--			0	NB-- 0 SB--		0
	EB-- 0 WB--			3	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	711	2	269	0	0	0
	Through-Right		1			0	
	Right	96	0	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	195	1	195	0	0	0
	Left-Through		0			0	
	Through	953	2	**362**	0	0	**0**
	Through-Right		1			0	
	Right	134	0	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	107	1	107	0	0	0
	Left-Through		0			0	
	Through	1538	2	**531**	0	0	**0**
	Through-Right		1			0	
	Right	55	0	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	159	1	**159**	0	0	**0**
	Left-Through		0			0	
	Through	1177	3	392	0	0	0
	Through-Right		0			0	
	Right	199	1	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	522		*North-South:*	0
			East-West:	690		*East-West:*	0
			SUM:	1212		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.881			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.881			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 180 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** FIGUEROA STREET | **East-West Street:** CENTURY BOULEVARD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 8 | **Count Date:** | **Analyst:** | **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	3 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	82	1	82	0	0	**0**
	Left-Through		0			0	
	Through	1044	1	**556**	0	0	0
	Through-Right		1			0	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	125	1	**125**	0	0	0
	Left-Through		0			0	
	Through	671	2	336	0	0	**0**
	Through-Right		0			0	
	Right	156	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	178	1	**178**	0	0	0
	Left-Through		0			0	
	Through	765	2	274	0	0	**0**
	Through-Right		1			0	
	Right	57	0	57	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	121	1	121	0	0	**0**
	Left-Through		0			0	
	Through	1141	2	**451**	0	0	0
	Through-Right		1			0	
	Right	211	0	211	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	681		*North-South:*	0
			East-West:	629		*East-West:*	0
			SUM:	1310		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.953			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.953			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 180 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** FIGUEROA STREET | **East-West Street:** CENTURY BOULEVARD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 8 | **Count Date:** | **Analyst:** | **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	3 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	57	1	57	0	0	**0**
	Left-Through		0			0	
	Through	417	1	**261**	0	0	0
	Through-Right		1			0	
	Right	104	0	104	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	93	1	**93**	0	0	0
	Left-Through		0			0	
	Through	434	2	217	0	0	**0**
	Through-Right		0			0	
	Right	73	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	66	1	**66**	0	0	0
	Left-Through		0			0	
	Through	725	2	266	0	0	**0**
	Through-Right		1			0	
	Right	73	0	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	71	1	71	0	0	**0**
	Left-Through		0			0	
	Through	734	2	**283**	0	0	0
	Through-Right		1			0	
	Right	115	0	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	354		*North-South:*	0
			East-West:	349		*East-West:*	0
			SUM:	703		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.511			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.511			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 180 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** FIGUEROA STREET | **East-West Street:** CENTURY BOULEVARD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 8 | **Count Date:** | **Analyst:** | **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	3 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	87	1	87	0	0	**0**
	Left-Through		0			0	
	Through	697	1	**389**	0	0	0
	Through-Right		1			0	
	Right	81	0	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	136	1	**136**	0	0	0
	Left-Through		0			0	
	Through	841	2	421	0	0	**0**
	Through-Right		0			0	
	Right	143	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	113	1	113	0	0	0
	Left-Through		0			0	
	Through	1088	2	**395**	0	0	**0**
	Through-Right		1			0	
	Right	96	0	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	129	1	**129**	0	0	**0**
	Left-Through		0			0	
	Through	966	2	353	0	0	0
	Through-Right		1			0	
	Right	94	0	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	525		*North-South:*	0
			East-West:	524		*East-West:*	0
			SUM:	1049		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.763			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.763			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 181 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** FIGUEROA STREET | **East-West Street:** IMPERIAL HIGHWAY | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 8 | **Count Date:** | **Analyst:** | **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	58	1	58	0	0	**0**
	Left-Through		0			0	
	Through	604	2	**302**	0	0	0
	Through-Right		0			0	
	Right	71	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	198	1	**198**	0	0	0
	Left-Through		0			0	
	Through	399	1	261	0	0	**0**
	Through-Right		1			0	
	Right	122	0	122	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	96	1	**96**	0	0	0
	Left-Through		0			0	
	Through	893	2	310	0	0	**0**
	Through-Right		1			0	
	Right	36	0	36	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	1	87	0	0	**0**
	Left-Through		0			0	
	Through	1559	2	**613**	0	0	0
	Through-Right		1			0	
	Right	280	0	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	500		*North-South:*	0
			East-West:	709		*East-West:*	0
			SUM:	1209		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.879			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.879			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	61	1	61	0	0	**0**
	Left-Through		0			0	
	Through	257	2	**129**	0	0	0
	Through-Right		0			0	
	Right	90	1	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	135	1	**135**	0	0	0
	Left-Through		0			0	
	Through	240	1	161	0	0	**0**
	Through-Right		1			0	
	Right	82	0	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	82	1	**82**	0	0	0
	Left-Through		0			0	
	Through	671	2	236	0	0	**0**
	Through-Right		1			0	
	Right	38	0	38	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	78	1	78	0	0	**0**
	Left-Through		0			0	
	Through	588	2	**238**	0	0	0
	Through-Right		1			0	
	Right	125	0	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	264		*North-South:*	0
			East-West:	320		*East-West:*	0
			SUM:	584		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.425			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.425			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	92	1	92	0	0	**0**
	Left-Through		0			0	
	Through	505	2	**253**	0	0	0
	Through-Right		0			0	
	Right	85	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	164	1	**164**	0	0	0
	Left-Through		0			0	
	Through	445	1	288	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	115	1	115	0	0	0
	Left-Through		0			0	
	Through	1525	2	**528**	0	0	**0**
	Through-Right		1			0	
	Right	59	0	59	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	124	1	**124**	0	0	**0**
	Left-Through		0			0	
	Through	816	2	337	0	0	0
	Through-Right		1			0	
	Right	194	0	194	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	417		*North-South:*	0
			East-West:	652		*East-West:*	0
			SUM:	1069		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.777			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.777			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	148	1	148	0	0	**0**
	Left-Through		0			0	
	Through	551	2	**221**	0	0	0
	Through-Right		1			0	
	Right	111	0	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	202	1	**202**	0	0	0
	Left-Through		0			0	
	Through	487	3	162	0	0	**0**
	Through-Right		0			0	
	Right	108	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	106	1	**106**	0	0	0
	Left-Through		0			0	
	Through	1042	2	368	0	0	**0**
	Through-Right		1			0	
	Right	63	0	63	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	128	1	128	0	0	**0**
	Left-Through		0			0	
	Through	1430	2	**532**	0	0	0
	Through-Right		1			0	
	Right	166	0	166	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	423		*North-South:*	0
			East-West:	638		*East-West:*	0
			SUM:	1061		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.772			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.772			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	104	1	104	0	0	**0**
	Left-Through		0			0	
	Through	323	2	**150**	0	0	0
	Through-Right		1			0	
	Right	126	0	126	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	217	1	**217**	0	0	0
	Left-Through		0			0	
	Through	317	3	106	0	0	**0**
	Through-Right		0			0	
	Right	95	1	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	97	1	97	0	0	0
	Left-Through		0			0	
	Through	937	2	**337**	0	0	**0**
	Through-Right		1			0	
	Right	73	0	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	135	1	**135**	0	0	**0**
	Left-Through		0			0	
	Through	941	2	359	0	0	0
	Through-Right		1			0	
	Right	135	0	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	367		*North-South:*	0
			East-West:	472		*East-West:*	0
			SUM:	839		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.610			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.610			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	678	2	**285**	0	0	0
	Through-Right		1			0	
	Right	176	0	176	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	241	1	**241**	0	0	0
	Left-Through		0			0	
	Through	745	3	248	0	0	**0**
	Through-Right		0			0	
	Right	98	1	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	144	1	144	0	0	0
	Left-Through		0			0	
	Through	1211	2	**443**	0	0	**0**
	Through-Right		1			0	
	Right	118	0	118	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	154	1	**154**	0	0	**0**
	Left-Through		0			0	
	Through	1155	2	449	0	0	0
	Through-Right		1			0	
	Right	192	0	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	526		*North-South:*	0
			East-West:	597		*East-West:*	0
			SUM:	1123		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.817			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.817			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	69	1	69	0	0	**0**
	Left-Through		0			0	
	Through	422	3	**141**	0	0	0
	Through-Right		0			0	
	Right	102	1	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	137	1	**137**	0	0	0
	Left-Through		0			0	
	Through	366	3	122	0	0	**0**
	Through-Right		0			0	
	Right	89	1	63	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	52	1	**52**	0	0	0
	Left-Through		0			0	
	Through	682	2	246	0	0	**0**
	Through-Right		1			0	
	Right	55	0	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	98	1	98	0	0	**0**
	Left-Through		0			0	
	Through	1715	2	**613**	0	0	0
	Through-Right		1			0	
	Right	123	0	123	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	278		*North-South:*	0
			East-West:	665		*East-West:*	0
			SUM:	943		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.686			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.686			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	51	1	**51**	0	0	**0**
	Left-Through		0			0	
	Through	285	3	95	0	0	0
	Through-Right		0			0	
	Right	42	1	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	74	1	74	0	0	0
	Left-Through		0			0	
	Through	315	3	105	0	0	**0**
	Through-Right		0			0	
	Right	157	1	**136**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	43	1	43	0	0	0
	Left-Through		0			0	
	Through	641	2	**229**	0	0	**0**
	Through-Right		1			0	
	Right	45	0	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	63	1	**63**	0	0	**0**
	Left-Through		0			0	
	Through	654	2	240	0	0	0
	Through-Right		1			0	
	Right	65	0	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	187		*North-South:*	0
			East-West:	292		*East-West:*	0
			SUM:	479		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.348			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.348			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	466	3	**155**	0	0	0
	Through-Right		0			0	
	Right	85	1	52	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	402	3	134	0	0	**0**
	Through-Right		0			0	
	Right	58	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	102	1	102	0	0	0
	Left-Through		0			0	
	Through	1311	2	**467**	0	0	**0**
	Through-Right		1			0	
	Right	89	0	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	66	1	**66**	0	0	**0**
	Left-Through		0			0	
	Through	768	2	279	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	275		*North-South:*	0
			East-West:	533		*East-West:*	0
			SUM:	808		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.588			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.588			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	1308	2	**654**	0	0	0
	Through-Right		0			0	
	Right	112	1	61	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	346	1	216	0	0	**0**
	Through-Right		1			0	
	Right	85	0	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	821	1	435	0	0	**0**
	Through-Right		1			0	
	Right	48	0	48	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	103	1	103	0	0	**0**
	Left-Through		0			0	
	Through	928	2	**464**	0	0	0
	Through-Right		0			0	
	Right	162	1	127	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	724		North-South:	0
			East-West:	544		East-West:	0
			SUM:	1268		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.845			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.845			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	126	1	126	0	0	**0**
	Left-Through		0			0	
	Through	963	2	**482**	0	0	0
	Through-Right		0			0	
	Right	111	1	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	82	1	**82**	0	0	0
	Left-Through		0			0	
	Through	495	1	295	0	0	**0**
	Through-Right		1			0	
	Right	94	0	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	121	1	**121**	0	0	0
	Left-Through		0			0	
	Through	461	1	262	0	0	**0**
	Through-Right		1			0	
	Right	62	0	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	99	1	99	0	0	**0**
	Left-Through		0			0	
	Through	515	2	**258**	0	0	0
	Through-Right		0			0	
	Right	109	1	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	564		North-South:	0
			East-West:	379		East-West:	0
			SUM:	943		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.629			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.629			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	124	1	124	0	0	**0**
	Left-Through		0			0	
	Through	1354	2	**677**	0	0	0
	Through-Right		0			0	
	Right	180	1	119	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	1039	1	592	0	0	**0**
	Through-Right		1			0	
	Right	145	0	145	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	128	1	128	0	0	0
	Left-Through		0			0	
	Through	1096	1	**599**	0	0	**0**
	Through-Right		1			0	
	Right	101	0	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	122	1	**122**	0	0	**0**
	Left-Through		0			0	
	Through	877	2	439	0	0	0
	Through-Right		0			0	
	Right	138	1	88	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	777		North-South:	0
			East-West:	721		East-West:	0
			SUM:	1498		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.999			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.999			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	97	1	97	0	0	**0**
	Left-Through		0			0	
	Through	970	1	**581**	0	0	0
	Through-Right		1			0	
	Right	191	0	191	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	135	1	**135**	0	0	0
	Left-Through		0			0	
	Through	292	1	171	0	0	**0**
	Through-Right		1			0	
	Right	49	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	65	1	65	0	0	0
	Left-Through		0			0	
	Through	633	1	**356**	0	0	**0**
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	168	1	**168**	0	0	**0**
	Left-Through		0			0	
	Through	771	2	386	0	0	0
	Through-Right		0			0	
	Right	246	1	179	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	716		North-South:	0
			East-West:	524		East-West:	0
			SUM:	1240		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.827			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.827			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	59	1	59	0	0	**0**
Left-Through		0			0	
Through	373	1	**231**	0	0	0
Through-Right		1			0	
Right	88	0	88	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	108	1	**108**	0	0	0
Left-Through		0			0	
Through	312	1	174	0	0	**0**
Through-Right		1			0	
Right	36	0	36	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	41	1	41	0	0	0
Left-Through		0			0	
Through	446	1	**245**	0	0	**0**
Through-Right		1			0	
Right	43	0	43	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	112	1	**112**	0	0	**0**
Left-Through		0			0	
Through	487	2	244	0	0	0
Through-Right		0			0	
Right	131	1	77	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	339		*North-South:*	0
		East-West:	357		*East-West:*	0
		SUM:	696		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.464			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.464			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	65	1	65	0	0	**0**
Left-Through		0			0	
Through	604	1	**372**	0	0	0
Through-Right		1			0	
Right	140	0	140	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	229	1	**229**	0	0	0
Left-Through		0			0	
Through	829	1	439	0	0	**0**
Through-Right		1			0	
Right	48	0	48	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	36	1	36	0	0	0
Left-Through		0			0	
Through	951	1	**507**	0	0	**0**
Through-Right		1			0	
Right	62	0	62	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	92	1	**92**	0	0	**0**
Left-Through		0			0	
Through	860	2	430	0	0	0
Through-Right		0			0	
Right	184	1	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	601		*North-South:*	0
		East-West:	599		*East-West:*	0
		SUM:	1200		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.800			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.800			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	252	1	167	0	0	0
Left-Through		0			0	
Through	52	0	0	0	0	**0**
Through-Right		0			0	
Right	250	1	**167**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	973	2	**431**	0	0	**0**
Through-Right		1			0	
Right	320	0	320	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	219	1	**219**	0	0	**0**
Left-Through		0			0	
Through	1056	3	352	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	167		*North-South:*	0
		East-West:	650		*East-West:*	0
		SUM:	817		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.545			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.545			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	318	1	203	0	0	0
Left-Through		0			0	
Through	70	0	0	0	0	**0**
Through-Right		0			0	
Right	290	1	**203**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	940	2	**388**	0	0	**0**
Through-Right		1			0	
Right	224	0	224	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	208	1	**208**	0	0	**0**
Left-Through		0			0	
Through	661	3	220	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	203		*North-South:*	0
		East-West:	596		*East-West:*	0
		SUM:	799		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.533			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.533			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	228	1	149	0	0	0
	Left-Through		0			0	
	Through	76	0	0	0	0	**0**
	Through-Right		0			0	
	Right	220	1	**149**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1211	2	**490**	0	0	**0**
	Through-Right		1			0	
	Right	258	0	258	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	228	1	**228**	0	0	**0**
	Left-Through		0			0	
	Through	938	3	313	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	149		*North-South:*	0
			East-West:	718		*East-West:*	0
			SUM:	867		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.578			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.578			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	110	0	110	0	0	**0**
	Left-Through		1			0	
	Through	177	0	**192**	0	0	0
	Through-Right		1			0	
	Right	96	0	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	250	1	**250**	0	0	0
	Left-Through		0			0	
	Through	983	3	328	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1158	2	**472**	0	0	0
	Through-Right		1			0	
	Right	257	0	257	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	192		*North-South:*	0
			East-West:	722		*East-West:*	0
			SUM:	914		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.641			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.641			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	79	0	79	0	0	**0**
	Left-Through		1			0	
	Through	69	0	148	0	0	0
	Through-Right		1			0	
	Right	181	0	**181**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	329	1	**329**	0	0	0
	Left-Through		0			0	
	Through	1028	3	343	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	807	2	**375**	0	0	0
	Through-Right		1			0	
	Right	319	0	319	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	181		*North-South:*	0
			East-West:	704		*East-West:*	0
			SUM:	885		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.621			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.621			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	165	0	165	0	0	**0**
	Left-Through		1			0	
	Through	85	0	**232**	0	0	0
	Through-Right		1			0	
	Right	213	0	232	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	276	1	**276**	0	0	0
	Left-Through		0			0	
	Through	1233	3	411	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1051	2	**441**	0	0	0
	Through-Right		1			0	
	Right	271	0	271	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	232		*North-South:*	0
			East-West:	717		*East-West:*	0
			SUM:	949		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.666			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.666			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet
(Circular 212 Method)

I/S #: 200

PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	330	1	217	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	321	1	**217**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	1	0	0	0	0	0
Left-Through		0			0	
Through	956	2	478	0	0	**0**
Through-Right		1			0	
Right	643	0	**643**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	1392	3	464	0	0	0
Through-Right		0			0	
Right	593	1	376	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	217		*North-South:*	0
		East-West:	643		*East-West:*	0
		SUM:	860		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.573			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.573			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #: 200

PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	419	1	263	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	369	1	**263**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	14	0	0	0	0	0
Left-Through		0			0	
Through	991	2	**490**	0	0	**0**
Through-Right		1			0	
Right	480	0	480	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	985	3	328	0	0	0
Through-Right		0			0	
Right	383	1	120	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	263		*North-South:*	0
		East-West:	490		*East-West:*	0
		SUM:	753		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.502			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.502			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #: 200

PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	458	1	254	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	305	1	**254**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	3	0	0	0	0	0
Left-Through		0			0	
Through	1312	2	**606**	0	0	**0**
Through-Right		1			0	
Right	505	0	505	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	1128	3	376	0	0	0
Through-Right		0			0	
Right	389	1	135	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	254		*North-South:*	0
		East-West:	606		*East-West:*	0
		SUM:	860		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.573			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.573			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	3	1	3	0	0	**0**
	Left-Through		0			0	
	Through	435	1	**250**	0	0	0
	Through-Right		1			0	
	Right	65	0	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	2	1	**2**	0	0	0
	Left-Through		0			0	
	Through	653	3	218	0	0	**0**
	Through-Right		0			0	
	Right	120	1	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	28	1	28	0	0	0
	Left-Through		0			0	
	Through	212	2	**106**	0	0	**0**
	Through-Right		0			0	
	Right	23	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	119	1	**119**	0	0	**0**
	Left-Through		0			0	
	Through	324	1	187	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	252		North-South:	0
			East-West:	225		East-West:	0
			SUM:	477		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.347			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.347			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	112	1	112	0	0	**0**
	Left-Through		0			0	
	Through	641	1	**347**	0	0	0
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	47	1	**47**	0	0	0
	Left-Through		0			0	
	Through	619	3	206	0	0	**0**
	Through-Right		0			0	
	Right	133	1	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	68	1	68	0	0	0
	Left-Through		0			0	
	Through	437	2	**219**	0	0	**0**
	Through-Right		0			0	
	Right	92	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	116	1	**116**	0	0	**0**
	Left-Through		0			0	
	Through	373	1	238	0	0	0
	Through-Right		1			0	
	Right	102	0	102	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	394		North-South:	0
			East-West:	335		East-West:	0
			SUM:	729		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.530			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.530			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	49	1	49	0	0	**0**
	Left-Through		0			0	
	Through	863	1	**476**	0	0	0
	Through-Right		1			0	
	Right	88	0	88	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	37	1	**37**	0	0	0
	Left-Through		0			0	
	Through	533	3	178	0	0	**0**
	Through-Right		0			0	
	Right	113	1	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	37	1	37	0	0	0
	Left-Through		0			0	
	Through	510	2	**255**	0	0	**0**
	Through-Right		0			0	
	Right	35	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	117	1	**117**	0	0	**0**
	Left-Through		0			0	
	Through	412	1	253	0	0	0
	Through-Right		1			0	
	Right	94	0	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	513		North-South:	0
			East-West:	372		East-West:	0
			SUM:	885		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.644			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.644			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	1	9	0	0	**0**
	Left-Through		0			0	
	Through	33	2	**17**	0	0	0
	Through-Right		0			0	
	Right	35	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	273	2	**96**	0	0	0
	Left-Through		1			0	
	Through	18	1	18	0	0	**0**
	Through-Right		0			0	
	Right	164	1	27	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	499	2	**274**	0	0	0
	Left-Through		0			0	
	Through	1108	4	277	0	0	**0**
	Through-Right		0			0	
	Right	13	1	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	82	1	82	0	0	**0**
	Left-Through		0			0	
	Through	2088	4	**522**	0	0	0
	Through-Right		0			0	
	Right	360	1	264	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	113		North-South:	0
			East-West:	796		East-West:	0
			SUM:	909		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.661			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.661			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	22	1	22	0	0	**0**
Left-Through		0			0	
Through	34	2	17	0	0	0
Through-Right		0			0	
Right	40	1	**25**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	360	2	**126**	0	0	0
Left-Through		1			0	
Through	20	1	20	0	0	**0**
Through-Right		0			0	
Right	318	1	125	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	701	2	**386**	0	0	0
Left-Through		0			0	
Through	1600	4	400	0	0	**0**
Through-Right		0			0	
Right	19	1	8	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	31	1	31	0	0	**0**
Left-Through		0			0	
Through	1760	4	**440**	0	0	0
Through-Right		0			0	
Right	229	1	103	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	151		*North-South:*	0
		East-West:	826		*East-West:*	0
		SUM:	977		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.711			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.711			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	17	1	17	0	0	**0**
Left-Through		0			0	
Through	37	2	19	0	0	0
Through-Right		0			0	
Right	65	1	**43**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	534	2	**187**	0	0	0
Left-Through		1			0	
Through	17	1	17	0	0	**0**
Through-Right		0			0	
Right	320	1	103	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	790	2	**435**	0	0	0
Left-Through		0			0	
Through	1601	4	400	0	0	**0**
Through-Right		0			0	
Right	17	1	9	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	45	1	45	0	0	**0**
Left-Through		0			0	
Through	1413	4	**353**	0	0	0
Through-Right		0			0	
Right	280	1	93	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	230		*North-South:*	0
		East-West:	788		*East-West:*	0
		SUM:	1018		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.740			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.740			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	37	0	37	0	0	**0**
Left-Through		1			0	
Through	93	0	**130**	0	0	0
Through-Right		0			0	
Right	365	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	82	0	**82**	0	0	0
Left-Through		1			0	
Through	13	0	34	0	0	**0**
Through-Right		1			0	
Right	21	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	7	1	7	0	0	0
Left-Through		0			0	
Through	400	2	**136**	0	0	**0**
Through-Right		1			0	
Right	8	0	8	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	706	2	**388**	0	0	**0**
Left-Through		0			0	
Through	532	1	270	0	0	0
Through-Right		1			0	
Right	8	0	8	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	212		*North-South:*	0
		East-West:	524		*East-West:*	0
		SUM:	736		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.535			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.535			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	37	0	37	0	0	**0**
Left-Through		1			0	
Through	31	0	**68**	0	0	0
Through-Right		0			0	
Right	563	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	30	0	30	0	0	0
Left-Through		1			0	
Through	25	0	**42**	0	0	**0**
Through-Right		1			0	
Right	17	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	17	1	17	0	0	0
Left-Through		0			0	
Through	520	2	**178**	0	0	**0**
Through-Right		1			0	
Right	14	0	14	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	629	2	**346**	0	0	**0**
Left-Through		0			0	
Through	449	1	234	0	0	0
Through-Right		1			0	
Right	19	0	19	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	110		*North-South:*	0
		East-West:	524		*East-West:*	0
		SUM:	634		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.461			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.461			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	22	0	22	0	0	**0**
	Left-Through		1			0	
	Through	32	0	**54**	0	0	0
	Through-Right		0			0	
	Right	563	2	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	44	0	44	0	0	0
	Left-Through		1			0	
	Through	52	0	**58**	0	0	**0**
	Through-Right		1			0	
	Right	6	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	15	1	15	0	0	0
	Left-Through		0			0	
	Through	681	2	**230**	0	0	**0**
	Through-Right		1			0	
	Right	9	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	558	2	**307**	0	0	**0**
	Left-Through		0			0	
	Through	492	1	257	0	0	0
	Through-Right		1			0	
	Right	21	0	21	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	112		North-South:	0
			East-West:	537		East-West:	0
			SUM:	649		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.472			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.472			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	83	1	**83**	0	0	**0**
	Left-Through		0			0	
	Through	353	1	237	0	0	0
	Through-Right		1			0	
	Right	121	0	121	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	75	1	75	0	0	0
	Left-Through		0			0	
	Through	663	1	**337**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	6	1	**6**	0	0	0
	Left-Through		0			0	
	Through	551	1	281	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	165	1	165	0	0	**0**
	Left-Through		0			0	
	Through	938	1	**524**	0	0	0
	Through-Right		1			0	
	Right	109	0	109	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	420		North-South:	0
			East-West:	530		East-West:	0
			SUM:	950		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.691			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.691			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	1	31	0	0	**0**
	Left-Through		0			0	
	Through	546	1	**410**	0	0	0
	Through-Right		1			0	
	Right	273	0	273	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	83	1	**83**	0	0	0
	Left-Through		0			0	
	Through	563	1	287	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	17	1	17	0	0	0
	Left-Through		0			0	
	Through	913	1	**477**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	178	1	**178**	0	0	**0**
	Left-Through		0			0	
	Through	902	1	488	0	0	0
	Through-Right		1			0	
	Right	73	0	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	493		North-South:	0
			East-West:	655		East-West:	0
			SUM:	1148		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.835			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.835			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	69	1	69	0	0	**0**
	Left-Through		0			0	
	Through	596	1	**415**	0	0	0
	Through-Right		1			0	
	Right	233	0	233	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	85	1	**85**	0	0	0
	Left-Through		0			0	
	Through	451	1	235	0	0	**0**
	Through-Right		1			0	
	Right	19	0	19	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	7	1	7	0	0	0
	Left-Through		0			0	
	Through	1135	1	**588**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	155	1	**155**	0	0	**0**
	Left-Through		0			0	
	Through	737	1	400	0	0	0
	Through-Right		1			0	
	Right	63	0	63	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	500		North-South:	0
			East-West:	743		East-West:	0
			SUM:	1243		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.904			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.904			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	68	1	**68**	0	0	**0**	85	1	**85**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	346	2	173	0	0	0	303	2	152	0	0	0
	Through-Right		0			0			0			0	
	Right	26	1	0	0	0	0	75	1	34	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	35	1	35	0	0	0	68	1	68	0	0	0
	Left-Through		0			0			0			0	
	Through	278	1	**144**	0	0	**0**	232	1	**150**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	10	0	10	0	0	0	68	0	68	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	23	1	**23**	0	0	0	29	1	29	0	0	0
	Left-Through		0			0			0			0	
	Through	270	1	140	0	0	**0**	355	1	**195**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	10	0	10	0	0	0	35	0	35	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	117	1	117	0	0	**0**	82	1	**82**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	567	1	**308**	0	0	0	349	1	216	0	0	0
	Through-Right		1			0			1			0	
	Right	48	0	48	0	0	0	82	0	82	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	212		North-South:	0		North-South:	235		North-South:	0
			East-West:	331		East-West:	0		East-West:	277		East-West:	0
			SUM:	543		SUM:	0		SUM:	512		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.395			0.000			0.372			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.395			0.000			0.372			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	98	1	**98**	0	0	**0**						
	Left-Through		0			0							
	Through	367	2	184	0	0	0						
	Through-Right		0			0							
	Right	105	1	58	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	66	1	66	0	0	0						
	Left-Through		0			0							
	Through	290	1	**205**	0	0	**0**						
	Through-Right		1			0							
	Right	120	0	120	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	14	1	14	0	0	0						
	Left-Through		0			0							
	Through	712	1	**363**	0	0	**0**						
	Through-Right		1			0							
	Right	13	0	13	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	95	1	**95**	0	0	**0**						
	Left-Through		0			0							
	Through	439	1	238	0	0	0						
	Through-Right		1			0							
	Right	37	0	37	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	303		North-South:	0						
			East-West:	458		East-West:	0						
			SUM:	761		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.553			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.553			0.000						
LEVEL OF SERVICE (LOS):				A			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				2			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	2	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	258	1	**258**	0	0	**0**						
	Left-Through		0			0							
	Through	507	1	279	0	0	0						
	Through-Right		1			0							
	Right	50	0	50	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	59	1	59	0	0	0						
	Left-Through		0			0							
	Through	278	1	**155**	0	0	**0**						
	Through-Right		1			0							
	Right	32	0	32	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	53	1	**53**	0	0	0						
	Left-Through		0			0							
	Through	172	1	153	0	0	**0**						
	Through-Right		1			0							
	Right	134	0	134	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	70	1	70	0	0	**0**						
	Left-Through		0			0							
	Through	420	2	**210**	0	0	0						
	Through-Right		0			0							
	Right	137	1	137	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	413		North-South:	0						
			East-West:	263		East-West:	0						
			SUM:	676		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.451			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.451			0.000						
LEVEL OF SERVICE (LOS):				A			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	529	1	**318**	0	0	0
	Through-Right		1			0	
	Right	106	0	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	88	1	**88**	0	0	0
	Left-Through		0			0	
	Through	425	1	249	0	0	**0**
	Through-Right		1			0	
	Right	73	0	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	63	1	63	0	0	0
	Left-Through		0			0	
	Through	330	1	**218**	0	0	**0**
	Through-Right		1			0	
	Right	105	0	105	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	66	1	**66**	0	0	**0**
	Left-Through		0			0	
	Through	286	2	143	0	0	0
	Through-Right		0			0	
	Right	74	1	74	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	406		*North-South:*	0
			East-West:	284		*East-West:*	0
			SUM:	690		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.460			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.460			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	148	1	**148**	0	0	**0**
	Left-Through		0			0	
	Through	415	1	318	0	0	0
	Through-Right		1			0	
	Right	221	0	221	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	131	1	131	0	0	0
	Left-Through		0			0	
	Through	594	1	**321**	0	0	**0**
	Through-Right		1			0	
	Right	47	0	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	43	1	43	0	0	0
	Left-Through		0			0	
	Through	551	1	**453**	0	0	**0**
	Through-Right		1			0	
	Right	354	0	354	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	59	1	**59**	0	0	**0**
	Left-Through		0			0	
	Through	262	2	131	0	0	0
	Through-Right		0			0	
	Right	74	1	74	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	469		*North-South:*	0
			East-West:	512		*East-West:*	0
			SUM:	981		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.654			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.654			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	738	2	**406**	0	0	**0**
	Left-Through		0			0	
	Through	775	1	424	0	0	0
	Through-Right		1			0	
	Right	73	0	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	2	2	1	0	0	0
	Left-Through		0			0	
	Through	315	2	**158**	0	0	**0**
	Through-Right		0			0	
	Right	132	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	**200**	0	0	0
	Left-Through		0			0	
	Through	1047	3	349	0	0	**0**
	Through-Right		1			0	
	Right	401	0	198	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	37	1	37	0	0	**0**
	Left-Through		0			0	
	Through	1624	3	**411**	0	0	0
	Through-Right		1			0	
	Right	18	0	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	564		*North-South:*	0
			East-West:	611		*East-West:*	0
			SUM:	1175		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.855			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.855			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	466	2	**256**	0	0	**0**
	Left-Through		0			0	
	Through	640	1	367	0	0	0
	Through-Right		1			0	
	Right	93	0	93	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	37	2	20	0	0	0
	Left-Through		0			0	
	Through	272	2	**136**	0	0	**0**
	Through-Right		0			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	236	1	**236**	0	0	0
	Left-Through		0			0	
	Through	1605	3	471	0	0	**0**
	Through-Right		1			0	
	Right	279	0	279	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	158	1	158	0	0	**0**
	Left-Through		0			0	
	Through	1634	3	**427**	0	0	0
	Through-Right		1			0	
	Right	72	0	72	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	392		*North-South:*	0
			East-West:	663		*East-West:*	0
			SUM:	1055		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.767			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.767			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	453	2	249	0	0	**0**
	Left-Through		0			0	
	Through	1174	1	**646**	0	0	0
	Through-Right		1			0	
	Right	118	0	118	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	9	2	**5**	0	0	0
	Left-Through		0			0	
	Through	473	2	237	0	0	**0**
	Through-Right		0			0	
	Right	135	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	438	1	**438**	0	0	0
	Left-Through		0			0	
	Through	1624	3	508	0	0	**0**
	Through-Right		1			0	
	Right	406	0	406	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	103	1	103	0	0	**0**
	Left-Through		0			0	
	Through	1084	3	**275**	0	0	0
	Through-Right		1			0	
	Right	16	0	16	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	651		*North-South:*	0
			East-West:	713		*East-West:*	0
			SUM:	1364		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.992			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.992			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	252	2	139	0	0	**0**
	Left-Through		0			0	
	Through	505	2	**253**	0	0	0
	Through-Right		0			0	
	Right	115	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	2	**121**	0	0	0
	Left-Through		0			0	
	Through	319	2	160	0	0	**0**
	Through-Right		0			0	
	Right	179	1	122	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	188	2	**57**	0	0	0
	Left-Through		0			0	
	Through	174	2	87	0	0	**0**
	Through-Right		1			0	
	Right	90	0	21	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	218	2	120	0	0	**0**
	Left-Through		0			0	
	Through	793	3	264	0	0	0
	Through-Right		0			0	
	Right	600	1	**479**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	374		*North-South:*	0
			East-West:	536		*East-West:*	0
			SUM:	910		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.662			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.662			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	145	2	80	0	0	**0**
	Left-Through		0			0	
	Through	325	2	**163**	0	0	0
	Through-Right		0			0	
	Right	86	1	54	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	335	2	**184**	0	0	0
	Left-Through		0			0	
	Through	288	2	144	0	0	**0**
	Through-Right		0			0	
	Right	99	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	167	2	**92**	0	0	0
	Left-Through		0			0	
	Through	507	2	212	0	0	**0**
	Through-Right		1			0	
	Right	128	0	128	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	59	2	32	0	0	**0**
	Left-Through		0			0	
	Through	469	3	156	0	0	0
	Through-Right		0			0	
	Right	365	1	**181**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	347		*North-South:*	0
			East-West:	273		*East-West:*	0
			SUM:	620		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.451			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.451			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	175	2	**96**	0	0	**0**
	Left-Through		0			0	
	Through	382	2	191	0	0	0
	Through-Right		0			0	
	Right	233	1	93	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	194	2	107	0	0	0
	Left-Through		0			0	
	Through	529	2	**265**	0	0	**0**
	Through-Right		0			0	
	Right	132	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	203	2	112	0	0	0
	Left-Through		0			0	
	Through	1079	2	**446**	0	0	**0**
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	255	2	**140**	0	0	**0**
	Left-Through		0			0	
	Through	337	3	112	0	0	0
	Through-Right		0			0	
	Right	401	1	294	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	361		*North-South:*	0
			East-West:	586		*East-West:*	0
			SUM:	947		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.689			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.689			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	25	1	25	0	0	**0**
Left-Through		0			0	
Through	1264	1	**637**	0	0	0
Through-Right		1			0	
Right	9	0	9	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	113	1	**113**	0	0	0
Left-Through		0			0	
Through	639	1	352	0	0	**0**
Through-Right		1			0	
Right	65	0	65	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	30	1	30	0	0	0
Left-Through		0			0	
Through	32	0	**52**	0	0	**0**
Through-Right		1			0	
Right	20	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	12	1	12	0	0	**0**
Left-Through		0			0	
Through	49	1	**45**	0	0	0
Through-Right		1			0	
Right	40	0	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	750		*North-South:*	0
		East-West:	97		*East-West:*	0
		SUM:	847		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.616			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.616			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	51	1	51	0	0	**0**
Left-Through		0			0	
Through	670	1	**358**	0	0	0
Through-Right		1			0	
Right	45	0	45	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	64	1	**64**	0	0	0
Left-Through		0			0	
Through	611	1	337	0	0	**0**
Through-Right		1			0	
Right	63	0	63	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	49	1	49	0	0	0
Left-Through		0			0	
Through	59	0	**96**	0	0	**0**
Through-Right		1			0	
Right	37	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	103	1	103	0	0	**0**
Left-Through		0			0	
Through	38	1	38	0	0	0
Through-Right		1			0	
Right	137	0	**105**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	422		*North-South:*	0
		East-West:	201		*East-West:*	0
		SUM:	623		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.453			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.453			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	33	1	33	0	0	**0**
Left-Through		0			0	
Through	816	1	**417**	0	0	0
Through-Right		1			0	
Right	17	0	17	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	158	1	**158**	0	0	0
Left-Through		0			0	
Through	927	1	493	0	0	**0**
Through-Right		1			0	
Right	59	0	59	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	84	1	84	0	0	0
Left-Through		0			0	
Through	70	0	**101**	0	0	**0**
Through-Right		1			0	
Right	31	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	85	1	**85**	0	0	**0**
Left-Through		0			0	
Through	50	1	50	0	0	0
Through-Right		1			0	
Right	112	0	33	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	575		*North-South:*	0
		East-West:	186		*East-West:*	0
		SUM:	761		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.553			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.553			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	104	1	**104**	0	0	**0**
Left-Through		0			0	
Through	1360	2	460	0	0	0
Through-Right		1			0	
Right	21	0	21	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	22	1	22	0	0	0
Left-Through		0			0	
Through	1167	2	**451**	0	0	**0**
Through-Right		1			0	
Right	186	0	186	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	282	1	**143**	0	0	0
Left-Through		1			0	
Through	3	0	143	0	0	**0**
Through-Right		0			0	
Right	48	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	9	0	9	0	0	**0**
Left-Through		0			0	
Through	1	0	**18**	0	0	0
Through-Right		0			0	
Right	8	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	555		*North-South:*	0
		East-West:	161		*East-West:*	0
		SUM:	716		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.521			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.521			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	73	1	**73**	0	0	**0**
Left-Through		0			0	
Through	1356	2	456	0	0	0
Through-Right		1			0	
Right	11	0	11	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	43	1	43	0	0	0
Left-Through		0			0	
Through	1202	2	**489**	0	0	**0**
Through-Right		1			0	
Right	264	0	264	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	350	1	**178**	0	0	0
Left-Through		1			0	
Through	5	0	178	0	0	**0**
Through-Right		0			0	
Right	56	1	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	6	0	6	0	0	**0**
Left-Through		0			0	
Through	4	0	**37**	0	0	0
Through-Right		0			0	
Right	27	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	562		*North-South:*	0
		East-West:	215		*East-West:*	0
		SUM:	777		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.565			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.565			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	132	1	**132**	0	0	**0**
Left-Through		0			0	
Through	1470	2	493	0	0	0
Through-Right		1			0	
Right	9	0	9	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	39	1	39	0	0	0
Left-Through		0			0	
Through	1727	2	**699**	0	0	**0**
Through-Right		1			0	
Right	371	0	371	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	423	1	**212**	0	0	0
Left-Through		1			0	
Through	0	0	212	0	0	**0**
Through-Right		0			0	
Right	31	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	5	0	5	0	0	**0**
Left-Through		0			0	
Through	5	0	**46**	0	0	0
Through-Right		0			0	
Right	36	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	831		*North-South:*	0
		East-West:	258		*East-West:*	0
		SUM:	1089		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.792			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.792			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2308	4	**577**	0	0	0
Through-Right		0			0	
Right	83	1	23	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	13	2	**7**	0	0	0
Left-Through		0			0	
Through	1605	4	401	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	109	2	**60**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	584		*North-South:*	0
		East-West:	60		*East-West:*	0
		SUM:	644		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.452			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.452			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1608	4	**402**	0	0	0
Through-Right		0			0	
Right	75	1	37	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	10	2	**6**	0	0	0
Left-Through		0			0	
Through	1450	4	363	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	69	2	**38**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	15	1	9	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	408		*North-South:*	0
		East-West:	38		*East-West:*	0
		SUM:	446		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.313			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.313			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1984	4	496	0	0	0
	Through-Right		0			0	
	Right	161	1	112	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	38	2	21	0	0	0
	Left-Through		0			0	
	Through	2317	4	**579**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	89	2	**49**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	33	1	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	579		North-South:	0
			East-West:	49		East-West:	0
			SUM:	628		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.441			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.441			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	2	6	0	0	**0**
	Left-Through		0			0	
	Through	13	3	**4**	0	0	0
	Through-Right		0			0	
	Right	7	1	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	335	2	**184**	0	0	0
	Left-Through		0			0	
	Through	17	2	9	0	0	**0**
	Through-Right		0			0	
	Right	411	1	171	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	437	2	**240**	0	0	0
	Left-Through		0			0	
	Through	839	3	280	0	0	**0**
	Through-Right		0			0	
	Right	9	1	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	17	2	9	0	0	**0**
	Left-Through		0			0	
	Through	912	3	**304**	0	0	0
	Through-Right		0			0	
	Right	351	1	167	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	188		North-South:	0
			East-West:	544		East-West:	0
			SUM:	732		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.532			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.532			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	2	**13**	0	0	**0**
	Left-Through		0			0	
	Through	16	3	5	0	0	0
	Through-Right		0			0	
	Right	22	1	19	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	342	2	188	0	0	0
	Left-Through		0			0	
	Through	20	2	10	0	0	**0**
	Through-Right		0			0	
	Right	368	1	**204**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	299	2	**164**	0	0	0
	Left-Through		0			0	
	Through	820	3	273	0	0	**0**
	Through-Right		0			0	
	Right	19	1	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	11	2	6	0	0	**0**
	Left-Through		0			0	
	Through	874	3	**291**	0	0	0
	Through-Right		0			0	
	Right	255	1	67	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	217		North-South:	0
			East-West:	455		East-West:	0
			SUM:	672		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.489			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.489			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	2	8	0	0	**0**
	Left-Through		0			0	
	Through	15	3	5	0	0	0
	Through-Right		0			0	
	Right	19	1	**18**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	782	2	**430**	0	0	0
	Left-Through		0			0	
	Through	10	2	5	0	0	**0**
	Through-Right		0			0	
	Right	434	1	262	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	313	2	**172**	0	0	0
	Left-Through		0			0	
	Through	977	3	326	0	0	**0**
	Through-Right		0			0	
	Right	8	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	5	2	3	0	0	**0**
	Left-Through		0			0	
	Through	1031	3	**344**	0	0	0
	Through-Right		0			0	
	Right	310	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	448		North-South:	0
			East-West:	516		East-West:	0
			SUM:	964		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.701			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.701			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	1	8	0	0	**0**
	Left-Through		0			0	
	Through	1076	2	**538**	0	0	0
	Through-Right		0			0	
	Right	148	1	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	103	1	**103**	0	0	0
	Left-Through		0			0	
	Through	687	2	344	0	0	**0**
	Through-Right		0			0	
	Right	71	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	273	1	273	0	0	0
	Left-Through		0			0	
	Through	845	1	**430**	0	0	**0**
	Through-Right		1			0	
	Right	14	0	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	83	1	**83**	0	0	**0**
	Left-Through		0			0	
	Through	248	1	194	0	0	0
	Through-Right		1			0	
	Right	139	0	139	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	641		*North-South:*	0
			East-West:	513		*East-West:*	0
			SUM:	1154		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.769			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.769			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	17	0	0	**0**
	Left-Through		0			0	
	Through	706	2	**353**	0	0	0
	Through-Right		0			0	
	Right	78	1	57	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	135	1	**135**	0	0	0
	Left-Through		0			0	
	Through	744	2	372	0	0	**0**
	Through-Right		0			0	
	Right	96	1	34	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	124	1	**124**	0	0	0
	Left-Through		0			0	
	Through	249	1	134	0	0	**0**
	Through-Right		1			0	
	Right	18	0	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	43	1	43	0	0	**0**
	Left-Through		0			0	
	Through	249	1	**211**	0	0	0
	Through-Right		1			0	
	Right	172	0	172	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	488		*North-South:*	0
			East-West:	335		*East-West:*	0
			SUM:	823		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.549			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.549			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	28	0	0	**0**
	Left-Through		0			0	
	Through	1066	2	**533**	0	0	0
	Through-Right		0			0	
	Right	110	1	54	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	165	1	**165**	0	0	0
	Left-Through		0			0	
	Through	1268	2	634	0	0	**0**
	Through-Right		0			0	
	Right	162	1	108	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	109	1	**109**	0	0	0
	Left-Through		0			0	
	Through	486	1	252	0	0	**0**
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	112	1	112	0	0	**0**
	Left-Through		0			0	
	Through	581	1	**382**	0	0	0
	Through-Right		1			0	
	Right	182	0	182	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	698		*North-South:*	0
			East-West:	491		*East-West:*	0
			SUM:	1189		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.793			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.793			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	7	2	4	0	0	**0**
	Left-Through		0			0	
	Through	2255	2	**763**	0	0	0
	Through-Right		1			0	
	Right	35	0	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	107	1	**107**	0	0	0
	Left-Through		0			0	
	Through	2021	2	678	0	0	**0**
	Through-Right		1			0	
	Right	14	0	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	315	2	152	0	0	**0**
	Through-Right		1			0	
	Right	141	0	141	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	234	1	234	0	0	**0**
	Left-Through		0			0	
	Through	1103	2	**552**	0	0	0
	Through-Right		0			0	
	Right	193	1	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	870		*North-South:*	0
			East-West:	552		*East-West:*	0
			SUM:	1422		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.034			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.034			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	146	2	80	0	0	**0**
Left-Through		0			0	
Through	1189	2	**424**	0	0	0
Through-Right		1			0	
Right	84	0	84	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	136	1	**136**	0	0	0
Left-Through		0			0	
Through	1259	2	431	0	0	**0**
Through-Right		1			0	
Right	33	0	33	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	562	2	**233**	0	0	**0**
Through-Right		1			0	
Right	136	0	136	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	164	1	**164**	0	0	**0**
Left-Through		0			0	
Through	718	2	359	0	0	0
Through-Right		0			0	
Right	114	1	46	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	560		*North-South:*	0
		East-West:	397		*East-West:*	0
		SUM:	957		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.696			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.696			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	96	2	53	0	0	**0**
Left-Through		0			0	
Through	1967	2	**699**	0	0	0
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	269	1	**269**	0	0	0
Left-Through		0			0	
Through	1954	2	657	0	0	**0**
Through-Right		1			0	
Right	17	0	17	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	904	2	**363**	0	0	**0**
Through-Right		1			0	
Right	186	0	186	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	146	1	**146**	0	0	**0**
Left-Through		0			0	
Through	797	2	399	0	0	0
Through-Right		0			0	
Right	114	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	968		*North-South:*	0
		East-West:	509		*East-West:*	0
		SUM:	1477		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.074			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.074			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	153	2	**84**	0	0	**0**
Left-Through		0			0	
Through	792	2	298	0	0	0
Through-Right		1			0	
Right	103	0	103	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	30	1	30	0	0	0
Left-Through		0			0	
Through	825	2	**322**	0	0	**0**
Through-Right		1			0	
Right	140	0	140	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	128	1	**128**	0	0	0
Left-Through		0			0	
Through	339	2	133	0	0	**0**
Through-Right		1			0	
Right	60	0	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	155	1	155	0	0	**0**
Left-Through		0			0	
Through	975	2	**328**	0	0	0
Through-Right		1			0	
Right	9	0	9	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	406		*North-South:*	0
		East-West:	456		*East-West:*	0
		SUM:	862		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.627			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.627			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	180	2	99	0	0	**0**
Left-Through		0			0	
Through	769	2	**318**	0	0	0
Through-Right		1			0	
Right	185	0	185	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	74	1	**74**	0	0	0
Left-Through		0			0	
Through	610	2	236	0	0	**0**
Through-Right		1			0	
Right	97	0	97	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	119	1	119	0	0	0
Left-Through		0			0	
Through	539	2	**206**	0	0	**0**
Through-Right		1			0	
Right	79	0	79	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	162	1	**162**	0	0	**0**
Left-Through		0			0	
Through	683	2	233	0	0	0
Through-Right		1			0	
Right	17	0	17	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	392		*North-South:*	0
		East-West:	368		*East-West:*	0
		SUM:	760		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.553			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.553			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	196	2	108	0	0	**0**
	Left-Through		0			0	
	Through	1205	2	**492**	0	0	0
	Through-Right		1			0	
	Right	270	0	270	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	121	1	**121**	0	0	0
	Left-Through		0			0	
	Through	806	2	303	0	0	**0**
	Through-Right		1			0	
	Right	104	0	104	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	203	1	**203**	0	0	0
	Left-Through		0			0	
	Through	733	2	261	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	156	1	156	0	0	**0**
	Left-Through		0			0	
	Through	827	2	**278**	0	0	0
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	613		*North-South:*	0
			East-West:	481		*East-West:*	0
			SUM:	1094		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.796			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.796			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	111	1	111	0	0	**0**
	Left-Through		0			0	
	Through	1467	1	**789**	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	73	1	**73**	0	0	0
	Left-Through		0			0	
	Through	570	2	285	0	0	**0**
	Through-Right		0			0	
	Right	65	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	198	1	**198**	0	0	0
	Left-Through		0			0	
	Through	1286	3	429	0	0	**0**
	Through-Right		0			0	
	Right	95	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	121	1	121	0	0	**0**
	Left-Through		0			0	
	Through	1014	2	**391**	0	0	0
	Through-Right		1			0	
	Right	158	0	158	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	862		*North-South:*	0
			East-West:	589		*East-West:*	0
			SUM:	1451		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.055			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.055			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	85	1	85	0	0	**0**
	Left-Through		0			0	
	Through	820	1	**487**	0	0	0
	Through-Right		1			0	
	Right	154	0	154	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	659	2	330	0	0	**0**
	Through-Right		0			0	
	Right	91	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	199	1	**199**	0	0	0
	Left-Through		0			0	
	Through	1039	3	346	0	0	**0**
	Through-Right		0			0	
	Right	110	1	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	194	1	194	0	0	**0**
	Left-Through		0			0	
	Through	1207	2	**428**	0	0	0
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	617		*North-South:*	0
			East-West:	627		*East-West:*	0
			SUM:	1244		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.905			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.905			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	74	1	74	0	0	**0**
	Left-Through		0			0	
	Through	1108	1	**608**	0	0	0
	Through-Right		1			0	
	Right	107	0	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1304	2	652	0	0	**0**
	Through-Right		0			0	
	Right	50	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	135	1	135	0	0	0
	Left-Through		0			0	
	Through	1202	3	**401**	0	0	**0**
	Through-Right		0			0	
	Right	156	1	119	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	238	1	**238**	0	0	**0**
	Left-Through		0			0	
	Through	1325	2	469	0	0	0
	Through-Right		1			0	
	Right	83	0	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	738		*North-South:*	0
			East-West:	639		*East-West:*	0
			SUM:	1377		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.001			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.001			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	48	1	48	0	0	**0**
	Left-Through		0			0	
	Through	1364	1	**730**	0	0	0
	Through-Right		1			0	
	Right	95	0	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	66	1	**66**	0	0	0
	Left-Through		0			0	
	Through	660	2	330	0	0	**0**
	Through-Right		0			0	
	Right	84	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	188	1	188	0	0	0
	Left-Through		0			0	
	Through	652	2	**326**	0	0	**0**
	Through-Right		0			0	
	Right	52	1	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	63	1	**63**	0	0	**0**
	Left-Through		0			0	
	Through	391	2	196	0	0	0
	Through-Right		0			0	
	Right	61	1	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	796		*North-South:*	0
			East-West:	389		*East-West:*	0
			SUM:	1185		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.790			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.790			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	79	1	79	0	0	**0**
	Left-Through		0			0	
	Through	786	1	**447**	0	0	0
	Through-Right		1			0	
	Right	108	0	108	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	69	1	**69**	0	0	0
	Left-Through		0			0	
	Through	725	2	363	0	0	**0**
	Through-Right		0			0	
	Right	225	1	109	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	233	1	**233**	0	0	0
	Left-Through		0			0	
	Through	468	2	234	0	0	**0**
	Through-Right		0			0	
	Right	79	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	91	1	91	0	0	**0**
	Left-Through		0			0	
	Through	481	2	**241**	0	0	0
	Through-Right		0			0	
	Right	60	1	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	516		*North-South:*	0
			East-West:	474		*East-West:*	0
			SUM:	990		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.660			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.660			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	1060	1	613	0	0	0
	Through-Right		1			0	
	Right	165	0	165	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	63	1	63	0	0	0
	Left-Through		0			0	
	Through	1363	2	**682**	0	0	**0**
	Through-Right		0			0	
	Right	182	1	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	173	1	**173**	0	0	0
	Left-Through		0			0	
	Through	640	2	320	0	0	**0**
	Through-Right		0			0	
	Right	83	1	48	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	125	1	125	0	0	**0**
	Left-Through		0			0	
	Through	624	2	**312**	0	0	0
	Through-Right		0			0	
	Right	74	1	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	752		*North-South:*	0
			East-West:	485		*East-West:*	0
			SUM:	1237		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.825			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.825			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	648	3	216	0	0	0
	Through-Right		0			0	
	Right	302	1	**302**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	349	2	**192**	0	0	0
	Left-Through		0			0	
	Through	780	2	390	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	12	0	12	0	0	0
	Left-Through		0			0	
	Through	0	0	12	0	0	**0**
	Through-Right		0			0	
	Right	66	1	**66**	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	494		*North-South:*	0
			East-West:	66		*East-West:*	0
			SUM:	560		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.393			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.393			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD						PM					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	567	3	189	0	0	0	792	3	**264**	0	0	0
	Through-Right		0			0			0			0	
	Right	184	1	184	0	0	0	183	1	183	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	280	2	154	0	0	0	708	2	**389**	0	0	0
	Left-Through		0			0			0			0	
	Through	729	2	**365**	0	0	**0**	944	2	472	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	25	0	25	0	0	0	26	0	26	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	25	0	0	**0**	0	0	26	0	0	**0**
	Through-Right		0			0			0			0	
	Right	89	1	**89**	0	0	0	73	1	**73**	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	365		North-South:	0		North-South:	653		North-South:	0
			East-West:	89		East-West:	0		East-West:	73		East-West:	0
			SUM:	454		SUM:	0		SUM:	726		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.319			0.000			0.509			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.319			0.000			0.509			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**	11	1	**11**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	607	2	**304**	0	0	0	522	2	261	0	0	0
	Through-Right		0			0			0			0	
	Right	43	1	0	0	0	0	59	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	854	2	287	0	0	**0**	785	2	**264**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	6	0	6	0	0	0	6	0	6	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	12	0	0	0	0	**0**	16	0	0	0	0	**0**
	Through-Right		0			0			0			0	
	Right	31	0	**31**	0	0	0	19	0	**19**	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		1			0			1			0	
WESTBOUND	Left	252	1	252	0	0	**0**	224	1	**157**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	7	0	**314**	0	0	0	13	0	157	0	0	0
	Through-Right		0			0			0			0	
	Right	620	1	0	0	0	0	235	1	0	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	304		North-South:	0		North-South:	275		North-South:	0
			East-West:	345		East-West:	0		East-West:	176		East-West:	0
			SUM:	649		SUM:	0		SUM:	451		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.455			0.000			0.316			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.455			0.000			0.316			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 2		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	18	1	**18**	0	0	**0**
	Left-Through		0			0	
	Through	704	2	352	0	0	0
	Through-Right		0			0	
	Right	86	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1396	2	**471**	0	0	**0**
	Through-Right		1			0	
	Right	18	0	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	15	0	0	0	0	**0**
	Through-Right		0			0	
	Right	25	0	**25**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
WESTBOUND	Left	199	1	199	0	0	**0**
	Left-Through		0			0	
	Through	14	0	**276**	0	0	0
	Through-Right		0			0	
	Right	537	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	489		*North-South:*	0
			East-West:	301		*East-West:*	0
			SUM:	790		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.554			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.554			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB-- 0	
		EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	1	**220**	0	0	**0**
	Left-Through		0			0	
	Through	272	2	136	0	0	0
	Through-Right		0			0	
	Right	154	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	56	1	56	0	0	0
	Left-Through		0			0	
	Through	348	2	**174**	0	0	**0**
	Through-Right		0			0	
	Right	601	2	144	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	187	1	**187**	0	0	0
	Left-Through		0			0	
	Through	700	3	233	0	0	**0**
	Through-Right		0			0	
	Right	334	1	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	266	1	266	0	0	**0**
	Left-Through		0			0	
	Through	964	3	321	0	0	0
	Through-Right		1			0	
	Right	633	0	**605**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	394		*North-South:*	0
			East-West:	792		*East-West:*	0
			SUM:	1186		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.863			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.863			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB-- 0	
		EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	134	1	**134**	0	0	**0**
	Left-Through		0			0	
	Through	315	2	158	0	0	0
	Through-Right		0			0	
	Right	261	2	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	212	1	212	0	0	0
	Left-Through		0			0	
	Through	178	2	89	0	0	**0**
	Through-Right		0			0	
	Right	847	2	**265**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	201	1	**201**	0	0	0
	Left-Through		0			0	
	Through	1278	3	426	0	0	**0**
	Through-Right		0			0	
	Right	476	1	342	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	756	3	252	0	0	0
	Through-Right		1			0	
	Right	512	0	**406**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	399		*North-South:*	0
			East-West:	607		*East-West:*	0
			SUM:	1006		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.732			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.732			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB-- 0	
		EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	124	1	124	0	0	**0**
	Left-Through		0			0	
	Through	283	2	142	0	0	0
	Through-Right		0			0	
	Right	522	2	**217**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	375	1	**375**	0	0	0
	Left-Through		0			0	
	Through	633	2	317	0	0	**0**
	Through-Right		0			0	
	Right	490	2	152	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	118	1	118	0	0	0
	Left-Through		0			0	
	Through	1172	3	391	0	0	**0**
	Through-Right		0			0	
	Right	520	1	**396**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	615	3	205	0	0	0
	Through-Right		1			0	
	Right	386	0	199	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	592		*North-South:*	0
			East-West:	466		*East-West:*	0
			SUM:	1058		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.769			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.769			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 2	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	3363	4	**841**	0	0	0
Through-Right		0			0	
Right	30	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	1913	4	478	0	0	**0**
Through-Right		0			0	
Right	154	1	154	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	284	1	**164**	0	0	**0**
Left-Through		1			0	
Through	43	0	164	0	0	0
Through-Right		0			0	
Right	241	2	133	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	841		*North-South:*	0
		East-West:	164		*East-West:*	0
		SUM:	1005		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.670			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.670			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 2	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2863	4	**716**	0	0	0
Through-Right		0			0	
Right	38	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	1486	4	372	0	0	**0**
Through-Right		0			0	
Right	195	1	195	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	320	1	**181**	0	0	**0**
Left-Through		1			0	
Through	41	0	181	0	0	0
Through-Right		0			0	
Right	160	2	88	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	716		*North-South:*	0
		East-West:	181		*East-West:*	0
		SUM:	897		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.598			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.598			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 2	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	3439	4	**860**	0	0	0
Through-Right		0			0	
Right	2	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	2455	4	614	0	0	**0**
Through-Right		0			0	
Right	171	1	171	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	523	1	**269**	0	0	**0**
Left-Through		1			0	
Through	14	0	269	0	0	0
Through-Right		0			0	
Right	55	2	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	860		*North-South:*	0
		East-West:	269		*East-West:*	0
		SUM:	1129		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.753			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.753			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2015	2	**1008**	0	0	0
Through-Right		0			0	
Right	524	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	0	**20**	0	0	0
Left-Through		1			0	
Through	310	1	215	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	269	2	**148**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	2	1	2	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	1028		*North-South:*	0
		East-West:	148		*East-West:*	0
		SUM:	1176		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.784			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.784			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	688	2	**344**	0	0	0
	Through-Right		0			0	
	Right	169	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	32	0	**32**	0	0	0
	Left-Through		1			0	
	Through	335	1	232	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	387	2	**213**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	7	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	376		*North-South:*	0
			East-West:	213		*East-West:*	0
			SUM:	589		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.393			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.393			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	775	2	388	0	0	0
	Through-Right		0			0	
	Right	197	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	54	0	54	0	0	0
	Left-Through		1			0	
	Through	1195	1	**706**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	760	2	**418**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	8	1	8	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	706		*North-South:*	0
			East-West:	418		*East-West:*	0
			SUM:	1124		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.749			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.749			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	0	**21**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	21	0	0	0
	Through-Right		0			0	
	Right	1136	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	4	1	4	0	0	0
	Left-Through		0			0	
	Through	1247	1	**627**	0	0	**0**
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	1	**250**	0	0	**0**
	Left-Through		0			0	
	Through	334	1	167	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	21		*North-South:*	0
			East-West:	877		*East-West:*	0
			SUM:	898		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.630			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.630			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	**30**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	30	0	0	0
	Through-Right		0			0	
	Right	391	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	1	0	1	0	0	0
	Left-Through		0			0	
	Through	0	0	**1**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	4	1	4	0	0	0
	Left-Through		0			0	
	Through	502	1	**263**	0	0	**0**
	Through-Right		1			0	
	Right	23	0	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	318	1	**318**	0	0	**0**
	Left-Through		0			0	
	Through	370	1	186	0	0	0
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	31		*North-South:*	0
			East-West:	581		*East-West:*	0
			SUM:	612		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.429			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.429			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	42	0	**42**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	42	0	0	0
	Through-Right		0			0	
	Right	444	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**2**	0	0	**0**
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	1	1	1	0	0	0
	Left-Through		0			0	
	Through	534	1	**281**	0	0	**0**
	Through-Right		1			0	
	Right	28	0	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	864	1	**864**	0	0	**0**
	Left-Through		0			0	
	Through	1020	1	511	0	0	0
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	44		*North-South:*	0
			East-West:	1145		*East-West:*	0
			SUM:	1189		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.834			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.834			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	19	1	19	0	0	0
	Through-Right		0			0	
	Right	96	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**19**	0	0	0
	Left-Through		0			0	
	Through	17	0	19	0	0	**0**
	Through-Right		0			0	
	Right	12	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	41	1	**41**	0	0	0
	Left-Through		0			0	
	Through	383	2	192	0	0	**0**
	Through-Right		1			0	
	Right	226	0	176	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	193	2	106	0	0	**0**
	Left-Through		0			0	
	Through	981	2	**347**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	119		*North-South:*	0
			East-West:	388		*East-West:*	0
			SUM:	507		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.369			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.369			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	94	1	**94**	0	0	**0**
	Left-Through		0			0	
	Through	19	1	19	0	0	0
	Through-Right		0			0	
	Right	156	2	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	**43**	0	0	0
	Left-Through		0			0	
	Through	25	0	43	0	0	**0**
	Through-Right		0			0	
	Right	34	1	5	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	58	1	58	0	0	0
	Left-Through		0			0	
	Through	526	2	**228**	0	0	**0**
	Through-Right		1			0	
	Right	159	0	159	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	71	2	**39**	0	0	**0**
	Left-Through		0			0	
	Through	570	2	203	0	0	0
	Through-Right		1			0	
	Right	38	0	38	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	137		*North-South:*	0
			East-West:	267		*East-West:*	0
			SUM:	404		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.294			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.294			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	182	1	**182**	0	0	**0**
	Left-Through		0			0	
	Through	29	1	29	0	0	0
	Through-Right		0			0	
	Right	368	2	177	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	68	1	**48**	0	0	0
	Left-Through		0			0	
	Through	28	0	48	0	0	**0**
	Through-Right		0			0	
	Right	34	1	11	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	47	1	47	0	0	0
	Left-Through		0			0	
	Through	1036	2	**403**	0	0	**0**
	Through-Right		1			0	
	Right	174	0	174	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	46	2	**25**	0	0	**0**
	Left-Through		0			0	
	Through	627	2	223	0	0	0
	Through-Right		1			0	
	Right	43	0	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	230		*North-South:*	0
			East-West:	428		*East-West:*	0
			SUM:	658		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.479			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.479			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 1	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	575	2	**316**	0	0	**0**
	Left-Through		0			0	
	Through	1815	2	619	0	0	0
	Through-Right		1			0	
	Right	41	0	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	57	1	57	0	0	0
	Left-Through		0			0	
	Through	1232	2	**436**	0	0	**0**
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	79	1	**79**	0	0	0
	Left-Through		0			0	
	Through	19	1	19	0	0	**0**
	Through-Right		0			0	
	Right	556	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	0	20	0	0	**0**
	Left-Through		1			0	
	Through	14	0	**49**	0	0	0
	Through-Right		1			0	
	Right	44	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	752		*North-South:*	0
			East-West:	128		*East-West:*	0
			SUM:	880		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.618			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.618			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 1	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	507	2	**279**	0	0	**0**
	Left-Through		0			0	
	Through	1705	2	578	0	0	0
	Through-Right		1			0	
	Right	29	0	29	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	62	1	62	0	0	0
	Left-Through		0			0	
	Through	1230	2	**453**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	104	1	**104**	0	0	0
	Left-Through		0			0	
	Through	12	1	12	0	0	**0**
	Through-Right		0			0	
	Right	424	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	27	0	27	0	0	**0**
	Left-Through		1			0	
	Through	11	0	**38**	0	0	0
	Through-Right		1			0	
	Right	27	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	732		*North-South:*	0
			East-West:	142		*East-West:*	0
			SUM:	874		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.613			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.613			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 1	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	735	2	**404**	0	0	**0**
	Left-Through		0			0	
	Through	1764	2	600	0	0	0
	Through-Right		1			0	
	Right	36	0	36	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	59	1	59	0	0	0
	Left-Through		0			0	
	Through	1777	2	**646**	0	0	**0**
	Through-Right		1			0	
	Right	161	0	161	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	119	1	**119**	0	0	0
	Left-Through		0			0	
	Through	21	1	21	0	0	**0**
	Through-Right		0			0	
	Right	885	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	34	0	34	0	0	**0**
	Left-Through		1			0	
	Through	18	0	**41**	0	0	0
	Through-Right		1			0	
	Right	23	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	1050		*North-South:*	0
			East-West:	160		*East-West:*	0
			SUM:	1210		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.849			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.849			0.000
	LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	1	2	0	0	**0**
	Left-Through		0			0	
	Through	1218	1	**689**	0	0	0
	Through-Right		1			0	
	Right	159	0	159	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	71	1	**71**	0	0	0
	Left-Through		0			0	
	Through	336	1	169	0	0	**0**
	Through-Right		1			0	
	Right	2	0	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**2**	0	0	**0**
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	74	1	41	0	0	**0**
	Left-Through		1			0	
	Through	8	0	41	0	0	0
	Through-Right		0			0	
	Right	114	1	**79**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	760		*North-South:*	0
			East-West:	81		*East-West:*	0
			SUM:	841		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.590			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.590			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD						PM					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0
Override Capacity			0			0			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	1	5	0	0	**0**	2	1	**2**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	516	1	**323**	0	0	0	586	1	376	0	0	0
	Through-Right		1			0			1			0	
	Right	129	0	129	0	0	0	166	0	166	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	64	1	**64**	0	0	0	99	1	99	0	0	0
	Left-Through		0			0			0			0	
	Through	416	1	214	0	0	**0**	1004	1	**504**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	12	0	12	0	0	0	4	0	4	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	1	0	1	0	0	0	2	0	2	0	0	0
	Left-Through		0			0			0			0	
	Through	8	0	**15**	0	0	**0**	9	0	**15**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	6	0	0	0	0	0	4	0	0	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	111	1	**61**	0	0	**0**	160	1	**83**	0	0	**0**
	Left-Through		1			0			1			0	
	Through	11	0	61	0	0	0	6	0	83	0	0	0
	Through-Right		0			0			0			0	
	Right	71	1	39	0	0	0	83	1	34	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	387		*North-South:*	0		*North-South:*	506		*North-South:*	0
			East-West:	76		*East-West:*	0		*East-West:*	98		*East-West:*	0
			SUM:	463		*SUM:*	0		*SUM:*	604		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.325			0.000			0.424			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.325			0.000			0.424			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0
Override Capacity			0			0			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**	0	0	0	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1798	4	**450**	0	0	0	1101	4	**275**	0	0	0
	Through-Right		0			0			0			0	
	Right	708	1	0	0	0	0	510	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	154	2	**85**	0	0	0	296	2	**163**	0	0	0
	Left-Through		0			0			0			0	
	Through	663	3	221	0	0	**0**	950	3	317	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	458	3	**160**	0	0	**0**	644	3	**225**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	244	1	159	0	0	0	206	1	43	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	535		*North-South:*	0		*North-South:*	438		*North-South:*	0
			East-West:	160		*East-West:*	0		*East-West:*	225		*East-West:*	0
			SUM:	695		*SUM:*	0		*SUM:*	663		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.488			0.000			0.465			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.488			0.000			0.465			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1401	4	350	0	0	0
	Through-Right		0			0	
	Right	349	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	516	2	284	0	0	0
	Left-Through		0			0	
	Through	2064	3	**688**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	651	3	**228**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	171	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	688		*North-South:*	0
			East-West:	228		*East-West:*	0
			SUM:	916		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.643			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.643			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	86	2	**47**	0	0	**0**
	Left-Through		0			0	
	Through	214	1	111	0	0	0
	Through-Right		1			0	
	Right	119	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	62	2	34	0	0	0
	Left-Through		0			0	
	Through	219	1	**153**	0	0	**0**
	Through-Right		1			0	
	Right	241	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	280	2	**154**	0	0	0
	Left-Through		0			0	
	Through	206	3	69	0	0	**0**
	Through-Right		0			0	
	Right	188	2	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	83	2	46	0	0	**0**
	Left-Through		0			0	
	Through	661	3	220	0	0	0
	Through-Right		0			0	
	Right	509	2	**246**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	200		*North-South:*	0
			East-West:	400		*East-West:*	0
			SUM:	600		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.436			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.436			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	2	**61**	0	0	**0**
	Left-Through		0			0	
	Through	177	1	102	0	0	0
	Through-Right		1			0	
	Right	129	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	106	2	58	0	0	0
	Left-Through		0			0	
	Through	184	1	**128**	0	0	**0**
	Through-Right		1			0	
	Right	199	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	128	2	**70**	0	0	0
	Left-Through		0			0	
	Through	371	3	124	0	0	**0**
	Through-Right		0			0	
	Right	143	2	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	45	2	25	0	0	**0**
	Left-Through		0			0	
	Through	276	3	92	0	0	0
	Through-Right		0			0	
	Right	286	2	**99**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	189		*North-South:*	0
			East-West:	169		*East-West:*	0
			SUM:	358		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.260			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.260			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	68	2	37	0	0	**0**
	Left-Through		0			0	
	Through	101	1	101	0	0	0
	Through-Right		1			0	
	Right	529	1	**284**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	329	2	**181**	0	0	0
	Left-Through		0			0	
	Through	491	1	270	0	0	**0**
	Through-Right		1			0	
	Right	320	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	167	2	92	0	0	0
	Left-Through		0			0	
	Through	1157	3	**386**	0	0	**0**
	Through-Right		0			0	
	Right	211	2	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	25	2	**14**	0	0	**0**
	Left-Through		0			0	
	Through	286	3	95	0	0	0
	Through-Right		0			0	
	Right	238	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	465		*North-South:*	0
			East-West:	400		*East-West:*	0
			SUM:	865		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.629			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.629			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	276	1	138	0	0	**0**
	Left-Through		1			0	
	Through	0	0	138	0	0	0
	Through-Right		0			0	
	Right	592	1	**499**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	828	2	**414**	0	0	**0**
	Through-Right		0			0	
	Right	126	1	57	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	338	2	**186**	0	0	**0**
	Left-Through		0			0	
	Through	717	1	359	0	0	0
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	499		North-South:	0
			East-West:	600		East-West:	0
			SUM:	1099		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.799			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.799			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	291	1	146	0	0	**0**
	Left-Through		1			0	
	Through	0	0	146	0	0	0
	Through-Right		0			0	
	Right	299	1	**175**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**4**	0	0	**0**
	Through-Right		0			0	
	Right	4	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	565	2	**283**	0	0	**0**
	Through-Right		0			0	
	Right	71	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	453	2	**249**	0	0	**0**
	Left-Through		0			0	
	Through	657	1	330	0	0	0
	Through-Right		1			0	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	179		North-South:	0
			East-West:	532		East-West:	0
			SUM:	711		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.517			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.517			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	361	1	181	0	0	**0**
	Left-Through		1			0	
	Through	0	0	181	0	0	0
	Through-Right		0			0	
	Right	349	1	**198**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	1	0	1	0	0	0
	Left-Through		0			0	
	Through	0	0	**4**	0	0	**0**
	Through-Right		0			0	
	Right	3	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	699	2	**350**	0	0	**0**
	Through-Right		0			0	
	Right	343	1	253	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	551	2	**303**	0	0	**0**
	Left-Through		0			0	
	Through	550	1	275	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	202		North-South:	0
			East-West:	653		East-West:	0
			SUM:	855		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.622			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.622			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	2	0	0	**0**
	Left-Through		0			0	
	Through	2	0	**5**	0	0	0
	Through-Right		0			0	
	Right	1	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	546	1	**274**	0	0	0
	Left-Through		1			0	
	Through	1	0	274	0	0	**0**
	Through-Right		0			0	
	Right	74	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	2	**88**	0	0	0
	Left-Through		0			0	
	Through	407	1	205	0	0	**0**
	Through-Right		1			0	
	Right	2	0	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	2	1	2	0	0	**0**
	Left-Through		0			0	
	Through	261	2	131	0	0	0
	Through-Right		0			0	
	Right	730	1	**456**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	279		North-South:	0
			East-West:	544		East-West:	0
			SUM:	823		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.599			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.599			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		3	NB-- 0 SB--		0
		EB-- 0 WB--		3	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	2	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**4**	0	0	0
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	390	1	**195**	0	0	0
	Left-Through		1			0	
	Through	0	0	195	0	0	**0**
	Through-Right		0			0	
	Right	92	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	94	2	**52**	0	0	0
	Left-Through		0			0	
	Through	244	1	125	0	0	**0**
	Through-Right		1			0	
	Right	5	0	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	6	1	6	0	0	**0**
	Left-Through		0			0	
	Through	396	2	198	0	0	0
	Through-Right		0			0	
	Right	550	1	**355**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	199		*North-South:*	0
			East-West:	407		*East-West:*	0
			SUM:	606		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.441			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.441			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		3	NB-- 0 SB--		0
		EB-- 0 WB--		3	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	2	0	0	**0**
	Left-Through		0			0	
	Through	1	0	**9**	0	0	0
	Through-Right		0			0	
	Right	6	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	639	1	**320**	0	0	0
	Left-Through		1			0	
	Through	1	0	320	0	0	**0**
	Through-Right		0			0	
	Right	181	1	113	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	124	2	**68**	0	0	0
	Left-Through		0			0	
	Through	397	1	200	0	0	**0**
	Through-Right		1			0	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	374	2	187	0	0	0
	Through-Right		0			0	
	Right	540	1	**220**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	329		*North-South:*	0
			East-West:	288		*East-West:*	0
			SUM:	617		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.449			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.449			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		3	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	106	1	106	0	0	**0**
	Left-Through		0			0	
	Through	1488	3	496	0	0	0
	Through-Right		0			0	
	Right	610	1	**554**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	302	2	**166**	0	0	0
	Left-Through		0			0	
	Through	2301	3	579	0	0	**0**
	Through-Right		1			0	
	Right	16	0	16	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	214	2	**118**	0	0	0
	Left-Through		0			0	
	Through	258	3	86	0	0	**0**
	Through-Right		0			0	
	Right	176	1	123	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	204	2	112	0	0	**0**
	Left-Through		0			0	
	Through	212	3	71	0	0	0
	Through-Right		0			0	
	Right	396	1	**230**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	720		*North-South:*	0
			East-West:	348		*East-West:*	0
			SUM:	1068		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.777			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.777			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		3	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	152	1	152	0	0	**0**
	Left-Through		0			0	
	Through	1306	3	435	0	0	0
	Through-Right		0			0	
	Right	717	1	**668**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	237	2	**130**	0	0	0
	Left-Through		0			0	
	Through	1913	3	486	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	145	2	**80**	0	0	0
	Left-Through		0			0	
	Through	190	3	63	0	0	**0**
	Through-Right		0			0	
	Right	193	1	117	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	179	2	98	0	0	**0**
	Left-Through		0			0	
	Through	260	3	87	0	0	0
	Through-Right		0			0	
	Right	328	1	**198**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	798		*North-South:*	0
			East-West:	278		*East-West:*	0
			SUM:	1076		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.783			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.783			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	169	1	169	0	0	**0**
	Left-Through		0			0	
	Through	1920	3	640	0	0	0
	Through-Right		0			0	
	Right	1000	1	**953**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	376	2	**207**	0	0	0
	Left-Through		0			0	
	Through	2393	3	605	0	0	**0**
	Through-Right		1			0	
	Right	28	0	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	193	2	**106**	0	0	0
	Left-Through		0			0	
	Through	360	3	120	0	0	**0**
	Through-Right		0			0	
	Right	157	1	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	172	2	95	0	0	**0**
	Left-Through		0			0	
	Through	300	3	100	0	0	0
	Through-Right		0			0	
	Right	486	1	**279**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1160		*North-South:*	0
			East-West:	385		*East-West:*	0
			SUM:	1545		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.124			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.124			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	4	1	4	0	0	**0**
	Left-Through		0			0	
	Through	1025	2	**513**	0	0	0
	Through-Right		0			0	
	Right	511	1	413	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	61	1	**61**	0	0	0
	Left-Through		0			0	
	Through	246	1	127	0	0	**0**
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	1	5	0	0	0
	Left-Through		0			0	
	Through	10	1	**10**	0	0	**0**
	Through-Right		0			0	
	Right	1	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	183	1	**98**	0	0	**0**
	Left-Through		1			0	
	Through	12	0	98	0	0	0
	Through-Right		0			0	
	Right	75	1	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	574		*North-South:*	0
			East-West:	108		*East-West:*	0
			SUM:	682		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.496			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.496			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	1	6	0	0	**0**
	Left-Through		0			0	
	Through	323	2	**162**	0	0	0
	Through-Right		0			0	
	Right	268	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	75	1	**75**	0	0	0
	Left-Through		0			0	
	Through	240	1	123	0	0	**0**
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	15	1	**15**	0	0	**0**
	Through-Right		0			0	
	Right	3	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	258	1	**148**	0	0	**0**
	Left-Through		1			0	
	Through	38	0	148	0	0	0
	Through-Right		0			0	
	Right	111	1	36	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	237		*North-South:*	0
			East-West:	163		*East-West:*	0
			SUM:	400		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.291			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.291			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	1	**5**	0	0	**0**
	Left-Through		0			0	
	Through	374	2	187	0	0	0
	Through-Right		0			0	
	Right	247	1	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	148	1	148	0	0	0
	Left-Through		0			0	
	Through	769	1	**388**	0	0	**0**
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	7	1	7	0	0	0
	Left-Through		0			0	
	Through	37	1	**37**	0	0	**0**
	Through-Right		0			0	
	Right	6	1	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	365	1	**201**	0	0	**0**
	Left-Through		1			0	
	Through	37	0	201	0	0	0
	Through-Right		0			0	
	Right	149	1	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	393		*North-South:*	0
			East-West:	238		*East-West:*	0
			SUM:	631		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.459			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.459			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	42	1	**42**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	28	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	437	1	**405**	0	0	0
	Left-Through		1			0	
	Through	1181	0	405	0	0	**0**
	Through-Right		1			0	
	Right	552	1	405	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	465	2	**194**	0	0	**0**
	Through-Right		1			0	
	Right	117	0	117	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	209	2	**115**	0	0	**0**
	Left-Through		0			0	
	Through	750	2	250	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		447	*North-South:*		0
		East-West:		309	*East-West:*		0
		SUM:		756	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.550			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.550			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	57	1	**57**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	71	2	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	125	1	**104**	0	0	0
	Left-Through		1			0	
	Through	291	0	104	0	0	**0**
	Through-Right		1			0	
	Right	203	1	104	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	477	2	**192**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	59	2	**32**	0	0	**0**
	Left-Through		0			0	
	Through	601	2	200	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		161	*North-South:*		0
		East-West:		224	*East-West:*		0
		SUM:		385	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.280			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.280			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	97	1	**97**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	192	2	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	153	1	**90**	0	0	0
	Left-Through		1			0	
	Through	208	0	90	0	0	**0**
	Through-Right		1			0	
	Right	180	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	721	2	**260**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	51	2	**28**	0	0	**0**
	Left-Through		0			0	
	Through	754	2	251	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		187	*North-South:*		0
		East-West:		288	*East-West:*		0
		SUM:		475	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.345			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.345			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	751	2	**413**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	494	2	173	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	209	3	70	0	0	**0**
	Through-Right		0			0	
	Right	287	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	2	99	0	0	**0**
	Left-Through		0			0	
	Through	898	1	**464**	0	0	0
	Through-Right		1			0	
	Right	29	0	29	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		413	*North-South:*		0
		East-West:		464	*East-West:*		0
		SUM:		877	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.615			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.615			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	382	2	**210**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	190	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	391	3	130	0	0	**0**
Through-Right		0			0	
Right	398	1	**188**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	334	2	**184**	0	0	**0**
Left-Through		0			0	
Through	364	1	190	0	0	0
Through-Right		1			0	
Right	15	0	15	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	210		*North-South:*	0
		East-West:	372		*East-West:*	0
		SUM:	582		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.408			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.408			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	530	2	**292**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	265	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1216	3	**405**	0	0	**0**
Through-Right		0			0	
Right	503	1	211	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	366	2	**201**	0	0	**0**
Left-Through		0			0	
Through	317	1	164	0	0	0
Through-Right		1			0	
Right	11	0	11	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	292		*North-South:*	0
		East-West:	606		*East-West:*	0
		SUM:	898		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.630			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.630			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	16	1	16	0	0	**0**
Left-Through		0			0	
Through	1888	4	**472**	0	0	0
Through-Right		0			0	
Right	404	1	215	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	380	2	**209**	0	0	0
Left-Through		0			0	
Through	1235	4	309	0	0	**0**
Through-Right		0			0	
Right	193	1	28	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	165	1	165	0	0	0
Left-Through		0			0	
Through	346	2	**129**	0	0	**0**
Through-Right		1			0	
Right	40	0	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	343	2	**189**	0	0	**0**
Left-Through		0			0	
Through	91	2	46	0	0	0
Through-Right		0			0	
Right	425	2	25	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	681		*North-South:*	0
		East-West:	318		*East-West:*	0
		SUM:	999		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.727			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.727			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	26	1	26	0	0	**0**
Left-Through		0			0	
Through	1380	4	**345**	0	0	0
Through-Right		0			0	
Right	217	1	26	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	405	2	**223**	0	0	0
Left-Through		0			0	
Through	1056	4	264	0	0	**0**
Through-Right		0			0	
Right	220	1	176	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	44	1	44	0	0	0
Left-Through		0			0	
Through	109	2	**55**	0	0	**0**
Through-Right		1			0	
Right	56	0	43	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	348	2	**191**	0	0	**0**
Left-Through		0			0	
Through	136	2	68	0	0	0
Through-Right		0			0	
Right	608	2	111	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	568		*North-South:*	0
		East-West:	246		*East-West:*	0
		SUM:	814		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.592			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.592			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 SB--		3	NB-- 0 SB--		0
	EB-- 0 WB--		3	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	28	1	28	0	0	**0**
Left-Through		0			0	
Through	1701	4	**425**	0	0	0
Through-Right		0			0	
Right	288	1	31	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	447	2	**246**	0	0	0
Left-Through		0			0	
Through	1815	4	454	0	0	**0**
Through-Right		0			0	
Right	434	1	350	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	84	1	84	0	0	0
Left-Through		0			0	
Through	155	2	**76**	0	0	**0**
Through-Right		1			0	
Right	73	0	73	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	467	2	**257**	0	0	**0**
Left-Through		0			0	
Through	209	2	105	0	0	0
Through-Right		0			0	
Right	463	2	9	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	671		*North-South:*	0
		East-West:	333		*East-West:*	0
		SUM:	1004		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.730			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.730			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0
	EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	130	1	130	0	0	**0**
Left-Through		0			0	
Through	0	0	**235**	0	0	0
Through-Right		0			0	
Right	235	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	244	2	**134**	0	0	0
Left-Through		0			0	
Through	644	2	322	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	809	2	**270**	0	0	0
Through-Right		1			0	
Right	193	1	193	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	235		*North-South:*	0
		East-West:	404		*East-West:*	0
		SUM:	639		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.448			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.448			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0
	EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	83	1	83	0	0	**0**
Left-Through		0			0	
Through	0	0	**150**	0	0	0
Through-Right		0			0	
Right	150	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	289	2	**159**	0	0	0
Left-Through		0			0	
Through	909	2	455	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	997	2	**332**	0	0	0
Through-Right		1			0	
Right	306	1	306	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	150		*North-South:*	0
		East-West:	491		*East-West:*	0
		SUM:	641		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.450			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.450			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0
	EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	286	1	286	0	0	**0**
Left-Through		0			0	
Through	0	0	**599**	0	0	0
Through-Right		0			0	
Right	599	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	158	2	**87**	0	0	0
Left-Through		0			0	
Through	827	2	414	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1156	2	**385**	0	0	0
Through-Right		1			0	
Right	187	1	187	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	599		*North-South:*	0
		East-West:	472		*East-West:*	0
		SUM:	1071		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.752			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.752			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	128	1	128	0	0	0
	Left-Through		0			0	
	Through	0	0	**147**	0	0	**0**
	Through-Right		0			0	
	Right	293	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	723	4	181	0	0	**0**
	Through-Right		0			0	
	Right	190	1	**190**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	331	2	**182**	0	0	**0**
	Left-Through		0			0	
	Through	488	2	244	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	147		*North-South:*	0
			East-West:	372		*East-West:*	0
			SUM:	519		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.364			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.364			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	379	1	193	0	0	0
	Left-Through		0			0	
	Through	0	0	**193**	0	0	**0**
	Through-Right		0			0	
	Right	201	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	784	4	**196**	0	0	**0**
	Through-Right		0			0	
	Right	143	1	143	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	333	2	**183**	0	0	**0**
	Left-Through		0			0	
	Through	645	2	323	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	193		*North-South:*	0
			East-West:	379		*East-West:*	0
			SUM:	572		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.401			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.401			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	141	1	105	0	0	0
	Left-Through		0			0	
	Through	0	0	**105**	0	0	**0**
	Through-Right		0			0	
	Right	174	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	859	4	215	0	0	**0**
	Through-Right		0			0	
	Right	247	1	**247**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	543	2	**299**	0	0	**0**
	Left-Through		0			0	
	Through	897	2	449	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	105		*North-South:*	0
			East-West:	546		*East-West:*	0
			SUM:	651		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.457			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.457			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2426	2	**836**	0	0	0
	Through-Right		1			0	
	Right	83	0	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2157	3	719	0	0	**0**
	Through-Right		0			0	
	Right	927	1	654	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	780	3	**273**	0	0	0
	Left-Through		0			0	
	Through	119	0	128	0	0	**0**
	Through-Right		1			0	
	Right	9	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	836		*North-South:*	0
			East-West:	273		*East-West:*	0
			SUM:	1109		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.739			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.739			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1307	2	465	0	0	0
	Through-Right		1			0	
	Right	88	0	88	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1403	3	468	0	0	**0**
	Through-Right		0			0	
	Right	797	1	**541**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	732	3	**256**	0	0	0
	Left-Through		0			0	
	Through	149	0	169	0	0	**0**
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	541		*North-South:*	0
			East-West:	256		*East-West:*	0
			SUM:	797		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.531			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.531			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1765	2	657	0	0	0
	Through-Right		1			0	
	Right	207	0	207	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2222	3	**741**	0	0	**0**
	Through-Right		0			0	
	Right	981	1	596	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1101	3	**385**	0	0	0
	Left-Through		0			0	
	Through	241	0	282	0	0	**0**
	Through-Right		1			0	
	Right	41	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	741		*North-South:*	0
			East-West:	385		*East-West:*	0
			SUM:	1126		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.751			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.751			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	719	1	**388**	0	0	0
	Through-Right		1			0	
	Right	56	0	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	47	1	**47**	0	0	0
	Left-Through		0			0	
	Through	449	3	150	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	136	1	**136**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	99	1	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	435		*North-South:*	0
			East-West:	136		*East-West:*	0
			SUM:	571		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.381			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.381			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	545	1	**307**	0	0	0
	Through-Right		1			0	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	78	1	**78**	0	0	0
	Left-Through		0			0	
	Through	385	3	128	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	42	1	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	385		*North-South:*	0
			East-West:	80		*East-West:*	0
			SUM:	465		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.310			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.310			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: LENNOX BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: Analyst: Date:

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	518	1	**358**	0	0	0
	Through-Right		1			0	
	Right	197	0	197	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	187	1	**187**	0	0	0
	Left-Through		0			0	
	Through	904	3	301	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	63	1	**63**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	40	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		545	North-South:		0
		East-West:		63	East-West:		0
		SUM:		608	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.405			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.405			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: Analyst: Date:

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	251	1	**251**	0	0	**0**
	Left-Through		0			0	
	Through	770	2	385	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	468	2	**170**	0	0	**0**
	Through-Right		1			0	
	Right	43	0	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	2	**44**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		421	North-South:		0
		East-West:		44	East-West:		0
		SUM:		465	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.310			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.310			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: Analyst: Date:

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	195	1	**195**	0	0	**0**
	Left-Through		0			0	
	Through	491	2	246	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	477	2	**166**	0	0	**0**
	Through-Right		1			0	
	Right	22	0	22	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	147	2	**81**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	128	1	31	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		361	North-South:		0
		East-West:		81	East-West:		0
		SUM:		442	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.295			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.295			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: Analyst: Date:

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	92	1	**92**	0	0	**0**
	Left-Through		0			0	
	Through	486	2	243	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	907	2	**316**	0	0	**0**
	Through-Right		1			0	
	Right	41	0	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	266	2	**146**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	161	1	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		408	North-South:		0
		East-West:		146	East-West:		0
		SUM:		554	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.369			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.369			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	309	1	**309**	0	0	**0**
	Left-Through		0			0	
	Through	584	1	292	0	0	0
	Through-Right		1			0	
	Right	135	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	279	2	153	0	0	0
	Left-Through		0			0	
	Through	461	2	**170**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	1	**43**	0	0	0
	Left-Through		1			0	
	Through	120	0	43	0	0	**0**
	Through-Right		1			0	
	Right	67	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	247	1	247	0	0	**0**
	Left-Through		0			0	
	Through	266	0	**513**	0	0	0
	Through-Right		0			0	
	Right	247	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	479		*North-South:*	0
			East-West:	556		*East-West:*	0
			SUM:	1035		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.726			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.726			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	348	1	**348**	0	0	**0**
	Left-Through		0			0	
	Through	429	1	215	0	0	0
	Through-Right		1			0	
	Right	122	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	252	2	139	0	0	0
	Left-Through		0			0	
	Through	216	2	**105**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	118	1	**108**	0	0	0
	Left-Through		1			0	
	Through	206	0	108	0	0	**0**
	Through-Right		1			0	
	Right	72	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	262	1	262	0	0	**0**
	Left-Through		0			0	
	Through	276	0	**538**	0	0	0
	Through-Right		0			0	
	Right	262	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	453		*North-South:*	0
			East-West:	646		*East-West:*	0
			SUM:	1099		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.771			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.771			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	256	1	256	0	0	**0**
	Left-Through		0			0	
	Through	559	1	**280**	0	0	0
	Through-Right		1			0	
	Right	103	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	400	2	**220**	0	0	0
	Left-Through		0			0	
	Through	495	2	215	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	153	1	84	0	0	0
	Left-Through		1			0	
	Through	134	0	**134**	0	0	**0**
	Through-Right		1			0	
	Right	115	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	326	1	326	0	0	**0**
	Left-Through		0			0	
	Through	327	0	**653**	0	0	0
	Through-Right		0			0	
	Right	326	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	500		*North-South:*	0
			East-West:	787		*East-West:*	0
			SUM:	1287		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.903			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.903			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	497	1	**265**	0	0	0
	Through-Right		1			0	
	Right	32	0	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	414	2	**228**	0	0	0
	Left-Through		0			0	
	Through	492	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	137	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	493		*North-South:*	0
			East-West:	0		*East-West:*	0
			SUM:	493		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.329			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.329			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	536	1	**285**	0	0	0
	Through-Right		1			0	
	Right	34	0	34	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	451	2	**248**	0	0	0
	Left-Through		0			0	
	Through	336	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	184	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	533		*North-South:*	0
			East-West:	0		*East-West:*	0
			SUM:	533		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.355			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.355			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	601	1	**316**	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	440	2	**242**	0	0	0
	Left-Through		0			0	
	Through	861	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	349	2	**71**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	558		*North-South:*	0
			East-West:	71		*East-West:*	0
			SUM:	629		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.419			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.419			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	844	2	**422**	0	0	0
	Through-Right		0			0	
	Right	105	1	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	78	1	**78**	0	0	0
	Left-Through		0			0	
	Through	436	2	145	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	95	2	52	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	153	1	**114**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	500		*North-South:*	0
			East-West:	114		*East-West:*	0
			SUM:	614		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.447			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.447			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	493	2	**247**	0	0	0
	Through-Right		0			0	
	Right	79	1	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	149	1	**149**	0	0	0
	Left-Through		0			0	
	Through	494	2	165	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	31	2	17	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	137	1	**63**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	396		*North-South:*	0
			East-West:	63		*East-West:*	0
			SUM:	459		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.334			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.334			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	474	2	**237**	0	0	0
	Through-Right		0			0	
	Right	51	1	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	107	1	**107**	0	0	0
	Left-Through		0			0	
	Through	928	2	309	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	81	2	**45**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	87	1	34	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	344		*North-South:*	0
			East-West:	45		*East-West:*	0
			SUM:	389		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.283			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.283			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	6	2	3	0	0	**0**
	Left-Through		0			0	
	Through	1618	2	**543**	0	0	0
	Through-Right		1			0	
	Right	11	0	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	18	1	**18**	0	0	0
	Left-Through		0			0	
	Through	1272	2	452	0	0	**0**
	Through-Right		1			0	
	Right	83	0	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	37	1	21	0	0	0
	Left-Through		1			0	
	Through	4	0	21	0	0	**0**
	Through-Right		0			0	
	Right	65	1	**62**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	3	0	**15**	0	0	0
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	561		*North-South:*	0
			East-West:	77		*East-West:*	0
			SUM:	638		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.464			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.464			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	36	2	20	0	0	**0**
	Left-Through		0			0	
	Through	1152	2	**386**	0	0	0
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	33	1	**33**	0	0	0
	Left-Through		0			0	
	Through	879	2	310	0	0	**0**
	Through-Right		1			0	
	Right	52	0	52	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	46	1	**26**	0	0	0
	Left-Through		1			0	
	Through	5	0	26	0	0	**0**
	Through-Right		0			0	
	Right	44	1	24	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	3	0	3	0	0	**0**
	Left-Through		0			0	
	Through	2	0	**9**	0	0	0
	Through-Right		0			0	
	Right	4	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	419		*North-South:*	0
			East-West:	35		*East-West:*	0
			SUM:	454		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.330			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.330			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	3	2	2	0	0	**0**
	Left-Through		0			0	
	Through	1568	2	**528**	0	0	0
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	38	1	**38**	0	0	0
	Left-Through		0			0	
	Through	1546	2	537	0	0	**0**
	Through-Right		1			0	
	Right	66	0	66	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	76	1	42	0	0	0
	Left-Through		1			0	
	Through	8	0	42	0	0	**0**
	Through-Right		0			0	
	Right	66	1	**64**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	2	0	**17**	0	0	0
	Through-Right		0			0	
	Right	5	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	566		*North-South:*	0
			East-West:	81		*East-West:*	0
			SUM:	647		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.471			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.471			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 100 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** LA TIJERA BLVD | **East-West Street:** MANCHESTER AVE | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 9 | **Count Date:** | **Analyst:** | **Date:**

		AM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	34	1	**34**	0	0	**0**
	Left-Through		0			0	
	Through	187	2	94	0	0	0
	Through-Right		0			0	
	Right	56	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	23	1	23	0	0	0
	Left-Through		0			0	
	Through	291	2	146	0	0	**0**
	Through-Right		0			0	
	Right	216	1	**151**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	467	2	234	0	0	**0**
	Through-Right		0			0	
	Right	23	1	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	139	1	139	0	0	**0**
	Left-Through		0			0	
	Through	842	2	**421**	0	0	0
	Through-Right		0			0	
	Right	13	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	185		*North-South:*	0
			East-West:	551		*East-West:*	0
			SUM:	736		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.516			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.516			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 100 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** LA TIJERA BLVD | **East-West Street:** MANCHESTER AVE | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 9 | **Count Date:** | **Analyst:** | **Date:**

		MD					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	35	1	35	0	0	**0**
	Left-Through		0			0	
	Through	329	2	**165**	0	0	0
	Through-Right		0			0	
	Right	184	1	105	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	**50**	0	0	0
	Left-Through		0			0	
	Through	191	2	96	0	0	**0**
	Through-Right		0			0	
	Right	228	1	119	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	219	1	**219**	0	0	0
	Left-Through		0			0	
	Through	656	2	328	0	0	**0**
	Through-Right		0			0	
	Right	65	1	48	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	159	1	159	0	0	**0**
	Left-Through		0			0	
	Through	660	2	**330**	0	0	0
	Through-Right		0			0	
	Right	13	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	215		*North-South:*	0
			East-West:	549		*East-West:*	0
			SUM:	764		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.536			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.536			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 100 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** LA TIJERA BLVD | **East-West Street:** MANCHESTER AVE | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 9 | **Count Date:** | **Analyst:** | **Date:**

		PM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	382	2	**191**	0	0	0
	Through-Right		0			0	
	Right	223	1	166	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	26	1	**26**	0	0	0
	Left-Through		0			0	
	Through	293	2	147	0	0	**0**
	Through-Right		0			0	
	Right	180	1	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	282	1	**282**	0	0	0
	Left-Through		0			0	
	Through	876	2	438	0	0	**0**
	Through-Right		0			0	
	Right	33	1	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	114	1	114	0	0	**0**
	Left-Through		0			0	
	Through	686	2	**343**	0	0	0
	Through-Right		0			0	
	Right	17	1	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	217		*North-South:*	0
			East-West:	625		*East-West:*	0
			SUM:	842		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.591			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.591			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 101 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** SEPULVEDA BLVD | **East-West Street:** LA TIJERA BLVD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 9 | **Count Date:** | **Analyst:** | **Date:**

		AM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	1425	3	**475**	0	0	0
	Through-Right		0			0	
	Right	93	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	77	1	**77**	0	0	0
	Left-Through		0			0	
	Through	981	3	327	0	0	**0**
	Through-Right		0			0	
	Right	54	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	55	1	55	0	0	0
	Left-Through		0			0	
	Through	113	2	**57**	0	0	**0**
	Through-Right		0			0	
	Right	56	1	16	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	168	1	**168**	0	0	**0**
	Left-Through		0			0	
	Through	178	1	112	0	0	0
	Through-Right		1			0	
	Right	46	0	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	552		*North-South:*	0
			East-West:	225		*East-West:*	0
			SUM:	777		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.565			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.565			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0		
		EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	102	1	**102**	0	0	**0**
	Left-Through		0			0	
	Through	937	3	312	0	0	0
	Through-Right		0			0	
	Right	171	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	59	1	59	0	0	0
	Left-Through		0			0	
	Through	1006	3	**335**	0	0	**0**
	Through-Right		0			0	
	Right	93	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	86	1	86	0	0	0
	Left-Through		0			0	
	Through	312	2	**156**	0	0	**0**
	Through-Right		0			0	
	Right	77	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	202	1	**202**	0	0	**0**
	Left-Through		0			0	
	Through	281	1	208	0	0	0
	Through-Right		1			0	
	Right	134	0	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	437		North-South:	0
			East-West:	358		East-West:	0
			SUM:	795		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.578			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.578			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0		
		EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	96	1	**96**	0	0	**0**
	Left-Through		0			0	
	Through	1421	3	474	0	0	0
	Through-Right		0			0	
	Right	98	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	109	1	109	0	0	0
	Left-Through		0			0	
	Through	1472	3	**491**	0	0	**0**
	Through-Right		0			0	
	Right	113	1	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	372	2	**186**	0	0	**0**
	Through-Right		0			0	
	Right	47	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	264	1	172	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	587		North-South:	0
			East-West:	356		East-West:	0
			SUM:	943		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.686			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.686			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	107	1	107	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	198	1	**198**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	349	1	**349**	0	0	0
	Left-Through		0			0	
	Through	745	3	248	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1136	3	**356**	0	0	0
	Through-Right		1			0	
	Right	287	0	287	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	198		North-South:	0
			East-West:	705		East-West:	0
			SUM:	903		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.634			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.634			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	294	1	294	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	370	1	**370**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	438	1	**438**	0	0	0
	Left-Through		0			0	
	Through	949	3	316	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1008	3	**315**	0	0	0
	Through-Right		1			0	
	Right	250	0	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	370		North-South:	0
			East-West:	753		East-West:	0
			SUM:	1123		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.788			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.788			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	312	1	**312**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	298	1	**298**	0	0	0
	Left-Through		0			0	
	Through	1443	3	481	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1077	3	**297**	0	0	0
	Through-Right		1			0	
	Right	109	0	109	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	312		*North-South:*	0
			East-West:	595		*East-West:*	0
			SUM:	907		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.636			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.636			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	2	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	103	0	103	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	380	1	**242**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	994	3	**300**	0	0	**0**
	Through-Right		1			0	
	Right	204	0	204	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	217	1	**217**	0	0	**0**
	Left-Through		0			0	
	Through	1024	3	341	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	242		*North-South:*	0
			East-West:	517		*East-West:*	0
			SUM:	759		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.533			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.533			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	2	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	132	0	132	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	366	1	**249**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1255	3	**353**	0	0	**0**
	Through-Right		1			0	
	Right	157	0	157	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	287	1	**287**	0	0	**0**
	Left-Through		0			0	
	Through	1015	3	338	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	249		*North-South:*	0
			East-West:	640		*East-West:*	0
			SUM:	889		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.624			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.624			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	2	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	232	0	232	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	436	1	**334**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1502	3	**417**	0	0	**0**
	Through-Right		1			0	
	Right	165	0	165	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	201	1	**201**	0	0	**0**
	Left-Through		0			0	
	Through	1056	3	352	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	334		*North-South:*	0
			East-West:	618		*East-West:*	0
			SUM:	952		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.668			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.668			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0	NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	8	1	8	0	0	**0**	13	1	**13**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	2335	4	**584**	0	0	0	1552	4	388	0	0	0
	Through-Right		0			0			0			0	
	Right	192	1	171	0	0	0	155	1	78	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	201	2	**111**	0	0	0	21	2	12	0	0	0
	Left-Through		0			0			0			0	
	Through	1503	3	501	0	0	**0**	1485	3	**495**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	10	1	0	0	0	0	13	1	7	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	24	1	**24**	0	0	0	13	1	**13**	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	14	0	0	**0**	0	0	13	0	0	**0**
	Through-Right		1			0			1			0	
	Right	14	0	0	0	0	0	13	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	30	1	**21**	0	0	**0**	112	1	**77**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	2	0	21	0	0	0	0	0	77	0	0	0
	Through-Right		0			0			0			0	
	Right	32	1	0	0	0	0	118	1	0	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	695		*North-South:*	0		*North-South:*	508		*North-South:*	0
			East-West:	45		*East-West:*	0		*East-West:*	90		*East-West:*	0
			SUM:	740		*SUM:*	0		*SUM:*	598		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.538			0.000			0.435			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.538			0.000			0.435			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**						
NORTHBOUND	Left	16	1	**16**	0	0	**0**						
	Left-Through		0			0							
	Through	1930	4	483	0	0	0						
	Through-Right		0			0							
	Right	98	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	102	2	56	0	0	0						
	Left-Through		0			0							
	Through	2285	3	**762**	0	0	**0**						
	Through-Right		0			0							
	Right	19	1	10	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	19	1	**19**	0	0	0						
	Left-Through		0			0							
	Through	1	0	14	0	0	**0**						
	Through-Right		1			0							
	Right	13	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	137	1	**111**	0	0	**0**						
	Left-Through		0			0							
	Through	1	0	111	0	0	0						
	Through-Right		0			0							
	Right	196	1	0	0	0	0						
	Left-Through-Right		1			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	778		*North-South:*	0						
			East-West:	130		*East-West:*	0						
			SUM:	908		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.660			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.660			0.000						
LEVEL OF SERVICE (LOS):				B			A						

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	73	1	73	0	0	**0**
	Left-Through		0			0	
	Through	1445	3	**384**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	156	1	**156**	0	0	0
	Left-Through		0			0	
	Through	1155	2	400	0	0	**0**
	Through-Right		1			0	
	Right	45	0	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	243	1	**243**	0	0	0
	Left-Through		0			0	
	Through	349	2	175	0	0	**0**
	Through-Right		0			0	
	Right	120	1	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	148	1	148	0	0	**0**
	Left-Through		0			0	
	Through	340	2	**170**	0	0	0
	Through-Right		0			0	
	Right	250	1	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	540		*North-South:*	0
			East-West:	413		*East-West:*	0
			SUM:	953		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.693			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.693			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	91	1	91	0	0	0
	Left-Through		0			0	
	Through	966	3	269	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	203	1	203	0	0	0
	Left-Through		0			0	
	Through	731	2	271	0	0	0
	Through-Right		1			0	
	Right	83	0	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	136	1	136	0	0	0
	Left-Through		0			0	
	Through	242	2	121	0	0	0
	Through-Right		0			0	
	Right	73	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	139	1	139	0	0	0
	Left-Through		0			0	
	Through	366	2	183	0	0	0
	Through-Right		0			0	
	Right	220	1	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	472		North-South:	0
			East-West:	319		East-West:	0
			SUM:	791		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.575			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.575			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	141	1	141	0	0	0
	Left-Through		0			0	
	Through	1473	3	407	0	0	0
	Through-Right		1			0	
	Right	155	0	155	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	268	1	268	0	0	0
	Left-Through		0			0	
	Through	1412	2	516	0	0	0
	Through-Right		1			0	
	Right	136	0	136	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	125	1	125	0	0	0
	Left-Through		0			0	
	Through	275	2	138	0	0	0
	Through-Right		0			0	
	Right	77	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	168	1	168	0	0	0
	Left-Through		0			0	
	Through	354	2	177	0	0	0
	Through-Right		0			0	
	Right	254	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	675		North-South:	0
			East-West:	306		East-West:	0
			SUM:	981		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.713			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.713			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	2	36	0	0	0
	Left-Through		0			0	
	Through	1810	3	603	0	0	0
	Through-Right		0			0	
	Right	197	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	104	2	57	0	0	0
	Left-Through		0			0	
	Through	1544	3	394	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	78	1	78	0	0	0
	Left-Through		0			0	
	Through	78	1	78	0	0	0
	Through-Right		0			0	
	Right	185	1	149	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	146	1	87	0	0	0
	Left-Through		1			0	
	Through	27	0	87	0	0	0
	Through-Right		0			0	
	Right	121	1	64	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	660		North-South:	0
			East-West:	236		East-West:	0
			SUM:	896		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.652			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.652			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	117	2	64	0	0	0
	Left-Through		0			0	
	Through	1711	3	570	0	0	0
	Through-Right		0			0	
	Right	303	1	141	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	175	2	96	0	0	0
	Left-Through		0			0	
	Through	1738	3	451	0	0	0
	Through-Right		1			0	
	Right	64	0	64	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	63	1	63	0	0	0
	Left-Through		0			0	
	Through	63	1	63	0	0	0
	Through-Right		0			0	
	Right	55	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	277	1	162	0	0	0
	Left-Through		1			0	
	Through	47	0	162	0	0	0
	Through-Right		0			0	
	Right	181	1	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	666		North-South:	0
			East-West:	225		East-West:	0
			SUM:	891		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.648			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.648			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 3	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	145	2	80	0	0	**0**
	Left-Through		0			0	
	Through	1859	3	**620**	0	0	0
	Through-Right		0			0	
	Right	352	1	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	2	**61**	0	0	0
	Left-Through		0			0	
	Through	2137	3	563	0	0	**0**
	Through-Right		1			0	
	Right	114	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	66	1	66	0	0	0
	Left-Through		0			0	
	Through	77	1	**77**	0	0	**0**
	Through-Right		0			0	
	Right	97	1	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	284	1	**192**	0	0	**0**
	Left-Through		1			0	
	Through	99	0	192	0	0	0
	Through-Right		0			0	
	Right	159	1	98	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	681		North-South:	0
			East-West:	269		East-West:	0
			SUM:	950		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.691			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.691			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 2		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	126	1	126	0	0	**0**
	Left-Through		0			0	
	Through	1426	3	**475**	0	0	0
	Through-Right		0			0	
	Right	319	1	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	135	1	**135**	0	0	0
	Left-Through		0			0	
	Through	1100	2	379	0	0	**0**
	Through-Right		1			0	
	Right	38	0	38	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	509	1	**268**	0	0	**0**
	Through-Right		1			0	
	Right	26	0	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	2	**127**	0	0	**0**
	Left-Through		0			0	
	Through	421	1	245	0	0	0
	Through-Right		1			0	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	610		North-South:	0
			East-West:	395		East-West:	0
			SUM:	1005		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.731			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.731			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 2		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	87	1	87	0	0	**0**
	Left-Through		0			0	
	Through	1380	3	**460**	0	0	0
	Through-Right		0			0	
	Right	275	1	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	183	1	**183**	0	0	0
	Left-Through		0			0	
	Through	998	2	363	0	0	**0**
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	11	0	0	0	0	0
	Left-Through		0			0	
	Through	463	1	**301**	0	0	**0**
	Through-Right		1			0	
	Right	139	0	139	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	332	2	**183**	0	0	**0**
	Left-Through		0			0	
	Through	508	1	286	0	0	0
	Through-Right		1			0	
	Right	64	0	64	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	643		North-South:	0
			East-West:	484		East-West:	0
			SUM:	1127		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.820			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.820			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 2		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	87	1	87	0	0	**0**
	Left-Through		0			0	
	Through	1472	3	**491**	0	0	0
	Through-Right		0			0	
	Right	281	1	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	207	1	**207**	0	0	0
	Left-Through		0			0	
	Through	1455	2	513	0	0	**0**
	Through-Right		1			0	
	Right	85	0	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	0	0	0	0	0
	Left-Through		0			0	
	Through	475	1	**295**	0	0	**0**
	Through-Right		1			0	
	Right	115	0	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	388	2	**213**	0	0	**0**
	Left-Through		0			0	
	Through	637	1	349	0	0	0
	Through-Right		1			0	
	Right	61	0	61	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	698		North-South:	0
			East-West:	508		East-West:	0
			SUM:	1206		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.877			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.877			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	1522	4	**533**	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	1514	0	0	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	142	0	0	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	1191	4	**298**	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	14	1	14	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	0	0	0	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	1427	4	**233**	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	0	0	0	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	10	1	10	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	831		*North-South:*	0
		East-West:	233		*East-West:*	0
		SUM:	1064		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.709			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.709			0.000
LEVEL OF SERVICE (LOS):			C			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	1087	4	**380**	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	1211	0	0	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	163	0	0	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	1360	4	**340**	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	38	1	38	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	0	0	0	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	915	4	**130**	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	0	0	0	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	34	1	34	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	720		*North-South:*	0
		East-West:	130		*East-West:*	0
		SUM:	850		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.567			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.567			0.000
LEVEL OF SERVICE (LOS):			A			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	1751	4	**613**	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	1659	0	0	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	269	0	0	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	1691	4	**423**	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	28	1	28	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	0	0	0	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	1584	4	**248**	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	0	0	0	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	29	1	29	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	1036		*North-South:*	0
		East-West:	248		*East-West:*	0
		SUM:	1284		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.856			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.856			0.000
LEVEL OF SERVICE (LOS):			D			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	3	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	153	2	84	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	1385	1	**753**	0	0	0
NORTHBOUND Through-Right		1			0	
NORTHBOUND Right	121	0	121	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	187	2	**103**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	1286	1	665	0	0	**0**
SOUTHBOUND Through-Right		1			0	
SOUTHBOUND Right	43	0	43	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	65	2	36	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	756	3	**252**	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	125	1	41	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	279	2	**153**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	594	2	297	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	241	1	138	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	856		*North-South:*	0
		East-West:	405		*East-West:*	0
		SUM:	1261		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.917			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.917			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	211	2	116	0	0	**0**
	Left-Through		0			0	
	Through	1334	1	**730**	0	0	0
	Through-Right		1			0	
	Right	126	0	126	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	218	2	**120**	0	0	0
	Left-Through		0			0	
	Through	1326	1	716	0	0	**0**
	Through-Right		1			0	
	Right	106	0	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	107	2	**59**	0	0	0
	Left-Through		0			0	
	Through	585	3	195	0	0	**0**
	Through-Right		0			0	
	Right	149	1	33	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	259	2	142	0	0	**0**
	Left-Through		0			0	
	Through	691	2	**346**	0	0	0
	Through-Right		0			0	
	Right	199	1	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	850		*North-South:*	0
			East-West:	405		*East-West:*	0
			SUM:	1255		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.913			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.913			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	183	2	**101**	0	0	**0**
	Left-Through		0			0	
	Through	1277	1	696	0	0	0
	Through-Right		1			0	
	Right	114	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	269	2	148	0	0	0
	Left-Through		0			0	
	Through	1553	1	**803**	0	0	**0**
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	86	2	**47**	0	0	0
	Left-Through		0			0	
	Through	851	3	284	0	0	**0**
	Through-Right		0			0	
	Right	215	1	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	295	2	162	0	0	**0**
	Left-Through		0			0	
	Through	836	2	**418**	0	0	0
	Through-Right		0			0	
	Right	192	1	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	904		*North-South:*	0
			East-West:	465		*East-West:*	0
			SUM:	1369		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.996			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.996			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	429	2	**236**	0	0	**0**
	Left-Through		0			0	
	Through	1530	2	547	0	0	0
	Through-Right		1			0	
	Right	112	0	112	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	257	2	141	0	0	0
	Left-Through		0			0	
	Through	1380	2	**510**	0	0	**0**
	Through-Right		1			0	
	Right	149	0	149	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	94	2	**52**	0	0	0
	Left-Through		0			0	
	Through	615	2	308	0	0	**0**
	Through-Right		0			0	
	Right	391	1	155	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	2	105	0	0	**0**
	Left-Through		0			0	
	Through	730	2	**365**	0	0	0
	Through-Right		0			0	
	Right	224	1	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	746		*North-South:*	0
			East-West:	417		*East-West:*	0
			SUM:	1163		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.846			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.846			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	475	2	261	0	0	**0**
	Left-Through		0			0	
	Through	1241	2	**489**	0	0	0
	Through-Right		1			0	
	Right	226	0	226	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	401	2	**221**	0	0	0
	Left-Through		0			0	
	Through	1131	2	437	0	0	**0**
	Through-Right		1			0	
	Right	179	0	179	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	135	2	74	0	0	0
	Left-Through		0			0	
	Through	569	2	**285**	0	0	**0**
	Through-Right		0			0	
	Right	358	1	97	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	483	2	**266**	0	0	**0**
	Left-Through		0			0	
	Through	883	2	442	0	0	0
	Through-Right		0			0	
	Right	399	1	178	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	710		*North-South:*	0
			East-West:	551		*East-West:*	0
			SUM:	1261		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.917			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.917			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	433	2	**238**	0	0	**0**
	Left-Through		0			0	
	Through	1169	2	452	0	0	0
	Through-Right		1			0	
	Right	187	0	187	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	260	2	143	0	0	0
	Left-Through		0			0	
	Through	1467	2	**535**	0	0	**0**
	Through-Right		1			0	
	Right	137	0	137	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	128	2	70	0	0	0
	Left-Through		0			0	
	Through	718	2	**359**	0	0	**0**
	Through-Right		0			0	
	Right	408	1	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	531	2	**292**	0	0	**0**
	Left-Through		0			0	
	Through	684	2	342	0	0	0
	Through-Right		0			0	
	Right	360	1	217	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	773		*North-South:*	0
			East-West:	651		*East-West:*	0
			SUM:	1424		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.036			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.036			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	1872	3	**471**	0	0	0
	Through-Right		1			0	
	Right	13	0	13	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	97	1	**97**	0	0	0
	Left-Through		0			0	
	Through	1289	2	449	0	0	**0**
	Through-Right		1			0	
	Right	58	0	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	307	2	**169**	0	0	0
	Left-Through		0			0	
	Through	34	0	69	0	0	**0**
	Through-Right		1			0	
	Right	35	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	16	1	16	0	0	0
	Through-Right		0			0	
	Right	245	1	**148**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	568		*North-South:*	0
			East-West:	317		*East-West:*	0
			SUM:	885		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.644			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.644			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	46	1	46	0	0	**0**
	Left-Through		0			0	
	Through	1395	3	**355**	0	0	0
	Through-Right		1			0	
	Right	25	0	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	158	1	**158**	0	0	0
	Left-Through		0			0	
	Through	1177	2	436	0	0	**0**
	Through-Right		1			0	
	Right	132	0	132	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	123	2	68	0	0	0
	Left-Through		0			0	
	Through	53	0	**109**	0	0	**0**
	Through-Right		1			0	
	Right	56	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	**40**	0	0	**0**
	Left-Through		0			0	
	Through	37	1	37	0	0	0
	Through-Right		0			0	
	Right	183	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	513		*North-South:*	0
			East-West:	149		*East-West:*	0
			SUM:	662		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.481			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.481			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	37	1	**37**	0	0	**0**
	Left-Through		0			0	
	Through	1758	3	450	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	274	1	274	0	0	0
	Left-Through		0			0	
	Through	1920	2	**702**	0	0	**0**
	Through-Right		1			0	
	Right	186	0	186	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	109	2	60	0	0	0
	Left-Through		0			0	
	Through	70	0	**100**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	51	1	**51**	0	0	**0**
	Left-Through		0			0	
	Through	47	1	47	0	0	0
	Through-Right		0			0	
	Right	161	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	739		*North-South:*	0
			East-West:	151		*East-West:*	0
			SUM:	890		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.647			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.647			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 3		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1455	3	**485**	0	0	0
	Through-Right		0			0	
	Right	252	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	765	2	**421**	0	0	0
	Left-Through		0			0	
	Through	1163	3	388	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	159	2	**87**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	768	2	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	906		*North-South:*	0
			East-West:	87		*East-West:*	0
			SUM:	993		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.697			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.697			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 3		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1529	3	**510**	0	0	0
	Through-Right		0			0	
	Right	171	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	733	2	**403**	0	0	0
	Left-Through		0			0	
	Through	1395	3	465	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	166	2	**91**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	732	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	913		*North-South:*	0
			East-West:	91		*East-West:*	0
			SUM:	1004		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.705			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.705			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 3		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1664	3	**555**	0	0	0
	Through-Right		0			0	
	Right	237	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	830	2	**457**	0	0	0
	Left-Through		0			0	
	Through	1798	3	599	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	2	**132**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	719	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1012		*North-South:*	0
			East-West:	132		*East-West:*	0
			SUM:	1144		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.803			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.803			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 3		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	21	1	21	0	0	**0**
	Left-Through		0			0	
	Through	774	2	**387**	0	0	0
	Through-Right		0			0	
	Right	132	1	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	81	1	**81**	0	0	0
	Left-Through		0			0	
	Through	159	1	84	0	0	**0**
	Through-Right		1			0	
	Right	9	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	31	1	**31**	0	0	0
	Left-Through		0			0	
	Through	8	1	8	0	0	**0**
	Through-Right		1			0	
	Right	17	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	135	1	135	0	0	**0**
	Left-Through		0			0	
	Through	26	1	26	0	0	0
	Through-Right		0			0	
	Right	340	1	**259**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	468		*North-South:*	0
			East-West:	290		*East-West:*	0
			SUM:	758		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.551			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.551			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 3		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	1	25	0	0	**0**
	Left-Through		0			0	
	Through	264	2	**132**	0	0	0
	Through-Right		0			0	
	Right	84	1	27	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	23	1	19	0	0	**0**
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	173	1	**173**	0	0	0
	Left-Through		0			0	
	Through	219	1	116	0	0	**0**
	Through-Right		1			0	
	Right	12	0	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	114	1	114	0	0	**0**
	Left-Through		0			0	
	Through	55	1	55	0	0	0
	Through-Right		0			0	
	Right	229	1	**199**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	162		*North-South:*	0
			East-West:	372		*East-West:*	0
			SUM:	534		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.388			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.388			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 3		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	28	0	0	**0**
	Left-Through		0			0	
	Through	346	2	**173**	0	0	0
	Through-Right		0			0	
	Right	126	1	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	25	1	**25**	0	0	0
	Left-Through		0			0	
	Through	26	1	24	0	0	**0**
	Through-Right		1			0	
	Right	22	0	22	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	265	1	265	0	0	0
	Left-Through		0			0	
	Through	592	1	**303**	0	0	**0**
	Through-Right		1			0	
	Right	13	0	13	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	94	1	94	0	0	**0**
	Left-Through		0			0	
	Through	37	1	37	0	0	0
	Through-Right		0			0	
	Right	176	1	**151**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	198		*North-South:*	0
			East-West:	454		*East-West:*	0
			SUM:	652		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.474			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.474			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	80	0	0	**0**
	Left-Through		0			0	
	Through	1230	3	**410**	0	0	0
	Through-Right		0			0	
	Right	55	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	115	1	**115**	0	0	0
	Left-Through		0			0	
	Through	894	3	298	0	0	**0**
	Through-Right		0			0	
	Right	129	1	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	154	2	**85**	0	0	0
	Left-Through		0			0	
	Through	474	2	237	0	0	**0**
	Through-Right		0			0	
	Right	61	1	21	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	790	1	**556**	0	0	0
	Through-Right		1			0	
	Right	322	0	322	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	525		*North-South:*	0
			East-West:	641		*East-West:*	0
			SUM:	1166		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.848			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.848			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	137	1	137	0	0	**0**
	Left-Through		0			0	
	Through	997	3	**332**	0	0	0
	Through-Right		0			0	
	Right	109	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	188	1	**188**	0	0	0
	Left-Through		0			0	
	Through	857	3	286	0	0	**0**
	Through-Right		0			0	
	Right	241	1	184	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	207	2	**114**	0	0	0
	Left-Through		0			0	
	Through	628	2	314	0	0	**0**
	Through-Right		0			0	
	Right	70	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	592	1	**401**	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	520		*North-South:*	0
			East-West:	515		*East-West:*	0
			SUM:	1035		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.753			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.753			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	135	1	135	0	0	**0**
	Left-Through		0			0	
	Through	1379	3	**460**	0	0	0
	Through-Right		0			0	
	Right	100	1	13	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	233	1	**233**	0	0	0
	Left-Through		0			0	
	Through	1485	3	495	0	0	**0**
	Through-Right		0			0	
	Right	274	1	222	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	2	**105**	0	0	0
	Left-Through		0			0	
	Through	767	2	384	0	0	**0**
	Through-Right		0			0	
	Right	77	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	1	87	0	0	**0**
	Left-Through		0			0	
	Through	578	1	**378**	0	0	0
	Through-Right		1			0	
	Right	178	0	178	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	693		*North-South:*	0
			East-West:	483		*East-West:*	0
			SUM:	1176		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.855			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.855			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	391	2	215	0	0	**0**
	Left-Through		0			0	
	Through	336	1	**336**	0	0	0
	Through-Right		0			0	
	Right	282	1	219	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	46	1	46	0	0	0
	Left-Through		0			0	
	Through	123	0	**131**	0	0	**0**
	Through-Right		1			0	
	Right	8	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	1	51	0	0	0
	Left-Through		0			0	
	Through	512	2	**256**	0	0	**0**
	Through-Right		0			0	
	Right	208	1	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	127	1	**127**	0	0	**0**
	Left-Through		0			0	
	Through	376	1	213	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	467		*North-South:*	0
			East-West:	383		*East-West:*	0
			SUM:	850		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.596			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.596			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	250	2	138	0	0	**0**
	Left-Through		0			0	
	Through	201	1	**201**	0	0	0
	Through-Right		0			0	
	Right	191	1	109	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	142	0	**180**	0	0	**0**
	Through-Right		1			0	
	Right	38	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	41	1	41	0	0	0
	Left-Through		0			0	
	Through	441	2	**221**	0	0	**0**
	Through-Right		0			0	
	Right	172	1	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	164	1	**164**	0	0	**0**
	Left-Through		0			0	
	Through	508	1	276	0	0	0
	Through-Right		1			0	
	Right	44	0	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	381		*North-South:*	0
			East-West:	385		*East-West:*	0
			SUM:	766		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.538			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.538			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	398	2	**219**	0	0	**0**
	Left-Through		0			0	
	Through	218	1	218	0	0	0
	Through-Right		0			0	
	Right	186	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	114	1	114	0	0	0
	Left-Through		0			0	
	Through	441	0	**478**	0	0	**0**
	Through-Right		1			0	
	Right	37	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	31	1	31	0	0	0
	Left-Through		0			0	
	Through	531	2	**266**	0	0	**0**
	Through-Right		0			0	
	Right	294	1	185	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	152	1	**152**	0	0	**0**
	Left-Through		0			0	
	Through	656	1	349	0	0	0
	Through-Right		1			0	
	Right	42	0	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	697		*North-South:*	0
			East-West:	418		*East-West:*	0
			SUM:	1115		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.782			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.782			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0	NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	90	0	0	**0**	146	1	146	0	0	**0**
	Left-Through		0			0			0			0	
	Through	949	2	**475**	0	0	0	678	2	**339**	0	0	0
	Through-Right		0			0			0			0	
	Right	126	1	0	0	0	0	185	1	40	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	151	1	**151**	0	0	0	127	1	**127**	0	0	0
	Left-Through		0			0			0			0	
	Through	554	2	277	0	0	**0**	557	2	279	0	0	**0**
	Through-Right		0			0			0			0	
	Right	105	1	0	0	0	0	134	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	214	2	118	0	0	0	250	2	**138**	0	0	0
	Left-Through		0			0			0			0	
	Through	1348	3	**449**	0	0	**0**	1160	3	387	0	0	**0**
	Through-Right		0			0			0			0	
	Right	114	1	69	0	0	0	117	1	44	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	271	2	**149**	0	0	**0**	264	2	145	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1238	3	413	0	0	0	1188	3	**396**	0	0	0
	Through-Right		0			0			0			0	
	Right	169	1	94	0	0	0	109	1	46	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	626		North-South:	0		North-South:	466		North-South:	0
			East-West:	598		East-West:	0		East-West:	534		East-West:	0
			SUM:	1224		SUM:	0		SUM:	1000		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.859			0.000			0.702			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.859			0.000			0.702			0.000
LEVEL OF SERVICE (LOS):				D			A			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	157	1	157	0	0	**0**						
	Left-Through		0			0							
	Through	996	2	**498**	0	0	0						
	Through-Right		0			0							
	Right	188	1	24	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	187	1	**187**	0	0	0						
	Left-Through		0			0							
	Through	895	2	448	0	0	**0**						
	Through-Right		0			0							
	Right	142	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	268	2	147	0	0	0						
	Left-Through		0			0							
	Through	1367	3	**456**	0	0	**0**						
	Through-Right		0			0							
	Right	158	1	80	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	298	2	**164**	0	0	**0**						
	Left-Through		0			0							
	Through	1258	3	419	0	0	0						
	Through-Right		0			0							
	Right	81	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	685		North-South:	0						
			East-West:	620		East-West:	0						
			SUM:	1305		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.916			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.916			0.000						
LEVEL OF SERVICE (LOS):				E			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	0	0	0	0	0	**0**						
	Left-Through		0			0							
	Through	569	2	**285**	0	0	0						
	Through-Right		0			0							
	Right	240	1	142	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	56	1	**56**	0	0	0						
	Left-Through		0			0							
	Through	402	2	201	0	0	**0**						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	0	0	**0**	0	0	**0**						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	178	2	**98**	0	0	**0**						
	Left-Through		0			0							
	Through	0	0	0	0	0	0						
	Through-Right		0			0							
	Right	39	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	341		North-South:	0						
			East-West:	98		East-West:	0						
			SUM:	439		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.308			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.308			0.000						
LEVEL OF SERVICE (LOS):				A			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD						PM					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0		NB-- 0	SB--	0	NB-- 3	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	3		EB-- 0	WB--	0	EB-- 0	WB--	3		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0				0			0				0	
Override Capacity			0				0			0				0	
MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume		
NORTHBOUND Left	0	0	0	0	0	**0**		0	0	0	0	0	**0**		
NORTHBOUND Left-Through		0			0				0			0			
NORTHBOUND Through	284	2	**142**	0	0	0		503	2	**252**	0	0	0		
NORTHBOUND Through-Right		0			0				0			0			
NORTHBOUND Right	224	1	140	0	0	0		199	1	110	0	0	0		
NORTHBOUND Left-Through-Right		0			0				0			0			
NORTHBOUND Left-Right		0			0				0			0			
SOUTHBOUND Left	71	1	**71**	0	0	0		63	1	**63**	0	0	0		
SOUTHBOUND Left-Through		0			0				0			0			
SOUTHBOUND Through	273	2	137	0	0	**0**		423	2	212	0	0	**0**		
SOUTHBOUND Through-Right		0			0				0			0			
SOUTHBOUND Right	0	0	0	0	0	0		0	0	0	0	0	0		
SOUTHBOUND Left-Through-Right		0			0				0			0			
SOUTHBOUND Left-Right		0			0				0			0			
EASTBOUND Left	0	0	0	0	0	0		0	0	0	0	0	0		
EASTBOUND Left-Through		0			0				0			0			
EASTBOUND Through	0	0	**0**	0	0	**0**		0	0	**0**	0	0	**0**		
EASTBOUND Through-Right		0			0				0			0			
EASTBOUND Right	0	0	0	0	0	0		0	0	0	0	0	0		
EASTBOUND Left-Through-Right		0			0				0			0			
EASTBOUND Left-Right		0			0				0			0			
WESTBOUND Left	152	2	**84**	0	0	**0**		162	2	**89**	0	0	**0**		
WESTBOUND Left-Through		0			0				0			0			
WESTBOUND Through	0	0	0	0	0	0		0	0	0	0	0	0		
WESTBOUND Through-Right		0			0				0			0			
WESTBOUND Right	77	1	6	0	0	0		104	1	41	0	0	0		
WESTBOUND Left-Through-Right		0			0				0			0			
WESTBOUND Left-Right		0			0				0			0			
CRITICAL VOLUMES		*North-South:*	213		*North-South:*	0			*North-South:*	315		*North-South:*	0		
		East-West:	84		*East-West:*	0			*East-West:*	89		*East-West:*	0		
		SUM:	297		*SUM:*	0			*SUM:*	404		*SUM:*	0		
VOLUME/CAPACITY *(V/C)* RATIO:			0.208			0.000				0.284			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.208			0.000				0.284			0.000		
LEVEL OF SERVICE (LOS):			A			A				A			A		

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM													
No. of Phases				3			0								
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0								
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0		NB-- 0	SB--	0								
	EB-- 0	WB--	3		EB-- 0	WB--	0								
ATSAC-1 or ATSAC+ATCS-2?			0				0								
Override Capacity			0				0								
MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume									
NORTHBOUND Left	0	0	0	0	0	**0**									
NORTHBOUND Left-Through		0			0										
NORTHBOUND Through	503	2	**252**	0	0	0									
NORTHBOUND Through-Right		0			0										
NORTHBOUND Right	199	1	110	0	0	0									
NORTHBOUND Left-Through-Right		0			0										
NORTHBOUND Left-Right		0			0										
SOUTHBOUND Left	63	1	**63**	0	0	0									
SOUTHBOUND Left-Through		0			0										
SOUTHBOUND Through	423	2	212	0	0	**0**									
SOUTHBOUND Through-Right		0			0										
SOUTHBOUND Right	0	0	0	0	0	0									
SOUTHBOUND Left-Through-Right		0			0										
SOUTHBOUND Left-Right		0			0										
EASTBOUND Left	0	0	0	0	0	0									
EASTBOUND Left-Through		0			0										
EASTBOUND Through	0	0	**0**	0	0	**0**									
EASTBOUND Through-Right		0			0										
EASTBOUND Right	0	0	0	0	0	0									
EASTBOUND Left-Through-Right		0			0										
EASTBOUND Left-Right		0			0										
WESTBOUND Left	162	2	**89**	0	0	**0**									
WESTBOUND Left-Through		0			0										
WESTBOUND Through	0	0	0	0	0	0									
WESTBOUND Through-Right		0			0										
WESTBOUND Right	104	1	41	0	0	0									
WESTBOUND Left-Through-Right		0			0										
WESTBOUND Left-Right		0			0										
CRITICAL VOLUMES		*North-South:*	315		*North-South:*	0									
		East-West:	89		*East-West:*	0									
		SUM:	404		*SUM:*	0									
VOLUME/CAPACITY *(V/C)* RATIO:			0.284			0.000									
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.284			0.000									
LEVEL OF SERVICE (LOS):			A			A									

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM													
No. of Phases				4			0								
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0								
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0		NB-- 0	SB--	0								
	EB-- 0	WB--	0		EB-- 0	WB--	0								
ATSAC-1 or ATSAC+ATCS-2?			0				0								
Override Capacity			0				0								
MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume									
NORTHBOUND Left	150	1	150	0	0	**0**									
NORTHBOUND Left-Through		0			0										
NORTHBOUND Through	547	1	**365**	0	0	0									
NORTHBOUND Through-Right		1			0										
NORTHBOUND Right	182	0	182	0	0	0									
NORTHBOUND Left-Through-Right		0			0										
NORTHBOUND Left-Right		0			0										
SOUTHBOUND Left	117	1	**117**	0	0	0									
SOUTHBOUND Left-Through		0			0										
SOUTHBOUND Through	362	1	205	0	0	**0**									
SOUTHBOUND Through-Right		1			0										
SOUTHBOUND Right	48	0	48	0	0	0									
SOUTHBOUND Left-Through-Right		0			0										
SOUTHBOUND Left-Right		0			0										
EASTBOUND Left	153	1	153	0	0	0									
EASTBOUND Left-Through		0			0										
EASTBOUND Through	1423	2	**508**	0	0	**0**									
EASTBOUND Through-Right		1			0										
EASTBOUND Right	100	0	100	0	0	0									
EASTBOUND Left-Through-Right		0			0										
EASTBOUND Left-Right		0			0										
WESTBOUND Left	337	1	**337**	0	0	**0**									
WESTBOUND Left-Through		0			0										
WESTBOUND Through	979	3	271	0	0	0									
WESTBOUND Through-Right		1			0										
WESTBOUND Right	103	0	103	0	0	0									
WESTBOUND Left-Through-Right		0			0										
WESTBOUND Left-Right		0			0										
CRITICAL VOLUMES		*North-South:*	482		*North-South:*	0									
		East-West:	845		*East-West:*	0									
		SUM:	1327		*SUM:*	0									
VOLUME/CAPACITY *(V/C)* RATIO:			0.965			0.000									
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.965			0.000									
LEVEL OF SERVICE (LOS):			E			A									

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD													
No. of Phases				4			0								
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0								
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0		NB-- 0	SB--	0								
	EB-- 0	WB--	0		EB-- 0	WB--	0								
ATSAC-1 or ATSAC+ATCS-2?			0				0								
Override Capacity			0				0								
MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume									
NORTHBOUND Left	231	1	**231**	0	0	**0**									
NORTHBOUND Left-Through		0			0										
NORTHBOUND Through	256	1	220	0	0	0									
NORTHBOUND Through-Right		1			0										
NORTHBOUND Right	184	0	184	0	0	0									
NORTHBOUND Left-Through-Right		0			0										
NORTHBOUND Left-Right		0			0										
SOUTHBOUND Left	85	1	85	0	0	0									
SOUTHBOUND Left-Through		0			0										
SOUTHBOUND Through	310	1	**188**	0	0	**0**									
SOUTHBOUND Through-Right		1			0										
SOUTHBOUND Right	66	0	66	0	0	0									
SOUTHBOUND Left-Through-Right		0			0										
SOUTHBOUND Left-Right		0			0										
EASTBOUND Left	91	1	91	0	0	0									
EASTBOUND Left-Through		0			0										
EASTBOUND Through	1168	2	**416**	0	0	**0**									
EASTBOUND Through-Right		1			0										
EASTBOUND Right	81	0	81	0	0	0									
EASTBOUND Left-Through-Right		0			0										
EASTBOUND Left-Right		0			0										
WESTBOUND Left	267	1	**267**	0	0	**0**									
WESTBOUND Left-Through		0			0										
WESTBOUND Through	1088	3	295	0	0	0									
WESTBOUND Through-Right		1			0										
WESTBOUND Right	90	0	90	0	0	0									
WESTBOUND Left-Through-Right		0			0										
WESTBOUND Left-Right		0			0										
CRITICAL VOLUMES		*North-South:*	419		*North-South:*	0									
		East-West:	683		*East-West:*	0									
		SUM:	1102		*SUM:*	0									
VOLUME/CAPACITY *(V/C)* RATIO:			0.801			0.000									
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.801			0.000									
LEVEL OF SERVICE (LOS):			D			A									

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	186	1	**186**	0	0	**0**
	Left-Through		0			0	
	Through	559	1	372	0	0	0
	Through-Right		1			0	
	Right	185	0	185	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	118	1	118	0	0	0
	Left-Through		0			0	
	Through	633	1	**346**	0	0	**0**
	Through-Right		1			0	
	Right	59	0	59	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	115	1	115	0	0	0
	Left-Through		0			0	
	Through	1559	2	**556**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	218	1	**218**	0	0	**0**
	Left-Through		0			0	
	Through	1235	3	331	0	0	0
	Through-Right		1			0	
	Right	88	0	88	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	532		*North-South:*	0
			East-West:	774		*East-West:*	0
			SUM:	1306		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.950			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.950			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	141	1	141	0	0	**0**
	Left-Through		0			0	
	Through	1189	2	**595**	0	0	0
	Through-Right		0			0	
	Right	215	1	139	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	69	1	**69**	0	0	0
	Left-Through		0			0	
	Through	313	2	157	0	0	**0**
	Through-Right		0			0	
	Right	73	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	167	1	**167**	0	0	0
	Left-Through		0			0	
	Through	835	3	278	0	0	**0**
	Through-Right		0			0	
	Right	335	1	265	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	153	1	153	0	0	**0**
	Left-Through		0			0	
	Through	1082	3	**361**	0	0	0
	Through-Right		0			0	
	Right	45	1	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	664		*North-South:*	0
			East-West:	528		*East-West:*	0
			SUM:	1192		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.867			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.867			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	242	1	242	0	0	**0**
	Left-Through		0			0	
	Through	836	2	**418**	0	0	0
	Through-Right		0			0	
	Right	324	1	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	73	1	**73**	0	0	0
	Left-Through		0			0	
	Through	452	2	226	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	1024	3	341	0	0	**0**
	Through-Right		0			0	
	Right	358	1	237	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	129	1	129	0	0	**0**
	Left-Through		0			0	
	Through	1110	3	**370**	0	0	0
	Through-Right		0			0	
	Right	67	1	31	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	491		*North-South:*	0
			East-West:	550		*East-West:*	0
			SUM:	1041		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.757			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.757			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	246	1	246	0	0	**0**
	Left-Through		0			0	
	Through	1492	2	**746**	0	0	0
	Through-Right		0			0	
	Right	354	1	313	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	85	1	**85**	0	0	0
	Left-Through		0			0	
	Through	759	2	380	0	0	**0**
	Through-Right		0			0	
	Right	73	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	219	1	**219**	0	0	0
	Left-Through		0			0	
	Through	1423	3	474	0	0	**0**
	Through-Right		0			0	
	Right	289	1	166	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	83	1	83	0	0	**0**
	Left-Through		0			0	
	Through	1205	3	**402**	0	0	0
	Through-Right		0			0	
	Right	45	1	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	831		*North-South:*	0
			East-West:	621		*East-West:*	0
			SUM:	1452		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.056			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.056			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB--		0
	EB-- 0	WB-- 0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	131	1	131	0	0	**0**
	Left-Through		0			0	
	Through	1365	3	**455**	0	0	0
	Through-Right		0			0	
	Right	28	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	983	3	328	0	0	**0**
	Through-Right		0			0	
	Right	57	1	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	15	1	**15**	0	0	0
	Left-Through		0			0	
	Through	179	1	114	0	0	**0**
	Through-Right		1			0	
	Right	49	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	51	1	51	0	0	**0**
	Left-Through		0			0	
	Through	236	1	**184**	0	0	0
	Through-Right		1			0	
	Right	131	0	131	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	525		*North-South:*	0
			East-West:	199		*East-West:*	0
			SUM:	724		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.527			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.527			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB--		0
	EB-- 0	WB-- 0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	1162	3	**387**	0	0	0
	Through-Right		0			0	
	Right	73	1	8	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1139	3	380	0	0	**0**
	Through-Right		0			0	
	Right	68	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	66	1	**66**	0	0	0
	Left-Through		0			0	
	Through	185	1	167	0	0	**0**
	Through-Right		1			0	
	Right	149	0	149	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	65	1	65	0	0	**0**
	Left-Through		0			0	
	Through	274	1	**198**	0	0	0
	Through-Right		1			0	
	Right	122	0	122	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	517		*North-South:*	0
			East-West:	264		*East-West:*	0
			SUM:	781		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.568			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.568			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB--		0
	EB-- 0	WB-- 0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	256	1	**256**	0	0	**0**
	Left-Through		0			0	
	Through	1381	3	460	0	0	0
	Through-Right		0			0	
	Right	51	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1526	3	**509**	0	0	**0**
	Through-Right		0			0	
	Right	83	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	33	1	**33**	0	0	0
	Left-Through		0			0	
	Through	201	1	149	0	0	**0**
	Through-Right		1			0	
	Right	96	0	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	82	1	82	0	0	**0**
	Left-Through		0			0	
	Through	266	1	**217**	0	0	0
	Through-Right		1			0	
	Right	167	0	167	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	765		*North-South:*	0
			East-West:	250		*East-West:*	0
			SUM:	1015		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.738			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.738			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	NB-- 0	SB--		0
	EB-- 0	WB-- 0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	1	32	0	0	**0**
	Left-Through		0			0	
	Through	1890	2	**634**	0	0	0
	Through-Right		1			0	
	Right	11	0	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	57	1	**57**	0	0	0
	Left-Through		0			0	
	Through	1069	2	400	0	0	**0**
	Through-Right		1			0	
	Right	131	0	131	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	492	2	**271**	0	0	0
	Left-Through		0			0	
	Through	30	1	30	0	0	**0**
	Through-Right		0			0	
	Right	69	1	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	39	1	39	0	0	**0**
	Left-Through		0			0	
	Through	34	1	34	0	0	0
	Through-Right		0			0	
	Right	146	1	**118**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	691		*North-South:*	0
			East-West:	389		*East-West:*	0
			SUM:	1080		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.758			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.758			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	55	1	55	0	0	**0**
	Left-Through		0			0	
	Through	1350	2	**458**	0	0	0
	Through-Right		1			0	
	Right	25	0	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	1265	2	484	0	0	**0**
	Through-Right		1			0	
	Right	186	0	186	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	2	**121**	0	0	0
	Left-Through		0			0	
	Through	25	1	25	0	0	**0**
	Through-Right		0			0	
	Right	65	1	38	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	41	1	**41**	0	0	**0**
	Left-Through		0			0	
	Through	38	1	38	0	0	0
	Through-Right		0			0	
	Right	73	1	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	548		*North-South:*	0
			East-West:	162		*East-West:*	0
			SUM:	710		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.498			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.498			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	57	1	**57**	0	0	**0**
	Left-Through		0			0	
	Through	1615	2	548	0	0	0
	Through-Right		1			0	
	Right	29	0	29	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	151	1	151	0	0	0
	Left-Through		0			0	
	Through	2132	2	**823**	0	0	**0**
	Through-Right		1			0	
	Right	337	0	337	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	197	2	**108**	0	0	0
	Left-Through		0			0	
	Through	41	1	41	0	0	**0**
	Through-Right		0			0	
	Right	48	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	38	1	38	0	0	**0**
	Left-Through		0			0	
	Through	44	1	**44**	0	0	0
	Through-Right		0			0	
	Right	61	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	880		*North-South:*	0
			East-West:	152		*East-West:*	0
			SUM:	1032		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.724			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.724			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	44	1	44	0	0	**0**
	Left-Through		0			0	
	Through	1696	2	**567**	0	0	0
	Through-Right		1			0	
	Right	5	0	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	4	1	**4**	0	0	0
	Left-Through		0			0	
	Through	1129	3	376	0	0	**0**
	Through-Right		0			0	
	Right	78	1	19	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	119	1	**119**	0	0	0
	Left-Through		0			0	
	Through	24	1	24	0	0	**0**
	Through-Right		0			0	
	Right	64	1	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	17	1	17	0	0	**0**
	Left-Through		0			0	
	Through	43	0	**105**	0	0	0
	Through-Right		1			0	
	Right	62	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	571		*North-South:*	0
			East-West:	224		*East-West:*	0
			SUM:	795		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.530			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.530			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	55	1	**55**	0	0	**0**
	Left-Through		0			0	
	Through	1319	2	442	0	0	0
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	1255	3	**418**	0	0	**0**
	Through-Right		0			0	
	Right	110	1	61	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	98	1	**98**	0	0	0
	Left-Through		0			0	
	Through	33	1	33	0	0	**0**
	Through-Right		0			0	
	Right	66	1	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	18	1	18	0	0	**0**
	Left-Through		0			0	
	Through	24	0	**67**	0	0	0
	Through-Right		1			0	
	Right	43	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	473		*North-South:*	0
			East-West:	165		*East-West:*	0
			SUM:	638		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.425			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.425			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	99	1	**99**	0	0	**0**
	Left-Through		0			0	
	Through	1563	2	529	0	0	0
	Through-Right		1			0	
	Right	25	0	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	44	1	44	0	0	0
	Left-Through		0			0	
	Through	1969	3	**656**	0	0	**0**
	Through-Right		0			0	
	Right	156	1	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	82	1	**82**	0	0	0
	Left-Through		0			0	
	Through	56	1	56	0	0	**0**
	Through-Right		0			0	
	Right	120	1	71	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	16	1	16	0	0	**0**
	Left-Through		0			0	
	Through	44	0	**69**	0	0	0
	Through-Right		1			0	
	Right	25	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	755		*North-South:*	0
			East-West:	151		*East-West:*	0
			SUM:	906		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.604			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.604			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	17	0	0	**0**
	Left-Through		0			0	
	Through	1580	2	**530**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	15	1	**15**	0	0	0
	Left-Through		0			0	
	Through	1173	2	399	0	0	**0**
	Through-Right		1			0	
	Right	24	0	24	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	82	0	**82**	0	0	0
	Left-Through		0			0	
	Through	28	0	146	0	0	**0**
	Through-Right		0			0	
	Right	36	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	5	1	5	0	0	**0**
	Left-Through		0			0	
	Through	20	0	**95**	0	0	0
	Through-Right		1			0	
	Right	75	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	545		*North-South:*	0
			East-West:	177		*East-West:*	0
			SUM:	722		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.481			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.481			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	1	**21**	0	0	**0**
	Left-Through		0			0	
	Through	1258	2	424	0	0	0
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	1288	2	**441**	0	0	**0**
	Through-Right		1			0	
	Right	34	0	34	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	0	51	0	0	0
	Left-Through		0			0	
	Through	39	0	**122**	0	0	**0**
	Through-Right		0			0	
	Right	32	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	1	1	**1**	0	0	**0**
	Left-Through		0			0	
	Through	26	0	69	0	0	0
	Through-Right		1			0	
	Right	43	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	462		*North-South:*	0
			East-West:	123		*East-West:*	0
			SUM:	585		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.390			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.390			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	54	1	**54**	0	0	**0**
	Left-Through		0			0	
	Through	1593	2	536	0	0	0
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	66	1	66	0	0	0
	Left-Through		0			0	
	Through	1949	2	**665**	0	0	**0**
	Through-Right		1			0	
	Right	45	0	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	29	0	29	0	0	0
	Left-Through		0			0	
	Through	45	0	**108**	0	0	**0**
	Through-Right		0			0	
	Right	34	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	2	1	**2**	0	0	**0**
	Left-Through		0			0	
	Through	12	0	36	0	0	0
	Through-Right		1			0	
	Right	24	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	719		*North-South:*	0
			East-West:	110		*East-West:*	0
			SUM:	829		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.553			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.553			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 139 | **PROJECT TITLE:** LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** I-105 WB RAMPS N/O IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2010	3	**670**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	1759	0	0	0	0	**0**
Through-Right		0			0	
Right	1379	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	745	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	2048	3	**717**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	670		*North-South:*	0
		East-West:	717		*East-West:*	0
		SUM:	1387		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.925			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.925			0.000
LEVEL OF SERVICE (LOS):			E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 139 | **PROJECT TITLE:** LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** I-105 WB RAMPS N/O IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1824	3	**608**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	1515	0	0	0	0	**0**
Through-Right		0			0	
Right	1808	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	475	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	2067	3	**723**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	608		*North-South:*	0
		East-West:	723		*East-West:*	0
		SUM:	1331		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.887			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.887			0.000
LEVEL OF SERVICE (LOS):			D			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 139 | **PROJECT TITLE:** LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** I-105 WB RAMPS N/O IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2454	3	**818**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	2222	0	0	0	0	**0**
Through-Right		0			0	
Right	2040	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	686	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	1738	3	**608**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	818		*North-South:*	0
		East-West:	608		*East-West:*	0
		SUM:	1426		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.951			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.951			0.000
LEVEL OF SERVICE (LOS):			E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 141 | **PROJECT TITLE:** LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	108	1	108	0	0	**0**
Left-Through		0			0	
Through	591	2	**296**	0	0	0
Through-Right		0			0	
Right	27	1	14	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	106	1	**106**	0	0	0
Left-Through		0			0	
Through	545	3	182	0	0	**0**
Through-Right		0			0	
Right	309	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	10	2	6	0	0	0
Left-Through		0			0	
Through	20	1	**20**	0	0	**0**
Through-Right		0			0	
Right	50	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	27	1	**27**	0	0	**0**
Left-Through		0			0	
Through	22	1	22	0	0	0
Through-Right		0			0	
Right	62	1	9	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	402		*North-South:*	0
		East-West:	47		*East-West:*	0
		SUM:	449		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.327			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.327			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	1	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	117	1	117	0	0	**0**
	Left-Through		0			0	
	Through	890	2	**445**	0	0	0
	Through-Right		0			0	
	Right	27	1	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	45	1	**45**	0	0	0
	Left-Through		0			0	
	Through	676	3	225	0	0	**0**
	Through-Right		0			0	
	Right	321	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	43	2	**24**	0	0	0
	Left-Through		0			0	
	Through	37	1	37	0	0	**0**
	Through-Right		0			0	
	Right	79	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	26	1	26	0	0	**0**
	Left-Through		0			0	
	Through	38	1	38	0	0	0
	Through-Right		0			0	
	Right	85	1	**63**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	490		*North-South:*	0
			East-West:	87		*East-West:*	0
			SUM:	577		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.420			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.420			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	1	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	106	1	106	0	0	**0**
	Left-Through		0			0	
	Through	1162	2	**581**	0	0	0
	Through-Right		0			0	
	Right	24	1	8	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	81	1	**81**	0	0	0
	Left-Through		0			0	
	Through	469	3	156	0	0	**0**
	Through-Right		0			0	
	Right	296	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	2	6	0	0	0
	Left-Through		0			0	
	Through	43	1	**43**	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	33	1	**33**	0	0	**0**
	Left-Through		0			0	
	Through	44	1	44	0	0	0
	Through-Right		0			0	
	Right	90	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	662		*North-South:*	0
			East-West:	76		*East-West:*	0
			SUM:	738		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.537			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.537			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	5	2	3	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	151	1	**126**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	1	**51**	0	0	0
	Left-Through		0			0	
	Through	21	2	11	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	428	1	**226**	0	0	0
	Through-Right		1			0	
	Right	23	0	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	126		*North-South:*	0
			East-West:	277		*East-West:*	0
			SUM:	403		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.269			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.269			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	58	2	32	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	189	1	**168**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	43	1	**43**	0	0	0
	Left-Through		0			0	
	Through	101	2	51	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	440	1	**228**	0	0	0
	Through-Right		1			0	
	Right	16	0	16	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	168		*North-South:*	0
			East-West:	271		*East-West:*	0
			SUM:	439		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.293			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.293			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	64	2	35	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	163	1	**147**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	32	1	**32**	0	0	0
	Left-Through		0			0	
	Through	10	2	5	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	417	1	**210**	0	0	0
	Through-Right		1			0	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	147		*North-South:*	0
			East-West:	242		*East-West:*	0
			SUM:	389		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.259			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.259			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	0	0	**0**
	Left-Through		1			0	
	Through	20	0	**30**	0	0	0
	Through-Right		0			0	
	Right	34	1	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	173	1	**173**	0	0	**0**
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	11	1	**11**	0	0	0
	Left-Through		0			0	
	Through	97	1	53	0	0	**0**
	Through-Right		1			0	
	Right	9	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	41	1	41	0	0	**0**
	Left-Through		0			0	
	Through	96	1	96	0	0	0
	Through-Right		0			0	
	Right	398	1	**388**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	203		*North-South:*	0
			East-West:	399		*East-West:*	0
			SUM:	602		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.422			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.422			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	0	16	0	0	**0**
	Left-Through		1			0	
	Through	41	0	**57**	0	0	0
	Through-Right		0			0	
	Right	22	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	26	1	**26**	0	0	**0**
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	92	1	**92**	0	0	0
	Left-Through		0			0	
	Through	124	1	74	0	0	**0**
	Through-Right		1			0	
	Right	24	0	24	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	61	1	61	0	0	**0**
	Left-Through		0			0	
	Through	110	1	110	0	0	0
	Through-Right		0			0	
	Right	440	1	**430**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	83		*North-South:*	0
			East-West:	522		*East-West:*	0
			SUM:	605		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.425			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.425			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	27	0	27	0	0	**0**
	Left-Through		1			0	
	Through	56	0	**83**	0	0	0
	Through-Right		0			0	
	Right	59	1	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	213	1	**213**	0	0	**0**
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	81	1	**81**	0	0	0
	Left-Through		0			0	
	Through	113	1	64	0	0	**0**
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	67	1	67	0	0	**0**
	Left-Through		0			0	
	Through	151	1	151	0	0	0
	Through-Right		0			0	
	Right	374	1	**364**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	296		*North-South:*	0
			East-West:	445		*East-West:*	0
			SUM:	741		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.520			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.520			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 98TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	80	0	0	**0**
	Left-Through		0			0	
	Through	705	2	**353**	0	0	0
	Through-Right		0			0	
	Right	101	1	88	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	129	1	**129**	0	0	0
	Left-Through		0			0	
	Through	385	2	187	0	0	**0**
	Through-Right		1			0	
	Right	176	0	176	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	59	1	**59**	0	0	0
	Left-Through		0			0	
	Through	40	1	40	0	0	**0**
	Through-Right		0			0	
	Right	122	1	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	26	1	26	0	0	**0**
	Left-Through		0			0	
	Through	27	0	**97**	0	0	0
	Through-Right		1			0	
	Right	70	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	482		*North-South:*	0
			East-West:	156		*East-West:*	0
			SUM:	638		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.425			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.425			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 98TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	37	1	37	0	0	**0**
	Left-Through		0			0	
	Through	859	2	**430**	0	0	0
	Through-Right		0			0	
	Right	88	1	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	122	1	**122**	0	0	0
	Left-Through		0			0	
	Through	588	2	231	0	0	**0**
	Through-Right		1			0	
	Right	104	0	104	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	127	1	**127**	0	0	0
	Left-Through		0			0	
	Through	44	1	44	0	0	**0**
	Through-Right		0			0	
	Right	79	1	61	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	46	1	46	0	0	**0**
	Left-Through		0			0	
	Through	37	0	**166**	0	0	0
	Through-Right		1			0	
	Right	129	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	552		*North-South:*	0
			East-West:	293		*East-West:*	0
			SUM:	845		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.563			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.563			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 98TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	993	2	**497**	0	0	0
	Through-Right		0			0	
	Right	136	1	97	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	71	1	**71**	0	0	0
	Left-Through		0			0	
	Through	513	2	201	0	0	**0**
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	146	1	**146**	0	0	0
	Left-Through		0			0	
	Through	53	1	53	0	0	**0**
	Through-Right		0			0	
	Right	265	1	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	79	1	79	0	0	**0**
	Left-Through		0			0	
	Through	53	0	**237**	0	0	0
	Through-Right		1			0	
	Right	184	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	568		*North-South:*	0
			East-West:	383		*East-West:*	0
			SUM:	951		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.634			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.634			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	22	1	**22**	0	0	0
	Through-Right		0			0	
	Right	20	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	11	1	**11**	0	0	0
	Left-Through		0			0	
	Through	19	1	11	0	0	**0**
	Through-Right		1			0	
	Right	2	0	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	2	1	2	0	0	0
	Left-Through		0			0	
	Through	278	2	**139**	0	0	**0**
	Through-Right		0			0	
	Right	46	1	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	68	1	**68**	0	0	**0**
	Left-Through		0			0	
	Through	398	2	199	0	0	0
	Through-Right		0			0	
	Right	7	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	33		*North-South:*	0
			East-West:	207		*East-West:*	0
			SUM:	240		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.160			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.160			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	17	0	0	**0**
	Left-Through		0			0	
	Through	14	1	14	0	0	0
	Through-Right		0			0	
	Right	111	1	**54**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	24	1	**24**	0	0	0
	Left-Through		0			0	
	Through	14	1	9	0	0	**0**
	Through-Right		1			0	
	Right	4	0	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	6	1	6	0	0	0
	Left-Through		0			0	
	Through	440	2	**220**	0	0	**0**
	Through-Right		0			0	
	Right	43	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	115	1	**115**	0	0	**0**
	Left-Through		0			0	
	Through	485	2	243	0	0	0
	Through-Right		0			0	
	Right	24	1	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	78		*North-South:*	0
			East-West:	335		*East-West:*	0
			SUM:	413		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.275			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.275			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	1	19	0	0	**0**
	Left-Through		0			0	
	Through	22	1	**22**	0	0	0
	Through-Right		0			0	
	Right	28	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**20**	0	0	0
	Left-Through		0			0	
	Through	19	1	11	0	0	**0**
	Through-Right		1			0	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	3	1	3	0	0	0
	Left-Through		0			0	
	Through	474	2	**237**	0	0	**0**
	Through-Right		0			0	
	Right	51	1	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	**90**	0	0	**0**
	Left-Through		0			0	
	Through	467	2	234	0	0	0
	Through-Right		0			0	
	Right	40	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	42		*North-South:*	0
			East-West:	327		*East-West:*	0
			SUM:	369		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.246			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.246			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	22	0	22	0	0	**0**
	Left-Through		0			0	
	Through	92	0	**157**	0	0	0
	Through-Right		0			0	
	Right	43	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	34	0	**34**	0	0	0
	Left-Through		0			0	
	Through	14	0	58	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	52	1	**52**	0	0	0
	Left-Through		0			0	
	Through	272	1	137	0	0	**0**
	Through-Right		1			0	
	Right	2	0	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	7	1	7	0	0	**0**
	Left-Through		0			0	
	Through	392	1	**235**	0	0	0
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	191		*North-South:*	0
			East-West:	287		*East-West:*	0
			SUM:	478		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.319			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.319			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	0	15	0	0	**0**
	Left-Through		0			0	
	Through	111	0	**177**	0	0	0
	Through-Right		0			0	
	Right	51	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	143	0	**143**	0	0	0
	Left-Through		0			0	
	Through	13	0	166	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	31	1	**31**	0	0	0
	Left-Through		0			0	
	Through	326	1	166	0	0	**0**
	Through-Right		1			0	
	Right	5	0	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	4	1	4	0	0	**0**
	Left-Through		0			0	
	Through	441	1	**294**	0	0	0
	Through-Right		1			0	
	Right	146	0	146	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	320		*North-South:*	0
			East-West:	325		*East-West:*	0
			SUM:	645		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.430			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.430			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	0	16	0	0	**0**
	Left-Through		0			0	
	Through	181	0	**291**	0	0	0
	Through-Right		0			0	
	Right	94	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	173	0	**173**	0	0	0
	Left-Through		0			0	
	Through	22	0	250	0	0	**0**
	Through-Right		0			0	
	Right	55	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	35	1	**35**	0	0	0
	Left-Through		0			0	
	Through	346	1	175	0	0	**0**
	Through-Right		1			0	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	478	1	**282**	0	0	0
	Through-Right		1			0	
	Right	86	0	86	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	464		*North-South:*	0
			East-West:	317		*East-West:*	0
			SUM:	781		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.521			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.521			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3113	2	**1047**	0	0	0
	Through-Right		1			0	
	Right	28	0	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2749	3	701	0	0	**0**
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	84	1	**70**	0	0	0
	Left-Through		0			0	
	Through	56	0	70	0	0	**0**
	Through-Right		0			0	
	Right	62	1	62	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	273	1	**189**	0	0	**0**
	Left-Through		1			0	
	Through	104	0	189	0	0	0
	Through-Right		0			0	
	Right	45	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1047		*North-South:*	0
			East-West:	259		*East-West:*	0
			SUM:	1306		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.916			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.916			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1990	2	**680**	0	0	0
	Through-Right		1			0	
	Right	49	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1967	3	528	0	0	**0**
	Through-Right		1			0	
	Right	144	0	144	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	148	1	**124**	0	0	0
	Left-Through		0			0	
	Through	100	0	124	0	0	**0**
	Through-Right		0			0	
	Right	77	1	77	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	156	1	**121**	0	0	**0**
	Left-Through		1			0	
	Through	86	0	121	0	0	0
	Through-Right		0			0	
	Right	35	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	680		*North-South:*	0
			East-West:	245		*East-West:*	0
			SUM:	925		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.649			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.649			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2758	2	**955**	0	0	0
	Through-Right		1			0	
	Right	108	0	108	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2904	3	757	0	0	**0**
	Through-Right		1			0	
	Right	125	0	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	176	1	**167**	0	0	0
	Left-Through		0			0	
	Through	158	0	167	0	0	**0**
	Through-Right		0			0	
	Right	75	1	75	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	224	1	**180**	0	0	**0**
	Left-Through		1			0	
	Through	136	0	180	0	0	0
	Through-Right		0			0	
	Right	22	1	22	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	955		*North-South:*	0
			East-West:	347		*East-West:*	0
			SUM:	1302		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.914			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.914			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	97	1	**97**	0	0	**0**
	Left-Through		0			0	
	Through	226	0	263	0	0	0
	Through-Right		1			0	
	Right	37	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	15	1	15	0	0	0
	Left-Through		0			0	
	Through	208	0	**262**	0	0	**0**
	Through-Right		1			0	
	Right	54	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	52	1	52	0	0	0
	Left-Through		0			0	
	Through	468	1	**334**	0	0	**0**
	Through-Right		1			0	
	Right	199	0	199	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	51	1	**51**	0	0	**0**
	Left-Through		0			0	
	Through	575	1	304	0	0	0
	Through-Right		1			0	
	Right	32	0	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	359		*North-South:*	0
			East-West:	385		*East-West:*	0
			SUM:	744		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.496			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.496			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	88	1	**88**	0	0	**0**
	Left-Through		0			0	
	Through	149	0	187	0	0	0
	Through-Right		1			0	
	Right	38	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	35	1	35	0	0	0
	Left-Through		0			0	
	Through	140	0	**200**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	72	1	**72**	0	0	0
	Left-Through		0			0	
	Through	481	1	291	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	49	1	49	0	0	**0**
	Left-Through		0			0	
	Through	552	1	**299**	0	0	0
	Through-Right		1			0	
	Right	46	0	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	288		*North-South:*	0
			East-West:	371		*East-West:*	0
			SUM:	659		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.439			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.439			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	83	1	**83**	0	0	**0**
	Left-Through		0			0	
	Through	220	0	247	0	0	0
	Through-Right		1			0	
	Right	27	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	35	1	35	0	0	0
	Left-Through		0			0	
	Through	284	0	**358**	0	0	**0**
	Through-Right		1			0	
	Right	74	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	75	1	75	0	0	0
	Left-Through		0			0	
	Through	653	1	**395**	0	0	**0**
	Through-Right		1			0	
	Right	136	0	136	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	78	1	**78**	0	0	**0**
	Left-Through		0			0	
	Through	596	1	332	0	0	0
	Through-Right		1			0	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	441		*North-South:*	0
			East-West:	473		*East-West:*	0
			SUM:	914		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.609			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.609			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	108	1	108	0	0	**0**
	Left-Through		0			0	
	Through	818	2	**409**	0	0	0
	Through-Right		0			0	
	Right	274	1	102	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	73	1	**73**	0	0	0
	Left-Through		0			0	
	Through	502	2	251	0	0	**0**
	Through-Right		0			0	
	Right	119	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	156	1	**156**	0	0	0
	Left-Through		0			0	
	Through	689	2	345	0	0	**0**
	Through-Right		0			0	
	Right	113	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	172	1	172	0	0	**0**
	Left-Through		0			0	
	Through	749	1	**413**	0	0	0
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	482		*North-South:*	0
			East-West:	569		*East-West:*	0
			SUM:	1051		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.764			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.764			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	175	1	**175**	0	0	**0**
Left-Through		0			0	
Through	629	2	315	0	0	0
Through-Right		0			0	
Right	216	1	126	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	90	1	90	0	0	0
Left-Through		0			0	
Through	656	2	**328**	0	0	**0**
Through-Right		0			0	
Right	162	1	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	132	1	**132**	0	0	0
Left-Through		0			0	
Through	547	2	274	0	0	**0**
Through-Right		0			0	
Right	112	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	90	1	90	0	0	**0**
Left-Through		0			0	
Through	531	1	**281**	0	0	0
Through-Right		1			0	
Right	30	0	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	503		*North-South:*	0
		East-West:	413		*East-West:*	0
		SUM:	916		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.666			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.666			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	172	1	**172**	0	0	**0**
Left-Through		0			0	
Through	769	2	385	0	0	0
Through-Right		0			0	
Right	284	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	88	1	88	0	0	0
Left-Through		0			0	
Through	1011	2	**506**	0	0	**0**
Through-Right		0			0	
Right	184	1	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	134	1	134	0	0	0
Left-Through		0			0	
Through	756	2	**378**	0	0	**0**
Through-Right		0			0	
Right	149	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	297	1	**297**	0	0	**0**
Left-Through		0			0	
Through	626	1	324	0	0	0
Through-Right		1			0	
Right	21	0	21	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	678		*North-South:*	0
		East-West:	675		*East-West:*	0
		SUM:	1353		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.984			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.984			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	225	1	**225**	0	0	**0**
Left-Through		0			0	
Through	580	1	298	0	0	0
Through-Right		1			0	
Right	15	0	15	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	14	1	14	0	0	0
Left-Through		0			0	
Through	401	2	**153**	0	0	**0**
Through-Right		1			0	
Right	58	0	58	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	26	1	**26**	0	0	0
Left-Through		0			0	
Through	2	1	2	0	0	**0**
Through-Right		0			0	
Right	83	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	4	0	4	0	0	**0**
Left-Through		0			0	
Through	1	0	**5**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	378		*North-South:*	0
		East-West:	31		*East-West:*	0
		SUM:	409		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.287			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.287			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	123	1	123	0	0	**0**
Left-Through		0			0	
Through	490	1	**254**	0	0	0
Through-Right		1			0	
Right	17	0	17	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	19	1	**19**	0	0	0
Left-Through		0			0	
Through	331	2	114	0	0	**0**
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	80	1	**80**	0	0	0
Left-Through		0			0	
Through	6	1	6	0	0	**0**
Through-Right		0			0	
Right	141	1	18	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	5	0	5	0	0	**0**
Left-Through		0			0	
Through	8	0	**25**	0	0	0
Through-Right		0			0	
Right	12	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	273		*North-South:*	0
		East-West:	105		*East-West:*	0
		SUM:	378		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.265			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.265			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	53	1	**53**	0	0	**0**
Left-Through		0			0	
Through	517	1	262	0	0	0
Through-Right		1			0	
Right	6	0	6	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	45	1	45	0	0	0
Left-Through		0			0	
Through	838	2	**296**	0	0	**0**
Through-Right		1			0	
Right	50	0	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	61	1	61	0	0	0
Left-Through		0			0	
Through	3	1	3	0	0	**0**
Through-Right		0			0	
Right	137	1	**84**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	11	0	**11**	0	0	**0**
Left-Through		0			0	
Through	1	0	22	0	0	0
Through-Right		0			0	
Right	10	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	349		*North-South:*	0
		East-West:	95		*East-West:*	0
		SUM:	444		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.312			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.312			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1126	1	**564**	0	0	0
Through-Right		1			0	
Right	1	0	1	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	13	1	**13**	0	0	0
Left-Through		0			0	
Through	339	2	170	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	14	0	14	0	0	**0**
Left-Through		0			0	
Through	0	0	**22**	0	0	0
Through-Right		0			0	
Right	8	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	577		*North-South:*	0
		East-West:	22		*East-West:*	0
		SUM:	599		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.399			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.399			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	397	1	**201**	0	0	0
Through-Right		1			0	
Right	4	0	4	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	13	1	**13**	0	0	0
Left-Through		0			0	
Through	261	2	131	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	5	0	5	0	0	**0**
Left-Through		0			0	
Through	0	0	**15**	0	0	0
Through-Right		0			0	
Right	10	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	214		*North-South:*	0
		East-West:	15		*East-West:*	0
		SUM:	229		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.153			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.153			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	478	1	241	0	0	0
Through-Right		1			0	
Right	4	0	4	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	15	1	15	0	0	0
Left-Through		0			0	
Through	961	2	**481**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	4	0	4	0	0	**0**
Left-Through		0			0	
Through	0	0	**18**	0	0	0
Through-Right		0			0	
Right	14	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	481		*North-South:*	0
		East-West:	18		*East-West:*	0
		SUM:	499		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.333			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.333			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1582	1	**812**	0	0	0
	Through-Right		1			0	
	Right	41	0	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	87	1	**87**	0	0	0
	Left-Through		0			0	
	Through	1382	2	691	0	0	**0**
	Through-Right		0			0	
	Right	73	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	187	1	**187**	0	0	0
	Left-Through		0			0	
	Through	222	1	222	0	0	**0**
	Through-Right		0			0	
	Right	113	1	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	48	1	48	0	0	**0**
	Left-Through		0			0	
	Through	372	1	**372**	0	0	0
	Through-Right		0			0	
	Right	150	1	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	899		*North-South:*	0
			East-West:	559		*East-West:*	0
			SUM:	1458		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.972			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.972			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	93	1	**93**	0	0	**0**
	Left-Through		0			0	
	Through	1385	1	718	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	108	1	108	0	0	0
	Left-Through		0			0	
	Through	1507	2	**754**	0	0	**0**
	Through-Right		0			0	
	Right	137	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	214	1	**214**	0	0	0
	Left-Through		0			0	
	Through	227	1	227	0	0	**0**
	Through-Right		0			0	
	Right	180	1	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	72	1	72	0	0	**0**
	Left-Through		0			0	
	Through	251	1	**251**	0	0	0
	Through-Right		0			0	
	Right	135	1	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	847		*North-South:*	0
			East-West:	465		*East-West:*	0
			SUM:	1312		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.875			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.875			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	98	1	**98**	0	0	**0**
	Left-Through		0			0	
	Through	1183	1	613	0	0	0
	Through-Right		1			0	
	Right	43	0	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	84	1	84	0	0	0
	Left-Through		0			0	
	Through	1669	2	**835**	0	0	**0**
	Through-Right		0			0	
	Right	102	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	165	1	165	0	0	0
	Left-Through		0			0	
	Through	353	1	**353**	0	0	**0**
	Through-Right		0			0	
	Right	133	1	84	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	53	1	**53**	0	0	**0**
	Left-Through		0			0	
	Through	194	1	194	0	0	0
	Through-Right		0			0	
	Right	71	1	29	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	933		*North-South:*	0
			East-West:	406		*East-West:*	0
			SUM:	1339		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.893			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.893			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	113	1	**113**	0	0	**0**
	Left-Through		0			0	
	Through	578	2	289	0	0	0
	Through-Right		0			0	
	Right	96	1	24	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	55	1	55	0	0	0
	Left-Through		0			0	
	Through	520	1	**290**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	87	1	**87**	0	0	0
	Left-Through		0			0	
	Through	437	2	178	0	0	**0**
	Through-Right		1			0	
	Right	96	0	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	72	1	72	0	0	**0**
	Left-Through		0			0	
	Through	669	2	**253**	0	0	0
	Through-Right		1			0	
	Right	89	0	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	403		*North-South:*	0
			East-West:	340		*East-West:*	0
			SUM:	743		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.540			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.540			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	124	1	124	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	726	2	**363**	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	117	1	52	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	83	1	**83**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	435	1	270	0	0	**0**
SOUTHBOUND Through-Right		1			0	
SOUTHBOUND Right	105	0	105	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	141	1	**141**	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	742	2	282	0	0	**0**
EASTBOUND Through-Right		1			0	
EASTBOUND Right	105	0	105	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	65	1	65	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	706	2	**264**	0	0	0
WESTBOUND Through-Right		1			0	
WESTBOUND Right	86	0	86	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	446		*North-South:*	0
		East-West:	405		*East-West:*	0
		SUM:	851		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.619			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.619			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	137	1	137	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	796	2	**398**	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	150	1	51	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	121	1	**121**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	634	1	369	0	0	**0**
SOUTHBOUND Through-Right		1			0	
SOUTHBOUND Right	103	0	103	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	181	1	181	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	1062	2	**399**	0	0	**0**
EASTBOUND Through-Right		1			0	
EASTBOUND Right	134	0	134	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	99	1	**99**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	768	2	288	0	0	0
WESTBOUND Through-Right		1			0	
WESTBOUND Right	97	0	97	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	519		*North-South:*	0
		East-West:	498		*East-West:*	0
		SUM:	1017		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.740			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.740			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	2492	2	**876**	0	0	0
NORTHBOUND Through-Right		1			0	
NORTHBOUND Right	135	0	135	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	2057	3	686	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	428	1	263	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	300	2	**165**	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	266	0	305	0	0	**0**
EASTBOUND Through-Right		1			0	
EASTBOUND Right	39	0	0	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	336	2	185	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	658	2	**329**	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	181	1	181	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	876		*North-South:*	0
		East-West:	494		*East-West:*	0
		SUM:	1370		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.961			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.961			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	1827	2	**666**	0	0	0
NORTHBOUND Through-Right		1			0	
NORTHBOUND Right	171	0	171	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	1591	3	530	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	213	1	57	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	284	2	156	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	207	0	**269**	0	0	**0**
EASTBOUND Through-Right		1			0	
EASTBOUND Right	62	0	0	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	226	2	**124**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	304	2	152	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	108	1	108	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	666		*North-South:*	0
		East-West:	393		*East-West:*	0
		SUM:	1059		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.743			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.743			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	2094	2	797	0	0	0
	Through-Right		1			0	
	Right	298	0	298	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2547	3	**849**	0	0	**0**
	Through-Right		0			0	
	Right	192	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	568	2	312	0	0	0
	Left-Through		0			0	
	Through	414	0	**516**	0	0	**0**
	Through-Right		1			0	
	Right	102	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	307	2	**169**	0	0	**0**
	Left-Through		0			0	
	Through	292	2	146	0	0	0
	Through-Right		0			0	
	Right	114	1	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	849		*North-South:*	0
			East-West:	685		*East-West:*	0
			SUM:	1534		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.076			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.076			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	358	2	**197**	0	0	**0**
	Left-Through		0			0	
	Through	1483	2	506	0	0	0
	Through-Right		1			0	
	Right	35	0	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	152	2	84	0	0	0
	Left-Through		0			0	
	Through	1357	2	**517**	0	0	**0**
	Through-Right		1			0	
	Right	193	0	193	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	397	2	199	0	0	**0**
	Through-Right		0			0	
	Right	167	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	129	1	129	0	0	**0**
	Left-Through		0			0	
	Through	1163	2	**582**	0	0	0
	Through-Right		0			0	
	Right	333	1	249	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	714		*North-South:*	0
			East-West:	672		*East-West:*	0
			SUM:	1386		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.008			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.008			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	175	2	**96**	0	0	**0**
	Left-Through		0			0	
	Through	1232	2	431	0	0	0
	Through-Right		1			0	
	Right	62	0	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	207	2	114	0	0	0
	Left-Through		0			0	
	Through	1277	2	**479**	0	0	**0**
	Through-Right		1			0	
	Right	161	0	161	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	188	1	**188**	0	0	0
	Left-Through		0			0	
	Through	436	2	218	0	0	**0**
	Through-Right		0			0	
	Right	190	1	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	162	1	162	0	0	**0**
	Left-Through		0			0	
	Through	466	2	**233**	0	0	0
	Through-Right		0			0	
	Right	168	1	54	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	575		*North-South:*	0
			East-West:	421		*East-West:*	0
			SUM:	996		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.724			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.724			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	139	2	**76**	0	0	**0**
	Left-Through		0			0	
	Through	1206	2	432	0	0	0
	Through-Right		1			0	
	Right	89	0	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	351	2	193	0	0	0
	Left-Through		0			0	
	Through	2054	2	**718**	0	0	**0**
	Through-Right		1			0	
	Right	99	0	99	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	139	1	139	0	0	0
	Left-Through		0			0	
	Through	853	2	**427**	0	0	**0**
	Through-Right		0			0	
	Right	288	1	212	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	179	1	**179**	0	0	**0**
	Left-Through		0			0	
	Through	550	2	275	0	0	0
	Through-Right		0			0	
	Right	200	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	794		*North-South:*	0
			East-West:	606		*East-West:*	0
			SUM:	1400		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.018			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.018			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	179	1	179	0	0	**0**
	Left-Through		0			0	
	Through	2075	2	**704**	0	0	0
	Through-Right		1			0	
	Right	37	0	37	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	133	1	**133**	0	0	0
	Left-Through		0			0	
	Through	1486	3	495	0	0	**0**
	Through-Right		0			0	
	Right	131	1	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	89	1	**89**	0	0	0
	Left-Through		0			0	
	Through	521	2	203	0	0	**0**
	Through-Right		1			0	
	Right	87	0	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	155	1	155	0	0	**0**
	Left-Through		0			0	
	Through	1003	2	**502**	0	0	0
	Through-Right		0			0	
	Right	343	1	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	837		North-South:	0
			East-West:	591		East-West:	0
			SUM:	1428		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.039			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.039			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	92	1	92	0	0	**0**
	Left-Through		0			0	
	Through	1184	2	**411**	0	0	0
	Through-Right		1			0	
	Right	49	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	169	1	**169**	0	0	0
	Left-Through		0			0	
	Through	1134	3	378	0	0	**0**
	Through-Right		0			0	
	Right	111	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	172	1	**172**	0	0	0
	Left-Through		0			0	
	Through	472	2	171	0	0	**0**
	Through-Right		1			0	
	Right	41	0	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	121	1	121	0	0	**0**
	Left-Through		0			0	
	Through	483	2	**242**	0	0	0
	Through-Right		0			0	
	Right	201	1	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	580		North-South:	0
			East-West:	414		East-West:	0
			SUM:	994		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.723			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.723			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	112	1	**112**	0	0	**0**
	Left-Through		0			0	
	Through	1606	2	569	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	185	1	185	0	0	0
	Left-Through		0			0	
	Through	1999	3	**666**	0	0	**0**
	Through-Right		0			0	
	Right	151	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	183	1	**183**	0	0	0
	Left-Through		0			0	
	Through	845	2	300	0	0	**0**
	Through-Right		1			0	
	Right	56	0	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	153	1	153	0	0	**0**
	Left-Through		0			0	
	Through	618	2	**309**	0	0	0
	Through-Right		0			0	
	Right	207	1	22	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	778		North-South:	0
			East-West:	492		East-West:	0
			SUM:	1270		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.924			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.924			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	387	1	**387**	0	0	**0**
	Left-Through		0			0	
	Through	2140	2	736	0	0	0
	Through-Right		1			0	
	Right	69	0	69	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	62	1	62	0	0	0
	Left-Through		0			0	
	Through	1467	2	**548**	0	0	**0**
	Through-Right		1			0	
	Right	178	0	178	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	52	1	**52**	0	0	0
	Left-Through		0			0	
	Through	369	2	185	0	0	**0**
	Through-Right		0			0	
	Right	241	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	128	1	128	0	0	**0**
	Left-Through		0			0	
	Through	984	1	**515**	0	0	0
	Through-Right		1			0	
	Right	45	0	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	935		North-South:	0
			East-West:	567		East-West:	0
			SUM:	1502		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.054			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.054			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	217	1	**217**	0	0	**0**
Left-Through		0			0	
Through	1266	2	452	0	0	0
Through-Right		1			0	
Right	89	0	89	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	89	1	89	0	0	0
Left-Through		0			0	
Through	1172	2	**430**	0	0	**0**
Through-Right		1			0	
Right	119	0	119	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	74	1	**74**	0	0	0
Left-Through		0			0	
Through	305	2	153	0	0	**0**
Through-Right		0			0	
Right	222	1	5	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	94	1	94	0	0	**0**
Left-Through		0			0	
Through	327	1	**203**	0	0	0
Through-Right		1			0	
Right	78	0	78	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	647		*North-South:*	0
		East-West:	277		*East-West:*	0
		SUM:	924		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.648			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.648			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	241	1	**241**	0	0	**0**
Left-Through		0			0	
Through	1771	2	634	0	0	0
Through-Right		1			0	
Right	132	0	132	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	46	1	46	0	0	0
Left-Through		0			0	
Through	1787	2	**619**	0	0	**0**
Through-Right		1			0	
Right	71	0	71	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	105	1	105	0	0	0
Left-Through		0			0	
Through	826	2	**413**	0	0	**0**
Through-Right		0			0	
Right	462	1	221	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	75	1	**75**	0	0	**0**
Left-Through		0			0	
Through	376	1	215	0	0	0
Through-Right		1			0	
Right	53	0	53	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	860		*North-South:*	0
		East-West:	488		*East-West:*	0
		SUM:	1348		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.946			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.946			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	186	1	186	0	0	**0**
Left-Through		0			0	
Through	965	2	**333**	0	0	0
Through-Right		1			0	
Right	35	0	35	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	190	1	**190**	0	0	0
Left-Through		0			0	
Through	683	2	292	0	0	**0**
Through-Right		1			0	
Right	192	0	192	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	132	1	**132**	0	0	0
Left-Through		0			0	
Through	819	2	319	0	0	**0**
Through-Right		1			0	
Right	138	0	138	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	130	1	130	0	0	**0**
Left-Through		0			0	
Through	1184	2	**412**	0	0	0
Through-Right		1			0	
Right	51	0	51	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	523		*North-South:*	0
		East-West:	544		*East-West:*	0
		SUM:	1067		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.776			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.776			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	90	1	90	0	0	**0**
Left-Through		0			0	
Through	577	2	**211**	0	0	0
Through-Right		1			0	
Right	56	0	56	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	186	1	**186**	0	0	0
Left-Through		0			0	
Through	630	2	250	0	0	**0**
Through-Right		1			0	
Right	121	0	121	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	137	1	137	0	0	0
Left-Through		0			0	
Through	775	2	**310**	0	0	**0**
Through-Right		1			0	
Right	156	0	156	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	137	1	**137**	0	0	**0**
Left-Through		0			0	
Through	615	2	233	0	0	0
Through-Right		1			0	
Right	83	0	83	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	397		*North-South:*	0
		East-West:	447		*East-West:*	0
		SUM:	844		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.614			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.614			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	126	1	126	0	0	**0**
	Left-Through		0			0	
	Through	738	2	**264**	0	0	0
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	241	1	**241**	0	0	0
	Left-Through		0			0	
	Through	965	2	365	0	0	**0**
	Through-Right		1			0	
	Right	131	0	131	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	134	1	134	0	0	0
	Left-Through		0			0	
	Through	1328	2	**492**	0	0	**0**
	Through-Right		1			0	
	Right	149	0	149	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	166	1	**166**	0	0	**0**
	Left-Through		0			0	
	Through	792	2	293	0	0	0
	Through-Right		1			0	
	Right	86	0	86	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	505		*North-South:*	0
			East-West:	658		*East-West:*	0
			SUM:	1163		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.846			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.846			0.000
	LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	664	1	**441**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	659	1	441	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	862	3	287	0	0	**0**
	Through-Right		0			0	
	Right	324	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1336	2	**543**	0	0	0
	Through-Right		1			0	
	Right	292	0	292	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	441		*North-South:*	0
			East-West:	543		*East-West:*	0
			SUM:	984		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.656			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.656			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	413	1	**274**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	409	1	274	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	6	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1026	3	342	0	0	**0**
	Through-Right		0			0	
	Right	347	1	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1095	2	**523**	0	0	0
	Through-Right		1			0	
	Right	473	0	473	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	274		*North-South:*	0
			East-West:	523		*East-West:*	0
			SUM:	797		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.531			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.531			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	468	1	**375**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	656	1	375	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	1439	3	**480**	0	0	**0**
	Through-Right		0			0	
	Right	332	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1106	2	479	0	0	0
	Through-Right		1			0	
	Right	331	0	331	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	375		*North-South:*	0
			East-West:	480		*East-West:*	0
			SUM:	855		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.570			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.570			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	197	1	197	0	0	**0**	93	1	93	0	0	**0**
	Left-Through		0			0			0			0	
	Through	807	1	**424**	0	0	0	519	1	**287**	0	0	0
	Through-Right		1			0			1			0	
	Right	40	0	40	0	0	0	55	0	55	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0	120	1	**120**	0	0	0
	Left-Through		0			0			0			0	
	Through	631	1	363	0	0	**0**	519	1	302	0	0	**0**
	Through-Right		1			0			1			0	
	Right	95	0	95	0	0	0	85	0	85	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	115	1	**115**	0	0	0	93	1	93	0	0	0
	Left-Through		0			0			0			0	
	Through	975	2	351	0	0	**0**	747	2	**277**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	78	0	78	0	0	0	85	0	85	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	68	1	68	0	0	**0**	83	1	**83**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1305	2	**471**	0	0	0	678	2	260	0	0	0
	Through-Right		1			0			1			0	
	Right	108	0	108	0	0	0	102	0	102	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	584		North-South:	0		North-South:	407		North-South:	0
			East-West:	586		East-West:	0		East-West:	360		East-West:	0
			SUM:	1170		SUM:	0		SUM:	767		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.851			0.000			0.558			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.851			0.000			0.558			0.000
LEVEL OF SERVICE (LOS):				D			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	130	1	**130**	0	0	**0**						
	Left-Through		0			0							
	Through	631	1	336	0	0	0						
	Through-Right		1			0							
	Right	40	0	40	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	156	1	156	0	0	0						
	Left-Through		0			0							
	Through	748	1	**436**	0	0	**0**						
	Through-Right		1			0							
	Right	124	0	124	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	124	1	124	0	0	0						
	Left-Through		0			0							
	Through	1325	2	**482**	0	0	**0**						
	Through-Right		1			0							
	Right	120	0	120	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	101	1	**101**	0	0	**0**						
	Left-Through		0			0							
	Through	939	2	345	0	0	0						
	Through-Right		1			0							
	Right	97	0	97	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	566		North-South:	0						
			East-West:	583		East-West:	0						
			SUM:	1149		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.836			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.836			0.000						
LEVEL OF SERVICE (LOS):				D			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	144	1	144	0	0	**0**						
	Left-Through		0			0							
	Through	716	1	**396**	0	0	0						
	Through-Right		1			0							
	Right	76	0	76	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	165	1	**165**	0	0	0						
	Left-Through		0			0							
	Through	678	1	367	0	0	**0**						
	Through-Right		1			0							
	Right	56	0	56	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	62	1	**62**	0	0	0						
	Left-Through		0			0							
	Through	889	2	328	0	0	**0**						
	Through-Right		1			0							
	Right	96	0	96	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	86	1	86	0	0	**0**						
	Left-Through		0			0							
	Through	1092	2	**410**	0	0	0						
	Through-Right		1			0							
	Right	139	0	139	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	561		North-South:	0						
			East-West:	472		East-West:	0						
			SUM:	1033		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.751			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.751			0.000						
LEVEL OF SERVICE (LOS):				C			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	459	1	277	0	0	0
	Through-Right		1			0	
	Right	95	0	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	119	1	119	0	0	0
	Left-Through		0			0	
	Through	569	1	**330**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	104	1	104	0	0	0
	Left-Through		0			0	
	Through	686	2	**264**	0	0	**0**
	Through-Right		1			0	
	Right	107	0	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	131	1	**131**	0	0	**0**
	Left-Through		0			0	
	Through	639	2	243	0	0	0
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	430		*North-South:*	0
			East-West:	395		*East-West:*	0
			SUM:	825		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.600			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.600			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	136	1	**136**	0	0	**0**
	Left-Through		0			0	
	Through	641	1	371	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	154	1	154	0	0	0
	Left-Through		0			0	
	Through	794	1	**449**	0	0	**0**
	Through-Right		1			0	
	Right	104	0	104	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	121	1	121	0	0	0
	Left-Through		0			0	
	Through	1088	2	**417**	0	0	**0**
	Through-Right		1			0	
	Right	163	0	163	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	179	1	**179**	0	0	**0**
	Left-Through		0			0	
	Through	802	2	302	0	0	0
	Through-Right		1			0	
	Right	103	0	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	585		*North-South:*	0
			East-West:	596		*East-West:*	0
			SUM:	1181		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.859			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.859			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	216	1	216	0	0	**0**
	Left-Through		0			0	
	Through	1145	2	**430**	0	0	0
	Through-Right		1			0	
	Right	144	0	144	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	75	1	**75**	0	0	0
	Left-Through		0			0	
	Through	475	2	184	0	0	**0**
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	108	1	**108**	0	0	0
	Left-Through		0			0	
	Through	1110	2	410	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	86	1	86	0	0	**0**
	Left-Through		0			0	
	Through	1067	2	**390**	0	0	0
	Through-Right		1			0	
	Right	102	0	102	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	505		*North-South:*	0
			East-West:	498		*East-West:*	0
			SUM:	1003		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.729			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.729			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	143	1	**143**	0	0	**0**
	Left-Through		0			0	
	Through	473	2	194	0	0	0
	Through-Right		1			0	
	Right	109	0	109	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	83	1	83	0	0	0
	Left-Through		0			0	
	Through	369	2	**147**	0	0	**0**
	Through-Right		1			0	
	Right	73	0	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	1	51	0	0	0
	Left-Through		0			0	
	Through	884	2	**333**	0	0	**0**
	Through-Right		1			0	
	Right	115	0	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	138	1	**138**	0	0	**0**
	Left-Through		0			0	
	Through	744	2	273	0	0	0
	Through-Right		1			0	
	Right	74	0	74	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	290		*North-South:*	0
			East-West:	471		*East-West:*	0
			SUM:	761		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.553			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.553			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	173	1	**173**	0	0	**0**
	Left-Through		0			0	
	Through	707	2	274	0	0	0
	Through-Right		1			0	
	Right	116	0	116	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	102	1	102	0	0	0
	Left-Through		0			0	
	Through	674	2	**244**	0	0	**0**
	Through-Right		1			0	
	Right	59	0	59	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	99	1	99	0	0	0
	Left-Through		0			0	
	Through	1190	2	**441**	0	0	**0**
	Through-Right		1			0	
	Right	134	0	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	111	1	**111**	0	0	**0**
	Left-Through		0			0	
	Through	1039	2	363	0	0	0
	Through-Right		1			0	
	Right	49	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	417		*North-South:*	0
			East-West:	552		*East-West:*	0
			SUM:	969		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.705			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.705			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	218	2	120	0	0	**0**
	Left-Through		0			0	
	Through	1214	2	**443**	0	0	0
	Through-Right		1			0	
	Right	114	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	139	2	**76**	0	0	0
	Left-Through		0			0	
	Through	453	2	182	0	0	**0**
	Through-Right		1			0	
	Right	92	0	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	125	1	**125**	0	0	0
	Left-Through		0			0	
	Through	1145	2	410	0	0	**0**
	Through-Right		1			0	
	Right	85	0	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	92	1	92	0	0	**0**
	Left-Through		0			0	
	Through	1098	2	**410**	0	0	0
	Through-Right		1			0	
	Right	133	0	133	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	519		*North-South:*	0
			East-West:	535		*East-West:*	0
			SUM:	1054		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.767			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.767			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	127	2	70	0	0	**0**
	Left-Through		0			0	
	Through	512	2	**216**	0	0	0
	Through-Right		1			0	
	Right	135	0	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	167	2	**92**	0	0	0
	Left-Through		0			0	
	Through	472	2	202	0	0	**0**
	Through-Right		1			0	
	Right	134	0	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	111	1	**111**	0	0	0
	Left-Through		0			0	
	Through	900	2	341	0	0	**0**
	Through-Right		1			0	
	Right	124	0	124	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	104	1	104	0	0	**0**
	Left-Through		0			0	
	Through	868	2	**340**	0	0	0
	Through-Right		1			0	
	Right	153	0	153	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	308		*North-South:*	0
			East-West:	451		*East-West:*	0
			SUM:	759		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.552			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.552			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	163	2	90	0	0	**0**
	Left-Through		0			0	
	Through	812	2	**312**	0	0	0
	Through-Right		1			0	
	Right	123	0	123	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	199	2	**109**	0	0	0
	Left-Through		0			0	
	Through	738	2	290	0	0	**0**
	Through-Right		1			0	
	Right	132	0	132	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	125	1	125	0	0	0
	Left-Through		0			0	
	Through	1253	2	**470**	0	0	**0**
	Through-Right		1			0	
	Right	156	0	156	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	976	2	366	0	0	0
	Through-Right		1			0	
	Right	122	0	122	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	421		*North-South:*	0
			East-West:	570		*East-West:*	0
			SUM:	991		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.721			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.721			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 176 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** VERMONT AVENUE | **East-West Street:** CENTURY BOULEVARD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 9 | **Count Date:** | **Analyst:** | **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	156	2	86	0	0	**0**
Left-Through		0			0	
Through	1286	3	**429**	0	0	0
Through-Right		0			0	
Right	131	1	42	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	114	2	**63**	0	0	0
Left-Through		0			0	
Through	635	2	252	0	0	**0**
Through-Right		1			0	
Right	120	0	120	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	136	1	**136**	0	0	0
Left-Through		0			0	
Through	676	2	240	0	0	**0**
Through-Right		1			0	
Right	44	0	44	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	179	1	179	0	0	**0**
Left-Through		0			0	
Through	905	2	**339**	0	0	0
Through-Right		1			0	
Right	111	0	111	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	492		North-South:	0
		East-West:	475		East-West:	0
		SUM:	967		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.703			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.703			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 176 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** VERMONT AVENUE | **East-West Street:** CENTURY BOULEVARD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 9 | **Count Date:** | **Analyst:** | **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	138	2	**76**	0	0	**0**
Left-Through		0			0	
Through	539	3	180	0	0	0
Through-Right		0			0	
Right	68	1	12	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	108	2	59	0	0	0
Left-Through		0			0	
Through	495	2	**206**	0	0	**0**
Through-Right		1			0	
Right	123	0	123	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	136	1	**136**	0	0	0
Left-Through		0			0	
Through	601	2	231	0	0	**0**
Through-Right		1			0	
Right	91	0	91	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	112	1	112	0	0	**0**
Left-Through		0			0	
Through	598	2	**223**	0	0	0
Through-Right		1			0	
Right	72	0	72	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	282		North-South:	0
		East-West:	359		East-West:	0
		SUM:	641		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.466			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.466			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 176 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** VERMONT AVENUE | **East-West Street:** CENTURY BOULEVARD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 9 | **Count Date:** | **Analyst:** | **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	179	2	98	0	0	**0**
Left-Through		0			0	
Through	988	3	**329**	0	0	0
Through-Right		0			0	
Right	110	1	43	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	163	2	**90**	0	0	0
Left-Through		0			0	
Through	799	2	308	0	0	**0**
Through-Right		1			0	
Right	125	0	125	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	150	1	150	0	0	0
Left-Through		0			0	
Through	948	2	**349**	0	0	**0**
Through-Right		1			0	
Right	100	0	100	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	134	1	**134**	0	0	**0**
Left-Through		0			0	
Through	707	2	240	0	0	0
Through-Right		1			0	
Right	14	0	14	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	419		North-South:	0
		East-West:	483		East-West:	0
		SUM:	902		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.656			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.656			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 177 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** VERMONT AVENUE | **East-West Street:** IMPERIAL HIGHWAY | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 9 | **Count Date:** | **Analyst:** | **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	377	2	207	0	0	**0**
Left-Through		0			0	
Through	1203	2	**448**	0	0	0
Through-Right		1			0	
Right	141	0	141	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	223	2	**123**	0	0	0
Left-Through		0			0	
Through	742	3	247	0	0	**0**
Through-Right		0			0	
Right	42	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	98	1	**98**	0	0	0
Left-Through		0			0	
Through	559	2	234	0	0	**0**
Through-Right		1			0	
Right	144	0	144	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	235	1	235	0	0	**0**
Left-Through		0			0	
Through	1212	2	**471**	0	0	0
Through-Right		1			0	
Right	202	0	202	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	571		North-South:	0
		East-West:	569		East-West:	0
		SUM:	1140		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.829			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.829			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	353	2	**194**	0	0	**0**
	Left-Through		0			0	
	Through	660	2	265	0	0	0
	Through-Right		1			0	
	Right	134	0	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	147	2	81	0	0	0
	Left-Through		0			0	
	Through	502	3	**167**	0	0	**0**
	Through-Right		0			0	
	Right	41	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	68	1	68	0	0	0
	Left-Through		0			0	
	Through	510	2	**222**	0	0	**0**
	Through-Right		1			0	
	Right	157	0	157	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	151	1	**151**	0	0	**0**
	Left-Through		0			0	
	Through	449	2	180	0	0	0
	Through-Right		1			0	
	Right	92	0	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	361		*North-South:*	0
			East-West:	373		*East-West:*	0
			SUM:	734		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.534			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.534			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	333	2	183	0	0	**0**
	Left-Through		0			0	
	Through	1120	2	**447**	0	0	0
	Through-Right		1			0	
	Right	222	0	222	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	212	2	**117**	0	0	0
	Left-Through		0			0	
	Through	722	3	241	0	0	**0**
	Through-Right		0			0	
	Right	100	1	37	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	126	1	126	0	0	0
	Left-Through		0			0	
	Through	1172	2	**454**	0	0	**0**
	Through-Right		1			0	
	Right	189	0	189	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	188	1	**188**	0	0	**0**
	Left-Through		0			0	
	Through	656	2	252	0	0	0
	Through-Right		1			0	
	Right	99	0	99	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	564		*North-South:*	0
			East-West:	642		*East-West:*	0
			SUM:	1206		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.877			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.877			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	109	1	109	0	0	**0**
	Left-Through		0			0	
	Through	1330	2	**468**	0	0	0
	Through-Right		1			0	
	Right	75	0	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	124	1	**124**	0	0	0
	Left-Through		0			0	
	Through	495	2	188	0	0	**0**
	Through-Right		1			0	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	95	1	**95**	0	0	0
	Left-Through		0			0	
	Through	1041	2	370	0	0	**0**
	Through-Right		1			0	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	64	1	64	0	0	**0**
	Left-Through		0			0	
	Through	1069	2	**403**	0	0	0
	Through-Right		1			0	
	Right	139	0	139	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	592		*North-South:*	0
			East-West:	498		*East-West:*	0
			SUM:	1090		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.793			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.793			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	478	2	**190**	0	0	0
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	435	2	168	0	0	**0**
	Through-Right		1			0	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	920	2	**333**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	83	1	**83**	0	0	**0**
	Left-Through		0			0	
	Through	775	2	278	0	0	0
	Through-Right		1			0	
	Right	58	0	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	310		*North-South:*	0
			East-West:	416		*East-West:*	0
			SUM:	726		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.528			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.528			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--			0	NB-- 0 SB--		0
	EB-- 0 WB--			0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	88	1	**88**	0	0	**0**
	Left-Through		0			0	
	Through	629	2	240	0	0	0
	Through-Right		1			0	
	Right	92	0	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	137	1	137	0	0	0
	Left-Through		0			0	
	Through	980	2	**374**	0	0	**0**
	Through-Right		1			0	
	Right	143	0	143	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	65	1	65	0	0	0
	Left-Through		0			0	
	Through	1201	2	**430**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	984	2	345	0	0	0
	Through-Right		1			0	
	Right	51	0	51	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	462		*North-South:*	0
			East-West:	530		*East-West:*	0
			SUM:	992		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.721			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.721			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--			0	NB-- 0 SB--		0
	EB-- 0 WB--			3	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	207	1	207	0	0	**0**
	Left-Through		0			0	
	Through	1154	2	**428**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	158	1	**158**	0	0	0
	Left-Through		0			0	
	Through	488	2	186	0	0	**0**
	Through-Right		1			0	
	Right	71	0	71	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	128	1	128	0	0	0
	Left-Through		0			0	
	Through	1335	2	**458**	0	0	**0**
	Through-Right		1			0	
	Right	39	0	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	149	1	**149**	0	0	**0**
	Left-Through		0			0	
	Through	1288	3	429	0	0	0
	Through-Right		0			0	
	Right	329	1	171	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	586		*North-South:*	0
			East-West:	607		*East-West:*	0
			SUM:	1193		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.868			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.868			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--			0	NB-- 0 SB--		0
	EB-- 0 WB--			3	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	109	1	109	0	0	**0**
	Left-Through		0			0	
	Through	410	2	**161**	0	0	0
	Through-Right		1			0	
	Right	73	0	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	185	1	**185**	0	0	0
	Left-Through		0			0	
	Through	418	2	170	0	0	**0**
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	74	1	74	0	0	0
	Left-Through		0			0	
	Through	1160	2	**409**	0	0	**0**
	Through-Right		1			0	
	Right	67	0	67	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	138	1	**138**	0	0	**0**
	Left-Through		0			0	
	Through	1044	3	348	0	0	0
	Through-Right		0			0	
	Right	186	1	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	346		*North-South:*	0
			East-West:	547		*East-West:*	0
			SUM:	893		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.649			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.649			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--			0	NB-- 0 SB--		0
	EB-- 0 WB--			3	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	711	2	269	0	0	0
	Through-Right		1			0	
	Right	96	0	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	195	1	195	0	0	0
	Left-Through		0			0	
	Through	953	2	**362**	0	0	**0**
	Through-Right		1			0	
	Right	134	0	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	107	1	107	0	0	0
	Left-Through		0			0	
	Through	1538	2	**531**	0	0	**0**
	Through-Right		1			0	
	Right	55	0	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	159	1	**159**	0	0	**0**
	Left-Through		0			0	
	Through	1177	3	392	0	0	0
	Through-Right		0			0	
	Right	199	1	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	522		*North-South:*	0
			East-West:	690		*East-West:*	0
			SUM:	1212		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.881			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.881			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 180 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** FIGUEROA STREET | **East-West Street:** CENTURY BOULEVARD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 9 | **Count Date:** | **Analyst:** | **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	3 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	82	1	82	0	0	**0**
	Left-Through		0			0	
	Through	1044	1	**556**	0	0	0
	Through-Right		1			0	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	125	1	**125**	0	0	0
	Left-Through		0			0	
	Through	671	2	336	0	0	**0**
	Through-Right		0			0	
	Right	156	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	178	1	**178**	0	0	0
	Left-Through		0			0	
	Through	765	2	274	0	0	**0**
	Through-Right		1			0	
	Right	57	0	57	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	121	1	121	0	0	**0**
	Left-Through		0			0	
	Through	1141	2	**451**	0	0	0
	Through-Right		1			0	
	Right	211	0	211	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	681		*North-South:*	0
			East-West:	629		*East-West:*	0
			SUM:	1310		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.953			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.953			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 180 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** FIGUEROA STREET | **East-West Street:** CENTURY BOULEVARD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 9 | **Count Date:** | **Analyst:** | **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	3 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	57	1	57	0	0	**0**
	Left-Through		0			0	
	Through	417	1	**261**	0	0	0
	Through-Right		1			0	
	Right	104	0	104	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	93	1	**93**	0	0	0
	Left-Through		0			0	
	Through	434	2	217	0	0	**0**
	Through-Right		0			0	
	Right	73	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	66	1	**66**	0	0	0
	Left-Through		0			0	
	Through	725	2	266	0	0	**0**
	Through-Right		1			0	
	Right	73	0	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	71	1	71	0	0	**0**
	Left-Through		0			0	
	Through	734	2	**283**	0	0	0
	Through-Right		1			0	
	Right	115	0	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	354		*North-South:*	0
			East-West:	349		*East-West:*	0
			SUM:	703		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.511			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.511			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 180 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** FIGUEROA STREET | **East-West Street:** CENTURY BOULEVARD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 9 | **Count Date:** | **Analyst:** | **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	3 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	87	1	87	0	0	**0**
	Left-Through		0			0	
	Through	697	1	**389**	0	0	0
	Through-Right		1			0	
	Right	81	0	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	136	1	**136**	0	0	0
	Left-Through		0			0	
	Through	841	2	421	0	0	**0**
	Through-Right		0			0	
	Right	143	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	113	1	113	0	0	0
	Left-Through		0			0	
	Through	1088	2	**395**	0	0	**0**
	Through-Right		1			0	
	Right	96	0	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	129	1	**129**	0	0	**0**
	Left-Through		0			0	
	Through	966	2	353	0	0	0
	Through-Right		1			0	
	Right	94	0	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	525		*North-South:*	0
			East-West:	524		*East-West:*	0
			SUM:	1049		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.763			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.763			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 181 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** FIGUEROA STREET | **East-West Street:** IMPERIAL HIGHWAY | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 9 | **Count Date:** | **Analyst:** | **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	58	1	58	0	0	**0**
	Left-Through		0			0	
	Through	604	2	**302**	0	0	0
	Through-Right		0			0	
	Right	71	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	198	1	**198**	0	0	0
	Left-Through		0			0	
	Through	399	1	261	0	0	**0**
	Through-Right		1			0	
	Right	122	0	122	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	96	1	**96**	0	0	0
	Left-Through		0			0	
	Through	893	2	310	0	0	**0**
	Through-Right		1			0	
	Right	36	0	36	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	1	87	0	0	**0**
	Left-Through		0			0	
	Through	1559	2	**613**	0	0	0
	Through-Right		1			0	
	Right	280	0	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	500		*North-South:*	0
			East-West:	709		*East-West:*	0
			SUM:	1209		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.879			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.879			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	61	1	61	0	0	**0**
	Left-Through		0			0	
	Through	257	2	**129**	0	0	0
	Through-Right		0			0	
	Right	90	1	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	135	1	**135**	0	0	0
	Left-Through		0			0	
	Through	240	1	161	0	0	**0**
	Through-Right		1			0	
	Right	82	0	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	82	1	**82**	0	0	0
	Left-Through		0			0	
	Through	671	2	236	0	0	**0**
	Through-Right		1			0	
	Right	38	0	38	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	78	1	78	0	0	**0**
	Left-Through		0			0	
	Through	588	2	**238**	0	0	0
	Through-Right		1			0	
	Right	125	0	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	264		*North-South:*	0
			East-West:	320		*East-West:*	0
			SUM:	584		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.425			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.425			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	92	1	92	0	0	**0**
	Left-Through		0			0	
	Through	505	2	**253**	0	0	0
	Through-Right		0			0	
	Right	85	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	164	1	**164**	0	0	0
	Left-Through		0			0	
	Through	445	1	288	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	115	1	115	0	0	0
	Left-Through		0			0	
	Through	1525	2	**528**	0	0	**0**
	Through-Right		1			0	
	Right	59	0	59	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	124	1	**124**	0	0	**0**
	Left-Through		0			0	
	Through	816	2	337	0	0	0
	Through-Right		1			0	
	Right	194	0	194	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	417		*North-South:*	0
			East-West:	652		*East-West:*	0
			SUM:	1069		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.777			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.777			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	148	1	148	0	0	**0**
	Left-Through		0			0	
	Through	551	2	**221**	0	0	0
	Through-Right		1			0	
	Right	111	0	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	202	1	**202**	0	0	0
	Left-Through		0			0	
	Through	487	3	162	0	0	**0**
	Through-Right		0			0	
	Right	108	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	106	1	**106**	0	0	0
	Left-Through		0			0	
	Through	1042	2	368	0	0	**0**
	Through-Right		1			0	
	Right	63	0	63	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	128	1	128	0	0	**0**
	Left-Through		0			0	
	Through	1430	2	**532**	0	0	0
	Through-Right		1			0	
	Right	166	0	166	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	423		*North-South:*	0
			East-West:	638		*East-West:*	0
			SUM:	1061		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.772			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.772			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	104	1	104	0	0	**0**
	Left-Through		0			0	
	Through	323	2	**150**	0	0	0
	Through-Right		1			0	
	Right	126	0	126	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	217	1	**217**	0	0	0
	Left-Through		0			0	
	Through	317	3	106	0	0	**0**
	Through-Right		0			0	
	Right	95	1	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	97	1	97	0	0	0
	Left-Through		0			0	
	Through	937	2	**337**	0	0	**0**
	Through-Right		1			0	
	Right	73	0	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	135	1	**135**	0	0	**0**
	Left-Through		0			0	
	Through	941	2	359	0	0	0
	Through-Right		1			0	
	Right	135	0	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	367		*North-South:*	0
			East-West:	472		*East-West:*	0
			SUM:	839		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.610			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.610			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	678	2	**285**	0	0	0
	Through-Right		1			0	
	Right	176	0	176	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	241	1	**241**	0	0	0
	Left-Through		0			0	
	Through	745	3	248	0	0	**0**
	Through-Right		0			0	
	Right	98	1	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	144	1	144	0	0	0
	Left-Through		0			0	
	Through	1211	2	**443**	0	0	**0**
	Through-Right		1			0	
	Right	118	0	118	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	154	1	**154**	0	0	**0**
	Left-Through		0			0	
	Through	1155	2	449	0	0	0
	Through-Right		1			0	
	Right	192	0	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	526		North-South:	0
			East-West:	597		East-West:	0
			SUM:	1123		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.817			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.817			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	69	1	69	0	0	**0**
	Left-Through		0			0	
	Through	422	3	**141**	0	0	0
	Through-Right		0			0	
	Right	102	1	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	137	1	**137**	0	0	0
	Left-Through		0			0	
	Through	366	3	122	0	0	**0**
	Through-Right		0			0	
	Right	89	1	63	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	52	1	**52**	0	0	0
	Left-Through		0			0	
	Through	682	2	246	0	0	**0**
	Through-Right		1			0	
	Right	55	0	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	98	1	98	0	0	**0**
	Left-Through		0			0	
	Through	1715	2	**613**	0	0	0
	Through-Right		1			0	
	Right	123	0	123	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	278		North-South:	0
			East-West:	665		East-West:	0
			SUM:	943		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.686			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.686			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	51	1	**51**	0	0	**0**
	Left-Through		0			0	
	Through	285	3	95	0	0	0
	Through-Right		0			0	
	Right	42	1	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	74	1	74	0	0	0
	Left-Through		0			0	
	Through	315	3	105	0	0	**0**
	Through-Right		0			0	
	Right	157	1	**136**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	43	1	43	0	0	0
	Left-Through		0			0	
	Through	641	2	**229**	0	0	**0**
	Through-Right		1			0	
	Right	45	0	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	63	1	**63**	0	0	**0**
	Left-Through		0			0	
	Through	654	2	240	0	0	0
	Through-Right		1			0	
	Right	65	0	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	187		North-South:	0
			East-West:	292		East-West:	0
			SUM:	479		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.348			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.348			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	466	3	**155**	0	0	0
	Through-Right		0			0	
	Right	85	1	52	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	402	3	134	0	0	**0**
	Through-Right		0			0	
	Right	58	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	102	1	102	0	0	0
	Left-Through		0			0	
	Through	1311	2	**467**	0	0	**0**
	Through-Right		1			0	
	Right	89	0	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	66	1	**66**	0	0	**0**
	Left-Through		0			0	
	Through	768	2	279	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	275		North-South:	0
			East-West:	533		East-West:	0
			SUM:	808		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.588			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.588			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet (Circular 212 Method)

I/S #: 194 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** SEPULVEDA BLVD | **East-West Street:** PALMS BOULEVARD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 9 | **Count Date:** | **Analyst:** | **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	1308	2	**654**	0	0	0
	Through-Right		0			0	
	Right	112	1	61	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	346	1	216	0	0	**0**
	Through-Right		1			0	
	Right	85	0	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	821	1	435	0	0	**0**
	Through-Right		1			0	
	Right	48	0	48	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	103	1	103	0	0	**0**
	Left-Through		0			0	
	Through	928	2	**464**	0	0	0
	Through-Right		0			0	
	Right	162	1	127	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	724		*North-South:*	0
			East-West:	544		*East-West:*	0
			SUM:	1268		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.845			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.845			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 194 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** SEPULVEDA BLVD | **East-West Street:** PALMS BOULEVARD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 9 | **Count Date:** | **Analyst:** | **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	126	1	126	0	0	**0**
	Left-Through		0			0	
	Through	963	2	**482**	0	0	0
	Through-Right		0			0	
	Right	111	1	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	82	1	**82**	0	0	0
	Left-Through		0			0	
	Through	495	1	295	0	0	**0**
	Through-Right		1			0	
	Right	94	0	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	121	1	**121**	0	0	0
	Left-Through		0			0	
	Through	461	1	262	0	0	**0**
	Through-Right		1			0	
	Right	62	0	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	99	1	99	0	0	**0**
	Left-Through		0			0	
	Through	515	2	**258**	0	0	0
	Through-Right		0			0	
	Right	109	1	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	564		*North-South:*	0
			East-West:	379		*East-West:*	0
			SUM:	943		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.629			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.629			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 194 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** SEPULVEDA BLVD | **East-West Street:** PALMS BOULEVARD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 9 | **Count Date:** | **Analyst:** | **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	124	1	124	0	0	**0**
	Left-Through		0			0	
	Through	1354	2	**677**	0	0	0
	Through-Right		0			0	
	Right	180	1	119	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	1039	1	592	0	0	**0**
	Through-Right		1			0	
	Right	145	0	145	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	128	1	128	0	0	0
	Left-Through		0			0	
	Through	1096	1	**599**	0	0	**0**
	Through-Right		1			0	
	Right	101	0	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	122	1	**122**	0	0	**0**
	Left-Through		0			0	
	Through	877	2	439	0	0	0
	Through-Right		0			0	
	Right	138	1	88	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	777		*North-South:*	0
			East-West:	721		*East-West:*	0
			SUM:	1498		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.999			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.999			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 195 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** SAWTELLE BOULEVARD | **East-West Street:** PALMS | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 9 | **Count Date:** | **Analyst:** | **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	97	1	97	0	0	**0**
	Left-Through		0			0	
	Through	970	1	**581**	0	0	0
	Through-Right		1			0	
	Right	191	0	191	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	135	1	**135**	0	0	0
	Left-Through		0			0	
	Through	292	1	171	0	0	**0**
	Through-Right		1			0	
	Right	49	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	65	1	65	0	0	0
	Left-Through		0			0	
	Through	633	1	**356**	0	0	**0**
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	168	1	**168**	0	0	**0**
	Left-Through		0			0	
	Through	771	2	386	0	0	0
	Through-Right		0			0	
	Right	246	1	179	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	716		*North-South:*	0
			East-West:	524		*East-West:*	0
			SUM:	1240		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.827			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.827			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	59	1	59	0	0	**0**
	Left-Through		0			0	
	Through	373	1	**231**	0	0	0
	Through-Right		1			0	
	Right	88	0	88	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	108	1	**108**	0	0	0
	Left-Through		0			0	
	Through	312	1	174	0	0	**0**
	Through-Right		1			0	
	Right	36	0	36	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	41	1	41	0	0	0
	Left-Through		0			0	
	Through	446	1	**245**	0	0	**0**
	Through-Right		1			0	
	Right	43	0	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	112	1	**112**	0	0	**0**
	Left-Through		0			0	
	Through	487	2	244	0	0	0
	Through-Right		0			0	
	Right	131	1	77	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	339		North-South:	0
			East-West:	357		East-West:	0
			SUM:	696		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.464			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.464			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	1	65	0	0	**0**
	Left-Through		0			0	
	Through	604	1	**372**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	229	1	**229**	0	0	0
	Left-Through		0			0	
	Through	829	1	439	0	0	**0**
	Through-Right		1			0	
	Right	48	0	48	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	36	1	36	0	0	0
	Left-Through		0			0	
	Through	951	1	**507**	0	0	**0**
	Through-Right		1			0	
	Right	62	0	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	92	1	**92**	0	0	**0**
	Left-Through		0			0	
	Through	860	2	430	0	0	0
	Through-Right		0			0	
	Right	184	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	601		North-South:	0
			East-West:	599		East-West:	0
			SUM:	1200		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.800			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.800			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	252	1	167	0	0	0
	Left-Through		0			0	
	Through	52	0	0	0	0	**0**
	Through-Right		0			0	
	Right	250	1	**167**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	973	2	**431**	0	0	**0**
	Through-Right		1			0	
	Right	320	0	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	219	1	**219**	0	0	**0**
	Left-Through		0			0	
	Through	1056	3	352	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	167		North-South:	0
			East-West:	650		East-West:	0
			SUM:	817		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.545			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.545			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	318	1	203	0	0	0
	Left-Through		0			0	
	Through	70	0	0	0	0	**0**
	Through-Right		0			0	
	Right	290	1	**203**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	940	2	**388**	0	0	**0**
	Through-Right		1			0	
	Right	224	0	224	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	208	1	**208**	0	0	**0**
	Left-Through		0			0	
	Through	661	3	220	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	203		North-South:	0
			East-West:	596		East-West:	0
			SUM:	799		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.533			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.533			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	228	1	149	0	0	0
	Left-Through		0			0	
	Through	76	0	0	0	0	**0**
	Through-Right		0			0	
	Right	220	1	**149**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1211	2	**490**	0	0	**0**
	Through-Right		1			0	
	Right	258	0	258	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	228	1	**228**	0	0	**0**
	Left-Through		0			0	
	Through	938	3	313	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	149		North-South:	0
			East-West:	718		East-West:	0
			SUM:	867		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.578			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.578			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	0	110	0	0	**0**
	Left-Through		1			0	
	Through	177	0	**192**	0	0	0
	Through-Right		1			0	
	Right	96	0	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	250	1	**250**	0	0	0
	Left-Through		0			0	
	Through	983	3	328	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1158	2	**472**	0	0	0
	Through-Right		1			0	
	Right	257	0	257	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	192		North-South:	0
			East-West:	722		East-West:	0
			SUM:	914		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.641			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.641			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	79	0	79	0	0	**0**
	Left-Through		1			0	
	Through	69	0	148	0	0	0
	Through-Right		1			0	
	Right	181	0	**181**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	329	1	**329**	0	0	0
	Left-Through		0			0	
	Through	1028	3	343	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	807	2	**375**	0	0	0
	Through-Right		1			0	
	Right	319	0	319	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	181		North-South:	0
			East-West:	704		East-West:	0
			SUM:	885		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.621			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.621			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	165	0	165	0	0	**0**
	Left-Through		1			0	
	Through	85	0	**232**	0	0	0
	Through-Right		1			0	
	Right	213	0	232	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	276	1	**276**	0	0	0
	Left-Through		0			0	
	Through	1233	3	411	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1051	2	**441**	0	0	0
	Through-Right		1			0	
	Right	271	0	271	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	232		North-South:	0
			East-West:	717		East-West:	0
			SUM:	949		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.666			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.666			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	330	1	217	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	321	1	**217**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	1	0	0	0	0	0
Left-Through		0			0	
Through	956	2	478	0	0	**0**
Through-Right		1			0	
Right	643	0	**643**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	1392	3	464	0	0	0
Through-Right		0			0	
Right	593	1	376	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	217		*North-South:*	0
		East-West:	643		*East-West:*	0
		SUM:	860		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.573			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.573			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	419	1	263	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	369	1	**263**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	14	0	0	0	0	0
Left-Through		0			0	
Through	991	2	**490**	0	0	**0**
Through-Right		1			0	
Right	480	0	480	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	985	3	328	0	0	0
Through-Right		0			0	
Right	383	1	120	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	263		*North-South:*	0
		East-West:	490		*East-West:*	0
		SUM:	753		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.502			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.502			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	458	1	254	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	305	1	**254**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	3	0	0	0	0	0
Left-Through		0			0	
Through	1312	2	**606**	0	0	**0**
Through-Right		1			0	
Right	505	0	505	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	1128	3	376	0	0	0
Through-Right		0			0	
Right	389	1	135	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	254		*North-South:*	0
		East-West:	606		*East-West:*	0
		SUM:	860		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.573			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.573			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Intersection Capacity Utilization

Project Title: LAX SPAS
Intersection: 1 - ADMIRALTY WAY & BALI WAY
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : WBR,
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	17	1,600	0.003	N-S(1):	0.470 *
	TH	2.00	1,031	3,200	0.322	N-S(2):	0.335
	LT	1.00	300	1,600	0.188 *	E-W(1):	0.031
Westbound	RT	1.88	238	3,010	0.000	E-W(2):	0.095 *
	TH	0.12	15	190	0.079 *		
	LT	1.00	21	1,600	0.013	V/C:	0.565
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	861	3,200	0.282 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	11	0	0.000	ICU:	0.665
	TH	2.00	21	3,200	0.018		
	LT	0.00	25	1,600	0.016 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	21	1,600	0.004	N-S(1):	0.415 *
	TH	2.00	677	3,200	0.212	N-S(2):	0.231
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.059
Westbound	RT	1.82	262	2,911	0.000	E-W(2):	0.109 *
	TH	0.18	26	289	0.090 *		
	LT	1.00	51	1,600	0.032	V/C:	0.524
Northbound	RT	0.00	124	0	0.000	Lost Time:	0.100
	TH	2.00	823	3,200	0.296 *	ITS:	0.000
	LT	1.00	31	1,600	0.019		
Eastbound	RT	0.00	25	0	0.000	ICU:	0.624
	TH	2.00	31	3,200	0.027		
	LT	0.00	30	1,600	0.019 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	22	1,600	0.006	N-S(1):	0.538 *
	TH	2.00	1,172	3,200	0.366	N-S(2):	0.374
	LT	1.00	263	1,600	0.164 *	E-W(1):	0.053
Westbound	RT	1.88	406	3,000	0.000	E-W(2):	0.151 *
	TH	0.12	27	200	0.135 *		
	LT	1.00	51	1,600	0.032	V/C:	0.689
Northbound	RT	0.00	117	0	0.000	Lost Time:	0.100
	TH	2.00	1,080	3,200	0.374 *	ITS:	0.000
	LT	1.00	13	1,600	0.008		
Eastbound	RT	0.00	13	0	0.000	ICU:	0.789
	TH	2.00	28	3,200	0.021		
	LT	0.00	25	1,600	0.016 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 2 - ADMIRALTY WAY & FIJI WAY
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : SBR,
FF Movements: WBR,

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	65	1,600	0.000	N-S(1):	0.184 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	529	2,880	0.184 *	E-W(1):	0.028
Westbound	RT	1.00	465	1,600	0.000	E-W(2):	0.113 *
	TH	1.00	107	1,600	0.067 *		
	LT	0.00	0	0	0.000	V/C:	0.297
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.397
	TH	2.00	88	3,200	0.028		
	LT	1.00	74	1,600	0.046 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	85	1,600	0.000	N-S(1):	0.128 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	370	2,880	0.128 *	E-W(1):	0.047
Westbound	RT	1.00	366	1,600	0.000	E-W(2):	0.145 *
	TH	1.00	146	1,600	0.091 *		
	LT	0.00	0	0	0.000	V/C:	0.273
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.373
	TH	2.00	150	3,200	0.047		
	LT	1.00	87	1,600	0.054 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	185	1,600	0.058	N-S(1):	0.224 *
	TH	0.00	0	0	0.000	N-S(2):	0.058
	LT	2.00	645	2,880	0.224 *	E-W(1):	0.062
Westbound	RT	1.00	547	1,600	0.000	E-W(2):	0.219 *
	TH	1.00	258	1,600	0.161 *		
	LT	0.00	0	0	0.000	V/C:	0.443
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.543
	TH	2.00	198	3,200	0.062		
	LT	1.00	92	1,600	0.058 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 3 - ADMIRALTY WAY & MINDANAO WAY
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : WBR,
FF Movements:

N-S Split Phase : N
E-W Split Phase : Y
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	13	1,600	0.001	N-S(1):	0.467 *
	TH	2.00	521	3,200	0.163	N-S(2):	0.171
	LT	1.00	496	1,600	0.310 *	E-W(1):	0.081 *
Westbound	RT	1.00	393	1,600	0.000	E-W(2):	0.000
	TH	0.17	16	280	0.057		
	LT	1.83	167	2,628	0.064 *	V/C:	0.548
Northbound	RT	0.00	38	0	0.000	Lost Time:	0.100
	TH	2.00	463	3,200	0.157 *	ITS:	0.000
	LT	1.00	12	1,600	0.008		
Eastbound	RT	0.00	16	0	0.000	ICU:	0.648
	TH	2.00	14	3,200	0.017 *		
	LT	0.00	23	1,600	0.014	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	11	1,600	0.000	N-S(1):	0.396 *
	TH	2.00	477	3,200	0.149	N-S(2):	0.157
	LT	1.00	237	1,600	0.148 *	E-W(1):	0.129 *
Westbound	RT	1.00	368	1,600	0.082	E-W(2):	0.000
	TH	0.34	52	546	0.095		
	LT	1.66	253	2,389	0.106 *	V/C:	0.525
Northbound	RT	0.00	209	0	0.000	Lost Time:	0.100
	TH	2.00	583	3,200	0.248 *	ITS:	0.000
	LT	1.00	12	1,600	0.008		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.625
	TH	2.00	21	3,200	0.023 *		
	LT	0.00	33	1,600	0.021	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.012	N-S(1):	0.452 *
	TH	2.00	882	3,200	0.276	N-S(2):	0.302
	LT	1.00	293	1,600	0.183 *	E-W(1):	0.170 *
Westbound	RT	1.00	524	1,600	0.144 *	E-W(2):	0.000
	TH	0.44	75	700	0.107		
	LT	1.56	268	2,250	0.119	V/C:	0.622
Northbound	RT	0.00	103	0	0.000	Lost Time:	0.100
	TH	2.00	758	3,200	0.269 *	ITS:	0.000
	LT	1.00	41	1,600	0.026		
Eastbound	RT	0.00	29	0	0.000	ICU:	0.722
	TH	2.00	32	3,200	0.026 *		
	LT	0.00	23	1,600	0.014	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 4 - PALAWAN WAY & ADMIRALTY WAY
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.001	N-S(1):	0.154 *
	TH	1.00	45	1,600	0.028	N-S(2):	0.056
	LT	1.00	122	1,600	0.076 *	E-W(1):	0.334 *
Westbound	RT	0.00	57	0	0.000	E-W(2):	0.309
	TH	2.00	778	3,200	0.261		
	LT	1.00	60	1,600	0.038 *	V/C:	0.488
Northbound	RT	0.00	73	0	0.000	Lost Time:	0.100
	TH	1.00	51	1,600	0.078 *	ITS:	0.000
	LT	1.00	44	1,600	0.028		
Eastbound	RT	1.00	24	1,600	0.001	ICU:	0.588
	TH	2.00	946	3,200	0.296 *		
	LT	1.00	76	1,600	0.048	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	98	1,600	0.047	N-S(1):	0.125 *
	TH	1.00	40	1,600	0.025	N-S(2):	0.068
	LT	1.00	99	1,600	0.062 *	E-W(1):	0.204
Westbound	RT	0.00	68	0	0.000	E-W(2):	0.269 *
	TH	2.00	700	3,200	0.240 *		
	LT	1.00	61	1,600	0.038	V/C:	0.394
Northbound	RT	0.00	56	0	0.000	Lost Time:	0.100
	TH	1.00	45	1,600	0.063 *	ITS:	0.000
	LT	1.00	34	1,600	0.021		
Eastbound	RT	1.00	44	1,600	0.017	ICU:	0.494
	TH	2.00	530	3,200	0.166		
	LT	1.00	47	1,600	0.029 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	140	1,600	0.075	N-S(1):	0.206 *
	TH	1.00	114	1,600	0.071	N-S(2):	0.096
	LT	1.00	208	1,600	0.130 *	E-W(1):	0.341
Westbound	RT	0.00	74	0	0.000	E-W(2):	0.363 *
	TH	2.00	1,005	3,200	0.337 *		
	LT	1.00	92	1,600	0.058	V/C:	0.569
Northbound	RT	0.00	91	0	0.000	Lost Time:	0.100
	TH	1.00	30	1,600	0.076 *	ITS:	0.000
	LT	1.00	33	1,600	0.021		
Eastbound	RT	1.00	22	1,600	0.003	ICU:	0.669
	TH	2.00	906	3,200	0.283		
	LT	1.00	41	1,600	0.026 *	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 5 - VIA MARINA & ADMIRALTY WAY
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:	NBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.316 *
	TH	3.00	183	4,800	0.038	N-S(2):	0.038
	LT	1.00	299	1,600	0.187 *	E-W(1):	0.097 *
Westbound	RT	2.00	577	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	279	2,880	0.097 *	V/C:	0.413
Northbound	RT	1.00	698	1,600	0.000	Lost Time:	0.100
	TH	2.00	413	3,200	0.129 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.513
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.278 *
	TH	3.00	264	4,800	0.055	N-S(2):	0.055
	LT	1.00	248	1,600	0.155 *	E-W(1):	0.153 *
Westbound	RT	2.00	299	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	440	2,880	0.153 *	V/C:	0.431
Northbound	RT	1.00	394	1,600	0.000	Lost Time:	0.100
	TH	2.00	395	3,200	0.123 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.531
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.415 *
	TH	3.00	385	4,800	0.080	N-S(2):	0.080
	LT	1.00	522	1,600	0.326 *	E-W(1):	0.226 *
Westbound	RT	2.00	428	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	650	2,880	0.226 *	V/C:	0.641
Northbound	RT	1.00	461	1,600	0.000	Lost Time:	0.100
	TH	2.00	284	3,200	0.089 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.741
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 10 - AVIATIO BOULEVARD & ARBOR VITAE STREET
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	73	0	0.000	N-S(1):	0.180
	TH	2.00	348	3,200	0.132 *	N-S(2):	0.221 *
	LT	1.00	33	1,600	0.021	E-W(1):	0.110
Westbound	RT	0.00	48	0	0.000	E-W(2):	0.151 *
	TH	2.00	376	3,200	0.133 *		
	LT	1.00	55	1,600	0.034	V/C:	0.372
Northbound	RT	1.00	89	1,600	0.038	Lost Time:	0.100
	TH	2.00	508	3,200	0.159	ITS:	0.000
	LT	1.00	143	1,600	0.089 *		
Eastbound	RT	0.00	51	0	0.000	ICU:	0.472
	TH	2.00	192	3,200	0.076		
	LT	1.00	28	1,600	0.018 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	94	0	0.000	N-S(1):	0.170
	TH	2.00	263	3,200	0.112 *	N-S(2):	0.193 *
	LT	1.00	66	1,600	0.041	E-W(1):	0.200 *
Westbound	RT	0.00	74	0	0.000	E-W(2):	0.164
	TH	2.00	354	3,200	0.134		
	LT	1.00	53	1,600	0.033 *	V/C:	0.393
Northbound	RT	1.00	48	1,600	0.013	Lost Time:	0.100
	TH	2.00	414	3,200	0.129	ITS:	0.000
	LT	1.00	129	1,600	0.081 *		
Eastbound	RT	0.00	109	0	0.000	ICU:	0.493
	TH	2.00	424	3,200	0.167 *		
	LT	1.00	48	1,600	0.030	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	159	0	0.000	N-S(1):	0.212
	TH	2.00	494	3,200	0.204 *	N-S(2):	0.308 *
	LT	1.00	65	1,600	0.041	E-W(1):	0.224 *
Westbound	RT	0.00	34	0	0.000	E-W(2):	0.154
	TH	2.00	319	3,200	0.110		
	LT	1.00	84	1,600	0.053 *	V/C:	0.532
Northbound	RT	1.00	72	1,600	0.019	Lost Time:	0.100
	TH	2.00	548	3,200	0.171	ITS:	0.000
	LT	1.00	167	1,600	0.104 *		
Eastbound	RT	0.00	107	0	0.000	ICU:	0.632
	TH	2.00	439	3,200	0.171 *		
	LT	1.00	70	1,600	0.044	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 11 - INGLEWOOD AVENUE & ARBOR VITAE STREET
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	21	0	0.000	N-S(1):	0.172 *
	TH	1.00	75	1,600	0.060 *	N-S(2):	0.000
	LT	1.00	13	1,600	0.008	E-W(1):	0.093
Westbound	RT	0.00	34	0	0.000	E-W(2):	0.164 *
	TH	2.00	454	3,200	0.153 *		
	LT	1.00	43	1,600	0.027	V/C:	0.336
Northbound	RT	0.00	56	0	0.000	Lost Time:	0.100
	TH	1.00	123	1,600	0.112 *	ITS:	0.000
	LT	1.00	154	1,600	0.096		
Eastbound	RT	0.00	32	0	0.000	ICU:	0.436
	TH	2.00	178	3,200	0.066		
	LT	1.00	18	1,600	0.011 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	39	0	0.000	N-S(1):	0.231 *
	TH	1.00	108	1,600	0.092 *	N-S(2):	0.000
	LT	1.00	30	1,600	0.019	E-W(1):	0.170 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.118
	TH	2.00	292	3,200	0.101		
	LT	1.00	67	1,600	0.042 *	V/C:	0.401
Northbound	RT	0.00	85	0	0.000	Lost Time:	0.100
	TH	1.00	138	1,600	0.139 *	ITS:	0.000
	LT	1.00	100	1,600	0.063		
Eastbound	RT	0.00	78	0	0.000	ICU:	0.501
	TH	2.00	333	3,200	0.128 *		
	LT	1.00	27	1,600	0.017	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.339 *
	TH	1.00	230	1,600	0.163 *	N-S(2):	0.000
	LT	1.00	54	1,600	0.034	E-W(1):	0.264 *
Westbound	RT	0.00	24	0	0.000	E-W(2):	0.104
	TH	2.00	283	3,200	0.096		
	LT	1.00	90	1,600	0.056 *	V/C:	0.603
Northbound	RT	0.00	108	0	0.000	Lost Time:	0.100
	TH	1.00	173	1,600	0.176 *	ITS:	0.000
	LT	1.00	94	1,600	0.059		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.703
	TH	2.00	557	3,200	0.208 *		
	LT	1.00	13	1,600	0.008	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 12 - LA BREA AVENUE & ARBOR VITAE STREET
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	44	1,600	0.007	N-S(1):	0.181 *
	TH	3.00	407	4,800	0.085	N-S(2):	0.165
	LT	1.00	53	1,600	0.033 *	E-W(1):	0.111 *
Westbound	RT	1.00	71	1,600	0.028	E-W(2):	0.108
	TH	2.00	215	3,200	0.067		
	LT	1.00	45	1,600	0.028 *	V/C:	0.292
Northbound	RT	0.00	18	0	0.000	Lost Time:	0.100
	TH	3.00	691	4,800	0.148 *	ITS:	0.000
	LT	1.00	128	1,600	0.080		
Eastbound	RT	1.00	88	1,600	0.015	ICU:	0.392
	TH	1.00	132	1,600	0.083 *		
	LT	1.00	66	1,600	0.041	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	67	1,600	0.010	N-S(1):	0.209
	TH	3.00	680	4,800	0.142 *	N-S(2):	0.224 *
	LT	1.00	117	1,600	0.073	E-W(1):	0.163 *
Westbound	RT	1.00	81	1,600	0.014	E-W(2):	0.143
	TH	2.00	255	3,200	0.080		
	LT	1.00	64	1,600	0.040 *	V/C:	0.387
Northbound	RT	0.00	45	0	0.000	Lost Time:	0.100
	TH	3.00	607	4,800	0.136	ITS:	0.000
	LT	1.00	131	1,600	0.082 *		
Eastbound	RT	1.00	127	1,600	0.038	ICU:	0.487
	TH	1.00	196	1,600	0.123 *		
	LT	1.00	101	1,600	0.063	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.007	N-S(1):	0.219
	TH	3.00	1,057	4,800	0.220 *	N-S(2):	0.327 *
	LT	1.00	115	1,600	0.072	E-W(1):	0.254 *
Westbound	RT	1.00	81	1,600	0.015	E-W(2):	0.140
	TH	2.00	248	3,200	0.078		
	LT	1.00	65	1,600	0.041 *	V/C:	0.581
Northbound	RT	0.00	69	0	0.000	Lost Time:	0.100
	TH	3.00	638	4,800	0.147	ITS:	0.000
	LT	1.00	171	1,600	0.107 *		
Eastbound	RT	1.00	181	1,600	0.060	ICU:	0.681
	TH	1.00	340	1,600	0.213 *		
	LT	1.00	99	1,600	0.062	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 13 - LA CIENEGA BOULEVARD & ARBOR VITAE STREET
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	35	0	0.000	N-S(1):	0.239
	TH	2.00	371	3,200	0.127 *	N-S(2):	0.243 *
	LT	1.00	64	1,600	0.040	E-W(1):	0.132
Westbound	RT	1.00	149	1,600	0.093	E-W(2):	0.139 *
	TH	2.00	336	3,200	0.105 *		
	LT	1.00	99	1,600	0.062	V/C:	0.382
Northbound	RT	0.00	53	0	0.000	Lost Time:	0.100
	TH	2.00	585	3,200	0.199	ITS:	0.000
	LT	1.00	185	1,600	0.116 *		
Eastbound	RT	0.00	111	0	0.000	ICU:	0.482
	TH	2.00	113	3,200	0.070		
	LT	1.00	54	1,600	0.034 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	76	0	0.000	N-S(1):	0.280 *
	TH	2.00	470	3,200	0.171	N-S(2):	0.246
	LT	1.00	103	1,600	0.064 *	E-W(1):	0.173 *
Westbound	RT	1.00	79	1,600	0.049	E-W(2):	0.114
	TH	2.00	241	3,200	0.075		
	LT	1.00	70	1,600	0.044 *	V/C:	0.453
Northbound	RT	0.00	106	0	0.000	Lost Time:	0.100
	TH	2.00	584	3,200	0.216 *	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	178	0	0.000	ICU:	0.553
	TH	2.00	236	3,200	0.129 *		
	LT	1.00	63	1,600	0.039	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	49	0	0.000	N-S(1):	0.338 *
	TH	2.00	750	3,200	0.250	N-S(2):	0.316
	LT	1.00	156	1,600	0.098 *	E-W(1):	0.220 *
Westbound	RT	1.00	75	1,600	0.047	E-W(2):	0.096
	TH	2.00	216	3,200	0.068		
	LT	1.00	61	1,600	0.038 *	V/C:	0.558
Northbound	RT	0.00	274	0	0.000	Lost Time:	0.100
	TH	2.00	494	3,200	0.240 *	ITS:	0.000
	LT	1.00	106	1,600	0.066		
Eastbound	RT	0.00	216	0	0.000	ICU:	0.658
	TH	2.00	365	3,200	0.182 *		
	LT	1.00	44	1,600	0.028	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 15 - AVIATION BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	203	1,600	0.127	N-S(1):	0.275
	TH	2.00	726	3,200	0.227 *	N-S(2):	0.344 *
	LT	1.00	64	1,600	0.040	E-W(1):	0.173
Westbound	RT	0.00	69	0	0.000	E-W(2):	0.409 *
	TH	3.00	1,670	4,800	0.362 *		
	LT	2.00	302	2,880	0.105	V/C:	0.753
Northbound	RT	1.00	136	1,600	0.000	Lost Time:	0.100
	TH	2.00	752	3,200	0.235	ITS:	0.000
	LT	2.00	336	2,880	0.117 *		
Eastbound	RT	1.00	65	1,600	0.000	ICU:	0.853
	TH	3.00	324	4,800	0.068		
	LT	1.00	75	1,600	0.047 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	177	1,600	0.111	N-S(1):	0.175
	TH	2.00	453	3,200	0.142 *	N-S(2):	0.197 *
	LT	1.00	72	1,600	0.045	E-W(1):	0.293 *
Westbound	RT	0.00	69	0	0.000	E-W(2):	0.271
	TH	3.00	802	4,800	0.181		
	LT	2.00	391	2,880	0.136 *	V/C:	0.490
Northbound	RT	1.00	168	1,600	0.000	Lost Time:	0.100
	TH	2.00	416	3,200	0.130	ITS:	0.000
	LT	2.00	157	2,880	0.055 *		
Eastbound	RT	1.00	224	1,600	0.113	ICU:	0.590
	TH	3.00	752	4,800	0.157 *		
	LT	1.00	144	1,600	0.090	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	64	1,600	0.040	N-S(1):	0.222 *
	TH	2.00	225	3,200	0.070	N-S(2):	0.139
	LT	1.00	69	1,600	0.043 *	E-W(1):	0.442 *
Westbound	RT	0.00	78	0	0.000	E-W(2):	0.282
	TH	3.00	622	4,800	0.146		
	LT	2.00	215	2,880	0.075 *	V/C:	0.664
Northbound	RT	1.00	309	1,600	0.118	Lost Time:	0.100
	TH	2.00	574	3,200	0.179 *	ITS:	0.000
	LT	2.00	200	2,880	0.069		
Eastbound	RT	1.00	497	1,600	0.276	ICU:	0.764
	TH	3.00	1,761	4,800	0.367 *		
	LT	1.00	218	1,600	0.136	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 17 - AVIATION BLVD. / FLORENCE AVENUE & MANCHESTER AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	278	1,600	0.174 *	N-S(1):	0.083
	TH	2.00	299	3,200	0.093	N-S(2):	0.312 *
	LT	0.00	0	0	0.000	E-W(1):	0.180
Westbound	RT	1.00	6	1,600	0.004	E-W(2):	0.324 *
	TH	2.00	754	3,200	0.236 *		
	LT	1.00	37	1,600	0.023	V/C:	0.636
Northbound	RT	0.00	74	0	0.000	Lost Time:	0.100
	TH	2.00	193	3,200	0.083	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	1.00	118	1,600	0.005	ICU:	0.736
	TH	2.00	501	3,200	0.157		
	LT	1.00	140	1,600	0.088 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	233	1,600	0.146 *	N-S(1):	0.118
	TH	2.00	188	3,200	0.059	N-S(2):	0.246 *
	LT	0.00	0	0	0.000	E-W(1):	0.356
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.393 *
	TH	2.00	854	3,200	0.267 *		
	LT	1.00	57	1,600	0.036	V/C:	0.639
Northbound	RT	0.00	149	0	0.000	Lost Time:	0.100
	TH	2.00	227	3,200	0.118	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	1.00	178	1,600	0.061	ICU:	0.739
	TH	2.00	1,025	3,200	0.320		
	LT	1.00	202	1,600	0.126 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	179	1,600	0.112	N-S(1):	0.136
	TH	2.00	410	3,200	0.128 *	N-S(2):	0.264 *
	LT	0.00	0	0	0.000	E-W(1):	0.341
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.407 *
	TH	2.00	622	3,200	0.194 *		
	LT	1.00	76	1,600	0.048	V/C:	0.671
Northbound	RT	0.00	133	0	0.000	Lost Time:	0.100
	TH	2.00	302	3,200	0.136	ITS:	0.000
	LT	1.00	217	1,600	0.136 *		
Eastbound	RT	1.00	232	1,600	0.077	ICU:	0.771
	TH	2.00	936	3,200	0.293		
	LT	1.00	341	1,600	0.213 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 18 - AVIATION BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	146	1,600	0.063	N-S(1):	0.304 *
	TH	4.00	441	6,400	0.069	N-S(2):	0.217
	LT	2.00	64	2,880	0.022 *	E-W(1):	0.278
Westbound	RT	1.00	319	1,600	0.177	E-W(2):	0.284 *
	TH	4.00	1,639	6,400	0.256 *		
	LT	2.00	509	2,880	0.177	V/C:	0.588
Northbound	RT	1.00	571	1,600	0.180	Lost Time:	0.100
	TH	3.00	1,354	4,800	0.282 *	ITS:	0.000
	LT	2.00	425	2,880	0.148		
Eastbound	RT	1.00	86	1,600	0.000	ICU:	0.688
	TH	4.00	648	6,400	0.101		
	LT	2.00	81	2,880	0.028 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	219	1,600	0.076	N-S(1):	0.303 *
	TH	4.00	586	6,400	0.092	N-S(2):	0.193
	LT	2.00	317	2,880	0.110 *	E-W(1):	0.360 *
Westbound	RT	1.00	196	1,600	0.012	E-W(2):	0.276
	TH	4.00	1,375	6,400	0.215		
	LT	2.00	422	2,880	0.147 *	V/C:	0.663
Northbound	RT	1.00	544	1,600	0.193 *	Lost Time:	0.100
	TH	3.00	561	4,800	0.117	ITS:	0.000
	LT	2.00	290	2,880	0.101		
Eastbound	RT	1.00	241	1,600	0.050	ICU:	0.763
	TH	4.00	1,363	6,400	0.213 *		
	LT	2.00	175	2,880	0.061	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	212	1,600	0.050	N-S(1):	0.297 *
	TH	4.00	1,206	6,400	0.188	N-S(2):	0.281
	LT	2.00	391	2,880	0.136 *	E-W(1):	0.431 *
Westbound	RT	1.00	96	1,600	0.000	E-W(2):	0.273
	TH	4.00	1,219	6,400	0.190		
	LT	2.00	455	2,880	0.158 *	V/C:	0.728
Northbound	RT	1.00	510	1,600	0.161 *	Lost Time:	0.100
	TH	3.00	613	4,800	0.128	ITS:	0.000
	LT	2.00	267	2,880	0.093		
Eastbound	RT	1.00	362	1,600	0.134	ICU:	0.828
	TH	4.00	1,749	6,400	0.273 *		
	LT	2.00	239	2,880	0.083	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 20 - AVIATION BOULEVARD & WEST 120TH STREET
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.239 *
	TH	2.00	466	3,200	0.152	N-S(2):	0.183
	LT	1.00	40	1,600	0.025 *	E-W(1):	0.148
Westbound	RT	0.00	132	0	0.000	E-W(2):	0.254 *
	TH	2.00	42	1,600	0.251 *		
	LT	0.00	227	1,600	0.142	V/C:	0.493
Northbound	RT	1.00	45	1,600	0.000	Lost Time:	0.100
	TH	2.00	686	3,200	0.214 *	ITS:	0.000
	LT	1.00	49	1,600	0.031		
Eastbound	RT	0.00	9	1,600	0.006	ICU:	0.593
	TH	2.00	2	1,600	0.004		
	LT	0.00	4	1,600	0.003 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	15	0	0.000	N-S(1):	0.172
	TH	2.00	404	3,200	0.131 *	N-S(2):	0.174 *
	LT	1.00	44	1,600	0.028	E-W(1):	0.074
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.093 *
	TH	2.00	11	1,600	0.086 *		
	LT	0.00	86	1,600	0.054	V/C:	0.267
Northbound	RT	1.00	80	1,600	0.023	Lost Time:	0.100
	TH	2.00	462	3,200	0.144	ITS:	0.000
	LT	1.00	68	1,600	0.043 *		
Eastbound	RT	0.00	32	1,600	0.020	ICU:	0.367
	TH	2.00	9	1,600	0.013		
	LT	0.00	11	1,600	0.007 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	2	0	0.000	N-S(1):	0.272 *
	TH	2.00	827	3,200	0.259	N-S(2):	0.267
	LT	1.00	142	1,600	0.089 *	E-W(1):	0.114
Westbound	RT	0.00	83	0	0.000	E-W(2):	0.145 *
	TH	2.00	2	1,600	0.129 *		
	LT	0.00	121	1,600	0.076	V/C:	0.417
Northbound	RT	1.00	194	1,600	0.083	Lost Time:	0.100
	TH	2.00	584	3,200	0.183 *	ITS:	0.000
	LT	1.00	13	1,600	0.008		
Eastbound	RT	0.00	41	0	0.000	ICU:	0.517
	TH	2.00	55	3,200	0.038		
	LT	0.00	26	1,600	0.016 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 21 - LINCOLN BOULEVARD & BAILI WAY
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : Y
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	190	0	0.000	N-S(1):	0.302
	TH	3.00	1,151	4,800	0.279 *	N-S(2):	0.340 *
	LT	1.00	22	1,600	0.014	E-W(1):	0.108 *
Westbound	RT	0.00	8	0	0.000	E-W(2):	0.000
	TH	1.00	1	1,600	0.011 *		
	LT	0.00	9	1,600	0.006	V/C:	0.448
Northbound	RT	0.00	21	0	0.000	Lost Time:	0.100
	TH	3.00	1,360	4,800	0.288	ITS:	0.000
	LT	1.00	98	1,600	0.061 *		
Eastbound	RT	1.00	50	1,600	0.001	ICU:	0.548
	TH	0.02	3	34	0.088		
	LT	1.98	277	2,849	0.097 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	257	0	0.000	N-S(1):	0.312
	TH	3.00	1,189	4,800	0.301 *	N-S(2):	0.345 *
	LT	1.00	43	1,600	0.027	E-W(1):	0.137 *
Westbound	RT	0.00	27	0	0.000	E-W(2):	0.000
	TH	1.00	4	1,600	0.023 *		
	LT	0.00	6	1,600	0.004	V/C:	0.482
Northbound	RT	0.00	11	0	0.000	Lost Time:	0.100
	TH	3.00	1,356	4,800	0.285	ITS:	0.000
	LT	1.00	71	1,600	0.044 *		
Eastbound	RT	1.00	61	1,600	0.016	ICU:	0.582
	TH	0.03	5	49	0.103		
	LT	1.97	324	2,836	0.114 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	372	0	0.000	N-S(1):	0.332
	TH	3.00	1,727	4,800	0.437 *	N-S(2):	0.517 *
	LT	1.00	39	1,600	0.024	E-W(1):	0.174 *
Westbound	RT	0.00	36	0	0.000	E-W(2):	0.000
	TH	1.00	5	1,600	0.029 *		
	LT	0.00	5	1,600	0.003	V/C:	0.691
Northbound	RT	0.00	9	0	0.000	Lost Time:	0.100
	TH	3.00	1,467	4,800	0.308	ITS:	0.000
	LT	1.00	128	1,600	0.080 *		
Eastbound	RT	1.00	26	1,600	0.000	ICU:	0.791
	TH	0.00	0	0	0.000		
	LT	2.00	417	2,880	0.145 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 23 - CENTINELA AVENUE & JEFFERSON BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : SBR, EBR, WBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	408	1,600	0.107	N-S(1):	0.121 *
	TH	2.00	17	3,200	0.005	N-S(2):	0.111
	LT	2.00	339	2,880	0.118 *	E-W(1):	0.181
Westbound	RT	1.00	358	1,600	0.106	E-W(2):	0.339 *
	TH	3.00	915	4,800	0.191 *		
	LT	2.00	17	2,880	0.006	V/C:	0.460
Northbound	RT	1.00	7	1,600	0.001	Lost Time:	0.100
	TH	3.00	13	4,800	0.003 *	ITS:	0.000
	LT	2.00	11	2,880	0.004		
Eastbound	RT	1.00	9	1,600	0.002	ICU:	0.560
	TH	3.00	839	4,800	0.175		
	LT	2.00	426	2,880	0.148 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	369	1,600	0.128 *	N-S(1):	0.129
	TH	2.00	20	3,200	0.006	N-S(2):	0.136 *
	LT	2.00	337	2,880	0.117	E-W(1):	0.176
Westbound	RT	1.00	255	1,600	0.042	E-W(2):	0.284 *
	TH	3.00	872	4,800	0.182 *		
	LT	2.00	11	2,880	0.004	V/C:	0.420
Northbound	RT	1.00	22	1,600	0.012	Lost Time:	0.100
	TH	3.00	16	4,800	0.003	ITS:	0.000
	LT	2.00	23	2,880	0.008 *		
Eastbound	RT	1.00	19	1,600	0.004	ICU:	0.520
	TH	3.00	826	4,800	0.172		
	LT	2.00	295	2,880	0.102 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	431	1,600	0.164	N-S(1):	0.282 *
	TH	2.00	10	3,200	0.003	N-S(2):	0.169
	LT	2.00	781	2,880	0.271 *	E-W(1):	0.207
Westbound	RT	1.00	317	1,600	0.000	E-W(2):	0.320 *
	TH	3.00	1,030	4,800	0.215 *		
	LT	2.00	5	2,880	0.002	V/C:	0.602
Northbound	RT	1.00	19	1,600	0.011 *	Lost Time:	0.100
	TH	3.00	15	4,800	0.003	ITS:	0.000
	LT	2.00	15	2,880	0.005		
Eastbound	RT	1.00	8	1,600	0.000	ICU:	0.702
	TH	3.00	985	4,800	0.205		
	LT	2.00	303	2,880	0.105 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 25 - LA BREA AVENUE & CENTINELA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	141	0	0.000	N-S(1):	0.297
	TH	2.00	551	3,200	0.216 *	N-S(2):	0.345 *
	LT	1.00	125	1,600	0.078	E-W(1):	0.113
Westbound	RT	1.00	261	1,600	0.124	E-W(2):	0.336 *
	TH	2.00	836	3,200	0.261 *		
	LT	1.00	33	1,600	0.021	V/C:	0.681
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	680	3,200	0.219	ITS:	0.000
	LT	1.00	207	1,600	0.129 *		
Eastbound	RT	1.00	85	1,600	0.000	ICU:	0.781
	TH	2.00	294	3,200	0.092		
	LT	1.00	120	1,600	0.075 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	152	0	0.000	N-S(1):	0.299
	TH	2.00	611	3,200	0.238 *	N-S(2):	0.350 *
	LT	1.00	207	1,600	0.129	E-W(1):	0.174
Westbound	RT	1.00	130	1,600	0.017	E-W(2):	0.261 *
	TH	2.00	507	3,200	0.158 *		
	LT	1.00	55	1,600	0.034	V/C:	0.611
Northbound	RT	0.00	48	0	0.000	Lost Time:	0.100
	TH	2.00	496	3,200	0.170	ITS:	0.000
	LT	1.00	179	1,600	0.112 *		
Eastbound	RT	1.00	190	1,600	0.063	ICU:	0.711
	TH	2.00	449	3,200	0.140		
	LT	1.00	164	1,600	0.103 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	98	0	0.000	N-S(1):	0.458 *
	TH	2.00	904	3,200	0.313	N-S(2):	0.414
	LT	1.00	262	1,600	0.164 *	E-W(1):	0.317 *
Westbound	RT	1.00	204	1,600	0.046	E-W(2):	0.263
	TH	2.00	531	3,200	0.166		
	LT	1.00	68	1,600	0.043 *	V/C:	0.775
Northbound	RT	0.00	41	0	0.000	Lost Time:	0.100
	TH	2.00	900	3,200	0.294 *	ITS:	0.000
	LT	1.00	162	1,600	0.101		
Eastbound	RT	1.00	197	1,600	0.073	ICU:	0.875
	TH	2.00	877	3,200	0.274 *		
	LT	1.00	155	1,600	0.097	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 26 - LA CIENEGA BOULEVARD & CENTINELA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	14	0	0.000	N-S(1):	0.544 *
	TH	3.00	2,025	4,800	0.425	N-S(2):	0.428
	LT	1.00	106	1,600	0.066 *	E-W(1):	0.241
Westbound	RT	1.00	195	1,600	0.089	E-W(2):	0.345 *
	TH	2.00	1,104	3,200	0.345 *		
	LT	1.00	234	1,600	0.146	V/C:	0.889
Northbound	RT	0.00	35	0	0.000	Lost Time:	0.100
	TH	3.00	2,257	4,800	0.478 *	ITS:	0.000
	LT	2.00	9	2,880	0.003		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.989
	TH	3.00	314	4,800	0.095		
	LT	0.00	0	0	0.000 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	33	0	0.000	N-S(1):	0.349 *
	TH	3.00	1,261	4,800	0.270	N-S(2):	0.320
	LT	1.00	134	1,600	0.084 *	E-W(1):	0.248 *
Westbound	RT	1.00	117	1,600	0.031	E-W(2):	0.224
	TH	2.00	718	3,200	0.224		
	LT	1.00	164	1,600	0.103 *	V/C:	0.597
Northbound	RT	0.00	83	0	0.000	Lost Time:	0.100
	TH	3.00	1,189	4,800	0.265 *	ITS:	0.000
	LT	2.00	144	2,880	0.050		
Eastbound	RT	0.00	137	0	0.000	ICU:	0.697
	TH	3.00	557	4,800	0.145 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	17	0	0.000	N-S(1):	0.605 *
	TH	3.00	1,962	4,800	0.412	N-S(2):	0.447
	LT	1.00	269	1,600	0.168 *	E-W(1):	0.319 *
Westbound	RT	1.00	115	1,600	0.000	E-W(2):	0.249
	TH	2.00	798	3,200	0.249		
	LT	1.00	147	1,600	0.092 *	V/C:	0.924
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	3.00	1,967	4,800	0.437 *	ITS:	0.000
	LT	2.00	101	2,880	0.035		
Eastbound	RT	0.00	186	0	0.000	ICU:	1.024
	TH	3.00	905	4,800	0.227 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 27 - LA TIEJERA BOULEVARD & CENTINELA BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	138	0	0.000	N-S(1):	0.204
	TH	3.00	836	4,800	0.203 *	N-S(2):	0.256 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.179
Westbound	RT	0.00	9	0	0.000	E-W(2):	0.286 *
	TH	3.00	980	4,800	0.206 *		
	LT	1.00	153	1,600	0.096	V/C:	0.542
Northbound	RT	0.00	102	0	0.000	Lost Time:	0.100
	TH	3.00	784	4,800	0.185	ITS:	0.000
	LT	2.00	153	2,880	0.053 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.642
	TH	3.00	338	4,800	0.083		
	LT	1.00	128	1,600	0.080 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	96	0	0.000	N-S(1):	0.248 *
	TH	3.00	619	4,800	0.149	N-S(2):	0.211
	LT	1.00	74	1,600	0.046 *	E-W(1):	0.227 *
Westbound	RT	0.00	17	0	0.000	E-W(2):	0.221
	TH	3.00	686	4,800	0.146		
	LT	1.00	159	1,600	0.099 *	V/C:	0.475
Northbound	RT	0.00	183	0	0.000	Lost Time:	0.100
	TH	3.00	786	4,800	0.202 *	ITS:	0.000
	LT	2.00	179	2,880	0.062		
Eastbound	RT	0.00	78	0	0.000	ICU:	0.575
	TH	3.00	536	4,800	0.128 *		
	LT	1.00	120	1,600	0.075	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	104	0	0.000	N-S(1):	0.385 *
	TH	3.00	806	4,800	0.190	N-S(2):	0.258
	LT	1.00	121	1,600	0.076 *	E-W(1):	0.263
Westbound	RT	0.00	7	0	0.000	E-W(2):	0.301 *
	TH	3.00	831	4,800	0.175 *		
	LT	1.00	158	1,600	0.099	V/C:	0.686
Northbound	RT	0.00	271	0	0.000	Lost Time:	0.100
	TH	3.00	1,213	4,800	0.309 *	ITS:	0.000
	LT	2.00	196	2,880	0.068		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.786
	TH	3.00	737	4,800	0.164		
	LT	1.00	202	1,600	0.126 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 34 - LA BREA AVENUE / HAWTHORNE BOULEVARD & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	101	1,600	0.024	N-S(1):	0.205 *
	TH	3.00	479	4,800	0.100	N-S(2):	0.192
	LT	1.00	75	1,600	0.047 *	E-W(1):	0.163
Westbound	RT	0.00	135	0	0.000	E-W(2):	0.272 *
	TH	3.00	790	4,800	0.193 *		
	LT	1.00	84	1,600	0.053	V/C:	0.477
Northbound	RT	1.00	57	1,600	0.009	Lost Time:	0.100
	TH	3.00	756	4,800	0.158 *	ITS:	0.000
	LT	1.00	147	1,600	0.092		
Eastbound	RT	0.00	111	0	0.000	ICU:	0.577
	TH	3.00	418	4,800	0.110		
	LT	1.00	126	1,600	0.079 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	126	1,600	0.036	N-S(1):	0.260 *
	TH	3.00	645	4,800	0.134	N-S(2):	0.247
	LT	1.00	206	1,600	0.129 *	E-W(1):	0.253 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.231
	TH	3.00	585	4,800	0.145		
	LT	1.00	112	1,600	0.070 *	V/C:	0.513
Northbound	RT	1.00	151	1,600	0.059	Lost Time:	0.100
	TH	3.00	629	4,800	0.131 *	ITS:	0.000
	LT	1.00	180	1,600	0.113		
Eastbound	RT	0.00	157	0	0.000	ICU:	0.613
	TH	3.00	719	4,800	0.183 *		
	LT	1.00	137	1,600	0.086	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	102	1,600	0.012	N-S(1):	0.302
	TH	3.00	1,011	4,800	0.211 *	N-S(2):	0.307 *
	LT	1.00	210	1,600	0.131	E-W(1):	0.353 *
Westbound	RT	0.00	124	0	0.000	E-W(2):	0.266
	TH	3.00	657	4,800	0.163		
	LT	1.00	120	1,600	0.075 *	V/C:	0.660
Northbound	RT	1.00	133	1,600	0.046	Lost Time:	0.100
	TH	3.00	822	4,800	0.171	ITS:	0.000
	LT	1.00	153	1,600	0.096 *		
Eastbound	RT	0.00	222	0	0.000	ICU:	0.760
	TH	3.00	1,114	4,800	0.278 *		
	LT	1.00	165	1,600	0.103	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 35 - INGLEWOOD AVENUE & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	89	0	0.000	N-S(1):	0.159
	TH	1.00	135	1,600	0.140 *	N-S(2):	0.205 *
	LT	1.00	39	1,600	0.024	E-W(1):	0.135
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.258 *
	TH	3.00	991	4,800	0.221 *		
	LT	1.00	40	1,600	0.025	V/C:	0.463
Northbound	RT	0.00	42	0	0.000	Lost Time:	0.100
	TH	1.00	174	1,600	0.135	ITS:	0.000
	LT	1.00	104	1,600	0.065 *		
Eastbound	RT	0.00	36	0	0.000	ICU:	0.563
	TH	3.00	494	4,800	0.110		
	LT	1.00	59	1,600	0.037 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	106	0	0.000	N-S(1):	0.232 *
	TH	1.00	172	1,600	0.174	N-S(2):	0.222
	LT	1.00	73	1,600	0.046 *	E-W(1):	0.240 *
Westbound	RT	0.00	63	0	0.000	E-W(2):	0.239
	TH	3.00	789	4,800	0.178		
	LT	1.00	68	1,600	0.043 *	V/C:	0.472
Northbound	RT	0.00	88	0	0.000	Lost Time:	0.100
	TH	1.00	209	1,600	0.186 *	ITS:	0.000
	LT	1.00	77	1,600	0.048		
Eastbound	RT	0.00	64	0	0.000	ICU:	0.572
	TH	3.00	881	4,800	0.197 *		
	LT	1.00	97	1,600	0.061	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.287
	TH	1.00	359	1,600	0.281 *	N-S(2):	0.319 *
	LT	1.00	95	1,600	0.059	E-W(1):	0.389 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.271
	TH	3.00	797	4,800	0.179		
	LT	1.00	84	1,600	0.053 *	V/C:	0.708
Northbound	RT	0.00	102	0	0.000	Lost Time:	0.100
	TH	1.00	263	1,600	0.228	ITS:	0.000
	LT	1.00	61	1,600	0.038 *		
Eastbound	RT	0.00	165	0	0.000	ICU:	0.808
	TH	3.00	1,446	4,800	0.336 *		
	LT	1.00	147	1,600	0.092	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 36 - LA CIENEGA BOULEVARD & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	626	3,200	0.078	N-S(1):	0.138
	TH	2.00	374	3,200	0.117 *	N-S(2):	0.263 *
	LT	1.00	89	1,600	0.056	E-W(1):	0.297
Westbound	RT	0.00	518	1,600	0.324 *	E-W(2):	0.442 *
	TH	4.00	1,125	4,800	0.234		
	LT	1.00	234	1,600	0.146	V/C:	0.705
Northbound	RT	2.00	146	3,200	0.000	Lost Time:	0.100
	TH	2.00	262	3,200	0.082	ITS:	0.000
	LT	1.00	233	1,600	0.146 *		
Eastbound	RT	1.00	350	1,600	0.073	ICU:	0.805
	TH	3.00	724	4,800	0.151		
	LT	1.00	188	1,600	0.118 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	840	3,200	0.135 *	N-S(1):	0.221
	TH	2.00	279	3,200	0.087	N-S(2):	0.236 *
	LT	1.00	193	1,600	0.121	E-W(1):	0.334
Westbound	RT	0.00	335	1,600	0.209 *	E-W(2):	0.337 *
	TH	4.00	945	4,800	0.197		
	LT	1.00	93	1,600	0.058	V/C:	0.573
Northbound	RT	2.00	268	3,200	0.026	Lost Time:	0.100
	TH	2.00	321	3,200	0.100	ITS:	0.000
	LT	1.00	162	1,600	0.101 *		
Eastbound	RT	1.00	489	1,600	0.204	ICU:	0.673
	TH	3.00	1,326	4,800	0.276		
	LT	1.00	204	1,600	0.128 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	508	3,200	0.068	N-S(1):	0.362 *
	TH	2.00	620	3,200	0.194	N-S(2):	0.288
	LT	1.00	376	1,600	0.235 *	E-W(1):	0.295 *
Westbound	RT	0.00	302	1,600	0.189	E-W(2):	0.280
	TH	4.00	745	4,800	0.155		
	LT	1.00	58	1,600	0.036 *	V/C:	0.657
Northbound	RT	2.00	521	3,200	0.127 *	Lost Time:	0.100
	TH	2.00	251	3,200	0.078	ITS:	0.000
	LT	1.00	151	1,600	0.094		
Eastbound	RT	1.00	552	1,600	0.251	ICU:	0.757
	TH	3.00	1,245	4,800	0.259 *		
	LT	1.00	145	1,600	0.091	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 37 - PRAIRIE AVENUE & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.240 *
	TH	3.00	497	4,800	0.120	N-S(2):	0.195
	LT	1.00	128	1,600	0.080 *	E-W(1):	0.106
Westbound	RT	0.00	178	0	0.000	E-W(2):	0.249 *
	TH	3.00	846	4,800	0.213 *		
	LT	1.00	39	1,600	0.024	V/C:	0.489
Northbound	RT	0.00	79	0	0.000	Lost Time:	0.100
	TH	3.00	688	4,800	0.160 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	0.00	61	0	0.000	ICU:	0.589
	TH	3.00	333	4,800	0.082		
	LT	1.00	58	1,600	0.036 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	71	0	0.000	N-S(1):	0.292 *
	TH	3.00	562	4,800	0.132	N-S(2):	0.189
	LT	1.00	259	1,600	0.162 *	E-W(1):	0.289 *
Westbound	RT	0.00	285	0	0.000	E-W(2):	0.242
	TH	3.00	649	4,800	0.195		
	LT	1.00	122	1,600	0.076 *	V/C:	0.581
Northbound	RT	0.00	104	0	0.000	Lost Time:	0.100
	TH	3.00	521	4,800	0.130 *	ITS:	0.000
	LT	1.00	91	1,600	0.057		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.681
	TH	3.00	903	4,800	0.213 *		
	LT	1.00	75	1,600	0.047	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	78	0	0.000	N-S(1):	0.359 *
	TH	3.00	958	4,800	0.216	N-S(2):	0.311
	LT	1.00	275	1,600	0.172 *	E-W(1):	0.325 *
Westbound	RT	0.00	354	1,600	0.221	E-W(2):	0.309
	TH	3.00	645	3,200	0.202		
	LT	1.00	118	1,600	0.074 *	V/C:	0.684
Northbound	RT	0.00	202	0	0.000	Lost Time:	0.100
	TH	3.00	694	4,800	0.187 *	ITS:	0.000
	LT	1.00	152	1,600	0.095		
Eastbound	RT	0.00	152	0	0.000	ICU:	0.784
	TH	3.00	1,051	4,800	0.251 *		
	LT	1.00	141	1,600	0.088	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 39 - NB I-405 RAMPS & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.080
	TH	0.00	0	0	0.000 *	N-S(2):	0.312 *
	LT	0.00	0	0	0.000	E-W(1):	0.153
Westbound	RT	0.00	2	0	0.000	E-W(2):	0.263 *
	TH	3.00	1,216	4,800	0.254 *		
	LT	0.00	0	0	0.000	V/C:	0.575
Northbound	RT	1.00	128	1,600	0.080	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	899	2,880	0.312 *		
Eastbound	RT	2.00	505	3,200	0.000	ICU:	0.675
	TH	2.00	490	3,200	0.153		
	LT	1.00	15	1,600	0.009 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.104
	TH	0.00	0	0	0.000 *	N-S(2):	0.220 *
	LT	0.00	0	0	0.000	E-W(1):	0.269 *
Westbound	RT	0.00	7	0	0.000	E-W(2):	0.191
	TH	3.00	909	4,800	0.191		
	LT	0.00	0	0	0.000 *	V/C:	0.489
Northbound	RT	1.00	166	1,600	0.104	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	633	2,880	0.220 *		
Eastbound	RT	2.00	935	3,200	0.000	ICU:	0.589
	TH	2.00	860	3,200	0.269 *		
	LT	1.00	0	1,600	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.226 *
	TH	0.00	0	0	0.000	N-S(2):	0.167
	LT	0.00	0	0	0.000 *	E-W(1):	0.323 *
Westbound	RT	0.00	7	0	0.000	E-W(2):	0.197
	TH	3.00	940	4,800	0.197		
	LT	0.00	0	0	0.000 *	V/C:	0.549
Northbound	RT	1.00	362	1,600	0.226 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	480	2,880	0.167		
Eastbound	RT	1.35	700	2,165	0.000	ICU:	0.649
	TH	2.65	1,369	4,235	0.323 *		
	LT	1.00	0	1,600	0.000	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 46 - DOUGLAS STREET & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	32	1,600	0.000	N-S(1):	0.172
	TH	2.00	209	3,200	0.065 *	N-S(2):	0.182 *
	LT	2.00	64	2,880	0.022	E-W(1):	0.168
Westbound	RT	1.00	426	1,600	0.255	E-W(2):	0.373 *
	TH	3.00	1,459	4,800	0.304 *		
	LT	2.00	159	2,880	0.055	V/C:	0.555
Northbound	RT	1.00	50	1,600	0.004	Lost Time:	0.100
	TH	2.00	480	3,200	0.150	ITS:	0.000
	LT	2.00	336	2,880	0.117 *		
Eastbound	RT	0.00	154	0	0.000	ICU:	0.655
	TH	3.00	386	4,800	0.113		
	LT	1.00	110	1,600	0.069 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	51	1,600	0.000	N-S(1):	0.151 *
	TH	2.00	257	3,200	0.080	N-S(2):	0.135
	LT	2.00	197	2,880	0.068 *	E-W(1):	0.231
Westbound	RT	1.00	363	1,600	0.193 *	E-W(2):	0.257 *
	TH	3.00	820	4,800	0.171		
	LT	2.00	101	2,880	0.035	V/C:	0.408
Northbound	RT	1.00	139	1,600	0.069	Lost Time:	0.100
	TH	2.00	266	3,200	0.083 *	ITS:	0.000
	LT	2.00	159	2,880	0.055		
Eastbound	RT	0.00	203	0	0.000	ICU:	0.508
	TH	3.00	739	4,800	0.196		
	LT	1.00	103	1,600	0.064 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	74	1,600	0.022	N-S(1):	0.298 *
	TH	2.00	745	3,200	0.233	N-S(2):	0.275
	LT	2.00	320	2,880	0.111 *	E-W(1):	0.460 *
Westbound	RT	1.00	173	1,600	0.053	E-W(2):	0.167
	TH	3.00	567	4,800	0.118		
	LT	2.00	102	2,880	0.035 *	V/C:	0.758
Northbound	RT	1.00	328	1,600	0.187 *	Lost Time:	0.100
	TH	2.00	408	3,200	0.128	ITS:	0.000
	LT	2.00	121	2,880	0.042		
Eastbound	RT	0.00	307	0	0.000	ICU:	0.858
	TH	3.00	1,731	4,800	0.425 *		
	LT	1.00	78	1,600	0.049	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 47 - DOUGLAS STREET & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.000	N-S(1):	0.067 *
	TH	0.80	20	1,280	0.016	N-S(2):	0.000
	LT	1.20	30	1,728	0.017 *	E-W(1):	0.195
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.246 *
	TH	3.00	960	4,800	0.215 *		
	LT	2.00	220	2,880	0.076	V/C:	0.313
Northbound	RT	2.00	110	3,200	0.000	Lost Time:	0.100
	TH	1.00	20	1,600	0.013	ITS:	0.000
	LT	1.00	80	1,600	0.050 *		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.413
	TH	3.00	380	4,800	0.119		
	LT	1.00	50	1,600	0.031 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.006	N-S(1):	0.075 *
	TH	0.67	30	1,067	0.028	N-S(2):	0.000
	LT	1.33	60	1,920	0.031 *	E-W(1):	0.156 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.155
	TH	3.00	520	4,800	0.117		
	LT	2.00	90	2,880	0.031 *	V/C:	0.231
Northbound	RT	2.00	180	3,200	0.025	Lost Time:	0.100
	TH	1.00	20	1,600	0.013	ITS:	0.000
	LT	1.00	70	1,600	0.044 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.331
	TH	3.00	500	4,800	0.125 *		
	LT	1.00	60	1,600	0.038	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.009	N-S(1):	0.135 *
	TH	0.60	30	960	0.031	N-S(2):	0.000
	LT	1.40	70	2,016	0.035 *	E-W(1):	0.255 *
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.166
	TH	3.00	600	4,800	0.135		
	LT	2.00	70	2,880	0.024 *	V/C:	0.390
Northbound	RT	2.00	390	3,200	0.098	Lost Time:	0.100
	TH	1.00	30	1,600	0.019	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.490
	TH	3.00	1,010	4,800	0.231 *		
	LT	1.00	50	1,600	0.031	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 48 - DOUGLAS STREET & MARIPOSA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	50	0	0.000	N-S(1):	0.107
	TH	3.00	265	4,800	0.066 *	N-S(2):	0.195 *
	LT	1.00	3	1,600	0.002	E-W(1):	0.026 *
Westbound	RT	0.00	4	0	0.000	E-W(2):	0.000
	TH	2.00	2	3,200	0.004		
	LT	0.00	6	1,600	0.004 *	V/C:	0.221
Northbound	RT	0.00	25	0	0.000	Lost Time:	0.100
	TH	3.00	480	4,800	0.105	ITS:	0.000
	LT	1.00	206	1,600	0.129 *		
Eastbound	RT	1.00	115	1,600	0.008	ICU:	0.321
	TH	0.25	8	406	0.020		
	LT	1.75	55	2,514	0.022 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	52	0	0.000	N-S(1):	0.111
	TH	3.00	305	4,800	0.074 *	N-S(2):	0.167 *
	LT	1.00	19	1,600	0.012	E-W(1):	0.091 *
Westbound	RT	0.00	5	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.007 *		
	LT	0.00	8	1,600	0.005	V/C:	0.258
Northbound	RT	0.00	36	0	0.000	Lost Time:	0.100
	TH	3.00	438	4,800	0.099	ITS:	0.000
	LT	1.00	149	1,600	0.093 *		
Eastbound	RT	1.00	209	1,600	0.084 *	ICU:	0.358
	TH	0.32	19	511	0.037		
	LT	1.68	100	2,420	0.041	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	33	0	0.000	N-S(1):	0.118
	TH	3.00	524	4,800	0.116 *	N-S(2):	0.208 *
	LT	1.00	0	1,600	0.000	E-W(1):	0.206 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.000
	TH	2.00	0	3,200	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.414
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	567	4,800	0.118	ITS:	0.000
	LT	1.00	147	1,600	0.092 *		
Eastbound	RT	1.00	403	1,600	0.206 *	ICU:	0.514
	TH	0.00	0	0	0.000		
	LT	2.00	188	2,880	0.065	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 49 - DOUGLAS STREET & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	59	1,600	0.007	N-S(1):	0.073 *
	TH	1.00	39	1,600	0.024	N-S(2):	0.044
	LT	2.00	122	2,880	0.042 *	E-W(1):	0.160
Westbound	RT	1.00	535	1,600	0.292	E-W(2):	0.408 *
	TH	3.00	1,675	4,800	0.349 *		
	LT	2.00	76	2,880	0.026	V/C:	0.481
Northbound	RT	1.00	13	1,600	0.000	Lost Time:	0.100
	TH	1.00	50	1,600	0.031 *	ITS:	0.000
	LT	1.00	32	1,600	0.020		
Eastbound	RT	1.00	46	1,600	0.019	ICU:	0.581
	TH	3.00	643	4,800	0.134		
	LT	2.00	171	2,880	0.059 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	161	1,600	0.071 *	N-S(1):	0.129 *
	TH	1.00	74	1,600	0.046	N-S(2):	0.129 *
	LT	2.00	254	2,880	0.088 *	E-W(1):	0.318
Westbound	RT	1.00	228	1,600	0.054	E-W(2):	0.405 *
	TH	3.00	1,659	4,800	0.346 *		
	LT	2.00	39	2,880	0.014	V/C:	0.534
Northbound	RT	1.00	55	1,600	0.028	Lost Time:	0.100
	TH	1.00	65	1,600	0.041 *	ITS:	0.000
	LT	1.00	93	1,600	0.058 *		
Eastbound	RT	1.00	121	1,600	0.047	ICU:	0.634
	TH	3.00	1,457	4,800	0.304		
	LT	2.00	171	2,880	0.059 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	195	1,600	0.108	N-S(1):	0.168
	TH	1.00	236	1,600	0.148 *	N-S(2):	0.199 *
	LT	2.00	384	2,880	0.133	E-W(1):	0.359 *
Westbound	RT	1.00	183	1,600	0.000	E-W(2):	0.342
	TH	3.00	1,511	4,800	0.315		
	LT	2.00	28	2,880	0.010 *	V/C:	0.558
Northbound	RT	1.00	57	1,600	0.031	Lost Time:	0.100
	TH	1.00	56	1,600	0.035	ITS:	0.000
	LT	1.00	82	1,600	0.051 *		
Eastbound	RT	1.00	136	1,600	0.059	ICU:	0.658
	TH	3.00	1,675	4,800	0.349 *		
	LT	2.00	79	2,880	0.027	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 51 - HAWTHORNE BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	47	1,600	0.005	N-S(1):	0.175
	TH	3.00	658	4,800	0.137 *	N-S(2):	0.220 *
	LT	2.00	171	2,880	0.059	E-W(1):	0.174
Westbound	RT	0.00	178	0	0.000	E-W(2):	0.276 *
	TH	3.00	916	4,800	0.228 *		
	LT	1.00	119	1,600	0.074	V/C:	0.496
Northbound	RT	0.00	103	0	0.000	Lost Time:	0.100
	TH	4.00	637	6,400	0.116	ITS:	0.000
	LT	2.00	240	2,880	0.083 *		
Eastbound	RT	0.00	101	0	0.000	ICU:	0.596
	TH	3.00	377	4,800	0.100		
	LT	1.00	77	1,600	0.048 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	116	1,600	0.023	N-S(1):	0.232
	TH	3.00	920	4,800	0.192 *	N-S(2):	0.273 *
	LT	2.00	215	2,880	0.075	E-W(1):	0.278 *
Westbound	RT	0.00	185	0	0.000	E-W(2):	0.258
	TH	3.00	579	4,800	0.159		
	LT	1.00	177	1,600	0.111 *	V/C:	0.551
Northbound	RT	0.00	196	0	0.000	Lost Time:	0.100
	TH	4.00	806	6,400	0.157	ITS:	0.000
	LT	2.00	232	2,880	0.081 *		
Eastbound	RT	0.00	243	0	0.000	ICU:	0.651
	TH	3.00	558	4,800	0.167 *		
	LT	1.00	158	1,600	0.099	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	105	1,600	0.018	N-S(1):	0.299
	TH	3.00	1,779	4,800	0.371 *	N-S(2):	0.432 *
	LT	2.00	362	2,880	0.126	E-W(1):	0.610 *
Westbound	RT	0.00	155	0	0.000	E-W(2):	0.255
	TH	3.00	610	4,800	0.159		
	LT	1.00	143	1,600	0.089 *	V/C:	1.042
Northbound	RT	0.00	191	0	0.000	Lost Time:	0.100
	TH	4.00	918	6,400	0.173	ITS:	0.000
	LT	2.00	175	2,880	0.061 *		
Eastbound	RT	0.00	425	0	0.000	ICU:	1.142
	TH	3.00	2,075	4,800	0.521 *		
	LT	1.00	154	1,600	0.096	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 52 - INGLEWOOD AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	83	0	0.000	N-S(1):	0.158
	TH	2.00	268	3,200	0.110 *	N-S(2):	0.235 *
	LT	1.00	33	1,600	0.021	E-W(1):	0.147
Westbound	RT	0.00	76	0	0.000	E-W(2):	0.249 *
	TH	3.00	948	4,800	0.213 *		
	LT	1.00	108	1,600	0.068	V/C:	0.484
Northbound	RT	0.00	71	0	0.000	Lost Time:	0.100
	TH	2.00	367	3,200	0.137	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	77	0	0.000	ICU:	0.584
	TH	3.00	304	4,800	0.079		
	LT	1.00	58	1,600	0.036 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	105	0	0.000	N-S(1):	0.233
	TH	2.00	460	3,200	0.177 *	N-S(2):	0.286 *
	LT	1.00	94	1,600	0.059	E-W(1):	0.233
Westbound	RT	0.00	144	0	0.000	E-W(2):	0.250 *
	TH	3.00	606	4,800	0.156 *		
	LT	1.00	128	1,600	0.080	V/C:	0.536
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	2.00	436	3,200	0.174	ITS:	0.000
	LT	1.00	175	1,600	0.109 *		
Eastbound	RT	0.00	137	0	0.000	ICU:	0.636
	TH	3.00	599	4,800	0.153		
	LT	1.00	151	1,600	0.094 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	82	0	0.000	N-S(1):	0.265
	TH	2.00	732	3,200	0.254 *	N-S(2):	0.325 *
	LT	1.00	65	1,600	0.041	E-W(1):	0.543 *
Westbound	RT	0.00	152	0	0.000	E-W(2):	0.274
	TH	3.00	550	4,800	0.146		
	LT	1.00	178	1,600	0.111 *	V/C:	0.868
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	586	3,200	0.224	ITS:	0.000
	LT	1.00	114	1,600	0.071 *		
Eastbound	RT	0.00	252	0	0.000	ICU:	0.968
	TH	3.00	1,823	4,800	0.432 *		
	LT	1.00	205	1,600	0.128	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 53 - LA CIENEGA BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	460	3,200	0.106 *	N-S(1):	0.064
	TH	0.00	0	0	0.000	N-S(2):	0.106 *
	LT	2.00	183	2,880	0.064	E-W(1):	0.091
Westbound	RT	0.00	297	0	0.000	E-W(2):	0.416 *
	TH	3.00	1,518	4,800	0.378 *		
	LT	0.00	0	0	0.000	V/C:	0.522
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.622
	TH	3.00	439	4,800	0.091		
	LT	1.00	60	1,600	0.038 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	298	3,200	0.049	N-S(1):	0.118 *
	TH	0.00	0	0	0.000	N-S(2):	0.049
	LT	2.00	339	2,880	0.118 *	E-W(1):	0.188
Westbound	RT	0.00	229	0	0.000	E-W(2):	0.290 *
	TH	3.00	952	4,800	0.246 *		
	LT	0.00	0	0	0.000	V/C:	0.408
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.508
	TH	3.00	901	4,800	0.188		
	LT	1.00	70	1,600	0.044 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	450	3,200	0.066	N-S(1):	0.379 *
	TH	0.00	0	0	0.000	N-S(2):	0.066
	LT	2.00	1,092	2,880	0.379 *	E-W(1):	0.438 *
Westbound	RT	0.00	196	0	0.000	E-W(2):	0.233
	TH	3.00	566	4,800	0.159		
	LT	0.00	0	0	0.000 *	V/C:	0.817
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.917
	TH	3.00	2,102	4,800	0.438 *		
	LT	1.00	119	1,600	0.074	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 54 - NASH STREET & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	39	1,600	0.024	N-S(1):	0.066 *
	TH	2.00	155	3,200	0.048	N-S(2):	0.000
	LT	1.00	76	1,600	0.048 *	E-W(1):	0.169
Westbound	RT	0.00	256	0	0.000	E-W(2):	0.350 *
	TH	3.00	1,336	4,800	0.332 *		
	LT	2.00	148	2,880	0.051	V/C:	0.416
Northbound	RT	1.12	32	1,796	0.000	Lost Time:	0.100
	TH	0.88	25	1,404	0.018 *	ITS:	0.000
	LT	2.00	2	2,880	0.001		
Eastbound	RT	1.00	49	1,600	0.030	ICU:	0.516
	TH	3.00	565	4,800	0.118		
	LT	2.00	51	2,880	0.018 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	54	1,600	0.034	N-S(1):	0.087 *
	TH	1.10	96	1,752	0.055	N-S(2):	0.000
	LT	1.90	167	2,743	0.061 *	E-W(1):	0.193
Westbound	RT	0.00	103	0	0.000	E-W(2):	0.208 *
	TH	3.00	802	4,800	0.189 *		
	LT	2.00	66	2,880	0.023	V/C:	0.295
Northbound	RT	1.13	47	1,812	0.003	Lost Time:	0.100
	TH	0.87	36	1,388	0.026 *	ITS:	0.000
	LT	2.00	8	2,880	0.003		
Eastbound	RT	1.00	34	1,600	0.020	ICU:	0.395
	TH	3.00	816	4,800	0.170		
	LT	2.00	55	2,880	0.019 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	46	1,600	0.029	N-S(1):	0.222 *
	TH	1.00	51	1,600	0.032	N-S(2):	0.000
	LT	2.00	458	2,880	0.159 *	E-W(1):	0.309 *
Westbound	RT	0.00	103	0	0.000	E-W(2):	0.201
	TH	3.00	827	4,800	0.194		
	LT	2.00	22	2,880	0.008 *	V/C:	0.531
Northbound	RT	1.19	121	1,907	0.056	Lost Time:	0.100
	TH	0.81	82	1,293	0.063 *	ITS:	0.000
	LT	2.00	16	2,880	0.006		
Eastbound	RT	1.00	2	1,600	0.000	ICU:	0.631
	TH	3.00	1,443	4,800	0.301 *		
	LT	2.00	19	2,880	0.007	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 55 - SEPULVEDA BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	141	1,600	0.050	N-S(1):	0.493 *
	TH	4.00	948	6,400	0.148	N-S(2):	0.223
	LT	2.00	225	2,880	0.078 *	E-W(1):	0.143
Westbound	RT	1.00	174	1,600	0.070	E-W(2):	0.163 *
	TH	2.00	279	3,200	0.087 *		
	LT	2.00	130	2,880	0.045	V/C:	0.656
Northbound	RT	0.00	204	0	0.000	Lost Time:	0.100
	TH	4.00	2,451	6,400	0.415 *	ITS:	0.000
	LT	2.00	215	2,880	0.075		
Eastbound	RT	1.00	216	1,600	0.098	ICU:	0.756
	TH	2.00	253	3,200	0.079		
	LT	1.00	121	1,600	0.076 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	104	1,600	0.036	N-S(1):	0.341
	TH	4.00	1,683	6,400	0.263 *	N-S(2):	0.360 *
	LT	2.00	176	2,880	0.061	E-W(1):	0.272 *
Westbound	RT	1.00	197	1,600	0.093	E-W(2):	0.152
	TH	2.00	274	3,200	0.086		
	LT	2.00	377	2,880	0.131 *	V/C:	0.632
Northbound	RT	0.00	218	0	0.000	Lost Time:	0.100
	TH	4.00	1,574	6,400	0.280	ITS:	0.000
	LT	2.00	280	2,880	0.097 *		
Eastbound	RT	1.00	303	1,600	0.141 *	ICU:	0.732
	TH	2.00	321	3,200	0.100		
	LT	1.00	94	1,600	0.059	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	84	1,600	0.013	N-S(1):	0.356
	TH	4.00	2,478	6,400	0.387 *	N-S(2):	0.478 *
	LT	2.00	243	2,880	0.084	E-W(1):	0.371 *
Westbound	RT	1.00	290	1,600	0.139	E-W(2):	0.219
	TH	2.00	343	3,200	0.107		
	LT	2.00	502	2,880	0.174 *	V/C:	0.849
Northbound	RT	0.00	163	0	0.000	Lost Time:	0.100
	TH	4.00	1,579	6,400	0.272	ITS:	0.000
	LT	2.00	261	2,880	0.091 *		
Eastbound	RT	1.00	387	1,600	0.197 *	ICU:	0.949
	TH	2.00	390	3,200	0.122		
	LT	1.00	128	1,600	0.080	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 56 - LINCOLN BOULEVARD & FIJI WAY
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	76	0	0.000	N-S(1):	0.419
	TH	3.00	1,224	4,800	0.271 *	N-S(2):	0.472 *
	LT	1.00	57	1,600	0.036	E-W(1):	0.025
Westbound	RT	0.00	44	1,600	0.028 *	E-W(2):	0.077 *
	TH	2.00	14	1,600	0.021		
	LT	0.00	20	1,600	0.013	V/C:	0.549
Northbound	RT	0.00	41	0	0.000	Lost Time:	0.100
	TH	3.00	1,798	4,800	0.383	ITS:	0.000
	LT	2.00	580	2,880	0.201 *		
Eastbound	RT	1.00	547	1,600	0.000	ICU:	0.649
	TH	1.00	19	1,600	0.012		
	LT	1.00	79	1,600	0.049 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.396
	TH	3.00	1,217	4,800	0.281 *	N-S(2):	0.456 *
	LT	1.00	62	1,600	0.039	E-W(1):	0.024
Westbound	RT	0.00	27	0	0.000	E-W(2):	0.085 *
	TH	2.00	11	3,200	0.020 *		
	LT	0.00	26	1,600	0.016	V/C:	0.541
Northbound	RT	0.00	29	0	0.000	Lost Time:	0.100
	TH	3.00	1,685	4,800	0.357	ITS:	0.000
	LT	2.00	505	2,880	0.175 *		
Eastbound	RT	1.00	425	1,600	0.000	ICU:	0.641
	TH	1.00	12	1,600	0.008		
	LT	1.00	104	1,600	0.065 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	161	0	0.000	N-S(1):	0.413
	TH	3.00	1,771	4,800	0.403 *	N-S(2):	0.655 *
	LT	1.00	59	1,600	0.037	E-W(1):	0.034
Westbound	RT	0.00	23	0	0.000	E-W(2):	0.097 *
	TH	2.00	18	3,200	0.023 *		
	LT	0.00	34	1,600	0.021	V/C:	0.752
Northbound	RT	0.00	36	0	0.000	Lost Time:	0.100
	TH	3.00	1,767	4,800	0.376	ITS:	0.000
	LT	2.00	727	2,880	0.252 *		
Eastbound	RT	1.00	882	1,600	0.000	ICU:	0.852
	TH	1.00	21	1,600	0.013		
	LT	1.00	119	1,600	0.074 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 57 - LA BREA AVENUE & FLORENCE AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	72	0	0.000	N-S(1):	0.287 *
	TH	2.00	520	3,200	0.185	N-S(2):	0.208
	LT	1.00	53	1,600	0.033 *	E-W(1):	0.186
Westbound	RT	0.00	66	0	0.000	E-W(2):	0.277 *
	TH	2.00	700	3,200	0.239 *		
	LT	1.00	116	1,600	0.073	V/C:	0.564
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	2.00	764	3,200	0.254 *	ITS:	0.000
	LT	1.00	36	1,600	0.023		
Eastbound	RT	0.00	52	0	0.000	ICU:	0.664
	TH	2.00	308	3,200	0.113		
	LT	1.00	60	1,600	0.038 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	79	0	0.000	N-S(1):	0.292 *
	TH	2.00	749	3,200	0.259	N-S(2):	0.291
	LT	1.00	101	1,600	0.063 *	E-W(1):	0.212
Westbound	RT	0.00	182	0	0.000	E-W(2):	0.223 *
	TH	2.00	320	3,200	0.157 *		
	LT	1.00	119	1,600	0.074	V/C:	0.515
Northbound	RT	0.00	64	0	0.000	Lost Time:	0.100
	TH	2.00	668	3,200	0.229 *	ITS:	0.000
	LT	1.00	51	1,600	0.032		
Eastbound	RT	0.00	53	0	0.000	ICU:	0.615
	TH	2.00	388	3,200	0.138		
	LT	1.00	105	1,600	0.066 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	91	0	0.000	N-S(1):	0.394 *
	TH	2.00	959	3,200	0.328	N-S(2):	0.348
	LT	1.00	155	1,600	0.097 *	E-W(1):	0.341 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.248
	TH	2.00	378	3,200	0.168		
	LT	1.00	92	1,600	0.058 *	V/C:	0.735
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	2.00	850	3,200	0.297 *	ITS:	0.000
	LT	1.00	32	1,600	0.020		
Eastbound	RT	0.00	61	0	0.000	ICU:	0.835
	TH	2.00	844	3,200	0.283 *		
	LT	1.00	128	1,600	0.080	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 58 - LA CIENEGA BOULEVARD & FLORENCE AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	182	0	0.000	N-S(1):	0.298 *
	TH	2.76	517	4,412	0.158	N-S(2):	0.000
	LT	1.24	315	1,789	0.176 *	E-W(1):	0.206
Westbound	RT	0.00	19	0	0.000	E-W(2):	0.280 *
	TH	2.00	667	3,200	0.214 *		
	LT	1.00	210	1,600	0.131	V/C:	0.578
Northbound	RT	0.00	79	0	0.000	Lost Time:	0.100
	TH	2.00	310	3,200	0.122 *	ITS:	0.000
	LT	1.00	21	1,600	0.013		
Eastbound	RT	0.00	18	0	0.000	ICU:	0.678
	TH	2.00	221	3,200	0.075		
	LT	1.00	106	1,600	0.066 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	188	0	0.000	N-S(1):	0.334 *
	TH	2.89	586	4,621	0.168	N-S(2):	0.000
	LT	1.11	298	1,601	0.186 *	E-W(1):	0.242 *
Westbound	RT	0.00	55	0	0.000	E-W(2):	0.230
	TH	2.00	319	3,200	0.117		
	LT	1.00	217	1,600	0.136 *	V/C:	0.576
Northbound	RT	0.00	112	0	0.000	Lost Time:	0.100
	TH	2.00	360	3,200	0.148 *	ITS:	0.000
	LT	1.00	21	1,600	0.013		
Eastbound	RT	0.00	32	0	0.000	ICU:	0.676
	TH	2.00	307	3,200	0.106 *		
	LT	1.00	181	1,600	0.113	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	207	0	0.000	N-S(1):	0.473 *
	TH	2.64	904	4,222	0.263	N-S(2):	0.000
	LT	1.36	573	1,960	0.292 *	E-W(1):	0.327 *
Westbound	RT	0.00	69	0	0.000	E-W(2):	0.240
	TH	2.00	321	3,200	0.122		
	LT	1.00	249	1,600	0.156 *	V/C:	0.800
Northbound	RT	0.00	114	0	0.000	Lost Time:	0.100
	TH	2.00	464	3,200	0.181 *	ITS:	0.000
	LT	1.00	19	1,600	0.012		
Eastbound	RT	0.00	16	0	0.000	ICU:	0.900
	TH	2.00	531	3,200	0.171 *		
	LT	1.00	188	1,600	0.118	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 59 - NASH STREET & GRAND AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	292	1,600	0.183 *	N-S(1):	0.096
	TH	2.00	182	1,600	0.114	N-S(2):	0.246 *
	LT	1.00	73	1,600	0.046	E-W(1):	0.057 *
Westbound	RT	0.00	24	0	0.000	E-W(2):	0.000
	TH	1.00	15	1,600	0.024 *		
	LT	1.00	19	1,600	0.012	V/C:	0.303
Northbound	RT	0.00	42	0	0.000	Lost Time:	0.100
	TH	2.00	118	3,200	0.050	ITS:	0.000
	LT	1.00	101	1,600	0.063 *		
Eastbound	RT	2.00	21	3,200	0.000	ICU:	0.403
	TH	1.00	52	1,600	0.033 *		
	LT	1.00	48	1,600	0.030	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	112	0	0.000	N-S(1):	0.051
	TH	2.00	243	3,200	0.111 *	N-S(2):	0.130 *
	LT	1.00	17	1,600	0.011	E-W(1):	0.087 *
Westbound	RT	0.00	11	0	0.000	E-W(2):	0.000
	TH	1.00	33	1,600	0.028 *		
	LT	1.00	7	1,600	0.004	V/C:	0.217
Northbound	RT	0.00	16	0	0.000	Lost Time:	0.100
	TH	2.00	113	3,200	0.040	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	2.00	109	3,200	0.025	ICU:	0.317
	TH	1.00	28	1,600	0.018		
	LT	1.00	94	1,600	0.059 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	101	0	0.000	N-S(1):	0.086
	TH	2.00	209	3,200	0.097 *	N-S(2):	0.110 *
	LT	1.00	47	1,600	0.029	E-W(1):	0.206 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.000
	TH	1.00	28	1,600	0.043 *		
	LT	1.00	35	1,600	0.022	V/C:	0.316
Northbound	RT	0.00	24	0	0.000	Lost Time:	0.100
	TH	2.00	159	3,200	0.057	ITS:	0.000
	LT	1.00	21	1,600	0.013 *		
Eastbound	RT	2.00	159	3,200	0.043	ICU:	0.416
	TH	1.00	68	1,600	0.043		
	LT	1.00	261	1,600	0.163 *	LOS:	A

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 60 - SEPULVEDA BOULEVARD & GRAND AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	212	0	0.000	N-S(1):	0.560 *
	TH	4.00	1,241	6,400	0.227	N-S(2):	0.280
	LT	1.00	349	1,600	0.218 *	E-W(1):	0.100 *
Westbound	RT	1.00	50	1,600	0.000	E-W(2):	0.000
	TH	2.00	25	3,200	0.008		
	LT	2.00	51	2,880	0.018 *	V/C:	0.660
Northbound	RT	1.00	385	1,600	0.223	Lost Time:	0.100
	TH	4.00	2,191	6,400	0.342 *	ITS:	0.000
	LT	1.00	84	1,600	0.053		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.760
	TH	1.71	121	2,733	0.074		
	LT	1.29	152	1,860	0.082 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	183	0	0.000	N-S(1):	0.339
	TH	4.00	1,629	6,400	0.283 *	N-S(2):	0.416 *
	LT	1.00	162	1,600	0.101	E-W(1):	0.186 *
Westbound	RT	1.00	132	1,600	0.032	E-W(2):	0.000
	TH	2.00	242	3,200	0.076		
	LT	2.00	237	2,880	0.082 *	V/C:	0.602
Northbound	RT	1.00	114	1,600	0.000	Lost Time:	0.100
	TH	4.00	1,521	6,400	0.238	ITS:	0.000
	LT	1.00	213	1,600	0.133 *		
Eastbound	RT	0.00	144	0	0.000	ICU:	0.702
	TH	1.55	88	2,475	0.094		
	LT	1.45	218	2,093	0.104 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	123	0	0.000	N-S(1):	0.382
	TH	4.00	2,296	6,400	0.378 *	N-S(2):	0.477 *
	LT	1.00	107	1,600	0.067	E-W(1):	0.255 *
Westbound	RT	1.00	297	1,600	0.152 *	E-W(2):	0.000
	TH	2.00	238	3,200	0.074		
	LT	2.00	423	2,880	0.147	V/C:	0.732
Northbound	RT	1.00	101	1,600	0.000	Lost Time:	0.100
	TH	4.00	2,013	6,400	0.315	ITS:	0.000
	LT	1.00	158	1,600	0.099 *		
Eastbound	RT	0.00	164	1,600	0.103 *	ICU:	0.832
	TH	1.45	63	725	0.087		
	LT	1.55	215	2,227	0.097	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 62 - HAWTHORNE BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	156	0	0.000	N-S(1):	0.179
	TH	3.00	573	4,800	0.152 *	N-S(2):	0.211 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.162
Westbound	RT	0.00	112	0	0.000	E-W(2):	0.249 *
	TH	3.00	774	4,800	0.185 *		
	LT	1.00	133	1,600	0.083	V/C:	0.460
Northbound	RT	1.00	188	1,600	0.076	Lost Time:	0.100
	TH	3.00	498	4,800	0.104	ITS:	0.000
	LT	2.00	169	2,880	0.059 *		
Eastbound	RT	0.00	63	0	0.000	ICU:	0.560
	TH	3.00	315	4,800	0.079		
	LT	1.00	102	1,600	0.064 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	152	0	0.000	N-S(1):	0.240
	TH	3.00	934	4,800	0.226 *	N-S(2):	0.274 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.180 *
Westbound	RT	0.00	102	0	0.000	E-W(2):	0.167
	TH	3.00	347	4,800	0.094		
	LT	1.00	122	1,600	0.076 *	V/C:	0.454
Northbound	RT	1.00	304	1,600	0.152	Lost Time:	0.100
	TH	3.00	628	4,800	0.131	ITS:	0.000
	LT	2.00	139	2,880	0.048 *		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.554
	TH	3.00	427	4,800	0.104 *		
	LT	1.00	116	1,600	0.073	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	163	0	0.000	N-S(1):	0.281
	TH	3.00	1,131	4,800	0.270 *	N-S(2):	0.331 *
	LT	1.00	234	1,600	0.146	E-W(1):	0.422 *
Westbound	RT	0.00	99	0	0.000	E-W(2):	0.189
	TH	3.00	348	4,800	0.093		
	LT	1.00	113	1,600	0.071 *	V/C:	0.753
Northbound	RT	1.00	268	1,600	0.132	Lost Time:	0.100
	TH	3.00	649	4,800	0.135	ITS:	0.000
	LT	2.00	175	2,880	0.061 *		
Eastbound	RT	0.00	161	0	0.000	ICU:	0.853
	TH	3.00	1,524	4,800	0.351 *		
	LT	1.00	154	1,600	0.096	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 63 - HAWTHORNE BOULEVARD & LENNOX BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	27	0	0.000	N-S(1):	0.185
	TH	3.00	664	4,800	0.144 *	N-S(2):	0.202 *
	LT	1.00	46	1,600	0.029	E-W(1):	0.115 *
Westbound	RT	1.00	81	1,600	0.036	E-W(2):	0.090
	TH	1.00	99	1,600	0.062		
	LT	1.00	51	1,600	0.032 *	V/C:	0.317
Northbound	RT	1.00	47	1,600	0.013	Lost Time:	0.100
	TH	3.00	748	4,800	0.156	ITS:	0.000
	LT	1.00	93	1,600	0.058 *		
Eastbound	RT	0.00	132	1,600	0.083 *	ICU:	0.417
	TH	2.00	72	1,600	0.045		
	LT	1.00	45	1,600	0.028	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	88	0	0.000	N-S(1):	0.204
	TH	3.00	849	4,800	0.195 *	N-S(2):	0.308 *
	LT	1.00	79	1,600	0.049	E-W(1):	0.136
Westbound	RT	1.00	43	1,600	0.002	E-W(2):	0.142 *
	TH	1.00	146	1,600	0.091 *		
	LT	1.00	76	1,600	0.048	V/C:	0.450
Northbound	RT	1.00	85	1,600	0.029	Lost Time:	0.100
	TH	3.00	746	4,800	0.155	ITS:	0.000
	LT	1.00	181	1,600	0.113 *		
Eastbound	RT	0.00	111	0	0.000	ICU:	0.550
	TH	2.00	169	3,200	0.088		
	LT	1.00	82	1,600	0.051 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	78	0	0.000	N-S(1):	0.265
	TH	3.00	1,301	4,800	0.287 *	N-S(2):	0.441 *
	LT	1.00	73	1,600	0.046	E-W(1):	0.214 *
Westbound	RT	1.00	51	1,600	0.009	E-W(2):	0.175
	TH	1.00	167	1,600	0.104		
	LT	1.00	107	1,600	0.067 *	V/C:	0.655
Northbound	RT	1.00	106	1,600	0.033	Lost Time:	0.100
	TH	3.00	1,052	4,800	0.219	ITS:	0.000
	LT	1.00	246	1,600	0.154 *		
Eastbound	RT	0.00	168	0	0.000	ICU:	0.755
	TH	2.00	302	3,200	0.147 *		
	LT	1.00	113	1,600	0.071	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 64 - HIGHLAND AVENUE/VISTA DEL MAR & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	11	1,600	0.000	N-S(1):	0.377 *
	TH	1.00	239	1,600	0.149	N-S(2):	0.150
	LT	1.00	189	1,600	0.118 *	E-W(1):	0.167
Westbound	RT	1.00	541	1,600	0.220 *	E-W(2):	0.289 *
	TH	1.00	48	1,600	0.030		
	LT	1.00	64	1,600	0.040	V/C:	0.666
Northbound	RT	0.00	92	0	0.000	Lost Time:	0.100
	TH	2.00	736	3,200	0.259 *	ITS:	0.000
	LT	1.00	2	1,600	0.001		
Eastbound	RT	0.00	12	0	0.000	ICU:	0.766
	TH	1.00	80	1,600	0.127		
	LT	0.00	111	1,600	0.069 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	21	1,600	0.008	N-S(1):	0.189
	TH	1.00	405	1,600	0.253 *	N-S(2):	0.266 *
	LT	1.00	64	1,600	0.040	E-W(1):	0.156 *
Westbound	RT	1.00	244	1,600	0.113	E-W(2):	0.122
	TH	1.00	67	1,600	0.042		
	LT	1.00	150	1,600	0.094 *	V/C:	0.422
Northbound	RT	0.00	145	0	0.000	Lost Time:	0.100
	TH	2.00	332	3,200	0.149	ITS:	0.000
	LT	1.00	21	1,600	0.013 *		
Eastbound	RT	0.00	21	0	0.000	ICU:	0.522
	TH	1.00	63	1,600	0.062 *		
	LT	0.00	15	1,600	0.009	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	34	1,600	0.009	N-S(1):	0.358
	TH	1.00	663	1,600	0.414 *	N-S(2):	0.420 *
	LT	1.00	329	1,600	0.206	E-W(1):	0.165 *
Westbound	RT	1.00	313	1,600	0.000	E-W(2):	0.094
	TH	1.00	110	1,600	0.069		
	LT	1.00	156	1,600	0.098 *	V/C:	0.585
Northbound	RT	0.00	92	0	0.000	Lost Time:	0.100
	TH	2.00	395	3,200	0.152	ITS:	0.000
	LT	1.00	10	1,600	0.006 *		
Eastbound	RT	0.00	12	0	0.000	ICU:	0.685
	TH	1.00	55	1,600	0.067 *		
	LT	0.00	40	1,600	0.025	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 66 - INGELWOOD AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	166	1,600	0.083	N-S(1):	0.170
	TH	1.00	234	1,600	0.146 *	N-S(2):	0.280 *
	LT	1.00	90	1,600	0.056	E-W(1):	0.111
Westbound	RT	0.00	95	0	0.000	E-W(2):	0.259 *
	TH	3.00	952	4,800	0.218 *		
	LT	1.00	77	1,600	0.048	V/C:	0.539
Northbound	RT	1.00	97	1,600	0.037	Lost Time:	0.100
	TH	1.00	183	1,600	0.114	ITS:	0.000
	LT	1.00	214	1,600	0.134 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.639
	TH	3.00	280	4,800	0.063		
	LT	1.00	66	1,600	0.041 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	89	1,600	0.018	N-S(1):	0.343 *
	TH	1.00	397	1,600	0.248	N-S(2):	0.301
	LT	1.00	120	1,600	0.075 *	E-W(1):	0.205 *
Westbound	RT	0.00	205	1,600	0.128	E-W(2):	0.203
	TH	3.00	374	3,200	0.117		
	LT	1.00	156	1,600	0.098 *	V/C:	0.548
Northbound	RT	1.00	172	1,600	0.059	Lost Time:	0.100
	TH	1.00	429	1,600	0.268 *	ITS:	0.000
	LT	1.00	85	1,600	0.053		
Eastbound	RT	0.00	66	0	0.000	ICU:	0.648
	TH	3.00	449	4,800	0.107 *		
	LT	1.00	120	1,600	0.075	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	66	1,600	0.000	N-S(1):	0.387
	TH	1.00	914	1,600	0.571 *	N-S(2):	0.619 *
	LT	1.00	173	1,600	0.108	E-W(1):	0.439 *
Westbound	RT	0.00	181	0	0.000	E-W(2):	0.285
	TH	3.00	381	4,800	0.117		
	LT	1.00	144	1,600	0.090 *	V/C:	1.058
Northbound	RT	1.00	169	1,600	0.061	Lost Time:	0.100
	TH	1.00	447	1,600	0.279	ITS:	0.000
	LT	1.00	77	1,600	0.048 *		
Eastbound	RT	0.00	119	0	0.000	ICU:	1.158
	TH	3.00	1,558	4,800	0.349 *		
	LT	1.00	269	1,600	0.168	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 67 - LA CIENEGA BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : EBR, WBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.67	263	2,669	0.047	N-S(1):	0.089
	TH	1.33	210	2,131	0.099 *	N-S(2):	0.128 *
	LT	2.00	57	2,880	0.020	E-W(1):	0.076
Westbound	RT	2.00	503	3,200	0.137	E-W(2):	0.241 *
	TH	3.00	663	4,800	0.138 *		
	LT	2.00	88	2,880	0.031	V/C:	0.369
Northbound	RT	1.05	116	1,682	0.054	Lost Time:	0.100
	TH	1.95	215	3,118	0.069	ITS:	0.000
	LT	2.00	84	2,880	0.029 *		
Eastbound	RT	2.00	193	3,200	0.031	ICU:	0.469
	TH	3.00	218	4,800	0.045		
	LT	2.00	298	2,880	0.103 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.60	202	2,558	0.053	N-S(1):	0.114
	TH	1.40	177	2,242	0.079 *	N-S(2):	0.117 *
	LT	2.00	145	2,880	0.050	E-W(1):	0.094
Westbound	RT	2.00	268	3,200	0.033	E-W(2):	0.117 *
	TH	3.00	312	4,800	0.065 *		
	LT	2.00	45	2,880	0.016	V/C:	0.234
Northbound	RT	1.26	129	2,017	0.056	Lost Time:	0.100
	TH	1.74	178	2,783	0.064	ITS:	0.000
	LT	2.00	109	2,880	0.038 *		
Eastbound	RT	2.00	150	3,200	0.009	ICU:	0.334
	TH	3.00	372	4,800	0.078		
	LT	2.00	149	2,880	0.052 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.18	326	1,888	0.140	N-S(1):	0.280 *
	TH	1.82	503	2,912	0.173	N-S(2):	0.197
	LT	2.00	343	2,880	0.119 *	E-W(1):	0.249 *
Westbound	RT	2.00	251	3,200	0.000	E-W(2):	0.125
	TH	3.00	282	4,800	0.059		
	LT	2.00	26	2,880	0.009 *	V/C:	0.529
Northbound	RT	2.00	529	3,200	0.161 *	Lost Time:	0.100
	TH	1.00	105	1,600	0.066	ITS:	0.000
	LT	2.00	68	2,880	0.024		
Eastbound	RT	2.00	208	3,200	0.041	ICU:	0.629
	TH	3.00	1,153	4,800	0.240 *		
	LT	2.00	190	2,880	0.066	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 68 - MAIN STREET & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : Y
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.314 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	0.00	0	0	0.000 *	E-W(1):	0.376 *
Westbound	RT	0.00	1	0	0.000	E-W(2):	0.224
	TH	2.00	716	3,200	0.224		
	LT	2.00	341	2,880	0.118 *	V/C:	0.690
Northbound	RT	1.00	597	1,600	0.314 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	277	2,880	0.096		
Eastbound	RT	1.00	129	1,600	0.081	ICU:	0.790
	TH	2.00	826	3,200	0.258 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	4	0	0.000	N-S(1):	0.112 *
	TH	1.00	0	1,600	0.003 *	N-S(2):	0.000
	LT	0.00	0	0	0.000	E-W(1):	0.332 *
Westbound	RT	0.00	3	0	0.000	E-W(2):	0.206
	TH	2.00	656	3,200	0.206		
	LT	2.00	452	2,880	0.157 *	V/C:	0.444
Northbound	RT	1.00	300	1,600	0.109 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	290	2,880	0.101		
Eastbound	RT	1.00	73	1,600	0.046	ICU:	0.544
	TH	2.00	561	3,200	0.175 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	3	0	0.000	N-S(1):	0.127 *
	TH	1.00	0	1,600	0.003 *	N-S(2):	0.000
	LT	0.00	1	1,600	0.001	E-W(1):	0.422 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.173
	TH	2.00	552	3,200	0.173		
	LT	2.00	547	2,880	0.190 *	V/C:	0.549
Northbound	RT	1.00	348	1,600	0.123	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	357	2,880	0.124 *		
Eastbound	RT	1.00	345	1,600	0.216	ICU:	0.649
	TH	2.00	741	3,200	0.232 *		
	LT	0.00	0	0	0.000	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 70 - PRAIRIE AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : SBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	503	3,200	0.115	N-S(1):	0.127
	TH	2.00	432	3,200	0.135 *	N-S(2):	0.243 *
	LT	2.00	82	2,880	0.028	E-W(1):	0.157
Westbound	RT	0.00	89	0	0.000	E-W(2):	0.260 *
	TH	3.00	957	4,800	0.218 *		
	LT	1.00	145	1,600	0.091	V/C:	0.503
Northbound	RT	0.00	79	0	0.000	Lost Time:	0.100
	TH	3.00	396	4,800	0.099	ITS:	0.000
	LT	2.00	311	2,880	0.108 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.603
	TH	3.00	269	4,800	0.066		
	LT	1.00	67	1,600	0.042 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.32	366	2,108	0.104	N-S(1):	0.174
	TH	2.68	745	4,292	0.174 *	N-S(2):	0.271 *
	LT	2.00	138	2,880	0.048	E-W(1):	0.171
Westbound	RT	0.00	84	0	0.000	E-W(2):	0.209 *
	TH	3.00	589	4,800	0.140 *		
	LT	1.00	111	1,600	0.069	V/C:	0.480
Northbound	RT	0.00	154	0	0.000	Lost Time:	0.100
	TH	3.00	453	4,800	0.126	ITS:	0.000
	LT	2.00	278	2,880	0.097 *		
Eastbound	RT	0.00	64	0	0.000	ICU:	0.580
	TH	3.00	426	4,800	0.102		
	LT	1.00	111	1,600	0.069 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.24	407	1,987	0.098	N-S(1):	0.231
	TH	2.76	904	4,413	0.205 *	N-S(2):	0.297 *
	LT	2.00	207	2,880	0.072	E-W(1):	0.416 *
Westbound	RT	0.00	113	0	0.000	E-W(2):	0.244
	TH	3.00	543	4,800	0.137		
	LT	1.00	186	1,600	0.116 *	V/C:	0.713
Northbound	RT	0.00	188	0	0.000	Lost Time:	0.100
	TH	3.00	577	4,800	0.159	ITS:	0.000
	LT	2.00	265	2,880	0.092 *		
Eastbound	RT	0.00	172	0	0.000	ICU:	0.813
	TH	3.00	1,266	4,800	0.300 *		
	LT	1.00	171	1,600	0.107	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 71 - SEPULVEDA BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	16	0	0.000	N-S(1):	0.450 *
	TH	4.00	2,298	6,400	0.362	N-S(2):	0.430
	LT	2.00	323	2,880	0.112 *	E-W(1):	0.148
Westbound	RT	1.00	405	1,600	0.141 *	E-W(2):	0.215 *
	TH	3.00	211	4,800	0.044		
	LT	2.00	207	2,880	0.072	V/C:	0.665
Northbound	RT	1.00	598	1,600	0.338 *	Lost Time:	0.100
	TH	3.00	1,488	4,800	0.310	ITS:	0.000
	LT	1.00	108	1,600	0.068		
Eastbound	RT	1.00	176	1,600	0.076	ICU:	0.765
	TH	3.00	257	4,800	0.054		
	LT	2.00	214	2,880	0.074 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.499 *
	TH	4.00	1,910	6,400	0.303	N-S(2):	0.399
	LT	2.00	233	2,880	0.081 *	E-W(1):	0.134
Westbound	RT	1.00	318	1,600	0.118 *	E-W(2):	0.168 *
	TH	3.00	261	4,800	0.054		
	LT	2.00	178	2,880	0.062	V/C:	0.667
Northbound	RT	1.00	719	1,600	0.418 *	Lost Time:	0.100
	TH	3.00	1,312	4,800	0.273	ITS:	0.000
	LT	1.00	153	1,600	0.096		
Eastbound	RT	1.00	191	1,600	0.072	ICU:	0.767
	TH	3.00	190	4,800	0.040		
	LT	2.00	145	2,880	0.050 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	28	0	0.000	N-S(1):	0.737 *
	TH	4.00	2,377	6,400	0.376	N-S(2):	0.482
	LT	2.00	426	2,880	0.148 *	E-W(1):	0.136
Westbound	RT	1.00	487	1,600	0.156 *	E-W(2):	0.223 *
	TH	3.00	300	4,800	0.063		
	LT	2.00	177	2,880	0.061	V/C:	0.960
Northbound	RT	1.00	992	1,600	0.589 *	Lost Time:	0.100
	TH	3.00	1,914	4,800	0.399	ITS:	0.000
	LT	1.00	169	1,600	0.106		
Eastbound	RT	1.00	158	1,600	0.046	ICU:	1.060
	TH	3.00	359	4,800	0.075		
	LT	2.00	193	2,880	0.067 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 73 - NASH STREET / WB I-105 RAMPS & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	556	1,600	0.348	N-S(1):	0.399 *
	TH	2.00	1,175	3,200	0.367 *	N-S(2):	0.000
	LT	1.00	439	1,600	0.274	E-W(1):	0.195 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.155
	TH	3.00	743	4,800	0.155		
	LT	2.00	212	2,880	0.074 *	V/C:	0.594
Northbound	RT	2.00	26	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	51	1,600	0.032 *		
Eastbound	RT	0.00	117	0	0.000	ICU:	0.694
	TH	3.00	466	4,800	0.121 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.18	193	1,883	0.103	N-S(1):	0.140 *
	TH	1.82	299	2,917	0.103 *	N-S(2):	0.000
	LT	1.00	126	1,600	0.079	E-W(1):	0.140 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.127
	TH	3.00	609	4,800	0.127		
	LT	2.00	59	2,880	0.020 *	V/C:	0.280
Northbound	RT	2.00	71	3,200	0.012	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	59	1,600	0.037 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.380
	TH	3.00	478	4,800	0.120 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.28	171	2,049	0.083	N-S(1):	0.152 *
	TH	1.59	212	2,541	0.083	N-S(2):	0.000
	LT	1.13	151	1,629	0.093 *	E-W(1):	0.183 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.157
	TH	3.00	755	4,800	0.157		
	LT	2.00	59	2,880	0.020 *	V/C:	0.335
Northbound	RT	2.00	193	3,200	0.050	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	94	1,600	0.059 *		
Eastbound	RT	0.00	58	0	0.000	ICU:	0.435
	TH	3.00	725	4,800	0.163 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 75 - I-405 NB RAMPS E/O LA CIENEGA BLVD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR, WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.115
	TH	0.00	0	0	0.000 *	N-S(2):	0.128 *
	LT	0.00	0	0	0.000	E-W(1):	0.069
Westbound	RT	1.40	483	2,237	0.000	E-W(2):	0.216 *
	TH	2.60	899	4,163	0.216 *		
	LT	0.00	0	0	0.000	V/C:	0.344
Northbound	RT	0.23	43	373	0.115	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.77	326	2,544	0.128 *		
Eastbound	RT	1.00	74	1,600	0.000	ICU:	0.444
	TH	3.00	333	4,800	0.069		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.094
	TH	0.00	0	0	0.000 *	N-S(2):	0.105 *
	LT	0.00	0	0	0.000	E-W(1):	0.109 *
Westbound	RT	1.10	169	1,767	0.000	E-W(2):	0.096
	TH	2.90	443	4,633	0.096		
	LT	0.00	0	0	0.000 *	V/C:	0.214
Northbound	RT	0.62	93	989	0.094	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.38	208	1,990	0.105 *		
Eastbound	RT	1.00	116	1,600	0.000	ICU:	0.314
	TH	3.00	523	4,800	0.109 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.157 *
	TH	0.00	0	0	0.000	N-S(2):	0.106
	LT	0.00	0	0	0.000 *	E-W(1):	0.357 *
Westbound	RT	1.44	217	2,303	0.000	E-W(2):	0.094
	TH	2.56	386	4,097	0.094		
	LT	0.00	0	0	0.000 *	V/C:	0.514
Northbound	RT	1.00	251	1,600	0.157 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	1.00	215	1,600	0.000	ICU:	0.614
	TH	3.00	1,713	4,800	0.357 *		
	LT	0.00	0	0	0.000	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 76 - INGLEWOOD AVENUE & LENNOX BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	16	0	0.000	N-S(1):	0.226 *
	TH	1.00	219	1,600	0.147	N-S(2):	0.169
	LT	1.00	32	1,600	0.020 *	E-W(1):	0.101
Westbound	RT	0.00	28	0	0.000	E-W(2):	0.108 *
	TH	1.00	142	1,600	0.106 *		
	LT	1.00	34	1,600	0.021	V/C:	0.334
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	1.00	259	1,600	0.206 *	ITS:	0.000
	LT	1.00	35	1,600	0.022		
Eastbound	RT	0.00	36	0	0.000	ICU:	0.434
	TH	1.00	92	1,600	0.080		
	LT	1.00	3	1,600	0.002 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	23	0	0.000	N-S(1):	0.283 *
	TH	1.00	240	1,600	0.164	N-S(2):	0.175
	LT	1.00	49	1,600	0.031 *	E-W(1):	0.118 *
Westbound	RT	0.00	46	0	0.000	E-W(2):	0.098
	TH	1.00	103	1,600	0.093		
	LT	1.00	50	1,600	0.031 *	V/C:	0.401
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	1.00	293	1,600	0.252 *	ITS:	0.000
	LT	1.00	18	1,600	0.011		
Eastbound	RT	0.00	39	0	0.000	ICU:	0.501
	TH	1.00	100	1,600	0.087 *		
	LT	1.00	8	1,600	0.005	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	28	0	0.000	N-S(1):	0.340 *
	TH	1.00	458	1,600	0.304	N-S(2):	0.331
	LT	1.00	67	1,600	0.042 *	E-W(1):	0.280 *
Westbound	RT	0.00	32	0	0.000	E-W(2):	0.101
	TH	1.00	103	1,600	0.084		
	LT	1.00	91	1,600	0.057 *	V/C:	0.620
Northbound	RT	0.00	135	0	0.000	Lost Time:	0.100
	TH	1.00	341	1,600	0.298 *	ITS:	0.000
	LT	1.00	43	1,600	0.027		
Eastbound	RT	0.00	71	0	0.000	ICU:	0.720
	TH	1.00	286	1,600	0.223 *		
	LT	1.00	27	1,600	0.017	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 77 - INGELWOOD AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	111	1,600	0.056 *	N-S(1):	0.072 *
	TH	1.00	60	1,600	0.045	N-S(2):	0.072 *
	LT	0.00	12	1,600	0.008 *	E-W(1):	0.166
Westbound	RT	0.00	11	0	0.000	E-W(2):	0.359 *
	TH	2.00	1,052	3,200	0.332 *		
	LT	1.00	18	1,600	0.011	V/C:	0.431
Northbound	RT	1.00	75	1,600	0.041	Lost Time:	0.100
	TH	1.00	77	1,600	0.064 *	ITS:	0.000
	LT	0.00	26	1,600	0.016 *		
Eastbound	RT	1.00	38	1,600	0.016	ICU:	0.531
	TH	2.00	497	3,200	0.155		
	LT	1.00	43	1,600	0.027 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	93	1,600	0.039	N-S(1):	0.073
	TH	1.00	82	1,600	0.063 *	N-S(2):	0.090 *
	LT	0.00	18	1,600	0.011	E-W(1):	0.298
Westbound	RT	0.00	16	0	0.000	E-W(2):	0.302 *
	TH	2.00	826	3,200	0.263 *		
	LT	1.00	71	1,600	0.044	V/C:	0.392
Northbound	RT	1.00	58	1,600	0.014	Lost Time:	0.100
	TH	1.00	56	1,600	0.062	ITS:	0.000
	LT	0.00	43	1,600	0.027 *		
Eastbound	RT	1.00	69	1,600	0.030	ICU:	0.492
	TH	2.00	812	3,200	0.254		
	LT	1.00	62	1,600	0.039 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	83	1,600	0.032	N-S(1):	0.095
	TH	1.00	174	1,600	0.126 *	N-S(2):	0.152 *
	LT	0.00	28	1,600	0.018	E-W(1):	0.406 *
Westbound	RT	0.00	18	0	0.000	E-W(2):	0.286
	TH	2.00	770	3,200	0.246		
	LT	1.00	50	1,600	0.031 *	V/C:	0.558
Northbound	RT	1.00	40	1,600	0.009	Lost Time:	0.100
	TH	1.00	81	1,600	0.077	ITS:	0.000
	LT	0.00	42	1,600	0.026 *		
Eastbound	RT	1.00	96	1,600	0.047	ICU:	0.658
	TH	2.00	1,199	3,200	0.375 *		
	LT	1.00	64	1,600	0.040	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 85 - LA BREA AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	85	1,600	0.007	N-S(1):	0.264 *
	TH	2.00	440	3,200	0.138	N-S(2):	0.213
	LT	1.00	92	1,600	0.058 *	E-W(1):	0.121
Westbound	RT	1.00	184	1,600	0.086	E-W(2):	0.332 *
	TH	2.00	764	3,200	0.239 *		
	LT	1.00	25	1,600	0.016	V/C:	0.596
Northbound	RT	0.00	19	0	0.000	Lost Time:	0.100
	TH	2.00	640	3,200	0.206 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	52	1,600	0.000	ICU:	0.696
	TH	2.00	336	3,200	0.105		
	LT	1.00	149	1,600	0.093 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	141	1,600	0.042	N-S(1):	0.316 *
	TH	2.00	576	3,200	0.180	N-S(2):	0.255
	LT	1.00	204	1,600	0.128 *	E-W(1):	0.162
Westbound	RT	1.00	195	1,600	0.058	E-W(2):	0.289 *
	TH	2.00	628	3,200	0.196 *		
	LT	1.00	44	1,600	0.028	V/C:	0.605
Northbound	RT	0.00	19	0	0.000	Lost Time:	0.100
	TH	2.00	582	3,200	0.188 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	52	1,600	0.000	ICU:	0.705
	TH	2.00	429	3,200	0.134		
	LT	1.00	149	1,600	0.093 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	66	1,600	0.000	N-S(1):	0.322
	TH	2.00	855	3,200	0.267 *	N-S(2):	0.330 *
	LT	1.00	219	1,600	0.137	E-W(1):	0.313 *
Westbound	RT	1.00	150	1,600	0.025	E-W(2):	0.264
	TH	2.00	577	3,200	0.180		
	LT	1.00	53	1,600	0.033 *	V/C:	0.643
Northbound	RT	0.00	37	0	0.000	Lost Time:	0.100
	TH	2.00	554	3,200	0.185	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	1.00	80	1,600	0.019	ICU:	0.743
	TH	2.00	895	3,200	0.280 *		
	LT	1.00	134	1,600	0.084	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 87 - LA BREA AVENUE & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	203	1,600	0.016	N-S(1):	0.193
	TH	2.00	515	3,200	0.161 *	N-S(2):	0.219 *
	LT	1.00	16	1,600	0.010	E-W(1):	0.238
Westbound	RT	0.00	32	0	0.000	E-W(2):	0.424 *
	TH	3.00	1,471	4,800	0.313 *		
	LT	1.00	106	1,600	0.066	V/C:	0.643
Northbound	RT	0.00	62	0	0.000	Lost Time:	0.100
	TH	3.00	818	4,800	0.183	ITS:	0.000
	LT	1.00	92	1,600	0.058 *		
Eastbound	RT	0.00	64	0	0.000	ICU:	0.743
	TH	3.00	762	4,800	0.172		
	LT	1.00	177	1,600	0.111 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	146	1,600	0.000	N-S(1):	0.152
	TH	2.00	481	3,200	0.150 *	N-S(2):	0.214 *
	LT	1.00	28	1,600	0.018	E-W(1):	0.304
Westbound	RT	0.00	32	0	0.000	E-W(2):	0.309 *
	TH	3.00	934	4,800	0.201 *		
	LT	1.00	135	1,600	0.084	V/C:	0.523
Northbound	RT	0.00	99	0	0.000	Lost Time:	0.100
	TH	3.00	542	4,800	0.134	ITS:	0.000
	LT	1.00	103	1,600	0.064 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.623
	TH	3.00	974	4,800	0.220		
	LT	1.00	173	1,600	0.108 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	176	1,600	0.000	N-S(1):	0.230
	TH	2.00	826	3,200	0.258 *	N-S(2):	0.296 *
	LT	1.00	41	1,600	0.026	E-W(1):	0.517 *
Westbound	RT	0.00	36	0	0.000	E-W(2):	0.344
	TH	3.00	1,016	4,800	0.219		
	LT	1.00	147	1,600	0.092 *	V/C:	0.813
Northbound	RT	0.00	121	0	0.000	Lost Time:	0.100
	TH	3.00	860	4,800	0.204	ITS:	0.000
	LT	1.00	60	1,600	0.038 *		
Eastbound	RT	0.00	82	0	0.000	ICU:	0.913
	TH	3.00	1,956	4,800	0.425 *		
	LT	1.00	200	1,600	0.125	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 88 - LA CIENEGA BOULEVARD & LA TIJERA BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	951	1,600	0.594 *	N-S(1):	0.524
	TH	3.00	2,157	4,800	0.449	N-S(2):	0.594 *
	LT	0.00	0	0	0.000	E-W(1):	0.078
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.180 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.774
Northbound	RT	0.00	83	0	0.000	Lost Time:	0.100
	TH	3.00	2,430	4,800	0.524	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	9	0	0.000	ICU:	0.874
	TH	1.00	115	1,600	0.078		
	LT	3.00	776	4,320	0.180 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	801	1,600	0.501 *	N-S(1):	0.291
	TH	3.00	1,404	4,800	0.293	N-S(2):	0.501 *
	LT	0.00	0	0	0.000	E-W(1):	0.109
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.163 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.664
Northbound	RT	0.00	93	0	0.000	Lost Time:	0.100
	TH	3.00	1,305	4,800	0.291	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.764
	TH	1.00	154	1,600	0.109		
	LT	3.00	705	4,320	0.163 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	968	1,600	0.605 *	N-S(1):	0.409
	TH	3.00	2,227	4,800	0.464	N-S(2):	0.605 *
	LT	0.00	0	0	0.000	E-W(1):	0.183
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.255 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.860
Northbound	RT	0.00	212	0	0.000	Lost Time:	0.100
	TH	3.00	1,750	4,800	0.409	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	41	0	0.000	ICU:	0.960
	TH	1.00	251	1,600	0.183		
	LT	3.00	1,100	4,320	0.255 *	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 89 - LA CIENEGA BOULEVARD & LENNOX BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.272 *
	TH	3.00	422	4,800	0.088	N-S(2):	0.088
	LT	1.00	48	1,600	0.030 *	E-W(1):	0.081 *
Westbound	RT	1.00	105	1,600	0.051	E-W(2):	0.051
	TH	1.00	0	1,600	0.000		
	LT	1.00	130	1,600	0.081 *	V/C:	0.353
Northbound	RT	0.00	46	0	0.000	Lost Time:	0.100
	TH	2.00	728	3,200	0.242 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.453
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.247 *
	TH	3.00	416	4,800	0.087	N-S(2):	0.087
	LT	1.00	78	1,600	0.049 *	E-W(1):	0.052 *
Westbound	RT	1.00	40	1,600	0.001	E-W(2):	0.001
	TH	1.00	0	1,600	0.000		
	LT	1.00	83	1,600	0.052 *	V/C:	0.299
Northbound	RT	0.00	69	0	0.000	Lost Time:	0.100
	TH	2.00	566	3,200	0.198 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.399
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.346 *
	TH	3.00	919	4,800	0.191	N-S(2):	0.191
	LT	1.00	205	1,600	0.128 *	E-W(1):	0.036 *
Westbound	RT	1.00	43	1,600	0.000	E-W(2):	0.000
	TH	1.00	0	1,600	0.000		
	LT	1.00	58	1,600	0.036 *	V/C:	0.382
Northbound	RT	0.00	184	0	0.000	Lost Time:	0.100
	TH	2.00	515	3,200	0.218 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.482
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 90 - LA CIENEGA BOULEVARD & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	106	0	0.000	N-S(1):	0.258 *
	TH	3.00	474	4,800	0.121 *	N-S(2):	0.000
	LT	1.00	187	1,600	0.117	E-W(1):	0.247 *
Westbound	RT	0.00	104	0	0.000	E-W(2):	0.207
	TH	3.00	684	4,800	0.164		
	LT	2.00	471	2,880	0.164 *	V/C:	0.505
Northbound	RT	0.00	203	0	0.000	Lost Time:	0.100
	TH	2.00	234	3,200	0.137 *	ITS:	0.000
	LT	1.00	54	1,600	0.034		
Eastbound	RT	0.00	48	0	0.000	ICU:	0.605
	TH	3.00	351	4,800	0.083 *		
	LT	1.00	68	1,600	0.043	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	117	0	0.000	N-S(1):	0.270 *
	TH	2.63	422	4,207	0.128	N-S(2):	0.000
	LT	1.37	281	1,974	0.142 *	E-W(1):	0.304 *
Westbound	RT	0.00	87	0	0.000	E-W(2):	0.253
	TH	3.00	727	4,800	0.170		
	LT	2.00	394	2,880	0.137 *	V/C:	0.574
Northbound	RT	0.00	131	0	0.000	Lost Time:	0.100
	TH	2.00	279	3,200	0.128 *	ITS:	0.000
	LT	1.00	54	1,600	0.034		
Eastbound	RT	0.00	84	0	0.000	ICU:	0.674
	TH	3.00	716	4,800	0.167 *		
	LT	1.00	132	1,600	0.083	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	44	0	0.000	N-S(1):	0.368 *
	TH	2.19	634	3,499	0.194	N-S(2):	0.000
	LT	1.81	562	2,611	0.215 *	E-W(1):	0.301 *
Westbound	RT	0.00	81	0	0.000	E-W(2):	0.197
	TH	3.00	525	4,800	0.126		
	LT	2.00	292	2,880	0.101 *	V/C:	0.669
Northbound	RT	0.00	104	0	0.000	Lost Time:	0.100
	TH	2.00	384	3,200	0.153 *	ITS:	0.000
	LT	1.00	42	1,600	0.026		
Eastbound	RT	0.00	73	0	0.000	ICU:	0.769
	TH	3.00	885	4,800	0.200 *		
	LT	1.00	114	1,600	0.071	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 91 - LA CIENEGA BOULEVARD NB RAMPS & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.156
	TH	0.00	0	0	0.000 *	N-S(2):	0.173 *
	LT	0.00	0	0	0.000	E-W(1):	0.178
Westbound	RT	1.00	129	1,600	0.081	E-W(2):	0.391 *
	TH	4.00	1,765	6,400	0.276 *		
	LT	0.00	0	0	0.000	V/C:	0.564
Northbound	RT	0.00	159	0	0.000	Lost Time:	0.100
	TH	0.64	0	1,020	0.156	ITS:	0.000
	LT	1.36	340	1,962	0.173 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.664
	TH	3.00	854	4,800	0.178		
	LT	2.00	331	2,880	0.115 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.139 *
	TH	0.00	0	0	0.000	N-S(2):	0.083
	LT	0.00	0	0	0.000 *	E-W(1):	0.218
Westbound	RT	1.00	139	1,600	0.087	E-W(2):	0.280 *
	TH	4.00	1,127	6,400	0.176 *		
	LT	0.00	0	0	0.000	V/C:	0.419
Northbound	RT	0.00	223	0	0.000	Lost Time:	0.100
	TH	1.00	0	1,600	0.139 *	ITS:	0.000
	LT	1.00	132	1,600	0.083		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.519
	TH	3.00	1,045	4,800	0.218		
	LT	2.00	299	2,880	0.104 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.131 *
	TH	0.00	0	0	0.000	N-S(2):	0.083
	LT	0.00	0	0	0.000 *	E-W(1):	0.383
Westbound	RT	1.00	110	1,600	0.069	E-W(2):	0.415 *
	TH	4.00	1,249	6,400	0.195 *		
	LT	0.00	0	0	0.000	V/C:	0.546
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	1.00	0	1,600	0.131 *	ITS:	0.000
	LT	1.00	132	1,600	0.083		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.646
	TH	3.00	1,838	4,800	0.383		
	LT	2.00	635	2,880	0.220 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 92 - LA CIENEGA BOULEVARD SB RAMPS & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.79	591	2,857	0.207	N-S(1):	0.044
	TH	0.21	0	343	0.207 *	N-S(2):	0.207 *
	LT	0.00	71	1,600	0.044	E-W(1):	0.266
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.399 *
	TH	3.00	1,913	4,800	0.399 *		
	LT	1.00	183	1,600	0.114	V/C:	0.606
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	101	0	0.000	ICU:	0.706
	TH	5.00	1,114	8,000	0.152		
	LT	0.00	0	0	0.000 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.65	441	2,633	0.168	N-S(1):	0.059
	TH	0.35	0	567	0.168 *	N-S(2):	0.168 *
	LT	0.00	95	1,600	0.059	E-W(1):	0.348 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.206
	TH	3.00	990	4,800	0.206		
	LT	1.00	278	1,600	0.174 *	V/C:	0.516
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	145	0	0.000	ICU:	0.616
	TH	5.00	1,247	8,000	0.174 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.54	576	2,464	0.234	N-S(1):	0.108
	TH	0.46	0	736	0.234 *	N-S(2):	0.234 *
	LT	0.00	172	1,600	0.108	E-W(1):	0.456 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.233
	TH	3.00	1,120	4,800	0.233		
	LT	1.00	246	1,600	0.154 *	V/C:	0.690
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	125	0	0.000	ICU:	0.790
	TH	5.00	2,294	8,000	0.302 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 93 - LA CIENEGA BOULEVARD & STOCKER STREET
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	NBR, WBR, SBT		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.651 *
	TH	2.00	2,174	3,200	0.000	N-S(2):	0.000
	LT	1.00	116	1,600	0.073 *	E-W(1):	0.459 *
Westbound	RT	1.00	120	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	1,323	2,880	0.459 *	V/C:	1.110
Northbound	RT	1.00	807	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,773	4,800	0.578 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.210
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.467 *
	TH	2.00	1,554	3,200	0.000	N-S(2):	0.000
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.218 *
Westbound	RT	1.00	78	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	628	2,880	0.218 *	V/C:	0.685
Northbound	RT	1.00	704	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,735	4,800	0.361 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.785
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.710 *
	TH	2.00	2,612	3,200	0.000	N-S(2):	0.000
	LT	1.00	286	1,600	0.179 *	E-W(1):	0.314 *
Westbound	RT	1.00	83	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	904	2,880	0.314 *	V/C:	1.024
Northbound	RT	1.00	1,312	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,547	4,800	0.531 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.124
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 94 - LA CIENEGA BOULEVARD & 111TH STREET
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	111	0	0.000	N-S(1):	0.238 *
	TH	3.00	367	4,800	0.100	N-S(2):	0.228
	LT	0.00	0	0	0.000 *	E-W(1):	0.000
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.031 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.269
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	760	3,200	0.238 *	ITS:	0.000
	LT	1.00	205	1,600	0.128		
Eastbound	RT	1.00	94	1,600	0.000	ICU:	0.369
	TH	0.00	0	0	0.000		
	LT	2.00	89	2,880	0.031 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	113	0	0.000	N-S(1):	0.151
	TH	3.00	419	4,800	0.111 *	N-S(2):	0.209 *
	LT	0.00	0	0	0.000	E-W(1):	0.061 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.060
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.270
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	482	3,200	0.151	ITS:	0.000
	LT	1.00	156	1,600	0.098 *		
Eastbound	RT	1.00	176	1,600	0.061 *	ICU:	0.370
	TH	0.00	0	0	0.000		
	LT	2.00	174	2,880	0.060	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	89	0	0.000	N-S(1):	0.156
	TH	3.00	868	4,800	0.199 *	N-S(2):	0.266 *
	LT	0.00	0	0	0.000	E-W(1):	0.095 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.083
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.361
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	498	3,200	0.156	ITS:	0.000
	LT	1.00	107	1,600	0.067 *		
Eastbound	RT	1.00	206	1,600	0.095 *	ICU:	0.461
	TH	0.00	0	0	0.000		
	LT	2.00	238	2,880	0.083	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 95 - LA CIENEGA BOULEVARD & WEST 120TH STREET
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	104	1,600	0.052 *	N-S(1):	0.075
	TH	2.00	90	3,200	0.028	N-S(2):	0.100 *
	LT	1.00	45	1,600	0.028	E-W(1):	0.104
Westbound	RT	0.00	205	0	0.000	E-W(2):	0.168 *
	TH	2.00	249	3,200	0.142 *		
	LT	1.00	119	1,600	0.074	V/C:	0.268
Northbound	RT	1.00	32	1,600	0.000	Lost Time:	0.100
	TH	2.00	149	3,200	0.047	ITS:	0.000
	LT	1.00	76	1,600	0.048 *		
Eastbound	RT	0.00	35	0	0.000	ICU:	0.368
	TH	2.00	62	3,200	0.030		
	LT	1.00	41	1,600	0.026 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	48	1,600	0.017	N-S(1):	0.088
	TH	2.00	235	3,200	0.073 *	N-S(2):	0.094 *
	LT	1.00	86	1,600	0.054	E-W(1):	0.087 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.079
	TH	2.00	131	3,200	0.053		
	LT	1.00	67	1,600	0.042 *	V/C:	0.181
Northbound	RT	1.00	78	1,600	0.028	Lost Time:	0.100
	TH	2.00	109	3,200	0.034	ITS:	0.000
	LT	1.00	33	1,600	0.021 *		
Eastbound	RT	0.00	24	0	0.000	ICU:	0.281
	TH	2.00	119	3,200	0.045 *		
	LT	1.00	42	1,600	0.026	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	89	1,600	0.035	N-S(1):	0.428 *
	TH	2.00	693	3,200	0.217	N-S(2):	0.240
	LT	1.00	536	1,600	0.335 *	E-W(1):	0.166 *
Westbound	RT	0.00	53	0	0.000	E-W(2):	0.108
	TH	2.00	161	3,200	0.067		
	LT	1.00	44	1,600	0.028 *	V/C:	0.594
Northbound	RT	1.00	170	1,600	0.093 *	Lost Time:	0.100
	TH	2.00	89	3,200	0.028	ITS:	0.000
	LT	1.00	37	1,600	0.023		
Eastbound	RT	0.00	68	0	0.000	ICU:	0.694
	TH	2.00	372	3,200	0.138 *		
	LT	1.00	65	1,600	0.041	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 96 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O CENTURY)
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	53	0	0.000	N-S(1):	0.386 *
	TH	3.00	416	4,800	0.098	N-S(2):	0.208
	LT	2.00	421	2,880	0.146 *	E-W(1):	0.216 *
Westbound	RT	0.00	67	0	0.000	E-W(2):	0.000
	TH	0.46	65	740	0.178		
	LT	1.54	439	2,214	0.198 *	V/C:	0.602
Northbound	RT	1.00	135	1,600	0.000	Lost Time:	0.100
	TH	2.00	768	3,200	0.240 *	ITS:	0.000
	LT	1.00	176	1,600	0.110		
Eastbound	RT	1.00	3	1,600	0.000	ICU:	0.702
	TH	1.00	19	1,600	0.012		
	LT	2.00	51	2,880	0.018 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.329 *
	TH	3.00	509	4,800	0.127	N-S(2):	0.203
	LT	2.00	409	2,880	0.142 *	E-W(1):	0.231 *
Westbound	RT	0.00	84	0	0.000	E-W(2):	0.000
	TH	0.47	47	745	0.176		
	LT	1.53	432	2,210	0.195 *	V/C:	0.560
Northbound	RT	1.00	122	1,600	0.000	Lost Time:	0.100
	TH	2.00	598	3,200	0.187 *	ITS:	0.000
	LT	1.00	122	1,600	0.076		
Eastbound	RT	1.00	12	1,600	0.000	ICU:	0.660
	TH	1.00	43	1,600	0.027		
	LT	2.00	105	2,880	0.036 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.342 *
	TH	3.00	446	4,800	0.124	N-S(2):	0.234
	LT	2.00	470	2,880	0.163 *	E-W(1):	0.287 *
Westbound	RT	0.00	167	0	0.000	E-W(2):	0.000
	TH	0.58	7	933	0.187		
	LT	1.42	423	2,041	0.207 *	V/C:	0.629
Northbound	RT	1.00	85	1,600	0.000	Lost Time:	0.100
	TH	2.00	572	3,200	0.179 *	ITS:	0.000
	LT	1.00	176	1,600	0.110		
Eastbound	RT	1.00	72	1,600	0.000	ICU:	0.729
	TH	1.00	109	1,600	0.068		
	LT	2.00	229	2,880	0.080 *	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 97 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (S/O CENTURY)
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : | FF Movements: SBT

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.323 *
	TH	2.00	489	3,200	0.000	N-S(2):	0.000
	LT	2.00	427	2,880	0.148 *	E-W(1):	0.000
Westbound	RT	2.00	125	3,200	0.039 *	E-W(2):	0.039 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.362
Northbound	RT	0.00	32	0	0.000	Lost Time:	0.100
	TH	2.00	528	3,200	0.175 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.462
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.365 *
	TH	2.00	427	3,200	0.000	N-S(2):	0.000
	LT	2.00	520	2,880	0.181 *	E-W(1):	0.000
Westbound	RT	2.00	184	3,200	0.058 *	E-W(2):	0.058 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.423
Northbound	RT	0.00	32	0	0.000	Lost Time:	0.100
	TH	2.00	558	3,200	0.184 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.523
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.370 *
	TH	2.00	877	3,200	0.000	N-S(2):	0.000
	LT	2.00	499	2,880	0.173 *	E-W(1):	0.000
Westbound	RT	2.00	356	3,200	0.111 *	E-W(2):	0.111 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.481
Northbound	RT	0.00	29	0	0.000	Lost Time:	0.100
	TH	2.00	600	3,200	0.197 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.581
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 98 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O IMPERIAL HWY)
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : Y
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR, | FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.314 *
	TH	3.00	373	4,800	0.078	N-S(2):	0.078
	LT	1.00	73	1,600	0.046 *	E-W(1):	0.057 *
Westbound	RT	1.00	83	1,600	0.029	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	164	2,880	0.057 *	V/C:	0.371
Northbound	RT	1.00	105	1,600	0.066	Lost Time:	0.100
	TH	2.00	857	3,200	0.268 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.471
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.245 *
	TH	3.00	509	4,800	0.106	N-S(2):	0.106
	LT	1.00	144	1,600	0.090 *	E-W(1):	0.018 *
Westbound	RT	1.00	89	1,600	0.011	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	51	2,880	0.018 *	V/C:	0.263
Northbound	RT	1.00	79	1,600	0.049	Lost Time:	0.100
	TH	2.00	497	3,200	0.155 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.363
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.209 *
	TH	3.00	964	4,800	0.201	N-S(2):	0.201
	LT	1.00	77	1,600	0.048 *	E-W(1):	0.026 *
Westbound	RT	1.00	73	1,600	0.022	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	76	2,880	0.026 *	V/C:	0.235
Northbound	RT	1.00	51	1,600	0.032	Lost Time:	0.100
	TH	2.00	514	3,200	0.161 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.335
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 107 - LINCOLN BOULEVARD & MINDANAO WAY
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR, | FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	34	0	0.000	N-S(1):	0.376 *
	TH	3.00	1,082	4,800	0.233	N-S(2):	0.311
	LT	1.00	131	1,600	0.082 *	E-W(1):	0.246 *
Westbound	RT	0.00	72	0	0.000	E-W(2):	0.153
	TH	2.00	419	3,200	0.153		
	LT	2.00	230	2,880	0.080 *	V/C:	0.622
Northbound	RT	1.00	322	1,600	0.121	Lost Time:	0.100
	TH	3.00	1,412	4,800	0.294 *	ITS:	0.000
	LT	1.00	124	1,600	0.078		
Eastbound	RT	0.00	39	0	0.000	ICU:	0.722
	TH	2.00	491	3,200	0.166 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	87	0	0.000	N-S(1):	0.382 *
	TH	3.00	1,028	4,800	0.232	N-S(2):	0.280
	LT	1.00	158	1,600	0.099 *	E-W(1):	0.299 *
Westbound	RT	0.00	65	0	0.000	E-W(2):	0.176
	TH	2.00	496	3,200	0.175		
	LT	2.00	331	2,880	0.115 *	V/C:	0.681
Northbound	RT	1.00	274	1,600	0.056	Lost Time:	0.100
	TH	3.00	1,360	4,800	0.283 *	ITS:	0.000
	LT	1.00	77	1,600	0.048		
Eastbound	RT	0.00	98	0	0.000	ICU:	0.781
	TH	2.00	490	3,200	0.184 *		
	LT	0.00	2	1,600	0.001	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	83	0	0.000	N-S(1):	0.431 *
	TH	3.00	1,455	4,800	0.320	N-S(2):	0.381
	LT	1.00	201	1,600	0.126 *	E-W(1):	0.319 *
Westbound	RT	0.00	68	0	0.000	E-W(2):	0.219
	TH	2.00	630	3,200	0.218		
	LT	2.00	387	2,880	0.134 *	V/C:	0.750
Northbound	RT	1.00	281	1,600	0.041	Lost Time:	0.100
	TH	3.00	1,466	4,800	0.305 *	ITS:	0.000
	LT	1.00	97	1,600	0.061		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.850
	TH	2.00	480	3,200	0.185 *		
	LT	0.00	2	1,600	0.001	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 115 - ASH AVENUE & MANCHESTER AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : | FF Movements: EBR,

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	139	0	0.000	N-S(1):	0.210
	TH	1.00	0	1,600	0.093 *	N-S(2):	0.320 *
	LT	0.00	9	1,600	0.006	E-W(1):	0.153
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.281 *
	TH	3.00	1,323	4,800	0.278 *		
	LT	0.00	0	0	0.000	V/C:	0.601
Northbound	RT	1.00	208	1,600	0.130	Lost Time:	0.100
	TH	0.59	194	951	0.204	ITS:	0.000
	LT	1.41	459	2,024	0.227 *		
Eastbound	RT	1.00	236	1,600	0.000	ICU:	0.701
	TH	2.00	489	3,200	0.153		
	LT	1.00	5	1,600	0.003 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	79	0	0.000	N-S(1):	0.231
	TH	1.00	0	1,600	0.056 *	N-S(2):	0.306 *
	LT	0.00	10	1,600	0.006	E-W(1):	0.213
Westbound	RT	0.00	23	0	0.000	E-W(2):	0.216 *
	TH	3.00	954	4,800	0.204 *		
	LT	0.00	0	0	0.000	V/C:	0.522
Northbound	RT	1.00	260	1,600	0.163	Lost Time:	0.100
	TH	0.55	197	877	0.225	ITS:	0.000
	LT	1.45	522	2,091	0.250 *		
Eastbound	RT	1.00	295	1,600	0.000	ICU:	0.622
	TH	2.00	682	3,200	0.213		
	LT	1.00	19	1,600	0.012 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	78	0	0.000	N-S(1):	0.226
	TH	1.00	0	1,600	0.061 *	N-S(2):	0.297 *
	LT	0.00	20	1,600	0.013	E-W(1):	0.389 *
Westbound	RT	0.00	9	0	0.000	E-W(2):	0.207
	TH	3.00	938	4,800	0.197		
	LT	0.00	0	0	0.000 *	V/C:	0.686
Northbound	RT	1.25	426	2,003	0.213	Lost Time:	0.100
	TH	0.60	204	959	0.213	ITS:	0.000
	LT	1.15	391	1,654	0.236 *		
Eastbound	RT	1.00	251	1,600	0.000	ICU:	0.786
	TH	2.00	1,245	3,200	0.389 *		
	LT	1.00	16	1,600	0.010	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 116 - NASH STREET & MARIPOSA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	306	0	0.000	N-S(1):	0.080
	TH	2.00	754	3,200	0.331 *	N-S(2):	0.349 *
	LT	1.00	52	1,600	0.033	E-W(1):	0.052
Westbound	RT	0.00	17	0	0.000	E-W(2):	0.121 *
	TH	2.00	207	3,200	0.070 *		
	LT	1.00	28	1,600	0.018	V/C:	0.470
Northbound	RT	0.00	19	0	0.000	Lost Time:	0.100
	TH	2.00	132	3,200	0.047	ITS:	0.000
	LT	1.00	28	1,600	0.018 *		
Eastbound	RT	1.00	52	1,600	0.024	ICU:	0.570
	TH	2.00	110	3,200	0.034		
	LT	1.00	81	1,600	0.051 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	78	0	0.000	N-S(1):	0.074
	TH	2.00	251	3,200	0.103 *	N-S(2):	0.117 *
	LT	1.00	18	1,600	0.011	E-W(1):	0.070
Westbound	RT	0.00	3	0	0.000	E-W(2):	0.103 *
	TH	2.00	126	3,200	0.040 *		
	LT	1.00	12	1,600	0.008	V/C:	0.220
Northbound	RT	0.00	22	0	0.000	Lost Time:	0.100
	TH	2.00	180	3,200	0.063	ITS:	0.000
	LT	1.00	23	1,600	0.014 *		
Eastbound	RT	1.00	75	1,600	0.040	ICU:	0.320
	TH	2.00	199	3,200	0.062		
	LT	1.00	100	1,600	0.063 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	55	0	0.000	N-S(1):	0.167 *
	TH	2.00	376	3,200	0.135	N-S(2):	0.160
	LT	1.00	31	1,600	0.019 *	E-W(1):	0.087
Westbound	RT	0.00	3	0	0.000	E-W(2):	0.161 *
	TH	2.00	126	3,200	0.040 *		
	LT	1.00	8	1,600	0.005	V/C:	0.328
Northbound	RT	0.00	69	0	0.000	Lost Time:	0.100
	TH	2.00	405	3,200	0.148 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	1.00	68	1,600	0.030	ICU:	0.428
	TH	2.00	262	3,200	0.082		
	LT	1.00	194	1,600	0.121 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 117 - SEPULVEDA BOUELVARD & MARIPOSA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	63	0	0.000	N-S(1):	0.474 *
	TH	4.00	1,847	6,400	0.298	N-S(2):	0.342
	LT	2.00	344	2,880	0.119 *	E-W(1):	0.139 *
Westbound	RT	1.00	57	1,600	0.000	E-W(2):	0.100
	TH	1.00	66	1,600	0.041		
	LT	1.00	58	1,600	0.036 *	V/C:	0.613
Northbound	RT	1.00	122	1,600	0.058	Lost Time:	0.100
	TH	4.00	2,270	6,400	0.355 *	ITS:	0.000
	LT	1.00	71	1,600	0.044		
Eastbound	RT	0.00	43	0	0.000	ICU:	0.713
	TH	1.00	121	1,600	0.103 *		
	LT	1.00	95	1,600	0.059	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	57	0	0.000	N-S(1):	0.352 *
	TH	4.00	1,757	6,400	0.283	N-S(2):	0.347
	LT	2.00	222	2,880	0.077 *	E-W(1):	0.192 *
Westbound	RT	1.00	135	1,600	0.046	E-W(2):	0.150
	TH	1.00	128	1,600	0.080		
	LT	1.00	134	1,600	0.084 *	V/C:	0.544
Northbound	RT	1.00	126	1,600	0.037	Lost Time:	0.100
	TH	4.00	1,757	6,400	0.275 *	ITS:	0.000
	LT	1.00	102	1,600	0.064		
Eastbound	RT	0.00	37	0	0.000	ICU:	0.644
	TH	1.00	136	1,600	0.108 *		
	LT	1.00	112	1,600	0.070	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.427
	TH	4.00	2,303	6,400	0.377 *	N-S(2):	0.458 *
	LT	2.00	178	2,880	0.062	E-W(1):	0.202 *
Westbound	RT	1.00	241	1,600	0.120	E-W(2):	0.194
	TH	1.00	187	1,600	0.117		
	LT	1.00	154	1,600	0.096 *	V/C:	0.660
Northbound	RT	1.00	113	1,600	0.023	Lost Time:	0.100
	TH	4.00	2,333	6,400	0.365	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	51	0	0.000	ICU:	0.760
	TH	1.00	119	1,600	0.106 *		
	LT	1.00	118	1,600	0.074	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 119 - OCEAN AVENUE / VIA MARINA & WASHINGTON BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	8	0	0.000	N-S(1):	0.290 *
	TH	1.00	128	1,600	0.085 *	N-S(2):	0.000
	LT	1.00	45	1,600	0.028	E-W(1):	0.237 *
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.165
	TH	2.00	377	3,200	0.133		
	LT	1.00	127	1,600	0.079 *	V/C:	0.527
Northbound	RT	1.00	281	1,600	0.136	Lost Time:	0.100
	TH	1.00	328	1,600	0.205 *	ITS:	0.000
	LT	2.00	394	2,880	0.137		
Eastbound	RT	1.00	204	1,600	0.059	ICU:	0.627
	TH	2.00	507	3,200	0.158 *		
	LT	1.00	51	1,600	0.032	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	38	0	0.000	N-S(1):	0.236 *
	TH	1.00	146	1,600	0.115 *	N-S(2):	0.000
	LT	1.00	80	1,600	0.050	E-W(1):	0.240 *
Westbound	RT	0.00	44	0	0.000	E-W(2):	0.197
	TH	2.00	504	3,200	0.171		
	LT	1.00	163	1,600	0.102 *	V/C:	0.476
Northbound	RT	1.00	193	1,600	0.070	Lost Time:	0.100
	TH	1.00	193	1,600	0.121 *	ITS:	0.000
	LT	2.00	247	2,880	0.086		
Eastbound	RT	1.00	163	1,600	0.059	ICU:	0.576
	TH	2.00	441	3,200	0.138 *		
	LT	1.00	41	1,600	0.026	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	37	0	0.000	N-S(1):	0.435 *
	TH	1.00	438	1,600	0.297 *	N-S(2):	0.000
	LT	1.00	120	1,600	0.075	E-W(1):	0.259 *
Westbound	RT	0.00	42	0	0.000	E-W(2):	0.237
	TH	2.00	657	3,200	0.218		
	LT	1.00	153	1,600	0.096 *	V/C:	0.694
Northbound	RT	1.00	184	1,600	0.067	Lost Time:	0.100
	TH	1.00	220	1,600	0.138 *	ITS:	0.000
	LT	2.00	394	2,880	0.137		
Eastbound	RT	1.00	296	1,600	0.117	ICU:	0.794
	TH	2.00	523	3,200	0.163 *		
	LT	1.00	31	1,600	0.019	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 120 - OVERHILL DRIVE & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	69	1,600	0.021	N-S(1):	0.153 *
	TH	2.00	123	3,200	0.038	N-S(2):	0.078
	LT	1.00	94	1,600	0.059 *	E-W(1):	0.202
Westbound	RT	0.00	73	0	0.000	E-W(2):	0.379 *
	TH	3.00	1,529	4,800	0.334 *		
	LT	1.00	65	1,600	0.041	V/C:	0.532
Northbound	RT	0.00	131	0	0.000	Lost Time:	0.100
	TH	2.00	170	3,200	0.094 *	ITS:	0.000
	LT	1.00	64	1,600	0.040		
Eastbound	RT	0.00	18	0	0.000	ICU:	0.632
	TH	3.00	756	4,800	0.161		
	LT	1.00	72	1,600	0.045 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	83	1,600	0.027	N-S(1):	0.132 *
	TH	2.00	103	3,200	0.032	N-S(2):	0.065
	LT	1.00	113	1,600	0.071 *	E-W(1):	0.299 *
Westbound	RT	0.00	64	0	0.000	E-W(2):	0.253
	TH	3.00	907	4,800	0.202		
	LT	1.00	103	1,600	0.064 *	V/C:	0.431
Northbound	RT	0.00	88	0	0.000	Lost Time:	0.100
	TH	2.00	106	3,200	0.061 *	ITS:	0.000
	LT	1.00	53	1,600	0.033		
Eastbound	RT	0.00	35	0	0.000	ICU:	0.531
	TH	3.00	1,095	4,800	0.235 *		
	LT	1.00	81	1,600	0.051	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	108	1,600	0.016	N-S(1):	0.291 *
	TH	2.00	360	3,200	0.113	N-S(2):	0.168
	LT	1.00	257	1,600	0.161 *	E-W(1):	0.587 *
Westbound	RT	0.00	98	0	0.000	E-W(2):	0.362
	TH	3.00	1,147	4,800	0.259		
	LT	1.00	222	1,600	0.139 *	V/C:	0.878
Northbound	RT	0.00	146	0	0.000	Lost Time:	0.100
	TH	2.00	271	3,200	0.130 *	ITS:	0.000
	LT	1.00	88	1,600	0.055		
Eastbound	RT	0.00	48	0	0.000	ICU:	0.978
	TH	3.00	2,102	4,800	0.448 *		
	LT	1.00	164	1,600	0.103	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 124 - PRAIRIE AVENUE & WEST 112TH STREET/I-105 OFF RAMP
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : Y
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.137
	TH	3.00	779	4,800	0.162 *	N-S(2):	0.162 *
	LT	1.00	17	1,600	0.011	E-W(1):	0.181 *
Westbound	RT	0.70	30	1,116	0.022	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.30	13	484	0.027 *	V/C:	0.343
Northbound	RT	0.00	5	0	0.000	Lost Time:	0.100
	TH	3.00	600	4,800	0.126	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	235	0	0.000	ICU:	0.443
	TH	1.00	11	1,600	0.154 *		
	LT	2.00	308	2,880	0.107	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.129
	TH	3.00	871	4,800	0.181 *	N-S(2):	0.181 *
	LT	1.00	14	1,600	0.009	E-W(1):	0.302 *
Westbound	RT	0.61	17	971	0.013	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.39	11	629	0.018 *	V/C:	0.483
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	558	4,800	0.120	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	413	0	0.000	ICU:	0.583
	TH	1.00	41	1,600	0.284 *		
	LT	2.00	502	2,880	0.174	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.212 *
	TH	3.00	1,016	4,800	0.212 *	N-S(2):	0.212 *
	LT	1.00	47	1,600	0.029 *	E-W(1):	0.328 *
Westbound	RT	0.46	11	733	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.54	13	867	0.015 *	V/C:	0.540
Northbound	RT	0.00	36	0	0.000	Lost Time:	0.100
	TH	3.00	840	4,800	0.183 *	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	431	0	0.000	ICU:	0.640
	TH	1.00	69	1,600	0.313 *		
	LT	2.00	610	2,880	0.212	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 125 - SEPULVEDA BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR,
FF Movements: WBR,

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	98	1,600	0.020	N-S(1):	0.503 *
	TH	3.00	953	4,800	0.199	N-S(2):	0.272
	LT	2.00	258	2,880	0.090 *	E-W(1):	0.231 *
Westbound	RT	1.00	501	1,600	0.000	E-W(2):	0.164
	TH	2.00	260	3,200	0.081		
	LT	2.00	224	2,880	0.078 *	V/C:	0.734
Northbound	RT	1.00	312	1,600	0.117	Lost Time:	0.100
	TH	4.00	2,646	6,400	0.413 *	ITS:	0.000
	LT	2.00	209	2,880	0.073		
Eastbound	RT	1.00	101	1,600	0.027	ICU:	0.834
	TH	3.00	735	4,800	0.153 *		
	LT	2.00	238	2,880	0.083	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	182	1,600	0.061	N-S(1):	0.403 *
	TH	3.00	1,451	4,800	0.302	N-S(2):	0.352
	LT	2.00	511	2,880	0.177 *	E-W(1):	0.255 *
Westbound	RT	1.00	650	1,600	0.000	E-W(2):	0.213
	TH	2.00	346	3,200	0.108		
	LT	2.00	432	2,880	0.150 *	V/C:	0.658
Northbound	RT	1.00	447	1,600	0.129	Lost Time:	0.100
	TH	4.00	1,449	6,400	0.226 *	ITS:	0.000
	LT	2.00	145	2,880	0.050		
Eastbound	RT	1.00	143	1,600	0.064	ICU:	0.758
	TH	3.00	506	4,800	0.105 *		
	LT	2.00	301	2,880	0.105	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	444	1,600	0.213	N-S(1):	0.351
	TH	3.00	2,366	4,800	0.493 *	N-S(2):	0.645 *
	LT	2.00	462	2,880	0.160	E-W(1):	0.308
Westbound	RT	1.00	738	1,600	0.000	E-W(2):	0.310 *
	TH	2.00	576	3,200	0.180 *		
	LT	2.00	392	2,880	0.136	V/C:	0.955
Northbound	RT	1.00	414	1,600	0.123	Lost Time:	0.100
	TH	4.00	1,221	6,400	0.191	ITS:	0.000
	LT	2.00	437	2,880	0.152 *		
Eastbound	RT	1.00	275	1,600	0.172	ICU:	1.055
	TH	3.00	618	4,800	0.129		
	LT	2.00	374	2,880	0.130 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 140 - WB SR-90 RAMPS & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : Y
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR,
FF Movements: EBR,

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.043 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.429 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.316
	TH	2.00	1,012	3,200	0.316		
	LT	3.00	1,562	4,320	0.362 *	V/C:	0.472
Northbound	RT	2.00	984	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	125	2,880	0.043 *		
Eastbound	RT	1.00	168	1,600	0.000	ICU:	0.572
	TH	3.00	323	4,800	0.067 *		
	LT	1.00	0	1,600	0.000	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.090 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.271 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.234
	TH	2.00	750	3,200	0.234		
	LT	3.00	617	4,320	0.143 *	V/C:	0.361
Northbound	RT	2.00	744	3,200	0.090 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	219	2,880	0.076		
Eastbound	RT	1.00	159	1,600	0.000	ICU:	0.461
	TH	3.00	614	4,800	0.128 *		
	LT	1.00	0	1,600	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.233 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.359 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.262
	TH	2.00	839	3,200	0.262		
	LT	3.00	797	4,320	0.184 *	V/C:	0.592
Northbound	RT	2.00	1,336	3,200	0.233 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	207	2,880	0.072		
Eastbound	RT	1.00	223	1,600	0.000	ICU:	0.692
	TH	3.00	842	4,800	0.175 *		
	LT	1.00	0	1,600	0.000	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 147 - CRENSHAW BOULEVARD & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	113	0	0.000	N-S(1):	0.204
	TH	3.00	532	4,800	0.134 *	N-S(2):	0.232 *
	LT	1.00	84	1,600	0.053	E-W(1):	0.157
Westbound	RT	0.00	108	0	0.000	E-W(2):	0.231 *
	TH	3.00	787	4,800	0.186 *		
	LT	1.00	70	1,600	0.044	V/C:	0.463
Northbound	RT	0.00	47	0	0.000	Lost Time:	0.100
	TH	3.00	680	4,800	0.151	ITS:	0.000
	LT	1.00	157	1,600	0.098 *		
Eastbound	RT	0.00	72	0	0.000	ICU:	0.563
	TH	3.00	468	4,800	0.113		
	LT	1.00	72	1,600	0.045 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	190	0	0.000	N-S(1):	0.205
	TH	3.00	650	4,800	0.175 *	N-S(2):	0.263 *
	LT	1.00	102	1,600	0.064	E-W(1):	0.268
Westbound	RT	0.00	42	0	0.000	E-W(2):	0.316 *
	TH	3.00	789	4,800	0.173 *		
	LT	1.00	71	1,600	0.044	V/C:	0.579
Northbound	RT	0.00	52	0	0.000	Lost Time:	0.100
	TH	3.00	627	4,800	0.141	ITS:	0.000
	LT	1.00	141	1,600	0.088 *		
Eastbound	RT	0.00	249	0	0.000	ICU:	0.679
	TH	3.00	828	4,800	0.224		
	LT	1.00	229	1,600	0.143 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	214	0	0.000	N-S(1):	0.285
	TH	3.00	868	4,800	0.225 *	N-S(2):	0.352 *
	LT	1.00	154	1,600	0.096	E-W(1):	0.334 *
Westbound	RT	0.00	87	0	0.000	E-W(2):	0.325
	TH	3.00	845	4,800	0.194		
	LT	1.00	109	1,600	0.068 *	V/C:	0.686
Northbound	RT	0.00	68	0	0.000	Lost Time:	0.100
	TH	3.00	838	4,800	0.189	ITS:	0.000
	LT	1.00	203	1,600	0.127 *		
Eastbound	RT	0.00	206	0	0.000	ICU:	0.786
	TH	3.00	1,073	4,800	0.266 *		
	LT	1.00	210	1,600	0.131	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 148 - LA CIENEGA BOULEVARD & FAIRVIEW BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	53	0	0.000	N-S(1):	0.649 *
	TH	4.00	2,770	6,400	0.441	N-S(2):	0.441
	LT	0.00	0	0	0.000 *	E-W(1):	0.181 *
Westbound	RT	1.00	46	1,600	0.029	E-W(2):	0.000
	TH	0.55	104	876	0.119		
	LT	1.45	276	2,092	0.132 *	V/C:	0.830
Northbound	RT	0.00	29	0	0.000	Lost Time:	0.100
	TH	3.00	3,084	4,800	0.649 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	62	1,600	0.039	ICU:	0.930
	TH	0.80	56	1,280	0.044		
	LT	1.20	84	1,728	0.049 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	144	0	0.000	N-S(1):	0.419 *
	TH	4.00	1,972	6,400	0.331	N-S(2):	0.331
	LT	0.00	0	0	0.000 *	E-W(1):	0.170 *
Westbound	RT	1.00	36	1,600	0.023	E-W(2):	0.000
	TH	0.71	86	1,137	0.076		
	LT	1.29	156	1,857	0.084 *	V/C:	0.589
Northbound	RT	0.00	32	0	0.000	Lost Time:	0.100
	TH	3.00	1,978	4,800	0.419 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	77	1,600	0.048	ICU:	0.689
	TH	0.81	100	1,290	0.078		
	LT	1.19	148	1,719	0.086 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	125	0	0.000	N-S(1):	0.594 *
	TH	4.00	2,901	6,400	0.473	N-S(2):	0.473
	LT	0.00	0	0	0.000 *	E-W(1):	0.239 *
Westbound	RT	1.00	24	1,600	0.015	E-W(2):	0.000
	TH	0.77	136	1,226	0.111		
	LT	1.23	219	1,777	0.123 *	V/C:	0.833
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	3.00	2,750	4,800	0.594 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	75	1,600	0.047	ICU:	0.933
	TH	0.95	158	1,514	0.104		
	LT	1.05	176	1,518	0.116 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 149 - CRENSHAW BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.218
	TH	3.00	670	4,800	0.156 *	N-S(2):	0.227 *
	LT	1.00	113	1,600	0.071	E-W(1):	0.159
Westbound	RT	0.00	134	0	0.000	E-W(2):	0.244 *
	TH	3.00	856	4,800	0.206 *		
	LT	1.00	124	1,600	0.078	V/C:	0.471
Northbound	RT	0.00	63	0	0.000	Lost Time:	0.100
	TH	3.00	642	4,800	0.147	ITS:	0.000
	LT	1.00	113	1,600	0.071 *		
Eastbound	RT	0.00	87	0	0.000	ICU:	0.571
	TH	3.00	302	4,800	0.081		
	LT	1.00	61	1,600	0.038 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	92	0	0.000	N-S(1):	0.305 *
	TH	3.00	810	4,800	0.188	N-S(2):	0.274
	LT	1.00	176	1,600	0.110 *	E-W(1):	0.219
Westbound	RT	0.00	169	0	0.000	E-W(2):	0.220 *
	TH	3.00	499	4,800	0.139 *		
	LT	1.00	159	1,600	0.099	V/C:	0.525
Northbound	RT	0.00	104	0	0.000	Lost Time:	0.100
	TH	3.00	832	4,800	0.195 *	ITS:	0.000
	LT	1.00	138	1,600	0.086		
Eastbound	RT	0.00	161	0	0.000	ICU:	0.625
	TH	3.00	417	4,800	0.120		
	LT	1.00	130	1,600	0.081 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	125	0	0.000	N-S(1):	0.368 *
	TH	3.00	832	4,800	0.199	N-S(2):	0.293
	LT	1.00	197	1,600	0.123 *	E-W(1):	0.369 *
Westbound	RT	0.00	114	0	0.000	E-W(2):	0.226
	TH	3.00	536	4,800	0.135		
	LT	1.00	162	1,600	0.101 *	V/C:	0.737
Northbound	RT	0.00	109	0	0.000	Lost Time:	0.100
	TH	3.00	1,067	4,800	0.245 *	ITS:	0.000
	LT	1.00	151	1,600	0.094		
Eastbound	RT	0.00	178	0	0.000	ICU:	0.837
	TH	3.00	1,108	4,800	0.268 *		
	LT	1.00	146	1,600	0.091	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 157 - LA CIENEGA BOULEVARD & 104TH STREET
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.197
	TH	3.00	375	4,800	0.095 *	N-S(2):	0.239 *
	LT	1.00	14	1,600	0.009	E-W(1):	0.004
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.020 *
	TH	1.00	1	1,600	0.003 *		
	LT	0.00	4	1,600	0.003	V/C:	0.259
Northbound	RT	0.00	15	0	0.000	Lost Time:	0.100
	TH	2.00	588	3,200	0.188	ITS:	0.000
	LT	1.00	230	1,600	0.144 *		
Eastbound	RT	1.00	83	1,600	0.000	ICU:	0.359
	TH	1.00	2	1,600	0.001		
	LT	1.00	27	1,600	0.017 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	27	0	0.000	N-S(1):	0.175 *
	TH	3.00	384	4,800	0.086	N-S(2):	0.161
	LT	1.00	19	1,600	0.012 *	E-W(1):	0.007
Westbound	RT	0.00	12	0	0.000	E-W(2):	0.066 *
	TH	1.00	8	1,600	0.016 *		
	LT	0.00	5	1,600	0.003	V/C:	0.241
Northbound	RT	0.00	17	0	0.000	Lost Time:	0.100
	TH	2.00	506	3,200	0.163 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	118	1,600	0.000	ICU:	0.341
	TH	1.00	6	1,600	0.004		
	LT	1.00	80	1,600	0.050 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	52	0	0.000	N-S(1):	0.191
	TH	3.00	851	4,800	0.188 *	N-S(2):	0.222 *
	LT	1.00	45	1,600	0.028	E-W(1):	0.071 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.053
	TH	1.00	1	1,600	0.014		
	LT	0.00	11	1,600	0.007 *	V/C:	0.293
Northbound	RT	0.00	6	0	0.000	Lost Time:	0.100
	TH	2.00	515	3,200	0.163	ITS:	0.000
	LT	1.00	55	1,600	0.034 *		
Eastbound	RT	1.00	157	1,600	0.064 *	ICU:	0.393
	TH	1.00	3	1,600	0.002		
	LT	1.00	62	1,600	0.039	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 159 - HINDRY AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	7	1,600	0.004	N-S(1):	0.047 *
	TH	1.00	18	1,600	0.029	N-S(2):	0.038
	LT	0.00	29	1,600	0.018 *	E-W(1):	0.254 *
Westbound	RT	0.00	33	0	0.000	E-W(2):	0.240
	TH	2.00	724	3,200	0.237		
	LT	1.00	83	1,600	0.052 *	V/C:	0.301
Northbound	RT	1.00	30	1,600	0.000	Lost Time:	0.100
	TH	1.00	32	1,600	0.029 *	ITS:	0.000
	LT	0.00	14	1,600	0.009		
Eastbound	RT	0.00	38	0	0.000	ICU:	0.401
	TH	2.00	608	3,200	0.202 *		
	LT	1.00	5	1,600	0.003	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.072 *
	TH	1.00	34	1,600	0.049	N-S(2):	0.069
	LT	0.00	44	1,600	0.028 *	E-W(1):	0.412 *
Westbound	RT	0.00	29	0	0.000	E-W(2):	0.257
	TH	2.00	743	3,200	0.241		
	LT	1.00	47	1,600	0.029 *	V/C:	0.484
Northbound	RT	1.00	83	1,600	0.037	Lost Time:	0.100
	TH	1.00	38	1,600	0.044 *	ITS:	0.000
	LT	0.00	32	1,600	0.020		
Eastbound	RT	0.00	72	0	0.000	ICU:	0.584
	TH	2.00	1,152	3,200	0.383 *		
	LT	1.00	25	1,600	0.016	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	13	1,600	0.008	N-S(1):	0.064
	TH	1.00	57	1,600	0.067 *	N-S(2):	0.086 *
	LT	0.00	50	1,600	0.031	E-W(1):	0.369 *
Westbound	RT	0.00	29	0	0.000	E-W(2):	0.230
	TH	2.00	675	3,200	0.220		
	LT	1.00	42	1,600	0.026 *	V/C:	0.455
Northbound	RT	1.00	73	1,600	0.033	Lost Time:	0.100
	TH	1.00	8	1,600	0.024	ITS:	0.000
	LT	0.00	30	1,600	0.019 *		
Eastbound	RT	0.00	58	0	0.000	ICU:	0.555
	TH	2.00	1,041	3,200	0.343 *		
	LT	1.00	16	1,600	0.010	LOS:	A

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 162 - SEPULVEDA BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : WBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	137	0	0.000	N-S(1):	0.524 *
	TH	3.00	903	4,800	0.217	N-S(2):	0.290
	LT	2.00	107	2,880	0.037 *	E-W(1):	0.201
Westbound	RT	1.00	136	1,600	0.048	E-W(2):	0.226 *
	TH	2.00	404	3,200	0.126 *		
	LT	1.00	117	1,600	0.073	V/C:	0.750
Northbound	RT	0.00	95	0	0.000	Lost Time:	0.100
	TH	3.00	2,243	4,800	0.487 *	ITS:	0.000
	LT	1.00	117	1,600	0.073		
Eastbound	RT	1.00	86	1,600	0.017	ICU:	0.850
	TH	2.00	409	3,200	0.128		
	LT	1.00	160	1,600	0.100 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	202	0	0.000	N-S(1):	0.386
	TH	3.00	1,416	4,800	0.337 *	N-S(2):	0.450 *
	LT	2.00	171	2,880	0.059	E-W(1):	0.341
Westbound	RT	1.00	155	1,600	0.038	E-W(2):	0.366 *
	TH	2.00	516	3,200	0.161 *		
	LT	1.00	223	1,600	0.139	V/C:	0.816
Northbound	RT	0.00	161	0	0.000	Lost Time:	0.100
	TH	3.00	1,410	4,800	0.327	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	1.00	182	1,600	0.058	ICU:	0.916
	TH	2.00	645	3,200	0.202		
	LT	1.00	328	1,600	0.205 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.372
	TH	3.00	2,394	4,800	0.534 *	N-S(2):	0.637 *
	LT	2.00	182	2,880	0.063	E-W(1):	0.368 *
Westbound	RT	1.00	121	1,600	0.012	E-W(2):	0.306
	TH	2.00	532	3,200	0.166		
	LT	1.00	240	1,600	0.150 *	V/C:	1.005
Northbound	RT	0.00	172	0	0.000	Lost Time:	0.100
	TH	3.00	1,310	4,800	0.309	ITS:	0.000
	LT	1.00	164	1,600	0.103 *		
Eastbound	RT	1.00	71	1,600	0.000	ICU:	1.105
	TH	2.00	696	3,200	0.218 *		
	LT	1.00	224	1,600	0.140	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 164 - CRENSHAW BOULEVARD & MANCHESTER AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	29	0	0.000	N-S(1):	0.218
	TH	2.00	511	3,200	0.169 *	N-S(2):	0.257 *
	LT	1.00	111	1,600	0.069	E-W(1):	0.232
Westbound	RT	0.00	139	0	0.000	E-W(2):	0.330 *
	TH	2.00	802	3,200	0.294 *		
	LT	1.00	133	1,600	0.083	V/C:	0.587
Northbound	RT	0.00	101	0	0.000	Lost Time:	0.100
	TH	3.00	616	4,800	0.149	ITS:	0.000
	LT	1.00	141	1,600	0.088 *		
Eastbound	RT	0.00	57	0	0.000	ICU:	0.687
	TH	2.00	419	3,200	0.149		
	LT	1.00	57	1,600	0.036 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	53	0	0.000	N-S(1):	0.225
	TH	2.00	616	3,200	0.209 *	N-S(2):	0.305 *
	LT	1.00	133	1,600	0.083	E-W(1):	0.311 *
Westbound	RT	0.00	98	0	0.000	E-W(2):	0.288
	TH	2.00	663	3,200	0.238		
	LT	1.00	175	1,600	0.109 *	V/C:	0.616
Northbound	RT	0.00	145	0	0.000	Lost Time:	0.100
	TH	3.00	536	4,800	0.142	ITS:	0.000
	LT	1.00	154	1,600	0.096 *		
Eastbound	RT	0.00	77	0	0.000	ICU:	0.716
	TH	2.00	570	3,200	0.202 *		
	LT	1.00	80	1,600	0.050	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	21	0	0.000	N-S(1):	0.258
	TH	2.00	753	3,200	0.242 *	N-S(2):	0.322 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.445 *
Westbound	RT	0.00	114	0	0.000	E-W(2):	0.335
	TH	2.00	736	3,200	0.266		
	LT	1.00	177	1,600	0.111 *	V/C:	0.767
Northbound	RT	0.00	143	0	0.000	Lost Time:	0.100
	TH	3.00	675	4,800	0.170	ITS:	0.000
	LT	1.00	128	1,600	0.080 *		
Eastbound	RT	0.00	71	0	0.000	ICU:	0.867
	TH	2.00	999	3,200	0.334 *		
	LT	1.00	111	1,600	0.069	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 169 - PRAIRIE AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	52	0	0.000	N-S(1):	0.424 *
	TH	3.00	552	4,800	0.126	N-S(2):	0.271
	LT	1.00	165	1,600	0.103 *	E-W(1):	0.316
Westbound	RT	1.00	512	1,600	0.268	E-W(2):	0.416 *
	TH	2.00	1,120	3,200	0.350 *		
	LT	1.00	239	1,600	0.149	V/C:	0.840
Northbound	RT	1.00	179	1,600	0.000	Lost Time:	0.100
	TH	2.00	1,026	3,200	0.321 *	ITS:	0.000
	LT	1.00	232	1,600	0.145		
Eastbound	RT	0.00	147	0	0.000	ICU:	0.940
	TH	3.00	655	4,800	0.167		
	LT	1.00	105	1,600	0.066 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	63	0	0.000	N-S(1):	0.272 *
	TH	3.00	529	4,800	0.123	N-S(2):	0.226
	LT	1.00	151	1,600	0.094 *	E-W(1):	0.271 *
Westbound	RT	1.00	189	1,600	0.071	E-W(2):	0.249
	TH	2.00	614	3,200	0.192		
	LT	1.00	135	1,600	0.084 *	V/C:	0.543
Northbound	RT	1.00	159	1,600	0.015	Lost Time:	0.100
	TH	2.00	571	3,200	0.178 *	ITS:	0.000
	LT	1.00	165	1,600	0.103		
Eastbound	RT	0.00	194	0	0.000	ICU:	0.643
	TH	3.00	703	4,800	0.187 *		
	LT	1.00	91	1,600	0.057	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	55	0	0.000	N-S(1):	0.315 *
	TH	3.00	822	4,800	0.183	N-S(2):	0.273
	LT	1.00	211	1,600	0.132 *	E-W(1):	0.366 *
Westbound	RT	1.00	149	1,600	0.027	E-W(2):	0.259
	TH	2.00	688	3,200	0.215		
	LT	1.00	152	1,600	0.095 *	V/C:	0.681
Northbound	RT	1.00	138	1,600	0.000	Lost Time:	0.100
	TH	2.00	587	3,200	0.183 *	ITS:	0.000
	LT	1.00	144	1,600	0.090		
Eastbound	RT	0.00	214	0	0.000	ICU:	0.781
	TH	3.00	1,087	4,800	0.271 *		
	LT	1.00	70	1,600	0.044	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 173 - WESTERN AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	125	0	0.000	N-S(1):	0.311
	TH	3.00	733	4,800	0.179 *	N-S(2):	0.312 *
	LT	1.00	135	1,600	0.084	E-W(1):	0.294
Westbound	RT	1.00	226	1,600	0.099	E-W(2):	0.327 *
	TH	3.00	1,091	4,800	0.227 *		
	LT	1.00	225	1,600	0.141	V/C:	0.639
Northbound	RT	1.00	162	1,600	0.031	Lost Time:	0.100
	TH	2.00	727	3,200	0.227	ITS:	0.000
	LT	1.00	212	1,600	0.133 *		
Eastbound	RT	0.00	205	0	0.000	ICU:	0.739
	TH	3.00	528	4,800	0.153		
	LT	1.00	160	1,600	0.100 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	115	0	0.000	N-S(1):	0.228 *
	TH	3.00	420	4,800	0.111	N-S(2):	0.227
	LT	1.00	134	1,600	0.084 *	E-W(1):	0.255 *
Westbound	RT	1.00	121	1,600	0.034	E-W(2):	0.187
	TH	3.00	494	4,800	0.103		
	LT	1.00	193	1,600	0.121 *	V/C:	0.483
Northbound	RT	1.00	164	1,600	0.042	Lost Time:	0.100
	TH	2.00	461	3,200	0.144 *	ITS:	0.000
	LT	1.00	185	1,600	0.116		
Eastbound	RT	0.00	164	0	0.000	ICU:	0.583
	TH	3.00	478	4,800	0.134 *		
	LT	1.00	134	1,600	0.084	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	133	0	0.000	N-S(1):	0.313 *
	TH	3.00	604	4,800	0.154	N-S(2):	0.306
	LT	1.00	167	1,600	0.104 *	E-W(1):	0.478 *
Westbound	RT	1.00	152	1,600	0.043	E-W(2):	0.237
	TH	3.00	614	4,800	0.128		
	LT	1.00	219	1,600	0.137 *	V/C:	0.791
Northbound	RT	1.00	133	1,600	0.015	Lost Time:	0.100
	TH	2.00	669	3,200	0.209 *	ITS:	0.000
	LT	1.00	243	1,600	0.152		
Eastbound	RT	0.00	258	0	0.000	ICU:	0.891
	TH	3.00	1,379	4,800	0.341 *		
	LT	1.00	174	1,600	0.109	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 175 - VERMONT AVENUE & MANCHESTER AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	91	0	0.000	N-S(1):	0.323 *
	TH	3.00	457	4,800	0.114	N-S(2):	0.188
	LT	2.00	133	2,880	0.046 *	E-W(1):	0.312
Westbound	RT	0.00	128	0	0.000	E-W(2):	0.341 *
	TH	3.00	1,106	4,800	0.257 *		
	LT	1.00	91	1,600	0.057	V/C:	0.664
Northbound	RT	0.00	114	0	0.000	Lost Time:	0.100
	TH	3.00	1,217	4,800	0.277 *	ITS:	0.000
	LT	2.00	212	2,880	0.074		
Eastbound	RT	0.00	77	0	0.000	ICU:	0.764
	TH	3.00	1,145	4,800	0.255		
	LT	1.00	134	1,600	0.084 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	137	0	0.000	N-S(1):	0.194 *
	TH	3.00	477	4,800	0.128	N-S(2):	0.171
	LT	2.00	166	2,880	0.058 *	E-W(1):	0.279 *
Westbound	RT	0.00	152	0	0.000	E-W(2):	0.279 *
	TH	3.00	866	4,800	0.212 *		
	LT	1.00	105	1,600	0.066 *	V/C:	0.473
Northbound	RT	0.00	135	0	0.000	Lost Time:	0.100
	TH	3.00	516	4,800	0.136 *	ITS:	0.000
	LT	2.00	123	2,880	0.043		
Eastbound	RT	0.00	127	0	0.000	ICU:	0.573
	TH	3.00	895	4,800	0.213 *		
	LT	1.00	107	1,600	0.067 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	133	0	0.000	N-S(1):	0.256 *
	TH	3.00	763	4,800	0.187	N-S(2):	0.246
	LT	2.00	182	2,880	0.063 *	E-W(1):	0.355 *
Westbound	RT	0.00	142	0	0.000	E-W(2):	0.310
	TH	3.00	966	4,800	0.231		
	LT	1.00	100	1,600	0.063 *	V/C:	0.611
Northbound	RT	0.00	124	0	0.000	Lost Time:	0.100
	TH	3.00	802	4,800	0.193 *	ITS:	0.000
	LT	2.00	171	2,880	0.059		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.711
	TH	3.00	1,272	4,800	0.292 *		
	LT	1.00	126	1,600	0.079	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 176 - VERMONT AVENUE & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	113	0	0.000	N-S(1):	0.299 *
	TH	3.00	655	4,800	0.160	N-S(2):	0.216
	LT	2.00	92	2,880	0.032 *	E-W(1):	0.260
Westbound	RT	0.00	113	0	0.000	E-W(2):	0.301 *
	TH	3.00	913	4,800	0.214 *		
	LT	1.00	178	1,600	0.111	V/C:	0.600
Northbound	RT	1.00	132	1,600	0.027	Lost Time:	0.100
	TH	3.00	1,281	4,800	0.267 *	ITS:	0.000
	LT	2.00	161	2,880	0.056		
Eastbound	RT	0.00	49	0	0.000	ICU:	0.700
	TH	3.00	668	4,800	0.149		
	LT	1.00	139	1,600	0.087 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	121	0	0.000	N-S(1):	0.153
	TH	3.00	502	4,800	0.130 *	N-S(2):	0.174 *
	LT	2.00	110	2,880	0.038	E-W(1):	0.213
Westbound	RT	0.00	55	0	0.000	E-W(2):	0.222 *
	TH	3.00	603	4,800	0.137 *		
	LT	1.00	110	1,600	0.069	V/C:	0.396
Northbound	RT	1.00	67	1,600	0.008	Lost Time:	0.100
	TH	3.00	553	4,800	0.115	ITS:	0.000
	LT	2.00	127	2,880	0.044 *		
Eastbound	RT	0.00	87	0	0.000	ICU:	0.496
	TH	3.00	602	4,800	0.144		
	LT	1.00	136	1,600	0.085 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	137	0	0.000	N-S(1):	0.261 *
	TH	3.00	787	4,800	0.193	N-S(2):	0.256
	LT	2.00	158	2,880	0.055 *	E-W(1):	0.302 *
Westbound	RT	0.00	27	0	0.000	E-W(2):	0.244
	TH	3.00	706	4,800	0.153		
	LT	1.00	132	1,600	0.083 *	V/C:	0.563
Northbound	RT	1.00	112	1,600	0.029	Lost Time:	0.100
	TH	3.00	989	4,800	0.206 *	ITS:	0.000
	LT	2.00	180	2,880	0.063		
Eastbound	RT	0.00	105	0	0.000	ICU:	0.663
	TH	3.00	946	4,800	0.219 *		
	LT	1.00	146	1,600	0.091	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 177 - VERMONT AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	41	1,600	0.000	N-S(1):	0.362 *
	TH	3.00	734	4,800	0.153	N-S(2):	0.285
	LT	2.00	232	2,880	0.081 *	E-W(1):	0.295
Westbound	RT	0.00	201	0	0.000	E-W(2):	0.357 *
	TH	3.00	1,209	4,800	0.294 *		
	LT	1.00	236	1,600	0.148	V/C:	0.719
Northbound	RT	0.00	150	0	0.000	Lost Time:	0.100
	TH	3.00	1,197	4,800	0.281 *	ITS:	0.000
	LT	2.00	380	2,880	0.132		
Eastbound	RT	0.00	157	0	0.000	ICU:	0.819
	TH	3.00	549	4,800	0.147		
	LT	1.00	100	1,600	0.063 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	43	1,600	0.006	N-S(1):	0.216
	TH	3.00	500	4,800	0.104 *	N-S(2):	0.226 *
	LT	2.00	148	2,880	0.051	E-W(1):	0.232 *
Westbound	RT	0.00	91	0	0.000	E-W(2):	0.155
	TH	3.00	448	4,800	0.112		
	LT	1.00	149	1,600	0.093 *	V/C:	0.458
Northbound	RT	0.00	132	0	0.000	Lost Time:	0.100
	TH	3.00	661	4,800	0.165	ITS:	0.000
	LT	2.00	350	2,880	0.122 *		
Eastbound	RT	0.00	158	0	0.000	ICU:	0.558
	TH	3.00	510	4,800	0.139 *		
	LT	1.00	68	1,600	0.043	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	114	1,600	0.033	N-S(1):	0.354 *
	TH	3.00	707	4,800	0.147	N-S(2):	0.262
	LT	2.00	211	2,880	0.073 *	E-W(1):	0.412 *
Westbound	RT	0.00	99	0	0.000	E-W(2):	0.233
	TH	3.00	645	4,800	0.155		
	LT	1.00	206	1,600	0.129 *	V/C:	0.766
Northbound	RT	0.00	224	0	0.000	Lost Time:	0.100
	TH	3.00	1,123	4,800	0.281 *	ITS:	0.000
	LT	2.00	331	2,880	0.115		
Eastbound	RT	0.00	188	0	0.000	ICU:	0.866
	TH	3.00	1,171	4,800	0.283 *		
	LT	1.00	124	1,600	0.078	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 182 - INGLEWOOD AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	148	1,600	0.069	N-S(1):	0.333 *
	TH	2.00	618	3,200	0.193	N-S(2):	0.310
	LT	1.00	173	1,600	0.108 *	E-W(1):	0.267 *
Westbound	RT	1.00	89	1,600	0.002	E-W(2):	0.202
	TH	3.00	744	4,800	0.155		
	LT	1.00	304	1,600	0.190 *	V/C:	0.600
Northbound	RT	0.00	165	0	0.000	Lost Time:	0.100
	TH	2.00	556	3,200	0.225 *	ITS:	0.000
	LT	1.00	187	1,600	0.117		
Eastbound	RT	1.00	39	1,600	0.000	ICU:	0.700
	TH	3.00	369	4,800	0.077 *		
	LT	1.00	75	1,600	0.047	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	192	1,600	0.050	N-S(1):	0.233 *
	TH	2.00	403	3,200	0.126	N-S(2):	0.222
	LT	1.00	123	1,600	0.077 *	E-W(1):	0.246
Westbound	RT	1.00	86	1,600	0.015	E-W(2):	0.275 *
	TH	3.00	654	4,800	0.136 *		
	LT	1.00	173	1,600	0.108	V/C:	0.508
Northbound	RT	0.00	91	0	0.000	Lost Time:	0.100
	TH	2.00	408	3,200	0.156 *	ITS:	0.000
	LT	1.00	153	1,600	0.096		
Eastbound	RT	1.00	125	1,600	0.030	ICU:	0.608
	TH	3.00	660	4,800	0.138		
	LT	1.00	223	1,600	0.139 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	184	1,600	0.044	N-S(1):	0.410 *
	TH	2.00	721	3,200	0.225	N-S(2):	0.328
	LT	1.00	265	1,600	0.166 *	E-W(1):	0.334 *
Westbound	RT	1.00	119	1,600	0.000	E-W(2):	0.286
	TH	3.00	689	4,800	0.144		
	LT	1.00	155	1,600	0.097 *	V/C:	0.744
Northbound	RT	0.00	178	0	0.000	Lost Time:	0.100
	TH	2.00	602	3,200	0.244 *	ITS:	0.000
	LT	1.00	164	1,600	0.103		
Eastbound	RT	1.00	178	1,600	0.060	ICU:	0.844
	TH	3.00	1,137	4,800	0.237 *		
	LT	1.00	227	1,600	0.142	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 183 - HAWTHORNE BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	250	1,600	0.118	N-S(1):	0.254
	TH	3.00	849	4,800	0.177 *	N-S(2):	0.292 *
	LT	2.00	167	2,880	0.058	E-W(1):	0.199
Westbound	RT	0.00	176	0	0.000	E-W(2):	0.312 *
	TH	3.00	948	4,800	0.234 *		
	LT	1.00	138	1,600	0.086	V/C:	0.604
Northbound	RT	1.00	132	1,600	0.039	Lost Time:	0.100
	TH	3.00	943	4,800	0.196	ITS:	0.000
	LT	2.00	330	2,880	0.115 *		
Eastbound	RT	0.00	94	0	0.000	ICU:	0.704
	TH	3.00	446	4,800	0.113		
	LT	1.00	124	1,600	0.078 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	215	1,600	0.082	N-S(1):	0.241
	TH	3.00	821	4,800	0.171 *	N-S(2):	0.257 *
	LT	2.00	232	2,880	0.081	E-W(1):	0.221
Westbound	RT	0.00	156	0	0.000	E-W(2):	0.264 *
	TH	3.00	606	4,800	0.159 *		
	LT	1.00	120	1,600	0.075	V/C:	0.521
Northbound	RT	1.00	173	1,600	0.071	Lost Time:	0.100
	TH	3.00	766	4,800	0.160	ITS:	0.000
	LT	2.00	249	2,880	0.086 *		
Eastbound	RT	0.00	142	0	0.000	ICU:	0.621
	TH	3.00	557	4,800	0.146		
	LT	1.00	168	1,600	0.105 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	165	1,600	0.057	N-S(1):	0.330
	TH	3.00	1,258	4,800	0.262 *	N-S(2):	0.342 *
	LT	2.00	383	2,880	0.133	E-W(1):	0.328 *
Westbound	RT	0.00	155	0	0.000	E-W(2):	0.256
	TH	3.00	627	4,800	0.163		
	LT	1.00	132	1,600	0.083 *	V/C:	0.670
Northbound	RT	1.00	172	1,600	0.066	Lost Time:	0.100
	TH	3.00	944	4,800	0.197	ITS:	0.000
	LT	2.00	230	2,880	0.080 *		
Eastbound	RT	0.00	167	0	0.000	ICU:	0.770
	TH	3.00	1,010	4,800	0.245 *		
	LT	1.00	149	1,600	0.093	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 184 - PRAIRIE AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	139	0	0.000	N-S(1):	0.271
	TH	3.00	823	4,800	0.200 *	N-S(2):	0.294 *
	LT	1.00	183	1,600	0.114	E-W(1):	0.339
Westbound	RT	0.00	187	0	0.000	E-W(2):	0.395 *
	TH	3.00	1,117	4,800	0.272 *		
	LT	1.00	323	1,600	0.202	V/C:	0.689
Northbound	RT	0.00	153	0	0.000	Lost Time:	0.100
	TH	3.00	602	4,800	0.157	ITS:	0.000
	LT	1.00	150	1,600	0.094 *		
Eastbound	RT	0.00	72	0	0.000	ICU:	0.789
	TH	3.00	585	4,800	0.137		
	LT	1.00	197	1,600	0.123 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	118	0	0.000	N-S(1):	0.286 *
	TH	3.00	591	4,800	0.148	N-S(2):	0.229
	LT	1.00	246	1,600	0.154 *	E-W(1):	0.290 *
Westbound	RT	0.00	115	0	0.000	E-W(2):	0.246
	TH	3.00	675	4,800	0.165		
	LT	1.00	207	1,600	0.129 *	V/C:	0.576
Northbound	RT	0.00	121	0	0.000	Lost Time:	0.100
	TH	3.00	514	4,800	0.132 *	ITS:	0.000
	LT	1.00	129	1,600	0.081		
Eastbound	RT	0.00	78	0	0.000	ICU:	0.676
	TH	3.00	697	4,800	0.161 *		
	LT	1.00	129	1,600	0.081	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	147	0	0.000	N-S(1):	0.350 *
	TH	3.00	908	4,800	0.220	N-S(2):	0.300
	LT	1.00	260	1,600	0.163 *	E-W(1):	0.410 *
Westbound	RT	0.00	161	0	0.000	E-W(2):	0.293
	TH	3.00	747	4,800	0.189		
	LT	1.00	252	1,600	0.158 *	V/C:	0.760
Northbound	RT	0.00	189	0	0.000	Lost Time:	0.100
	TH	3.00	708	4,800	0.187 *	ITS:	0.000
	LT	1.00	128	1,600	0.080		
Eastbound	RT	0.00	124	0	0.000	ICU:	0.860
	TH	3.00	1,084	4,800	0.252 *		
	LT	1.00	166	1,600	0.104	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 185 - CRENSHAW BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	115	0	0.000	N-S(1):	0.305 *
	TH	3.00	715	4,800	0.173	N-S(2):	0.262
	LT	1.00	142	1,600	0.089 *	E-W(1):	0.274
Westbound	RT	0.00	165	0	0.000	E-W(2):	0.338 *
	TH	3.00	1,013	4,800	0.245 *		
	LT	1.00	161	1,600	0.101	V/C:	0.643
Northbound	RT	0.00	103	0	0.000	Lost Time:	0.100
	TH	3.00	933	4,800	0.216 *	ITS:	0.000
	LT	1.00	142	1,600	0.089		
Eastbound	RT	0.00	160	0	0.000	ICU:	0.743
	TH	3.00	669	4,800	0.173		
	LT	1.00	148	1,600	0.093 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	164	0	0.000	N-S(1):	0.280 *
	TH	3.00	545	4,800	0.148	N-S(2):	0.244
	LT	1.00	177	1,600	0.111 *	E-W(1):	0.254
Westbound	RT	0.00	195	0	0.000	E-W(2):	0.268 *
	TH	3.00	642	4,800	0.174 *		
	LT	1.00	146	1,600	0.091	V/C:	0.548
Northbound	RT	0.00	156	0	0.000	Lost Time:	0.100
	TH	3.00	655	4,800	0.169 *	ITS:	0.000
	LT	1.00	154	1,600	0.096		
Eastbound	RT	0.00	129	0	0.000	ICU:	0.648
	TH	3.00	654	4,800	0.163		
	LT	1.00	150	1,600	0.094 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	224	0	0.000	N-S(1):	0.297
	TH	3.00	962	4,800	0.247 *	N-S(2):	0.342 *
	LT	1.00	203	1,600	0.127	E-W(1):	0.358 *
Westbound	RT	0.00	185	0	0.000	E-W(2):	0.303
	TH	3.00	889	4,800	0.224		
	LT	1.00	160	1,600	0.100 *	V/C:	0.700
Northbound	RT	0.00	167	0	0.000	Lost Time:	0.100
	TH	3.00	651	4,800	0.170	ITS:	0.000
	LT	1.00	152	1,600	0.095 *		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.800
	TH	3.00	1,059	4,800	0.258 *		
	LT	1.00	126	1,600	0.079	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 186 - WESTERN AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	72	0	0.000	N-S(1):	0.271
	TH	2.00	576	3,200	0.203 *	N-S(2):	0.317 *
	LT	1.00	78	1,600	0.049	E-W(1):	0.259
Westbound	RT	0.00	131	0	0.000	E-W(2):	0.320 *
	TH	3.00	1,149	4,800	0.267 *		
	LT	1.00	90	1,600	0.056	V/C:	0.637
Northbound	RT	1.00	87	1,600	0.026	Lost Time:	0.100
	TH	2.00	711	3,200	0.222	ITS:	0.000
	LT	1.00	183	1,600	0.114 *		
Eastbound	RT	0.00	98	0	0.000	ICU:	0.737
	TH	3.00	875	4,800	0.203		
	LT	1.00	85	1,600	0.053 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	104	0	0.000	N-S(1):	0.233
	TH	2.00	461	3,200	0.177 *	N-S(2):	0.272 *
	LT	1.00	136	1,600	0.085	E-W(1):	0.237 *
Westbound	RT	0.00	138	0	0.000	E-W(2):	0.230
	TH	3.00	696	4,800	0.174		
	LT	1.00	95	1,600	0.059 *	V/C:	0.509
Northbound	RT	1.00	121	1,600	0.046	Lost Time:	0.100
	TH	2.00	474	3,200	0.148	ITS:	0.000
	LT	1.00	152	1,600	0.095 *		
Eastbound	RT	0.00	146	0	0.000	ICU:	0.609
	TH	3.00	706	4,800	0.178 *		
	LT	1.00	90	1,600	0.056	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	98	0	0.000	N-S(1):	0.287
	TH	2.00	715	3,200	0.254 *	N-S(2):	0.367 *
	LT	1.00	138	1,600	0.086	E-W(1):	0.372 *
Westbound	RT	0.00	79	0	0.000	E-W(2):	0.300
	TH	3.00	995	4,800	0.224		
	LT	1.00	141	1,600	0.088 *	V/C:	0.739
Northbound	RT	1.00	111	1,600	0.025	Lost Time:	0.100
	TH	2.00	642	3,200	0.201	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	0.00	183	0	0.000	ICU:	0.839
	TH	3.00	1,180	4,800	0.284 *		
	LT	1.00	121	1,600	0.076	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 187 - VERMONT AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	108	1,600	0.034	N-S(1):	0.267 *
	TH	3.00	487	4,800	0.101	N-S(2):	0.194
	LT	1.00	204	1,600	0.128 *	E-W(1):	0.310
Westbound	RT	0.00	165	0	0.000	E-W(2):	0.397 *
	TH	3.00	1,423	4,800	0.331 *		
	LT	1.00	128	1,600	0.080	V/C:	0.664
Northbound	RT	0.00	113	0	0.000	Lost Time:	0.100
	TH	3.00	554	4,800	0.139 *	ITS:	0.000
	LT	1.00	148	1,600	0.093		
Eastbound	RT	0.00	64	0	0.000	ICU:	0.764
	TH	3.00	1,041	4,800	0.230		
	LT	1.00	106	1,600	0.066 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	94	1,600	0.028	N-S(1):	0.229 *
	TH	3.00	322	4,800	0.067	N-S(2):	0.133
	LT	1.00	217	1,600	0.136 *	E-W(1):	0.295 *
Westbound	RT	0.00	136	0	0.000	E-W(2):	0.285
	TH	3.00	941	4,800	0.224		
	LT	1.00	136	1,600	0.085 *	V/C:	0.524
Northbound	RT	0.00	126	0	0.000	Lost Time:	0.100
	TH	3.00	322	4,800	0.093 *	ITS:	0.000
	LT	1.00	105	1,600	0.066		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.624
	TH	3.00	939	4,800	0.210 *		
	LT	1.00	98	1,600	0.061	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	99	1,600	0.016	N-S(1):	0.330 *
	TH	3.00	742	4,800	0.155	N-S(2):	0.242
	LT	1.00	241	1,600	0.151 *	E-W(1):	0.376 *
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.371
	TH	3.00	1,155	4,800	0.280		
	LT	1.00	158	1,600	0.099 *	V/C:	0.706
Northbound	RT	0.00	179	0	0.000	Lost Time:	0.100
	TH	3.00	679	4,800	0.179 *	ITS:	0.000
	LT	1.00	139	1,600	0.087		
Eastbound	RT	0.00	118	0	0.000	ICU:	0.806
	TH	3.00	1,210	4,800	0.277 *		
	LT	1.00	146	1,600	0.091	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 188 - PRAIRIE AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.357
	TH	3.00	935	4,800	0.218 *	N-S(2):	0.417 *
	LT	1.00	188	1,600	0.118	E-W(1):	0.224
Westbound	RT	0.00	281	0	0.000	E-W(2):	0.366 *
	TH	3.00	1,048	4,800	0.277 *		
	LT	1.00	111	1,600	0.069	V/C:	0.783
Northbound	RT	0.00	149	0	0.000	Lost Time:	0.100
	TH	3.00	1,000	4,800	0.239	ITS:	0.000
	LT	1.00	318	1,600	0.199 *		
Eastbound	RT	0.00	162	0	0.000	ICU:	0.883
	TH	3.00	581	4,800	0.155		
	LT	1.00	143	1,600	0.089 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	109	0	0.000	N-S(1):	0.265
	TH	3.00	681	4,800	0.165 *	N-S(2):	0.296 *
	LT	1.00	208	1,600	0.130	E-W(1):	0.233 *
Westbound	RT	0.00	193	0	0.000	E-W(2):	0.217
	TH	3.00	543	4,800	0.153		
	LT	1.00	143	1,600	0.089 *	V/C:	0.529
Northbound	RT	0.00	108	0	0.000	Lost Time:	0.100
	TH	3.00	540	4,800	0.135	ITS:	0.000
	LT	1.00	210	1,600	0.131 *		
Eastbound	RT	0.00	168	0	0.000	ICU:	0.629
	TH	3.00	524	4,800	0.144 *		
	LT	1.00	103	1,600	0.064	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.361
	TH	3.00	1,034	4,800	0.238 *	N-S(2):	0.373 *
	LT	1.00	282	1,600	0.176	E-W(1):	0.424 *
Westbound	RT	0.00	234	0	0.000	E-W(2):	0.267
	TH	3.00	677	4,800	0.190		
	LT	1.00	148	1,600	0.093 *	V/C:	0.797
Northbound	RT	0.00	123	0	0.000	Lost Time:	0.100
	TH	3.00	767	4,800	0.185	ITS:	0.000
	LT	1.00	216	1,600	0.135 *		
Eastbound	RT	0.00	296	0	0.000	ICU:	0.897
	TH	3.00	1,291	4,800	0.331 *		
	LT	1.00	123	1,600	0.077	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 189 - CRENSHAW BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	252	1,600	0.057	N-S(1):	0.321 *
	TH	3.00	773	4,800	0.161	N-S(2):	0.317
	LT	1.00	128	1,600	0.080 *	E-W(1):	0.218
Westbound	RT	0.00	298	0	0.000	E-W(2):	0.479 *
	TH	3.00	1,034	4,800	0.278 *		
	LT	1.00	126	1,600	0.079	V/C:	0.800
Northbound	RT	1.00	100	1,600	0.023	Lost Time:	0.100
	TH	3.00	1,158	4,800	0.241 *	ITS:	0.000
	LT	1.00	249	1,600	0.156		
Eastbound	RT	0.00	93	0	0.000	ICU:	0.900
	TH	3.00	572	4,800	0.139		
	LT	1.00	322	1,600	0.201 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	207	1,600	0.041	N-S(1):	0.250 *
	TH	3.00	669	4,800	0.139	N-S(2):	0.223
	LT	1.00	129	1,600	0.081 *	E-W(1):	0.200
Westbound	RT	0.00	175	0	0.000	E-W(2):	0.304 *
	TH	3.00	438	4,800	0.128 *		
	LT	1.00	124	1,600	0.078	V/C:	0.554
Northbound	RT	1.00	84	1,600	0.014	Lost Time:	0.100
	TH	3.00	811	4,800	0.169 *	ITS:	0.000
	LT	1.00	134	1,600	0.084		
Eastbound	RT	0.00	111	0	0.000	ICU:	0.654
	TH	3.00	476	4,800	0.122		
	LT	1.00	282	1,600	0.176 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	233	1,600	0.048	N-S(1):	0.290
	TH	3.00	1,224	4,800	0.255 *	N-S(2):	0.323 *
	LT	1.00	192	1,600	0.120	E-W(1):	0.347
Westbound	RT	0.00	234	0	0.000	E-W(2):	0.358 *
	TH	3.00	544	4,800	0.162 *		
	LT	1.00	106	1,600	0.066	V/C:	0.681
Northbound	RT	1.00	97	1,600	0.028	Lost Time:	0.100
	TH	3.00	817	4,800	0.170	ITS:	0.000
	LT	1.00	109	1,600	0.068 *		
Eastbound	RT	0.00	176	0	0.000	ICU:	0.781
	TH	3.00	1,175	4,800	0.281		
	LT	1.00	313	1,600	0.196 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 190 - WESTERN AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	240	1,600	0.099	N-S(1):	0.220
	TH	2.00	461	3,200	0.144 *	N-S(2):	0.265 *
	LT	1.00	52	1,600	0.033	E-W(1):	0.221
Westbound	RT	0.00	156	0	0.000	E-W(2):	0.433 *
	TH	3.00	1,434	4,800	0.331 *		
	LT	1.00	101	1,600	0.063	V/C:	0.698
Northbound	RT	0.00	68	0	0.000	Lost Time:	0.100
	TH	2.00	530	3,200	0.187	ITS:	0.000
	LT	1.00	194	1,600	0.121 *		
Eastbound	RT	0.00	142	0	0.000	ICU:	0.798
	TH	3.00	615	4,800	0.158		
	LT	1.00	163	1,600	0.102 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	177	1,600	0.068	N-S(1):	0.191
	TH	2.00	349	3,200	0.109 *	N-S(2):	0.192 *
	LT	1.00	73	1,600	0.046	E-W(1):	0.202
Westbound	RT	0.00	104	0	0.000	E-W(2):	0.228 *
	TH	3.00	583	4,800	0.143 *		
	LT	1.00	110	1,600	0.069	V/C:	0.420
Northbound	RT	0.00	118	0	0.000	Lost Time:	0.100
	TH	2.00	347	3,200	0.145	ITS:	0.000
	LT	1.00	133	1,600	0.083 *		
Eastbound	RT	0.00	121	0	0.000	ICU:	0.520
	TH	3.00	518	4,800	0.133		
	LT	1.00	136	1,600	0.085 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	222	1,600	0.089	N-S(1):	0.277
	TH	2.00	550	3,200	0.172 *	N-S(2):	0.280 *
	LT	1.00	101	1,600	0.063	E-W(1):	0.381 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.273
	TH	3.00	736	4,800	0.174		
	LT	1.00	81	1,600	0.051 *	V/C:	0.661
Northbound	RT	0.00	121	0	0.000	Lost Time:	0.100
	TH	2.00	563	3,200	0.214	ITS:	0.000
	LT	1.00	173	1,600	0.108 *		
Eastbound	RT	0.00	201	0	0.000	ICU:	0.761
	TH	3.00	1,384	4,800	0.330 *		
	LT	1.00	158	1,600	0.099	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 191 - VERMONT AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	89	1,600	0.038	N-S(1):	0.185 *
	TH	3.00	363	4,800	0.076	N-S(2):	0.120
	LT	1.00	155	1,600	0.097 *	E-W(1):	0.217
Westbound	RT	0.00	129	0	0.000	E-W(2):	0.419 *
	TH	3.00	1,721	4,800	0.385 *		
	LT	1.00	100	1,600	0.063	V/C:	0.604
Northbound	RT	1.00	102	1,600	0.033	Lost Time:	0.100
	TH	3.00	421	4,800	0.088 *	ITS:	0.000
	LT	1.00	71	1,600	0.044		
Eastbound	RT	0.00	56	0	0.000	ICU:	0.704
	TH	3.00	682	4,800	0.154		
	LT	1.00	55	1,600	0.034 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	158	1,600	0.085 *	N-S(1):	0.103
	TH	3.00	314	4,800	0.065	N-S(2):	0.118 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.183 *
Westbound	RT	0.00	62	0	0.000	E-W(2):	0.178
	TH	3.00	656	4,800	0.150		
	LT	1.00	66	1,600	0.041 *	V/C:	0.301
Northbound	RT	1.00	44	1,600	0.007	Lost Time:	0.100
	TH	3.00	283	4,800	0.059	ITS:	0.000
	LT	1.00	52	1,600	0.033 *		
Eastbound	RT	0.00	47	0	0.000	ICU:	0.401
	TH	3.00	633	4,800	0.142 *		
	LT	1.00	45	1,600	0.028	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.000	N-S(1):	0.179 *
	TH	3.00	404	4,800	0.084	N-S(2):	0.128
	LT	1.00	129	1,600	0.081 *	E-W(1):	0.341 *
Westbound	RT	0.00	64	0	0.000	E-W(2):	0.240
	TH	3.00	769	4,800	0.174		
	LT	1.00	76	1,600	0.048 *	V/C:	0.520
Northbound	RT	1.00	85	1,600	0.029	Lost Time:	0.100
	TH	3.00	469	4,800	0.098 *	ITS:	0.000
	LT	1.00	71	1,600	0.044		
Eastbound	RT	0.00	89	0	0.000	ICU:	0.620
	TH	3.00	1,317	4,800	0.293 *		
	LT	1.00	106	1,600	0.066	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 192 - AVIATION BOULEVARD & ARTESIA BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	218	0	0.000	N-S(1):	0.521 *
	TH	2.00	489	3,200	0.221	N-S(2):	0.311
	LT	1.00	104	1,600	0.065 *	E-W(1):	0.301
Westbound	RT	0.00	206	0	0.000	E-W(2):	0.448 *
	TH	2.00	794	3,200	0.313 *		
	LT	1.00	187	1,600	0.117	V/C:	0.969
Northbound	RT	0.00	144	0	0.000	Lost Time:	0.100
	TH	2.00	1,314	3,200	0.456 *	ITS:	0.000
	LT	1.00	144	1,600	0.090		
Eastbound	RT	0.00	56	0	0.000	ICU:	1.069
	TH	2.00	533	3,200	0.184		
	LT	1.00	216	1,600	0.135 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	126	0	0.000	N-S(1):	0.301 *
	TH	2.00	608	3,200	0.229	N-S(2):	0.297
	LT	1.00	176	1,600	0.110 *	E-W(1):	0.335 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.323
	TH	2.00	501	3,200	0.207		
	LT	1.00	237	1,600	0.148 *	V/C:	0.636
Northbound	RT	0.00	148	0	0.000	Lost Time:	0.100
	TH	2.00	463	3,200	0.191 *	ITS:	0.000
	LT	1.00	109	1,600	0.068		
Eastbound	RT	0.00	72	0	0.000	ICU:	0.736
	TH	2.00	526	3,200	0.187 *		
	LT	1.00	185	1,600	0.116	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	119	0	0.000	N-S(1):	0.444
	TH	2.00	1,232	3,200	0.422 *	N-S(2):	0.497 *
	LT	1.00	251	1,600	0.157	E-W(1):	0.456 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.365
	TH	2.00	641	3,200	0.244		
	LT	1.00	290	1,600	0.181 *	V/C:	0.953
Northbound	RT	0.00	156	0	0.000	Lost Time:	0.100
	TH	2.00	763	3,200	0.287	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	135	0	0.000	ICU:	1.053
	TH	2.00	744	3,200	0.275 *		
	LT	1.00	193	1,600	0.121	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 193 - AVIATION BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	127	1,600	0.001	N-S(1):	0.444 *
	TH	2.00	608	3,200	0.190	N-S(2):	0.229
	LT	2.00	105	2,880	0.036 *	E-W(1):	0.264
Westbound	RT	1.00	310	1,600	0.176	E-W(2):	0.356 *
	TH	2.00	640	3,200	0.200 *		
	LT	2.00	240	2,880	0.083	V/C:	0.800
Northbound	RT	0.00	121	0	0.000	Lost Time:	0.100
	TH	3.00	1,837	4,800	0.408 *	ITS:	0.000
	LT	1.00	63	1,600	0.039		
Eastbound	RT	1.00	99	1,600	0.042	ICU:	0.900
	TH	2.00	578	3,200	0.181		
	LT	1.00	250	1,600	0.156 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	215	1,600	0.073	N-S(1):	0.270
	TH	2.00	751	3,200	0.235 *	N-S(2):	0.333 *
	LT	2.00	145	2,880	0.050	E-W(1):	0.254
Westbound	RT	1.00	149	1,600	0.068	E-W(2):	0.293 *
	TH	2.00	540	3,200	0.169 *		
	LT	2.00	235	2,880	0.082	V/C:	0.626
Northbound	RT	0.00	169	0	0.000	Lost Time:	0.100
	TH	3.00	885	4,800	0.220	ITS:	0.000
	LT	1.00	156	1,600	0.098 *		
Eastbound	RT	1.00	138	1,600	0.038	ICU:	0.726
	TH	2.00	550	3,200	0.172		
	LT	1.00	198	1,600	0.124 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	401	1,600	0.192	N-S(1):	0.309
	TH	2.00	1,306	3,200	0.408 *	N-S(2):	0.516 *
	LT	2.00	316	2,880	0.110	E-W(1):	0.365 *
Westbound	RT	1.00	125	1,600	0.023	E-W(2):	0.323
	TH	2.00	656	3,200	0.205		
	LT	2.00	439	2,880	0.152 *	V/C:	0.881
Northbound	RT	0.00	138	0	0.000	Lost Time:	0.100
	TH	3.00	816	4,800	0.199	ITS:	0.000
	LT	1.00	172	1,600	0.108 *		
Eastbound	RT	1.00	172	1,600	0.054	ICU:	0.981
	TH	2.00	683	3,200	0.213 *		
	LT	1.00	188	1,600	0.118	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 196 - PRAIRIE AVENUE & FLORENCE AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR, EBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.007
	TH	0.00	0	0	0.000 *	N-S(2):	0.264 *
	LT	0.00	0	0	0.000	E-W(1):	0.552 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.350
	TH	3.00	1,678	4,800	0.350		
	LT	1.00	433	1,600	0.271 *	V/C:	0.816
Northbound	RT	1.00	444	1,600	0.007	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	761	2,880	0.264 *		
Eastbound	RT	1.00	450	1,600	0.281 *	ICU:	0.916
	TH	3.00	856	4,800	0.178		
	LT	0.00	0	0	0.000	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.000
	TH	0.00	0	0	0.000 *	N-S(2):	0.111 *
	LT	0.00	0	0	0.000	E-W(1):	0.360 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.166
	TH	3.00	797	4,800	0.166		
	LT	1.00	254	1,600	0.159 *	V/C:	0.471
Northbound	RT	1.00	250	1,600	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	320	2,880	0.111 *		
Eastbound	RT	1.00	322	1,600	0.201 *	ICU:	0.571
	TH	3.00	799	4,800	0.166		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.063
	TH	0.00	0	0	0.000 *	N-S(2):	0.156 *
	LT	0.00	0	0	0.000	E-W(1):	0.526 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.205
	TH	3.00	984	4,800	0.205		
	LT	1.00	317	1,600	0.198 *	V/C:	0.682
Northbound	RT	1.00	417	1,600	0.063	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	450	2,880	0.156 *		
Eastbound	RT	1.00	525	1,600	0.328 *	ICU:	0.782
	TH	3.00	1,568	4,800	0.327		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 197 - PRAIRIE AVENUE & LENNOX BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	166	0	0.000	N-S(1):	0.261
	TH	3.00	1,063	4,800	0.256 *	N-S(2):	0.353 *
	LT	1.00	1	1,600	0.001	E-W(1):	0.063
Westbound	RT	0.00	7	0	0.000	E-W(2):	0.089 *
	TH	1.00	4	1,600	0.007 *		
	LT	0.00	0	0	0.000	V/C:	0.442
Northbound	RT	0.00	7	0	0.000	Lost Time:	0.100
	TH	3.00	1,243	4,800	0.260	ITS:	0.000
	LT	1.00	155	1,600	0.097 *		
Eastbound	RT	1.00	178	1,600	0.063	ICU:	0.542
	TH	2.00	4	3,200	0.042		
	LT	0.00	131	1,600	0.082 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	104	0	0.000	N-S(1):	0.208
	TH	3.00	870	4,800	0.203 *	N-S(2):	0.276 *
	LT	1.00	4	1,600	0.003	E-W(1):	0.045
Westbound	RT	0.00	9	0	0.000	E-W(2):	0.092 *
	TH	1.00	3	1,600	0.009 *		
	LT	0.00	3	1,600	0.002	V/C:	0.368
Northbound	RT	0.00	6	0	0.000	Lost Time:	0.100
	TH	3.00	979	4,800	0.205	ITS:	0.000
	LT	1.00	116	1,600	0.073 *		
Eastbound	RT	1.00	112	1,600	0.034	ICU:	0.468
	TH	2.00	4	3,200	0.043		
	LT	0.00	132	1,600	0.083 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	119	0	0.000	N-S(1):	0.275
	TH	3.00	1,389	4,800	0.314 *	N-S(2):	0.393 *
	LT	1.00	14	1,600	0.009	E-W(1):	0.090
Westbound	RT	0.00	6	0	0.000	E-W(2):	0.113 *
	TH	1.00	2	1,600	0.005 *		
	LT	0.00	0	0	0.000	V/C:	0.506
Northbound	RT	0.00	6	0	0.000	Lost Time:	0.100
	TH	3.00	1,269	4,800	0.266	ITS:	0.000
	LT	1.00	127	1,600	0.079 *		
Eastbound	RT	1.00	207	1,600	0.090	ICU:	0.606
	TH	2.00	6	3,200	0.056		
	LT	0.00	172	1,600	0.108 *	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 1 - ADMIRALTY WAY & BALI WAY
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : WBR,
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	17	1,600	0.003	N-S(1):	0.473 *
	TH	2.00	1,016	3,200	0.318	N-S(2):	0.331
	LT	1.00	302	1,600	0.189 *	E-W(1):	0.033
Westbound	RT	1.88	237	3,010	0.000	E-W(2):	0.095 *
	TH	0.12	15	190	0.079 *		
	LT	1.00	24	1,600	0.015	V/C:	0.568
Northbound	RT	0.00	44	0	0.000	Lost Time:	0.100
	TH	2.00	865	3,200	0.284 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	11	0	0.000	ICU:	0.668
	TH	2.00	21	3,200	0.018		
	LT	0.00	25	1,600	0.016 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	21	1,600	0.004	N-S(1):	0.417 *
	TH	2.00	665	3,200	0.208	N-S(2):	0.227
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.057
Westbound	RT	1.83	277	2,925	0.000	E-W(2):	0.114 *
	TH	0.17	26	275	0.095 *		
	LT	1.00	48	1,600	0.030	V/C:	0.531
Northbound	RT	0.00	126	0	0.000	Lost Time:	0.100
	TH	2.00	826	3,200	0.298 *	ITS:	0.000
	LT	1.00	31	1,600	0.019		
Eastbound	RT	0.00	25	0	0.000	ICU:	0.631
	TH	2.00	31	3,200	0.027		
	LT	0.00	30	1,600	0.019 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	22	1,600	0.006	N-S(1):	0.550 *
	TH	2.00	1,164	3,200	0.364	N-S(2):	0.372
	LT	1.00	267	1,600	0.167 *	E-W(1):	0.057
Westbound	RT	1.87	395	2,995	0.000	E-W(2):	0.148 *
	TH	0.13	27	205	0.132 *		
	LT	1.00	58	1,600	0.036	V/C:	0.698
Northbound	RT	0.00	121	0	0.000	Lost Time:	0.100
	TH	2.00	1,103	3,200	0.383 *	ITS:	0.000
	LT	1.00	13	1,600	0.008		
Eastbound	RT	0.00	13	0	0.000	ICU:	0.798
	TH	2.00	28	3,200	0.021		
	LT	0.00	25	1,600	0.016 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 2 - ADMIRALTY WAY & FIJI WAY
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : SBR,
FF Movements: WBR,

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	94	1,600	0.006	N-S(1):	0.181 *
	TH	0.00	0	0	0.000	N-S(2):	0.006
	LT	2.00	520	2,880	0.181 *	E-W(1):	0.033
Westbound	RT	1.00	473	1,600	0.000	E-W(2):	0.120 *
	TH	1.00	107	1,600	0.067 *		
	LT	0.00	0	0	0.000	V/C:	0.301
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.401
	TH	2.00	107	3,200	0.033		
	LT	1.00	85	1,600	0.053 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	84	1,600	0.000	N-S(1):	0.128 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	370	2,880	0.128 *	E-W(1):	0.047
Westbound	RT	1.00	362	1,600	0.000	E-W(2):	0.156 *
	TH	1.00	159	1,600	0.099 *		
	LT	0.00	0	0	0.000	V/C:	0.284
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.384
	TH	2.00	150	3,200	0.047		
	LT	1.00	91	1,600	0.057 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	188	1,600	0.060	N-S(1):	0.225 *
	TH	0.00	0	0	0.000	N-S(2):	0.060
	LT	2.00	647	2,880	0.225 *	E-W(1):	0.062
Westbound	RT	1.00	573	1,600	0.000	E-W(2):	0.224 *
	TH	1.00	266	1,600	0.166 *		
	LT	0.00	0	0	0.000	V/C:	0.449
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.549
	TH	2.00	198	3,200	0.062		
	LT	1.00	92	1,600	0.058 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 3 - ADMIRALTY WAY & MINDANAO WAY
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : WBR,
FF Movements:

N-S Split Phase : N
E-W Split Phase : Y
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	13	1,600	0.001	N-S(1):	0.473 *
	TH	2.00	506	3,200	0.158	N-S(2):	0.166
	LT	1.00	498	1,600	0.311 *	E-W(1):	0.089 *
Westbound	RT	1.00	373	1,600	0.000	E-W(2):	0.000
	TH	0.15	16	246	0.065		
	LT	1.85	192	2,658	0.072 *	V/C:	0.562
Northbound	RT	0.00	45	0	0.000	Lost Time:	0.100
	TH	2.00	474	3,200	0.162 *	ITS:	0.000
	LT	1.00	12	1,600	0.008		
Eastbound	RT	0.00	16	0	0.000	ICU:	0.662
	TH	2.00	14	3,200	0.017 *		
	LT	0.00	23	1,600	0.014	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	11	1,600	0.000	N-S(1):	0.404 *
	TH	2.00	463	3,200	0.145	N-S(2):	0.153
	LT	1.00	250	1,600	0.156 *	E-W(1):	0.133 *
Westbound	RT	1.00	348	1,600	0.061	E-W(2):	0.000
	TH	0.33	52	523	0.099		
	LT	1.67	266	2,409	0.110 *	V/C:	0.537
Northbound	RT	0.00	197	0	0.000	Lost Time:	0.100
	TH	2.00	596	3,200	0.248 *	ITS:	0.000
	LT	1.00	12	1,600	0.008		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.637
	TH	2.00	21	3,200	0.023 *		
	LT	0.00	33	1,600	0.021	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.012	N-S(1):	0.468 *
	TH	2.00	900	3,200	0.281	N-S(2):	0.307
	LT	1.00	308	1,600	0.193 *	E-W(1):	0.160 *
Westbound	RT	1.00	523	1,600	0.134 *	E-W(2):	0.000
	TH	0.45	75	712	0.105		
	LT	1.55	262	2,239	0.117	V/C:	0.628
Northbound	RT	0.00	92	0	0.000	Lost Time:	0.100
	TH	2.00	787	3,200	0.275 *	ITS:	0.000
	LT	1.00	41	1,600	0.026		
Eastbound	RT	0.00	29	0	0.000	ICU:	0.728
	TH	2.00	32	3,200	0.026 *		
	LT	0.00	23	1,600	0.014	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 4 - PALAWAN WAY & ADMIRALTY WAY
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.002	N-S(1):	0.157 *
	TH	1.00	45	1,600	0.028	N-S(2):	0.056
	LT	1.00	127	1,600	0.079 *	E-W(1):	0.336 *
Westbound	RT	0.00	57	0	0.000	E-W(2):	0.302
	TH	2.00	759	3,200	0.255		
	LT	1.00	60	1,600	0.038 *	V/C:	0.493
Northbound	RT	0.00	73	0	0.000	Lost Time:	0.100
	TH	1.00	51	1,600	0.078 *	ITS:	0.000
	LT	1.00	44	1,600	0.028		
Eastbound	RT	1.00	24	1,600	0.001	ICU:	0.593
	TH	2.00	952	3,200	0.298 *		
	LT	1.00	75	1,600	0.047	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	99	1,600	0.047	N-S(1):	0.126 *
	TH	1.00	40	1,600	0.025	N-S(2):	0.068
	LT	1.00	100	1,600	0.063 *	E-W(1):	0.199
Westbound	RT	0.00	68	0	0.000	E-W(2):	0.271 *
	TH	2.00	700	3,200	0.240 *		
	LT	1.00	61	1,600	0.038	V/C:	0.397
Northbound	RT	0.00	56	0	0.000	Lost Time:	0.100
	TH	1.00	45	1,600	0.063 *	ITS:	0.000
	LT	1.00	34	1,600	0.021		
Eastbound	RT	1.00	44	1,600	0.017	ICU:	0.497
	TH	2.00	514	3,200	0.161		
	LT	1.00	49	1,600	0.031 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	140	1,600	0.075	N-S(1):	0.200 *
	TH	1.00	114	1,600	0.071	N-S(2):	0.096
	LT	1.00	199	1,600	0.124 *	E-W(1):	0.343
Westbound	RT	0.00	74	0	0.000	E-W(2):	0.371 *
	TH	2.00	1,029	3,200	0.345 *		
	LT	1.00	92	1,600	0.058	V/C:	0.571
Northbound	RT	0.00	91	0	0.000	Lost Time:	0.100
	TH	1.00	30	1,600	0.076 *	ITS:	0.000
	LT	1.00	33	1,600	0.021		
Eastbound	RT	1.00	22	1,600	0.003	ICU:	0.671
	TH	2.00	912	3,200	0.285		
	LT	1.00	41	1,600	0.026 *	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 5 - VIA MARINA & ADMIRALTY WAY
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:	NBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.320 *
	TH	3.00	182	4,800	0.038	N-S(2):	0.038
	LT	1.00	304	1,600	0.190 *	E-W(1):	0.097 *
Westbound	RT	2.00	559	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	279	2,880	0.097 *	V/C:	0.417
Northbound	RT	1.00	696	1,600	0.000	Lost Time:	0.100
	TH	2.00	416	3,200	0.130 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.517
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.287 *
	TH	3.00	268	4,800	0.056	N-S(2):	0.056
	LT	1.00	259	1,600	0.162 *	E-W(1):	0.154 *
Westbound	RT	2.00	265	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	443	2,880	0.154 *	V/C:	0.441
Northbound	RT	1.00	392	1,600	0.000	Lost Time:	0.100
	TH	2.00	399	3,200	0.125 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.541
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.416 *
	TH	3.00	385	4,800	0.080	N-S(2):	0.080
	LT	1.00	523	1,600	0.327 *	E-W(1):	0.226 *
Westbound	RT	2.00	449	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	651	2,880	0.226 *	V/C:	0.642
Northbound	RT	1.00	463	1,600	0.000	Lost Time:	0.100
	TH	2.00	284	3,200	0.089 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.742
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 10 - AVIATIO BOULEVARD & ARBOR VITAE STREET
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.180
	TH	2.00	459	3,200	0.147 *	N-S(2):	0.273 *
	LT	1.00	33	1,600	0.021	E-W(1):	0.151 *
Westbound	RT	1.00	47	1,600	0.019	E-W(2):	0.072
	TH	2.00	211	3,200	0.066		
	LT	1.00	52	1,600	0.033 *	V/C:	0.424
Northbound	RT	1.00	187	1,600	0.101	Lost Time:	0.100
	TH	2.00	508	3,200	0.159	ITS:	0.000
	LT	1.00	202	1,600	0.126 *		
Eastbound	RT	0.00	32	0	0.000	ICU:	0.524
	TH	3.00	535	4,800	0.118 *		
	LT	1.00	10	1,600	0.006	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	26	0	0.000	N-S(1):	0.139
	TH	2.00	263	3,200	0.090 *	N-S(2):	0.194 *
	LT	1.00	66	1,600	0.041	E-W(1):	0.123 *
Westbound	RT	1.00	74	1,600	0.026	E-W(2):	0.084
	TH	2.00	241	3,200	0.075		
	LT	1.00	34	1,600	0.021 *	V/C:	0.317
Northbound	RT	1.00	96	1,600	0.049	Lost Time:	0.100
	TH	2.00	315	3,200	0.098	ITS:	0.000
	LT	1.00	167	1,600	0.104 *		
Eastbound	RT	0.00	55	0	0.000	ICU:	0.417
	TH	3.00	435	4,800	0.102 *		
	LT	1.00	15	1,600	0.009	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.225
	TH	2.00	503	3,200	0.160 *	N-S(2):	0.265 *
	LT	1.00	65	1,600	0.041	E-W(1):	0.181
Westbound	RT	1.00	34	1,600	0.001	E-W(2):	0.195 *
	TH	2.00	605	3,200	0.189 *		
	LT	1.00	80	1,600	0.050	V/C:	0.460
Northbound	RT	1.00	109	1,600	0.043	Lost Time:	0.100
	TH	2.00	588	3,200	0.184	ITS:	0.000
	LT	1.00	168	1,600	0.105 *		
Eastbound	RT	0.00	203	0	0.000	ICU:	0.560
	TH	3.00	426	4,800	0.131		
	LT	1.00	10	1,600	0.006 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 11 - INGLEWOOD AVENUE & ARBOR VITAE STREET
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	35	0	0.000	N-S(1):	0.167 *
	TH	1.00	76	1,600	0.069 *	N-S(2):	0.000
	LT	1.00	5	1,600	0.003	E-W(1):	0.089
Westbound	RT	0.00	19	0	0.000	E-W(2):	0.191 *
	TH	2.00	554	3,200	0.179 *		
	LT	1.00	41	1,600	0.026	V/C:	0.358
Northbound	RT	0.00	43	0	0.000	Lost Time:	0.100
	TH	1.00	114	1,600	0.098 *	ITS:	0.000
	LT	1.00	154	1,600	0.096		
Eastbound	RT	0.00	31	0	0.000	ICU:	0.458
	TH	2.00	169	3,200	0.063		
	LT	1.00	19	1,600	0.012 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	69	0	0.000	N-S(1):	0.232 *
	TH	1.00	98	1,600	0.104 *	N-S(2):	0.000
	LT	1.00	27	1,600	0.017	E-W(1):	0.193 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.158
	TH	2.00	400	3,200	0.134		
	LT	1.00	62	1,600	0.039 *	V/C:	0.425
Northbound	RT	0.00	77	0	0.000	Lost Time:	0.100
	TH	1.00	128	1,600	0.128 *	ITS:	0.000
	LT	1.00	91	1,600	0.057		
Eastbound	RT	0.00	68	0	0.000	ICU:	0.525
	TH	2.00	425	3,200	0.154 *		
	LT	1.00	39	1,600	0.024	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	43	0	0.000	N-S(1):	0.343 *
	TH	1.00	206	1,600	0.156 *	N-S(2):	0.000
	LT	1.00	61	1,600	0.038	E-W(1):	0.278 *
Westbound	RT	0.00	14	0	0.000	E-W(2):	0.142
	TH	2.00	366	3,200	0.119		
	LT	1.00	71	1,600	0.044 *	V/C:	0.621
Northbound	RT	0.00	127	0	0.000	Lost Time:	0.100
	TH	1.00	172	1,600	0.187 *	ITS:	0.000
	LT	1.00	87	1,600	0.054		
Eastbound	RT	0.00	109	0	0.000	ICU:	0.721
	TH	2.00	640	3,200	0.234 *		
	LT	1.00	36	1,600	0.023	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 12 - LA BREA AVENUE & ARBOR VITAE STREET
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	48	1,600	0.012	N-S(1):	0.181 *
	TH	3.00	342	4,800	0.071	N-S(2):	0.122
	LT	1.00	53	1,600	0.033 *	E-W(1):	0.100
Westbound	RT	1.00	58	1,600	0.020	E-W(2):	0.120 *
	TH	2.00	270	3,200	0.084 *		
	LT	1.00	46	1,600	0.029	V/C:	0.301
Northbound	RT	0.00	17	0	0.000	Lost Time:	0.100
	TH	3.00	695	4,800	0.148 *	ITS:	0.000
	LT	1.00	81	1,600	0.051		
Eastbound	RT	1.00	89	1,600	0.030	ICU:	0.401
	TH	1.00	114	1,600	0.071		
	LT	1.00	58	1,600	0.036 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	80	1,600	0.015	N-S(1):	0.201
	TH	3.00	663	4,800	0.138 *	N-S(2):	0.220 *
	LT	1.00	111	1,600	0.069	E-W(1):	0.148
Westbound	RT	1.00	81	1,600	0.016	E-W(2):	0.160 *
	TH	2.00	287	3,200	0.090 *		
	LT	1.00	65	1,600	0.041	V/C:	0.380
Northbound	RT	0.00	45	0	0.000	Lost Time:	0.100
	TH	3.00	589	4,800	0.132	ITS:	0.000
	LT	1.00	131	1,600	0.082 *		
Eastbound	RT	1.00	127	1,600	0.038	ICU:	0.480
	TH	1.00	171	1,600	0.107		
	LT	1.00	112	1,600	0.070 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	62	1,600	0.000	N-S(1):	0.196
	TH	3.00	1,032	4,800	0.215 *	N-S(2):	0.324 *
	LT	1.00	111	1,600	0.069	E-W(1):	0.252 *
Westbound	RT	1.00	81	1,600	0.016	E-W(2):	0.178
	TH	2.00	263	3,200	0.082		
	LT	1.00	65	1,600	0.041 *	V/C:	0.576
Northbound	RT	0.00	69	0	0.000	Lost Time:	0.100
	TH	3.00	540	4,800	0.127	ITS:	0.000
	LT	1.00	174	1,600	0.109 *		
Eastbound	RT	1.00	190	1,600	0.064	ICU:	0.676
	TH	1.00	338	1,600	0.211 *		
	LT	1.00	153	1,600	0.096	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 13 - LA CIENEGA BOULEVARD & ARBOR VITAE STREET
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	899	1,600	0.562 *	N-S(1):	0.106
	TH	2.00	10	1,600	0.006	N-S(2):	1.173 *
	LT	1.00	26	1,600	0.016	E-W(1):	0.094
Westbound	RT	1.00	137	1,600	0.086	E-W(2):	0.222 *
	TH	3.00	475	4,800	0.099 *		
	LT	1.00	107	1,600	0.067	V/C:	1.395
Northbound	RT	1.00	51	1,600	0.000	Lost Time:	0.100
	TH	2.00	287	3,200	0.090	ITS:	0.000
	LT	1.00	977	1,600	0.611 *		
Eastbound	RT	1.00	88	1,600	0.000	ICU:	1.495
	TH	3.00	131	4,800	0.027		
	LT	1.00	197	1,600	0.123 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	626	1,600	0.391 *	N-S(1):	0.141
	TH	2.00	238	1,600	0.149	N-S(2):	0.496 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.120
Westbound	RT	1.00	77	1,600	0.048	E-W(2):	0.363 *
	TH	3.00	398	4,800	0.083 *		
	LT	1.00	64	1,600	0.040	V/C:	0.859
Northbound	RT	1.00	95	1,600	0.039	Lost Time:	0.100
	TH	2.00	291	3,200	0.091	ITS:	0.000
	LT	1.00	168	1,600	0.105 *		
Eastbound	RT	1.00	64	1,600	0.000	ICU:	0.959
	TH	3.00	383	4,800	0.080		
	LT	1.00	448	1,600	0.280 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	640	1,600	0.400 *	N-S(1):	0.192
	TH	2.00	229	1,600	0.143	N-S(2):	0.818 *
	LT	1.00	114	1,600	0.071	E-W(1):	0.279
Westbound	RT	1.00	33	1,600	0.021	E-W(2):	0.704 *
	TH	3.00	337	4,800	0.070 *		
	LT	1.00	59	1,600	0.037	V/C:	1.522
Northbound	RT	1.00	223	1,600	0.121	Lost Time:	0.100
	TH	2.00	10	3,200	0.003	ITS:	0.000
	LT	1.00	668	1,600	0.418 *		
Eastbound	RT	1.00	721	1,600	0.242	ICU:	1.622
	TH	3.00	605	4,800	0.126		
	LT	1.00	1,014	1,600	0.634 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 15 - AVIATION BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	145	1,600	0.091	N-S(1):	0.354 *
	TH	2.00	731	3,200	0.228	N-S(2):	0.344
	LT	1.00	90	1,600	0.056 *	E-W(1):	0.156
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.397 *
	TH	3.00	1,664	4,800	0.349 *		
	LT	2.00	262	2,880	0.091	V/C:	0.751
Northbound	RT	1.00	37	1,600	0.000	Lost Time:	0.100
	TH	2.00	953	3,200	0.298 *	ITS:	0.000
	LT	2.00	334	2,880	0.116		
Eastbound	RT	1.00	63	1,600	0.000	ICU:	0.851
	TH	3.00	311	4,800	0.065		
	LT	1.00	77	1,600	0.048 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	173	1,600	0.108	N-S(1):	0.206
	TH	2.00	490	3,200	0.153 *	N-S(2):	0.212 *
	LT	1.00	66	1,600	0.041	E-W(1):	0.281 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.244
	TH	3.00	725	4,800	0.153		
	LT	2.00	370	2,880	0.128 *	V/C:	0.493
Northbound	RT	1.00	51	1,600	0.000	Lost Time:	0.100
	TH	2.00	527	3,200	0.165	ITS:	0.000
	LT	2.00	171	2,880	0.059 *		
Eastbound	RT	1.00	212	1,600	0.103	ICU:	0.593
	TH	3.00	736	4,800	0.153 *		
	LT	1.00	146	1,600	0.091	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	34	1,600	0.021	N-S(1):	0.251 *
	TH	2.00	339	3,200	0.106	N-S(2):	0.180
	LT	1.00	60	1,600	0.038 *	E-W(1):	0.421 *
Westbound	RT	0.00	68	0	0.000	E-W(2):	0.240
	TH	3.00	583	4,800	0.136		
	LT	2.00	169	2,880	0.059 *	V/C:	0.672
Northbound	RT	1.00	220	1,600	0.079	Lost Time:	0.100
	TH	2.00	681	3,200	0.213 *	ITS:	0.000
	LT	2.00	214	2,880	0.074		
Eastbound	RT	1.00	488	1,600	0.268	ICU:	0.772
	TH	3.00	1,737	4,800	0.362 *		
	LT	1.00	166	1,600	0.104	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 17 - AVIATION BLVD. / FLORENCE AVENUE & MANCHESTER AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.138 *	N-S(1):	0.120
	TH	2.00	339	3,200	0.106	N-S(2):	0.296 *
	LT	0.00	0	0	0.000	E-W(1):	0.167
Westbound	RT	1.00	6	1,600	0.004	E-W(2):	0.296 *
	TH	2.00	725	3,200	0.227 *		
	LT	1.00	55	1,600	0.034	V/C:	0.592
Northbound	RT	0.00	69	0	0.000	Lost Time:	0.100
	TH	2.00	316	3,200	0.120	ITS:	0.000
	LT	1.00	252	1,600	0.158 *		
Eastbound	RT	1.00	302	1,600	0.110	ICU:	0.692
	TH	2.00	426	3,200	0.133		
	LT	1.00	110	1,600	0.069 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	112	1,600	0.070	N-S(1):	0.089
	TH	2.00	328	3,200	0.103 *	N-S(2):	0.244 *
	LT	0.00	0	0	0.000	E-W(1):	0.352 *
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.323
	TH	2.00	808	3,200	0.253		
	LT	1.00	74	1,600	0.046 *	V/C:	0.596
Northbound	RT	0.00	126	0	0.000	Lost Time:	0.100
	TH	2.00	158	3,200	0.089	ITS:	0.000
	LT	1.00	226	1,600	0.141 *		
Eastbound	RT	1.00	299	1,600	0.116	ICU:	0.696
	TH	2.00	980	3,200	0.306 *		
	LT	1.00	112	1,600	0.070	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	86	1,600	0.054	N-S(1):	0.192
	TH	2.00	536	3,200	0.168 *	N-S(2):	0.396 *
	LT	0.00	0	0	0.000	E-W(1):	0.315
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.317 *
	TH	2.00	583	3,200	0.182 *		
	LT	1.00	68	1,600	0.043	V/C:	0.713
Northbound	RT	0.00	157	0	0.000	Lost Time:	0.100
	TH	2.00	456	3,200	0.192	ITS:	0.000
	LT	1.00	364	1,600	0.228 *		
Eastbound	RT	1.00	415	1,600	0.146	ICU:	0.813
	TH	2.00	871	3,200	0.272		
	LT	1.00	216	1,600	0.135 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 18 - AVIATION BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	150	1,600	0.070	N-S(1):	0.284 *
	TH	4.00	421	6,400	0.066	N-S(2):	0.147
	LT	2.00	67	2,880	0.023 *	E-W(1):	0.215
Westbound	RT	1.00	403	1,600	0.229	E-W(2):	0.301 *
	TH	4.00	1,775	6,400	0.277 *		
	LT	2.00	330	2,880	0.115	V/C:	0.585
Northbound	RT	1.00	384	1,600	0.125	Lost Time:	0.100
	TH	3.00	1,255	4,800	0.261 *	ITS:	0.000
	LT	2.00	223	2,880	0.077		
Eastbound	RT	1.00	53	1,600	0.000	ICU:	0.685
	TH	4.00	639	6,400	0.100		
	LT	2.00	68	2,880	0.024 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	217	1,600	0.075	N-S(1):	0.324 *
	TH	4.00	566	6,400	0.088	N-S(2):	0.160
	LT	2.00	341	2,880	0.118 *	E-W(1):	0.341 *
Westbound	RT	1.00	202	1,600	0.008	E-W(2):	0.285
	TH	4.00	1,434	6,400	0.224		
	LT	2.00	338	2,880	0.117 *	V/C:	0.665
Northbound	RT	1.00	518	1,600	0.206 *	Lost Time:	0.100
	TH	3.00	564	4,800	0.118	ITS:	0.000
	LT	2.00	208	2,880	0.072		
Eastbound	RT	1.00	179	1,600	0.040	ICU:	0.765
	TH	4.00	1,434	6,400	0.224 *		
	LT	2.00	176	2,880	0.061	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	215	1,600	0.051	N-S(1):	0.296 *
	TH	4.00	1,145	6,400	0.179	N-S(2):	0.247
	LT	2.00	454	2,880	0.158 *	E-W(1):	0.432 *
Westbound	RT	1.00	119	1,600	0.000	E-W(2):	0.280
	TH	4.00	1,252	6,400	0.196		
	LT	2.00	394	2,880	0.137 *	V/C:	0.728
Northbound	RT	1.00	333	1,600	0.071	Lost Time:	0.100
	TH	3.00	662	4,800	0.138 *	ITS:	0.000
	LT	2.00	196	2,880	0.068		
Eastbound	RT	1.00	193	1,600	0.053	ICU:	0.828
	TH	4.00	1,890	6,400	0.295 *		
	LT	2.00	241	2,880	0.084	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 20 - AVIATION BOULEVARD & WEST 120TH STREET
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.283 *
	TH	2.00	522	3,200	0.169	N-S(2):	0.200
	LT	1.00	30	1,600	0.019 *	E-W(1):	0.115
Westbound	RT	0.00	116	0	0.000	E-W(2):	0.211 *
	TH	2.00	42	1,600	0.208 *		
	LT	0.00	174	1,600	0.109	V/C:	0.494
Northbound	RT	1.00	31	1,600	0.000	Lost Time:	0.100
	TH	2.00	845	3,200	0.264 *	ITS:	0.000
	LT	1.00	49	1,600	0.031		
Eastbound	RT	0.00	9	1,600	0.006	ICU:	0.594
	TH	2.00	2	1,600	0.004		
	LT	0.00	4	1,600	0.003 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	15	0	0.000	N-S(1):	0.192 *
	TH	2.00	424	3,200	0.137	N-S(2):	0.180
	LT	1.00	55	1,600	0.034 *	E-W(1):	0.069
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.088 *
	TH	2.00	11	1,600	0.081 *		
	LT	0.00	79	1,600	0.049	V/C:	0.280
Northbound	RT	1.00	72	1,600	0.020	Lost Time:	0.100
	TH	2.00	507	3,200	0.158 *	ITS:	0.000
	LT	1.00	68	1,600	0.043		
Eastbound	RT	0.00	32	1,600	0.020	ICU:	0.380
	TH	2.00	9	1,600	0.013		
	LT	0.00	11	1,600	0.007 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	2	0	0.000	N-S(1):	0.324 *
	TH	2.00	964	3,200	0.302	N-S(2):	0.310
	LT	1.00	142	1,600	0.089 *	E-W(1):	0.082
Westbound	RT	0.00	64	0	0.000	E-W(2):	0.102 *
	TH	2.00	2	1,600	0.086 *		
	LT	0.00	71	1,600	0.044	V/C:	0.426
Northbound	RT	1.00	73	1,600	0.023	Lost Time:	0.100
	TH	2.00	752	3,200	0.235 *	ITS:	0.000
	LT	1.00	13	1,600	0.008		
Eastbound	RT	0.00	41	0	0.000	ICU:	0.526
	TH	2.00	55	3,200	0.038		
	LT	0.00	26	1,600	0.016 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 21 - LINCOLN BOULEVARD & BAILI WAY
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	217	0	0.000	N-S(1):	0.306
	TH	3.00	1,147	4,800	0.284 *	N-S(2):	0.345 *
	LT	1.00	22	1,600	0.014	E-W(1):	0.110 *
Westbound	RT	0.00	8	0	0.000	E-W(2):	0.000
	TH	1.00	1	1,600	0.011 *		
	LT	0.00	9	1,600	0.006	V/C:	0.455
Northbound	RT	0.00	21	0	0.000	Lost Time:	0.100
	TH	3.00	1,379	4,800	0.292	ITS:	0.000
	LT	1.00	98	1,600	0.061 *		
Eastbound	RT	1.00	44	1,600	0.000	ICU:	0.555
	TH	0.02	3	34	0.089		
	LT	1.98	282	2,850	0.099 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	243	0	0.000	N-S(1):	0.310
	TH	3.00	1,212	4,800	0.303 *	N-S(2):	0.349 *
	LT	1.00	43	1,600	0.027	E-W(1):	0.149 *
Westbound	RT	0.00	27	0	0.000	E-W(2):	0.000
	TH	1.00	4	1,600	0.023 *		
	LT	0.00	6	1,600	0.004	V/C:	0.498
Northbound	RT	0.00	11	0	0.000	Lost Time:	0.100
	TH	3.00	1,347	4,800	0.283	ITS:	0.000
	LT	1.00	73	1,600	0.046 *		
Eastbound	RT	1.00	46	1,600	0.006	ICU:	0.598
	TH	0.03	5	44	0.114		
	LT	1.97	359	2,840	0.126 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	341	0	0.000	N-S(1):	0.334
	TH	3.00	1,786	4,800	0.443 *	N-S(2):	0.539 *
	LT	1.00	39	1,600	0.024	E-W(1):	0.178 *
Westbound	RT	0.00	36	0	0.000	E-W(2):	0.000
	TH	1.00	5	1,600	0.029 *		
	LT	0.00	5	1,600	0.003	V/C:	0.717
Northbound	RT	0.00	9	0	0.000	Lost Time:	0.100
	TH	3.00	1,480	4,800	0.310	ITS:	0.000
	LT	1.00	154	1,600	0.096 *		
Eastbound	RT	1.00	5	1,600	0.000	ICU:	0.817
	TH	0.00	0	0	0.000		
	LT	2.00	428	2,880	0.149 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 23 - CENTINELA AVENUE & JEFFERSON BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR, EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	390	1,600	0.107	N-S(1):	0.129 *
	TH	2.00	17	3,200	0.005	N-S(2):	0.111
	LT	2.00	364	2,880	0.126 *	E-W(1):	0.179
Westbound	RT	1.00	344	1,600	0.089	E-W(2):	0.331 *
	TH	3.00	931	4,800	0.194 *		
	LT	2.00	17	2,880	0.006	V/C:	0.460
Northbound	RT	1.00	7	1,600	0.001	Lost Time:	0.100
	TH	3.00	13	4,800	0.003 *	ITS:	0.000
	LT	2.00	11	2,880	0.004		
Eastbound	RT	1.00	9	1,600	0.002	ICU:	0.560
	TH	3.00	829	4,800	0.173		
	LT	2.00	394	2,880	0.137 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	320	1,600	0.105	N-S(1):	0.142 *
	TH	2.00	20	3,200	0.006	N-S(2):	0.113
	LT	2.00	374	2,880	0.130 *	E-W(1):	0.173
Westbound	RT	1.00	260	1,600	0.033	E-W(2):	0.280 *
	TH	3.00	887	4,800	0.185 *		
	LT	2.00	11	2,880	0.004	V/C:	0.422
Northbound	RT	1.00	22	1,600	0.012 *	Lost Time:	0.100
	TH	3.00	16	4,800	0.003	ITS:	0.000
	LT	2.00	23	2,880	0.008		
Eastbound	RT	1.00	19	1,600	0.004	ICU:	0.522
	TH	3.00	809	4,800	0.169		
	LT	2.00	274	2,880	0.095 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	364	1,600	0.143	N-S(1):	0.299 *
	TH	2.00	10	3,200	0.003	N-S(2):	0.148
	LT	2.00	829	2,880	0.288 *	E-W(1):	0.212
Westbound	RT	1.00	344	1,600	0.000	E-W(2):	0.303 *
	TH	3.00	1,048	4,800	0.218 *		
	LT	2.00	5	2,880	0.002	V/C:	0.602
Northbound	RT	1.00	19	1,600	0.011 *	Lost Time:	0.100
	TH	3.00	15	4,800	0.003	ITS:	0.000
	LT	2.00	15	2,880	0.005		
Eastbound	RT	1.00	8	1,600	0.000	ICU:	0.702
	TH	3.00	1,009	4,800	0.210		
	LT	2.00	244	2,880	0.085 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 25 - LA BREA AVENUE & CENTINELA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	146	0	0.000	N-S(1):	0.284
	TH	2.00	615	3,200	0.238 *	N-S(2):	0.369 *
	LT	1.00	118	1,600	0.074	E-W(1):	0.119
Westbound	RT	1.00	262	1,600	0.127	E-W(2):	0.329 *
	TH	2.00	815	3,200	0.255 *		
	LT	1.00	33	1,600	0.021	V/C:	0.698
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	653	3,200	0.210	ITS:	0.000
	LT	1.00	210	1,600	0.131 *		
Eastbound	RT	1.00	90	1,600	0.000	ICU:	0.798
	TH	2.00	312	3,200	0.098		
	LT	1.00	119	1,600	0.074 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	152	0	0.000	N-S(1):	0.292
	TH	2.00	647	3,200	0.250 *	N-S(2):	0.361 *
	LT	1.00	198	1,600	0.124	E-W(1):	0.178
Westbound	RT	1.00	118	1,600	0.012	E-W(2):	0.257 *
	TH	2.00	492	3,200	0.154 *		
	LT	1.00	55	1,600	0.034	V/C:	0.618
Northbound	RT	0.00	48	0	0.000	Lost Time:	0.100
	TH	2.00	491	3,200	0.168	ITS:	0.000
	LT	1.00	178	1,600	0.111 *		
Eastbound	RT	1.00	186	1,600	0.061	ICU:	0.718
	TH	2.00	462	3,200	0.144		
	LT	1.00	164	1,600	0.103 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.463 *
	TH	2.00	908	3,200	0.315	N-S(2):	0.419
	LT	1.00	262	1,600	0.164 *	E-W(1):	0.312 *
Westbound	RT	1.00	183	1,600	0.033	E-W(2):	0.276
	TH	2.00	535	3,200	0.167		
	LT	1.00	68	1,600	0.043 *	V/C:	0.775
Northbound	RT	0.00	41	0	0.000	Lost Time:	0.100
	TH	2.00	917	3,200	0.299 *	ITS:	0.000
	LT	1.00	166	1,600	0.104		
Eastbound	RT	1.00	211	1,600	0.080	ICU:	0.875
	TH	2.00	860	3,200	0.269 *		
	LT	1.00	174	1,600	0.109	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 26 - LA CIENEGA BOULEVARD & CENTINELA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	14	0	0.000	N-S(1):	0.561 *
	TH	3.00	2,104	4,800	0.441	N-S(2):	0.444
	LT	1.00	132	1,600	0.083 *	E-W(1):	0.249
Westbound	RT	1.00	200	1,600	0.084	E-W(2):	0.335 *
	TH	2.00	1,071	3,200	0.335 *		
	LT	1.00	234	1,600	0.146	V/C:	0.896
Northbound	RT	0.00	36	0	0.000	Lost Time:	0.100
	TH	3.00	2,256	4,800	0.478 *	ITS:	0.000
	LT	2.00	8	2,880	0.003		
Eastbound	RT	0.00	152	0	0.000	ICU:	0.996
	TH	3.00	342	4,800	0.103		
	LT	0.00	0	0	0.000 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	33	0	0.000	N-S(1):	0.353 *
	TH	3.00	1,344	4,800	0.287	N-S(2):	0.346
	LT	1.00	134	1,600	0.084 *	E-W(1):	0.257 *
Westbound	RT	1.00	105	1,600	0.024	E-W(2):	0.225
	TH	2.00	720	3,200	0.225		
	LT	1.00	164	1,600	0.103 *	V/C:	0.610
Northbound	RT	0.00	83	0	0.000	Lost Time:	0.100
	TH	3.00	1,210	4,800	0.269 *	ITS:	0.000
	LT	2.00	169	2,880	0.059		
Eastbound	RT	0.00	158	0	0.000	ICU:	0.710
	TH	3.00	579	4,800	0.154 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	17	0	0.000	N-S(1):	0.636 *
	TH	3.00	1,958	4,800	0.411	N-S(2):	0.438
	LT	1.00	291	1,600	0.182 *	E-W(1):	0.322 *
Westbound	RT	1.00	118	1,600	0.000	E-W(2):	0.253
	TH	2.00	811	3,200	0.253		
	LT	1.00	149	1,600	0.093 *	V/C:	0.958
Northbound	RT	0.00	125	0	0.000	Lost Time:	0.100
	TH	3.00	2,054	4,800	0.454 *	ITS:	0.000
	LT	2.00	77	2,880	0.027		
Eastbound	RT	0.00	204	0	0.000	ICU:	1.058
	TH	3.00	893	4,800	0.229 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 27 - LA TIEJERA BOULEVARD & CENTINELA BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	137	0	0.000	N-S(1):	0.193
	TH	3.00	864	4,800	0.209 *	N-S(2):	0.262 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.164
Westbound	RT	0.00	9	0	0.000	E-W(2):	0.280 *
	TH	3.00	961	4,800	0.202 *		
	LT	1.00	119	1,600	0.074	V/C:	0.542
Northbound	RT	0.00	112	0	0.000	Lost Time:	0.100
	TH	3.00	723	4,800	0.174	ITS:	0.000
	LT	2.00	153	2,880	0.053 *		
Eastbound	RT	0.00	62	0	0.000	ICU:	0.642
	TH	3.00	368	4,800	0.090		
	LT	1.00	125	1,600	0.078 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	93	0	0.000	N-S(1):	0.231 *
	TH	3.00	535	4,800	0.131	N-S(2):	0.193
	LT	1.00	74	1,600	0.046 *	E-W(1):	0.246 *
Westbound	RT	0.00	17	0	0.000	E-W(2):	0.222
	TH	3.00	691	4,800	0.148		
	LT	1.00	180	1,600	0.113 *	V/C:	0.477
Northbound	RT	0.00	202	0	0.000	Lost Time:	0.100
	TH	3.00	684	4,800	0.185 *	ITS:	0.000
	LT	2.00	179	2,880	0.062		
Eastbound	RT	0.00	79	0	0.000	ICU:	0.577
	TH	3.00	560	4,800	0.133 *		
	LT	1.00	118	1,600	0.074	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	106	0	0.000	N-S(1):	0.387 *
	TH	3.00	803	4,800	0.189	N-S(2):	0.257
	LT	1.00	124	1,600	0.078 *	E-W(1):	0.266
Westbound	RT	0.00	7	0	0.000	E-W(2):	0.293 *
	TH	3.00	809	4,800	0.170 *		
	LT	1.00	166	1,600	0.104	V/C:	0.680
Northbound	RT	0.00	295	0	0.000	Lost Time:	0.100
	TH	3.00	1,187	4,800	0.309 *	ITS:	0.000
	LT	2.00	196	2,880	0.068		
Eastbound	RT	0.00	51	0	0.000	ICU:	0.780
	TH	3.00	727	4,800	0.162		
	LT	1.00	196	1,600	0.123 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 34 - LA BREA AVENUE / HAWTHORNE BOULEVARD & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	101	1,600	0.024	N-S(1):	0.200 *
	TH	3.00	409	4,800	0.085	N-S(2):	0.091
	LT	1.00	81	1,600	0.051 *	E-W(1):	0.094
Westbound	RT	0.00	134	0	0.000	E-W(2):	0.269 *
	TH	3.00	780	4,800	0.190 *		
	LT	1.00	73	1,600	0.046	V/C:	0.469
Northbound	RT	1.00	68	1,600	0.020	Lost Time:	0.100
	TH	3.00	713	4,800	0.149 *	ITS:	0.000
	LT	1.00	10	1,600	0.006		
Eastbound	RT	0.00	11	0	0.000	ICU:	0.569
	TH	3.00	219	4,800	0.048		
	LT	1.00	126	1,600	0.079 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	126	1,600	0.036	N-S(1):	0.260 *
	TH	3.00	609	4,800	0.127	N-S(2):	0.133
	LT	1.00	212	1,600	0.133 *	E-W(1):	0.188
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.202 *
	TH	3.00	447	4,800	0.116 *		
	LT	1.00	122	1,600	0.076	V/C:	0.462
Northbound	RT	1.00	161	1,600	0.063	Lost Time:	0.100
	TH	3.00	611	4,800	0.127 *	ITS:	0.000
	LT	1.00	10	1,600	0.006		
Eastbound	RT	0.00	64	0	0.000	ICU:	0.562
	TH	3.00	472	4,800	0.112		
	LT	1.00	137	1,600	0.086 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	102	1,600	0.012	N-S(1):	0.288 *
	TH	3.00	952	4,800	0.198	N-S(2):	0.224
	LT	1.00	223	1,600	0.139 *	E-W(1):	0.319 *
Westbound	RT	0.00	135	0	0.000	E-W(2):	0.251
	TH	3.00	574	4,800	0.148		
	LT	1.00	142	1,600	0.089 *	V/C:	0.607
Northbound	RT	1.00	130	1,600	0.037	Lost Time:	0.100
	TH	3.00	715	4,800	0.149 *	ITS:	0.000
	LT	1.00	41	1,600	0.026		
Eastbound	RT	0.00	48	0	0.000	ICU:	0.707
	TH	3.00	1,056	4,800	0.230 *		
	LT	1.00	165	1,600	0.103	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 35 - INGLEWOOD AVENUE & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	124	0	0.000	N-S(1):	0.128
	TH	1.00	84	1,600	0.130 *	N-S(2):	0.194 *
	LT	1.00	47	1,600	0.029	E-W(1):	0.097
Westbound	RT	0.00	113	0	0.000	E-W(2):	0.264 *
	TH	3.00	990	4,800	0.230 *		
	LT	1.00	37	1,600	0.023	V/C:	0.458
Northbound	RT	0.00	41	0	0.000	Lost Time:	0.100
	TH	1.00	118	1,600	0.099	ITS:	0.000
	LT	1.00	102	1,600	0.064 *		
Eastbound	RT	0.00	42	0	0.000	ICU:	0.558
	TH	3.00	314	4,800	0.074		
	LT	1.00	55	1,600	0.034 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	123	0	0.000	N-S(1):	0.192
	TH	1.00	128	1,600	0.157 *	N-S(2):	0.210 *
	LT	1.00	93	1,600	0.058	E-W(1):	0.162
Westbound	RT	0.00	83	0	0.000	E-W(2):	0.204 *
	TH	3.00	547	4,800	0.131 *		
	LT	1.00	45	1,600	0.028	V/C:	0.414
Northbound	RT	0.00	56	0	0.000	Lost Time:	0.100
	TH	1.00	159	1,600	0.134	ITS:	0.000
	LT	1.00	85	1,600	0.053 *		
Eastbound	RT	0.00	75	0	0.000	ICU:	0.514
	TH	3.00	568	4,800	0.134		
	LT	1.00	117	1,600	0.073 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	134	0	0.000	N-S(1):	0.240
	TH	1.00	303	1,600	0.273 *	N-S(2):	0.316 *
	LT	1.00	122	1,600	0.076	E-W(1):	0.355 *
Westbound	RT	0.00	91	0	0.000	E-W(2):	0.299
	TH	3.00	699	4,800	0.165		
	LT	1.00	61	1,600	0.038 *	V/C:	0.671
Northbound	RT	0.00	54	0	0.000	Lost Time:	0.100
	TH	1.00	209	1,600	0.164	ITS:	0.000
	LT	1.00	69	1,600	0.043 *		
Eastbound	RT	0.00	203	0	0.000	ICU:	0.771
	TH	3.00	1,319	4,800	0.317 *		
	LT	1.00	215	1,600	0.134	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 36 - LA CIENEGA BOULEVARD & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	658	3,200	0.096 *	N-S(1):	0.045
	TH	2.00	102	3,200	0.032	N-S(2):	0.322 *
	LT	1.00	67	1,600	0.042	E-W(1):	0.381
Westbound	RT	0.00	976	1,600	0.610 *	E-W(2):	0.719 *
	TH	4.00	483	4,800	0.101		
	LT	1.00	440	1,600	0.275	V/C:	1.041
Northbound	RT	2.00	195	3,200	0.000	Lost Time:	0.100
	TH	2.00	10	3,200	0.003	ITS:	0.000
	LT	1.00	361	1,600	0.226 *		
Eastbound	RT	2.00	244	3,200	0.000	ICU:	1.141
	TH	3.00	509	4,800	0.106		
	LT	1.00	175	1,600	0.109 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	865	3,200	0.152 *	N-S(1):	0.179
	TH	2.00	227	3,200	0.071	N-S(2):	0.232 *
	LT	1.00	231	1,600	0.144	E-W(1):	0.344 *
Westbound	RT	0.00	278	1,600	0.174	E-W(2):	0.292
	TH	4.00	651	4,800	0.136		
	LT	1.00	198	1,600	0.124 *	V/C:	0.576
Northbound	RT	2.00	262	3,200	0.000	Lost Time:	0.100
	TH	2.00	111	3,200	0.035	ITS:	0.000
	LT	1.00	128	1,600	0.080 *		
Eastbound	RT	2.00	336	3,200	0.025	ICU:	0.676
	TH	3.00	1,054	4,800	0.220 *		
	LT	1.00	189	1,600	0.118	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.85	509	2,953	0.157	N-S(1):	0.424 *
	TH	2.15	594	3,447	0.172	N-S(2):	0.202
	LT	1.00	423	1,600	0.264 *	E-W(1):	0.303
Westbound	RT	0.00	679	1,600	0.424 *	E-W(2):	0.439 *
	TH	4.00	194	4,800	0.040		
	LT	1.00	169	1,600	0.106	V/C:	0.863
Northbound	RT	2.00	850	3,200	0.160 *	Lost Time:	0.100
	TH	2.00	10	3,200	0.003	ITS:	0.000
	LT	1.00	48	1,600	0.030		
Eastbound	RT	2.00	416	3,200	0.100	ICU:	0.963
	TH	3.00	945	4,800	0.197		
	LT	1.00	24	1,600	0.015 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 37 - PRAIRIE AVENUE & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	95	0	0.000	N-S(1):	0.240 *
	TH	3.00	441	4,800	0.112	N-S(2):	0.160
	LT	1.00	148	1,600	0.093 *	E-W(1):	0.063
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.242 *
	TH	3.00	795	4,800	0.205 *		
	LT	1.00	39	1,600	0.024	V/C:	0.482
Northbound	RT	0.00	81	0	0.000	Lost Time:	0.100
	TH	3.00	624	4,800	0.147 *	ITS:	0.000
	LT	1.00	76	1,600	0.048		
Eastbound	RT	0.00	59	0	0.000	ICU:	0.582
	TH	3.00	129	4,800	0.039		
	LT	1.00	59	1,600	0.037 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.280 *
	TH	3.00	532	4,800	0.125	N-S(2):	0.182
	LT	1.00	261	1,600	0.163 *	E-W(1):	0.238 *
Westbound	RT	0.00	283	1,600	0.177	E-W(2):	0.222
	TH	3.00	512	3,200	0.160		
	LT	1.00	123	1,600	0.077 *	V/C:	0.518
Northbound	RT	0.00	103	0	0.000	Lost Time:	0.100
	TH	3.00	459	4,800	0.117 *	ITS:	0.000
	LT	1.00	91	1,600	0.057		
Eastbound	RT	0.00	114	0	0.000	ICU:	0.618
	TH	3.00	661	4,800	0.161 *		
	LT	1.00	72	1,600	0.045	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	95	0	0.000	N-S(1):	0.357 *
	TH	3.00	907	4,800	0.209	N-S(2):	0.284
	LT	1.00	305	1,600	0.191 *	E-W(1):	0.291
Westbound	RT	0.00	378	1,600	0.236 *	E-W(2):	0.324 *
	TH	3.00	532	3,200	0.166		
	LT	1.00	121	1,600	0.076	V/C:	0.681
Northbound	RT	0.00	202	0	0.000	Lost Time:	0.100
	TH	3.00	595	4,800	0.166 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	0.00	71	0	0.000	ICU:	0.781
	TH	3.00	959	4,800	0.215		
	LT	1.00	141	1,600	0.088 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 39 - NB I-405 RAMPS & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.080
	TH	0.00	0	0	0.000 *	N-S(2):	0.322 *
	LT	0.00	0	0	0.000	E-W(1):	0.097
Westbound	RT	0.00	57	0	0.000	E-W(2):	0.277 *
	TH	3.00	1,274	4,800	0.277 *		
	LT	0.00	0	0	0.000	V/C:	0.599
Northbound	RT	1.00	128	1,600	0.080	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	927	2,880	0.322 *		
Eastbound	RT	2.00	500	3,200	0.000	ICU:	0.699
	TH	2.00	309	3,200	0.097		
	LT	1.00	0	1,600	0.000 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.108
	TH	0.00	0	0	0.000 *	N-S(2):	0.274 *
	LT	0.00	0	0	0.000	E-W(1):	0.178
Westbound	RT	0.00	31	0	0.000	E-W(2):	0.185 *
	TH	3.00	855	4,800	0.185 *		
	LT	0.00	0	0	0.000	V/C:	0.459
Northbound	RT	1.00	172	1,600	0.108	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	790	2,880	0.274 *		
Eastbound	RT	2.00	883	3,200	0.000	ICU:	0.559
	TH	2.00	571	3,200	0.178		
	LT	1.00	0	1,600	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.223 *
	TH	0.00	0	0	0.000	N-S(2):	0.183
	LT	0.00	0	0	0.000 *	E-W(1):	0.335 *
Westbound	RT	0.00	51	0	0.000	E-W(2):	0.197
	TH	3.00	893	4,800	0.197		
	LT	0.00	0	0	0.000 *	V/C:	0.558
Northbound	RT	1.00	356	1,600	0.223 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	528	2,880	0.183		
Eastbound	RT	1.47	790	2,358	0.000	ICU:	0.658
	TH	2.53	1,354	4,042	0.335 *		
	LT	1.00	0	1,600	0.000	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 46 - DOUGLAS STREET & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	32	1,600	0.000	N-S(1):	0.172
	TH	2.00	198	3,200	0.062 *	N-S(2):	0.191 *
	LT	2.00	78	2,880	0.027	E-W(1):	0.149
Westbound	RT	1.00	396	1,600	0.234	E-W(2):	0.437 *
	TH	3.00	1,428	4,800	0.298 *		
	LT	2.00	140	2,880	0.049	V/C:	0.628
Northbound	RT	1.00	57	1,600	0.011	Lost Time:	0.100
	TH	2.00	463	3,200	0.145	ITS:	0.000
	LT	2.00	372	2,880	0.129 *		
Eastbound	RT	0.00	136	0	0.000	ICU:	0.728
	TH	3.00	345	4,800	0.100		
	LT	1.00	223	1,600	0.139 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.001	N-S(1):	0.151 *
	TH	2.00	241	3,200	0.075	N-S(2):	0.130
	LT	2.00	176	2,880	0.061 *	E-W(1):	0.213
Westbound	RT	1.00	334	1,600	0.178 *	E-W(2):	0.289 *
	TH	3.00	783	4,800	0.163		
	LT	2.00	90	2,880	0.031	V/C:	0.440
Northbound	RT	1.00	142	1,600	0.073	Lost Time:	0.100
	TH	2.00	287	3,200	0.090 *	ITS:	0.000
	LT	2.00	157	2,880	0.055		
Eastbound	RT	0.00	195	0	0.000	ICU:	0.540
	TH	3.00	678	4,800	0.182		
	LT	1.00	177	1,600	0.111 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	55	1,600	0.000	N-S(1):	0.304 *
	TH	2.00	710	3,200	0.222	N-S(2):	0.281
	LT	2.00	336	2,880	0.117 *	E-W(1):	0.467 *
Westbound	RT	1.00	127	1,600	0.021	E-W(2):	0.197
	TH	3.00	543	4,800	0.113		
	LT	2.00	123	2,880	0.043 *	V/C:	0.771
Northbound	RT	1.00	333	1,600	0.187 *	Lost Time:	0.100
	TH	2.00	401	3,200	0.125	ITS:	0.000
	LT	2.00	171	2,880	0.059		
Eastbound	RT	0.00	319	0	0.000	ICU:	0.871
	TH	3.00	1,716	4,800	0.424 *		
	LT	1.00	134	1,600	0.084	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 47 - DOUGLAS STREET & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	11	1,600	0.000	N-S(1):	0.053 *
	TH	0.91	16	1,463	0.011	N-S(2):	0.000
	LT	1.09	19	1,563	0.012 *	E-W(1):	0.173
Westbound	RT	0.00	56	0	0.000	E-W(2):	0.219 *
	TH	3.00	881	4,800	0.195 *		
	LT	2.00	194	2,880	0.067	V/C:	0.272
Northbound	RT	2.00	95	3,200	0.000	Lost Time:	0.100
	TH	1.00	18	1,600	0.011	ITS:	0.000
	LT	1.00	65	1,600	0.041 *		
Eastbound	RT	0.00	166	0	0.000	ICU:	0.372
	TH	3.00	343	4,800	0.106		
	LT	1.00	38	1,600	0.024 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	29	1,600	0.003	N-S(1):	0.063 *
	TH	0.58	21	933	0.023	N-S(2):	0.000
	LT	1.42	51	2,040	0.025 *	E-W(1):	0.133
Westbound	RT	0.00	33	0	0.000	E-W(2):	0.134 *
	TH	3.00	461	4,800	0.103 *		
	LT	2.00	73	2,880	0.025	V/C:	0.197
Northbound	RT	2.00	153	3,200	0.022	Lost Time:	0.100
	TH	1.00	16	1,600	0.010	ITS:	0.000
	LT	1.00	60	1,600	0.038 *		
Eastbound	RT	0.00	82	0	0.000	ICU:	0.297
	TH	3.00	438	4,800	0.108		
	LT	1.00	50	1,600	0.031 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.006	N-S(1):	0.118 *
	TH	0.59	25	941	0.027	N-S(2):	0.000
	LT	1.41	60	2,033	0.030 *	E-W(1):	0.226 *
Westbound	RT	0.00	38	0	0.000	E-W(2):	0.145
	TH	3.00	531	4,800	0.119		
	LT	2.00	59	2,880	0.020 *	V/C:	0.344
Northbound	RT	2.00	345	3,200	0.087	Lost Time:	0.100
	TH	1.00	26	1,600	0.016	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	0.00	89	0	0.000	ICU:	0.444
	TH	3.00	898	4,800	0.206 *		
	LT	1.00	42	1,600	0.026	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 48 - DOUGLAS STREET & MARIPOSA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	53	0	0.000	N-S(1):	0.132
	TH	3.00	290	4,800	0.071 *	N-S(2):	0.191 *
	LT	1.00	3	1,600	0.002	E-W(1):	0.034 *
Westbound	RT	0.00	4	0	0.000	E-W(2):	0.000
	TH	2.00	2	3,200	0.004		
	LT	0.00	6	1,600	0.004 *	V/C:	0.225
Northbound	RT	0.00	25	0	0.000	Lost Time:	0.100
	TH	3.00	600	4,800	0.130	ITS:	0.000
	LT	1.00	192	1,600	0.120 *		
Eastbound	RT	1.00	127	1,600	0.019	ICU:	0.325
	TH	0.18	8	294	0.027		
	LT	1.82	79	2,615	0.030 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	52	0	0.000	N-S(1):	0.130
	TH	3.00	347	4,800	0.083 *	N-S(2):	0.163 *
	LT	1.00	19	1,600	0.012	E-W(1):	0.102 *
Westbound	RT	0.00	5	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.007 *		
	LT	0.00	8	1,600	0.005	V/C:	0.265
Northbound	RT	0.00	36	0	0.000	Lost Time:	0.100
	TH	3.00	531	4,800	0.118	ITS:	0.000
	LT	1.00	128	1,600	0.080 *		
Eastbound	RT	1.00	216	1,600	0.095 *	ICU:	0.365
	TH	0.31	19	494	0.038		
	LT	1.69	104	2,435	0.043	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	36	0	0.000	N-S(1):	0.122
	TH	3.00	560	4,800	0.124 *	N-S(2):	0.212 *
	LT	1.00	0	1,600	0.000	E-W(1):	0.203 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.000
	TH	2.00	0	3,200	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.415
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	585	4,800	0.122	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	1.00	394	1,600	0.203 *	ICU:	0.515
	TH	0.00	0	0	0.000		
	LT	2.00	216	2,880	0.075	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 49 - DOUGLAS STREET & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	28	1,600	0.000	N-S(1):	0.108 *
	TH	1.00	39	1,600	0.024	N-S(2):	0.064
	LT	2.00	101	2,880	0.035 *	E-W(1):	0.156
Westbound	RT	1.00	443	1,600	0.242 *	E-W(2):	0.445 *
	TH	3.00	1,707	4,800	0.356 *		
	LT	2.00	76	2,880	0.026	V/C:	0.553
Northbound	RT	1.00	13	1,600	0.000	Lost Time:	0.100
	TH	1.00	116	1,600	0.073 *	ITS:	0.000
	LT	1.00	64	1,600	0.040		
Eastbound	RT	1.00	46	1,600	0.009	ICU:	0.653
	TH	3.00	626	4,800	0.130		
	LT	2.00	257	2,880	0.089 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	155	1,600	0.065	N-S(1):	0.126 *
	TH	1.00	74	1,600	0.046	N-S(2):	0.123
	LT	2.00	245	2,880	0.085 *	E-W(1):	0.302
Westbound	RT	1.00	233	1,600	0.061	E-W(2):	0.413 *
	TH	3.00	1,681	4,800	0.350 *		
	LT	2.00	39	2,880	0.014	V/C:	0.539
Northbound	RT	1.00	55	1,600	0.028	Lost Time:	0.100
	TH	1.00	65	1,600	0.041 *	ITS:	0.000
	LT	1.00	93	1,600	0.058		
Eastbound	RT	1.00	121	1,600	0.047	ICU:	0.639
	TH	3.00	1,383	4,800	0.288		
	LT	2.00	182	2,880	0.063 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	258	1,600	0.147	N-S(1):	0.140
	TH	1.00	293	1,600	0.183 *	N-S(2):	0.245 *
	LT	2.00	283	2,880	0.098	E-W(1):	0.354 *
Westbound	RT	1.00	189	1,600	0.020	E-W(2):	0.336
	TH	3.00	1,476	4,800	0.308		
	LT	2.00	28	2,880	0.010 *	V/C:	0.599
Northbound	RT	1.00	57	1,600	0.031	Lost Time:	0.100
	TH	1.00	67	1,600	0.042	ITS:	0.000
	LT	1.00	99	1,600	0.062 *		
Eastbound	RT	1.00	115	1,600	0.041	ICU:	0.699
	TH	3.00	1,650	4,800	0.344 *		
	LT	2.00	80	2,880	0.028	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 51 - HAWTHORNE BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	42	1,600	0.001	N-S(1):	0.186
	TH	3.00	633	4,800	0.132 *	N-S(2):	0.228 *
	LT	2.00	181	2,880	0.063	E-W(1):	0.159
Westbound	RT	0.00	249	0	0.000	E-W(2):	0.307 *
	TH	3.00	986	4,800	0.257 *		
	LT	1.00	101	1,600	0.063	V/C:	0.535
Northbound	RT	0.00	93	0	0.000	Lost Time:	0.100
	TH	4.00	697	6,400	0.123	ITS:	0.000
	LT	2.00	276	2,880	0.096 *		
Eastbound	RT	0.00	106	0	0.000	ICU:	0.635
	TH	3.00	355	4,800	0.096		
	LT	1.00	80	1,600	0.050 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	127	1,600	0.029	N-S(1):	0.234
	TH	3.00	883	4,800	0.184 *	N-S(2):	0.266 *
	LT	2.00	216	2,880	0.075	E-W(1):	0.291 *
Westbound	RT	0.00	182	0	0.000	E-W(2):	0.256
	TH	3.00	568	4,800	0.156		
	LT	1.00	207	1,600	0.129 *	V/C:	0.557
Northbound	RT	0.00	206	0	0.000	Lost Time:	0.100
	TH	4.00	811	6,400	0.159	ITS:	0.000
	LT	2.00	235	2,880	0.082 *		
Eastbound	RT	0.00	255	0	0.000	ICU:	0.657
	TH	3.00	521	4,800	0.162 *		
	LT	1.00	160	1,600	0.100	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	89	1,600	0.007	N-S(1):	0.316
	TH	3.00	1,758	4,800	0.366 *	N-S(2):	0.443 *
	LT	2.00	412	2,880	0.143	E-W(1):	0.617 *
Westbound	RT	0.00	199	0	0.000	E-W(2):	0.272
	TH	3.00	638	4,800	0.174		
	LT	1.00	134	1,600	0.084 *	V/C:	1.060
Northbound	RT	0.00	175	0	0.000	Lost Time:	0.100
	TH	4.00	935	6,400	0.173	ITS:	0.000
	LT	2.00	221	2,880	0.077 *		
Eastbound	RT	0.00	470	0	0.000	ICU:	1.160
	TH	3.00	2,090	4,800	0.533 *		
	LT	1.00	157	1,600	0.098	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 52 - INGLEWOOD AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.129
	TH	2.00	294	3,200	0.126 *	N-S(2):	0.294 *
	LT	1.00	3	1,600	0.002	E-W(1):	0.112
Westbound	RT	0.00	168	0	0.000	E-W(2):	0.274 *
	TH	3.00	981	4,800	0.239 *		
	LT	1.00	52	1,600	0.033	V/C:	0.568
Northbound	RT	0.00	72	0	0.000	Lost Time:	0.100
	TH	2.00	333	3,200	0.127	ITS:	0.000
	LT	1.00	269	1,600	0.168 *		
Eastbound	RT	0.00	81	0	0.000	ICU:	0.668
	TH	3.00	300	4,800	0.079		
	LT	1.00	56	1,600	0.035 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	117	0	0.000	N-S(1):	0.233
	TH	2.00	448	3,200	0.177 *	N-S(2):	0.286 *
	LT	1.00	88	1,600	0.055	E-W(1):	0.227
Westbound	RT	0.00	157	0	0.000	E-W(2):	0.251 *
	TH	3.00	614	4,800	0.161 *		
	LT	1.00	128	1,600	0.080	V/C:	0.537
Northbound	RT	0.00	131	0	0.000	Lost Time:	0.100
	TH	2.00	437	3,200	0.178	ITS:	0.000
	LT	1.00	175	1,600	0.109 *		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.637
	TH	3.00	576	4,800	0.147		
	LT	1.00	144	1,600	0.090 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	78	0	0.000	N-S(1):	0.287
	TH	2.00	727	3,200	0.252 *	N-S(2):	0.330 *
	LT	1.00	103	1,600	0.064	E-W(1):	0.549 *
Westbound	RT	0.00	166	0	0.000	E-W(2):	0.291
	TH	3.00	618	4,800	0.163		
	LT	1.00	155	1,600	0.097 *	V/C:	0.879
Northbound	RT	0.00	94	0	0.000	Lost Time:	0.100
	TH	2.00	619	3,200	0.223	ITS:	0.000
	LT	1.00	125	1,600	0.078 *		
Eastbound	RT	0.00	295	0	0.000	ICU:	0.979
	TH	3.00	1,874	4,800	0.452 *		
	LT	1.00	205	1,600	0.128	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 53 - LA CIENEGA BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	398	3,200	0.089 *	N-S(1):	0.064
	TH	0.00	0	0	0.000	N-S(2):	0.089 *
	LT	2.00	185	2,880	0.064	E-W(1):	0.088
Westbound	RT	0.00	554	0	0.000	E-W(2):	0.450 *
	TH	3.00	1,432	4,800	0.414 *		
	LT	0.00	0	0	0.000	V/C:	0.539
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.639
	TH	3.00	423	4,800	0.088		
	LT	1.00	57	1,600	0.036 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	226	3,200	0.031	N-S(1):	0.119 *
	TH	0.00	0	0	0.000	N-S(2):	0.031
	LT	2.00	344	2,880	0.119 *	E-W(1):	0.170
Westbound	RT	0.00	415	0	0.000	E-W(2):	0.301 *
	TH	3.00	840	4,800	0.261 *		
	LT	0.00	0	0	0.000	V/C:	0.420
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.520
	TH	3.00	817	4,800	0.170		
	LT	1.00	64	1,600	0.040 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	300	3,200	0.022	N-S(1):	0.424 *
	TH	0.00	0	0	0.000	N-S(2):	0.022
	LT	2.00	1,221	2,880	0.424 *	E-W(1):	0.420 *
Westbound	RT	0.00	402	1,600	0.251	E-W(2):	0.323
	TH	3.00	492	3,200	0.154		
	LT	0.00	0	0	0.000 *	V/C:	0.844
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.944
	TH	3.00	2,015	4,800	0.420 *		
	LT	1.00	115	1,600	0.072	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 54 - NASH STREET & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	39	1,600	0.024	N-S(1):	0.072 *
	TH	2.00	155	3,193	0.049	N-S(2):	0.000
	LT	1.00	78	1,446	0.054 *	E-W(1):	0.180
Westbound	RT	0.00	275	0	0.000 *	E-W(2):	0.353 *
	TH	3.00	1,334	4,800	0.335 *		
	LT	2.00	148	2,880	0.051	V/C:	0.425
Northbound	RT	1.12	32	1,796	0.000	Lost Time:	0.100
	TH	0.88	25	1,404	0.018 *	ITS:	0.000
	LT	2.00	2	2,880	0.001		
Eastbound	RT	1.00	49	1,600	0.030	ICU:	0.525
	TH	3.00	620	4,800	0.129		
	LT	2.00	51	2,880	0.018 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	54	1,600	0.034	N-S(1):	0.087 *
	TH	1.10	96	1,752	0.055	N-S(2):	0.000
	LT	1.90	167	2,743	0.061 *	E-W(1):	0.194
Westbound	RT	0.00	103	0	0.000	E-W(2):	0.216 *
	TH	3.00	842	4,800	0.197 *		
	LT	2.00	66	2,880	0.023	V/C:	0.303
Northbound	RT	1.13	47	1,812	0.003	Lost Time:	0.100
	TH	0.87	36	1,388	0.026 *	ITS:	0.000
	LT	2.00	8	2,880	0.003		
Eastbound	RT	1.00	34	1,600	0.020	ICU:	0.403
	TH	3.00	821	4,800	0.171		
	LT	2.00	55	2,880	0.019 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	46	1,600	0.029	N-S(1):	0.233 *
	TH	1.00	51	1,600	0.032	N-S(2):	0.000
	LT	2.00	489	2,880	0.170 *	E-W(1):	0.305 *
Westbound	RT	0.00	103	0	0.000	E-W(2):	0.202
	TH	3.00	834	4,800	0.195		
	LT	2.00	22	2,880	0.008 *	V/C:	0.538
Northbound	RT	1.19	121	1,907	0.056	Lost Time:	0.100
	TH	0.81	82	1,293	0.063 *	ITS:	0.000
	LT	2.00	16	2,880	0.006		
Eastbound	RT	1.00	2	1,600	0.000	ICU:	0.638
	TH	3.00	1,427	4,800	0.297 *		
	LT	2.00	19	2,880	0.007	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 55 - SEPULVEDA BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	98	1,600	0.019	N-S(1):	0.499 *
	TH	4.00	943	6,400	0.147	N-S(2):	0.222
	LT	2.00	213	2,880	0.074 *	E-W(1):	0.120
Westbound	RT	1.00	166	1,600	0.067	E-W(2):	0.191 *
	TH	2.00	340	3,200	0.106 *		
	LT	2.00	76	2,880	0.026	V/C:	0.690
Northbound	RT	0.00	258	0	0.000	Lost Time:	0.100
	TH	4.00	2,460	6,400	0.425 *	ITS:	0.000
	LT	2.00	217	2,880	0.075		
Eastbound	RT	1.00	211	1,600	0.094	ICU:	0.790
	TH	2.00	250	3,200	0.078		
	LT	1.00	136	1,600	0.085 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	125	1,600	0.043	N-S(1):	0.344
	TH	4.00	1,650	6,400	0.258 *	N-S(2):	0.359 *
	LT	2.00	151	2,880	0.052	E-W(1):	0.274 *
Westbound	RT	1.00	183	1,600	0.088	E-W(2):	0.160
	TH	2.00	285	3,200	0.089		
	LT	2.00	376	2,880	0.131 *	V/C:	0.633
Northbound	RT	0.00	243	0	0.000	Lost Time:	0.100
	TH	4.00	1,624	6,400	0.292	ITS:	0.000
	LT	2.00	290	2,880	0.101 *		
Eastbound	RT	1.00	310	1,600	0.143 *	ICU:	0.733
	TH	2.00	336	3,200	0.105		
	LT	1.00	113	1,600	0.071	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	76	1,600	0.005	N-S(1):	0.357
	TH	4.00	2,510	6,400	0.392 *	N-S(2):	0.480 *
	LT	2.00	225	2,880	0.078	E-W(1):	0.373 *
Westbound	RT	1.00	293	1,600	0.144	E-W(2):	0.229
	TH	2.00	366	3,200	0.114		
	LT	2.00	477	2,880	0.166 *	V/C:	0.853
Northbound	RT	0.00	188	0	0.000	Lost Time:	0.100
	TH	4.00	1,595	6,400	0.279	ITS:	0.000
	LT	2.00	252	2,880	0.088 *		
Eastbound	RT	1.00	401	1,600	0.207 *	ICU:	0.953
	TH	2.00	385	3,200	0.120		
	LT	1.00	136	1,600	0.085	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 56 - LINCOLN BOULEVARD & FIJI WAY
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	76	0	0.000	N-S(1):	0.425
	TH	3.00	1,268	4,800	0.280 *	N-S(2):	0.474 *
	LT	1.00	57	1,600	0.036	E-W(1):	0.027
Westbound	RT	0.00	44	1,600	0.028 *	E-W(2):	0.077 *
	TH	2.00	14	1,600	0.026		
	LT	0.00	27	1,600	0.017	V/C:	0.551
Northbound	RT	0.00	41	0	0.000	Lost Time:	0.100
	TH	3.00	1,826	4,800	0.389	ITS:	0.000
	LT	2.00	560	2,880	0.194 *		
Eastbound	RT	1.00	560	1,600	0.000	ICU:	0.651
	TH	1.00	16	1,600	0.010		
	LT	1.00	79	1,600	0.049 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.387
	TH	3.00	1,241	4,800	0.286 *	N-S(2):	0.464 *
	LT	1.00	62	1,600	0.039	E-W(1):	0.029
Westbound	RT	0.00	27	0	0.000	E-W(2):	0.087 *
	TH	2.00	11	3,200	0.022 *		
	LT	0.00	33	1,600	0.021	V/C:	0.551
Northbound	RT	0.00	35	0	0.000	Lost Time:	0.100
	TH	3.00	1,633	4,800	0.348	ITS:	0.000
	LT	2.00	514	2,880	0.178 *		
Eastbound	RT	1.00	440	1,600	0.000	ICU:	0.651
	TH	1.00	12	1,600	0.008		
	LT	1.00	104	1,600	0.065 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	161	0	0.000	N-S(1):	0.427
	TH	3.00	1,821	4,800	0.413 *	N-S(2):	0.678 *
	LT	1.00	59	1,600	0.037	E-W(1):	0.034
Westbound	RT	0.00	23	0	0.000	E-W(2):	0.097 *
	TH	2.00	18	3,200	0.023 *		
	LT	0.00	34	1,600	0.021	V/C:	0.775
Northbound	RT	0.00	43	0	0.000	Lost Time:	0.100
	TH	3.00	1,827	4,800	0.390	ITS:	0.000
	LT	2.00	764	2,880	0.265 *		
Eastbound	RT	1.00	898	1,600	0.000	ICU:	0.875
	TH	1.00	20	1,600	0.013		
	LT	1.00	119	1,600	0.074 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 57 - LA BREA AVENUE & FLORENCE AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	71	0	0.000	N-S(1):	0.289 *
	TH	2.00	526	3,200	0.187	N-S(2):	0.217
	LT	1.00	70	1,600	0.044 *	E-W(1):	0.173
Westbound	RT	0.00	74	0	0.000	E-W(2):	0.284 *
	TH	2.00	713	3,200	0.246 *		
	LT	1.00	124	1,600	0.078	V/C:	0.573
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	2.00	774	3,200	0.245 *	ITS:	0.000
	LT	1.00	48	1,600	0.030		
Eastbound	RT	0.00	58	0	0.000	ICU:	0.673
	TH	2.00	247	3,200	0.095		
	LT	1.00	61	1,600	0.038 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	79	0	0.000	N-S(1):	0.312 *
	TH	2.00	710	3,200	0.247	N-S(2):	0.285
	LT	1.00	135	1,600	0.084 *	E-W(1):	0.194
Westbound	RT	0.00	188	0	0.000	E-W(2):	0.227 *
	TH	2.00	326	3,200	0.161 *		
	LT	1.00	100	1,600	0.063	V/C:	0.539
Northbound	RT	0.00	71	0	0.000	Lost Time:	0.100
	TH	2.00	657	3,200	0.228 *	ITS:	0.000
	LT	1.00	61	1,600	0.038		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.639
	TH	2.00	358	3,200	0.131		
	LT	1.00	105	1,600	0.066 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	93	0	0.000	N-S(1):	0.413 *
	TH	2.00	954	3,200	0.327	N-S(2):	0.343
	LT	1.00	136	1,600	0.085 *	E-W(1):	0.335 *
Westbound	RT	0.00	111	0	0.000	E-W(2):	0.229
	TH	2.00	362	3,200	0.148		
	LT	1.00	83	1,600	0.052 *	V/C:	0.748
Northbound	RT	0.00	154	0	0.000	Lost Time:	0.100
	TH	2.00	896	3,200	0.328 *	ITS:	0.000
	LT	1.00	26	1,600	0.016		
Eastbound	RT	0.00	61	0	0.000	ICU:	0.848
	TH	2.00	844	3,200	0.283 *		
	LT	1.00	129	1,600	0.081	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 58 - LA CIENEGA BOULEVARD & FLORENCE AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	388	1,600	0.243 *	N-S(1):	0.327 *
	TH	2.72	474	2,751	0.172	N-S(2):	0.000
	LT	1.28	353	1,844	0.191	E-W(1):	0.337 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.308
	TH	2.00	491	3,200	0.157		
	LT	1.00	466	1,600	0.291 *	V/C:	0.664
Northbound	RT	0.00	62	0	0.000	Lost Time:	0.100
	TH	2.00	207	3,200	0.084 *	ITS:	0.000
	LT	1.00	21	1,600	0.013		
Eastbound	RT	0.00	18	0	0.000	ICU:	0.764
	TH	2.00	129	3,200	0.046 *		
	LT	1.00	242	1,600	0.151	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	287	0	0.000	N-S(1):	0.409 *
	TH	3.00	784	4,800	0.223 *	N-S(2):	0.000
	LT	1.00	264	1,600	0.165	E-W(1):	0.252 *
Westbound	RT	0.00	55	0	0.000	E-W(2):	0.155
	TH	2.00	214	3,200	0.084		
	LT	1.00	255	1,600	0.159 *	V/C:	0.661
Northbound	RT	0.00	98	0	0.000	Lost Time:	0.100
	TH	2.00	498	3,200	0.186 *	ITS:	0.000
	LT	1.00	21	1,600	0.013		
Eastbound	RT	0.00	32	0	0.000	ICU:	0.761
	TH	2.00	265	3,200	0.093 *		
	LT	1.00	114	1,600	0.071	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	438	1,600	0.274	N-S(1):	0.537 *
	TH	2.97	818	3,149	0.260	N-S(2):	0.000
	LT	1.03	429	1,486	0.289 *	E-W(1):	0.357 *
Westbound	RT	0.00	66	0	0.000	E-W(2):	0.324
	TH	2.00	158	3,200	0.070		
	LT	1.00	384	1,600	0.240 *	V/C:	0.894
Northbound	RT	0.00	396	1,600	0.248 *	Lost Time:	0.100
	TH	2.00	329	1,600	0.206	ITS:	0.000
	LT	1.00	19	1,600	0.012		
Eastbound	RT	0.00	16	0	0.000	ICU:	0.994
	TH	2.00	357	3,200	0.117 *		
	LT	1.00	407	1,600	0.254	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 59 - NASH STREET & GRAND AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	291	1,600	0.182 *	N-S(1):	0.096
	TH	2.00	182	1,600	0.114	N-S(2):	0.257 *
	LT	1.00	73	1,600	0.046	E-W(1):	0.068 *
Westbound	RT	0.00	24	0	0.000	E-W(2):	0.000
	TH	1.00	17	1,600	0.026 *		
	LT	1.00	19	1,600	0.012	V/C:	0.325
Northbound	RT	0.00	42	0	0.000	Lost Time:	0.100
	TH	2.00	118	3,200	0.050	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	2.00	21	3,200	0.000	ICU:	0.425
	TH	1.00	67	1,600	0.042 *		
	LT	1.00	62	1,600	0.039	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	119	0	0.000	N-S(1):	0.051
	TH	2.00	243	3,200	0.113 *	N-S(2):	0.132 *
	LT	1.00	17	1,600	0.011	E-W(1):	0.092 *
Westbound	RT	0.00	11	0	0.000	E-W(2):	0.000
	TH	1.00	34	1,600	0.028 *		
	LT	1.00	7	1,600	0.004	V/C:	0.224
Northbound	RT	0.00	16	0	0.000	Lost Time:	0.100
	TH	2.00	113	3,200	0.040	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	2.00	109	3,200	0.025	ICU:	0.324
	TH	1.00	36	1,600	0.023		
	LT	1.00	102	1,600	0.064 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	102	0	0.000	N-S(1):	0.086
	TH	2.00	209	3,200	0.097 *	N-S(2):	0.110 *
	LT	1.00	47	1,600	0.029	E-W(1):	0.216 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.000
	TH	1.00	31	1,600	0.044 *		
	LT	1.00	35	1,600	0.022	V/C:	0.326
Northbound	RT	0.00	24	0	0.000	Lost Time:	0.100
	TH	2.00	159	3,200	0.057	ITS:	0.000
	LT	1.00	21	1,600	0.013 *		
Eastbound	RT	2.00	156	3,200	0.042	ICU:	0.426
	TH	1.00	56	1,600	0.035		
	LT	1.00	275	1,600	0.172 *	LOS:	A

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 60 - SEPULVEDA BOULEVARD & GRAND AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : Y
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	269	0	0.000	N-S(1):	0.586 *
	TH	4.00	1,217	6,400	0.232	N-S(2):	0.270
	LT	1.00	377	1,600	0.236 *	E-W(1):	0.102 *
Westbound	RT	1.00	64	1,600	0.000	E-W(2):	0.000
	TH	2.00	28	3,200	0.009		
	LT	2.00	39	2,880	0.014 *	V/C:	0.688
Northbound	RT	1.00	373	1,600	0.220	Lost Time:	0.100
	TH	4.00	2,243	6,400	0.350 *	ITS:	0.000
	LT	1.00	61	1,600	0.038		
Eastbound	RT	0.00	57	0	0.000	ICU:	0.788
	TH	1.56	140	2,502	0.079		
	LT	1.44	181	2,069	0.088 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	225	0	0.000	N-S(1):	0.356
	TH	4.00	1,605	6,400	0.286 *	N-S(2):	0.415 *
	LT	1.00	176	1,600	0.110	E-W(1):	0.195 *
Westbound	RT	1.00	134	1,600	0.029	E-W(2):	0.000
	TH	2.00	250	3,200	0.078		
	LT	2.00	233	2,880	0.081 *	V/C:	0.610
Northbound	RT	1.00	121	1,600	0.000	Lost Time:	0.100
	TH	4.00	1,573	6,400	0.246	ITS:	0.000
	LT	1.00	207	1,600	0.129 *		
Eastbound	RT	0.00	136	0	0.000	ICU:	0.710
	TH	1.41	97	2,264	0.103		
	LT	1.59	261	2,282	0.114 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	119	0	0.000	N-S(1):	0.403
	TH	4.00	2,324	6,400	0.382 *	N-S(2):	0.481 *
	LT	1.00	132	1,600	0.083	E-W(1):	0.249 *
Westbound	RT	1.00	297	1,600	0.144 *	E-W(2):	0.000
	TH	2.00	261	3,200	0.082		
	LT	2.00	410	2,880	0.142	V/C:	0.730
Northbound	RT	1.00	105	1,600	0.000	Lost Time:	0.100
	TH	4.00	2,048	6,400	0.320	ITS:	0.000
	LT	1.00	158	1,600	0.099 *		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.830
	TH	1.25	39	2,003	0.094		
	LT	1.75	264	2,518	0.105 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 62 - HAWTHORNE BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	104	0	0.000	N-S(1):	0.151
	TH	3.00	497	4,800	0.125 *	N-S(2):	0.251 *
	LT	1.00	121	1,600	0.076	E-W(1):	0.172
Westbound	RT	0.00	82	0	0.000	E-W(2):	0.282 *
	TH	3.00	984	4,800	0.222 *		
	LT	1.00	134	1,600	0.084	V/C:	0.533
Northbound	RT	1.00	187	1,600	0.075	Lost Time:	0.100
	TH	3.00	360	4,800	0.075	ITS:	0.000
	LT	2.00	362	2,880	0.126 *		
Eastbound	RT	0.00	88	0	0.000	ICU:	0.633
	TH	3.00	332	4,800	0.088		
	LT	1.00	96	1,600	0.060 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	158	0	0.000	N-S(1):	0.221
	TH	3.00	856	4,800	0.211 *	N-S(2):	0.286 *
	LT	1.00	118	1,600	0.074	E-W(1):	0.185 *
Westbound	RT	0.00	94	0	0.000	E-W(2):	0.181
	TH	3.00	434	4,800	0.110		
	LT	1.00	116	1,600	0.073 *	V/C:	0.471
Northbound	RT	1.00	293	1,600	0.147	Lost Time:	0.100
	TH	3.00	492	4,800	0.103	ITS:	0.000
	LT	2.00	217	2,880	0.075 *		
Eastbound	RT	0.00	78	0	0.000	ICU:	0.571
	TH	3.00	460	4,800	0.112 *		
	LT	1.00	114	1,600	0.071	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	107	0	0.000	N-S(1):	0.202
	TH	3.00	1,173	4,800	0.267 *	N-S(2):	0.389 *
	LT	1.00	122	1,600	0.076	E-W(1):	0.464 *
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.145
	TH	3.00	405	4,800	0.103		
	LT	1.00	79	1,600	0.049 *	V/C:	0.853
Northbound	RT	1.00	241	1,600	0.126	Lost Time:	0.100
	TH	3.00	467	4,800	0.097	ITS:	0.000
	LT	2.00	352	2,880	0.122 *		
Eastbound	RT	0.00	229	0	0.000	ICU:	0.953
	TH	3.00	1,763	4,800	0.415 *		
	LT	1.00	67	1,600	0.042	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 63 - HAWTHORNE BOULEVARD & LENNOX BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	5	0	0.000	N-S(1):	0.128
	TH	3.00	527	4,800	0.111 *	N-S(2):	0.196 *
	LT	1.00	24	1,600	0.015	E-W(1):	0.122
Westbound	RT	1.00	103	1,600	0.057	E-W(2):	0.123 *
	TH	1.00	148	1,600	0.093 *		
	LT	1.00	52	1,600	0.033	V/C:	0.319
Northbound	RT	1.00	49	1,600	0.014	Lost Time:	0.100
	TH	3.00	544	4,800	0.113	ITS:	0.000
	LT	1.00	136	1,600	0.085 *		
Eastbound	RT	0.00	143	1,600	0.089	ICU:	0.419
	TH	2.00	54	1,600	0.034		
	LT	1.00	48	1,600	0.030 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.160
	TH	3.00	733	4,800	0.171 *	N-S(2):	0.307 *
	LT	1.00	76	1,600	0.048	E-W(1):	0.134
Westbound	RT	1.00	51	1,600	0.008	E-W(2):	0.137 *
	TH	1.00	139	1,600	0.087 *		
	LT	1.00	80	1,600	0.050	V/C:	0.444
Northbound	RT	1.00	92	1,600	0.033	Lost Time:	0.100
	TH	3.00	538	4,800	0.112	ITS:	0.000
	LT	1.00	218	1,600	0.136 *		
Eastbound	RT	0.00	115	0	0.000	ICU:	0.544
	TH	2.00	154	3,200	0.084		
	LT	1.00	80	1,600	0.050 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	82	0	0.000	N-S(1):	0.191
	TH	3.00	1,112	4,800	0.249 *	N-S(2):	0.415 *
	LT	1.00	46	1,600	0.029	E-W(1):	0.247 *
Westbound	RT	1.00	117	1,600	0.059	E-W(2):	0.172
	TH	1.00	177	1,600	0.111		
	LT	1.00	136	1,600	0.085 *	V/C:	0.662
Northbound	RT	1.00	116	1,600	0.030	Lost Time:	0.100
	TH	3.00	778	4,800	0.162	ITS:	0.000
	LT	1.00	266	1,600	0.166 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.762
	TH	2.00	319	3,200	0.162 *		
	LT	1.00	98	1,600	0.061	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 64 - HIGHLAND AVENUE/VISTA DEL MAR & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : WBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	11	1,600	0.000	N-S(1):	0.382 *
	TH	1.00	235	1,600	0.147	N-S(2):	0.148
	LT	1.00	192	1,600	0.120 *	E-W(1):	0.167
Westbound	RT	1.00	545	1,600	0.221 *	E-W(2):	0.290 *
	TH	1.00	48	1,600	0.030		
	LT	1.00	64	1,600	0.040	V/C:	0.672
Northbound	RT	0.00	93	0	0.000	Lost Time:	0.100
	TH	2.00	745	3,200	0.262 *	ITS:	0.000
	LT	1.00	2	1,600	0.001		
Eastbound	RT	0.00	12	0	0.000	ICU:	0.772
	TH	1.00	80	1,600	0.127		
	LT	0.00	111	1,600	0.069 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	21	1,600	0.008	N-S(1):	0.185
	TH	1.00	407	1,600	0.254 *	N-S(2):	0.267 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.159 *
Westbound	RT	1.00	233	1,600	0.108	E-W(2):	0.117
	TH	1.00	67	1,600	0.042		
	LT	1.00	155	1,600	0.097 *	V/C:	0.426
Northbound	RT	0.00	155	0	0.000	Lost Time:	0.100
	TH	2.00	314	3,200	0.147	ITS:	0.000
	LT	1.00	21	1,600	0.013 *		
Eastbound	RT	0.00	21	0	0.000	ICU:	0.526
	TH	1.00	63	1,600	0.062 *		
	LT	0.00	15	1,600	0.009	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	34	1,600	0.009	N-S(1):	0.347
	TH	1.00	676	1,600	0.423 *	N-S(2):	0.429 *
	LT	1.00	307	1,600	0.192	E-W(1):	0.173 *
Westbound	RT	1.00	294	1,600	0.000	E-W(2):	0.094
	TH	1.00	110	1,600	0.069		
	LT	1.00	169	1,600	0.106 *	V/C:	0.602
Northbound	RT	0.00	99	0	0.000	Lost Time:	0.100
	TH	2.00	396	3,200	0.155	ITS:	0.000
	LT	1.00	10	1,600	0.006 *		
Eastbound	RT	0.00	12	0	0.000	ICU:	0.702
	TH	1.00	55	1,600	0.067 *		
	LT	0.00	40	1,600	0.025	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 66 - INGELWOOD AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	147	1,600	0.083	N-S(1):	0.160
	TH	1.00	223	1,600	0.139 *	N-S(2):	0.346 *
	LT	1.00	88	1,600	0.055	E-W(1):	0.118
Westbound	RT	0.00	115	0	0.000	E-W(2):	0.309 *
	TH	3.00	1,277	4,800	0.290 *		
	LT	1.00	80	1,600	0.050	V/C:	0.655
Northbound	RT	1.00	93	1,600	0.033	Lost Time:	0.100
	TH	1.00	168	1,600	0.105	ITS:	0.000
	LT	1.00	331	1,600	0.207 *		
Eastbound	RT	0.00	8	0	0.000	ICU:	0.755
	TH	3.00	319	4,800	0.068		
	LT	1.00	30	1,600	0.019 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.007	N-S(1):	0.316
	TH	1.00	391	1,600	0.244 *	N-S(2):	0.349 *
	LT	1.00	117	1,600	0.073	E-W(1):	0.223 *
Westbound	RT	0.00	207	0	0.000	E-W(2):	0.202
	TH	3.00	530	4,800	0.154		
	LT	1.00	154	1,600	0.096 *	V/C:	0.572
Northbound	RT	1.00	171	1,600	0.059	Lost Time:	0.100
	TH	1.00	388	1,600	0.243	ITS:	0.000
	LT	1.00	168	1,600	0.105 *		
Eastbound	RT	0.00	123	0	0.000	ICU:	0.672
	TH	3.00	487	4,800	0.127 *		
	LT	1.00	77	1,600	0.048	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	55	1,600	0.000	N-S(1):	0.369
	TH	1.00	917	1,600	0.573 *	N-S(2):	0.644 *
	LT	1.00	151	1,600	0.094	E-W(1):	0.503 *
Westbound	RT	0.00	239	0	0.000	E-W(2):	0.284
	TH	3.00	738	4,800	0.204		
	LT	1.00	138	1,600	0.086 *	V/C:	1.147
Northbound	RT	1.00	166	1,600	0.061	Lost Time:	0.100
	TH	1.00	440	1,600	0.275	ITS:	0.000
	LT	1.00	113	1,600	0.071 *		
Eastbound	RT	0.00	197	0	0.000	ICU:	1.247
	TH	3.00	1,806	4,800	0.417 *		
	LT	1.00	128	1,600	0.080	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 67 - LA CIENEGA BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : EBR, WBR,
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.000	N-S(1):	0.091
	TH	2.00	83	3,200	0.026 *	N-S(2):	0.154 *
	LT	2.00	29	2,880	0.010	E-W(1):	0.074 *
Westbound	RT	2.00	477	3,200	0.139	E-W(2):	0.325 *
	TH	3.00	1,225	4,800	0.255 *		
	LT	2.00	74	2,880	0.026	V/C:	0.479
Northbound	RT	1.00	92	1,600	0.045	Lost Time:	0.100
	TH	2.00	258	3,200	0.081	ITS:	0.000
	LT	2.00	370	2,880	0.128 *		
Eastbound	RT	2.00	321	3,200	0.000	ICU:	0.579
	TH	3.00	232	4,800	0.048		
	LT	2.00	201	2,880	0.070 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.50	106	2,400	0.027	N-S(1):	0.091
	TH	1.50	106	2,400	0.044 *	N-S(2):	0.163 *
	LT	2.00	133	2,880	0.046	E-W(1):	0.110
Westbound	RT	2.00	49	3,200	0.000	E-W(2):	0.204 *
	TH	3.00	816	4,800	0.170 *		
	LT	2.00	39	2,880	0.014	V/C:	0.367
Northbound	RT	1.76	126	2,813	0.038	Lost Time:	0.100
	TH	1.24	89	1,987	0.045	ITS:	0.000
	LT	2.00	342	2,880	0.119 *		
Eastbound	RT	2.00	360	3,200	0.000	ICU:	0.467
	TH	3.00	459	4,800	0.096		
	LT	2.00	98	2,880	0.034 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	54	1,600	0.024	N-S(1):	0.313 *
	TH	2.00	323	3,200	0.101	N-S(2):	0.214
	LT	2.00	468	2,880	0.163 *	E-W(1):	0.270 *
Westbound	RT	2.00	184	3,200	0.000	E-W(2):	0.190
	TH	3.00	820	4,800	0.171		
	LT	2.00	26	2,880	0.009 *	V/C:	0.583
Northbound	RT	2.00	494	3,200	0.150 *	Lost Time:	0.100
	TH	1.00	50	1,600	0.031	ITS:	0.000
	LT	2.00	325	2,880	0.113		
Eastbound	RT	2.00	642	3,200	0.088	ICU:	0.683
	TH	3.00	1,252	4,800	0.261 *		
	LT	2.00	56	2,880	0.019	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 68 - MAIN STREET & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : Y
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.302 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	0.00	0	0	0.000 *	E-W(1):	0.376 *
Westbound	RT	0.00	1	0	0.000	E-W(2):	0.279
	TH	2.00	891	3,200	0.279		
	LT	2.00	267	2,880	0.093 *	V/C:	0.678
Northbound	RT	1.00	558	1,600	0.302 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	223	2,880	0.077		
Eastbound	RT	1.00	95	1,600	0.059	ICU:	0.778
	TH	2.00	905	3,200	0.283 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	4	0	0.000	N-S(1):	0.079 *
	TH	1.00	0	1,600	0.003 *	N-S(2):	0.000
	LT	0.00	0	0	0.000	E-W(1):	0.394 *
Westbound	RT	0.00	3	0	0.000	E-W(2):	0.273
	TH	2.00	872	3,200	0.273		
	LT	2.00	391	2,880	0.136 *	V/C:	0.473
Northbound	RT	1.00	187	1,600	0.049	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	219	2,880	0.076 *		
Eastbound	RT	1.00	2	1,600	0.001	ICU:	0.573
	TH	2.00	824	3,200	0.258 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	3	0	0.000	N-S(1):	0.124 *
	TH	1.00	0	1,600	0.003 *	N-S(2):	0.000
	LT	0.00	1	1,600	0.001	E-W(1):	0.452 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.172
	TH	2.00	549	3,200	0.172		
	LT	2.00	576	2,880	0.200 *	V/C:	0.576
Northbound	RT	1.00	281	1,600	0.076	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	348	2,880	0.121 *		
Eastbound	RT	1.00	280	1,600	0.175	ICU:	0.676
	TH	2.00	807	3,200	0.252 *		
	LT	0.00	0	0	0.000	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 70 - PRAIRIE AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : SBR,
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	467	3,200	0.105	N-S(1):	0.120
	TH	2.00	466	3,200	0.146 *	N-S(2):	0.259 *
	LT	2.00	66	2,880	0.023	E-W(1):	0.157
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.292 *
	TH	3.00	1,127	4,800	0.251 *		
	LT	1.00	142	1,600	0.089	V/C:	0.551
Northbound	RT	0.00	75	0	0.000	Lost Time:	0.100
	TH	3.00	389	4,800	0.097	ITS:	0.000
	LT	2.00	325	2,880	0.113 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.651
	TH	3.00	276	4,800	0.068		
	LT	1.00	66	1,600	0.041 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.35	381	2,154	0.114	N-S(1):	0.170
	TH	2.65	751	4,246	0.177 *	N-S(2):	0.277 *
	LT	2.00	138	2,880	0.048	E-W(1):	0.175
Westbound	RT	0.00	82	0	0.000	E-W(2):	0.207 *
	TH	3.00	607	4,800	0.144 *		
	LT	1.00	114	1,600	0.071	V/C:	0.484
Northbound	RT	0.00	149	0	0.000	Lost Time:	0.100
	TH	3.00	436	4,800	0.122	ITS:	0.000
	LT	2.00	289	2,880	0.100 *		
Eastbound	RT	0.00	64	0	0.000	ICU:	0.584
	TH	3.00	434	4,800	0.104		
	LT	1.00	100	1,600	0.063 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.16	378	1,858	0.113	N-S(1):	0.230
	TH	2.84	924	4,542	0.203 *	N-S(2):	0.297 *
	LT	2.00	212	2,880	0.074	E-W(1):	0.425 *
Westbound	RT	0.00	55	0	0.000	E-W(2):	0.252
	TH	3.00	721	4,800	0.162		
	LT	1.00	183	1,600	0.114 *	V/C:	0.722
Northbound	RT	0.00	177	0	0.000	Lost Time:	0.100
	TH	3.00	570	4,800	0.156	ITS:	0.000
	LT	2.00	271	2,880	0.094 *		
Eastbound	RT	0.00	171	0	0.000	ICU:	0.822
	TH	3.00	1,324	4,800	0.311 *		
	LT	1.00	144	1,600	0.090	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 71 - SEPULVEDA BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	72	0	0.000	N-S(1):	0.436
	TH	4.00	2,371	6,400	0.382 *	N-S(2):	0.449 *
	LT	2.00	48	2,880	0.017	E-W(1):	0.124
Westbound	RT	1.00	293	1,600	0.166 *	E-W(2):	0.244 *
	TH	3.00	212	4,800	0.044		
	LT	2.00	181	2,880	0.063	V/C:	0.693
Northbound	RT	1.00	720	1,600	0.419	Lost Time:	0.100
	TH	3.00	1,486	4,800	0.310	ITS:	0.000
	LT	1.00	107	1,600	0.067 *		
Eastbound	RT	1.00	151	1,600	0.061	ICU:	0.793
	TH	3.00	286	4,800	0.060		
	LT	2.00	226	2,880	0.078 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	143	0	0.000	N-S(1):	0.555 *
	TH	4.00	2,009	6,400	0.336	N-S(2):	0.429
	LT	2.00	10	2,880	0.003 *	E-W(1):	0.128
Westbound	RT	1.00	293	1,600	0.180 *	E-W(2):	0.239 *
	TH	3.00	250	4,800	0.052		
	LT	2.00	176	2,880	0.061	V/C:	0.794
Northbound	RT	1.00	932	1,600	0.552 *	Lost Time:	0.100
	TH	3.00	1,342	4,800	0.280	ITS:	0.000
	LT	1.00	148	1,600	0.093		
Eastbound	RT	1.00	181	1,600	0.067	ICU:	0.894
	TH	3.00	219	4,800	0.046		
	LT	2.00	171	2,880	0.059 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	117	0	0.000	N-S(1):	0.695 *
	TH	4.00	2,510	6,400	0.410	N-S(2):	0.509
	LT	2.00	10	2,880	0.003 *	E-W(1):	0.133
Westbound	RT	1.00	420	1,600	0.259 *	E-W(2):	0.332 *
	TH	3.00	293	4,800	0.061		
	LT	2.00	165	2,880	0.057	V/C:	1.027
Northbound	RT	1.00	1,153	1,600	0.692 *	Lost Time:	0.100
	TH	3.00	1,951	4,800	0.406	ITS:	0.000
	LT	1.00	159	1,600	0.099		
Eastbound	RT	1.00	122	1,600	0.027	ICU:	1.127
	TH	3.00	363	4,800	0.076		
	LT	2.00	210	2,880	0.073 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 73 - NASH STREET / WB I-105 RAMPS & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	543	1,600	0.339	N-S(1):	0.390 *
	TH	2.00	1,176	3,200	0.368 *	N-S(2):	0.000
	LT	1.00	482	1,600	0.301	E-W(1):	0.192 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.150
	TH	3.00	722	4,800	0.150		
	LT	2.00	186	2,880	0.065 *	V/C:	0.582
Northbound	RT	2.00	26	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	35	1,600	0.022 *		
Eastbound	RT	0.00	61	0	0.000	ICU:	0.682
	TH	3.00	547	4,800	0.127 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.13	193	1,802	0.107	N-S(1):	0.148 *
	TH	1.87	321	2,998	0.107 *	N-S(2):	0.000
	LT	1.00	154	1,600	0.096	E-W(1):	0.134 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.127
	TH	3.00	609	4,800	0.127		
	LT	2.00	59	2,880	0.020 *	V/C:	0.282
Northbound	RT	2.00	71	3,200	0.012	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	65	1,600	0.041 *		
Eastbound	RT	0.00	53	0	0.000	ICU:	0.382
	TH	3.00	494	4,800	0.114 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.19	171	1,910	0.090	N-S(1):	0.160 *
	TH	1.19	170	1,899	0.090	N-S(2):	0.000
	LT	1.62	232	2,332	0.099 *	E-W(1):	0.187 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.155
	TH	3.00	742	4,800	0.155		
	LT	2.00	142	2,880	0.049 *	V/C:	0.347
Northbound	RT	2.00	181	3,200	0.032	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	97	1,600	0.061 *		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.447
	TH	3.00	651	4,800	0.138 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 75 - I-405 NB RAMPS E/O LA CIENEGA BLVD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR, WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.129
	TH	0.00	0	0	0.000 *	N-S(2):	0.144 *
	LT	0.00	0	0	0.000	E-W(1):	0.068
Westbound	RT	1.00	434	1,600	0.000	E-W(2):	0.286 *
	TH	3.00	1,371	4,800	0.286 *		
	LT	0.00	0	0	0.000	V/C:	0.430
Northbound	RT	0.19	39	301	0.129	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.81	375	2,609	0.144 *		
Eastbound	RT	1.00	41	1,600	0.000	ICU:	0.530
	TH	3.00	327	4,800	0.068		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.111
	TH	0.00	0	0	0.000 *	N-S(2):	0.123 *
	LT	0.00	0	0	0.000	E-W(1):	0.120
Westbound	RT	1.00	159	1,600	0.000	E-W(2):	0.139 *
	TH	3.00	667	4,800	0.139 *		
	LT	0.00	0	0	0.000	V/C:	0.262
Northbound	RT	0.51	91	823	0.111	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.49	263	2,140	0.123 *		
Eastbound	RT	1.00	134	1,600	0.000	ICU:	0.362
	TH	3.00	578	4,800	0.120		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.149 *
	TH	0.00	0	0	0.000	N-S(2):	0.148
	LT	0.00	0	0	0.000 *	E-W(1):	0.397 *
Westbound	RT	1.00	195	1,600	0.000	E-W(2):	0.165
	TH	3.00	790	4,800	0.165		
	LT	0.00	0	0	0.000 *	V/C:	0.546
Northbound	RT	1.00	239	1,600	0.149 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	236	1,600	0.148		
Eastbound	RT	1.00	204	1,600	0.000	ICU:	0.646
	TH	3.00	1,907	4,800	0.397 *		
	LT	0.00	0	0	0.000	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 76 - INGLEWOOD AVENUE & LENNOX BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.193
	TH	1.00	217	1,600	0.142 *	N-S(2):	0.195 *
	LT	1.00	35	1,600	0.022	E-W(1):	0.090
Westbound	RT	0.00	17	0	0.000	E-W(2):	0.146 *
	TH	1.00	213	1,600	0.144 *		
	LT	1.00	27	1,600	0.017	V/C:	0.341
Northbound	RT	0.00	69	0	0.000	Lost Time:	0.100
	TH	1.00	204	1,600	0.171	ITS:	0.000
	LT	1.00	85	1,600	0.053 *		
Eastbound	RT	0.00	34	0	0.000	ICU:	0.441
	TH	1.00	82	1,600	0.073		
	LT	1.00	3	1,600	0.002 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	11	0	0.000	N-S(1):	0.269 *
	TH	1.00	222	1,600	0.146	N-S(2):	0.175
	LT	1.00	64	1,600	0.040 *	E-W(1):	0.121 *
Westbound	RT	0.00	27	0	0.000	E-W(2):	0.100
	TH	1.00	124	1,600	0.094		
	LT	1.00	55	1,600	0.034 *	V/C:	0.390
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	1.00	257	1,600	0.229 *	ITS:	0.000
	LT	1.00	47	1,600	0.029		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.490
	TH	1.00	99	1,600	0.087 *		
	LT	1.00	10	1,600	0.006	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.276
	TH	1.00	455	1,600	0.291 *	N-S(2):	0.340 *
	LT	1.00	61	1,600	0.038	E-W(1):	0.312 *
Westbound	RT	0.00	3	0	0.000	E-W(2):	0.120
	TH	1.00	165	1,600	0.105		
	LT	1.00	93	1,600	0.058 *	V/C:	0.652
Northbound	RT	0.00	111	0	0.000	Lost Time:	0.100
	TH	1.00	269	1,600	0.238	ITS:	0.000
	LT	1.00	79	1,600	0.049 *		
Eastbound	RT	0.00	82	0	0.000	ICU:	0.752
	TH	1.00	324	1,600	0.254 *		
	LT	1.00	24	1,600	0.015	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 77 - INGELWOOD AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	118	1,600	0.058	N-S(1):	0.058
	TH	1.00	88	1,600	0.059 *	N-S(2):	0.082 *
	LT	0.00	7	1,600	0.004	E-W(1):	0.133
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.363 *
	TH	2.00	1,051	3,200	0.332 *		
	LT	1.00	24	1,600	0.015	V/C:	0.445
Northbound	RT	1.00	46	1,600	0.021	Lost Time:	0.100
	TH	1.00	50	1,600	0.054	ITS:	0.000
	LT	0.00	37	1,600	0.023 *		
Eastbound	RT	1.00	34	1,600	0.010	ICU:	0.545
	TH	2.00	377	3,200	0.118		
	LT	1.00	50	1,600	0.031 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	106	1,600	0.047	N-S(1):	0.072
	TH	1.00	88	1,600	0.064 *	N-S(2):	0.090 *
	LT	0.00	14	1,600	0.009	E-W(1):	0.271
Westbound	RT	0.00	18	0	0.000	E-W(2):	0.302 *
	TH	2.00	823	3,200	0.263 *		
	LT	1.00	72	1,600	0.045	V/C:	0.392
Northbound	RT	1.00	59	1,600	0.014	Lost Time:	0.100
	TH	1.00	58	1,600	0.063	ITS:	0.000
	LT	0.00	42	1,600	0.026 *		
Eastbound	RT	1.00	68	1,600	0.029	ICU:	0.492
	TH	2.00	723	3,200	0.226		
	LT	1.00	62	1,600	0.039 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	92	1,600	0.033	N-S(1):	0.117
	TH	1.00	194	1,600	0.127 *	N-S(2):	0.153 *
	LT	0.00	9	1,600	0.006	E-W(1):	0.394 *
Westbound	RT	0.00	18	0	0.000	E-W(2):	0.288
	TH	2.00	746	3,200	0.239		
	LT	1.00	50	1,600	0.031 *	V/C:	0.547
Northbound	RT	1.00	77	1,600	0.033	Lost Time:	0.100
	TH	1.00	136	1,600	0.111	ITS:	0.000
	LT	0.00	42	1,600	0.026 *		
Eastbound	RT	1.00	81	1,600	0.038	ICU:	0.647
	TH	2.00	1,163	3,200	0.363 *		
	LT	1.00	78	1,600	0.049	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 85 - LA BREA AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	143	1,600	0.043	N-S(1):	0.288 *
	TH	2.00	396	3,200	0.124	N-S(2):	0.199
	LT	1.00	120	1,600	0.075 *	E-W(1):	0.102
Westbound	RT	1.00	146	1,600	0.054	E-W(2):	0.376 *
	TH	2.00	903	3,200	0.282 *		
	LT	1.00	25	1,600	0.016	V/C:	0.664
Northbound	RT	0.00	19	0	0.000	Lost Time:	0.100
	TH	2.00	661	3,200	0.213 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	52	1,600	0.000	ICU:	0.764
	TH	2.00	275	3,200	0.086		
	LT	1.00	150	1,600	0.094 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	151	1,600	0.045	N-S(1):	0.340 *
	TH	2.00	554	3,200	0.173	N-S(2):	0.248
	LT	1.00	249	1,600	0.156 *	E-W(1):	0.161
Westbound	RT	1.00	193	1,600	0.043	E-W(2):	0.325 *
	TH	2.00	727	3,200	0.227 *		
	LT	1.00	44	1,600	0.028	V/C:	0.665
Northbound	RT	0.00	19	0	0.000	Lost Time:	0.100
	TH	2.00	571	3,200	0.184 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	52	1,600	0.000	ICU:	0.765
	TH	2.00	426	3,200	0.133		
	LT	1.00	157	1,600	0.098 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.000	N-S(1):	0.291
	TH	2.00	877	3,200	0.274 *	N-S(2):	0.337 *
	LT	1.00	181	1,600	0.113	E-W(1):	0.345 *
Westbound	RT	1.00	120	1,600	0.018	E-W(2):	0.335
	TH	2.00	674	3,200	0.211		
	LT	1.00	53	1,600	0.033 *	V/C:	0.682
Northbound	RT	0.00	37	0	0.000	Lost Time:	0.100
	TH	2.00	534	3,200	0.178	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	1.00	80	1,600	0.019	ICU:	0.782
	TH	2.00	997	3,200	0.312 *		
	LT	1.00	198	1,600	0.124	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 87 - LA BREA AVENUE & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	208	1,600	0.015	N-S(1):	0.190
	TH	2.00	580	3,200	0.181 *	N-S(2):	0.239 *
	LT	1.00	16	1,600	0.010	E-W(1):	0.241
Westbound	RT	0.00	32	0	0.000	E-W(2):	0.432 *
	TH	3.00	1,490	4,800	0.317 *		
	LT	1.00	108	1,600	0.068	V/C:	0.671
Northbound	RT	0.00	58	0	0.000	Lost Time:	0.100
	TH	3.00	806	4,800	0.180	ITS:	0.000
	LT	1.00	93	1,600	0.058 *		
Eastbound	RT	0.00	64	0	0.000	ICU:	0.771
	TH	3.00	767	4,800	0.173		
	LT	1.00	184	1,600	0.115 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	124	1,600	0.000	N-S(1):	0.151
	TH	2.00	528	3,200	0.165 *	N-S(2):	0.229 *
	LT	1.00	28	1,600	0.018	E-W(1):	0.307 *
Westbound	RT	0.00	32	0	0.000	E-W(2):	0.296
	TH	3.00	937	4,800	0.202		
	LT	1.00	134	1,600	0.084 *	V/C:	0.536
Northbound	RT	0.00	98	0	0.000	Lost Time:	0.100
	TH	3.00	540	4,800	0.133	ITS:	0.000
	LT	1.00	103	1,600	0.064 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.636
	TH	3.00	991	4,800	0.223 *		
	LT	1.00	151	1,600	0.094	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	182	1,600	0.000	N-S(1):	0.235
	TH	2.00	840	3,200	0.263 *	N-S(2):	0.301 *
	LT	1.00	41	1,600	0.026	E-W(1):	0.517 *
Westbound	RT	0.00	36	0	0.000	E-W(2):	0.348
	TH	3.00	1,009	4,800	0.218		
	LT	1.00	146	1,600	0.091 *	V/C:	0.818
Northbound	RT	0.00	121	0	0.000	Lost Time:	0.100
	TH	3.00	881	4,800	0.209	ITS:	0.000
	LT	1.00	60	1,600	0.038 *		
Eastbound	RT	0.00	76	0	0.000	ICU:	0.918
	TH	3.00	1,970	4,800	0.426 *		
	LT	1.00	208	1,600	0.130	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 88 - LA CIENEGA BOULEVARD & LA TIJERA BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	962	1,600	0.601 *	N-S(1):	0.524
	TH	3.00	2,259	4,800	0.471	N-S(2):	0.601 *
	LT	0.00	0	0	0.000	E-W(1):	0.071
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.185 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.786
Northbound	RT	0.00	81	0	0.000	Lost Time:	0.100
	TH	3.00	2,436	4,800	0.524	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	9	0	0.000	ICU:	0.886
	TH	1.00	105	1,600	0.071		
	LT	3.00	800	4,320	0.185 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	816	1,600	0.510 *	N-S(1):	0.293
	TH	3.00	1,432	4,800	0.298	N-S(2):	0.510 *
	LT	0.00	0	0	0.000	E-W(1):	0.100
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.179 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.689
Northbound	RT	0.00	75	0	0.000	Lost Time:	0.100
	TH	3.00	1,331	4,800	0.293	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.789
	TH	1.00	140	1,600	0.100		
	LT	3.00	775	4,320	0.179 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	1,000	1,600	0.625 *	N-S(1):	0.437
	TH	3.00	2,238	4,800	0.466	N-S(2):	0.625 *
	LT	0.00	0	0	0.000	E-W(1):	0.168
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.251 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.876
Northbound	RT	0.00	234	0	0.000	Lost Time:	0.100
	TH	3.00	1,864	4,800	0.437	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	41	0	0.000	ICU:	0.976
	TH	1.00	228	1,600	0.168		
	LT	3.00	1,086	4,320	0.251 *	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 89 - LA CIENEGA BOULEVARD & LENNOX BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.342 *
	TH	3.00	602	4,800	0.125	N-S(2):	0.129
	LT	1.00	127	1,600	0.079 *	E-W(1):	0.148
Westbound	RT	1.00	440	1,600	0.235 *	E-W(2):	0.238 *
	TH	0.00	0	0	0.000		
	LT	2.00	426	2,880	0.148	V/C:	0.580
Northbound	RT	1.00	36	1,600	0.000	Lost Time:	0.100
	TH	2.00	834	3,200	0.263 *	ITS:	0.000
	LT	0.00	7	1,600	0.004		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.680
	TH	0.00	0	0	0.000		
	LT	2.00	10	2,880	0.003 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.202 *
	TH	3.00	368	4,800	0.077	N-S(2):	0.082
	LT	1.00	143	1,600	0.089 *	E-W(1):	0.064
Westbound	RT	1.00	240	1,600	0.105 *	E-W(2):	0.108 *
	TH	0.00	0	0	0.000		
	LT	2.00	184	2,880	0.064	V/C:	0.310
Northbound	RT	1.00	86	1,600	0.022	Lost Time:	0.100
	TH	2.00	353	3,200	0.113 *	ITS:	0.000
	LT	0.00	8	1,600	0.005		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.410
	TH	0.00	0	0	0.000		
	LT	2.00	10	2,880	0.003 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.436 *
	TH	3.00	1,217	4,800	0.254	N-S(2):	0.259
	LT	1.00	300	1,600	0.188 *	E-W(1):	0.052
Westbound	RT	1.00	288	1,600	0.086 *	E-W(2):	0.089 *
	TH	0.00	0	0	0.000		
	LT	2.00	151	2,880	0.052	V/C:	0.525
Northbound	RT	1.00	293	1,600	0.157	Lost Time:	0.100
	TH	2.00	787	3,200	0.248 *	ITS:	0.000
	LT	0.00	8	1,600	0.005		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.625
	TH	0.00	0	0	0.000		
	LT	2.00	10	2,880	0.003 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 90 - LA CIENEGA BOULEVARD & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.348 *
	TH	3.00	878	4,800	0.210 *	N-S(2):	0.000
	LT	1.00	10	1,600	0.006	E-W(1):	0.273 *
Westbound	RT	0.00	89	0	0.000	E-W(2):	0.185
	TH	3.00	682	4,800	0.161		
	LT	2.00	514	2,880	0.178 *	V/C:	0.621
Northbound	RT	0.00	221	1,600	0.138 *	Lost Time:	0.100
	TH	2.00	160	1,600	0.100	ITS:	0.000
	LT	1.00	54	1,600	0.034		
Eastbound	RT	0.00	48	0	0.000	ICU:	0.721
	TH	3.00	408	4,800	0.095 *		
	LT	1.00	39	1,600	0.024	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	185	0	0.000	N-S(1):	0.381 *
	TH	3.00	745	4,800	0.194 *	N-S(2):	0.000
	LT	1.00	126	1,600	0.079	E-W(1):	0.323 *
Westbound	RT	0.00	156	0	0.000	E-W(2):	0.193
	TH	3.00	612	4,800	0.160		
	LT	2.00	413	2,880	0.143 *	V/C:	0.704
Northbound	RT	0.00	186	0	0.000	Lost Time:	0.100
	TH	2.00	413	3,200	0.187 *	ITS:	0.000
	LT	1.00	54	1,600	0.034		
Eastbound	RT	0.00	84	0	0.000	ICU:	0.804
	TH	3.00	778	4,800	0.180 *		
	LT	1.00	53	1,600	0.033	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	79	0	0.000	N-S(1):	0.500 *
	TH	2.66	757	4,250	0.197	N-S(2):	0.000
	LT	1.34	423	1,935	0.219 *	E-W(1):	0.333 *
Westbound	RT	0.00	39	0	0.000	E-W(2):	0.137
	TH	3.00	493	4,800	0.111		
	LT	2.00	349	2,880	0.121 *	V/C:	0.833
Northbound	RT	0.00	253	0	0.000	Lost Time:	0.100
	TH	2.00	647	3,200	0.281 *	ITS:	0.000
	LT	1.00	42	1,600	0.026		
Eastbound	RT	0.00	73	0	0.000	ICU:	0.933
	TH	3.00	946	4,800	0.212 *		
	LT	1.00	42	1,600	0.026	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 91 - LA CIENEGA BOULEVARD NB RAMPS & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.156
	TH	0.00	0	0	0.000 *	N-S(2):	0.174 *
	LT	0.00	0	0	0.000	E-W(1):	0.175
Westbound	RT	1.00	129	1,600	0.081	E-W(2):	0.390 *
	TH	4.00	1,765	6,400	0.276 *		
	LT	0.00	0	0	0.000	V/C:	0.564
Northbound	RT	0.00	159	0	0.000	Lost Time:	0.100
	TH	0.64	0	1,018	0.156	ITS:	0.000
	LT	1.36	341	1,964	0.174 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.664
	TH	3.00	841	4,800	0.175		
	LT	2.00	329	2,880	0.114 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.143 *
	TH	0.00	0	0	0.000	N-S(2):	0.067
	LT	0.00	0	0	0.000 *	E-W(1):	0.218
Westbound	RT	1.00	139	1,600	0.087	E-W(2):	0.284 *
	TH	4.00	1,137	6,400	0.178 *		
	LT	0.00	0	0	0.000	V/C:	0.427
Northbound	RT	0.00	228	0	0.000	Lost Time:	0.100
	TH	1.00	0	1,600	0.143 *	ITS:	0.000
	LT	1.00	107	1,600	0.067		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.527
	TH	3.00	1,047	4,800	0.218		
	LT	2.00	304	2,880	0.106 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.139 *
	TH	0.00	0	0	0.000	N-S(2):	0.078
	LT	0.00	0	0	0.000 *	E-W(1):	0.382
Westbound	RT	1.00	110	1,600	0.069	E-W(2):	0.413 *
	TH	4.00	1,239	6,400	0.194 *		
	LT	0.00	0	0	0.000	V/C:	0.552
Northbound	RT	0.00	223	0	0.000	Lost Time:	0.100
	TH	1.00	0	1,600	0.139 *	ITS:	0.000
	LT	1.00	125	1,600	0.078		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.652
	TH	3.00	1,832	4,800	0.382		
	LT	2.00	632	2,880	0.219 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 92 - LA CIENEGA BOULEVARD SB RAMPS & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.78	581	2,852	0.204	N-S(1):	0.044
	TH	0.22	0	348	0.204 *	N-S(2):	0.204 *
	LT	0.00	71	1,600	0.044	E-W(1):	0.268
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.400 *
	TH	3.00	1,920	4,800	0.400 *		
	LT	1.00	186	1,600	0.116	V/C:	0.604
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	116	0	0.000	ICU:	0.704
	TH	5.00	1,099	8,000	0.152		
	LT	0.00	0	0	0.000 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.66	461	2,653	0.174	N-S(1):	0.059
	TH	0.34	0	547	0.174 *	N-S(2):	0.174 *
	LT	0.00	95	1,600	0.059	E-W(1):	0.347 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.196
	TH	3.00	941	4,800	0.196		
	LT	1.00	278	1,600	0.174 *	V/C:	0.521
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	138	0	0.000	ICU:	0.621
	TH	5.00	1,249	8,000	0.173 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.54	571	2,459	0.232	N-S(1):	0.108
	TH	0.46	0	741	0.232 *	N-S(2):	0.232 *
	LT	0.00	172	1,600	0.108	E-W(1):	0.456 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.234
	TH	3.00	1,121	4,800	0.234		
	LT	1.00	244	1,600	0.153 *	V/C:	0.688
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	128	0	0.000	ICU:	0.788
	TH	5.00	2,292	8,000	0.303 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 93 - LA CIENEGA BOULEVARD & STOCKER STREET
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	NBR, WBR, SBT		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.650 *
	TH	2.00	0	3,200	0.000	N-S(2):	0.000
	LT	1.00	116	1,600	0.073 *	E-W(1):	0.465 *
Westbound	RT	1.00	109	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	1,340	2,880	0.465 *	V/C:	1.115
Northbound	RT	1.00	771	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,770	4,800	0.577 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.215
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.474 *
	TH	2.00	0	3,200	0.000	N-S(2):	0.000
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.217 *
Westbound	RT	1.00	58	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	625	2,880	0.217 *	V/C:	0.691
Northbound	RT	1.00	671	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,767	4,800	0.368 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.791
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.717 *
	TH	2.00	0	3,200	0.000	N-S(2):	0.000
	LT	1.00	286	1,600	0.179 *	E-W(1):	0.318 *
Westbound	RT	1.00	87	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	916	2,880	0.318 *	V/C:	1.035
Northbound	RT	1.00	1,342	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,582	4,800	0.538 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.135
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 94 - LA CIENEGA BOULEVARD & 111TH STREET
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	89	0	0.000	N-S(1):	0.130
	TH	3.00	221	4,800	0.065 *	N-S(2):	0.259 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.028 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.287
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	623	4,800	0.130	ITS:	0.000
	LT	1.00	310	1,600	0.194 *		
Eastbound	RT	2.00	20	3,200	0.000	ICU:	0.387
	TH	0.00	0	0	0.000		
	LT	2.00	81	2,880	0.028 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	31	0	0.000	N-S(1):	0.025
	TH	3.00	251	4,800	0.059 *	N-S(2):	0.163 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.033 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.196
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	122	4,800	0.025	ITS:	0.000
	LT	1.00	166	1,600	0.104 *		
Eastbound	RT	2.00	113	3,200	0.000	ICU:	0.296
	TH	0.00	0	0	0.000		
	LT	2.00	96	2,880	0.033 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	88	0	0.000	N-S(1):	0.048
	TH	3.00	742	4,800	0.173 *	N-S(2):	0.244 *
	LT	0.00	0	0	0.000	E-W(1):	0.023
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.149 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.393
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	232	4,800	0.048	ITS:	0.000
	LT	1.00	114	1,600	0.071 *		
Eastbound	RT	2.00	189	3,200	0.023	ICU:	0.493
	TH	0.00	0	0	0.000		
	LT	2.00	428	2,880	0.149 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 95 - LA CIENEGA BOULEVARD & WEST 120TH STREET
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	75	1,600	0.040	N-S(1):	0.114 *
	TH	2.00	91	3,200	0.028	N-S(2):	0.086
	LT	1.00	47	1,600	0.029 *	E-W(1):	0.106
Westbound	RT	0.00	333	1,600	0.208 *	E-W(2):	0.222 *
	TH	2.00	233	1,600	0.146		
	LT	1.00	128	1,600	0.080	V/C:	0.336
Northbound	RT	1.00	12	1,600	0.000	Lost Time:	0.100
	TH	2.00	272	3,200	0.085 *	ITS:	0.000
	LT	1.00	74	1,600	0.046		
Eastbound	RT	0.00	27	0	0.000	ICU:	0.436
	TH	2.00	56	3,200	0.026		
	LT	1.00	22	1,600	0.014 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	34	1,600	0.015	N-S(1):	0.120 *
	TH	2.00	245	3,200	0.077	N-S(2):	0.097
	LT	1.00	89	1,600	0.056 *	E-W(1):	0.071
Westbound	RT	0.00	92	0	0.000	E-W(2):	0.086 *
	TH	2.00	140	3,200	0.073 *		
	LT	1.00	49	1,600	0.031	V/C:	0.206
Northbound	RT	1.00	73	1,600	0.030	Lost Time:	0.100
	TH	2.00	206	3,200	0.064 *	ITS:	0.000
	LT	1.00	32	1,600	0.020		
Eastbound	RT	0.00	57	0	0.000	ICU:	0.306
	TH	2.00	72	3,200	0.040		
	LT	1.00	21	1,600	0.013 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	57	1,600	0.033	N-S(1):	0.492 *
	TH	2.00	668	3,200	0.209	N-S(2):	0.230
	LT	1.00	660	1,600	0.413 *	E-W(1):	0.175 *
Westbound	RT	0.00	139	0	0.000	E-W(2):	0.094
	TH	2.00	144	3,200	0.088		
	LT	1.00	57	1,600	0.036 *	V/C:	0.667
Northbound	RT	1.00	98	1,600	0.043	Lost Time:	0.100
	TH	2.00	254	3,200	0.079 *	ITS:	0.000
	LT	1.00	34	1,600	0.021		
Eastbound	RT	0.00	85	0	0.000	ICU:	0.767
	TH	2.00	360	3,200	0.139 *		
	LT	1.00	10	1,600	0.006	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 96 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O CENTURY)
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.353 *
	TH	3.00	198	4,800	0.041	N-S(2):	0.041
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.325 *
Westbound	RT	0.54	253	866	0.233	E-W(2):	0.233
	TH	0.00	0	0	0.000		
	LT	1.46	682	2,101	0.325 *	V/C:	0.678
Northbound	RT	1.00	135	1,600	0.084	Lost Time:	0.100
	TH	3.00	1,124	4,800	0.234 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.778
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.267 *
	TH	3.00	493	4,800	0.103	N-S(2):	0.103
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.311 *
Westbound	RT	0.21	94	336	0.211	E-W(2):	0.211
	TH	0.00	0	0	0.000		
	LT	1.79	801	2,578	0.311 *	V/C:	0.578
Northbound	RT	1.00	122	1,600	0.076	Lost Time:	0.100
	TH	3.00	620	4,800	0.129 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.678
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.320 *
	TH	3.00	767	4,800	0.160	N-S(2):	0.160
	LT	1.00	288	1,600	0.180 *	E-W(1):	0.298 *
Westbound	RT	0.41	177	660	0.178	E-W(2):	0.178
	TH	0.00	0	0	0.000		
	LT	1.59	681	2,286	0.298 *	V/C:	0.618
Northbound	RT	1.00	83	1,600	0.052	Lost Time:	0.100
	TH	3.00	671	4,800	0.140 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.718
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 97 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (S/O CENTURY)
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	SBT		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.213 *
	TH	3.00	401	4,800	0.000	N-S(2):	0.000
	LT	2.00	343	2,880	0.119 *	E-W(1):	0.000
Westbound	RT	2.00	149	3,200	0.047 *	E-W(2):	0.047 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.260
Northbound	RT	0.00	33	0	0.000	Lost Time:	0.100
	TH	3.00	419	4,800	0.094 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.360
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.162 *
	TH	3.00	370	4,800	0.000	N-S(2):	0.000
	LT	2.00	348	2,880	0.121 *	E-W(1):	0.000
Westbound	RT	2.00	184	3,200	0.058 *	E-W(2):	0.058 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.220
Northbound	RT	0.00	42	0	0.000	Lost Time:	0.100
	TH	3.00	155	4,800	0.041 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.320
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.218 *
	TH	3.00	942	4,800	0.000	N-S(2):	0.000
	LT	2.00	326	2,880	0.113 *	E-W(1):	0.000
Westbound	RT	2.00	363	3,200	0.113 *	E-W(2):	0.113 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.331
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	3.00	473	4,800	0.105 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.431
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 98 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O IMPERIAL HWY)
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.249 *
	TH	3.00	21	4,800	0.004	N-S(2):	0.004
	LT	1.00	10	1,600	0.006 *	E-W(1):	0.085 *
Westbound	RT	1.00	141	1,600	0.085 *	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	24	2,880	0.008	V/C:	0.334
Northbound	RT	1.00	105	1,600	0.066	Lost Time:	0.100
	TH	2.00	777	3,200	0.243 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.434
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.055
	TH	3.00	431	4,800	0.090 *	N-S(2):	0.090 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.056 *
Westbound	RT	1.00	94	1,600	0.056 *	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	10	2,880	0.003	V/C:	0.146
Northbound	RT	1.00	79	1,600	0.049	Lost Time:	0.100
	TH	2.00	139	3,200	0.043	ITS:	0.000
	LT	1.00	0	1,600	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.246
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.163 *
	TH	3.00	766	4,800	0.160	N-S(2):	0.160
	LT	1.00	131	1,600	0.082 *	E-W(1):	0.003 *
Westbound	RT	1.00	70	1,600	0.003	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	10	2,880	0.003 *	V/C:	0.166
Northbound	RT	1.00	51	1,600	0.032	Lost Time:	0.100
	TH	2.00	258	3,200	0.081 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.266
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 107 - LINCOLN BOULEVARD & MINDANAO WAY
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.376 *
	TH	3.00	1,081	4,800	0.231	N-S(2):	0.300
	LT	1.00	119	1,600	0.074 *	E-W(1):	0.251 *
Westbound	RT	0.00	34	0	0.000	E-W(2):	0.149
	TH	2.00	443	3,200	0.149		
	LT	2.00	232	2,880	0.081 *	V/C:	0.627
Northbound	RT	1.00	324	1,600	0.122	Lost Time:	0.100
	TH	3.00	1,448	4,800	0.302 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	0.00	79	0	0.000	ICU:	0.727
	TH	2.00	465	3,200	0.170 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	95	0	0.000	N-S(1):	0.384 *
	TH	3.00	1,028	4,800	0.234	N-S(2):	0.289
	LT	1.00	162	1,600	0.101 *	E-W(1):	0.306 *
Westbound	RT	0.00	66	0	0.000	E-W(2):	0.178
	TH	2.00	480	3,200	0.171		
	LT	2.00	334	2,880	0.116 *	V/C:	0.690
Northbound	RT	1.00	276	1,600	0.057	Lost Time:	0.100
	TH	3.00	1,360	4,800	0.283 *	ITS:	0.000
	LT	1.00	88	1,600	0.055		
Eastbound	RT	0.00	126	0	0.000	ICU:	0.790
	TH	2.00	471	3,200	0.190 *		
	LT	0.00	11	1,600	0.007	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	75	0	0.000	N-S(1):	0.443 *
	TH	3.00	1,497	4,800	0.328	N-S(2):	0.402
	LT	1.00	208	1,600	0.130 *	E-W(1):	0.319 *
Westbound	RT	0.00	71	0	0.000	E-W(2):	0.216
	TH	2.00	615	3,200	0.214		
	LT	2.00	383	2,880	0.133 *	V/C:	0.762
Northbound	RT	1.00	284	1,600	0.045 *	Lost Time:	0.100
	TH	3.00	1,502	4,800	0.313 *	ITS:	0.000
	LT	1.00	118	1,600	0.074		
Eastbound	RT	0.00	118	0	0.000	ICU:	0.862
	TH	2.00	473	3,200	0.186 *		
	LT	0.00	3	1,600	0.002	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 115 - ASH AVENUE & MANCHESTER AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	139	0	0.000	N-S(1):	0.211
	TH	1.00	0	1,600	0.093 *	N-S(2):	0.321 *
	LT	0.00	9	1,600	0.006	E-W(1):	0.121
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.289 *
	TH	3.00	1,361	4,800	0.286 *		
	LT	0.00	0	0	0.000	V/C:	0.610
Northbound	RT	1.00	214	1,600	0.134	Lost Time:	0.100
	TH	0.59	194	945	0.205	ITS:	0.000
	LT	1.41	463	2,030	0.228 *		
Eastbound	RT	1.22	236	1,950	0.000	ICU:	0.710
	TH	1.78	345	2,850	0.121		
	LT	1.00	5	1,600	0.003 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	79	0	0.000	N-S(1):	0.231
	TH	1.00	0	1,600	0.056 *	N-S(2):	0.306 *
	LT	0.00	10	1,600	0.006	E-W(1):	0.201
Westbound	RT	0.00	23	0	0.000	E-W(2):	0.217 *
	TH	3.00	949	4,800	0.205 *		
	LT	0.00	14	1,600	0.009	V/C:	0.523
Northbound	RT	1.00	254	1,600	0.154	Lost Time:	0.100
	TH	0.55	197	877	0.225	ITS:	0.000
	LT	1.45	522	2,091	0.250 *		
Eastbound	RT	1.00	298	1,600	0.000	ICU:	0.623
	TH	2.00	613	3,200	0.192		
	LT	1.00	19	1,600	0.012 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	78	0	0.000	N-S(1):	0.227
	TH	1.00	0	1,600	0.061 *	N-S(2):	0.299 *
	LT	0.00	20	1,600	0.013	E-W(1):	0.390 *
Westbound	RT	0.00	9	0	0.000	E-W(2):	0.197
	TH	3.00	862	4,800	0.187		
	LT	0.00	28	1,600	0.018 *	V/C:	0.689
Northbound	RT	1.26	431	2,010	0.206	Lost Time:	0.100
	TH	0.59	204	952	0.214	ITS:	0.000
	LT	1.15	394	1,654	0.238 *		
Eastbound	RT	1.00	254	1,600	0.000	ICU:	0.789
	TH	2.00	1,190	3,200	0.372 *		
	LT	1.00	16	1,600	0.010	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 116 - NASH STREET & MARIPOSA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	301	0	0.000	N-S(1):	0.065
	TH	2.00	751	3,200	0.329 *	N-S(2):	0.347 *
	LT	1.00	27	1,600	0.017	E-W(1):	0.061
Westbound	RT	0.00	13	0	0.000	E-W(2):	0.127 *
	TH	2.00	213	3,200	0.071 *		
	LT	1.00	27	1,600	0.017	V/C:	0.474
Northbound	RT	0.00	19	0	0.000	Lost Time:	0.100
	TH	2.00	134	3,200	0.048	ITS:	0.000
	LT	1.00	28	1,600	0.018 *		
Eastbound	RT	1.00	52	1,600	0.024	ICU:	0.574
	TH	2.00	142	3,200	0.044		
	LT	1.00	89	1,600	0.056 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	73	0	0.000	N-S(1):	0.073
	TH	2.00	259	3,200	0.104 *	N-S(2):	0.118 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.072
Westbound	RT	0.00	2	0	0.000	E-W(2):	0.108 *
	TH	2.00	127	3,200	0.040 *		
	LT	1.00	12	1,600	0.008	V/C:	0.226
Northbound	RT	0.00	22	0	0.000	Lost Time:	0.100
	TH	2.00	192	3,200	0.067	ITS:	0.000
	LT	1.00	23	1,600	0.014 *		
Eastbound	RT	1.00	75	1,600	0.040	ICU:	0.326
	TH	2.00	205	3,200	0.064		
	LT	1.00	108	1,600	0.068 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	63	0	0.000	N-S(1):	0.161
	TH	2.00	388	3,200	0.141 *	N-S(2):	0.166 *
	LT	1.00	9	1,600	0.006	E-W(1):	0.101
Westbound	RT	0.00	3	0	0.000	E-W(2):	0.170 *
	TH	2.00	133	3,200	0.043 *		
	LT	1.00	8	1,600	0.005	V/C:	0.336
Northbound	RT	0.00	69	0	0.000	Lost Time:	0.100
	TH	2.00	428	3,200	0.155	ITS:	0.000
	LT	1.00	40	1,600	0.025 *		
Eastbound	RT	1.00	68	1,600	0.030	ICU:	0.436
	TH	2.00	306	3,200	0.096		
	LT	1.00	203	1,600	0.127 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 117 - SEPULVEDA BOULEVARD & MARIPOSA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	63	0	0.000	N-S(1):	0.486 *
	TH	4.00	1,882	6,400	0.304	N-S(2):	0.350
	LT	2.00	320	2,880	0.111 *	E-W(1):	0.130 *
Westbound	RT	1.00	33	1,600	0.000	E-W(2):	0.097
	TH	1.00	61	1,600	0.038		
	LT	1.00	41	1,600	0.026 *	V/C:	0.616
Northbound	RT	1.00	64	1,600	0.027	Lost Time:	0.100
	TH	4.00	2,399	6,400	0.375 *	ITS:	0.000
	LT	1.00	74	1,600	0.046		
Eastbound	RT	0.00	38	0	0.000	ICU:	0.716
	TH	1.00	129	1,600	0.104 *		
	LT	1.00	95	1,600	0.059	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	74	0	0.000	N-S(1):	0.368 *
	TH	4.00	1,820	6,400	0.296	N-S(2):	0.355
	LT	2.00	191	2,880	0.066 *	E-W(1):	0.189 *
Westbound	RT	1.00	112	1,600	0.037	E-W(2):	0.163
	TH	1.00	131	1,600	0.082		
	LT	1.00	130	1,600	0.081 *	V/C:	0.557
Northbound	RT	1.00	56	1,600	0.000	Lost Time:	0.100
	TH	4.00	1,932	6,400	0.302 *	ITS:	0.000
	LT	1.00	95	1,600	0.059		
Eastbound	RT	0.00	16	0	0.000	ICU:	0.657
	TH	1.00	157	1,600	0.108 *		
	LT	1.00	129	1,600	0.081	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	111	0	0.000	N-S(1):	0.443
	TH	4.00	2,383	6,400	0.390 *	N-S(2):	0.468 *
	LT	2.00	148	2,880	0.051	E-W(1):	0.191
Westbound	RT	1.00	182	1,600	0.088	E-W(2):	0.204 *
	TH	1.00	191	1,600	0.119 *		
	LT	1.00	145	1,600	0.091	V/C:	0.672
Northbound	RT	1.00	27	1,600	0.000	Lost Time:	0.100
	TH	4.00	2,510	6,400	0.392	ITS:	0.000
	LT	1.00	124	1,600	0.078 *		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.772
	TH	1.00	130	1,600	0.100		
	LT	1.00	136	1,600	0.085 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 119 - OCEAN AVENUE / VIA MARINA & WASHINGTON BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : Y
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	8	0	0.000	N-S(1):	0.292 *
	TH	1.00	130	1,600	0.086 *	N-S(2):	0.000
	LT	1.00	42	1,600	0.026	E-W(1):	0.240 *
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.166
	TH	2.00	378	3,200	0.134		
	LT	1.00	126	1,600	0.079 *	V/C:	0.532
Northbound	RT	1.00	284	1,600	0.138	Lost Time:	0.100
	TH	1.00	330	1,600	0.206 *	ITS:	0.000
	LT	2.00	374	2,880	0.130		
Eastbound	RT	1.00	201	1,600	0.061	ICU:	0.632
	TH	2.00	516	3,200	0.161 *		
	LT	1.00	51	1,600	0.032	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	38	0	0.000	N-S(1):	0.236 *
	TH	1.00	146	1,600	0.115 *	N-S(2):	0.000
	LT	1.00	80	1,600	0.050	E-W(1):	0.244 *
Westbound	RT	0.00	44	0	0.000	E-W(2):	0.196
	TH	2.00	500	3,200	0.170		
	LT	1.00	169	1,600	0.106 *	V/C:	0.480
Northbound	RT	1.00	194	1,600	0.068	Lost Time:	0.100
	TH	1.00	193	1,600	0.121 *	ITS:	0.000
	LT	2.00	238	2,880	0.083		
Eastbound	RT	1.00	164	1,600	0.061	ICU:	0.580
	TH	2.00	441	3,200	0.138 *		
	LT	1.00	41	1,600	0.026	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	37	0	0.000	N-S(1):	0.441 *
	TH	1.00	438	1,600	0.297 *	N-S(2):	0.000
	LT	1.00	119	1,600	0.074	E-W(1):	0.258 *
Westbound	RT	0.00	43	0	0.000	E-W(2):	0.241
	TH	2.00	666	3,200	0.222		
	LT	1.00	152	1,600	0.095 *	V/C:	0.699
Northbound	RT	1.00	183	1,600	0.067	Lost Time:	0.100
	TH	1.00	231	1,600	0.144 *	ITS:	0.000
	LT	2.00	406	2,880	0.141		
Eastbound	RT	1.00	266	1,600	0.096	ICU:	0.799
	TH	2.00	523	3,200	0.163 *		
	LT	1.00	31	1,600	0.019	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 120 - OVERHILL DRIVE & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	69	1,600	0.021	N-S(1):	0.158 *
	TH	2.00	127	3,200	0.040	N-S(2):	0.081
	LT	1.00	99	1,600	0.062 *	E-W(1):	0.199
Westbound	RT	0.00	74	0	0.000	E-W(2):	0.383 *
	TH	3.00	1,549	4,800	0.338 *		
	LT	1.00	61	1,600	0.038	V/C:	0.541
Northbound	RT	0.00	136	0	0.000	Lost Time:	0.100
	TH	2.00	171	3,200	0.096 *	ITS:	0.000
	LT	1.00	65	1,600	0.041		
Eastbound	RT	0.00	19	0	0.000	ICU:	0.641
	TH	3.00	755	4,800	0.161		
	LT	1.00	72	1,600	0.045 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	83	1,600	0.027	N-S(1):	0.134 *
	TH	2.00	103	3,200	0.032	N-S(2):	0.065
	LT	1.00	113	1,600	0.071 *	E-W(1):	0.302 *
Westbound	RT	0.00	64	0	0.000	E-W(2):	0.254
	TH	3.00	910	4,800	0.203		
	LT	1.00	101	1,600	0.063 *	V/C:	0.436
Northbound	RT	0.00	94	0	0.000	Lost Time:	0.100
	TH	2.00	108	3,200	0.063 *	ITS:	0.000
	LT	1.00	52	1,600	0.033		
Eastbound	RT	0.00	37	0	0.000	ICU:	0.536
	TH	3.00	1,109	4,800	0.239 *		
	LT	1.00	81	1,600	0.051	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	108	1,600	0.016	N-S(1):	0.301 *
	TH	2.00	359	3,200	0.112	N-S(2):	0.167
	LT	1.00	265	1,600	0.166 *	E-W(1):	0.591 *
Westbound	RT	0.00	96	0	0.000	E-W(2):	0.361
	TH	3.00	1,140	4,800	0.258		
	LT	1.00	224	1,600	0.140 *	V/C:	0.892
Northbound	RT	0.00	155	0	0.000	Lost Time:	0.100
	TH	2.00	276	3,200	0.135 *	ITS:	0.000
	LT	1.00	88	1,600	0.055		
Eastbound	RT	0.00	53	0	0.000	ICU:	0.992
	TH	3.00	2,112	4,800	0.451 *		
	LT	1.00	164	1,600	0.103	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 124 - PRAIRIE AVENUE & WEST 112TH STREET/I-105 OFF RAMP
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : Y
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.138
	TH	3.00	685	4,800	0.143 *	N-S(2):	0.143 *
	LT	1.00	24	1,600	0.015	E-W(1):	0.227 *
Westbound	RT	0.13	10	203	0.042	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.87	69	1,397	0.049 *	V/C:	0.370
Northbound	RT	0.00	5	0	0.000	Lost Time:	0.100
	TH	3.00	583	4,800	0.123	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	257	0	0.000	ICU:	0.470
	TH	1.00	27	1,600	0.178 *		
	LT	2.00	310	2,880	0.108	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.120
	TH	3.00	852	4,800	0.178 *	N-S(2):	0.178 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.330 *
Westbound	RT	0.58	15	923	0.013	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.42	11	677	0.016 *	V/C:	0.508
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	526	4,800	0.114	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	453	0	0.000	ICU:	0.608
	TH	1.00	50	1,600	0.314 *		
	LT	2.00	479	2,880	0.166	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.177
	TH	3.00	900	4,800	0.188 *	N-S(2):	0.188 *
	LT	1.00	23	1,600	0.014	E-W(1):	0.362 *
Westbound	RT	0.64	25	1,026	0.017	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.36	14	574	0.024 *	V/C:	0.550
Northbound	RT	0.00	36	0	0.000	Lost Time:	0.100
	TH	3.00	748	4,800	0.163	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	428	0	0.000	ICU:	0.650
	TH	1.00	113	1,600	0.338 *		
	LT	2.00	652	2,880	0.226	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 125 - SEPULVEDA BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : NBR,
FF Movements: WBR,

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	104	1,600	0.023	N-S(1):	0.513 *
	TH	3.00	907	4,800	0.189	N-S(2):	0.264
	LT	2.00	252	2,880	0.088 *	E-W(1):	0.266 *
Westbound	RT	1.00	524	1,600	0.000	E-W(2):	0.146
	TH	2.00	198	3,200	0.062		
	LT	2.00	337	2,880	0.117 *	V/C:	0.779
Northbound	RT	1.00	399	1,600	0.132	Lost Time:	0.100
	TH	4.00	2,717	6,400	0.425 *	ITS:	0.000
	LT	2.00	217	2,880	0.075		
Eastbound	RT	1.00	114	1,600	0.034	ICU:	0.879
	TH	3.00	716	4,800	0.149 *		
	LT	2.00	241	2,880	0.084	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	175	1,600	0.054	N-S(1):	0.408 *
	TH	3.00	1,451	4,800	0.302	N-S(2):	0.350
	LT	2.00	485	2,880	0.168 *	E-W(1):	0.273 *
Westbound	RT	1.00	622	1,600	0.000	E-W(2):	0.208
	TH	2.00	309	3,200	0.097		
	LT	2.00	513	2,880	0.178 *	V/C:	0.681
Northbound	RT	1.00	439	1,600	0.096	Lost Time:	0.100
	TH	4.00	1,535	6,400	0.240 *	ITS:	0.000
	LT	2.00	138	2,880	0.048		
Eastbound	RT	1.00	148	1,600	0.069	ICU:	0.781
	TH	3.00	458	4,800	0.095 *		
	LT	2.00	320	2,880	0.111	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	446	1,600	0.209	N-S(1):	0.381
	TH	3.00	2,351	4,800	0.490 *	N-S(2):	0.636 *
	LT	2.00	517	2,880	0.180	E-W(1):	0.331 *
Westbound	RT	1.00	709	1,600	0.000	E-W(2):	0.323
	TH	2.00	585	3,200	0.183		
	LT	2.00	458	2,880	0.159 *	V/C:	0.967
Northbound	RT	1.00	445	1,600	0.119	Lost Time:	0.100
	TH	4.00	1,287	6,400	0.201	ITS:	0.000
	LT	2.00	421	2,880	0.146 *		
Eastbound	RT	1.00	275	1,600	0.172 *	ICU:	1.067
	TH	3.00	562	4,800	0.117		
	LT	2.00	402	2,880	0.140	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 140 - WB SR-90 RAMPS & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : NBR,
FF Movements: EBR,

N-S Split Phase : Y
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.044 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.438 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.320
	TH	2.00	1,023	3,200	0.320		
	LT	3.00	1,572	4,320	0.364 *	V/C:	0.482
Northbound	RT	2.00	986	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	126	2,880	0.044 *		
Eastbound	RT	1.00	169	1,600	0.000	ICU:	0.582
	TH	3.00	355	4,800	0.074 *		
	LT	1.00	0	1,600	0.000	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.088 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.278 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.236
	TH	2.00	754	3,200	0.236		
	LT	3.00	623	4,320	0.144 *	V/C:	0.366
Northbound	RT	2.00	743	3,200	0.088 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	222	2,880	0.077		
Eastbound	RT	1.00	160	1,600	0.000	ICU:	0.466
	TH	3.00	641	4,800	0.134 *		
	LT	1.00	0	1,600	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.233 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.363 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.263
	TH	2.00	840	3,200	0.263		
	LT	3.00	802	4,320	0.186 *	V/C:	0.596
Northbound	RT	2.00	1,339	3,200	0.233 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	207	2,880	0.072		
Eastbound	RT	1.00	222	1,600	0.000	ICU:	0.696
	TH	3.00	850	4,800	0.177 *		
	LT	1.00	0	1,600	0.000	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 147 - CRENSHAW BOULEVARD & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	121	0	0.000	N-S(1):	0.192
	TH	3.00	507	4,800	0.131 *	N-S(2):	0.237 *
	LT	1.00	82	1,600	0.051	E-W(1):	0.143
Westbound	RT	0.00	124	0	0.000	E-W(2):	0.237 *
	TH	3.00	779	4,800	0.188 *		
	LT	1.00	92	1,600	0.058	V/C:	0.474
Northbound	RT	0.00	66	0	0.000	Lost Time:	0.100
	TH	3.00	609	4,800	0.141	ITS:	0.000
	LT	1.00	170	1,600	0.106 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.574
	TH	3.00	350	4,800	0.085		
	LT	1.00	78	1,600	0.049 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	193	0	0.000	N-S(1):	0.208
	TH	3.00	616	4,800	0.169 *	N-S(2):	0.257 *
	LT	1.00	110	1,600	0.069	E-W(1):	0.258
Westbound	RT	0.00	47	0	0.000	E-W(2):	0.320 *
	TH	3.00	779	4,800	0.172 *		
	LT	1.00	88	1,600	0.055	V/C:	0.577
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	597	4,800	0.139	ITS:	0.000
	LT	1.00	141	1,600	0.088 *		
Eastbound	RT	0.00	244	0	0.000	ICU:	0.677
	TH	3.00	730	4,800	0.203		
	LT	1.00	236	1,600	0.148 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	218	0	0.000	N-S(1):	0.249
	TH	3.00	843	4,800	0.221 *	N-S(2):	0.349 *
	LT	1.00	97	1,600	0.061	E-W(1):	0.329
Westbound	RT	0.00	121	0	0.000	E-W(2):	0.332 *
	TH	3.00	821	4,800	0.196 *		
	LT	1.00	94	1,600	0.059	V/C:	0.681
Northbound	RT	0.00	121	0	0.000	Lost Time:	0.100
	TH	3.00	781	4,800	0.188	ITS:	0.000
	LT	1.00	205	1,600	0.128 *		
Eastbound	RT	0.00	222	0	0.000	ICU:	0.781
	TH	3.00	1,076	4,800	0.270		
	LT	1.00	217	1,600	0.136 *	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 148 - LA CIENEGA BOULEVARD & FAIRVIEW BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	53	0	0.000	N-S(1):	0.659 *
	TH	4.00	2,857	6,400	0.455	N-S(2):	0.455
	LT	0.00	0	0	0.000 *	E-W(1):	0.190 *
Westbound	RT	1.00	41	1,600	0.026	E-W(2):	0.000
	TH	0.51	104	820	0.127		
	LT	1.49	302	2,142	0.141 *	V/C:	0.849
Northbound	RT	0.00	26	0	0.000	Lost Time:	0.100
	TH	3.00	3,136	4,800	0.659 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	62	1,600	0.039	ICU:	0.949
	TH	0.80	56	1,280	0.044		
	LT	1.20	84	1,728	0.049 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	144	0	0.000	N-S(1):	0.426 *
	TH	4.00	1,971	6,400	0.330	N-S(2):	0.330
	LT	0.00	0	0	0.000 *	E-W(1):	0.180 *
Westbound	RT	1.00	36	1,600	0.023	E-W(2):	0.000
	TH	0.64	86	1,019	0.084		
	LT	1.36	184	1,963	0.094 *	V/C:	0.606
Northbound	RT	0.00	23	0	0.000	Lost Time:	0.100
	TH	3.00	2,021	4,800	0.426 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	77	1,600	0.048	ICU:	0.706
	TH	0.81	100	1,290	0.078		
	LT	1.19	148	1,719	0.086 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	125	0	0.000	N-S(1):	0.615 *
	TH	4.00	2,922	6,400	0.476	N-S(2):	0.476
	LT	0.00	0	0	0.000 *	E-W(1):	0.243 *
Westbound	RT	1.00	17	1,600	0.011	E-W(2):	0.000
	TH	0.74	136	1,186	0.115		
	LT	1.26	231	1,813	0.127 *	V/C:	0.858
Northbound	RT	0.00	112	0	0.000	Lost Time:	0.100
	TH	3.00	2,838	4,800	0.615 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	75	1,600	0.047	ICU:	0.958
	TH	0.95	158	1,514	0.104		
	LT	1.05	176	1,518	0.116 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 149 - CRENSHAW BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	52	0	0.000	N-S(1):	0.175
	TH	3.00	682	4,800	0.153 *	N-S(2):	0.235 *
	LT	1.00	44	1,600	0.028	E-W(1):	0.163
Westbound	RT	0.00	78	0	0.000	E-W(2):	0.256 *
	TH	3.00	979	4,800	0.220 *		
	LT	1.00	131	1,600	0.082	V/C:	0.491
Northbound	RT	0.00	65	0	0.000	Lost Time:	0.100
	TH	3.00	639	4,800	0.147	ITS:	0.000
	LT	1.00	131	1,600	0.082 *		
Eastbound	RT	0.00	78	0	0.000	ICU:	0.591
	TH	3.00	312	4,800	0.081		
	LT	1.00	58	1,600	0.036 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	87	0	0.000	N-S(1):	0.300 *
	TH	3.00	794	4,800	0.184	N-S(2):	0.265
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.216
Westbound	RT	0.00	158	0	0.000	E-W(2):	0.221 *
	TH	3.00	509	4,800	0.139 *		
	LT	1.00	158	1,600	0.099	V/C:	0.521
Northbound	RT	0.00	104	0	0.000	Lost Time:	0.100
	TH	3.00	829	4,800	0.194 *	ITS:	0.000
	LT	1.00	130	1,600	0.081		
Eastbound	RT	0.00	154	0	0.000	ICU:	0.621
	TH	3.00	406	4,800	0.117		
	LT	1.00	131	1,600	0.082 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	95	0	0.000	N-S(1):	0.357 *
	TH	3.00	826	4,800	0.192	N-S(2):	0.286
	LT	1.00	172	1,600	0.108 *	E-W(1):	0.379 *
Westbound	RT	0.00	126	0	0.000	E-W(2):	0.237
	TH	3.00	549	4,800	0.141		
	LT	1.00	176	1,600	0.110 *	V/C:	0.736
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	1,086	4,800	0.249 *	ITS:	0.000
	LT	1.00	150	1,600	0.094		
Eastbound	RT	0.00	156	0	0.000	ICU:	0.836
	TH	3.00	1,137	4,800	0.269 *		
	LT	1.00	154	1,600	0.096	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 157 - LA CIENEGA BOULEVARD & 104TH STREET
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	49	0	0.000	N-S(1):	0.109
	TH	3.00	319	4,800	0.077 *	N-S(2):	0.156 *
	LT	1.00	14	1,600	0.009	E-W(1):	0.004
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.027 *
	TH	1.00	1	1,600	0.003 *		
	LT	0.00	4	1,600	0.003	V/C:	0.183
Northbound	RT	0.00	15	0	0.000	Lost Time:	0.100
	TH	3.00	466	4,800	0.100	ITS:	0.000
	LT	1.00	127	1,600	0.079 *		
Eastbound	RT	1.00	10	1,600	0.000	ICU:	0.283
	TH	1.00	2	1,600	0.001		
	LT	1.00	39	1,600	0.024 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	12	0	0.000	N-S(1):	0.041
	TH	3.00	343	4,800	0.074 *	N-S(2):	0.104 *
	LT	1.00	19	1,600	0.012	E-W(1):	0.007
Westbound	RT	0.00	12	0	0.000	E-W(2):	0.070 *
	TH	1.00	8	1,600	0.016 *		
	LT	0.00	5	1,600	0.003	V/C:	0.174
Northbound	RT	0.00	17	0	0.000	Lost Time:	0.100
	TH	3.00	123	4,800	0.029	ITS:	0.000
	LT	1.00	48	1,600	0.030 *		
Eastbound	RT	1.00	10	1,600	0.000	ICU:	0.274
	TH	1.00	6	1,600	0.004		
	LT	1.00	86	1,600	0.054 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	164	0	0.000	N-S(1):	0.098
	TH	3.00	805	4,800	0.202 *	N-S(2):	0.231 *
	LT	1.00	45	1,600	0.028	E-W(1):	0.015
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.057 *
	TH	1.00	1	1,600	0.014 *		
	LT	0.00	11	1,600	0.007	V/C:	0.288
Northbound	RT	0.00	6	0	0.000	Lost Time:	0.100
	TH	3.00	332	4,800	0.070	ITS:	0.000
	LT	1.00	47	1,600	0.029 *		
Eastbound	RT	1.00	60	1,600	0.008	ICU:	0.388
	TH	1.00	3	1,600	0.002		
	LT	1.00	68	1,600	0.043 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 159 - HINDRY AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	12	1,600	0.008	N-S(1):	0.092
	TH	1.00	105	1,600	0.086 *	N-S(2):	0.099 *
	LT	0.00	33	1,600	0.021	E-W(1):	0.277 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.220
	TH	2.00	684	3,200	0.217		
	LT	1.00	133	1,600	0.083 *	V/C:	0.376
Northbound	RT	1.00	30	1,600	0.000	Lost Time:	0.100
	TH	1.00	93	1,600	0.071	ITS:	0.000
	LT	0.00	21	1,600	0.013 *		
Eastbound	RT	0.00	85	0	0.000	ICU:	0.476
	TH	2.00	536	3,200	0.194 *		
	LT	1.00	5	1,600	0.003	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.128
	TH	1.00	172	1,600	0.133 *	N-S(2):	0.164 *
	LT	0.00	41	1,600	0.026	E-W(1):	0.422 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.216
	TH	2.00	630	3,200	0.200		
	LT	1.00	105	1,600	0.066 *	V/C:	0.586
Northbound	RT	1.00	91	1,600	0.024	Lost Time:	0.100
	TH	1.00	114	1,600	0.102	ITS:	0.000
	LT	0.00	49	1,600	0.031 *		
Eastbound	RT	0.00	91	0	0.000	ICU:	0.686
	TH	2.00	1,047	3,200	0.356 *		
	LT	1.00	25	1,600	0.016	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	13	1,600	0.008	N-S(1):	0.079
	TH	1.00	147	1,600	0.108 *	N-S(2):	0.139 *
	LT	0.00	25	1,600	0.016	E-W(1):	0.378 *
Westbound	RT	0.00	8	0	0.000	E-W(2):	0.202
	TH	2.00	607	3,200	0.192		
	LT	1.00	77	1,600	0.048 *	V/C:	0.517
Northbound	RT	1.00	90	1,600	0.032	Lost Time:	0.100
	TH	1.00	50	1,600	0.063	ITS:	0.000
	LT	0.00	50	1,600	0.031 *		
Eastbound	RT	0.00	81	0	0.000	ICU:	0.617
	TH	2.00	976	3,200	0.330 *		
	LT	1.00	16	1,600	0.010	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 162 - SEPULVEDA BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	137	0	0.000	N-S(1):	0.531 *
	TH	3.00	894	4,800	0.215	N-S(2):	0.285
	LT	2.00	114	2,880	0.040 *	E-W(1):	0.206
Westbound	RT	1.00	154	1,600	0.057	E-W(2):	0.237 *
	TH	2.00	439	3,200	0.137 *		
	LT	1.00	117	1,600	0.073	V/C:	0.768
Northbound	RT	0.00	95	0	0.000	Lost Time:	0.100
	TH	3.00	2,261	4,800	0.491 *	ITS:	0.000
	LT	1.00	112	1,600	0.070		
Eastbound	RT	1.00	86	1,600	0.019	ICU:	0.868
	TH	2.00	427	3,200	0.133		
	LT	1.00	160	1,600	0.100 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	203	0	0.000	N-S(1):	0.401
	TH	3.00	1,424	4,800	0.339 *	N-S(2):	0.449 *
	LT	2.00	182	2,880	0.063	E-W(1):	0.342
Westbound	RT	1.00	179	1,600	0.049	E-W(2):	0.373 *
	TH	2.00	530	3,200	0.166 *		
	LT	1.00	224	1,600	0.140	V/C:	0.822
Northbound	RT	0.00	162	0	0.000	Lost Time:	0.100
	TH	3.00	1,458	4,800	0.338	ITS:	0.000
	LT	1.00	176	1,600	0.110 *		
Eastbound	RT	1.00	185	1,600	0.061	ICU:	0.922
	TH	2.00	647	3,200	0.202		
	LT	1.00	331	1,600	0.207 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.377
	TH	3.00	2,466	4,800	0.549 *	N-S(2):	0.653 *
	LT	2.00	184	2,880	0.064	E-W(1):	0.356 *
Westbound	RT	1.00	138	1,600	0.022	E-W(2):	0.309
	TH	2.00	543	3,200	0.170		
	LT	1.00	209	1,600	0.131 *	V/C:	1.009
Northbound	RT	0.00	173	0	0.000	Lost Time:	0.100
	TH	3.00	1,327	4,800	0.313	ITS:	0.000
	LT	1.00	166	1,600	0.104 *		
Eastbound	RT	1.00	76	1,600	0.000	ICU:	1.109
	TH	2.00	721	3,200	0.225 *		
	LT	1.00	223	1,600	0.139	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 164 - CRENSHAW BOULEVARD & MANCHESTER AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	29	0	0.000	N-S(1):	0.238
	TH	2.00	510	3,200	0.168 *	N-S(2):	0.257 *
	LT	1.00	136	1,600	0.085	E-W(1):	0.296
Westbound	RT	0.00	77	0	0.000	E-W(2):	0.332 *
	TH	2.00	869	3,200	0.296 *		
	LT	1.00	255	1,600	0.159	V/C:	0.589
Northbound	RT	0.00	105	0	0.000	Lost Time:	0.100
	TH	3.00	629	4,800	0.153	ITS:	0.000
	LT	1.00	143	1,600	0.089 *		
Eastbound	RT	0.00	56	0	0.000	ICU:	0.689
	TH	2.00	381	3,200	0.137		
	LT	1.00	57	1,600	0.036 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	53	0	0.000	N-S(1):	0.245
	TH	2.00	609	3,200	0.207 *	N-S(2):	0.303 *
	LT	1.00	169	1,600	0.106	E-W(1):	0.317 *
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.294
	TH	2.00	692	3,200	0.244		
	LT	1.00	198	1,600	0.124 *	V/C:	0.620
Northbound	RT	0.00	131	0	0.000	Lost Time:	0.100
	TH	3.00	535	4,800	0.139	ITS:	0.000
	LT	1.00	154	1,600	0.096 *		
Eastbound	RT	0.00	76	0	0.000	ICU:	0.720
	TH	2.00	541	3,200	0.193 *		
	LT	1.00	80	1,600	0.050	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	21	0	0.000	N-S(1):	0.279
	TH	2.00	751	3,200	0.241 *	N-S(2):	0.319 *
	LT	1.00	129	1,600	0.081	E-W(1):	0.447 *
Westbound	RT	0.00	131	0	0.000	E-W(2):	0.353
	TH	2.00	779	3,200	0.284		
	LT	1.00	181	1,600	0.113 *	V/C:	0.766
Northbound	RT	0.00	280	0	0.000	Lost Time:	0.100
	TH	3.00	672	4,800	0.198	ITS:	0.000
	LT	1.00	125	1,600	0.078 *		
Eastbound	RT	0.00	78	0	0.000	ICU:	0.866
	TH	2.00	992	3,200	0.334 *		
	LT	1.00	111	1,600	0.069	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 169 - PRAIRIE AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	50	0	0.000	N-S(1):	0.419 *
	TH	3.00	543	4,800	0.124	N-S(2):	0.264
	LT	1.00	163	1,600	0.102 *	E-W(1):	0.303
Westbound	RT	1.00	515	1,600	0.271	E-W(2):	0.431 *
	TH	2.00	1,168	3,200	0.365 *		
	LT	1.00	239	1,600	0.149	V/C:	0.850
Northbound	RT	1.00	173	1,600	0.000	Lost Time:	0.100
	TH	2.00	1,015	3,200	0.317 *	ITS:	0.000
	LT	1.00	224	1,600	0.140		
Eastbound	RT	0.00	142	0	0.000	ICU:	0.950
	TH	3.00	599	4,800	0.154		
	LT	1.00	105	1,600	0.066 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	63	0	0.000	N-S(1):	0.270 *
	TH	3.00	513	4,800	0.120	N-S(2):	0.243
	LT	1.00	156	1,600	0.098 *	E-W(1):	0.286 *
Westbound	RT	1.00	186	1,600	0.068	E-W(2):	0.240
	TH	2.00	589	3,200	0.184		
	LT	1.00	189	1,600	0.118 *	V/C:	0.556
Northbound	RT	1.00	147	1,600	0.000	Lost Time:	0.100
	TH	2.00	550	3,200	0.172 *	ITS:	0.000
	LT	1.00	197	1,600	0.123		
Eastbound	RT	0.00	181	0	0.000	ICU:	0.656
	TH	3.00	625	4,800	0.168 *		
	LT	1.00	90	1,600	0.056	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	55	0	0.000	N-S(1):	0.312 *
	TH	3.00	823	4,800	0.183	N-S(2):	0.273
	LT	1.00	209	1,600	0.131 *	E-W(1):	0.390 *
Westbound	RT	1.00	147	1,600	0.027	E-W(2):	0.265
	TH	2.00	708	3,200	0.221		
	LT	1.00	183	1,600	0.114 *	V/C:	0.702
Northbound	RT	1.00	126	1,600	0.000	Lost Time:	0.100
	TH	2.00	578	3,200	0.181 *	ITS:	0.000
	LT	1.00	144	1,600	0.090		
Eastbound	RT	0.00	198	0	0.000	ICU:	0.802
	TH	3.00	1,125	4,800	0.276 *		
	LT	1.00	70	1,600	0.044	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 173 - WESTERN AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	118	0	0.000	N-S(1):	0.309 *
	TH	3.00	726	4,800	0.176 *	N-S(2):	0.309 *
	LT	1.00	136	1,600	0.085 *	E-W(1):	0.287
Westbound	RT	1.00	206	1,600	0.086	E-W(2):	0.345 *
	TH	3.00	1,186	4,800	0.247 *		
	LT	1.00	230	1,600	0.144	V/C:	0.654
Northbound	RT	1.00	161	1,600	0.029	Lost Time:	0.100
	TH	2.00	717	3,200	0.224 *	ITS:	0.000
	LT	1.00	212	1,600	0.133 *		
Eastbound	RT	0.00	206	0	0.000	ICU:	0.754
	TH	3.00	482	4,800	0.143		
	LT	1.00	157	1,600	0.098 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	108	0	0.000	N-S(1):	0.226 *
	TH	3.00	411	4,800	0.108	N-S(2):	0.223
	LT	1.00	136	1,600	0.085 *	E-W(1):	0.253 *
Westbound	RT	1.00	120	1,600	0.033	E-W(2):	0.187
	TH	3.00	499	4,800	0.104		
	LT	1.00	195	1,600	0.122 *	V/C:	0.479
Northbound	RT	1.00	164	1,600	0.042	Lost Time:	0.100
	TH	2.00	452	3,200	0.141 *	ITS:	0.000
	LT	1.00	184	1,600	0.115		
Eastbound	RT	0.00	162	0	0.000	ICU:	0.579
	TH	3.00	467	4,800	0.131 *		
	LT	1.00	133	1,600	0.083	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.316 *
	TH	3.00	595	4,800	0.149	N-S(2):	0.302
	LT	1.00	167	1,600	0.104 *	E-W(1):	0.476 *
Westbound	RT	1.00	137	1,600	0.033	E-W(2):	0.249
	TH	3.00	679	4,800	0.141		
	LT	1.00	204	1,600	0.128 *	V/C:	0.792
Northbound	RT	1.00	114	1,600	0.008	Lost Time:	0.100
	TH	2.00	678	3,200	0.212 *	ITS:	0.000
	LT	1.00	245	1,600	0.153		
Eastbound	RT	0.00	261	0	0.000	ICU:	0.892
	TH	3.00	1,407	4,800	0.348 *		
	LT	1.00	172	1,600	0.108	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 175 - VERMONT AVENUE & MANCHESTER AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	91	0	0.000	N-S(1):	0.338 *
	TH	3.00	434	4,800	0.109	N-S(2):	0.156
	LT	2.00	146	2,880	0.051 *	E-W(1):	0.305
Westbound	RT	0.00	64	0	0.000	E-W(2):	0.346 *
	TH	3.00	1,218	4,800	0.267 *		
	LT	1.00	90	1,600	0.056	V/C:	0.684
Northbound	RT	0.00	114	0	0.000	Lost Time:	0.100
	TH	3.00	1,264	4,800	0.287 *	ITS:	0.000
	LT	2.00	134	2,880	0.047		
Eastbound	RT	0.00	77	0	0.000	ICU:	0.784
	TH	3.00	1,116	4,800	0.249		
	LT	1.00	126	1,600	0.079 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	143	0	0.000	N-S(1):	0.190 *
	TH	3.00	462	4,800	0.126	N-S(2):	0.156
	LT	2.00	162	2,880	0.056 *	E-W(1):	0.277
Westbound	RT	0.00	152	0	0.000	E-W(2):	0.283 *
	TH	3.00	915	4,800	0.222 *		
	LT	1.00	104	1,600	0.065	V/C:	0.473
Northbound	RT	0.00	135	0	0.000	Lost Time:	0.100
	TH	3.00	507	4,800	0.134 *	ITS:	0.000
	LT	2.00	87	2,880	0.030		
Eastbound	RT	0.00	98	0	0.000	ICU:	0.573
	TH	3.00	919	4,800	0.212		
	LT	1.00	98	1,600	0.061 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.268 *
	TH	3.00	745	4,800	0.182	N-S(2):	0.227
	LT	2.00	195	2,880	0.068 *	E-W(1):	0.361 *
Westbound	RT	0.00	88	0	0.000	E-W(2):	0.314
	TH	3.00	1,044	4,800	0.236		
	LT	1.00	100	1,600	0.063 *	V/C:	0.629
Northbound	RT	0.00	121	0	0.000	Lost Time:	0.100
	TH	3.00	841	4,800	0.200 *	ITS:	0.000
	LT	2.00	130	2,880	0.045		
Eastbound	RT	0.00	63	0	0.000	ICU:	0.729
	TH	3.00	1,369	4,800	0.298 *		
	LT	1.00	125	1,600	0.078	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 176 - VERMONT AVENUE & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	94	0	0.000	N-S(1):	0.293 *
	TH	3.00	613	4,800	0.147	N-S(2):	0.223
	LT	2.00	124	2,880	0.043 *	E-W(1):	0.250
Westbound	RT	0.00	156	0	0.000	E-W(2):	0.319 *
	TH	3.00	948	4,800	0.230 *		
	LT	1.00	181	1,600	0.113	V/C:	0.612
Northbound	RT	1.00	130	1,600	0.025	Lost Time:	0.100
	TH	3.00	1,199	4,800	0.250 *	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	0.00	46	0	0.000	ICU:	0.712
	TH	3.00	612	4,800	0.137		
	LT	1.00	142	1,600	0.089 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	109	0	0.000	N-S(1):	0.150
	TH	3.00	499	4,800	0.127 *	N-S(2):	0.181 *
	LT	2.00	117	2,880	0.041	E-W(1):	0.204
Westbound	RT	0.00	56	0	0.000	E-W(2):	0.228 *
	TH	3.00	614	4,800	0.140 *		
	LT	1.00	112	1,600	0.070	V/C:	0.409
Northbound	RT	1.00	70	1,600	0.009	Lost Time:	0.100
	TH	3.00	523	4,800	0.109	ITS:	0.000
	LT	2.00	156	2,880	0.054 *		
Eastbound	RT	0.00	88	0	0.000	ICU:	0.509
	TH	3.00	555	4,800	0.134		
	LT	1.00	140	1,600	0.088 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	127	0	0.000	N-S(1):	0.246
	TH	3.00	751	4,800	0.183 *	N-S(2):	0.260 *
	LT	2.00	162	2,880	0.056	E-W(1):	0.303 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.236
	TH	3.00	682	4,800	0.159		
	LT	1.00	132	1,600	0.083 *	V/C:	0.563
Northbound	RT	1.00	110	1,600	0.028	Lost Time:	0.100
	TH	3.00	913	4,800	0.190	ITS:	0.000
	LT	2.00	222	2,880	0.077 *		
Eastbound	RT	0.00	155	0	0.000	ICU:	0.663
	TH	3.00	900	4,800	0.220 *		
	LT	1.00	123	1,600	0.077	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 177 - VERMONT AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	44	1,600	0.000	N-S(1):	0.357 *
	TH	3.00	761	4,800	0.159	N-S(2):	0.291
	LT	2.00	220	2,880	0.076 *	E-W(1):	0.273
Westbound	RT	0.00	201	0	0.000	E-W(2):	0.368 *
	TH	3.00	1,276	4,800	0.308 *		
	LT	1.00	217	1,600	0.136	V/C:	0.725
Northbound	RT	0.00	152	0	0.000	Lost Time:	0.100
	TH	3.00	1,195	4,800	0.281 *	ITS:	0.000
	LT	2.00	380	2,880	0.132		
Eastbound	RT	0.00	157	0	0.000	ICU:	0.825
	TH	3.00	501	4,800	0.137		
	LT	1.00	96	1,600	0.060 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.010	N-S(1):	0.216
	TH	3.00	498	4,800	0.104 *	N-S(2):	0.226 *
	LT	2.00	140	2,880	0.049	E-W(1):	0.234 *
Westbound	RT	0.00	92	0	0.000	E-W(2):	0.153
	TH	3.00	440	4,800	0.111		
	LT	1.00	163	1,600	0.102 *	V/C:	0.460
Northbound	RT	0.00	142	0	0.000	Lost Time:	0.100
	TH	3.00	660	4,800	0.167	ITS:	0.000
	LT	2.00	352	2,880	0.122 *		
Eastbound	RT	0.00	147	0	0.000	ICU:	0.560
	TH	3.00	486	4,800	0.132 *		
	LT	1.00	67	1,600	0.042	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	103	1,600	0.023	N-S(1):	0.352 *
	TH	3.00	718	4,800	0.150	N-S(2):	0.274
	LT	2.00	218	2,880	0.076 *	E-W(1):	0.393 *
Westbound	RT	0.00	99	0	0.000	E-W(2):	0.258
	TH	3.00	742	4,800	0.175		
	LT	1.00	175	1,600	0.109 *	V/C:	0.745
Northbound	RT	0.00	222	0	0.000	Lost Time:	0.100
	TH	3.00	1,104	4,800	0.276 *	ITS:	0.000
	LT	2.00	357	2,880	0.124		
Eastbound	RT	0.00	168	0	0.000	ICU:	0.845
	TH	3.00	1,194	4,800	0.284 *		
	LT	1.00	132	1,600	0.083	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 182 - INGLEWOOD AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	144	1,600	0.066	N-S(1):	0.344 *
	TH	2.00	618	3,200	0.193	N-S(2):	0.339
	LT	1.00	175	1,600	0.109 *	E-W(1):	0.262 *
Westbound	RT	1.00	73	1,600	0.000	E-W(2):	0.213
	TH	3.00	790	4,800	0.165		
	LT	1.00	314	1,600	0.196 *	V/C:	0.606
Northbound	RT	0.00	137	0	0.000	Lost Time:	0.100
	TH	2.00	616	3,200	0.235 *	ITS:	0.000
	LT	1.00	234	1,600	0.146		
Eastbound	RT	1.00	36	1,600	0.000	ICU:	0.706
	TH	3.00	315	4,800	0.066 *		
	LT	1.00	77	1,600	0.048	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	182	1,600	0.046	N-S(1):	0.242 *
	TH	2.00	401	3,200	0.125	N-S(2):	0.221
	LT	1.00	127	1,600	0.079 *	E-W(1):	0.242
Westbound	RT	1.00	92	1,600	0.018	E-W(2):	0.274 *
	TH	3.00	665	4,800	0.139 *		
	LT	1.00	170	1,600	0.106	V/C:	0.516
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	2.00	431	3,200	0.163 *	ITS:	0.000
	LT	1.00	153	1,600	0.096		
Eastbound	RT	1.00	123	1,600	0.029	ICU:	0.616
	TH	3.00	651	4,800	0.136		
	LT	1.00	216	1,600	0.135 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	175	1,600	0.040	N-S(1):	0.412 *
	TH	2.00	732	3,200	0.229	N-S(2):	0.352
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.340 *
Westbound	RT	1.00	125	1,600	0.000	E-W(2):	0.273
	TH	3.00	642	4,800	0.134		
	LT	1.00	144	1,600	0.090 *	V/C:	0.752
Northbound	RT	0.00	142	0	0.000	Lost Time:	0.100
	TH	2.00	634	3,200	0.243 *	ITS:	0.000
	LT	1.00	197	1,600	0.123		
Eastbound	RT	1.00	189	1,600	0.057	ICU:	0.852
	TH	3.00	1,200	4,800	0.250 *		
	LT	1.00	223	1,600	0.139	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 183 - HAWTHORNE BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	228	1,600	0.103	N-S(1):	0.272
	TH	3.00	831	4,800	0.173 *	N-S(2):	0.294 *
	LT	2.00	166	2,880	0.058	E-W(1):	0.173
Westbound	RT	0.00	199	0	0.000	E-W(2):	0.334 *
	TH	3.00	1,018	4,800	0.254 *		
	LT	1.00	113	1,600	0.071	V/C:	0.628
Northbound	RT	1.00	128	1,600	0.045	Lost Time:	0.100
	TH	3.00	1,028	4,800	0.214	ITS:	0.000
	LT	2.00	348	2,880	0.121 *		
Eastbound	RT	0.00	93	0	0.000	ICU:	0.728
	TH	3.00	396	4,800	0.102		
	LT	1.00	128	1,600	0.080 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	215	1,600	0.080	N-S(1):	0.242
	TH	3.00	807	4,800	0.168 *	N-S(2):	0.260 *
	LT	2.00	238	2,880	0.083	E-W(1):	0.219
Westbound	RT	0.00	172	0	0.000	E-W(2):	0.276 *
	TH	3.00	635	4,800	0.168 *		
	LT	1.00	121	1,600	0.076	V/C:	0.536
Northbound	RT	1.00	162	1,600	0.063	Lost Time:	0.100
	TH	3.00	763	4,800	0.159	ITS:	0.000
	LT	2.00	266	2,880	0.092 *		
Eastbound	RT	0.00	138	0	0.000	ICU:	0.636
	TH	3.00	547	4,800	0.143		
	LT	1.00	173	1,600	0.108 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	76	1,600	0.008	N-S(1):	0.343
	TH	3.00	1,328	4,800	0.277 *	N-S(2):	0.359 *
	LT	2.00	401	2,880	0.139	E-W(1):	0.316 *
Westbound	RT	0.00	182	0	0.000	E-W(2):	0.257
	TH	3.00	674	4,800	0.178		
	LT	1.00	101	1,600	0.063 *	V/C:	0.675
Northbound	RT	1.00	161	1,600	0.069	Lost Time:	0.100
	TH	3.00	978	4,800	0.204	ITS:	0.000
	LT	2.00	235	2,880	0.082 *		
Eastbound	RT	0.00	162	0	0.000	ICU:	0.775
	TH	3.00	1,050	4,800	0.253 *		
	LT	1.00	127	1,600	0.079	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 184 - PRAIRIE AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	139	0	0.000	N-S(1):	0.282
	TH	3.00	825	4,800	0.201 *	N-S(2):	0.313 *
	LT	1.00	193	1,600	0.121	E-W(1):	0.329
Westbound	RT	0.00	198	0	0.000	E-W(2):	0.385 *
	TH	3.00	1,139	4,800	0.279 *		
	LT	1.00	315	1,600	0.197	V/C:	0.698
Northbound	RT	0.00	136	0	0.000	Lost Time:	0.100
	TH	3.00	637	4,800	0.161	ITS:	0.000
	LT	1.00	179	1,600	0.112 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.798
	TH	3.00	572	4,800	0.132		
	LT	1.00	170	1,600	0.106 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	123	0	0.000	N-S(1):	0.287 *
	TH	3.00	581	4,800	0.147	N-S(2):	0.235
	LT	1.00	247	1,600	0.154 *	E-W(1):	0.289 *
Westbound	RT	0.00	117	0	0.000	E-W(2):	0.249
	TH	3.00	673	4,800	0.165		
	LT	1.00	208	1,600	0.130 *	V/C:	0.576
Northbound	RT	0.00	128	0	0.000	Lost Time:	0.100
	TH	3.00	508	4,800	0.133 *	ITS:	0.000
	LT	1.00	141	1,600	0.088		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.676
	TH	3.00	684	4,800	0.159 *		
	LT	1.00	134	1,600	0.084	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	146	0	0.000	N-S(1):	0.357 *
	TH	3.00	918	4,800	0.222	N-S(2):	0.306
	LT	1.00	264	1,600	0.165 *	E-W(1):	0.401 *
Westbound	RT	0.00	152	0	0.000	E-W(2):	0.294
	TH	3.00	800	4,800	0.198		
	LT	1.00	226	1,600	0.141 *	V/C:	0.758
Northbound	RT	0.00	201	0	0.000	Lost Time:	0.100
	TH	3.00	719	4,800	0.192 *	ITS:	0.000
	LT	1.00	134	1,600	0.084		
Eastbound	RT	0.00	162	0	0.000	ICU:	0.858
	TH	3.00	1,085	4,800	0.260 *		
	LT	1.00	154	1,600	0.096	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 185 - CRENSHAW BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	123	0	0.000	N-S(1):	0.305 *
	TH	3.00	710	4,800	0.174	N-S(2):	0.265
	LT	1.00	132	1,600	0.083 *	E-W(1):	0.261
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.351 *
	TH	3.00	1,053	4,800	0.259 *		
	LT	1.00	144	1,600	0.090	V/C:	0.656
Northbound	RT	0.00	114	0	0.000	Lost Time:	0.100
	TH	3.00	953	4,800	0.222 *	ITS:	0.000
	LT	1.00	145	1,600	0.091		
Eastbound	RT	0.00	196	0	0.000	ICU:	0.756
	TH	3.00	624	4,800	0.171		
	LT	1.00	147	1,600	0.092 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	165	0	0.000	N-S(1):	0.277 *
	TH	3.00	542	4,800	0.147	N-S(2):	0.241
	LT	1.00	175	1,600	0.109 *	E-W(1):	0.252
Westbound	RT	0.00	191	0	0.000	E-W(2):	0.270 *
	TH	3.00	652	4,800	0.176 *		
	LT	1.00	142	1,600	0.089	V/C:	0.547
Northbound	RT	0.00	155	0	0.000	Lost Time:	0.100
	TH	3.00	650	4,800	0.168 *	ITS:	0.000
	LT	1.00	151	1,600	0.094		
Eastbound	RT	0.00	132	0	0.000	ICU:	0.647
	TH	3.00	649	4,800	0.163		
	LT	1.00	151	1,600	0.094 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	222	0	0.000	N-S(1):	0.303
	TH	3.00	968	4,800	0.248 *	N-S(2):	0.344 *
	LT	1.00	208	1,600	0.130	E-W(1):	0.370 *
Westbound	RT	0.00	183	0	0.000	E-W(2):	0.305
	TH	3.00	904	4,800	0.226		
	LT	1.00	171	1,600	0.107 *	V/C:	0.714
Northbound	RT	0.00	159	0	0.000	Lost Time:	0.100
	TH	3.00	671	4,800	0.173	ITS:	0.000
	LT	1.00	153	1,600	0.096 *		
Eastbound	RT	0.00	178	0	0.000	ICU:	0.814
	TH	3.00	1,084	4,800	0.263 *		
	LT	1.00	127	1,600	0.079	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 186 - WESTERN AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	73	0	0.000	N-S(1):	0.267
	TH	2.00	582	3,200	0.205 *	N-S(2):	0.329 *
	LT	1.00	77	1,600	0.048	E-W(1):	0.252
Westbound	RT	0.00	136	0	0.000	E-W(2):	0.327 *
	TH	3.00	1,170	4,800	0.272 *		
	LT	1.00	90	1,600	0.056	V/C:	0.656
Northbound	RT	1.00	94	1,600	0.031	Lost Time:	0.100
	TH	2.00	701	3,200	0.219	ITS:	0.000
	LT	1.00	199	1,600	0.124 *		
Eastbound	RT	0.00	102	0	0.000	ICU:	0.756
	TH	3.00	841	4,800	0.196		
	LT	1.00	88	1,600	0.055 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	104	0	0.000	N-S(1):	0.231
	TH	2.00	462	3,200	0.177 *	N-S(2):	0.270 *
	LT	1.00	135	1,600	0.084	E-W(1):	0.236 *
Westbound	RT	0.00	137	0	0.000	E-W(2):	0.232
	TH	3.00	705	4,800	0.175		
	LT	1.00	95	1,600	0.059 *	V/C:	0.506
Northbound	RT	1.00	123	1,600	0.047	Lost Time:	0.100
	TH	2.00	471	3,200	0.147	ITS:	0.000
	LT	1.00	149	1,600	0.093 *		
Eastbound	RT	0.00	143	0	0.000	ICU:	0.606
	TH	3.00	708	4,800	0.177 *		
	LT	1.00	91	1,600	0.057	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	88	0	0.000	N-S(1):	0.289
	TH	2.00	728	3,200	0.255 *	N-S(2):	0.368 *
	LT	1.00	141	1,600	0.088	E-W(1):	0.375 *
Westbound	RT	0.00	83	0	0.000	E-W(2):	0.305
	TH	3.00	1,027	4,800	0.231		
	LT	1.00	142	1,600	0.089 *	V/C:	0.743
Northbound	RT	1.00	116	1,600	0.028	Lost Time:	0.100
	TH	2.00	644	3,200	0.201	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	0.00	183	0	0.000	ICU:	0.843
	TH	3.00	1,189	4,800	0.286 *		
	LT	1.00	119	1,600	0.074	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 187 - VERMONT AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	108	1,600	0.036	N-S(1):	0.268 *
	TH	3.00	461	4,800	0.096	N-S(2):	0.200
	LT	1.00	203	1,600	0.127 *	E-W(1):	0.305
Westbound	RT	0.00	161	0	0.000	E-W(2):	0.398 *
	TH	3.00	1,448	4,800	0.335 *		
	LT	1.00	131	1,600	0.082	V/C:	0.666
Northbound	RT	0.00	119	0	0.000	Lost Time:	0.100
	TH	3.00	556	4,800	0.141 *	ITS:	0.000
	LT	1.00	167	1,600	0.104		
Eastbound	RT	0.00	56	0	0.000	ICU:	0.766
	TH	3.00	1,013	4,800	0.223		
	LT	1.00	100	1,600	0.063 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	95	1,600	0.029	N-S(1):	0.228 *
	TH	3.00	294	4,800	0.061	N-S(2):	0.130
	LT	1.00	214	1,600	0.134 *	E-W(1):	0.297 *
Westbound	RT	0.00	139	0	0.000	E-W(2):	0.289
	TH	3.00	953	4,800	0.228		
	LT	1.00	136	1,600	0.085 *	V/C:	0.525
Northbound	RT	0.00	126	0	0.000	Lost Time:	0.100
	TH	3.00	323	4,800	0.094 *	ITS:	0.000
	LT	1.00	111	1,600	0.069		
Eastbound	RT	0.00	74	0	0.000	ICU:	0.625
	TH	3.00	944	4,800	0.212 *		
	LT	1.00	97	1,600	0.061	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	94	1,600	0.018	N-S(1):	0.335 *
	TH	3.00	752	4,800	0.157	N-S(2):	0.246
	LT	1.00	245	1,600	0.153 *	E-W(1):	0.377 *
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.368
	TH	3.00	1,170	4,800	0.285		
	LT	1.00	155	1,600	0.097 *	V/C:	0.712
Northbound	RT	0.00	177	0	0.000	Lost Time:	0.100
	TH	3.00	698	4,800	0.182 *	ITS:	0.000
	LT	1.00	143	1,600	0.089		
Eastbound	RT	0.00	126	0	0.000	ICU:	0.812
	TH	3.00	1,217	4,800	0.280 *		
	LT	1.00	132	1,600	0.083	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 188 - PRAIRIE AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	112	0	0.000	N-S(1):	0.363
	TH	3.00	945	4,800	0.220 *	N-S(2):	0.428 *
	LT	1.00	193	1,600	0.121	E-W(1):	0.227
Westbound	RT	0.00	278	0	0.000	E-W(2):	0.371 *
	TH	3.00	1,074	4,800	0.282 *		
	LT	1.00	119	1,600	0.074	V/C:	0.799
Northbound	RT	0.00	123	0	0.000	Lost Time:	0.100
	TH	3.00	1,037	4,800	0.242	ITS:	0.000
	LT	1.00	332	1,600	0.208 *		
Eastbound	RT	0.00	155	0	0.000	ICU:	0.899
	TH	3.00	581	4,800	0.153		
	LT	1.00	143	1,600	0.089 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	109	0	0.000	N-S(1):	0.264
	TH	3.00	690	4,800	0.166 *	N-S(2):	0.299 *
	LT	1.00	207	1,600	0.129	E-W(1):	0.231 *
Westbound	RT	0.00	194	0	0.000	E-W(2):	0.218
	TH	3.00	542	4,800	0.153		
	LT	1.00	143	1,600	0.089 *	V/C:	0.530
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	3.00	547	4,800	0.135	ITS:	0.000
	LT	1.00	212	1,600	0.133 *		
Eastbound	RT	0.00	157	0	0.000	ICU:	0.630
	TH	3.00	526	4,800	0.142 *		
	LT	1.00	104	1,600	0.065	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	116	0	0.000	N-S(1):	0.357
	TH	3.00	1,053	4,800	0.244 *	N-S(2):	0.381 *
	LT	1.00	264	1,600	0.165	E-W(1):	0.412 *
Westbound	RT	0.00	233	0	0.000	E-W(2):	0.283
	TH	3.00	749	4,800	0.205		
	LT	1.00	108	1,600	0.068 *	V/C:	0.793
Northbound	RT	0.00	132	0	0.000	Lost Time:	0.100
	TH	3.00	790	4,800	0.192	ITS:	0.000
	LT	1.00	219	1,600	0.137 *		
Eastbound	RT	0.00	325	0	0.000	ICU:	0.893
	TH	3.00	1,326	4,800	0.344 *		
	LT	1.00	125	1,600	0.078	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 189 - CRENSHAW BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	249	1,600	0.061	N-S(1):	0.324 *
	TH	3.00	774	4,800	0.161	N-S(2):	0.314
	LT	1.00	132	1,600	0.083 *	E-W(1):	0.214
Westbound	RT	0.00	301	0	0.000	E-W(2):	0.476 *
	TH	3.00	1,072	4,800	0.286 *		
	LT	1.00	126	1,600	0.079	V/C:	0.800
Northbound	RT	1.00	107	1,600	0.028	Lost Time:	0.100
	TH	3.00	1,158	4,800	0.241 *	ITS:	0.000
	LT	1.00	244	1,600	0.153		
Eastbound	RT	0.00	92	0	0.000	ICU:	0.900
	TH	3.00	554	4,800	0.135		
	LT	1.00	304	1,600	0.190 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	216	1,600	0.046	N-S(1):	0.253 *
	TH	3.00	653	4,800	0.136	N-S(2):	0.220
	LT	1.00	133	1,600	0.083 *	E-W(1):	0.190
Westbound	RT	0.00	171	0	0.000	E-W(2):	0.307 *
	TH	3.00	446	4,800	0.129 *		
	LT	1.00	118	1,600	0.074	V/C:	0.560
Northbound	RT	1.00	77	1,600	0.011	Lost Time:	0.100
	TH	3.00	817	4,800	0.170 *	ITS:	0.000
	LT	1.00	135	1,600	0.084		
Eastbound	RT	0.00	111	0	0.000	ICU:	0.660
	TH	3.00	448	4,800	0.116		
	LT	1.00	285	1,600	0.178 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	232	1,600	0.047	N-S(1):	0.281
	TH	3.00	1,226	4,800	0.255 *	N-S(2):	0.324 *
	LT	1.00	180	1,600	0.113	E-W(1):	0.360
Westbound	RT	0.00	233	0	0.000	E-W(2):	0.364 *
	TH	3.00	570	4,800	0.167 *		
	LT	1.00	118	1,600	0.074	V/C:	0.688
Northbound	RT	1.00	97	1,600	0.024	Lost Time:	0.100
	TH	3.00	807	4,800	0.168	ITS:	0.000
	LT	1.00	111	1,600	0.069 *		
Eastbound	RT	0.00	181	0	0.000	ICU:	0.788
	TH	3.00	1,193	4,800	0.286		
	LT	1.00	315	1,600	0.197 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 190 - WESTERN AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	229	1,600	0.096	N-S(1):	0.219
	TH	2.00	454	3,200	0.142 *	N-S(2):	0.264 *
	LT	1.00	52	1,600	0.033	E-W(1):	0.211
Westbound	RT	0.00	154	0	0.000	E-W(2):	0.436 *
	TH	3.00	1,482	4,800	0.341 *		
	LT	1.00	101	1,600	0.063	V/C:	0.700
Northbound	RT	0.00	68	0	0.000	Lost Time:	0.100
	TH	2.00	527	3,200	0.186	ITS:	0.000
	LT	1.00	195	1,600	0.122 *		
Eastbound	RT	0.00	134	0	0.000	ICU:	0.800
	TH	3.00	578	4,800	0.148		
	LT	1.00	152	1,600	0.095 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	177	1,600	0.070	N-S(1):	0.189
	TH	2.00	345	3,200	0.108 *	N-S(2):	0.192 *
	LT	1.00	71	1,600	0.044	E-W(1):	0.194
Westbound	RT	0.00	104	0	0.000	E-W(2):	0.226 *
	TH	3.00	592	4,800	0.145 *		
	LT	1.00	110	1,600	0.069	V/C:	0.418
Northbound	RT	0.00	118	0	0.000	Lost Time:	0.100
	TH	2.00	347	3,200	0.145	ITS:	0.000
	LT	1.00	134	1,600	0.084 *		
Eastbound	RT	0.00	118	0	0.000	ICU:	0.518
	TH	3.00	481	4,800	0.125		
	LT	1.00	129	1,600	0.081 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	221	1,600	0.094	N-S(1):	0.281 *
	TH	2.00	542	3,200	0.169	N-S(2):	0.275
	LT	1.00	102	1,600	0.064 *	E-W(1):	0.385 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.269
	TH	3.00	764	4,800	0.180		
	LT	1.00	81	1,600	0.051 *	V/C:	0.666
Northbound	RT	0.00	121	0	0.000	Lost Time:	0.100
	TH	2.00	573	3,200	0.217 *	ITS:	0.000
	LT	1.00	169	1,600	0.106		
Eastbound	RT	0.00	213	0	0.000	ICU:	0.766
	TH	3.00	1,391	4,800	0.334 *		
	LT	1.00	142	1,600	0.089	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 191 - VERMONT AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	81	1,600	0.033	N-S(1):	0.186 *
	TH	3.00	384	4,800	0.080	N-S(2):	0.136
	LT	1.00	155	1,600	0.097 *	E-W(1):	0.200
Westbound	RT	0.00	144	0	0.000	E-W(2):	0.435 *
	TH	3.00	1,780	4,800	0.401 *		
	LT	1.00	87	1,600	0.054	V/C:	0.621
Northbound	RT	1.00	101	1,600	0.036	Lost Time:	0.100
	TH	3.00	426	4,800	0.089 *	ITS:	0.000
	LT	1.00	89	1,600	0.056		
Eastbound	RT	0.00	43	0	0.000	ICU:	0.721
	TH	3.00	656	4,800	0.146		
	LT	1.00	55	1,600	0.034 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	156	1,600	0.083 *	N-S(1):	0.090
	TH	3.00	303	4,800	0.063	N-S(2):	0.121 *
	LT	1.00	57	1,600	0.036	E-W(1):	0.175
Westbound	RT	0.00	62	0	0.000	E-W(2):	0.182 *
	TH	3.00	668	4,800	0.152 *		
	LT	1.00	64	1,600	0.040	V/C:	0.303
Northbound	RT	1.00	46	1,600	0.009	Lost Time:	0.100
	TH	3.00	259	4,800	0.054	ITS:	0.000
	LT	1.00	60	1,600	0.038 *		
Eastbound	RT	0.00	35	0	0.000	ICU:	0.403
	TH	3.00	612	4,800	0.135		
	LT	1.00	48	1,600	0.030 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	38	1,600	0.000	N-S(1):	0.195 *
	TH	3.00	399	4,800	0.083	N-S(2):	0.127
	LT	1.00	153	1,600	0.096 *	E-W(1):	0.347 *
Westbound	RT	0.00	59	0	0.000	E-W(2):	0.249
	TH	3.00	794	4,800	0.178		
	LT	1.00	82	1,600	0.051 *	V/C:	0.542
Northbound	RT	1.00	83	1,600	0.026	Lost Time:	0.100
	TH	3.00	476	4,800	0.099 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	98	0	0.000	ICU:	0.642
	TH	3.00	1,325	4,800	0.296 *		
	LT	1.00	113	1,600	0.071	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 192 - AVIATION BOULEVARD & ARTESIA BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	220	0	0.000	N-S(1):	0.529 *
	TH	2.00	514	3,200	0.229	N-S(2):	0.319
	LT	1.00	101	1,600	0.063 *	E-W(1):	0.300
Westbound	RT	0.00	218	0	0.000	E-W(2):	0.434 *
	TH	2.00	792	3,200	0.316 *		
	LT	1.00	182	1,600	0.114	V/C:	0.963
Northbound	RT	0.00	136	0	0.000	Lost Time:	0.100
	TH	2.00	1,354	3,200	0.466 *	ITS:	0.000
	LT	1.00	144	1,600	0.090		
Eastbound	RT	0.00	56	0	0.000	ICU:	1.063
	TH	2.00	539	3,200	0.186		
	LT	1.00	189	1,600	0.118 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	136	0	0.000	N-S(1):	0.309 *
	TH	2.00	613	3,200	0.234	N-S(2):	0.302
	LT	1.00	174	1,600	0.109 *	E-W(1):	0.339 *
Westbound	RT	0.00	153	0	0.000	E-W(2):	0.314
	TH	2.00	492	3,200	0.202		
	LT	1.00	244	1,600	0.153 *	V/C:	0.648
Northbound	RT	0.00	141	0	0.000	Lost Time:	0.100
	TH	2.00	500	3,200	0.200 *	ITS:	0.000
	LT	1.00	109	1,600	0.068		
Eastbound	RT	0.00	72	0	0.000	ICU:	0.748
	TH	2.00	522	3,200	0.186 *		
	LT	1.00	179	1,600	0.112	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	115	0	0.000	N-S(1):	0.455
	TH	2.00	1,270	3,200	0.433 *	N-S(2):	0.508 *
	LT	1.00	254	1,600	0.159	E-W(1):	0.446 *
Westbound	RT	0.00	145	0	0.000	E-W(2):	0.362
	TH	2.00	644	3,200	0.247		
	LT	1.00	276	1,600	0.173 *	V/C:	0.954
Northbound	RT	0.00	168	0	0.000	Lost Time:	0.100
	TH	2.00	778	3,200	0.296	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	135	0	0.000	ICU:	1.054
	TH	2.00	739	3,200	0.273 *		
	LT	1.00	184	1,600	0.115	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 193 - AVIATION BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	48	1,600	0.000	N-S(1):	0.429 *
	TH	2.00	664	3,200	0.208	N-S(2):	0.264
	LT	2.00	35	2,880	0.012 *	E-W(1):	0.285
Westbound	RT	1.00	47	1,600	0.023	E-W(2):	0.367 *
	TH	2.00	708	3,200	0.221 *		
	LT	2.00	301	2,880	0.105	V/C:	0.796
Northbound	RT	0.00	234	0	0.000	Lost Time:	0.100
	TH	3.00	1,766	4,800	0.417 *	ITS:	0.000
	LT	1.00	89	1,600	0.056		
Eastbound	RT	1.00	115	1,600	0.044	ICU:	0.896
	TH	2.00	575	3,200	0.180		
	LT	1.00	233	1,600	0.146 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	133	1,600	0.028	N-S(1):	0.254
	TH	2.00	714	3,200	0.223 *	N-S(2):	0.349 *
	LT	2.00	82	2,880	0.028	E-W(1):	0.269
Westbound	RT	1.00	10	1,600	0.000	E-W(2):	0.286 *
	TH	2.00	560	3,200	0.175 *		
	LT	2.00	292	2,880	0.101	V/C:	0.635
Northbound	RT	0.00	189	0	0.000	Lost Time:	0.100
	TH	3.00	895	4,800	0.226	ITS:	0.000
	LT	1.00	202	1,600	0.126 *		
Eastbound	RT	1.00	177	1,600	0.048	ICU:	0.735
	TH	2.00	536	3,200	0.168		
	LT	1.00	178	1,600	0.111 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	384	1,600	0.193	N-S(1):	0.233
	TH	2.00	1,140	3,200	0.356 *	N-S(2):	0.467 *
	LT	2.00	97	2,880	0.034	E-W(1):	0.419 *
Westbound	RT	1.00	1	1,600	0.000	E-W(2):	0.297
	TH	2.00	648	3,200	0.203		
	LT	2.00	539	2,880	0.187 *	V/C:	0.886
Northbound	RT	0.00	198	0	0.000	Lost Time:	0.100
	TH	3.00	758	4,800	0.199	ITS:	0.000
	LT	1.00	178	1,600	0.111 *		
Eastbound	RT	1.00	206	1,600	0.073	ICU:	0.986
	TH	2.00	742	3,200	0.232 *		
	LT	1.00	151	1,600	0.094	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 196 - PRAIRIE AVENUE & FLORENCE AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR, EBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.005
	TH	0.00	0	0	0.000 *	N-S(2):	0.256 *
	LT	0.00	0	0	0.000	E-W(1):	0.559 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.375
	TH	3.00	1,799	4,800	0.375		
	LT	1.00	433	1,600	0.271 *	V/C:	0.815
Northbound	RT	1.00	441	1,600	0.005	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	737	2,880	0.256 *		
Eastbound	RT	1.00	460	1,600	0.288 *	ICU:	0.915
	TH	3.00	812	4,800	0.169		
	LT	0.00	0	0	0.000	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.000
	TH	0.00	0	0	0.000 *	N-S(2):	0.103 *
	LT	0.00	0	0	0.000	E-W(1):	0.379 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.172
	TH	3.00	826	4,800	0.172		
	LT	1.00	296	1,600	0.185 *	V/C:	0.482
Northbound	RT	1.00	267	1,600	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	297	2,880	0.103 *		
Eastbound	RT	1.00	310	1,600	0.194 *	ICU:	0.582
	TH	3.00	822	4,800	0.171		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.066
	TH	0.00	0	0	0.000 *	N-S(2):	0.153 *
	LT	0.00	0	0	0.000	E-W(1):	0.546 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.214
	TH	3.00	1,026	4,800	0.214		
	LT	1.00	317	1,600	0.198 *	V/C:	0.699
Northbound	RT	1.00	422	1,600	0.066	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	441	2,880	0.153 *		
Eastbound	RT	1.00	524	1,600	0.328	ICU:	0.799
	TH	3.00	1,668	4,800	0.348 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 197 - PRAIRIE AVENUE & LENNOX BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	159	0	0.000	N-S(1):	0.241
	TH	3.00	1,004	4,800	0.242 *	N-S(2):	0.385 *
	LT	1.00	1	1,600	0.001	E-W(1):	0.040
Westbound	RT	0.00	7	0	0.000	E-W(2):	0.085 *
	TH	1.00	4	1,600	0.007 *		
	LT	0.00	0	0	0.000	V/C:	0.470
Northbound	RT	0.00	7	0	0.000	Lost Time:	0.100
	TH	3.00	1,146	4,800	0.240	ITS:	0.000
	LT	1.00	229	1,600	0.143 *		
Eastbound	RT	1.00	143	1,600	0.018	ICU:	0.570
	TH	2.00	4	3,200	0.040		
	LT	0.00	125	1,600	0.078 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	103	0	0.000	N-S(1):	0.196
	TH	3.00	842	4,800	0.197 *	N-S(2):	0.316 *
	LT	1.00	4	1,600	0.003	E-W(1):	0.045
Westbound	RT	0.00	9	0	0.000	E-W(2):	0.093 *
	TH	1.00	3	1,600	0.009 *		
	LT	0.00	3	1,600	0.002	V/C:	0.409
Northbound	RT	0.00	6	0	0.000	Lost Time:	0.100
	TH	3.00	918	4,800	0.193	ITS:	0.000
	LT	1.00	191	1,600	0.119 *		
Eastbound	RT	1.00	95	1,600	0.000	ICU:	0.509
	TH	2.00	4	3,200	0.043		
	LT	0.00	135	1,600	0.084 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	105	0	0.000	N-S(1):	0.252
	TH	3.00	1,296	4,800	0.292 *	N-S(2):	0.420 *
	LT	1.00	14	1,600	0.009	E-W(1):	0.068
Westbound	RT	0.00	6	0	0.000	E-W(2):	0.104 *
	TH	1.00	2	1,600	0.005 *		
	LT	0.00	0	0	0.000	V/C:	0.524
Northbound	RT	0.00	6	0	0.000	Lost Time:	0.100
	TH	3.00	1,162	4,800	0.243	ITS:	0.000
	LT	1.00	205	1,600	0.128 *		
Eastbound	RT	1.00	212	1,600	0.068	ICU:	0.624
	TH	2.00	6	3,200	0.051		
	LT	0.00	158	1,600	0.099 *	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 1 - ADMIRALTY WAY & BALI WAY
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	17	1,600	0.003	N-S(1):	0.470 *
	TH	2.00	1,032	3,200	0.323	N-S(2):	0.336
	LT	1.00	299	1,600	0.187 *	E-W(1):	0.031
Westbound	RT	1.88	238	3,010	0.000	E-W(2):	0.095 *
	TH	0.12	15	190	0.079 *		
	LT	1.00	20	1,600	0.013	V/C:	0.565
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	866	3,200	0.283 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	11	0	0.000	ICU:	0.665
	TH	2.00	21	3,200	0.018		
	LT	0.00	25	1,600	0.016 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	21	1,600	0.004	N-S(1):	0.415 *
	TH	2.00	689	3,200	0.215	N-S(2):	0.234
	LT	1.00	187	1,600	0.117 *	E-W(1):	0.060
Westbound	RT	1.83	277	2,925	0.000	E-W(2):	0.114 *
	TH	0.17	26	275	0.095 *		
	LT	1.00	53	1,600	0.033	V/C:	0.529
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	823	3,200	0.298 *	ITS:	0.000
	LT	1.00	31	1,600	0.019		
Eastbound	RT	0.00	25	0	0.000	ICU:	0.629
	TH	2.00	31	3,200	0.027		
	LT	0.00	30	1,600	0.019 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	22	1,600	0.006	N-S(1):	0.534 *
	TH	2.00	1,176	3,200	0.368	N-S(2):	0.376
	LT	1.00	258	1,600	0.161 *	E-W(1):	0.052
Westbound	RT	1.88	414	3,004	0.000	E-W(2):	0.154 *
	TH	0.12	27	196	0.138 *		
	LT	1.00	49	1,600	0.031	V/C:	0.688
Northbound	RT	0.00	119	0	0.000	Lost Time:	0.100
	TH	2.00	1,075	3,200	0.373 *	ITS:	0.000
	LT	1.00	13	1,600	0.008		
Eastbound	RT	0.00	13	0	0.000	ICU:	0.788
	TH	2.00	28	3,200	0.021		
	LT	0.00	25	1,600	0.016 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 2 - ADMIRALTY WAY & FIJI WAY
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:	WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	69	1,600	0.000	N-S(1):	0.184 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	529	2,880	0.184 *	E-W(1):	0.028
Westbound	RT	1.00	473	1,600	0.000	E-W(2):	0.113 *
	TH	1.00	107	1,600	0.067 *		
	LT	0.00	0	0	0.000	V/C:	0.297
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.397
	TH	2.00	89	3,200	0.028		
	LT	1.00	74	1,600	0.046 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	88	1,600	0.001	N-S(1):	0.132 *
	TH	0.00	0	0	0.000	N-S(2):	0.001
	LT	2.00	380	2,880	0.132 *	E-W(1):	0.048
Westbound	RT	1.00	361	1,600	0.000	E-W(2):	0.149 *
	TH	1.00	152	1,600	0.095 *		
	LT	0.00	0	0	0.000	V/C:	0.281
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.381
	TH	2.00	152	3,200	0.048		
	LT	1.00	87	1,600	0.054 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	185	1,600	0.059	N-S(1):	0.225 *
	TH	0.00	0	0	0.000	N-S(2):	0.059
	LT	2.00	647	2,880	0.225 *	E-W(1):	0.062
Westbound	RT	1.00	549	1,600	0.000	E-W(2):	0.220 *
	TH	1.00	260	1,600	0.163 *		
	LT	0.00	0	0	0.000	V/C:	0.445
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.545
	TH	2.00	199	3,200	0.062		
	LT	1.00	91	1,600	0.057 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 3 - ADMIRALTY WAY & MINDANAO WAY
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	13	1,600	0.001	N-S(1):	0.476 *
	TH	2.00	509	3,200	0.159	N-S(2):	0.167
	LT	1.00	507	1,600	0.317 *	E-W(1):	0.082 *
Westbound	RT	1.00	391	1,600	0.000	E-W(2):	0.000
	TH	0.17	16	272	0.059		
	LT	1.83	172	2,635	0.065 *	V/C:	0.558
Northbound	RT	0.00	38	0	0.000	Lost Time:	0.100
	TH	2.00	470	3,200	0.159 *	ITS:	0.000
	LT	1.00	12	1,600	0.008		
Eastbound	RT	0.00	16	0	0.000	ICU:	0.658
	TH	2.00	14	3,200	0.017 *		
	LT	0.00	23	1,600	0.014	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	11	1,600	0.000	N-S(1):	0.405 *
	TH	2.00	478	3,200	0.149	N-S(2):	0.157
	LT	1.00	249	1,600	0.156 *	E-W(1):	0.133 *
Westbound	RT	1.00	362	1,600	0.071	E-W(2):	0.000
	TH	0.33	52	523	0.099		
	LT	1.67	266	2,409	0.110 *	V/C:	0.538
Northbound	RT	0.00	203	0	0.000	Lost Time:	0.100
	TH	2.00	593	3,200	0.249 *	ITS:	0.000
	LT	1.00	12	1,600	0.008		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.638
	TH	2.00	21	3,200	0.023 *		
	LT	0.00	33	1,600	0.021	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.012	N-S(1):	0.462 *
	TH	2.00	889	3,200	0.278	N-S(2):	0.304
	LT	1.00	304	1,600	0.190 *	E-W(1):	0.162 *
Westbound	RT	1.00	522	1,600	0.136 *	E-W(2):	0.000
	TH	0.43	75	696	0.108		
	LT	1.57	270	2,254	0.120	V/C:	0.624
Northbound	RT	0.00	107	0	0.000	Lost Time:	0.100
	TH	2.00	763	3,200	0.272 *	ITS:	0.000
	LT	1.00	41	1,600	0.026		
Eastbound	RT	0.00	29	0	0.000	ICU:	0.724
	TH	2.00	32	3,200	0.026 *		
	LT	0.00	23	1,600	0.014	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 4 - PALAWAN WAY & ADMIRALTY WAY
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.000	N-S(1):	0.154 *
	TH	1.00	45	1,600	0.028	N-S(2):	0.056
	LT	1.00	121	1,600	0.076 *	E-W(1):	0.336 *
Westbound	RT	0.00	57	0	0.000	E-W(2):	0.313
	TH	2.00	784	3,200	0.263		
	LT	1.00	60	1,600	0.038 *	V/C:	0.490
Northbound	RT	0.00	73	0	0.000	Lost Time:	0.100
	TH	1.00	51	1,600	0.078 *	ITS:	0.000
	LT	1.00	44	1,600	0.028		
Eastbound	RT	1.00	24	1,600	0.001	ICU:	0.590
	TH	2.00	953	3,200	0.298 *		
	LT	1.00	80	1,600	0.050	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	98	1,600	0.045	N-S(1):	0.126 *
	TH	1.00	40	1,600	0.025	N-S(2):	0.066
	LT	1.00	101	1,600	0.063 *	E-W(1):	0.205
Westbound	RT	0.00	68	0	0.000	E-W(2):	0.275 *
	TH	2.00	707	3,200	0.242 *		
	LT	1.00	61	1,600	0.038	V/C:	0.401
Northbound	RT	0.00	56	0	0.000	Lost Time:	0.100
	TH	1.00	45	1,600	0.063 *	ITS:	0.000
	LT	1.00	34	1,600	0.021		
Eastbound	RT	1.00	44	1,600	0.017	ICU:	0.501
	TH	2.00	535	3,200	0.167		
	LT	1.00	52	1,600	0.033 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	140	1,600	0.075	N-S(1):	0.207 *
	TH	1.00	114	1,600	0.071	N-S(2):	0.096
	LT	1.00	209	1,600	0.131 *	E-W(1):	0.341
Westbound	RT	0.00	74	0	0.000	E-W(2):	0.364 *
	TH	2.00	1,011	3,200	0.339 *		
	LT	1.00	92	1,600	0.058	V/C:	0.571
Northbound	RT	0.00	91	0	0.000	Lost Time:	0.100
	TH	1.00	30	1,600	0.076 *	ITS:	0.000
	LT	1.00	33	1,600	0.021		
Eastbound	RT	1.00	22	1,600	0.003	ICU:	0.671
	TH	2.00	907	3,200	0.283		
	LT	1.00	40	1,600	0.025 *	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 5 - VIA MARINA & ADMIRALTY WAY
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:	NBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.323 *
	TH	3.00	182	4,800	0.038	N-S(2):	0.038
	LT	1.00	310	1,600	0.194 *	E-W(1):	0.097 *
Westbound	RT	2.00	583	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	279	2,880	0.097 *	V/C:	0.420
Northbound	RT	1.00	700	1,600	0.000	Lost Time:	0.100
	TH	2.00	412	3,200	0.129 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.520
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.287 *
	TH	3.00	262	4,800	0.055	N-S(2):	0.055
	LT	1.00	259	1,600	0.162 *	E-W(1):	0.153 *
Westbound	RT	2.00	303	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	441	2,880	0.153 *	V/C:	0.440
Northbound	RT	1.00	392	1,600	0.000	Lost Time:	0.100
	TH	2.00	399	3,200	0.125 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.540
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.415 *
	TH	3.00	386	4,800	0.080	N-S(2):	0.080
	LT	1.00	522	1,600	0.326 *	E-W(1):	0.226 *
Westbound	RT	2.00	435	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	650	2,880	0.226 *	V/C:	0.641
Northbound	RT	1.00	461	1,600	0.000	Lost Time:	0.100
	TH	2.00	285	3,200	0.089 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.741
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 10 - AVIATIO BOULEVARD & ARBOR VITAE STREET
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	32	0	0.000	N-S(1):	0.139
	TH	2.00	415	3,200	0.140 *	N-S(2):	0.201 *
	LT	1.00	33	1,600	0.021	E-W(1):	0.096
Westbound	RT	0.00	47	0	0.000	E-W(2):	0.152 *
	TH	2.00	383	3,200	0.134 *		
	LT	1.00	60	1,600	0.038	V/C:	0.353
Northbound	RT	1.00	29	1,600	0.000	Lost Time:	0.100
	TH	2.00	379	3,200	0.118	ITS:	0.000
	LT	1.00	98	1,600	0.061 *		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.453
	TH	2.00	175	3,200	0.058		
	LT	1.00	28	1,600	0.018 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	68	0	0.000	N-S(1):	0.174 *
	TH	2.00	235	3,200	0.095	N-S(2):	0.134
	LT	1.00	66	1,600	0.041 *	E-W(1):	0.135 *
Westbound	RT	0.00	74	0	0.000	E-W(2):	0.126
	TH	2.00	266	3,200	0.106		
	LT	1.00	54	1,600	0.034 *	V/C:	0.309
Northbound	RT	1.00	89	1,600	0.039	Lost Time:	0.100
	TH	2.00	424	3,200	0.133 *	ITS:	0.000
	LT	1.00	63	1,600	0.039		
Eastbound	RT	0.00	58	0	0.000	ICU:	0.409
	TH	2.00	266	3,200	0.101 *		
	LT	1.00	32	1,600	0.020	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	92	0	0.000	N-S(1):	0.208
	TH	2.00	378	3,200	0.147 *	N-S(2):	0.214 *
	LT	1.00	65	1,600	0.041	E-W(1):	0.205 *
Westbound	RT	0.00	34	0	0.000	E-W(2):	0.155
	TH	2.00	324	3,200	0.112		
	LT	1.00	87	1,600	0.054 *	V/C:	0.419
Northbound	RT	1.00	80	1,600	0.023	Lost Time:	0.100
	TH	2.00	534	3,200	0.167	ITS:	0.000
	LT	1.00	107	1,600	0.067 *		
Eastbound	RT	0.00	55	0	0.000	ICU:	0.519
	TH	2.00	429	3,200	0.151 *		
	LT	1.00	69	1,600	0.043	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 11 - INGLEWOOD AVENUE & ARBOR VITAE STREET
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	18	0	0.000	N-S(1):	0.168 *
	TH	1.00	77	1,600	0.059 *	N-S(2):	0.000
	LT	1.00	13	1,600	0.008	E-W(1):	0.094
Westbound	RT	0.00	31	0	0.000	E-W(2):	0.163 *
	TH	2.00	454	3,200	0.152 *		
	LT	1.00	40	1,600	0.025	V/C:	0.331
Northbound	RT	0.00	56	0	0.000	Lost Time:	0.100
	TH	1.00	118	1,600	0.109 *	ITS:	0.000
	LT	1.00	154	1,600	0.096		
Eastbound	RT	0.00	33	0	0.000	ICU:	0.431
	TH	2.00	187	3,200	0.069		
	LT	1.00	18	1,600	0.011 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	41	0	0.000	N-S(1):	0.230 *
	TH	1.00	110	1,600	0.094 *	N-S(2):	0.000
	LT	1.00	33	1,600	0.021	E-W(1):	0.172 *
Westbound	RT	0.00	27	0	0.000	E-W(2):	0.105
	TH	2.00	258	3,200	0.089		
	LT	1.00	64	1,600	0.040 *	V/C:	0.402
Northbound	RT	0.00	84	0	0.000	Lost Time:	0.100
	TH	1.00	134	1,600	0.136 *	ITS:	0.000
	LT	1.00	103	1,600	0.064		
Eastbound	RT	0.00	75	0	0.000	ICU:	0.502
	TH	2.00	346	3,200	0.132 *		
	LT	1.00	25	1,600	0.016	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	25	0	0.000	N-S(1):	0.330 *
	TH	1.00	232	1,600	0.161 *	N-S(2):	0.000
	LT	1.00	52	1,600	0.033	E-W(1):	0.265 *
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.103
	TH	2.00	273	3,200	0.092		
	LT	1.00	90	1,600	0.056 *	V/C:	0.595
Northbound	RT	0.00	102	0	0.000	Lost Time:	0.100
	TH	1.00	169	1,600	0.169 *	ITS:	0.000
	LT	1.00	98	1,600	0.061		
Eastbound	RT	0.00	109	0	0.000	ICU:	0.695
	TH	2.00	559	3,200	0.209 *		
	LT	1.00	17	1,600	0.011	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 12 - LA BREA AVENUE & ARBOR VITAE STREET
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	44	1,600	0.008	N-S(1):	0.180 *
	TH	3.00	411	4,800	0.086	N-S(2):	0.160
	LT	1.00	53	1,600	0.033 *	E-W(1):	0.112 *
Westbound	RT	1.00	69	1,600	0.027	E-W(2):	0.107
	TH	2.00	216	3,200	0.068		
	LT	1.00	45	1,600	0.028 *	V/C:	0.292
Northbound	RT	0.00	17	0	0.000	Lost Time:	0.100
	TH	3.00	690	4,800	0.147 *	ITS:	0.000
	LT	1.00	119	1,600	0.074		
Eastbound	RT	1.00	88	1,600	0.018	ICU:	0.392
	TH	1.00	134	1,600	0.084 *		
	LT	1.00	62	1,600	0.039	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	67	1,600	0.010	N-S(1):	0.206
	TH	3.00	686	4,800	0.143 *	N-S(2):	0.225 *
	LT	1.00	116	1,600	0.073	E-W(1):	0.165 *
Westbound	RT	1.00	81	1,600	0.014	E-W(2):	0.143
	TH	2.00	255	3,200	0.080		
	LT	1.00	65	1,600	0.041 *	V/C:	0.390
Northbound	RT	0.00	45	0	0.000	Lost Time:	0.100
	TH	3.00	593	4,800	0.133	ITS:	0.000
	LT	1.00	131	1,600	0.082 *		
Eastbound	RT	1.00	127	1,600	0.038	ICU:	0.490
	TH	1.00	198	1,600	0.124 *		
	LT	1.00	101	1,600	0.063	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.006	N-S(1):	0.214
	TH	3.00	1,055	4,800	0.220 *	N-S(2):	0.329 *
	LT	1.00	117	1,600	0.073	E-W(1):	0.251 *
Westbound	RT	1.00	81	1,600	0.014	E-W(2):	0.139
	TH	2.00	244	3,200	0.076		
	LT	1.00	65	1,600	0.041 *	V/C:	0.580
Northbound	RT	0.00	69	0	0.000	Lost Time:	0.100
	TH	3.00	609	4,800	0.141	ITS:	0.000
	LT	1.00	175	1,600	0.109 *		
Eastbound	RT	1.00	189	1,600	0.063	ICU:	0.680
	TH	1.00	336	1,600	0.210 *		
	LT	1.00	100	1,600	0.063	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 13 - LA CIENEGA BOULEVARD & ARBOR VITAE STREET
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	32	0	0.000	N-S(1):	0.224 *
	TH	2.00	288	3,200	0.100	N-S(2):	0.209
	LT	1.00	63	1,600	0.039 *	E-W(1):	0.130
Westbound	RT	1.00	151	1,600	0.094	E-W(2):	0.137 *
	TH	2.00	334	3,200	0.104 *		
	LT	1.00	100	1,600	0.063	V/C:	0.361
Northbound	RT	0.00	52	0	0.000	Lost Time:	0.100
	TH	2.00	541	3,200	0.185 *	ITS:	0.000
	LT	1.00	175	1,600	0.109		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.461
	TH	2.00	125	3,200	0.067		
	LT	1.00	53	1,600	0.033 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	73	0	0.000	N-S(1):	0.236 *
	TH	2.00	355	3,200	0.134	N-S(2):	0.210
	LT	1.00	92	1,600	0.058 *	E-W(1):	0.161 *
Westbound	RT	1.00	87	1,600	0.054	E-W(2):	0.104
	TH	2.00	207	3,200	0.065		
	LT	1.00	68	1,600	0.043 *	V/C:	0.397
Northbound	RT	0.00	103	0	0.000	Lost Time:	0.100
	TH	2.00	467	3,200	0.178 *	ITS:	0.000
	LT	1.00	122	1,600	0.076 *		
Eastbound	RT	0.00	116	0	0.000	ICU:	0.497
	TH	2.00	261	3,200	0.118 *		
	LT	1.00	63	1,600	0.039	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	47	0	0.000	N-S(1):	0.277 *
	TH	2.00	629	3,200	0.211	N-S(2):	0.275
	LT	1.00	164	1,600	0.103 *	E-W(1):	0.214 *
Westbound	RT	1.00	75	1,600	0.047	E-W(2):	0.094
	TH	2.00	214	3,200	0.067		
	LT	1.00	61	1,600	0.038 *	V/C:	0.491
Northbound	RT	0.00	225	0	0.000	Lost Time:	0.100
	TH	2.00	331	3,200	0.174 *	ITS:	0.000
	LT	1.00	102	1,600	0.064		
Eastbound	RT	0.00	166	0	0.000	ICU:	0.591
	TH	2.00	398	3,200	0.176 *		
	LT	1.00	43	1,600	0.027	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 15 - AVIATION BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	205	1,600	0.128	N-S(1):	0.279
	TH	2.00	715	3,200	0.223 *	N-S(2):	0.338 *
	LT	1.00	63	1,600	0.039	E-W(1):	0.179
Westbound	RT	0.00	79	0	0.000	E-W(2):	0.413 *
	TH	3.00	1,679	4,800	0.366 *		
	LT	2.00	321	2,880	0.111	V/C:	0.751
Northbound	RT	1.00	138	1,600	0.000	Lost Time:	0.100
	TH	2.00	768	3,200	0.240	ITS:	0.000
	LT	2.00	330	2,880	0.115 *		
Eastbound	RT	1.00	65	1,600	0.000	ICU:	0.851
	TH	3.00	327	4,800	0.068		
	LT	1.00	75	1,600	0.047 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	173	1,600	0.108	N-S(1):	0.173
	TH	2.00	463	3,200	0.145 *	N-S(2):	0.203 *
	LT	1.00	74	1,600	0.046	E-W(1):	0.287 *
Westbound	RT	0.00	102	0	0.000	E-W(2):	0.280
	TH	3.00	808	4,800	0.190		
	LT	2.00	373	2,880	0.130 *	V/C:	0.490
Northbound	RT	1.00	166	1,600	0.000	Lost Time:	0.100
	TH	2.00	406	3,200	0.127	ITS:	0.000
	LT	2.00	166	2,880	0.058 *		
Eastbound	RT	1.00	226	1,600	0.112	ICU:	0.590
	TH	3.00	753	4,800	0.157 *		
	LT	1.00	144	1,600	0.090	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	66	1,600	0.041	N-S(1):	0.224 *
	TH	2.00	224	3,200	0.070	N-S(2):	0.140
	LT	1.00	72	1,600	0.045 *	E-W(1):	0.447 *
Westbound	RT	0.00	79	0	0.000	E-W(2):	0.280
	TH	3.00	617	4,800	0.145		
	LT	2.00	222	2,880	0.077 *	V/C:	0.671
Northbound	RT	1.00	304	1,600	0.113	Lost Time:	0.100
	TH	2.00	573	3,200	0.179 *	ITS:	0.000
	LT	2.00	202	2,880	0.070		
Eastbound	RT	1.00	494	1,600	0.274	ICU:	0.771
	TH	3.00	1,775	4,800	0.370 *		
	LT	1.00	216	1,600	0.135	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 17 - AVIATION BLVD. / FLORENCE AVENUE & MANCHESTER AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	253	1,600	0.158 *	N-S(1):	0.080
	TH	2.00	330	3,200	0.103	N-S(2):	0.293 *
	LT	0.00	0	0	0.000	E-W(1):	0.166
Westbound	RT	1.00	6	1,600	0.004	E-W(2):	0.320 *
	TH	2.00	747	3,200	0.233 *		
	LT	1.00	15	1,600	0.009	V/C:	0.613
Northbound	RT	0.00	71	0	0.000	Lost Time:	0.100
	TH	2.00	185	3,200	0.080	ITS:	0.000
	LT	1.00	216	1,600	0.135 *		
Eastbound	RT	1.00	113	1,600	0.003	ICU:	0.713
	TH	2.00	501	3,200	0.157		
	LT	1.00	139	1,600	0.087 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	275	1,600	0.172 *	N-S(1):	0.103
	TH	2.00	135	3,200	0.042	N-S(2):	0.270 *
	LT	0.00	0	0	0.000	E-W(1):	0.348
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.367 *
	TH	2.00	804	3,200	0.251 *		
	LT	1.00	50	1,600	0.031	V/C:	0.637
Northbound	RT	0.00	128	0	0.000	Lost Time:	0.100
	TH	2.00	202	3,200	0.103	ITS:	0.000
	LT	1.00	156	1,600	0.098 *		
Eastbound	RT	1.00	167	1,600	0.056	ICU:	0.737
	TH	2.00	1,015	3,200	0.317		
	LT	1.00	185	1,600	0.116 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	219	1,600	0.137 *	N-S(1):	0.142
	TH	2.00	364	3,200	0.114	N-S(2):	0.282 *
	LT	0.00	0	0	0.000	E-W(1):	0.330
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.376 *
	TH	2.00	583	3,200	0.182 *		
	LT	1.00	57	1,600	0.036	V/C:	0.658
Northbound	RT	0.00	131	0	0.000	Lost Time:	0.100
	TH	2.00	322	3,200	0.142	ITS:	0.000
	LT	1.00	232	1,600	0.145 *		
Eastbound	RT	1.00	252	1,600	0.085	ICU:	0.758
	TH	2.00	942	3,200	0.294		
	LT	1.00	310	1,600	0.194 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 18 - AVIATION BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	145	1,600	0.064	N-S(1):	0.306 *
	TH	4.00	433	6,400	0.068	N-S(2):	0.216
	LT	2.00	64	2,880	0.022 *	E-W(1):	0.274
Westbound	RT	1.00	320	1,600	0.178	E-W(2):	0.286 *
	TH	4.00	1,657	6,400	0.259 *		
	LT	2.00	500	2,880	0.174	V/C:	0.592
Northbound	RT	1.00	562	1,600	0.178	Lost Time:	0.100
	TH	3.00	1,363	4,800	0.284 *	ITS:	0.000
	LT	2.00	425	2,880	0.148		
Eastbound	RT	1.00	90	1,600	0.000	ICU:	0.692
	TH	4.00	641	6,400	0.100		
	LT	2.00	77	2,880	0.027 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	222	1,600	0.079	N-S(1):	0.301 *
	TH	4.00	574	6,400	0.090	N-S(2):	0.191
	LT	2.00	314	2,880	0.109 *	E-W(1):	0.361 *
Westbound	RT	1.00	197	1,600	0.014	E-W(2):	0.275
	TH	4.00	1,375	6,400	0.215		
	LT	2.00	425	2,880	0.148 *	V/C:	0.662
Northbound	RT	1.00	544	1,600	0.192 *	Lost Time:	0.100
	TH	3.00	554	4,800	0.115	ITS:	0.000
	LT	2.00	290	2,880	0.101		
Eastbound	RT	1.00	236	1,600	0.047	ICU:	0.762
	TH	4.00	1,363	6,400	0.213 *		
	LT	2.00	173	2,880	0.060	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	211	1,600	0.049	N-S(1):	0.300 *
	TH	4.00	1,198	6,400	0.187	N-S(2):	0.279
	LT	2.00	399	2,880	0.139 *	E-W(1):	0.428 *
Westbound	RT	1.00	98	1,600	0.000	E-W(2):	0.275
	TH	4.00	1,227	6,400	0.192		
	LT	2.00	450	2,880	0.156 *	V/C:	0.728
Northbound	RT	1.00	508	1,600	0.161 *	Lost Time:	0.100
	TH	3.00	608	4,800	0.127	ITS:	0.000
	LT	2.00	265	2,880	0.092		
Eastbound	RT	1.00	365	1,600	0.136	ICU:	0.828
	TH	4.00	1,740	6,400	0.272 *		
	LT	2.00	239	2,880	0.083	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 20 - AVIATION BOULEVARD & WEST 120TH STREET
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.253 *
	TH	2.00	413	3,200	0.135	N-S(2):	0.166
	LT	1.00	49	1,600	0.031 *	E-W(1):	0.172
Westbound	RT	0.00	132	0	0.000	E-W(2):	0.277 *
	TH	2.00	42	1,600	0.274 *		
	LT	0.00	265	1,600	0.166	V/C:	0.530
Northbound	RT	1.00	44	1,600	0.000	Lost Time:	0.100
	TH	2.00	710	3,200	0.222 *	ITS:	0.000
	LT	1.00	49	1,600	0.031		
Eastbound	RT	0.00	9	1,600	0.006	ICU:	0.630
	TH	2.00	2	1,600	0.004		
	LT	0.00	4	1,600	0.003 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	15	0	0.000	N-S(1):	0.177 *
	TH	2.00	410	3,200	0.133	N-S(2):	0.176
	LT	1.00	39	1,600	0.024 *	E-W(1):	0.072
Westbound	RT	0.00	43	0	0.000	E-W(2):	0.093 *
	TH	2.00	11	1,600	0.086 *		
	LT	0.00	83	1,600	0.052	V/C:	0.270
Northbound	RT	1.00	81	1,600	0.025	Lost Time:	0.100
	TH	2.00	488	3,200	0.153 *	ITS:	0.000
	LT	1.00	68	1,600	0.043		
Eastbound	RT	0.00	32	1,600	0.020	ICU:	0.370
	TH	2.00	9	1,600	0.013		
	LT	0.00	11	1,600	0.007 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	2	0	0.000	N-S(1):	0.281 *
	TH	2.00	826	3,200	0.259	N-S(2):	0.267
	LT	1.00	156	1,600	0.098 *	E-W(1):	0.111
Westbound	RT	0.00	87	0	0.000	E-W(2):	0.144 *
	TH	2.00	2	1,600	0.128 *		
	LT	0.00	116	1,600	0.073	V/C:	0.425
Northbound	RT	1.00	187	1,600	0.081	Lost Time:	0.100
	TH	2.00	587	3,200	0.183 *	ITS:	0.000
	LT	1.00	13	1,600	0.008		
Eastbound	RT	0.00	41	0	0.000	ICU:	0.525
	TH	2.00	55	3,200	0.038		
	LT	0.00	26	1,600	0.016 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 21 - LINCOLN BOULEVARD & BAILI WAY
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	188	0	0.000	N-S(1):	0.303
	TH	3.00	1,153	4,800	0.279 *	N-S(2):	0.342 *
	LT	1.00	22	1,600	0.014	E-W(1):	0.108 *
Westbound	RT	0.00	8	0	0.000	E-W(2):	0.000
	TH	1.00	1	1,600	0.011 *		
	LT	0.00	9	1,600	0.006	V/C:	0.450
Northbound	RT	0.00	21	0	0.000	Lost Time:	0.100
	TH	3.00	1,368	4,800	0.289	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	1.00	48	1,600	0.000	ICU:	0.550
	TH	0.02	3	34	0.088		
	LT	1.98	277	2,849	0.097 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	258	0	0.000	N-S(1):	0.310
	TH	3.00	1,203	4,800	0.304 *	N-S(2):	0.355 *
	LT	1.00	43	1,600	0.027	E-W(1):	0.143 *
Westbound	RT	0.00	27	0	0.000	E-W(2):	0.000
	TH	1.00	4	1,600	0.023 *		
	LT	0.00	6	1,600	0.004	V/C:	0.498
Northbound	RT	0.00	11	0	0.000	Lost Time:	0.100
	TH	3.00	1,346	4,800	0.283	ITS:	0.000
	LT	1.00	82	1,600	0.051 *		
Eastbound	RT	1.00	38	1,600	0.000	ICU:	0.598
	TH	0.03	5	46	0.108		
	LT	1.97	341	2,838	0.120 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	363	0	0.000	N-S(1):	0.330
	TH	3.00	1,729	4,800	0.436 *	N-S(2):	0.525 *
	LT	1.00	39	1,600	0.024	E-W(1):	0.174 *
Westbound	RT	0.00	36	0	0.000	E-W(2):	0.000
	TH	1.00	5	1,600	0.029 *		
	LT	0.00	5	1,600	0.003	V/C:	0.699
Northbound	RT	0.00	9	0	0.000	Lost Time:	0.100
	TH	3.00	1,460	4,800	0.306	ITS:	0.000
	LT	1.00	143	1,600	0.089 *		
Eastbound	RT	1.00	22	1,600	0.000	ICU:	0.799
	TH	0.00	0	0	0.000		
	LT	2.00	418	2,880	0.145 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 23 - CENTINELA AVENUE & JEFFERSON BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR, EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	414	1,600	0.110	N-S(1):	0.118 *
	TH	2.00	17	3,200	0.005	N-S(2):	0.114
	LT	2.00	331	2,880	0.115 *	E-W(1):	0.181
Westbound	RT	1.00	352	1,600	0.105	E-W(2):	0.340 *
	TH	3.00	917	4,800	0.191 *		
	LT	2.00	17	2,880	0.006	V/C:	0.458
Northbound	RT	1.00	7	1,600	0.001	Lost Time:	0.100
	TH	3.00	13	4,800	0.003 *	ITS:	0.000
	LT	2.00	11	2,880	0.004		
Eastbound	RT	1.00	9	1,600	0.002	ICU:	0.558
	TH	3.00	839	4,800	0.175		
	LT	2.00	429	2,880	0.149 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	365	1,600	0.125 *	N-S(1):	0.129
	TH	2.00	20	3,200	0.006	N-S(2):	0.133 *
	LT	2.00	338	2,880	0.117	E-W(1):	0.175
Westbound	RT	1.00	255	1,600	0.042	E-W(2):	0.285 *
	TH	3.00	872	4,800	0.182 *		
	LT	2.00	11	2,880	0.004	V/C:	0.418
Northbound	RT	1.00	22	1,600	0.012	Lost Time:	0.100
	TH	3.00	16	4,800	0.003	ITS:	0.000
	LT	2.00	23	2,880	0.008 *		
Eastbound	RT	1.00	19	1,600	0.004	ICU:	0.518
	TH	3.00	819	4,800	0.171		
	LT	2.00	298	2,880	0.103 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	444	1,600	0.171	N-S(1):	0.278 *
	TH	2.00	10	3,200	0.003	N-S(2):	0.176
	LT	2.00	768	2,880	0.267 *	E-W(1):	0.207
Westbound	RT	1.00	318	1,600	0.000	E-W(2):	0.320 *
	TH	3.00	1,025	4,800	0.214 *		
	LT	2.00	5	2,880	0.002	V/C:	0.598
Northbound	RT	1.00	19	1,600	0.011 *	Lost Time:	0.100
	TH	3.00	15	4,800	0.003	ITS:	0.000
	LT	2.00	15	2,880	0.005		
Eastbound	RT	1.00	8	1,600	0.000	ICU:	0.698
	TH	3.00	983	4,800	0.205		
	LT	2.00	306	2,880	0.106 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 25 - LA BREA AVENUE & CENTINELA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.295
	TH	2.00	557	3,200	0.218 *	N-S(2):	0.342 *
	LT	1.00	122	1,600	0.076	E-W(1):	0.113
Westbound	RT	1.00	255	1,600	0.121	E-W(2):	0.340 *
	TH	2.00	848	3,200	0.265 *		
	LT	1.00	33	1,600	0.021	V/C:	0.682
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	680	3,200	0.219	ITS:	0.000
	LT	1.00	199	1,600	0.124 *		
Eastbound	RT	1.00	83	1,600	0.000	ICU:	0.782
	TH	2.00	295	3,200	0.092		
	LT	1.00	120	1,600	0.075 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	149	0	0.000	N-S(1):	0.296
	TH	2.00	623	3,200	0.241 *	N-S(2):	0.354 *
	LT	1.00	207	1,600	0.129	E-W(1):	0.174
Westbound	RT	1.00	133	1,600	0.018	E-W(2):	0.261 *
	TH	2.00	507	3,200	0.158 *		
	LT	1.00	55	1,600	0.034	V/C:	0.615
Northbound	RT	0.00	48	0	0.000	Lost Time:	0.100
	TH	2.00	487	3,200	0.167	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	1.00	191	1,600	0.063	ICU:	0.715
	TH	2.00	449	3,200	0.140		
	LT	1.00	164	1,600	0.103 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	98	0	0.000	N-S(1):	0.456 *
	TH	2.00	901	3,200	0.312	N-S(2):	0.412
	LT	1.00	261	1,600	0.163 *	E-W(1):	0.318 *
Westbound	RT	1.00	200	1,600	0.043	E-W(2):	0.257
	TH	2.00	527	3,200	0.165		
	LT	1.00	68	1,600	0.043 *	V/C:	0.774
Northbound	RT	0.00	41	0	0.000	Lost Time:	0.100
	TH	2.00	898	3,200	0.293 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	1.00	193	1,600	0.071	ICU:	0.874
	TH	2.00	880	3,200	0.275 *		
	LT	1.00	147	1,600	0.092	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 26 - LA CIENEGA BOULEVARD & CENTINELA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	14	0	0.000	N-S(1):	0.542 *
	TH	3.00	2,033	4,800	0.426	N-S(2):	0.431
	LT	1.00	107	1,600	0.067 *	E-W(1):	0.239
Westbound	RT	1.00	188	1,600	0.084	E-W(2):	0.349 *
	TH	2.00	1,117	3,200	0.349 *		
	LT	1.00	234	1,600	0.146	V/C:	0.891
Northbound	RT	0.00	36	0	0.000	Lost Time:	0.100
	TH	3.00	2,245	4,800	0.475 *	ITS:	0.000
	LT	2.00	13	2,880	0.005		
Eastbound	RT	0.00	133	0	0.000	ICU:	0.991
	TH	3.00	314	4,800	0.093		
	LT	0.00	0	0	0.000 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	33	0	0.000	N-S(1):	0.347 *
	TH	3.00	1,256	4,800	0.269	N-S(2):	0.318
	LT	1.00	136	1,600	0.085 *	E-W(1):	0.247 *
Westbound	RT	1.00	114	1,600	0.029	E-W(2):	0.225
	TH	2.00	720	3,200	0.225		
	LT	1.00	164	1,600	0.103 *	V/C:	0.594
Northbound	RT	0.00	83	0	0.000	Lost Time:	0.100
	TH	3.00	1,176	4,800	0.262 *	ITS:	0.000
	LT	2.00	142	2,880	0.049		
Eastbound	RT	0.00	132	0	0.000	ICU:	0.694
	TH	3.00	558	4,800	0.144 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	17	0	0.000	N-S(1):	0.603 *
	TH	3.00	1,951	4,800	0.410	N-S(2):	0.445
	LT	1.00	273	1,600	0.171 *	E-W(1):	0.320 *
Westbound	RT	1.00	113	1,600	0.000	E-W(2):	0.251
	TH	2.00	803	3,200	0.251		
	LT	1.00	147	1,600	0.092 *	V/C:	0.923
Northbound	RT	0.00	128	0	0.000	Lost Time:	0.100
	TH	3.00	1,945	4,800	0.432 *	ITS:	0.000
	LT	2.00	100	2,880	0.035		
Eastbound	RT	0.00	187	0	0.000	ICU:	1.023
	TH	3.00	908	4,800	0.228 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 27 - LA TIEJERA BOULEVARD & CENTINELA BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	137	0	0.000	N-S(1):	0.204
	TH	3.00	805	4,800	0.196 *	N-S(2):	0.249 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.199
Westbound	RT	0.00	9	0	0.000	E-W(2):	0.283 *
	TH	3.00	963	4,800	0.203 *		
	LT	1.00	187	1,600	0.117	V/C:	0.532
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	3.00	788	4,800	0.185	ITS:	0.000
	LT	2.00	153	2,880	0.053 *		
Eastbound	RT	0.00	61	0	0.000	ICU:	0.632
	TH	3.00	333	4,800	0.082		
	LT	1.00	128	1,600	0.080 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	92	0	0.000	N-S(1):	0.238 *
	TH	3.00	647	4,800	0.154	N-S(2):	0.216
	LT	1.00	74	1,600	0.046 *	E-W(1):	0.227 *
Westbound	RT	0.00	17	0	0.000	E-W(2):	0.222
	TH	3.00	686	4,800	0.146		
	LT	1.00	158	1,600	0.099 *	V/C:	0.465
Northbound	RT	0.00	179	0	0.000	Lost Time:	0.100
	TH	3.00	742	4,800	0.192 *	ITS:	0.000
	LT	2.00	179	2,880	0.062		
Eastbound	RT	0.00	77	0	0.000	ICU:	0.565
	TH	3.00	536	4,800	0.128 *		
	LT	1.00	121	1,600	0.076	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	102	0	0.000	N-S(1):	0.384 *
	TH	3.00	813	4,800	0.191	N-S(2):	0.259
	LT	1.00	122	1,600	0.076 *	E-W(1):	0.266
Westbound	RT	0.00	7	0	0.000	E-W(2):	0.296 *
	TH	3.00	821	4,800	0.173 *		
	LT	1.00	162	1,600	0.101	V/C:	0.680
Northbound	RT	0.00	276	0	0.000	Lost Time:	0.100
	TH	3.00	1,203	4,800	0.308 *	ITS:	0.000
	LT	2.00	196	2,880	0.068		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.780
	TH	3.00	741	4,800	0.165		
	LT	1.00	196	1,600	0.123 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 34 - LA BREA AVENUE / HAWTHORNE BOULEVARD & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	101	1,600	0.024	N-S(1):	0.204 *
	TH	3.00	483	4,800	0.101	N-S(2):	0.195
	LT	1.00	76	1,600	0.048 *	E-W(1):	0.161
Westbound	RT	0.00	131	0	0.000	E-W(2):	0.270 *
	TH	3.00	786	4,800	0.191 *		
	LT	1.00	81	1,600	0.051	V/C:	0.474
Northbound	RT	1.00	58	1,600	0.011	Lost Time:	0.100
	TH	3.00	750	4,800	0.156 *	ITS:	0.000
	LT	1.00	151	1,600	0.094		
Eastbound	RT	0.00	107	0	0.000	ICU:	0.574
	TH	3.00	421	4,800	0.110		
	LT	1.00	126	1,600	0.079 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	126	1,600	0.036	N-S(1):	0.257 *
	TH	3.00	649	4,800	0.135	N-S(2):	0.249
	LT	1.00	207	1,600	0.129 *	E-W(1):	0.251 *
Westbound	RT	0.00	111	0	0.000	E-W(2):	0.216
	TH	3.00	512	4,800	0.130		
	LT	1.00	114	1,600	0.071 *	V/C:	0.508
Northbound	RT	1.00	152	1,600	0.059	Lost Time:	0.100
	TH	3.00	614	4,800	0.128 *	ITS:	0.000
	LT	1.00	182	1,600	0.114		
Eastbound	RT	0.00	160	0	0.000	ICU:	0.608
	TH	3.00	702	4,800	0.180 *		
	LT	1.00	137	1,600	0.086	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	102	1,600	0.012	N-S(1):	0.296
	TH	3.00	1,017	4,800	0.212 *	N-S(2):	0.323 *
	LT	1.00	210	1,600	0.131	E-W(1):	0.352 *
Westbound	RT	0.00	126	0	0.000	E-W(2):	0.258
	TH	3.00	618	4,800	0.155		
	LT	1.00	120	1,600	0.075 *	V/C:	0.675
Northbound	RT	1.00	134	1,600	0.046	Lost Time:	0.100
	TH	3.00	793	4,800	0.165	ITS:	0.000
	LT	1.00	178	1,600	0.111 *		
Eastbound	RT	0.00	214	0	0.000	ICU:	0.775
	TH	3.00	1,116	4,800	0.277 *		
	LT	1.00	165	1,600	0.103	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 35 - INGLEWOOD AVENUE & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	89	0	0.000	N-S(1):	0.158
	TH	1.00	136	1,600	0.141 *	N-S(2):	0.205 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.133
Westbound	RT	0.00	75	0	0.000	E-W(2):	0.260 *
	TH	3.00	986	4,800	0.221 *		
	LT	1.00	40	1,600	0.025	V/C:	0.465
Northbound	RT	0.00	46	0	0.000	Lost Time:	0.100
	TH	1.00	166	1,600	0.133	ITS:	0.000
	LT	1.00	102	1,600	0.064 *		
Eastbound	RT	0.00	38	0	0.000	ICU:	0.565
	TH	3.00	480	4,800	0.108		
	LT	1.00	62	1,600	0.039 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	106	0	0.000	N-S(1):	0.228 *
	TH	1.00	167	1,600	0.171	N-S(2):	0.228
	LT	1.00	72	1,600	0.045 *	E-W(1):	0.238 *
Westbound	RT	0.00	62	0	0.000	E-W(2):	0.229
	TH	3.00	739	4,800	0.167		
	LT	1.00	74	1,600	0.046 *	V/C:	0.466
Northbound	RT	0.00	86	0	0.000	Lost Time:	0.100
	TH	1.00	206	1,600	0.183 *	ITS:	0.000
	LT	1.00	78	1,600	0.049		
Eastbound	RT	0.00	73	0	0.000	ICU:	0.566
	TH	3.00	850	4,800	0.192 *		
	LT	1.00	99	1,600	0.062	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	91	0	0.000	N-S(1):	0.286
	TH	1.00	358	1,600	0.281 *	N-S(2):	0.314 *
	LT	1.00	84	1,600	0.053	E-W(1):	0.389 *
Westbound	RT	0.00	72	0	0.000	E-W(2):	0.270
	TH	3.00	796	4,800	0.181		
	LT	1.00	86	1,600	0.054 *	V/C:	0.703
Northbound	RT	0.00	114	0	0.000	Lost Time:	0.100
	TH	1.00	258	1,600	0.233	ITS:	0.000
	LT	1.00	53	1,600	0.033 *		
Eastbound	RT	0.00	163	0	0.000	ICU:	0.803
	TH	3.00	1,445	4,800	0.335 *		
	LT	1.00	143	1,600	0.089	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 36 - LA CIENEGA BOULEVARD & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	610	3,200	0.073	N-S(1):	0.138
	TH	2.00	389	3,200	0.122 *	N-S(2):	0.247 *
	LT	1.00	103	1,600	0.064	E-W(1):	0.314
Westbound	RT	0.00	362	0	0.000	E-W(2):	0.369 *
	TH	4.00	1,246	6,400	0.251 *		
	LT	1.00	270	1,600	0.169	V/C:	0.616
Northbound	RT	2.00	147	3,200	0.000	Lost Time:	0.100
	TH	2.00	236	3,200	0.074	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	376	1,600	0.110	ICU:	0.716
	TH	3.00	695	4,800	0.145		
	LT	1.00	188	1,600	0.118 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	825	3,200	0.130	N-S(1):	0.231 *
	TH	2.00	298	3,200	0.093	N-S(2):	0.193
	LT	1.00	204	1,600	0.128 *	E-W(1):	0.347 *
Westbound	RT	0.00	226	0	0.000	E-W(2):	0.327
	TH	4.00	1,050	6,400	0.199		
	LT	1.00	95	1,600	0.059 *	V/C:	0.578
Northbound	RT	2.00	244	3,200	0.017	Lost Time:	0.100
	TH	2.00	330	3,200	0.103 *	ITS:	0.000
	LT	1.00	100	1,600	0.063		
Eastbound	RT	1.00	561	1,600	0.288 *	ICU:	0.678
	TH	3.00	1,282	4,800	0.267		
	LT	1.00	204	1,600	0.128	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	480	3,200	0.016	N-S(1):	0.345 *
	TH	2.00	616	3,200	0.193	N-S(2):	0.261
	LT	1.00	353	1,600	0.221 *	E-W(1):	0.324 *
Westbound	RT	0.00	154	0	0.000	E-W(2):	0.296
	TH	4.00	885	6,400	0.162		
	LT	1.00	68	1,600	0.043 *	V/C:	0.669
Northbound	RT	2.00	534	3,200	0.124 *	Lost Time:	0.100
	TH	2.00	226	3,200	0.071	ITS:	0.000
	LT	1.00	108	1,600	0.068		
Eastbound	RT	1.00	557	1,600	0.281 *	ICU:	0.769
	TH	3.00	1,280	4,800	0.267		
	LT	1.00	214	1,600	0.134	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 37 - PRAIRIE AVENUE & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.236 *
	TH	3.00	494	4,800	0.120	N-S(2):	0.204
	LT	1.00	128	1,600	0.080 *	E-W(1):	0.107
Westbound	RT	0.00	184	0	0.000	E-W(2):	0.242 *
	TH	3.00	811	4,800	0.207 *		
	LT	1.00	40	1,600	0.025	V/C:	0.478
Northbound	RT	0.00	79	0	0.000	Lost Time:	0.100
	TH	3.00	671	4,800	0.156 *	ITS:	0.000
	LT	1.00	135	1,600	0.084		
Eastbound	RT	0.00	65	0	0.000	ICU:	0.578
	TH	3.00	329	4,800	0.082		
	LT	1.00	56	1,600	0.035 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	72	0	0.000	N-S(1):	0.289 *
	TH	3.00	566	4,800	0.133	N-S(2):	0.190
	LT	1.00	256	1,600	0.160 *	E-W(1):	0.287 *
Westbound	RT	0.00	286	0	0.000	E-W(2):	0.225
	TH	3.00	575	4,800	0.179		
	LT	1.00	123	1,600	0.077 *	V/C:	0.576
Northbound	RT	0.00	104	0	0.000	Lost Time:	0.100
	TH	3.00	513	4,800	0.129 *	ITS:	0.000
	LT	1.00	91	1,600	0.057		
Eastbound	RT	0.00	119	0	0.000	ICU:	0.676
	TH	3.00	888	4,800	0.210 *		
	LT	1.00	73	1,600	0.046	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	77	0	0.000	N-S(1):	0.348 *
	TH	3.00	955	4,800	0.215	N-S(2):	0.318
	LT	1.00	269	1,600	0.168 *	E-W(1):	0.321 *
Westbound	RT	0.00	360	1,600	0.225	E-W(2):	0.312
	TH	3.00	591	3,200	0.185		
	LT	1.00	120	1,600	0.075 *	V/C:	0.669
Northbound	RT	0.00	201	0	0.000	Lost Time:	0.100
	TH	3.00	662	4,800	0.180 *	ITS:	0.000
	LT	1.00	164	1,600	0.103		
Eastbound	RT	0.00	135	0	0.000	ICU:	0.769
	TH	3.00	1,048	4,800	0.246 *		
	LT	1.00	139	1,600	0.087	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 39 - NB I-405 RAMPS & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.081
	TH	0.00	0	0	0.000 *	N-S(2):	0.317 *
	LT	0.00	0	0	0.000	E-W(1):	0.149
Westbound	RT	0.00	1	0	0.000	E-W(2):	0.252 *
	TH	3.00	1,209	4,800	0.252 *		
	LT	0.00	0	0	0.000	V/C:	0.569
Northbound	RT	1.00	129	1,600	0.081	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	914	2,880	0.317 *		
Eastbound	RT	2.00	506	3,200	0.000	ICU:	0.669
	TH	2.00	477	3,200	0.149		
	LT	1.00	0	1,600	0.000 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.105
	TH	0.00	0	0	0.000 *	N-S(2):	0.241 *
	LT	0.00	0	0	0.000	E-W(1):	0.262 *
Westbound	RT	0.00	6	0	0.000	E-W(2):	0.180
	TH	3.00	859	4,800	0.180		
	LT	0.00	0	0	0.000 *	V/C:	0.503
Northbound	RT	1.00	168	1,600	0.105	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	693	2,880	0.241 *		
Eastbound	RT	2.00	930	3,200	0.000	ICU:	0.603
	TH	2.00	837	3,200	0.262 *		
	LT	1.00	0	1,600	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.223 *
	TH	0.00	0	0	0.000	N-S(2):	0.175
	LT	0.00	0	0	0.000 *	E-W(1):	0.320 *
Westbound	RT	0.00	1	0	0.000	E-W(2):	0.194
	TH	3.00	932	4,800	0.194		
	LT	0.00	0	0	0.000 *	V/C:	0.543
Northbound	RT	1.00	356	1,600	0.223 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	505	2,880	0.175		
Eastbound	RT	1.33	680	2,126	0.000	ICU:	0.643
	TH	2.67	1,367	4,274	0.320 *		
	LT	1.00	0	1,600	0.000	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 46 - DOUGLAS STREET & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	32	1,600	0.000	N-S(1):	0.174
	TH	2.00	208	3,200	0.065 *	N-S(2):	0.182 *
	LT	2.00	64	2,880	0.022	E-W(1):	0.170
Westbound	RT	1.00	433	1,600	0.260	E-W(2):	0.381 *
	TH	3.00	1,468	4,800	0.306 *		
	LT	2.00	167	2,880	0.058	V/C:	0.563
Northbound	RT	1.00	56	1,600	0.006	Lost Time:	0.100
	TH	2.00	487	3,200	0.152	ITS:	0.000
	LT	2.00	338	2,880	0.117 *		
Eastbound	RT	0.00	154	0	0.000	ICU:	0.663
	TH	3.00	382	4,800	0.112		
	LT	1.00	120	1,600	0.075 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	53	1,600	0.001	N-S(1):	0.158 *
	TH	2.00	258	3,200	0.081	N-S(2):	0.137
	LT	2.00	210	2,880	0.073 *	E-W(1):	0.229
Westbound	RT	1.00	361	1,600	0.189 *	E-W(2):	0.253 *
	TH	3.00	842	4,800	0.175		
	LT	2.00	96	2,880	0.033	V/C:	0.411
Northbound	RT	1.00	137	1,600	0.069	Lost Time:	0.100
	TH	2.00	273	3,200	0.085 *	ITS:	0.000
	LT	2.00	160	2,880	0.056		
Eastbound	RT	0.00	202	0	0.000	ICU:	0.511
	TH	3.00	741	4,800	0.196		
	LT	1.00	102	1,600	0.064 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	73	1,600	0.024	N-S(1):	0.298 *
	TH	2.00	743	3,200	0.232	N-S(2):	0.272
	LT	2.00	324	2,880	0.113 *	E-W(1):	0.466 *
Westbound	RT	1.00	162	1,600	0.045	E-W(2):	0.162
	TH	3.00	570	4,800	0.119		
	LT	2.00	108	2,880	0.038 *	V/C:	0.764
Northbound	RT	1.00	326	1,600	0.185 *	Lost Time:	0.100
	TH	2.00	420	3,200	0.131	ITS:	0.000
	LT	2.00	116	2,880	0.040		
Eastbound	RT	0.00	311	0	0.000	ICU:	0.864
	TH	3.00	1,741	4,800	0.428 *		
	LT	1.00	68	1,600	0.043	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 47 - DOUGLAS STREET & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	12	1,600	0.000	N-S(1):	0.057 *
	TH	0.92	17	1,470	0.012	N-S(2):	0.000
	LT	1.08	20	1,557	0.013 *	E-W(1):	0.237 *
Westbound	RT	0.00	56	0	0.000	E-W(2):	0.221
	TH	3.00	881	4,800	0.195		
	LT	2.00	189	2,880	0.066 *	V/C:	0.294
Northbound	RT	2.00	108	3,200	0.000	Lost Time:	0.100
	TH	1.00	19	1,600	0.012	ITS:	0.000
	LT	1.00	71	1,600	0.044 *		
Eastbound	RT	0.00	185	0	0.000	ICU:	0.394
	TH	3.00	636	4,800	0.171 *		
	LT	1.00	41	1,600	0.026	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	34	1,600	0.003	N-S(1):	0.071 *
	TH	0.59	25	941	0.027	N-S(2):	0.000
	LT	1.41	60	2,033	0.030 *	E-W(1):	0.196 *
Westbound	RT	0.00	36	0	0.000	E-W(2):	0.150
	TH	3.00	511	4,800	0.114		
	LT	2.00	75	2,880	0.026 *	V/C:	0.267
Northbound	RT	2.00	156	3,200	0.023	Lost Time:	0.100
	TH	1.00	18	1,600	0.011	ITS:	0.000
	LT	1.00	65	1,600	0.041 *		
Eastbound	RT	0.00	104	0	0.000	ICU:	0.367
	TH	3.00	712	4,800	0.170 *		
	LT	1.00	58	1,600	0.036	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	34	1,600	0.007	N-S(1):	0.129 *
	TH	0.58	28	933	0.030	N-S(2):	0.000
	LT	1.42	68	2,040	0.033 *	E-W(1):	0.341 *
Westbound	RT	0.00	42	0	0.000	E-W(2):	0.159
	TH	3.00	581	4,800	0.130		
	LT	2.00	48	2,880	0.017 *	V/C:	0.470
Northbound	RT	2.00	360	3,200	0.096 *	Lost Time:	0.100
	TH	1.00	28	1,600	0.018	ITS:	0.000
	LT	1.00	151	1,600	0.094		
Eastbound	RT	0.00	111	0	0.000	ICU:	0.570
	TH	3.00	1,443	4,800	0.324 *		
	LT	1.00	47	1,600	0.029	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 48 - DOUGLAS STREET & MARIPOSA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	44	0	0.000	N-S(1):	0.111
	TH	3.00	260	4,800	0.063 *	N-S(2):	0.195 *
	LT	1.00	3	1,600	0.002	E-W(1):	0.027 *
Westbound	RT	0.00	4	0	0.000	E-W(2):	0.000
	TH	2.00	2	3,200	0.004		
	LT	0.00	6	1,600	0.004 *	V/C:	0.222
Northbound	RT	0.00	25	0	0.000	Lost Time:	0.100
	TH	3.00	497	4,800	0.109	ITS:	0.000
	LT	1.00	211	1,600	0.132 *		
Eastbound	RT	1.00	119	1,600	0.008	ICU:	0.322
	TH	0.24	8	382	0.021		
	LT	1.76	59	2,536	0.023 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	52	0	0.000	N-S(1):	0.109
	TH	3.00	308	4,800	0.075 *	N-S(2):	0.170 *
	LT	1.00	19	1,600	0.012	E-W(1):	0.091 *
Westbound	RT	0.00	5	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.007 *		
	LT	0.00	8	1,600	0.005	V/C:	0.261
Northbound	RT	0.00	36	0	0.000	Lost Time:	0.100
	TH	3.00	430	4,800	0.097	ITS:	0.000
	LT	1.00	152	1,600	0.095 *		
Eastbound	RT	1.00	211	1,600	0.084 *	ICU:	0.361
	TH	0.32	19	507	0.038		
	LT	1.68	101	2,424	0.042	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	32	0	0.000	N-S(1):	0.118
	TH	3.00	521	4,800	0.115 *	N-S(2):	0.204 *
	LT	1.00	0	1,600	0.000	E-W(1):	0.210 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.000
	TH	2.00	0	3,200	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.414
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	565	4,800	0.118	ITS:	0.000
	LT	1.00	143	1,600	0.089 *		
Eastbound	RT	1.00	407	1,600	0.210 *	ICU:	0.514
	TH	0.00	0	0	0.000		
	LT	2.00	184	2,880	0.064	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 49 - DOUGLAS STREET & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	54	1,600	0.005	N-S(1):	0.075 *
	TH	1.00	39	1,600	0.024	N-S(2):	0.048
	LT	2.00	126	2,880	0.044 *	E-W(1):	0.161
Westbound	RT	1.00	545	1,600	0.297	E-W(2):	0.409 *
	TH	3.00	1,684	4,800	0.351 *		
	LT	2.00	76	2,880	0.026	V/C:	0.484
Northbound	RT	1.00	13	1,600	0.000	Lost Time:	0.100
	TH	1.00	49	1,600	0.031 *	ITS:	0.000
	LT	1.00	39	1,600	0.024		
Eastbound	RT	1.00	47	1,600	0.017	ICU:	0.584
	TH	3.00	649	4,800	0.135		
	LT	2.00	167	2,880	0.058 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	157	1,600	0.070 *	N-S(1):	0.128 *
	TH	1.00	74	1,600	0.046	N-S(2):	0.128 *
	LT	2.00	251	2,880	0.087 *	E-W(1):	0.319
Westbound	RT	1.00	238	1,600	0.062	E-W(2):	0.403 *
	TH	3.00	1,664	4,800	0.347 *		
	LT	2.00	39	2,880	0.014	V/C:	0.531
Northbound	RT	1.00	55	1,600	0.028	Lost Time:	0.100
	TH	1.00	65	1,600	0.041 *	ITS:	0.000
	LT	1.00	93	1,600	0.058 *		
Eastbound	RT	1.00	121	1,600	0.047	ICU:	0.631
	TH	3.00	1,462	4,800	0.305		
	LT	2.00	161	2,880	0.056 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	185	1,600	0.102	N-S(1):	0.171
	TH	1.00	241	1,600	0.151 *	N-S(2):	0.202 *
	LT	2.00	393	2,880	0.136	E-W(1):	0.360 *
Westbound	RT	1.00	179	1,600	0.000	E-W(2):	0.344
	TH	3.00	1,527	4,800	0.318		
	LT	2.00	28	2,880	0.010 *	V/C:	0.562
Northbound	RT	1.00	57	1,600	0.031	Lost Time:	0.100
	TH	1.00	56	1,600	0.035	ITS:	0.000
	LT	1.00	81	1,600	0.051 *		
Eastbound	RT	1.00	133	1,600	0.058	ICU:	0.662
	TH	3.00	1,681	4,800	0.350 *		
	LT	2.00	76	2,880	0.026	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 51 - HAWTHORNE BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	46	1,600	0.005	N-S(1):	0.178
	TH	3.00	672	4,800	0.140 *	N-S(2):	0.218 *
	LT	2.00	172	2,880	0.060	E-W(1):	0.173
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.281 *
	TH	3.00	949	4,800	0.233 *		
	LT	1.00	115	1,600	0.072	V/C:	0.499
Northbound	RT	0.00	103	0	0.000	Lost Time:	0.100
	TH	4.00	649	6,400	0.118	ITS:	0.000
	LT	2.00	226	2,880	0.078 *		
Eastbound	RT	0.00	103	0	0.000	ICU:	0.599
	TH	3.00	383	4,800	0.101		
	LT	1.00	77	1,600	0.048 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	125	1,600	0.028	N-S(1):	0.231
	TH	3.00	921	4,800	0.192 *	N-S(2):	0.273 *
	LT	2.00	214	2,880	0.074	E-W(1):	0.282 *
Westbound	RT	0.00	189	0	0.000	E-W(2):	0.259
	TH	3.00	577	4,800	0.160		
	LT	1.00	186	1,600	0.116 *	V/C:	0.555
Northbound	RT	0.00	197	0	0.000	Lost Time:	0.100
	TH	4.00	809	6,400	0.157	ITS:	0.000
	LT	2.00	234	2,880	0.081 *		
Eastbound	RT	0.00	245	0	0.000	ICU:	0.655
	TH	3.00	553	4,800	0.166 *		
	LT	1.00	159	1,600	0.099	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	105	1,600	0.016	N-S(1):	0.293
	TH	3.00	1,798	4,800	0.375 *	N-S(2):	0.438 *
	LT	2.00	342	2,880	0.119	E-W(1):	0.619 *
Westbound	RT	0.00	145	0	0.000	E-W(2):	0.258
	TH	3.00	617	4,800	0.159		
	LT	1.00	153	1,600	0.096 *	V/C:	1.057
Northbound	RT	0.00	175	0	0.000	Lost Time:	0.100
	TH	4.00	939	6,400	0.174	ITS:	0.000
	LT	2.00	181	2,880	0.063 *		
Eastbound	RT	0.00	411	0	0.000	ICU:	1.157
	TH	3.00	2,100	4,800	0.523 *		
	LT	1.00	158	1,600	0.099	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 52 - INGLEWOOD AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	82	0	0.000	N-S(1):	0.157
	TH	2.00	272	3,200	0.111 *	N-S(2):	0.232 *
	LT	1.00	31	1,600	0.019	E-W(1):	0.145
Westbound	RT	0.00	68	0	0.000	E-W(2):	0.252 *
	TH	3.00	968	4,800	0.216 *		
	LT	1.00	107	1,600	0.067	V/C:	0.484
Northbound	RT	0.00	71	0	0.000	Lost Time:	0.100
	TH	2.00	369	3,200	0.138	ITS:	0.000
	LT	1.00	193	1,600	0.121 *		
Eastbound	RT	0.00	73	0	0.000	ICU:	0.584
	TH	3.00	303	4,800	0.078		
	LT	1.00	57	1,600	0.036 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	109	0	0.000	N-S(1):	0.229
	TH	2.00	460	3,200	0.178 *	N-S(2):	0.285 *
	LT	1.00	92	1,600	0.058	E-W(1):	0.233
Westbound	RT	0.00	135	0	0.000	E-W(2):	0.248 *
	TH	3.00	622	4,800	0.158 *		
	LT	1.00	130	1,600	0.081	V/C:	0.533
Northbound	RT	0.00	125	0	0.000	Lost Time:	0.100
	TH	2.00	423	3,200	0.171	ITS:	0.000
	LT	1.00	171	1,600	0.107 *		
Eastbound	RT	0.00	136	0	0.000	ICU:	0.633
	TH	3.00	593	4,800	0.152		
	LT	1.00	144	1,600	0.090 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	82	0	0.000	N-S(1):	0.267
	TH	2.00	725	3,200	0.252 *	N-S(2):	0.319 *
	LT	1.00	71	1,600	0.044	E-W(1):	0.546 *
Westbound	RT	0.00	143	0	0.000	E-W(2):	0.275
	TH	3.00	564	4,800	0.147		
	LT	1.00	176	1,600	0.110 *	V/C:	0.865
Northbound	RT	0.00	118	0	0.000	Lost Time:	0.100
	TH	2.00	596	3,200	0.223	ITS:	0.000
	LT	1.00	107	1,600	0.067 *		
Eastbound	RT	0.00	258	0	0.000	ICU:	0.965
	TH	3.00	1,833	4,800	0.436 *		
	LT	1.00	205	1,600	0.128	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 53 - LA CIENEGA BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	459	3,200	0.103 *	N-S(1):	0.062
	TH	0.00	0	0	0.000	N-S(2):	0.103 *
	LT	2.00	179	2,880	0.062	E-W(1):	0.091
Westbound	RT	0.00	286	0	0.000	E-W(2):	0.422 *
	TH	3.00	1,541	4,800	0.381 *		
	LT	0.00	0	0	0.000	V/C:	0.525
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.625
	TH	3.00	439	4,800	0.091		
	LT	1.00	65	1,600	0.041 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	304	3,200	0.051	N-S(1):	0.114 *
	TH	0.00	0	0	0.000	N-S(2):	0.051
	LT	2.00	329	2,880	0.114 *	E-W(1):	0.187
Westbound	RT	0.00	234	0	0.000	E-W(2):	0.294 *
	TH	3.00	964	4,800	0.250 *		
	LT	0.00	0	0	0.000	V/C:	0.408
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.508
	TH	3.00	896	4,800	0.187		
	LT	1.00	70	1,600	0.044 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	454	3,200	0.080	N-S(1):	0.379 *
	TH	0.00	0	0	0.000	N-S(2):	0.080
	LT	2.00	1,092	2,880	0.379 *	E-W(1):	0.442 *
Westbound	RT	0.00	226	0	0.000	E-W(2):	0.223
	TH	3.00	548	4,800	0.161		
	LT	0.00	0	0	0.000 *	V/C:	0.821
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.921
	TH	3.00	2,121	4,800	0.442 *		
	LT	1.00	99	1,600	0.062	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 54 - NASH STREET & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	39	1,600	0.024	N-S(1):	0.072 *
	TH	2.00	155	3,193	0.049	N-S(2):	0.000
	LT	1.00	78	1,446	0.054 *	E-W(1):	0.171
Westbound	RT	0.00	262	0	0.000	E-W(2):	0.352 *
	TH	3.00	1,340	4,800	0.334 *		
	LT	2.00	148	2,880	0.051	V/C:	0.424
Northbound	RT	1.12	32	1,796	0.000	Lost Time:	0.100
	TH	0.88	25	1,404	0.018 *	ITS:	0.000
	LT	2.00	2	2,880	0.001		
Eastbound	RT	1.00	49	1,600	0.030	ICU:	0.524
	TH	3.00	574	4,800	0.120		
	LT	2.00	51	2,880	0.018 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	54	1,600	0.034	N-S(1):	0.087 *
	TH	1.10	96	1,752	0.055	N-S(2):	0.000
	LT	1.90	167	2,743	0.061 *	E-W(1):	0.192
Westbound	RT	0.00	103	0	0.000	E-W(2):	0.213 *
	TH	3.00	827	4,800	0.194 *		
	LT	2.00	66	2,880	0.023	V/C:	0.300
Northbound	RT	1.13	47	1,812	0.003	Lost Time:	0.100
	TH	0.87	36	1,388	0.026 *	ITS:	0.000
	LT	2.00	8	2,880	0.003		
Eastbound	RT	1.00	34	1,600	0.020	ICU:	0.400
	TH	3.00	812	4,800	0.169		
	LT	2.00	55	2,880	0.019 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	46	1,600	0.029	N-S(1):	0.224 *
	TH	1.00	51	1,600	0.032	N-S(2):	0.000
	LT	2.00	464	2,880	0.161 *	E-W(1):	0.308 *
Westbound	RT	0.00	103	0	0.000	E-W(2):	0.201
	TH	3.00	826	4,800	0.194		
	LT	2.00	22	2,880	0.008 *	V/C:	0.532
Northbound	RT	1.19	121	1,907	0.056	Lost Time:	0.100
	TH	0.81	82	1,293	0.063 *	ITS:	0.000
	LT	2.00	16	2,880	0.006		
Eastbound	RT	1.00	2	1,600	0.000	ICU:	0.632
	TH	3.00	1,439	4,800	0.300 *		
	LT	2.00	19	2,880	0.007	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 55 - SEPULVEDA BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	129	1,600	0.043	N-S(1):	0.493 *
	TH	4.00	948	6,400	0.148	N-S(2):	0.222
	LT	2.00	221	2,880	0.077 *	E-W(1):	0.140
Westbound	RT	1.00	177	1,600	0.072	E-W(2):	0.165 *
	TH	2.00	288	3,200	0.090 *		
	LT	2.00	123	2,880	0.043	V/C:	0.658
Northbound	RT	0.00	216	0	0.000	Lost Time:	0.100
	TH	4.00	2,444	6,400	0.416 *	ITS:	0.000
	LT	2.00	213	2,880	0.074		
Eastbound	RT	1.00	214	1,600	0.097	ICU:	0.758
	TH	2.00	246	3,200	0.077		
	LT	1.00	120	1,600	0.075 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	88	1,600	0.025	N-S(1):	0.346
	TH	4.00	1,657	6,400	0.259 *	N-S(2):	0.359 *
	LT	2.00	188	2,880	0.065	E-W(1):	0.281 *
Westbound	RT	1.00	184	1,600	0.082	E-W(2):	0.147
	TH	2.00	279	3,200	0.087		
	LT	2.00	410	2,880	0.142 *	V/C:	0.640
Northbound	RT	0.00	215	0	0.000	Lost Time:	0.100
	TH	4.00	1,585	6,400	0.281	ITS:	0.000
	LT	2.00	288	2,880	0.100 *		
Eastbound	RT	1.00	302	1,600	0.139 *	ICU:	0.740
	TH	2.00	321	3,200	0.100		
	LT	1.00	96	1,600	0.060	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	73	1,600	0.006	N-S(1):	0.353
	TH	4.00	2,492	6,400	0.389 *	N-S(2):	0.483 *
	LT	2.00	239	2,880	0.083	E-W(1):	0.365 *
Westbound	RT	1.00	288	1,600	0.139	E-W(2):	0.218
	TH	2.00	341	3,200	0.107		
	LT	2.00	502	2,880	0.174 *	V/C:	0.848
Northbound	RT	0.00	156	0	0.000	Lost Time:	0.100
	TH	4.00	1,575	6,400	0.270	ITS:	0.000
	LT	2.00	271	2,880	0.094 *		
Eastbound	RT	1.00	381	1,600	0.191 *	ICU:	0.948
	TH	2.00	396	3,200	0.124		
	LT	1.00	127	1,600	0.079	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 56 - LINCOLN BOULEVARD & FIJI WAY
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	76	0	0.000	N-S(1):	0.421
	TH	3.00	1,230	4,800	0.272 *	N-S(2):	0.474 *
	LT	1.00	57	1,600	0.036	E-W(1):	0.025
Westbound	RT	0.00	44	1,600	0.028 *	E-W(2):	0.077 *
	TH	2.00	14	1,600	0.021		
	LT	0.00	20	1,600	0.013	V/C:	0.551
Northbound	RT	0.00	41	0	0.000	Lost Time:	0.100
	TH	3.00	1,807	4,800	0.385	ITS:	0.000
	LT	2.00	581	2,880	0.202 *		
Eastbound	RT	1.00	547	1,600	0.000	ICU:	0.651
	TH	1.00	19	1,600	0.012		
	LT	1.00	79	1,600	0.049 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.396
	TH	3.00	1,232	4,800	0.284 *	N-S(2):	0.460 *
	LT	1.00	62	1,600	0.039	E-W(1):	0.025
Westbound	RT	0.00	27	0	0.000	E-W(2):	0.085 *
	TH	2.00	11	3,200	0.020 *		
	LT	0.00	27	1,600	0.017	V/C:	0.545
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	3.00	1,685	4,800	0.357	ITS:	0.000
	LT	2.00	506	2,880	0.176 *		
Eastbound	RT	1.00	438	1,600	0.000	ICU:	0.645
	TH	1.00	12	1,600	0.008		
	LT	1.00	104	1,600	0.065 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	161	0	0.000	N-S(1):	0.413
	TH	3.00	1,774	4,800	0.403 *	N-S(2):	0.657 *
	LT	1.00	59	1,600	0.037	E-W(1):	0.034
Westbound	RT	0.00	23	0	0.000	E-W(2):	0.097 *
	TH	2.00	18	3,200	0.023 *		
	LT	0.00	34	1,600	0.021	V/C:	0.754
Northbound	RT	0.00	37	0	0.000	Lost Time:	0.100
	TH	3.00	1,768	4,800	0.376	ITS:	0.000
	LT	2.00	732	2,880	0.254 *		
Eastbound	RT	1.00	885	1,600	0.000	ICU:	0.854
	TH	1.00	21	1,600	0.013		
	LT	1.00	119	1,600	0.074 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 57 - LA BREA AVENUE & FLORENCE AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	74	0	0.000	N-S(1):	0.286 *
	TH	2.00	520	3,200	0.186	N-S(2):	0.206
	LT	1.00	50	1,600	0.031 *	E-W(1):	0.173
Westbound	RT	0.00	59	0	0.000	E-W(2):	0.268 *
	TH	2.00	678	3,200	0.230 *		
	LT	1.00	102	1,600	0.064	V/C:	0.554
Northbound	RT	0.00	53	0	0.000	Lost Time:	0.100
	TH	2.00	763	3,200	0.255 *	ITS:	0.000
	LT	1.00	32	1,600	0.020		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.654
	TH	2.00	300	3,200	0.109		
	LT	1.00	60	1,600	0.038 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	79	0	0.000	N-S(1):	0.299 *
	TH	2.00	735	3,200	0.254	N-S(2):	0.282
	LT	1.00	116	1,600	0.073 *	E-W(1):	0.219
Westbound	RT	0.00	179	0	0.000	E-W(2):	0.232 *
	TH	2.00	352	3,200	0.166 *		
	LT	1.00	131	1,600	0.082	V/C:	0.531
Northbound	RT	0.00	55	0	0.000	Lost Time:	0.100
	TH	2.00	667	3,200	0.226 *	ITS:	0.000
	LT	1.00	45	1,600	0.028		
Eastbound	RT	0.00	51	0	0.000	ICU:	0.631
	TH	2.00	386	3,200	0.137		
	LT	1.00	105	1,600	0.066 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	91	0	0.000	N-S(1):	0.392 *
	TH	2.00	958	3,200	0.328	N-S(2):	0.345
	LT	1.00	157	1,600	0.098 *	E-W(1):	0.341 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.244
	TH	2.00	388	3,200	0.165		
	LT	1.00	94	1,600	0.059 *	V/C:	0.733
Northbound	RT	0.00	96	0	0.000	Lost Time:	0.100
	TH	2.00	845	3,200	0.294 *	ITS:	0.000
	LT	1.00	27	1,600	0.017		
Eastbound	RT	0.00	62	0	0.000	ICU:	0.833
	TH	2.00	840	3,200	0.282 *		
	LT	1.00	127	1,600	0.079	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 58 - LA CIENEGA BOULEVARD & FLORENCE AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	197	0	0.000	N-S(1):	0.297 *
	TH	2.79	502	4,465	0.157	N-S(2):	0.000
	LT	1.21	303	1,742	0.174 *	E-W(1):	0.198
Westbound	RT	0.00	27	0	0.000	E-W(2):	0.270 *
	TH	2.00	638	3,200	0.208 *		
	LT	1.00	195	1,600	0.122	V/C:	0.567
Northbound	RT	0.00	79	0	0.000	Lost Time:	0.100
	TH	2.00	313	3,200	0.123 *	ITS:	0.000
	LT	1.00	21	1,600	0.013		
Eastbound	RT	0.00	18	0	0.000	ICU:	0.667
	TH	2.00	225	3,200	0.076		
	LT	1.00	99	1,600	0.062 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	136	0	0.000	N-S(1):	0.333 *
	TH	2.88	624	4,606	0.165	N-S(2):	0.000
	LT	1.12	296	1,615	0.183 *	E-W(1):	0.239 *
Westbound	RT	0.00	55	0	0.000	E-W(2):	0.235
	TH	2.00	362	3,200	0.130		
	LT	1.00	212	1,600	0.133 *	V/C:	0.572
Northbound	RT	0.00	107	0	0.000	Lost Time:	0.100
	TH	2.00	373	3,200	0.150 *	ITS:	0.000
	LT	1.00	21	1,600	0.013		
Eastbound	RT	0.00	32	0	0.000	ICU:	0.672
	TH	2.00	306	3,200	0.106 *		
	LT	1.00	168	1,600	0.105	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	159	0	0.000	N-S(1):	0.470 *
	TH	2.58	923	4,134	0.262	N-S(2):	0.000
	LT	1.42	593	2,039	0.291 *	E-W(1):	0.326 *
Westbound	RT	0.00	54	0	0.000	E-W(2):	0.235
	TH	2.00	343	3,200	0.124		
	LT	1.00	247	1,600	0.154 *	V/C:	0.796
Northbound	RT	0.00	105	0	0.000	Lost Time:	0.100
	TH	2.00	467	3,200	0.179 *	ITS:	0.000
	LT	1.00	19	1,600	0.012		
Eastbound	RT	0.00	16	0	0.000	ICU:	0.896
	TH	2.00	533	3,200	0.172 *		
	LT	1.00	177	1,600	0.111	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 59 - NASH STREET & GRAND AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	271	1,600	0.169 *	N-S(1):	0.096
	TH	2.00	182	1,600	0.114	N-S(2):	0.236 *
	LT	1.00	73	1,600	0.046	E-W(1):	0.056 *
Westbound	RT	0.00	24	0	0.000	E-W(2):	0.000
	TH	1.00	9	1,600	0.021 *		
	LT	1.00	19	1,600	0.012	V/C:	0.292
Northbound	RT	0.00	42	0	0.000	Lost Time:	0.100
	TH	2.00	118	3,200	0.050	ITS:	0.000
	LT	1.00	107	1,600	0.067 *		
Eastbound	RT	2.00	23	3,200	0.000	ICU:	0.392
	TH	1.00	56	1,600	0.035 *		
	LT	1.00	40	1,600	0.025	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	114	0	0.000	N-S(1):	0.051
	TH	2.00	243	3,200	0.112 *	N-S(2):	0.131 *
	LT	1.00	17	1,600	0.011	E-W(1):	0.093 *
Westbound	RT	0.00	11	0	0.000	E-W(2):	0.000
	TH	1.00	35	1,600	0.029 *		
	LT	1.00	7	1,600	0.004	V/C:	0.224
Northbound	RT	0.00	16	0	0.000	Lost Time:	0.100
	TH	2.00	113	3,200	0.040	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	2.00	109	3,200	0.025	ICU:	0.324
	TH	1.00	33	1,600	0.021		
	LT	1.00	102	1,600	0.064 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	95	0	0.000	N-S(1):	0.086
	TH	2.00	209	3,200	0.095 *	N-S(2):	0.108 *
	LT	1.00	47	1,600	0.029	E-W(1):	0.204 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.000
	TH	1.00	28	1,600	0.043 *		
	LT	1.00	35	1,600	0.022	V/C:	0.312
Northbound	RT	0.00	24	0	0.000	Lost Time:	0.100
	TH	2.00	159	3,200	0.057	ITS:	0.000
	LT	1.00	21	1,600	0.013 *		
Eastbound	RT	2.00	165	3,200	0.045	ICU:	0.412
	TH	1.00	66	1,600	0.041		
	LT	1.00	258	1,600	0.161 *	LOS:	A

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 60 - SEPULVEDA BOULEVARD & GRAND AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : Y
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	191	0	0.000	N-S(1):	0.565 *
	TH	4.00	1,235	6,400	0.223	N-S(2):	0.284
	LT	1.00	358	1,600	0.224 *	E-W(1):	0.101 *
Westbound	RT	1.00	46	1,600	0.000	E-W(2):	0.000
	TH	2.00	26	3,200	0.008		
	LT	2.00	57	2,880	0.020 *	V/C:	0.666
Northbound	RT	1.00	371	1,600	0.212	Lost Time:	0.100
	TH	4.00	2,185	6,400	0.341 *	ITS:	0.000
	LT	1.00	98	1,600	0.061		
Eastbound	RT	0.00	65	0	0.000	ICU:	0.766
	TH	1.69	133	2,700	0.073		
	LT	1.31	154	1,890	0.081 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	168	0	0.000	N-S(1):	0.333
	TH	4.00	1,597	6,400	0.276 *	N-S(2):	0.412 *
	LT	1.00	156	1,600	0.098	E-W(1):	0.186 *
Westbound	RT	1.00	133	1,600	0.034	E-W(2):	0.000
	TH	2.00	245	3,200	0.077		
	LT	2.00	239	2,880	0.083 *	V/C:	0.598
Northbound	RT	1.00	126	1,600	0.000	Lost Time:	0.100
	TH	4.00	1,504	6,400	0.235	ITS:	0.000
	LT	1.00	217	1,600	0.136 *		
Eastbound	RT	0.00	145	0	0.000	ICU:	0.698
	TH	1.50	79	2,405	0.093		
	LT	1.50	223	2,155	0.103 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	122	0	0.000	N-S(1):	0.376
	TH	4.00	2,293	6,400	0.377 *	N-S(2):	0.476 *
	LT	1.00	103	1,600	0.064	E-W(1):	0.261 *
Westbound	RT	1.00	299	1,600	0.155 *	E-W(2):	0.000
	TH	2.00	238	3,200	0.074		
	LT	2.00	414	2,880	0.144	V/C:	0.737
Northbound	RT	1.00	94	1,600	0.000	Lost Time:	0.100
	TH	4.00	1,999	6,400	0.312	ITS:	0.000
	LT	1.00	158	1,600	0.099 *		
Eastbound	RT	0.00	169	1,600	0.106 *	ICU:	0.837
	TH	1.43	58	695	0.083		
	LT	1.57	209	2,254	0.093	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 62 - HAWTHORNE BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	117	0	0.000	N-S(1):	0.175
	TH	3.00	616	4,800	0.153 *	N-S(2):	0.226 *
	LT	1.00	127	1,600	0.079	E-W(1):	0.153
Westbound	RT	0.00	111	0	0.000	E-W(2):	0.253 *
	TH	3.00	789	4,800	0.188 *		
	LT	1.00	122	1,600	0.076	V/C:	0.479
Northbound	RT	1.00	187	1,600	0.079	Lost Time:	0.100
	TH	3.00	461	4,800	0.096	ITS:	0.000
	LT	2.00	209	2,880	0.073 *		
Eastbound	RT	0.00	62	0	0.000	ICU:	0.579
	TH	3.00	308	4,800	0.077		
	LT	1.00	104	1,600	0.065 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	156	0	0.000	N-S(1):	0.239
	TH	3.00	942	4,800	0.229 *	N-S(2):	0.277 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.179 *
Westbound	RT	0.00	102	0	0.000	E-W(2):	0.172
	TH	3.00	374	4,800	0.099		
	LT	1.00	119	1,600	0.074 *	V/C:	0.456
Northbound	RT	1.00	301	1,600	0.151	Lost Time:	0.100
	TH	3.00	638	4,800	0.133	ITS:	0.000
	LT	2.00	138	2,880	0.048 *		
Eastbound	RT	0.00	71	0	0.000	ICU:	0.556
	TH	3.00	433	4,800	0.105 *		
	LT	1.00	116	1,600	0.073	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	161	0	0.000	N-S(1):	0.277
	TH	3.00	1,144	4,800	0.272 *	N-S(2):	0.339 *
	LT	1.00	217	1,600	0.136	E-W(1):	0.405 *
Westbound	RT	0.00	101	0	0.000	E-W(2):	0.170
	TH	3.00	363	4,800	0.097		
	LT	1.00	70	1,600	0.044 *	V/C:	0.744
Northbound	RT	1.00	261	1,600	0.141	Lost Time:	0.100
	TH	3.00	656	4,800	0.137	ITS:	0.000
	LT	2.00	192	2,880	0.067 *		
Eastbound	RT	0.00	169	0	0.000	ICU:	0.844
	TH	3.00	1,562	4,800	0.361 *		
	LT	1.00	116	1,600	0.073	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 63 - HAWTHORNE BOULEVARD & LENNOX BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	34	0	0.000	N-S(1):	0.180
	TH	3.00	671	4,800	0.147 *	N-S(2):	0.194 *
	LT	1.00	39	1,600	0.024	E-W(1):	0.117 *
Westbound	RT	1.00	79	1,600	0.037	E-W(2):	0.096
	TH	1.00	109	1,600	0.068		
	LT	1.00	50	1,600	0.031 *	V/C:	0.311
Northbound	RT	1.00	49	1,600	0.015	Lost Time:	0.100
	TH	3.00	750	4,800	0.156	ITS:	0.000
	LT	1.00	75	1,600	0.047 *		
Eastbound	RT	0.00	138	1,600	0.086 *	ICU:	0.411
	TH	2.00	69	1,600	0.043		
	LT	1.00	44	1,600	0.028	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	87	0	0.000	N-S(1):	0.204
	TH	3.00	860	4,800	0.197 *	N-S(2):	0.320 *
	LT	1.00	79	1,600	0.049	E-W(1):	0.135
Westbound	RT	1.00	32	1,600	0.000	E-W(2):	0.143 *
	TH	1.00	147	1,600	0.092 *		
	LT	1.00	76	1,600	0.048	V/C:	0.463
Northbound	RT	1.00	85	1,600	0.029	Lost Time:	0.100
	TH	3.00	745	4,800	0.155	ITS:	0.000
	LT	1.00	196	1,600	0.123 *		
Eastbound	RT	0.00	107	0	0.000	ICU:	0.563
	TH	2.00	170	3,200	0.087		
	LT	1.00	82	1,600	0.051 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	78	0	0.000	N-S(1):	0.261
	TH	3.00	1,301	4,800	0.287 *	N-S(2):	0.430 *
	LT	1.00	71	1,600	0.044	E-W(1):	0.213 *
Westbound	RT	1.00	57	1,600	0.013	E-W(2):	0.186
	TH	1.00	186	1,600	0.116		
	LT	1.00	106	1,600	0.066 *	V/C:	0.643
Northbound	RT	1.00	109	1,600	0.035	Lost Time:	0.100
	TH	3.00	1,043	4,800	0.217	ITS:	0.000
	LT	1.00	229	1,600	0.143 *		
Eastbound	RT	0.00	171	0	0.000	ICU:	0.743
	TH	2.00	300	3,200	0.147 *		
	LT	1.00	112	1,600	0.070	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 64 - HIGHLAND AVENUE/VISTA DEL MAR & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : WBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	11	1,600	0.000	N-S(1):	0.377 *
	TH	1.00	233	1,600	0.146	N-S(2):	0.147
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.167
Westbound	RT	1.00	537	1,600	0.217 *	E-W(2):	0.286 *
	TH	1.00	48	1,600	0.030		
	LT	1.00	64	1,600	0.040	V/C:	0.663
Northbound	RT	0.00	88	0	0.000	Lost Time:	0.100
	TH	2.00	738	3,200	0.258 *	ITS:	0.000
	LT	1.00	2	1,600	0.001		
Eastbound	RT	0.00	12	0	0.000	ICU:	0.763
	TH	1.00	80	1,600	0.127		
	LT	0.00	111	1,600	0.069 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	21	1,600	0.008	N-S(1):	0.187
	TH	1.00	400	1,600	0.250 *	N-S(2):	0.263 *
	LT	1.00	61	1,600	0.038	E-W(1):	0.158 *
Westbound	RT	1.00	240	1,600	0.112	E-W(2):	0.121
	TH	1.00	67	1,600	0.042		
	LT	1.00	153	1,600	0.096 *	V/C:	0.421
Northbound	RT	0.00	147	0	0.000	Lost Time:	0.100
	TH	2.00	329	3,200	0.149	ITS:	0.000
	LT	1.00	21	1,600	0.013 *		
Eastbound	RT	0.00	21	0	0.000	ICU:	0.521
	TH	1.00	63	1,600	0.062 *		
	LT	0.00	15	1,600	0.009	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	34	1,600	0.009	N-S(1):	0.355
	TH	1.00	663	1,600	0.414 *	N-S(2):	0.420 *
	LT	1.00	324	1,600	0.203	E-W(1):	0.165 *
Westbound	RT	1.00	314	1,600	0.000	E-W(2):	0.094
	TH	1.00	110	1,600	0.069		
	LT	1.00	156	1,600	0.098 *	V/C:	0.585
Northbound	RT	0.00	92	0	0.000	Lost Time:	0.100
	TH	2.00	394	3,200	0.152	ITS:	0.000
	LT	1.00	10	1,600	0.006 *		
Eastbound	RT	0.00	12	0	0.000	ICU:	0.685
	TH	1.00	55	1,600	0.067 *		
	LT	0.00	40	1,600	0.025	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 66 - INGELWOOD AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	160	1,600	0.081	N-S(1):	0.166
	TH	1.00	248	1,600	0.155 *	N-S(2):	0.293 *
	LT	1.00	85	1,600	0.053	E-W(1):	0.108
Westbound	RT	0.00	103	0	0.000	E-W(2):	0.258 *
	TH	3.00	954	4,800	0.220 *		
	LT	1.00	76	1,600	0.048	V/C:	0.551
Northbound	RT	1.00	94	1,600	0.035	Lost Time:	0.100
	TH	1.00	180	1,600	0.113	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	0.00	11	0	0.000	ICU:	0.651
	TH	3.00	275	4,800	0.060		
	LT	1.00	60	1,600	0.038 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	82	1,600	0.013	N-S(1):	0.341 *
	TH	1.00	402	1,600	0.251	N-S(2):	0.302
	LT	1.00	120	1,600	0.075 *	E-W(1):	0.207 *
Westbound	RT	0.00	205	1,600	0.128	E-W(2):	0.205
	TH	3.00	392	3,200	0.123		
	LT	1.00	156	1,600	0.098 *	V/C:	0.548
Northbound	RT	1.00	172	1,600	0.059	Lost Time:	0.100
	TH	1.00	425	1,600	0.266 *	ITS:	0.000
	LT	1.00	82	1,600	0.051		
Eastbound	RT	0.00	65	0	0.000	ICU:	0.648
	TH	3.00	456	4,800	0.109 *		
	LT	1.00	123	1,600	0.077	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	64	1,600	0.000	N-S(1):	0.387
	TH	1.00	927	1,600	0.579 *	N-S(2):	0.632 *
	LT	1.00	167	1,600	0.104	E-W(1):	0.441 *
Westbound	RT	0.00	186	0	0.000	E-W(2):	0.289
	TH	3.00	410	4,800	0.124		
	LT	1.00	145	1,600	0.091 *	V/C:	1.073
Northbound	RT	1.00	168	1,600	0.060	Lost Time:	0.100
	TH	1.00	452	1,600	0.283	ITS:	0.000
	LT	1.00	85	1,600	0.053 *		
Eastbound	RT	0.00	111	0	0.000	ICU:	1.173
	TH	3.00	1,571	4,800	0.350 *		
	LT	1.00	264	1,600	0.165	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 67 - LA CIENEGA BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : EBR, WBR,
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.72	311	2,754	0.063	N-S(1):	0.076
	TH	1.28	231	2,046	0.113 *	N-S(2):	0.146 *
	LT	2.00	33	2,880	0.011	E-W(1):	0.076
Westbound	RT	2.00	581	3,200	0.170 *	E-W(2):	0.270 *
	TH	3.00	613	4,800	0.128		
	LT	2.00	85	2,880	0.030	V/C:	0.416
Northbound	RT	1.18	124	1,896	0.051	Lost Time:	0.100
	TH	1.82	190	2,904	0.065	ITS:	0.000
	LT	2.00	96	2,880	0.033 *		
Eastbound	RT	2.00	194	3,200	0.027	ICU:	0.516
	TH	3.00	221	4,800	0.046		
	LT	2.00	287	2,880	0.100 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.85	252	2,957	0.060	N-S(1):	0.119
	TH	1.15	157	1,843	0.085 *	N-S(2):	0.125 *
	LT	2.00	154	2,880	0.053	E-W(1):	0.094
Westbound	RT	2.00	285	3,200	0.036	E-W(2):	0.121 *
	TH	3.00	337	4,800	0.070 *		
	LT	2.00	45	2,880	0.016	V/C:	0.246
Northbound	RT	1.18	125	1,893	0.058	Lost Time:	0.100
	TH	1.82	192	2,907	0.066	ITS:	0.000
	LT	2.00	114	2,880	0.040 *		
Eastbound	RT	2.00	164	3,200	0.012	ICU:	0.346
	TH	3.00	372	4,800	0.078		
	LT	2.00	146	2,880	0.051 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.22	334	1,950	0.132	N-S(1):	0.292 *
	TH	1.78	488	2,850	0.171	N-S(2):	0.199
	LT	2.00	384	2,880	0.133 *	E-W(1):	0.247 *
Westbound	RT	2.00	285	3,200	0.000	E-W(2):	0.140
	TH	3.00	298	4,800	0.062		
	LT	2.00	27	2,880	0.009 *	V/C:	0.539
Northbound	RT	2.00	525	3,200	0.159 *	Lost Time:	0.100
	TH	1.00	124	1,600	0.078	ITS:	0.000
	LT	2.00	80	2,880	0.028		
Eastbound	RT	2.00	243	3,200	0.048	ICU:	0.639
	TH	3.00	1,141	4,800	0.238 *		
	LT	2.00	224	2,880	0.078	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 68 - MAIN STREET & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : Y
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.309 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	0.00	0	0	0.000 *	E-W(1):	0.384 *
Westbound	RT	0.00	1	0	0.000	E-W(2):	0.214
	TH	2.00	684	3,200	0.214		
	LT	2.00	357	2,880	0.124 *	V/C:	0.693
Northbound	RT	1.00	594	1,600	0.309 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	287	2,880	0.100		
Eastbound	RT	1.00	121	1,600	0.076	ICU:	0.793
	TH	2.00	832	3,200	0.260 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	4	0	0.000	N-S(1):	0.111 *
	TH	1.00	0	1,600	0.003 *	N-S(2):	0.000
	LT	0.00	0	0	0.000	E-W(1):	0.335 *
Westbound	RT	0.00	3	0	0.000	E-W(2):	0.205
	TH	2.00	652	3,200	0.205		
	LT	2.00	457	2,880	0.159 *	V/C:	0.446
Northbound	RT	1.00	299	1,600	0.108 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	288	2,880	0.100		
Eastbound	RT	1.00	80	1,600	0.050	ICU:	0.546
	TH	2.00	564	3,200	0.176 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	3	0	0.000	N-S(1):	0.132 *
	TH	1.00	0	1,600	0.003 *	N-S(2):	0.000
	LT	0.00	1	1,600	0.001	E-W(1):	0.416 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.162
	TH	2.00	519	3,200	0.162		
	LT	2.00	560	2,880	0.194 *	V/C:	0.548
Northbound	RT	1.00	345	1,600	0.118	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	371	2,880	0.129 *		
Eastbound	RT	1.00	343	1,600	0.214	ICU:	0.648
	TH	2.00	709	3,200	0.222 *		
	LT	0.00	0	0	0.000	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 70 - PRAIRIE AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : SBR,
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	500	3,200	0.114	N-S(1):	0.127
	TH	2.00	445	3,200	0.139 *	N-S(2):	0.248 *
	LT	2.00	80	2,880	0.028	E-W(1):	0.154
Westbound	RT	0.00	84	0	0.000	E-W(2):	0.265 *
	TH	3.00	980	4,800	0.222 *		
	LT	1.00	140	1,600	0.088	V/C:	0.513
Northbound	RT	0.00	77	0	0.000	Lost Time:	0.100
	TH	3.00	396	4,800	0.099	ITS:	0.000
	LT	2.00	315	2,880	0.109 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.613
	TH	3.00	265	4,800	0.066		
	LT	1.00	68	1,600	0.043 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.32	366	2,105	0.105	N-S(1):	0.174
	TH	2.68	747	4,295	0.174 *	N-S(2):	0.271 *
	LT	2.00	139	2,880	0.048	E-W(1):	0.172
Westbound	RT	0.00	83	0	0.000	E-W(2):	0.214 *
	TH	3.00	611	4,800	0.145 *		
	LT	1.00	111	1,600	0.069	V/C:	0.485
Northbound	RT	0.00	154	0	0.000	Lost Time:	0.100
	TH	3.00	449	4,800	0.126	ITS:	0.000
	LT	2.00	279	2,880	0.097 *		
Eastbound	RT	0.00	64	0	0.000	ICU:	0.585
	TH	3.00	431	4,800	0.103		
	LT	1.00	110	1,600	0.069 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.24	417	1,987	0.107	N-S(1):	0.225
	TH	2.76	926	4,413	0.210 *	N-S(2):	0.302 *
	LT	2.00	184	2,880	0.064	E-W(1):	0.418 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.244
	TH	3.00	566	4,800	0.141		
	LT	1.00	184	1,600	0.115 *	V/C:	0.720
Northbound	RT	0.00	185	0	0.000	Lost Time:	0.100
	TH	3.00	589	4,800	0.161	ITS:	0.000
	LT	2.00	265	2,880	0.092 *		
Eastbound	RT	0.00	171	0	0.000	ICU:	0.820
	TH	3.00	1,281	4,800	0.303 *		
	LT	1.00	164	1,600	0.103	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 71 - SEPULVEDA BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	16	0	0.000	N-S(1):	0.459 *
	TH	4.00	2,258	6,400	0.355	N-S(2):	0.422
	LT	2.00	357	2,880	0.124 *	E-W(1):	0.152
Westbound	RT	1.00	424	1,600	0.141 *	E-W(2):	0.215 *
	TH	3.00	203	4,800	0.042		
	LT	2.00	215	2,880	0.075	V/C:	0.674
Northbound	RT	1.00	596	1,600	0.335 *	Lost Time:	0.100
	TH	3.00	1,482	4,800	0.309	ITS:	0.000
	LT	1.00	107	1,600	0.067		
Eastbound	RT	1.00	177	1,600	0.077	ICU:	0.774
	TH	3.00	260	4,800	0.054		
	LT	2.00	214	2,880	0.074 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.500 *
	TH	4.00	1,851	6,400	0.294	N-S(2):	0.389
	LT	2.00	247	2,880	0.086 *	E-W(1):	0.138
Westbound	RT	1.00	327	1,600	0.119 *	E-W(2):	0.170 *
	TH	3.00	260	4,800	0.054		
	LT	2.00	188	2,880	0.065	V/C:	0.670
Northbound	RT	1.00	715	1,600	0.414 *	Lost Time:	0.100
	TH	3.00	1,330	4,800	0.277	ITS:	0.000
	LT	1.00	152	1,600	0.095		
Eastbound	RT	1.00	192	1,600	0.073	ICU:	0.770
	TH	3.00	192	4,800	0.040		
	LT	2.00	146	2,880	0.051 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	28	0	0.000	N-S(1):	0.735 *
	TH	4.00	2,367	6,400	0.374	N-S(2):	0.480
	LT	2.00	438	2,880	0.152 *	E-W(1):	0.143
Westbound	RT	1.00	493	1,600	0.156 *	E-W(2):	0.224 *
	TH	3.00	301	4,800	0.063		
	LT	2.00	197	2,880	0.068	V/C:	0.959
Northbound	RT	1.00	988	1,600	0.583 *	Lost Time:	0.100
	TH	3.00	1,912	4,800	0.398	ITS:	0.000
	LT	1.00	169	1,600	0.106		
Eastbound	RT	1.00	155	1,600	0.044	ICU:	1.059
	TH	3.00	361	4,800	0.075		
	LT	2.00	195	2,880	0.068 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 73 - NASH STREET / WB I-105 RAMPS & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	556	1,600	0.348	N-S(1):	0.409 *
	TH	2.00	1,172	3,200	0.366 *	N-S(2):	0.000
	LT	1.00	447	1,600	0.279	E-W(1):	0.198 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.155
	TH	3.00	745	4,800	0.155		
	LT	2.00	201	2,880	0.070 *	V/C:	0.607
Northbound	RT	2.00	25	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	69	1,600	0.043 *		
Eastbound	RT	0.00	131	0	0.000	ICU:	0.707
	TH	3.00	484	4,800	0.128 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.15	186	1,841	0.101	N-S(1):	0.140 *
	TH	1.85	299	2,959	0.101 *	N-S(2):	0.000
	LT	1.00	129	1,600	0.081	E-W(1):	0.140 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.129
	TH	3.00	617	4,800	0.129		
	LT	2.00	59	2,880	0.020 *	V/C:	0.280
Northbound	RT	2.00	71	3,200	0.012	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	63	1,600	0.039 *		
Eastbound	RT	0.00	98	0	0.000	ICU:	0.380
	TH	3.00	480	4,800	0.120 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.32	179	2,118	0.085	N-S(1):	0.153 *
	TH	1.52	206	2,437	0.085	N-S(2):	0.000
	LT	1.15	156	1,661	0.094 *	E-W(1):	0.180 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.164
	TH	3.00	785	4,800	0.164		
	LT	2.00	48	2,880	0.017 *	V/C:	0.333
Northbound	RT	2.00	192	3,200	0.052	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	95	1,600	0.059 *		
Eastbound	RT	0.00	76	0	0.000	ICU:	0.433
	TH	3.00	705	4,800	0.163 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 75 - I-405 NB RAMPS E/O LA CIENEGA BLVD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR, WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.118
	TH	0.00	0	0	0.000 *	N-S(2):	0.132 *
	LT	0.00	0	0	0.000	E-W(1):	0.066
Westbound	RT	1.37	475	2,197	0.000	E-W(2):	0.216 *
	TH	2.63	909	4,203	0.216 *		
	LT	0.00	0	0	0.000	V/C:	0.348
Northbound	RT	0.21	39	329	0.118	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.79	340	2,584	0.132 *		
Eastbound	RT	1.00	76	1,600	0.000	ICU:	0.448
	TH	3.00	317	4,800	0.066		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.097
	TH	0.00	0	0	0.000 *	N-S(2):	0.107 *
	LT	0.00	0	0	0.000	E-W(1):	0.111 *
Westbound	RT	1.06	173	1,703	0.000	E-W(2):	0.102
	TH	2.94	477	4,697	0.102		
	LT	0.00	0	0	0.000 *	V/C:	0.218
Northbound	RT	0.60	93	963	0.097	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.40	216	2,013	0.107 *		
Eastbound	RT	1.00	120	1,600	0.000	ICU:	0.318
	TH	3.00	534	4,800	0.111 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.157 *
	TH	0.00	0	0	0.000	N-S(2):	0.109
	LT	0.00	0	0	0.000 *	E-W(1):	0.357 *
Westbound	RT	1.32	211	2,120	0.000	E-W(2):	0.100
	TH	2.68	426	4,280	0.100		
	LT	0.00	0	0	0.000 *	V/C:	0.514
Northbound	RT	1.00	251	1,600	0.157 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	174	1,600	0.109		
Eastbound	RT	1.00	234	1,600	0.000	ICU:	0.614
	TH	3.00	1,715	4,800	0.357 *		
	LT	0.00	0	0	0.000	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 76 - INGLEWOOD AVENUE & LENNOX BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	8	0	0.000	N-S(1):	0.217 *
	TH	1.00	223	1,600	0.144	N-S(2):	0.179
	LT	1.00	39	1,600	0.024 *	E-W(1):	0.104
Westbound	RT	0.00	38	0	0.000	E-W(2):	0.110 *
	TH	1.00	126	1,600	0.103 *		
	LT	1.00	42	1,600	0.026	V/C:	0.327
Northbound	RT	0.00	65	0	0.000	Lost Time:	0.100
	TH	1.00	243	1,600	0.193 *	ITS:	0.000
	LT	1.00	56	1,600	0.035		
Eastbound	RT	0.00	33	0	0.000	ICU:	0.427
	TH	1.00	91	1,600	0.078		
	LT	1.00	11	1,600	0.007 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	24	0	0.000	N-S(1):	0.291 *
	TH	1.00	238	1,600	0.164	N-S(2):	0.174
	LT	1.00	59	1,600	0.037 *	E-W(1):	0.109 *
Westbound	RT	0.00	41	0	0.000	E-W(2):	0.101
	TH	1.00	116	1,600	0.098		
	LT	1.00	50	1,600	0.031 *	V/C:	0.400
Northbound	RT	0.00	111	0	0.000	Lost Time:	0.100
	TH	1.00	295	1,600	0.254 *	ITS:	0.000
	LT	1.00	16	1,600	0.010		
Eastbound	RT	0.00	39	0	0.000	ICU:	0.500
	TH	1.00	85	1,600	0.078 *		
	LT	1.00	4	1,600	0.003	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	18	0	0.000	N-S(1):	0.336
	TH	1.00	468	1,600	0.304 *	N-S(2):	0.339 *
	LT	1.00	69	1,600	0.043	E-W(1):	0.277 *
Westbound	RT	0.00	32	0	0.000	E-W(2):	0.104
	TH	1.00	104	1,600	0.085		
	LT	1.00	88	1,600	0.055 *	V/C:	0.616
Northbound	RT	0.00	134	0	0.000	Lost Time:	0.100
	TH	1.00	335	1,600	0.293	ITS:	0.000
	LT	1.00	56	1,600	0.035 *		
Eastbound	RT	0.00	69	0	0.000	ICU:	0.716
	TH	1.00	286	1,600	0.222 *		
	LT	1.00	30	1,600	0.019	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 77 - INGELWOOD AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	112	1,600	0.057 *	N-S(1):	0.061
	TH	1.00	58	1,600	0.038	N-S(2):	0.070 *
	LT	0.00	3	1,600	0.002	E-W(1):	0.166
Westbound	RT	0.00	5	0	0.000	E-W(2):	0.352 *
	TH	2.00	1,034	3,200	0.325 *		
	LT	1.00	18	1,600	0.011	V/C:	0.422
Northbound	RT	1.00	74	1,600	0.041	Lost Time:	0.100
	TH	1.00	74	1,600	0.059	ITS:	0.000
	LT	0.00	21	1,600	0.013 *		
Eastbound	RT	1.00	37	1,600	0.017	ICU:	0.522
	TH	2.00	496	3,200	0.155		
	LT	1.00	43	1,600	0.027 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	93	1,600	0.038	N-S(1):	0.073
	TH	1.00	81	1,600	0.063 *	N-S(2):	0.088 *
	LT	0.00	20	1,600	0.013	E-W(1):	0.294
Westbound	RT	0.00	16	0	0.000	E-W(2):	0.297 *
	TH	2.00	810	3,200	0.258 *		
	LT	1.00	71	1,600	0.044	V/C:	0.385
Northbound	RT	1.00	57	1,600	0.013	Lost Time:	0.100
	TH	1.00	56	1,600	0.060	ITS:	0.000
	LT	0.00	40	1,600	0.025 *		
Eastbound	RT	1.00	70	1,600	0.031	ICU:	0.485
	TH	2.00	800	3,200	0.250		
	LT	1.00	63	1,600	0.039 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	83	1,600	0.031	N-S(1):	0.089
	TH	1.00	163	1,600	0.118 *	N-S(2):	0.144 *
	LT	0.00	26	1,600	0.016	E-W(1):	0.401 *
Westbound	RT	0.00	6	0	0.000	E-W(2):	0.277
	TH	2.00	747	3,200	0.235		
	LT	1.00	48	1,600	0.030 *	V/C:	0.545
Northbound	RT	1.00	39	1,600	0.009	Lost Time:	0.100
	TH	1.00	74	1,600	0.073	ITS:	0.000
	LT	0.00	42	1,600	0.026 *		
Eastbound	RT	1.00	93	1,600	0.045	ICU:	0.645
	TH	2.00	1,186	3,200	0.371 *		
	LT	1.00	67	1,600	0.042	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 85 - LA BREA AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	79	1,600	0.003	N-S(1):	0.261 *
	TH	2.00	447	3,200	0.140	N-S(2):	0.215
	LT	1.00	90	1,600	0.056 *	E-W(1):	0.123
Westbound	RT	1.00	183	1,600	0.086	E-W(2):	0.330 *
	TH	2.00	758	3,200	0.237 *		
	LT	1.00	25	1,600	0.016	V/C:	0.591
Northbound	RT	0.00	19	0	0.000	Lost Time:	0.100
	TH	2.00	638	3,200	0.205 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	52	1,600	0.000	ICU:	0.691
	TH	2.00	341	3,200	0.107		
	LT	1.00	148	1,600	0.093 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	139	1,600	0.040	N-S(1):	0.306 *
	TH	2.00	579	3,200	0.181	N-S(2):	0.256
	LT	1.00	192	1,600	0.120 *	E-W(1):	0.158
Westbound	RT	1.00	193	1,600	0.061	E-W(2):	0.289 *
	TH	2.00	625	3,200	0.195 *		
	LT	1.00	44	1,600	0.028	V/C:	0.595
Northbound	RT	0.00	19	0	0.000	Lost Time:	0.100
	TH	2.00	575	3,200	0.186 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	52	1,600	0.000	ICU:	0.695
	TH	2.00	417	3,200	0.130		
	LT	1.00	151	1,600	0.094 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	65	1,600	0.000	N-S(1):	0.317
	TH	2.00	856	3,200	0.268 *	N-S(2):	0.331 *
	LT	1.00	219	1,600	0.137	E-W(1):	0.308 *
Westbound	RT	1.00	150	1,600	0.025	E-W(2):	0.264
	TH	2.00	560	3,200	0.175		
	LT	1.00	53	1,600	0.033 *	V/C:	0.639
Northbound	RT	0.00	37	0	0.000	Lost Time:	0.100
	TH	2.00	539	3,200	0.180	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	1.00	80	1,600	0.019	ICU:	0.739
	TH	2.00	880	3,200	0.275 *		
	LT	1.00	142	1,600	0.089	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 87 - LA BREA AVENUE & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	202	1,600	0.012	N-S(1):	0.192
	TH	2.00	521	3,200	0.163 *	N-S(2):	0.222 *
	LT	1.00	16	1,600	0.010	E-W(1):	0.241
Westbound	RT	0.00	32	0	0.000	E-W(2):	0.428 *
	TH	3.00	1,476	4,800	0.314 *		
	LT	1.00	110	1,600	0.069	V/C:	0.650
Northbound	RT	0.00	62	0	0.000	Lost Time:	0.100
	TH	3.00	811	4,800	0.182	ITS:	0.000
	LT	1.00	94	1,600	0.059 *		
Eastbound	RT	0.00	64	0	0.000	ICU:	0.750
	TH	3.00	760	4,800	0.172		
	LT	1.00	183	1,600	0.114 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	141	1,600	0.000	N-S(1):	0.150
	TH	2.00	490	3,200	0.153 *	N-S(2):	0.217 *
	LT	1.00	28	1,600	0.018	E-W(1):	0.302
Westbound	RT	0.00	32	0	0.000	E-W(2):	0.310 *
	TH	3.00	946	4,800	0.204 *		
	LT	1.00	135	1,600	0.084	V/C:	0.527
Northbound	RT	0.00	99	0	0.000	Lost Time:	0.100
	TH	3.00	536	4,800	0.132	ITS:	0.000
	LT	1.00	103	1,600	0.064 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.627
	TH	3.00	966	4,800	0.218		
	LT	1.00	170	1,600	0.106 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	168	1,600	0.000	N-S(1):	0.229
	TH	2.00	835	3,200	0.261 *	N-S(2):	0.300 *
	LT	1.00	41	1,600	0.026	E-W(1):	0.512 *
Westbound	RT	0.00	36	0	0.000	E-W(2):	0.345
	TH	3.00	1,022	4,800	0.220		
	LT	1.00	143	1,600	0.089 *	V/C:	0.812
Northbound	RT	0.00	121	0	0.000	Lost Time:	0.100
	TH	3.00	853	4,800	0.203	ITS:	0.000
	LT	1.00	62	1,600	0.039 *		
Eastbound	RT	0.00	81	0	0.000	ICU:	0.912
	TH	3.00	1,947	4,800	0.423 *		
	LT	1.00	200	1,600	0.125	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 88 - LA CIENEGA BOULEVARD & LA TIJERA BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	913	1,600	0.571 *	N-S(1):	0.520
	TH	3.00	2,178	4,800	0.454	N-S(2):	0.571 *
	LT	0.00	0	0	0.000	E-W(1):	0.075
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.182 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.753
Northbound	RT	0.00	83	0	0.000	Lost Time:	0.100
	TH	3.00	2,411	4,800	0.520	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	9	0	0.000	ICU:	0.853
	TH	1.00	111	1,600	0.075		
	LT	3.00	785	4,320	0.182 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	813	1,600	0.508 *	N-S(1):	0.288
	TH	3.00	1,413	4,800	0.294	N-S(2):	0.508 *
	LT	0.00	0	0	0.000	E-W(1):	0.093
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.171 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.679
Northbound	RT	0.00	107	0	0.000	Lost Time:	0.100
	TH	3.00	1,275	4,800	0.288	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.779
	TH	1.00	128	1,600	0.093		
	LT	3.00	739	4,320	0.171 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	955	1,600	0.597 *	N-S(1):	0.411
	TH	3.00	2,244	4,800	0.468	N-S(2):	0.597 *
	LT	0.00	0	0	0.000	E-W(1):	0.174
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.256 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.853
Northbound	RT	0.00	209	0	0.000	Lost Time:	0.100
	TH	3.00	1,764	4,800	0.411	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	41	0	0.000	ICU:	0.953
	TH	1.00	238	1,600	0.174		
	LT	3.00	1,105	4,320	0.256 *	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 89 - LA CIENEGA BOULEVARD & LENNOX BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.249 *
	TH	3.00	476	4,800	0.099	N-S(2):	0.099
	LT	1.00	45	1,600	0.028 *	E-W(1):	0.061
Westbound	RT	1.00	144	1,600	0.076 *	E-W(2):	0.076 *
	TH	1.00	0	1,600	0.000		
	LT	1.00	98	1,600	0.061	V/C:	0.325
Northbound	RT	0.00	56	0	0.000	Lost Time:	0.100
	TH	2.00	650	3,200	0.221 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.425
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.223 *
	TH	3.00	450	4,800	0.094	N-S(2):	0.094
	LT	1.00	66	1,600	0.041 *	E-W(1):	0.046 *
Westbound	RT	1.00	63	1,600	0.019	E-W(2):	0.019
	TH	1.00	0	1,600	0.000		
	LT	1.00	74	1,600	0.046 *	V/C:	0.269
Northbound	RT	0.00	63	0	0.000	Lost Time:	0.100
	TH	2.00	519	3,200	0.182 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.369
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.334 *
	TH	3.00	834	4,800	0.174	N-S(2):	0.174
	LT	1.00	230	1,600	0.144 *	E-W(1):	0.030 *
Westbound	RT	1.00	48	1,600	0.000	E-W(2):	0.000
	TH	1.00	0	1,600	0.000		
	LT	1.00	48	1,600	0.030 *	V/C:	0.364
Northbound	RT	0.00	153	0	0.000	Lost Time:	0.100
	TH	2.00	456	3,200	0.190 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.464
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 90 - LA CIENEGA BOULEVARD & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	107	0	0.000	N-S(1):	0.266 *
	TH	2.97	440	4,750	0.115	N-S(2):	0.000
	LT	1.03	190	1,485	0.128 *	E-W(1):	0.249 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.197
	TH	3.00	650	4,800	0.158		
	LT	2.00	480	2,880	0.167 *	V/C:	0.515
Northbound	RT	0.00	204	0	0.000	Lost Time:	0.100
	TH	2.00	237	3,200	0.138 *	ITS:	0.000
	LT	1.00	54	1,600	0.034		
Eastbound	RT	0.00	48	0	0.000	ICU:	0.615
	TH	3.00	347	4,800	0.082 *		
	LT	1.00	62	1,600	0.039	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	109	0	0.000	N-S(1):	0.274 *
	TH	2.74	476	4,384	0.133	N-S(2):	0.000
	LT	1.26	269	1,814	0.148 *	E-W(1):	0.301 *
Westbound	RT	0.00	126	0	0.000	E-W(2):	0.233
	TH	3.00	662	4,800	0.164		
	LT	2.00	389	2,880	0.135 *	V/C:	0.575
Northbound	RT	0.00	133	0	0.000	Lost Time:	0.100
	TH	2.00	269	3,200	0.126 *	ITS:	0.000
	LT	1.00	54	1,600	0.034		
Eastbound	RT	0.00	84	0	0.000	ICU:	0.675
	TH	3.00	715	4,800	0.166 *		
	LT	1.00	111	1,600	0.069	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	44	0	0.000	N-S(1):	0.364 *
	TH	2.22	637	3,552	0.192	N-S(2):	0.000
	LT	1.78	546	2,563	0.213 *	E-W(1):	0.302 *
Westbound	RT	0.00	92	0	0.000	E-W(2):	0.174
	TH	3.00	448	4,800	0.113		
	LT	2.00	292	2,880	0.101 *	V/C:	0.666
Northbound	RT	0.00	105	0	0.000	Lost Time:	0.100
	TH	2.00	379	3,200	0.151 *	ITS:	0.000
	LT	1.00	42	1,600	0.026		
Eastbound	RT	0.00	76	0	0.000	ICU:	0.766
	TH	3.00	887	4,800	0.201 *		
	LT	1.00	98	1,600	0.061	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 91 - LA CIENEGA BOULEVARD NB RAMPS & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.153
	TH	0.00	0	0	0.000 *	N-S(2):	0.170 *
	LT	0.00	0	0	0.000	E-W(1):	0.179
Westbound	RT	1.00	129	1,600	0.081	E-W(2):	0.388 *
	TH	4.00	1,753	6,400	0.274 *		
	LT	0.00	0	0	0.000	V/C:	0.558
Northbound	RT	0.00	152	0	0.000	Lost Time:	0.100
	TH	0.62	0	991	0.153	ITS:	0.000
	LT	1.38	339	1,988	0.170 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.658
	TH	3.00	860	4,800	0.179		
	LT	2.00	328	2,880	0.114 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.138 *
	TH	0.00	0	0	0.000	N-S(2):	0.081
	LT	0.00	0	0	0.000 *	E-W(1):	0.217
Westbound	RT	1.00	139	1,600	0.087	E-W(2):	0.281 *
	TH	4.00	1,136	6,400	0.178 *		
	LT	0.00	0	0	0.000	V/C:	0.419
Northbound	RT	0.00	220	0	0.000	Lost Time:	0.100
	TH	1.00	0	1,600	0.138 *	ITS:	0.000
	LT	1.00	129	1,600	0.081		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.519
	TH	3.00	1,042	4,800	0.217		
	LT	2.00	297	2,880	0.103 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.124 *
	TH	0.00	0	0	0.000	N-S(2):	0.083
	LT	0.00	0	0	0.000 *	E-W(1):	0.381
Westbound	RT	1.00	110	1,600	0.069	E-W(2):	0.412 *
	TH	4.00	1,232	6,400	0.193 *		
	LT	0.00	0	0	0.000	V/C:	0.536
Northbound	RT	0.00	198	0	0.000	Lost Time:	0.100
	TH	1.00	0	1,600	0.124 *	ITS:	0.000
	LT	1.00	133	1,600	0.083		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.636
	TH	3.00	1,831	4,800	0.381		
	LT	2.00	630	2,880	0.219 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 92 - LA CIENEGA BOULEVARD SB RAMPS & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.79	596	2,859	0.208	N-S(1):	0.044
	TH	0.21	0	341	0.208 *	N-S(2):	0.208 *
	LT	0.00	71	1,600	0.044	E-W(1):	0.266
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.398 *
	TH	3.00	1,910	4,800	0.398 *		
	LT	1.00	182	1,600	0.114	V/C:	0.606
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	101	0	0.000	ICU:	0.706
	TH	5.00	1,117	8,000	0.152		
	LT	0.00	0	0	0.000 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.64	439	2,631	0.167	N-S(1):	0.059
	TH	0.36	0	569	0.167 *	N-S(2):	0.167 *
	LT	0.00	95	1,600	0.059	E-W(1):	0.349 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.205
	TH	3.00	985	4,800	0.205		
	LT	1.00	280	1,600	0.175 *	V/C:	0.516
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	145	0	0.000	ICU:	0.616
	TH	5.00	1,247	8,000	0.174 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.54	569	2,457	0.232	N-S(1):	0.108
	TH	0.46	0	743	0.232 *	N-S(2):	0.232 *
	LT	0.00	172	1,600	0.108	E-W(1):	0.456 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.235
	TH	3.00	1,126	4,800	0.235		
	LT	1.00	244	1,600	0.153 *	V/C:	0.688
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	133	0	0.000	ICU:	0.788
	TH	5.00	2,289	8,000	0.303 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 93 - LA CIENEGA BOULEVARD & STOCKER STREET
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements: NBR, WBR, SBT

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.653 *
	TH	2.00	2,169	3,200	0.000	N-S(2):	0.000
	LT	1.00	116	1,600	0.073 *	E-W(1):	0.459 *
Westbound	RT	1.00	120	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	1,323	2,880	0.459 *	V/C:	1.112
Northbound	RT	1.00	790	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,783	4,800	0.580 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.212
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.470 *
	TH	2.00	1,543	3,200	0.000	N-S(2):	0.000
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.223 *
Westbound	RT	1.00	67	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	643	2,880	0.223 *	V/C:	0.693
Northbound	RT	1.00	695	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,748	4,800	0.364 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.793
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.712 *
	TH	2.00	2,600	3,200	0.000	N-S(2):	0.000
	LT	1.00	286	1,600	0.179 *	E-W(1):	0.316 *
Westbound	RT	1.00	84	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	911	2,880	0.316 *	V/C:	1.028
Northbound	RT	1.00	1,306	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,560	4,800	0.533 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.128
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 94 - LA CIENEGA BOULEVARD & 111TH STREET
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	97	0	0.000	N-S(1):	0.216
	TH	3.00	404	4,800	0.104 *	N-S(2):	0.299 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.031 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.330
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	692	3,200	0.216	ITS:	0.000
	LT	1.00	312	1,600	0.195 *		
Eastbound	RT	1.00	70	1,600	0.000	ICU:	0.430
	TH	0.00	0	0	0.000		
	LT	2.00	89	2,880	0.031 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	177	0	0.000	N-S(1):	0.131
	TH	3.00	381	4,800	0.116 *	N-S(2):	0.262 *
	LT	0.00	0	0	0.000	E-W(1):	0.063
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.065 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.327
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	420	3,200	0.131	ITS:	0.000
	LT	1.00	234	1,600	0.146 *		
Eastbound	RT	1.00	218	1,600	0.063	ICU:	0.427
	TH	0.00	0	0	0.000		
	LT	2.00	186	2,880	0.065 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	91	0	0.000	N-S(1):	0.145
	TH	3.00	771	4,800	0.180 *	N-S(2):	0.324 *
	LT	0.00	0	0	0.000	E-W(1):	0.136 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.063
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.460
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	465	3,200	0.145	ITS:	0.000
	LT	1.00	230	1,600	0.144 *		
Eastbound	RT	1.00	332	1,600	0.136 *	ICU:	0.560
	TH	0.00	0	0	0.000		
	LT	2.00	181	2,880	0.063	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 95 - LA CIENEGA BOULEVARD & WEST 120TH STREET
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	101	1,600	0.049 *	N-S(1):	0.080
	TH	2.00	112	3,200	0.035	N-S(2):	0.092 *
	LT	1.00	45	1,600	0.028	E-W(1):	0.100
Westbound	RT	0.00	174	0	0.000	E-W(2):	0.181 *
	TH	2.00	314	3,200	0.153 *		
	LT	1.00	105	1,600	0.066	V/C:	0.273
Northbound	RT	1.00	26	1,600	0.000	Lost Time:	0.100
	TH	2.00	166	3,200	0.052	ITS:	0.000
	LT	1.00	69	1,600	0.043 *		
Eastbound	RT	0.00	44	0	0.000	ICU:	0.373
	TH	2.00	65	3,200	0.034		
	LT	1.00	44	1,600	0.028 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	48	1,600	0.017	N-S(1):	0.091
	TH	2.00	236	3,200	0.074 *	N-S(2):	0.094 *
	LT	1.00	88	1,600	0.055	E-W(1):	0.080
Westbound	RT	0.00	49	0	0.000	E-W(2):	0.088 *
	TH	2.00	150	3,200	0.062 *		
	LT	1.00	55	1,600	0.034	V/C:	0.182
Northbound	RT	1.00	76	1,600	0.030	Lost Time:	0.100
	TH	2.00	116	3,200	0.036	ITS:	0.000
	LT	1.00	32	1,600	0.020 *		
Eastbound	RT	0.00	27	0	0.000	ICU:	0.282
	TH	2.00	119	3,200	0.046		
	LT	1.00	42	1,600	0.026 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	98	1,600	0.042	N-S(1):	0.418 *
	TH	2.00	698	3,200	0.218	N-S(2):	0.241
	LT	1.00	540	1,600	0.338 *	E-W(1):	0.178 *
Westbound	RT	0.00	48	0	0.000	E-W(2):	0.106
	TH	2.00	166	3,200	0.067		
	LT	1.00	54	1,600	0.034 *	V/C:	0.596
Northbound	RT	1.00	155	1,600	0.080 *	Lost Time:	0.100
	TH	2.00	124	3,200	0.039	ITS:	0.000
	LT	1.00	36	1,600	0.023		
Eastbound	RT	0.00	73	0	0.000	ICU:	0.696
	TH	2.00	388	3,200	0.144 *		
	LT	1.00	62	1,600	0.039	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 96 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O CENTURY)
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : NBR,
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.309 *
	TH	2.00	340	3,200	0.106	N-S(2):	0.106
	LT	1.00	113	1,600	0.071 *	E-W(1):	0.305 *
Westbound	RT	0.15	66	240	0.239	E-W(2):	0.239
	TH	0.00	0	0	0.000		
	LT	1.85	813	2,664	0.305 *	V/C:	0.614
Northbound	RT	1.00	135	1,600	0.084	Lost Time:	0.100
	TH	2.00	763	3,200	0.238 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.714
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.216 *
	TH	2.00	519	3,200	0.162	N-S(2):	0.162
	LT	1.00	53	1,600	0.033 *	E-W(1):	0.300 *
Westbound	RT	0.19	84	311	0.253	E-W(2):	0.253
	TH	0.00	0	0	0.000		
	LT	1.81	779	2,600	0.300 *	V/C:	0.516
Northbound	RT	1.00	122	1,600	0.076	Lost Time:	0.100
	TH	2.00	585	3,200	0.183 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.616
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.271 *
	TH	2.00	761	3,200	0.238	N-S(2):	0.238
	LT	1.00	141	1,600	0.088 *	E-W(1):	0.270 *
Westbound	RT	0.43	166	684	0.199	E-W(2):	0.199
	TH	0.00	0	0	0.000		
	LT	1.57	611	2,265	0.270 *	V/C:	0.541
Northbound	RT	1.00	142	1,600	0.089	Lost Time:	0.100
	TH	2.00	586	3,200	0.183 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.641
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 97 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (S/O CENTURY)
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	SBT		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.316 *
	TH	2.00	538	3,200	0.000	N-S(2):	0.000
	LT	2.00	454	2,880	0.158 *	E-W(1):	0.000
Westbound	RT	2.00	126	3,200	0.039 *	E-W(2):	0.039 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.355
Northbound	RT	0.00	32	0	0.000	Lost Time:	0.100
	TH	2.00	472	3,200	0.158 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.455
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.365 *
	TH	2.00	430	3,200	0.000	N-S(2):	0.000
	LT	2.00	561	2,880	0.195 *	E-W(1):	0.000
Westbound	RT	2.00	184	3,200	0.058 *	E-W(2):	0.058 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.423
Northbound	RT	0.00	34	0	0.000	Lost Time:	0.100
	TH	2.00	511	3,200	0.170 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.523
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.361 *
	TH	2.00	827	3,200	0.000	N-S(2):	0.000
	LT	2.00	505	2,880	0.175 *	E-W(1):	0.000
Westbound	RT	2.00	356	3,200	0.111 *	E-W(2):	0.111 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.472
Northbound	RT	0.00	31	0	0.000	Lost Time:	0.100
	TH	2.00	565	3,200	0.186 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.572
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 98 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O IMPERIAL HWY)
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.331 *
	TH	3.00	380	4,800	0.079	N-S(2):	0.079
	LT	1.00	80	1,600	0.050 *	E-W(1):	0.070 *
Westbound	RT	1.00	80	1,600	0.025	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	203	2,880	0.070 *	V/C:	0.401
Northbound	RT	1.00	105	1,600	0.066	Lost Time:	0.100
	TH	2.00	900	3,200	0.281 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.501
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.254 *
	TH	3.00	494	4,800	0.103	N-S(2):	0.103
	LT	1.00	149	1,600	0.093 *	E-W(1):	0.036 *
Westbound	RT	1.00	85	1,600	0.007	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	105	2,880	0.036 *	V/C:	0.290
Northbound	RT	1.00	79	1,600	0.049	Lost Time:	0.100
	TH	2.00	515	3,200	0.161 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.390
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.266 *
	TH	3.00	947	4,800	0.197	N-S(2):	0.197
	LT	1.00	124	1,600	0.078 *	E-W(1):	0.044 *
Westbound	RT	1.00	76	1,600	0.009	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	127	2,880	0.044 *	V/C:	0.310
Northbound	RT	1.00	51	1,600	0.032	Lost Time:	0.100
	TH	2.00	601	3,200	0.188 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.410
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 107 - LINCOLN BOULEVARD & MINDANAO WAY
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	35	0	0.000	N-S(1):	0.375 *
	TH	3.00	1,082	4,800	0.233	N-S(2):	0.304
	LT	1.00	123	1,600	0.077 *	E-W(1):	0.249 *
Westbound	RT	0.00	64	0	0.000	E-W(2):	0.155
	TH	2.00	432	3,200	0.155		
	LT	2.00	230	2,880	0.080 *	V/C:	0.624
Northbound	RT	1.00	321	1,600	0.121	Lost Time:	0.100
	TH	3.00	1,429	4,800	0.298 *	ITS:	0.000
	LT	1.00	113	1,600	0.071		
Eastbound	RT	0.00	42	0	0.000	ICU:	0.724
	TH	2.00	500	3,200	0.169 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.388 *
	TH	3.00	1,031	4,800	0.234	N-S(2):	0.279
	LT	1.00	160	1,600	0.100 *	E-W(1):	0.303 *
Westbound	RT	0.00	62	0	0.000	E-W(2):	0.183
	TH	2.00	510	3,200	0.179		
	LT	2.00	331	2,880	0.115 *	V/C:	0.691
Northbound	RT	1.00	274	1,600	0.056	Lost Time:	0.100
	TH	3.00	1,383	4,800	0.288 *	ITS:	0.000
	LT	1.00	72	1,600	0.045		
Eastbound	RT	0.00	102	0	0.000	ICU:	0.791
	TH	2.00	494	3,200	0.188 *		
	LT	0.00	7	1,600	0.004	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	85	0	0.000	N-S(1):	0.432 *
	TH	3.00	1,453	4,800	0.320	N-S(2):	0.378
	LT	1.00	200	1,600	0.125 *	E-W(1):	0.322 *
Westbound	RT	0.00	68	0	0.000	E-W(2):	0.222
	TH	2.00	633	3,200	0.219		
	LT	2.00	384	2,880	0.133 *	V/C:	0.754
Northbound	RT	1.00	281	1,600	0.042	Lost Time:	0.100
	TH	3.00	1,472	4,800	0.307 *	ITS:	0.000
	LT	1.00	92	1,600	0.058		
Eastbound	RT	0.00	118	0	0.000	ICU:	0.854
	TH	2.00	483	3,200	0.189 *		
	LT	0.00	5	1,600	0.003	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 115 - ASH AVENUE & MANCHESTER AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	139	0	0.000	N-S(1):	0.210
	TH	1.00	0	1,600	0.093 *	N-S(2):	0.320 *
	LT	0.00	9	1,600	0.006	E-W(1):	0.153
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.277 *
	TH	3.00	1,304	4,800	0.274 *		
	LT	0.00	0	0	0.000	V/C:	0.597
Northbound	RT	1.00	214	1,600	0.134	Lost Time:	0.100
	TH	0.59	194	951	0.204	ITS:	0.000
	LT	1.41	459	2,024	0.227 *		
Eastbound	RT	1.00	237	1,600	0.000	ICU:	0.697
	TH	2.00	488	3,200	0.153		
	LT	1.00	5	1,600	0.003 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	79	0	0.000	N-S(1):	0.223
	TH	1.00	0	1,600	0.056 *	N-S(2):	0.297 *
	LT	0.00	10	1,600	0.006	E-W(1):	0.210
Westbound	RT	0.00	23	0	0.000	E-W(2):	0.212 *
	TH	3.00	936	4,800	0.200 *		
	LT	0.00	0	0	0.000	V/C:	0.509
Northbound	RT	1.00	262	1,600	0.164	Lost Time:	0.100
	TH	0.57	197	908	0.217	ITS:	0.000
	LT	1.43	497	2,062	0.241 *		
Eastbound	RT	1.00	295	1,600	0.000	ICU:	0.609
	TH	2.00	672	3,200	0.210		
	LT	1.00	19	1,600	0.012 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	78	0	0.000	N-S(1):	0.224
	TH	1.00	0	1,600	0.061 *	N-S(2):	0.296 *
	LT	0.00	20	1,600	0.013	E-W(1):	0.384 *
Westbound	RT	0.00	9	0	0.000	E-W(2):	0.203
	TH	3.00	919	4,800	0.193		
	LT	0.00	0	0	0.000 *	V/C:	0.680
Northbound	RT	1.27	428	2,026	0.211	Lost Time:	0.100
	TH	0.60	204	966	0.211	ITS:	0.000
	LT	1.13	382	1,627	0.235 *		
Eastbound	RT	1.00	251	1,600	0.000	ICU:	0.780
	TH	2.00	1,230	3,200	0.384 *		
	LT	1.00	16	1,600	0.010	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 116 - NASH STREET & MARIPOSA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	312	0	0.000	N-S(1):	0.082
	TH	2.00	733	3,200	0.327 *	N-S(2):	0.345 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.051
Westbound	RT	0.00	27	0	0.000	E-W(2):	0.128 *
	TH	2.00	203	3,200	0.072 *		
	LT	1.00	28	1,600	0.018	V/C:	0.473
Northbound	RT	0.00	18	0	0.000	Lost Time:	0.100
	TH	2.00	124	3,200	0.044	ITS:	0.000
	LT	1.00	28	1,600	0.018 *		
Eastbound	RT	1.00	52	1,600	0.024	ICU:	0.573
	TH	2.00	106	3,200	0.033		
	LT	1.00	89	1,600	0.056 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	78	0	0.000	N-S(1):	0.081
	TH	2.00	253	3,200	0.103 *	N-S(2):	0.117 *
	LT	1.00	22	1,600	0.014	E-W(1):	0.071
Westbound	RT	0.00	2	0	0.000	E-W(2):	0.095 *
	TH	2.00	130	3,200	0.041 *		
	LT	1.00	12	1,600	0.008	V/C:	0.212
Northbound	RT	0.00	22	0	0.000	Lost Time:	0.100
	TH	2.00	192	3,200	0.067	ITS:	0.000
	LT	1.00	23	1,600	0.014 *		
Eastbound	RT	1.00	75	1,600	0.040	ICU:	0.312
	TH	2.00	200	3,200	0.063		
	LT	1.00	86	1,600	0.054 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	55	0	0.000	N-S(1):	0.171 *
	TH	2.00	376	3,200	0.135	N-S(2):	0.160
	LT	1.00	39	1,600	0.024 *	E-W(1):	0.089
Westbound	RT	0.00	4	0	0.000	E-W(2):	0.162 *
	TH	2.00	126	3,200	0.041 *		
	LT	1.00	8	1,600	0.005	V/C:	0.333
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	2.00	401	3,200	0.147 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	1.00	68	1,600	0.030	ICU:	0.433
	TH	2.00	269	3,200	0.084		
	LT	1.00	194	1,600	0.121 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 117 - SEPULVEDA BOULEVARD & MARIPOSA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	68	0	0.000	N-S(1):	0.473 *
	TH	4.00	1,801	6,400	0.292	N-S(2):	0.330
	LT	2.00	345	2,880	0.120 *	E-W(1):	0.140 *
Westbound	RT	1.00	54	1,600	0.000	E-W(2):	0.099
	TH	1.00	64	1,600	0.040		
	LT	1.00	58	1,600	0.036 *	V/C:	0.613
Northbound	RT	1.00	130	1,600	0.063	Lost Time:	0.100
	TH	4.00	2,262	6,400	0.353 *	ITS:	0.000
	LT	1.00	60	1,600	0.038		
Eastbound	RT	0.00	46	0	0.000	ICU:	0.713
	TH	1.00	121	1,600	0.104 *		
	LT	1.00	94	1,600	0.059	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	66	0	0.000	N-S(1):	0.355 *
	TH	4.00	1,695	6,400	0.275	N-S(2):	0.331
	LT	2.00	224	2,880	0.078 *	E-W(1):	0.197 *
Westbound	RT	1.00	136	1,600	0.046	E-W(2):	0.152
	TH	1.00	130	1,600	0.081		
	LT	1.00	135	1,600	0.084 *	V/C:	0.552
Northbound	RT	1.00	112	1,600	0.028	Lost Time:	0.100
	TH	4.00	1,772	6,400	0.277 *	ITS:	0.000
	LT	1.00	90	1,600	0.056		
Eastbound	RT	0.00	43	0	0.000	ICU:	0.652
	TH	1.00	137	1,600	0.113 *		
	LT	1.00	113	1,600	0.071	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	105	0	0.000	N-S(1):	0.424
	TH	4.00	2,300	6,400	0.376 *	N-S(2):	0.460 *
	LT	2.00	179	2,880	0.062	E-W(1):	0.201 *
Westbound	RT	1.00	237	1,600	0.117	E-W(2):	0.193
	TH	1.00	185	1,600	0.116		
	LT	1.00	155	1,600	0.097 *	V/C:	0.661
Northbound	RT	1.00	123	1,600	0.028	Lost Time:	0.100
	TH	4.00	2,317	6,400	0.362	ITS:	0.000
	LT	1.00	135	1,600	0.084 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.761
	TH	1.00	117	1,600	0.104 *		
	LT	1.00	122	1,600	0.076	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 119 - OCEAN AVENUE / VIA MARINA & WASHINGTON BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	8	0	0.000	N-S(1):	0.301 *
	TH	1.00	136	1,600	0.090 *	N-S(2):	0.000
	LT	1.00	38	1,600	0.024	E-W(1):	0.239 *
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.165
	TH	2.00	377	3,200	0.133		
	LT	1.00	127	1,600	0.079 *	V/C:	0.540
Northbound	RT	1.00	281	1,600	0.136	Lost Time:	0.100
	TH	1.00	338	1,600	0.211 *	ITS:	0.000
	LT	2.00	390	2,880	0.135		
Eastbound	RT	1.00	200	1,600	0.057	ICU:	0.640
	TH	2.00	512	3,200	0.160 *		
	LT	1.00	51	1,600	0.032	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	38	0	0.000	N-S(1):	0.237 *
	TH	1.00	143	1,600	0.113 *	N-S(2):	0.000
	LT	1.00	80	1,600	0.050	E-W(1):	0.241 *
Westbound	RT	0.00	44	0	0.000	E-W(2):	0.198
	TH	2.00	506	3,200	0.172		
	LT	1.00	164	1,600	0.103 *	V/C:	0.478
Northbound	RT	1.00	193	1,600	0.069	Lost Time:	0.100
	TH	1.00	199	1,600	0.124 *	ITS:	0.000
	LT	2.00	249	2,880	0.086		
Eastbound	RT	1.00	171	1,600	0.064	ICU:	0.578
	TH	2.00	441	3,200	0.138 *		
	LT	1.00	41	1,600	0.026	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	37	0	0.000	N-S(1):	0.438 *
	TH	1.00	438	1,600	0.297 *	N-S(2):	0.000
	LT	1.00	124	1,600	0.078	E-W(1):	0.259 *
Westbound	RT	0.00	42	0	0.000	E-W(2):	0.237
	TH	2.00	657	3,200	0.218		
	LT	1.00	153	1,600	0.096 *	V/C:	0.697
Northbound	RT	1.00	185	1,600	0.068	Lost Time:	0.100
	TH	1.00	225	1,600	0.141 *	ITS:	0.000
	LT	2.00	398	2,880	0.138		
Eastbound	RT	1.00	297	1,600	0.117	ICU:	0.797
	TH	2.00	523	3,200	0.163 *		
	LT	1.00	31	1,600	0.019	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 120 - OVERHILL DRIVE & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	69	1,600	0.021	N-S(1):	0.159 *
	TH	2.00	121	3,200	0.038	N-S(2):	0.078
	LT	1.00	99	1,600	0.062 *	E-W(1):	0.197
Westbound	RT	0.00	74	0	0.000	E-W(2):	0.381 *
	TH	3.00	1,538	4,800	0.336 *		
	LT	1.00	58	1,600	0.036	V/C:	0.540
Northbound	RT	0.00	136	0	0.000	Lost Time:	0.100
	TH	2.00	175	3,200	0.097 *	ITS:	0.000
	LT	1.00	64	1,600	0.040		
Eastbound	RT	0.00	18	0	0.000	ICU:	0.640
	TH	3.00	754	4,800	0.161		
	LT	1.00	72	1,600	0.045 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	83	1,600	0.027	N-S(1):	0.132 *
	TH	2.00	103	3,200	0.032	N-S(2):	0.065
	LT	1.00	113	1,600	0.071 *	E-W(1):	0.305 *
Westbound	RT	0.00	64	0	0.000	E-W(2):	0.256
	TH	3.00	918	4,800	0.205		
	LT	1.00	114	1,600	0.071 *	V/C:	0.437
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	2.00	106	3,200	0.061 *	ITS:	0.000
	LT	1.00	53	1,600	0.033		
Eastbound	RT	0.00	35	0	0.000	ICU:	0.537
	TH	3.00	1,088	4,800	0.234 *		
	LT	1.00	81	1,600	0.051	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	108	1,600	0.016	N-S(1):	0.297 *
	TH	2.00	359	3,200	0.112	N-S(2):	0.168
	LT	1.00	265	1,600	0.166 *	E-W(1):	0.592 *
Westbound	RT	0.00	98	0	0.000	E-W(2):	0.363
	TH	3.00	1,149	4,800	0.260		
	LT	1.00	222	1,600	0.139 *	V/C:	0.889
Northbound	RT	0.00	146	0	0.000	Lost Time:	0.100
	TH	2.00	272	3,200	0.131 *	ITS:	0.000
	LT	1.00	89	1,600	0.056		
Eastbound	RT	0.00	48	0	0.000	ICU:	0.989
	TH	3.00	2,124	4,800	0.453 *		
	LT	1.00	164	1,600	0.103	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 124 - PRAIRIE AVENUE & WEST 112TH STREET/I-105 OFF RAMP
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : Y
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.140
	TH	3.00	777	4,800	0.162 *	N-S(2):	0.162 *
	LT	1.00	24	1,600	0.015	E-W(1):	0.177 *
Westbound	RT	0.30	14	487	0.021	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.70	32	1,113	0.029 *	V/C:	0.339
Northbound	RT	0.00	5	0	0.000	Lost Time:	0.100
	TH	3.00	596	4,800	0.125	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	228	0	0.000	ICU:	0.439
	TH	1.00	9	1,600	0.148 *		
	LT	2.00	346	2,880	0.120	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.128
	TH	3.00	882	4,800	0.184 *	N-S(2):	0.184 *
	LT	1.00	14	1,600	0.009	E-W(1):	0.296 *
Westbound	RT	0.59	16	948	0.013	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.41	11	652	0.017 *	V/C:	0.480
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	552	4,800	0.119	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	406	0	0.000	ICU:	0.580
	TH	1.00	41	1,600	0.279 *		
	LT	2.00	508	2,880	0.176	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.214 *
	TH	3.00	1,023	4,800	0.213	N-S(2):	0.213
	LT	1.00	48	1,600	0.030 *	E-W(1):	0.329 *
Westbound	RT	0.32	9	514	0.003	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.68	19	1,086	0.018 *	V/C:	0.543
Northbound	RT	0.00	32	0	0.000	Lost Time:	0.100
	TH	3.00	850	4,800	0.184 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	426	0	0.000	ICU:	0.643
	TH	1.00	72	1,600	0.311 *		
	LT	2.00	621	2,880	0.216	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 125 - SEPULVEDA BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : NBR,
FF Movements: WBR,

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	97	1,600	0.018	N-S(1):	0.503 *
	TH	3.00	946	4,800	0.197	N-S(2):	0.272
	LT	2.00	258	2,880	0.090 *	E-W(1):	0.229 *
Westbound	RT	1.00	518	1,600	0.000	E-W(2):	0.164
	TH	2.00	257	3,200	0.080		
	LT	2.00	222	2,880	0.077 *	V/C:	0.732
Northbound	RT	1.00	318	1,600	0.122	Lost Time:	0.100
	TH	4.00	2,642	6,400	0.413 *	ITS:	0.000
	LT	2.00	217	2,880	0.075		
Eastbound	RT	1.00	100	1,600	0.025	ICU:	0.832
	TH	3.00	730	4,800	0.152 *		
	LT	2.00	243	2,880	0.084	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	182	1,600	0.062	N-S(1):	0.405 *
	TH	3.00	1,459	4,800	0.304	N-S(2):	0.353
	LT	2.00	510	2,880	0.177 *	E-W(1):	0.253 *
Westbound	RT	1.00	661	1,600	0.000	E-W(2):	0.210
	TH	2.00	343	3,200	0.107		
	LT	2.00	427	2,880	0.148 *	V/C:	0.658
Northbound	RT	1.00	450	1,600	0.133	Lost Time:	0.100
	TH	4.00	1,459	6,400	0.228 *	ITS:	0.000
	LT	2.00	142	2,880	0.049		
Eastbound	RT	1.00	141	1,600	0.063	ICU:	0.758
	TH	3.00	506	4,800	0.105 *		
	LT	2.00	296	2,880	0.103	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	449	1,600	0.216	N-S(1):	0.352
	TH	3.00	2,378	4,800	0.495 *	N-S(2):	0.650 *
	LT	2.00	463	2,880	0.161	E-W(1):	0.308 *
Westbound	RT	1.00	754	1,600	0.000	E-W(2):	0.308 *
	TH	2.00	570	3,200	0.178 *		
	LT	2.00	392	2,880	0.136 *	V/C:	0.958
Northbound	RT	1.00	412	1,600	0.121	Lost Time:	0.100
	TH	4.00	1,221	6,400	0.191	ITS:	0.000
	LT	2.00	447	2,880	0.155 *		
Eastbound	RT	1.00	275	1,600	0.172 *	ICU:	1.058
	TH	3.00	633	4,800	0.132		
	LT	2.00	374	2,880	0.130 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 140 - WB SR-90 RAMPS & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : NBR,
FF Movements: EBR,

N-S Split Phase : Y
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.044 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.428 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.315
	TH	2.00	1,009	3,200	0.315		
	LT	3.00	1,561	4,320	0.361 *	V/C:	0.472
Northbound	RT	2.00	983	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	126	2,880	0.044 *		
Eastbound	RT	1.00	169	1,600	0.000	ICU:	0.572
	TH	3.00	322	4,800	0.067 *		
	LT	1.00	0	1,600	0.000	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.089 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.271 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.235
	TH	2.00	751	3,200	0.235		
	LT	3.00	619	4,320	0.143 *	V/C:	0.360
Northbound	RT	2.00	743	3,200	0.089 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	1.00	159	1,600	0.000	ICU:	0.460
	TH	3.00	615	4,800	0.128 *		
	LT	1.00	0	1,600	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.233 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.361 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.262
	TH	2.00	837	3,200	0.262		
	LT	3.00	798	4,320	0.185 *	V/C:	0.594
Northbound	RT	2.00	1,337	3,200	0.233 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	207	2,880	0.072		
Eastbound	RT	1.00	222	1,600	0.000	ICU:	0.694
	TH	3.00	843	4,800	0.176 *		
	LT	1.00	0	1,600	0.000	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 147 - CRENSHAW BOULEVARD & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	114	0	0.000	N-S(1):	0.200
	TH	3.00	532	4,800	0.135 *	N-S(2):	0.237 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.157
Westbound	RT	0.00	122	0	0.000	E-W(2):	0.227 *
	TH	3.00	749	4,800	0.181 *		
	LT	1.00	75	1,600	0.047	V/C:	0.464
Northbound	RT	0.00	61	0	0.000	Lost Time:	0.100
	TH	3.00	659	4,800	0.150	ITS:	0.000
	LT	1.00	163	1,600	0.102 *		
Eastbound	RT	0.00	71	0	0.000	ICU:	0.564
	TH	3.00	457	4,800	0.110		
	LT	1.00	73	1,600	0.046 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	195	0	0.000	N-S(1):	0.202
	TH	3.00	648	4,800	0.176 *	N-S(2):	0.264 *
	LT	1.00	98	1,600	0.061	E-W(1):	0.270
Westbound	RT	0.00	55	0	0.000	E-W(2):	0.310 *
	TH	3.00	747	4,800	0.167 *		
	LT	1.00	80	1,600	0.050	V/C:	0.574
Northbound	RT	0.00	63	0	0.000	Lost Time:	0.100
	TH	3.00	616	4,800	0.141	ITS:	0.000
	LT	1.00	141	1,600	0.088 *		
Eastbound	RT	0.00	249	0	0.000	ICU:	0.674
	TH	3.00	805	4,800	0.220		
	LT	1.00	228	1,600	0.143 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	216	0	0.000	N-S(1):	0.281
	TH	3.00	854	4,800	0.223 *	N-S(2):	0.361 *
	LT	1.00	154	1,600	0.096	E-W(1):	0.337 *
Westbound	RT	0.00	98	0	0.000	E-W(2):	0.315
	TH	3.00	781	4,800	0.183		
	LT	1.00	109	1,600	0.068 *	V/C:	0.698
Northbound	RT	0.00	69	0	0.000	Lost Time:	0.100
	TH	3.00	819	4,800	0.185	ITS:	0.000
	LT	1.00	221	1,600	0.138 *		
Eastbound	RT	0.00	209	0	0.000	ICU:	0.798
	TH	3.00	1,081	4,800	0.269 *		
	LT	1.00	211	1,600	0.132	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 148 - LA CIENEGA BOULEVARD & FAIRVIEW BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	53	0	0.000	N-S(1):	0.666 *
	TH	4.00	2,741	6,400	0.437	N-S(2):	0.437
	LT	0.00	0	0	0.000 *	E-W(1):	0.185 *
Westbound	RT	1.00	46	1,600	0.029	E-W(2):	0.000
	TH	0.53	104	849	0.123		
	LT	1.47	288	2,116	0.136 *	V/C:	0.851
Northbound	RT	0.00	27	0	0.000	Lost Time:	0.100
	TH	3.00	3,169	4,800	0.666 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	62	1,600	0.039	ICU:	0.951
	TH	0.80	56	1,280	0.044		
	LT	1.20	84	1,728	0.049 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	144	0	0.000	N-S(1):	0.423 *
	TH	4.00	1,947	6,400	0.327	N-S(2):	0.327
	LT	0.00	0	0	0.000 *	E-W(1):	0.180 *
Westbound	RT	1.00	36	1,600	0.023	E-W(2):	0.000
	TH	0.64	86	1,019	0.084		
	LT	1.36	184	1,963	0.094 *	V/C:	0.603
Northbound	RT	0.00	37	0	0.000	Lost Time:	0.100
	TH	3.00	1,995	4,800	0.423 *	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	1.00	77	1,600	0.048	ICU:	0.703
	TH	0.81	100	1,290	0.078		
	LT	1.19	148	1,719	0.086 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	125	0	0.000	N-S(1):	0.604 *
	TH	4.00	2,874	6,400	0.469	N-S(2):	0.469
	LT	0.00	0	0	0.000 *	E-W(1):	0.247 *
Westbound	RT	1.00	23	1,600	0.014	E-W(2):	0.000
	TH	0.72	136	1,157	0.118		
	LT	1.28	240	1,838	0.131 *	V/C:	0.851
Northbound	RT	0.00	114	0	0.000	Lost Time:	0.100
	TH	3.00	2,784	4,800	0.604 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	75	1,600	0.047	ICU:	0.951
	TH	0.95	158	1,514	0.104		
	LT	1.05	176	1,518	0.116 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 149 - CRENSHAW BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	72	0	0.000	N-S(1):	0.217
	TH	3.00	674	4,800	0.155 *	N-S(2):	0.224 *
	LT	1.00	114	1,600	0.071	E-W(1):	0.155
Westbound	RT	0.00	123	0	0.000	E-W(2):	0.242 *
	TH	3.00	865	4,800	0.206 *		
	LT	1.00	122	1,600	0.076	V/C:	0.466
Northbound	RT	0.00	63	0	0.000	Lost Time:	0.100
	TH	3.00	639	4,800	0.146	ITS:	0.000
	LT	1.00	111	1,600	0.069 *		
Eastbound	RT	0.00	87	0	0.000	ICU:	0.566
	TH	3.00	294	4,800	0.079		
	LT	1.00	58	1,600	0.036 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	88	0	0.000	N-S(1):	0.305 *
	TH	3.00	809	4,800	0.187	N-S(2):	0.272
	LT	1.00	178	1,600	0.111 *	E-W(1):	0.219
Westbound	RT	0.00	158	0	0.000	E-W(2):	0.221 *
	TH	3.00	514	4,800	0.140 *		
	LT	1.00	159	1,600	0.099	V/C:	0.526
Northbound	RT	0.00	104	0	0.000	Lost Time:	0.100
	TH	3.00	826	4,800	0.194 *	ITS:	0.000
	LT	1.00	136	1,600	0.085		
Eastbound	RT	0.00	161	0	0.000	ICU:	0.626
	TH	3.00	416	4,800	0.120		
	LT	1.00	130	1,600	0.081 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	125	0	0.000	N-S(1):	0.367 *
	TH	3.00	842	4,800	0.201	N-S(2):	0.293
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.369 *
Westbound	RT	0.00	103	0	0.000	E-W(2):	0.239
	TH	3.00	567	4,800	0.140		
	LT	1.00	162	1,600	0.101 *	V/C:	0.736
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	1,081	4,800	0.248 *	ITS:	0.000
	LT	1.00	147	1,600	0.092		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.836
	TH	3.00	1,114	4,800	0.268 *		
	LT	1.00	159	1,600	0.099	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 157 - LA CIENEGA BOULEVARD & 104TH STREET
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	96	0	0.000	N-S(1):	0.180
	TH	3.00	408	4,800	0.105 *	N-S(2):	0.261 *
	LT	1.00	14	1,600	0.009	E-W(1):	0.004
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.020 *
	TH	1.00	1	1,600	0.003 *		
	LT	0.00	4	1,600	0.003	V/C:	0.281
Northbound	RT	0.00	15	0	0.000	Lost Time:	0.100
	TH	2.00	531	3,200	0.171	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	1.00	101	1,600	0.000	ICU:	0.381
	TH	1.00	2	1,600	0.001		
	LT	1.00	27	1,600	0.017 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.171 *
	TH	3.00	425	4,800	0.091	N-S(2):	0.164
	LT	1.00	19	1,600	0.012 *	E-W(1):	0.007
Westbound	RT	0.00	12	0	0.000	E-W(2):	0.070 *
	TH	1.00	8	1,600	0.016 *		
	LT	0.00	5	1,600	0.003	V/C:	0.241
Northbound	RT	0.00	17	0	0.000	Lost Time:	0.100
	TH	2.00	491	3,200	0.159 *	ITS:	0.000
	LT	1.00	117	1,600	0.073		
Eastbound	RT	1.00	111	1,600	0.000	ICU:	0.341
	TH	1.00	6	1,600	0.004		
	LT	1.00	86	1,600	0.054 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	62	0	0.000	N-S(1):	0.173
	TH	3.00	791	4,800	0.178 *	N-S(2):	0.214 *
	LT	1.00	45	1,600	0.028	E-W(1):	0.069 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.054
	TH	1.00	1	1,600	0.014		
	LT	0.00	11	1,600	0.007 *	V/C:	0.283
Northbound	RT	0.00	6	0	0.000	Lost Time:	0.100
	TH	2.00	459	3,200	0.145	ITS:	0.000
	LT	1.00	57	1,600	0.036 *		
Eastbound	RT	1.00	156	1,600	0.062 *	ICU:	0.383
	TH	1.00	3	1,600	0.002		
	LT	1.00	64	1,600	0.040	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 159 - HINDRY AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	7	1,600	0.004	N-S(1):	0.042 *
	TH	1.00	10	1,600	0.025	N-S(2):	0.033
	LT	0.00	30	1,600	0.019 *	E-W(1):	0.257 *
Westbound	RT	0.00	33	0	0.000	E-W(2):	0.231
	TH	2.00	697	3,200	0.228		
	LT	1.00	89	1,600	0.056 *	V/C:	0.299
Northbound	RT	1.00	19	1,600	0.000	Lost Time:	0.100
	TH	1.00	24	1,600	0.023 *	ITS:	0.000
	LT	0.00	13	1,600	0.008		
Eastbound	RT	0.00	36	0	0.000	ICU:	0.399
	TH	2.00	606	3,200	0.201 *		
	LT	1.00	5	1,600	0.003	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.069 *
	TH	1.00	10	1,600	0.031	N-S(2):	0.059
	LT	0.00	40	1,600	0.025 *	E-W(1):	0.393 *
Westbound	RT	0.00	31	0	0.000	E-W(2):	0.240
	TH	2.00	687	3,200	0.224		
	LT	1.00	32	1,600	0.020 *	V/C:	0.462
Northbound	RT	1.00	87	1,600	0.044 *	Lost Time:	0.100
	TH	1.00	14	1,600	0.028	ITS:	0.000
	LT	0.00	31	1,600	0.019		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.562
	TH	2.00	1,114	3,200	0.373 *		
	LT	1.00	25	1,600	0.016	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	13	1,600	0.008	N-S(1):	0.057
	TH	1.00	35	1,600	0.054 *	N-S(2):	0.073 *
	LT	0.00	51	1,600	0.032	E-W(1):	0.369 *
Westbound	RT	0.00	27	0	0.000	E-W(2):	0.211
	TH	2.00	617	3,200	0.201		
	LT	1.00	40	1,600	0.025 *	V/C:	0.442
Northbound	RT	1.00	60	1,600	0.025	Lost Time:	0.100
	TH	1.00	9	1,600	0.024	ITS:	0.000
	LT	0.00	30	1,600	0.019 *		
Eastbound	RT	0.00	53	0	0.000	ICU:	0.542
	TH	2.00	1,048	3,200	0.344 *		
	LT	1.00	16	1,600	0.010	LOS:	A

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 162 - SEPULVEDA BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	137	0	0.000	N-S(1):	0.524 *
	TH	3.00	898	4,800	0.216	N-S(2):	0.284
	LT	2.00	107	2,880	0.037 *	E-W(1):	0.202
Westbound	RT	1.00	135	1,600	0.047	E-W(2):	0.226 *
	TH	2.00	404	3,200	0.126 *		
	LT	1.00	119	1,600	0.074	V/C:	0.750
Northbound	RT	0.00	95	0	0.000	Lost Time:	0.100
	TH	3.00	2,243	4,800	0.487 *	ITS:	0.000
	LT	1.00	109	1,600	0.068		
Eastbound	RT	1.00	78	1,600	0.015	ICU:	0.850
	TH	2.00	410	3,200	0.128		
	LT	1.00	160	1,600	0.100 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	203	0	0.000	N-S(1):	0.387
	TH	3.00	1,416	4,800	0.337 *	N-S(2):	0.449 *
	LT	2.00	172	2,880	0.060	E-W(1):	0.340
Westbound	RT	1.00	156	1,600	0.038	E-W(2):	0.368 *
	TH	2.00	517	3,200	0.162 *		
	LT	1.00	223	1,600	0.139	V/C:	0.817
Northbound	RT	0.00	162	0	0.000	Lost Time:	0.100
	TH	3.00	1,408	4,800	0.327	ITS:	0.000
	LT	1.00	179	1,600	0.112 *		
Eastbound	RT	1.00	184	1,600	0.059	ICU:	0.917
	TH	2.00	644	3,200	0.201		
	LT	1.00	329	1,600	0.206 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	169	0	0.000	N-S(1):	0.371
	TH	3.00	2,396	4,800	0.534 *	N-S(2):	0.637 *
	LT	2.00	182	2,880	0.063	E-W(1):	0.367 *
Westbound	RT	1.00	120	1,600	0.012	E-W(2):	0.305
	TH	2.00	532	3,200	0.166		
	LT	1.00	240	1,600	0.150 *	V/C:	1.004
Northbound	RT	0.00	173	0	0.000	Lost Time:	0.100
	TH	3.00	1,307	4,800	0.308	ITS:	0.000
	LT	1.00	164	1,600	0.103 *		
Eastbound	RT	1.00	73	1,600	0.000	ICU:	1.104
	TH	2.00	695	3,200	0.217 *		
	LT	1.00	223	1,600	0.139	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 164 - CRENSHAW BOULEVARD & MANCHESTER AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	29	0	0.000	N-S(1):	0.217
	TH	2.00	512	3,200	0.169 *	N-S(2):	0.257 *
	LT	1.00	109	1,600	0.068	E-W(1):	0.229
Westbound	RT	0.00	136	0	0.000	E-W(2):	0.327 *
	TH	2.00	795	3,200	0.291 *		
	LT	1.00	128	1,600	0.080	V/C:	0.584
Northbound	RT	0.00	98	0	0.000	Lost Time:	0.100
	TH	3.00	615	4,800	0.149	ITS:	0.000
	LT	1.00	141	1,600	0.088 *		
Eastbound	RT	0.00	57	0	0.000	ICU:	0.684
	TH	2.00	419	3,200	0.149		
	LT	1.00	57	1,600	0.036 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	53	0	0.000	N-S(1):	0.225
	TH	2.00	615	3,200	0.209 *	N-S(2):	0.305 *
	LT	1.00	133	1,600	0.083	E-W(1):	0.303 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.289
	TH	2.00	665	3,200	0.239		
	LT	1.00	168	1,600	0.105 *	V/C:	0.608
Northbound	RT	0.00	145	0	0.000	Lost Time:	0.100
	TH	3.00	535	4,800	0.142	ITS:	0.000
	LT	1.00	154	1,600	0.096 *		
Eastbound	RT	0.00	77	0	0.000	ICU:	0.708
	TH	2.00	558	3,200	0.198 *		
	LT	1.00	80	1,600	0.050	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	21	0	0.000	N-S(1):	0.256
	TH	2.00	749	3,200	0.241 *	N-S(2):	0.321 *
	LT	1.00	142	1,600	0.089	E-W(1):	0.439 *
Westbound	RT	0.00	127	0	0.000	E-W(2):	0.338
	TH	2.00	734	3,200	0.269		
	LT	1.00	166	1,600	0.104 *	V/C:	0.760
Northbound	RT	0.00	133	0	0.000	Lost Time:	0.100
	TH	3.00	670	4,800	0.167	ITS:	0.000
	LT	1.00	128	1,600	0.080 *		
Eastbound	RT	0.00	71	0	0.000	ICU:	0.860
	TH	2.00	1,000	3,200	0.335 *		
	LT	1.00	111	1,600	0.069	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 169 - PRAIRIE AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	52	0	0.000	N-S(1):	0.422 *
	TH	3.00	553	4,800	0.126	N-S(2):	0.269
	LT	1.00	166	1,600	0.104 *	E-W(1):	0.315
Westbound	RT	1.00	515	1,600	0.270	E-W(2):	0.414 *
	TH	2.00	1,114	3,200	0.348 *		
	LT	1.00	235	1,600	0.147	V/C:	0.836
Northbound	RT	1.00	172	1,600	0.000	Lost Time:	0.100
	TH	2.00	1,019	3,200	0.318 *	ITS:	0.000
	LT	1.00	228	1,600	0.143		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.936
	TH	3.00	656	4,800	0.168		
	LT	1.00	105	1,600	0.066 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	63	0	0.000	N-S(1):	0.272 *
	TH	3.00	530	4,800	0.124	N-S(2):	0.226
	LT	1.00	151	1,600	0.094 *	E-W(1):	0.274 *
Westbound	RT	1.00	189	1,600	0.071	E-W(2):	0.250
	TH	2.00	619	3,200	0.193		
	LT	1.00	143	1,600	0.089 *	V/C:	0.546
Northbound	RT	1.00	156	1,600	0.008	Lost Time:	0.100
	TH	2.00	569	3,200	0.178 *	ITS:	0.000
	LT	1.00	163	1,600	0.102		
Eastbound	RT	0.00	191	0	0.000	ICU:	0.646
	TH	3.00	698	4,800	0.185 *		
	LT	1.00	91	1,600	0.057	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	55	0	0.000	N-S(1):	0.314 *
	TH	3.00	820	4,800	0.182	N-S(2):	0.267
	LT	1.00	213	1,600	0.133 *	E-W(1):	0.366 *
Westbound	RT	1.00	152	1,600	0.028	E-W(2):	0.259
	TH	2.00	689	3,200	0.215		
	LT	1.00	149	1,600	0.093 *	V/C:	0.680
Northbound	RT	1.00	129	1,600	0.000	Lost Time:	0.100
	TH	2.00	578	3,200	0.181 *	ITS:	0.000
	LT	1.00	136	1,600	0.085		
Eastbound	RT	0.00	219	0	0.000	ICU:	0.780
	TH	3.00	1,089	4,800	0.273 *		
	LT	1.00	70	1,600	0.044	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 173 - WESTERN AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	121	0	0.000	N-S(1):	0.313 *
	TH	3.00	735	4,800	0.178	N-S(2):	0.311
	LT	1.00	134	1,600	0.084 *	E-W(1):	0.297
Westbound	RT	1.00	206	1,600	0.087	E-W(2):	0.334 *
	TH	3.00	1,117	4,800	0.233 *		
	LT	1.00	231	1,600	0.144	V/C:	0.647
Northbound	RT	1.00	160	1,600	0.028	Lost Time:	0.100
	TH	2.00	734	3,200	0.229 *	ITS:	0.000
	LT	1.00	212	1,600	0.133		
Eastbound	RT	0.00	205	0	0.000	ICU:	0.747
	TH	3.00	530	4,800	0.153		
	LT	1.00	162	1,600	0.101 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	114	0	0.000	N-S(1):	0.228 *
	TH	3.00	417	4,800	0.111	N-S(2):	0.227
	LT	1.00	135	1,600	0.084 *	E-W(1):	0.255 *
Westbound	RT	1.00	121	1,600	0.033	E-W(2):	0.190
	TH	3.00	507	4,800	0.106		
	LT	1.00	194	1,600	0.121 *	V/C:	0.483
Northbound	RT	1.00	164	1,600	0.042	Lost Time:	0.100
	TH	2.00	462	3,200	0.144 *	ITS:	0.000
	LT	1.00	185	1,600	0.116		
Eastbound	RT	0.00	166	0	0.000	ICU:	0.583
	TH	3.00	476	4,800	0.134 *		
	LT	1.00	134	1,600	0.084	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	126	0	0.000	N-S(1):	0.318 *
	TH	3.00	596	4,800	0.150	N-S(2):	0.301
	LT	1.00	175	1,600	0.109 *	E-W(1):	0.470 *
Westbound	RT	1.00	148	1,600	0.038	E-W(2):	0.241
	TH	3.00	639	4,800	0.133		
	LT	1.00	200	1,600	0.125 *	V/C:	0.788
Northbound	RT	1.00	137	1,600	0.023	Lost Time:	0.100
	TH	2.00	670	3,200	0.209 *	ITS:	0.000
	LT	1.00	242	1,600	0.151		
Eastbound	RT	0.00	259	0	0.000	ICU:	0.888
	TH	3.00	1,396	4,800	0.345 *		
	LT	1.00	173	1,600	0.108	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 175 - VERMONT AVENUE & MANCHESTER AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	91	0	0.000	N-S(1):	0.327 *
	TH	3.00	452	4,800	0.113	N-S(2):	0.185
	LT	2.00	140	2,880	0.049 *	E-W(1):	0.310
Westbound	RT	0.00	127	0	0.000	E-W(2):	0.334 *
	TH	3.00	1,098	4,800	0.255 *		
	LT	1.00	90	1,600	0.056	V/C:	0.661
Northbound	RT	0.00	114	0	0.000	Lost Time:	0.100
	TH	3.00	1,220	4,800	0.278 *	ITS:	0.000
	LT	2.00	206	2,880	0.072		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.761
	TH	3.00	1,139	4,800	0.254		
	LT	1.00	127	1,600	0.079 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	138	0	0.000	N-S(1):	0.193 *
	TH	3.00	471	4,800	0.127	N-S(2):	0.168
	LT	2.00	166	2,880	0.058 *	E-W(1):	0.279 *
Westbound	RT	0.00	154	0	0.000	E-W(2):	0.279 *
	TH	3.00	870	4,800	0.213 *		
	LT	1.00	105	1,600	0.066 *	V/C:	0.472
Northbound	RT	0.00	135	0	0.000	Lost Time:	0.100
	TH	3.00	514	4,800	0.135 *	ITS:	0.000
	LT	2.00	117	2,880	0.041		
Eastbound	RT	0.00	127	0	0.000	ICU:	0.572
	TH	3.00	896	4,800	0.213 *		
	LT	1.00	106	1,600	0.066 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	133	0	0.000	N-S(1):	0.259 *
	TH	3.00	764	4,800	0.187	N-S(2):	0.241
	LT	2.00	179	2,880	0.062 *	E-W(1):	0.355 *
Westbound	RT	0.00	122	0	0.000	E-W(2):	0.307
	TH	3.00	977	4,800	0.229		
	LT	1.00	100	1,600	0.063 *	V/C:	0.614
Northbound	RT	0.00	121	0	0.000	Lost Time:	0.100
	TH	3.00	825	4,800	0.197 *	ITS:	0.000
	LT	2.00	156	2,880	0.054		
Eastbound	RT	0.00	133	0	0.000	ICU:	0.714
	TH	3.00	1,269	4,800	0.292 *		
	LT	1.00	125	1,600	0.078	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 176 - VERMONT AVENUE & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	115	0	0.000	N-S(1):	0.300 *
	TH	3.00	638	4,800	0.157	N-S(2):	0.220
	LT	2.00	111	2,880	0.039 *	E-W(1):	0.259
Westbound	RT	0.00	139	0	0.000	E-W(2):	0.305 *
	TH	3.00	899	4,800	0.216 *		
	LT	1.00	180	1,600	0.113	V/C:	0.605
Northbound	RT	1.00	132	1,600	0.026	Lost Time:	0.100
	TH	3.00	1,254	4,800	0.261 *	ITS:	0.000
	LT	2.00	181	2,880	0.063		
Eastbound	RT	0.00	33	0	0.000	ICU:	0.705
	TH	3.00	669	4,800	0.146		
	LT	1.00	142	1,600	0.089 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	115	0	0.000	N-S(1):	0.146
	TH	3.00	497	4,800	0.128 *	N-S(2):	0.181 *
	LT	2.00	112	2,880	0.039	E-W(1):	0.210
Westbound	RT	0.00	85	0	0.000	E-W(2):	0.221 *
	TH	3.00	565	4,800	0.135 *		
	LT	1.00	110	1,600	0.069	V/C:	0.402
Northbound	RT	1.00	67	1,600	0.008	Lost Time:	0.100
	TH	3.00	513	4,800	0.107	ITS:	0.000
	LT	2.00	152	2,880	0.053 *		
Eastbound	RT	0.00	89	0	0.000	ICU:	0.502
	TH	3.00	587	4,800	0.141		
	LT	1.00	138	1,600	0.086 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	123	0	0.000	N-S(1):	0.254
	TH	3.00	814	4,800	0.195 *	N-S(2):	0.268 *
	LT	2.00	155	2,880	0.054	E-W(1):	0.306 *
Westbound	RT	0.00	37	0	0.000	E-W(2):	0.256
	TH	3.00	697	4,800	0.153		
	LT	1.00	148	1,600	0.093 *	V/C:	0.574
Northbound	RT	1.00	109	1,600	0.022	Lost Time:	0.100
	TH	3.00	959	4,800	0.200	ITS:	0.000
	LT	2.00	209	2,880	0.073 *		
Eastbound	RT	0.00	79	0	0.000	ICU:	0.674
	TH	3.00	944	4,800	0.213 *		
	LT	1.00	164	1,600	0.103	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 177 - VERMONT AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	41	1,600	0.000	N-S(1):	0.363 *
	TH	3.00	748	4,800	0.156	N-S(2):	0.283
	LT	2.00	232	2,880	0.081 *	E-W(1):	0.286
Westbound	RT	0.00	201	0	0.000	E-W(2):	0.361 *
	TH	3.00	1,216	4,800	0.295 *		
	LT	1.00	224	1,600	0.140	V/C:	0.724
Northbound	RT	0.00	156	0	0.000	Lost Time:	0.100
	TH	3.00	1,197	4,800	0.282 *	ITS:	0.000
	LT	2.00	367	2,880	0.127		
Eastbound	RT	0.00	162	0	0.000	ICU:	0.824
	TH	3.00	539	4,800	0.146		
	LT	1.00	106	1,600	0.066 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	49	1,600	0.009	N-S(1):	0.217
	TH	3.00	501	4,800	0.104 *	N-S(2):	0.226 *
	LT	2.00	147	2,880	0.051	E-W(1):	0.232 *
Westbound	RT	0.00	91	0	0.000	E-W(2):	0.157
	TH	3.00	451	4,800	0.113		
	LT	1.00	148	1,600	0.093 *	V/C:	0.458
Northbound	RT	0.00	133	0	0.000	Lost Time:	0.100
	TH	3.00	666	4,800	0.166	ITS:	0.000
	LT	2.00	351	2,880	0.122 *		
Eastbound	RT	0.00	159	0	0.000	ICU:	0.558
	TH	3.00	507	4,800	0.139 *		
	LT	1.00	70	1,600	0.044	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	94	1,600	0.018	N-S(1):	0.351 *
	TH	3.00	749	4,800	0.156	N-S(2):	0.274
	LT	2.00	203	2,880	0.070 *	E-W(1):	0.397 *
Westbound	RT	0.00	99	0	0.000	E-W(2):	0.244
	TH	3.00	675	4,800	0.161		
	LT	1.00	186	1,600	0.116 *	V/C:	0.748
Northbound	RT	0.00	234	0	0.000	Lost Time:	0.100
	TH	3.00	1,116	4,800	0.281 *	ITS:	0.000
	LT	2.00	339	2,880	0.118		
Eastbound	RT	0.00	172	0	0.000	ICU:	0.848
	TH	3.00	1,179	4,800	0.281 *		
	LT	1.00	132	1,600	0.083	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 182 - INGLEWOOD AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	148	1,600	0.069	N-S(1):	0.330 *
	TH	2.00	620	3,200	0.194	N-S(2):	0.312
	LT	1.00	169	1,600	0.106 *	E-W(1):	0.265 *
Westbound	RT	1.00	101	1,600	0.010	E-W(2):	0.206
	TH	3.00	756	4,800	0.158		
	LT	1.00	300	1,600	0.188 *	V/C:	0.595
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	2.00	546	3,200	0.224 *	ITS:	0.000
	LT	1.00	189	1,600	0.118		
Eastbound	RT	1.00	38	1,600	0.000	ICU:	0.695
	TH	3.00	368	4,800	0.077 *		
	LT	1.00	76	1,600	0.048	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	194	1,600	0.051	N-S(1):	0.235 *
	TH	2.00	405	3,200	0.127	N-S(2):	0.220
	LT	1.00	124	1,600	0.078 *	E-W(1):	0.244
Westbound	RT	1.00	82	1,600	0.013	E-W(2):	0.279 *
	TH	3.00	662	4,800	0.138 *		
	LT	1.00	171	1,600	0.107	V/C:	0.514
Northbound	RT	0.00	93	0	0.000	Lost Time:	0.100
	TH	2.00	408	3,200	0.157 *	ITS:	0.000
	LT	1.00	149	1,600	0.093		
Eastbound	RT	1.00	125	1,600	0.032	ICU:	0.614
	TH	3.00	659	4,800	0.137		
	LT	1.00	225	1,600	0.141 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	183	1,600	0.044	N-S(1):	0.410 *
	TH	2.00	707	3,200	0.221	N-S(2):	0.324
	LT	1.00	262	1,600	0.164 *	E-W(1):	0.334 *
Westbound	RT	1.00	117	1,600	0.000	E-W(2):	0.286
	TH	3.00	694	4,800	0.145		
	LT	1.00	153	1,600	0.096 *	V/C:	0.744
Northbound	RT	0.00	176	0	0.000	Lost Time:	0.100
	TH	2.00	611	3,200	0.246 *	ITS:	0.000
	LT	1.00	164	1,600	0.103		
Eastbound	RT	1.00	175	1,600	0.058	ICU:	0.844
	TH	3.00	1,141	4,800	0.238 *		
	LT	1.00	225	1,600	0.141	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 183 - HAWTHORNE BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	239	1,600	0.111	N-S(1):	0.255
	TH	3.00	854	4,800	0.178 *	N-S(2):	0.295 *
	LT	2.00	168	2,880	0.058	E-W(1):	0.192
Westbound	RT	0.00	185	0	0.000	E-W(2):	0.316 *
	TH	3.00	969	4,800	0.240 *		
	LT	1.00	127	1,600	0.079	V/C:	0.611
Northbound	RT	1.00	126	1,600	0.039	Lost Time:	0.100
	TH	3.00	945	4,800	0.197	ITS:	0.000
	LT	2.00	336	2,880	0.117 *		
Eastbound	RT	0.00	94	0	0.000	ICU:	0.711
	TH	3.00	450	4,800	0.113		
	LT	1.00	122	1,600	0.076 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	215	1,600	0.082	N-S(1):	0.238
	TH	3.00	840	4,800	0.175 *	N-S(2):	0.262 *
	LT	2.00	227	2,880	0.079	E-W(1):	0.213
Westbound	RT	0.00	165	0	0.000	E-W(2):	0.269 *
	TH	3.00	623	4,800	0.164 *		
	LT	1.00	111	1,600	0.069	V/C:	0.531
Northbound	RT	1.00	173	1,600	0.073	Lost Time:	0.100
	TH	3.00	763	4,800	0.159	ITS:	0.000
	LT	2.00	250	2,880	0.087 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.631
	TH	3.00	553	4,800	0.144		
	LT	1.00	168	1,600	0.105 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	168	1,600	0.058	N-S(1):	0.332
	TH	3.00	1,255	4,800	0.261 *	N-S(2):	0.338 *
	LT	2.00	380	2,880	0.132	E-W(1):	0.333 *
Westbound	RT	0.00	152	0	0.000	E-W(2):	0.258
	TH	3.00	635	4,800	0.164		
	LT	1.00	138	1,600	0.086 *	V/C:	0.671
Northbound	RT	1.00	171	1,600	0.064	Lost Time:	0.100
	TH	3.00	960	4,800	0.200	ITS:	0.000
	LT	2.00	223	2,880	0.077 *		
Eastbound	RT	0.00	164	0	0.000	ICU:	0.771
	TH	3.00	1,023	4,800	0.247 *		
	LT	1.00	150	1,600	0.094	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 184 - PRAIRIE AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	136	0	0.000	N-S(1):	0.271
	TH	3.00	835	4,800	0.202 *	N-S(2):	0.297 *
	LT	1.00	180	1,600	0.113	E-W(1):	0.333 *
Westbound	RT	0.00	187	0	0.000	E-W(2):	0.391 *
	TH	3.00	1,132	4,800	0.275 *		
	LT	1.00	311	1,600	0.194	V/C:	0.688
Northbound	RT	0.00	143	0	0.000	Lost Time:	0.100
	TH	3.00	616	4,800	0.158	ITS:	0.000
	LT	1.00	152	1,600	0.095 *		
Eastbound	RT	0.00	72	0	0.000	ICU:	0.788
	TH	3.00	596	4,800	0.139		
	LT	1.00	185	1,600	0.116 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.287 *
	TH	3.00	601	4,800	0.148	N-S(2):	0.232
	LT	1.00	248	1,600	0.155 *	E-W(1):	0.288 *
Westbound	RT	0.00	116	0	0.000	E-W(2):	0.254
	TH	3.00	682	4,800	0.166		
	LT	1.00	207	1,600	0.129 *	V/C:	0.575
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	3.00	503	4,800	0.132 *	ITS:	0.000
	LT	1.00	135	1,600	0.084		
Eastbound	RT	0.00	73	0	0.000	ICU:	0.675
	TH	3.00	688	4,800	0.159 *		
	LT	1.00	140	1,600	0.088	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	139	0	0.000	N-S(1):	0.350 *
	TH	3.00	910	4,800	0.219	N-S(2):	0.292
	LT	1.00	260	1,600	0.163 *	E-W(1):	0.406 *
Westbound	RT	0.00	161	0	0.000	E-W(2):	0.298
	TH	3.00	752	4,800	0.190		
	LT	1.00	247	1,600	0.154 *	V/C:	0.756
Northbound	RT	0.00	196	0	0.000	Lost Time:	0.100
	TH	3.00	700	4,800	0.187 *	ITS:	0.000
	LT	1.00	116	1,600	0.073		
Eastbound	RT	0.00	128	0	0.000	ICU:	0.856
	TH	3.00	1,080	4,800	0.252 *		
	LT	1.00	172	1,600	0.108	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 185 - CRENSHAW BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.302 *
	TH	3.00	725	4,800	0.176	N-S(2):	0.258
	LT	1.00	133	1,600	0.083 *	E-W(1):	0.263
Westbound	RT	0.00	173	0	0.000	E-W(2):	0.344 *
	TH	3.00	1,023	4,800	0.249 *		
	LT	1.00	148	1,600	0.093	V/C:	0.646
Northbound	RT	0.00	119	0	0.000	Lost Time:	0.100
	TH	3.00	932	4,800	0.219 *	ITS:	0.000
	LT	1.00	131	1,600	0.082		
Eastbound	RT	0.00	166	0	0.000	ICU:	0.746
	TH	3.00	652	4,800	0.170		
	LT	1.00	152	1,600	0.095 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	167	0	0.000	N-S(1):	0.279 *
	TH	3.00	542	4,800	0.148	N-S(2):	0.242
	LT	1.00	177	1,600	0.111 *	E-W(1):	0.257
Westbound	RT	0.00	189	0	0.000	E-W(2):	0.268 *
	TH	3.00	654	4,800	0.176 *		
	LT	1.00	149	1,600	0.093	V/C:	0.547
Northbound	RT	0.00	146	0	0.000	Lost Time:	0.100
	TH	3.00	662	4,800	0.168 *	ITS:	0.000
	LT	1.00	151	1,600	0.094		
Eastbound	RT	0.00	127	0	0.000	ICU:	0.647
	TH	3.00	662	4,800	0.164		
	LT	1.00	147	1,600	0.092 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	228	0	0.000	N-S(1):	0.299
	TH	3.00	957	4,800	0.247 *	N-S(2):	0.343 *
	LT	1.00	206	1,600	0.129	E-W(1):	0.359 *
Westbound	RT	0.00	197	0	0.000	E-W(2):	0.308
	TH	3.00	882	4,800	0.225		
	LT	1.00	161	1,600	0.101 *	V/C:	0.702
Northbound	RT	0.00	178	0	0.000	Lost Time:	0.100
	TH	3.00	640	4,800	0.170	ITS:	0.000
	LT	1.00	153	1,600	0.096 *		
Eastbound	RT	0.00	185	0	0.000	ICU:	0.802
	TH	3.00	1,053	4,800	0.258 *		
	LT	1.00	133	1,600	0.083	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 186 - WESTERN AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	71	0	0.000	N-S(1):	0.271
	TH	2.00	579	3,200	0.203 *	N-S(2):	0.319 *
	LT	1.00	77	1,600	0.048	E-W(1):	0.262
Westbound	RT	0.00	132	0	0.000	E-W(2):	0.319 *
	TH	3.00	1,145	4,800	0.266 *		
	LT	1.00	94	1,600	0.059	V/C:	0.638
Northbound	RT	1.00	86	1,600	0.024	Lost Time:	0.100
	TH	2.00	712	3,200	0.223	ITS:	0.000
	LT	1.00	186	1,600	0.116 *		
Eastbound	RT	0.00	96	0	0.000	ICU:	0.738
	TH	3.00	877	4,800	0.203		
	LT	1.00	85	1,600	0.053 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	104	0	0.000	N-S(1):	0.234
	TH	2.00	463	3,200	0.177 *	N-S(2):	0.271 *
	LT	1.00	137	1,600	0.086	E-W(1):	0.236 *
Westbound	RT	0.00	138	0	0.000	E-W(2):	0.232
	TH	3.00	707	4,800	0.176		
	LT	1.00	95	1,600	0.059 *	V/C:	0.507
Northbound	RT	1.00	121	1,600	0.046	Lost Time:	0.100
	TH	2.00	474	3,200	0.148	ITS:	0.000
	LT	1.00	150	1,600	0.094 *		
Eastbound	RT	0.00	146	0	0.000	ICU:	0.607
	TH	3.00	704	4,800	0.177 *		
	LT	1.00	90	1,600	0.056	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	101	0	0.000	N-S(1):	0.285
	TH	2.00	715	3,200	0.255 *	N-S(2):	0.366 *
	LT	1.00	136	1,600	0.085	E-W(1):	0.372 *
Westbound	RT	0.00	82	0	0.000	E-W(2):	0.299
	TH	3.00	998	4,800	0.225		
	LT	1.00	139	1,600	0.087 *	V/C:	0.738
Northbound	RT	1.00	117	1,600	0.030	Lost Time:	0.100
	TH	2.00	640	3,200	0.200	ITS:	0.000
	LT	1.00	177	1,600	0.111 *		
Eastbound	RT	0.00	187	0	0.000	ICU:	0.838
	TH	3.00	1,181	4,800	0.285 *		
	LT	1.00	119	1,600	0.074	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 187 - VERMONT AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	108	1,600	0.034	N-S(1):	0.265 *
	TH	3.00	486	4,800	0.101	N-S(2):	0.198
	LT	1.00	203	1,600	0.127 *	E-W(1):	0.308
Westbound	RT	0.00	166	0	0.000	E-W(2):	0.399 *
	TH	3.00	1,432	4,800	0.333 *		
	LT	1.00	128	1,600	0.080	V/C:	0.664
Northbound	RT	0.00	112	0	0.000	Lost Time:	0.100
	TH	3.00	552	4,800	0.138 *	ITS:	0.000
	LT	1.00	155	1,600	0.097		
Eastbound	RT	0.00	63	0	0.000	ICU:	0.764
	TH	3.00	1,029	4,800	0.228		
	LT	1.00	106	1,600	0.066 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	94	1,600	0.029	N-S(1):	0.227 *
	TH	3.00	320	4,800	0.067	N-S(2):	0.140
	LT	1.00	215	1,600	0.134 *	E-W(1):	0.296 *
Westbound	RT	0.00	138	0	0.000	E-W(2):	0.287
	TH	3.00	951	4,800	0.227		
	LT	1.00	136	1,600	0.085 *	V/C:	0.523
Northbound	RT	0.00	128	0	0.000	Lost Time:	0.100
	TH	3.00	320	4,800	0.093 *	ITS:	0.000
	LT	1.00	117	1,600	0.073		
Eastbound	RT	0.00	71	0	0.000	ICU:	0.623
	TH	3.00	940	4,800	0.211 *		
	LT	1.00	96	1,600	0.060	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	95	1,600	0.014	N-S(1):	0.330 *
	TH	3.00	751	4,800	0.156	N-S(2):	0.242
	LT	1.00	242	1,600	0.151 *	E-W(1):	0.374 *
Westbound	RT	0.00	191	0	0.000	E-W(2):	0.372
	TH	3.00	1,163	4,800	0.282		
	LT	1.00	153	1,600	0.096 *	V/C:	0.704
Northbound	RT	0.00	176	0	0.000	Lost Time:	0.100
	TH	3.00	683	4,800	0.179 *	ITS:	0.000
	LT	1.00	137	1,600	0.086		
Eastbound	RT	0.00	116	0	0.000	ICU:	0.804
	TH	3.00	1,220	4,800	0.278 *		
	LT	1.00	144	1,600	0.090	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 188 - PRAIRIE AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	108	0	0.000	N-S(1):	0.356
	TH	3.00	942	4,800	0.219 *	N-S(2):	0.423 *
	LT	1.00	189	1,600	0.118	E-W(1):	0.222
Westbound	RT	0.00	279	0	0.000	E-W(2):	0.363 *
	TH	3.00	1,051	4,800	0.277 *		
	LT	1.00	110	1,600	0.069	V/C:	0.786
Northbound	RT	0.00	146	0	0.000	Lost Time:	0.100
	TH	3.00	997	4,800	0.238	ITS:	0.000
	LT	1.00	327	1,600	0.204 *		
Eastbound	RT	0.00	154	0	0.000	ICU:	0.886
	TH	3.00	582	4,800	0.153		
	LT	1.00	138	1,600	0.086 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	108	0	0.000	N-S(1):	0.263
	TH	3.00	679	4,800	0.164 *	N-S(2):	0.295 *
	LT	1.00	207	1,600	0.129	E-W(1):	0.234 *
Westbound	RT	0.00	191	0	0.000	E-W(2):	0.219
	TH	3.00	546	4,800	0.154		
	LT	1.00	143	1,600	0.089 *	V/C:	0.529
Northbound	RT	0.00	101	0	0.000	Lost Time:	0.100
	TH	3.00	543	4,800	0.134	ITS:	0.000
	LT	1.00	210	1,600	0.131 *		
Eastbound	RT	0.00	173	0	0.000	ICU:	0.629
	TH	3.00	524	4,800	0.145 *		
	LT	1.00	104	1,600	0.065	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	118	0	0.000	N-S(1):	0.369
	TH	3.00	1,037	4,800	0.241 *	N-S(2):	0.374 *
	LT	1.00	290	1,600	0.181	E-W(1):	0.425 *
Westbound	RT	0.00	231	0	0.000	E-W(2):	0.274
	TH	3.00	684	4,800	0.191		
	LT	1.00	153	1,600	0.096 *	V/C:	0.799
Northbound	RT	0.00	113	0	0.000	Lost Time:	0.100
	TH	3.00	788	4,800	0.188	ITS:	0.000
	LT	1.00	212	1,600	0.133 *		
Eastbound	RT	0.00	295	0	0.000	ICU:	0.899
	TH	3.00	1,282	4,800	0.329 *		
	LT	1.00	133	1,600	0.083	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 189 - CRENSHAW BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	252	1,600	0.060	N-S(1):	0.327 *
	TH	3.00	771	4,800	0.161	N-S(2):	0.315
	LT	1.00	132	1,600	0.083 *	E-W(1):	0.221
Westbound	RT	0.00	285	0	0.000	E-W(2):	0.472 *
	TH	3.00	1,049	4,800	0.278 *		
	LT	1.00	126	1,600	0.079	V/C:	0.799
Northbound	RT	1.00	99	1,600	0.023	Lost Time:	0.100
	TH	3.00	1,170	4,800	0.244 *	ITS:	0.000
	LT	1.00	246	1,600	0.154		
Eastbound	RT	0.00	105	0	0.000	ICU:	0.899
	TH	3.00	575	4,800	0.142		
	LT	1.00	311	1,600	0.194 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	209	1,600	0.041	N-S(1):	0.249 *
	TH	3.00	679	4,800	0.141	N-S(2):	0.224
	LT	1.00	129	1,600	0.081 *	E-W(1):	0.192
Westbound	RT	0.00	177	0	0.000	E-W(2):	0.309 *
	TH	3.00	449	4,800	0.130 *		
	LT	1.00	115	1,600	0.072	V/C:	0.558
Northbound	RT	1.00	92	1,600	0.022	Lost Time:	0.100
	TH	3.00	806	4,800	0.168 *	ITS:	0.000
	LT	1.00	133	1,600	0.083		
Eastbound	RT	0.00	112	0	0.000	ICU:	0.658
	TH	3.00	464	4,800	0.120		
	LT	1.00	286	1,600	0.179 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	235	1,600	0.049	N-S(1):	0.287
	TH	3.00	1,224	4,800	0.255 *	N-S(2):	0.321 *
	LT	1.00	187	1,600	0.117	E-W(1):	0.356
Westbound	RT	0.00	231	0	0.000	E-W(2):	0.359 *
	TH	3.00	552	4,800	0.163 *		
	LT	1.00	117	1,600	0.073	V/C:	0.680
Northbound	RT	1.00	96	1,600	0.023	Lost Time:	0.100
	TH	3.00	814	4,800	0.170	ITS:	0.000
	LT	1.00	106	1,600	0.066 *		
Eastbound	RT	0.00	174	0	0.000	ICU:	0.780
	TH	3.00	1,184	4,800	0.283		
	LT	1.00	313	1,600	0.196 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 190 - WESTERN AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	232	1,600	0.094	N-S(1):	0.218
	TH	2.00	461	3,200	0.144 *	N-S(2):	0.267 *
	LT	1.00	53	1,600	0.033	E-W(1):	0.218
Westbound	RT	0.00	154	0	0.000	E-W(2):	0.433 *
	TH	3.00	1,434	4,800	0.331 *		
	LT	1.00	101	1,600	0.063	V/C:	0.700
Northbound	RT	0.00	68	0	0.000	Lost Time:	0.100
	TH	2.00	524	3,200	0.185	ITS:	0.000
	LT	1.00	196	1,600	0.123 *		
Eastbound	RT	0.00	139	0	0.000	ICU:	0.800
	TH	3.00	603	4,800	0.155		
	LT	1.00	163	1,600	0.102 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	175	1,600	0.067	N-S(1):	0.192 *
	TH	2.00	350	3,200	0.109 *	N-S(2):	0.192 *
	LT	1.00	73	1,600	0.046 *	E-W(1):	0.202
Westbound	RT	0.00	106	0	0.000	E-W(2):	0.232 *
	TH	3.00	594	4,800	0.146 *		
	LT	1.00	110	1,600	0.069	V/C:	0.424
Northbound	RT	0.00	118	0	0.000	Lost Time:	0.100
	TH	2.00	349	3,200	0.146 *	ITS:	0.000
	LT	1.00	133	1,600	0.083 *		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.524
	TH	3.00	518	4,800	0.133		
	LT	1.00	137	1,600	0.086 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	211	1,600	0.079	N-S(1):	0.275
	TH	2.00	558	3,200	0.174 *	N-S(2):	0.285 *
	LT	1.00	101	1,600	0.063	E-W(1):	0.381 *
Westbound	RT	0.00	102	0	0.000	E-W(2):	0.281
	TH	3.00	745	4,800	0.176		
	LT	1.00	81	1,600	0.051 *	V/C:	0.666
Northbound	RT	0.00	121	0	0.000	Lost Time:	0.100
	TH	2.00	556	3,200	0.212	ITS:	0.000
	LT	1.00	178	1,600	0.111 *		
Eastbound	RT	0.00	192	0	0.000	ICU:	0.766
	TH	3.00	1,390	4,800	0.330 *		
	LT	1.00	168	1,600	0.105	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 191 - VERMONT AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	82	1,600	0.034	N-S(1):	0.186 *
	TH	3.00	358	4,800	0.075	N-S(2):	0.118
	LT	1.00	155	1,600	0.097 *	E-W(1):	0.217
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.419 *
	TH	3.00	1,728	4,800	0.385 *		
	LT	1.00	101	1,600	0.063	V/C:	0.605
Northbound	RT	1.00	99	1,600	0.030	Lost Time:	0.100
	TH	3.00	426	4,800	0.089 *	ITS:	0.000
	LT	1.00	68	1,600	0.043		
Eastbound	RT	0.00	56	0	0.000	ICU:	0.705
	TH	3.00	684	4,800	0.154		
	LT	1.00	55	1,600	0.034 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	156	1,600	0.084 *	N-S(1):	0.102
	TH	3.00	312	4,800	0.065	N-S(2):	0.118 *
	LT	1.00	68	1,600	0.043	E-W(1):	0.184 *
Westbound	RT	0.00	55	0	0.000	E-W(2):	0.180
	TH	3.00	674	4,800	0.152		
	LT	1.00	67	1,600	0.042 *	V/C:	0.302
Northbound	RT	1.00	43	1,600	0.006	Lost Time:	0.100
	TH	3.00	281	4,800	0.059	ITS:	0.000
	LT	1.00	54	1,600	0.034 *		
Eastbound	RT	0.00	47	0	0.000	ICU:	0.402
	TH	3.00	633	4,800	0.142 *		
	LT	1.00	44	1,600	0.028	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	48	1,600	0.000	N-S(1):	0.178 *
	TH	3.00	404	4,800	0.084	N-S(2):	0.133
	LT	1.00	129	1,600	0.081 *	E-W(1):	0.342 *
Westbound	RT	0.00	76	0	0.000	E-W(2):	0.239
	TH	3.00	769	4,800	0.176		
	LT	1.00	76	1,600	0.048 *	V/C:	0.520
Northbound	RT	1.00	85	1,600	0.029	Lost Time:	0.100
	TH	3.00	465	4,800	0.097 *	ITS:	0.000
	LT	1.00	78	1,600	0.049		
Eastbound	RT	0.00	89	0	0.000	ICU:	0.620
	TH	3.00	1,321	4,800	0.294 *		
	LT	1.00	101	1,600	0.063	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 192 - AVIATION BOULEVARD & ARTESIA BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	220	0	0.000	N-S(1):	0.520 *
	TH	2.00	485	3,200	0.220	N-S(2):	0.310
	LT	1.00	103	1,600	0.064 *	E-W(1):	0.300
Westbound	RT	0.00	207	0	0.000	E-W(2):	0.448 *
	TH	2.00	799	3,200	0.314 *		
	LT	1.00	185	1,600	0.116	V/C:	0.968
Northbound	RT	0.00	143	0	0.000	Lost Time:	0.100
	TH	2.00	1,315	3,200	0.456 *	ITS:	0.000
	LT	1.00	144	1,600	0.090		
Eastbound	RT	0.00	56	0	0.000	ICU:	1.068
	TH	2.00	533	3,200	0.184		
	LT	1.00	215	1,600	0.134 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	133	0	0.000	N-S(1):	0.300 *
	TH	2.00	604	3,200	0.230	N-S(2):	0.298
	LT	1.00	175	1,600	0.109 *	E-W(1):	0.336 *
Westbound	RT	0.00	159	0	0.000	E-W(2):	0.322
	TH	2.00	501	3,200	0.206		
	LT	1.00	238	1,600	0.149 *	V/C:	0.636
Northbound	RT	0.00	149	0	0.000	Lost Time:	0.100
	TH	2.00	462	3,200	0.191 *	ITS:	0.000
	LT	1.00	109	1,600	0.068		
Eastbound	RT	0.00	72	0	0.000	ICU:	0.736
	TH	2.00	526	3,200	0.187 *		
	LT	1.00	186	1,600	0.116	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	116	0	0.000	N-S(1):	0.445
	TH	2.00	1,235	3,200	0.422 *	N-S(2):	0.497 *
	LT	1.00	253	1,600	0.158	E-W(1):	0.457 *
Westbound	RT	0.00	141	0	0.000	E-W(2):	0.365
	TH	2.00	642	3,200	0.245		
	LT	1.00	292	1,600	0.183 *	V/C:	0.954
Northbound	RT	0.00	157	0	0.000	Lost Time:	0.100
	TH	2.00	761	3,200	0.287	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	135	0	0.000	ICU:	1.054
	TH	2.00	742	3,200	0.274 *		
	LT	1.00	192	1,600	0.120	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 193 - AVIATION BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	122	1,600	0.000	N-S(1):	0.443 *
	TH	2.00	612	3,200	0.191	N-S(2):	0.230
	LT	2.00	97	2,880	0.034 *	E-W(1):	0.266
Westbound	RT	1.00	318	1,600	0.182	E-W(2):	0.356 *
	TH	2.00	638	3,200	0.199 *		
	LT	2.00	245	2,880	0.085	V/C:	0.799
Northbound	RT	0.00	125	0	0.000	Lost Time:	0.100
	TH	3.00	1,839	4,800	0.409 *	ITS:	0.000
	LT	1.00	63	1,600	0.039		
Eastbound	RT	1.00	98	1,600	0.042	ICU:	0.899
	TH	2.00	578	3,200	0.181		
	LT	1.00	251	1,600	0.157 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	215	1,600	0.073	N-S(1):	0.270
	TH	2.00	752	3,200	0.235 *	N-S(2):	0.333 *
	LT	2.00	143	2,880	0.050	E-W(1):	0.254
Westbound	RT	1.00	152	1,600	0.070	E-W(2):	0.293 *
	TH	2.00	540	3,200	0.169 *		
	LT	2.00	235	2,880	0.082	V/C:	0.626
Northbound	RT	0.00	171	0	0.000	Lost Time:	0.100
	TH	3.00	883	4,800	0.220	ITS:	0.000
	LT	1.00	157	1,600	0.098 *		
Eastbound	RT	1.00	138	1,600	0.037	ICU:	0.726
	TH	2.00	550	3,200	0.172		
	LT	1.00	198	1,600	0.124 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	400	1,600	0.192	N-S(1):	0.310
	TH	2.00	1,307	3,200	0.408 *	N-S(2):	0.516 *
	LT	2.00	323	2,880	0.112	E-W(1):	0.365 *
Westbound	RT	1.00	131	1,600	0.026	E-W(2):	0.322
	TH	2.00	655	3,200	0.205		
	LT	2.00	438	2,880	0.152 *	V/C:	0.881
Northbound	RT	0.00	139	0	0.000	Lost Time:	0.100
	TH	3.00	813	4,800	0.198	ITS:	0.000
	LT	1.00	172	1,600	0.108 *		
Eastbound	RT	1.00	172	1,600	0.054	ICU:	0.981
	TH	2.00	682	3,200	0.213 *		
	LT	1.00	187	1,600	0.117	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 196 - PRAIRIE AVENUE & FLORENCE AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR, EBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.006
	TH	0.00	0	0	0.000 *	N-S(2):	0.262 *
	LT	0.00	0	0	0.000	E-W(1):	0.552 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.345
	TH	3.00	1,656	4,800	0.345		
	LT	1.00	432	1,600	0.270 *	V/C:	0.814
Northbound	RT	1.00	441	1,600	0.006	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	755	2,880	0.262 *		
Eastbound	RT	1.00	451	1,600	0.282 *	ICU:	0.914
	TH	3.00	852	4,800	0.178		
	LT	0.00	0	0	0.000	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.000
	TH	0.00	0	0	0.000 *	N-S(2):	0.109 *
	LT	0.00	0	0	0.000	E-W(1):	0.354 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.168
	TH	3.00	808	4,800	0.168		
	LT	1.00	246	1,600	0.154 *	V/C:	0.463
Northbound	RT	1.00	243	1,600	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	314	2,880	0.109 *		
Eastbound	RT	1.00	320	1,600	0.200 *	ICU:	0.563
	TH	3.00	787	4,800	0.164		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.058
	TH	0.00	0	0	0.000 *	N-S(2):	0.157 *
	LT	0.00	0	0	0.000	E-W(1):	0.523 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.206
	TH	3.00	990	4,800	0.206		
	LT	1.00	313	1,600	0.196 *	V/C:	0.680
Northbound	RT	1.00	405	1,600	0.058	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	453	2,880	0.157 *		
Eastbound	RT	1.00	523	1,600	0.327 *	ICU:	0.780
	TH	3.00	1,559	4,800	0.325		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 197 - PRAIRIE AVENUE & LENNOX BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	158	0	0.000	N-S(1):	0.261
	TH	3.00	1,072	4,800	0.256 *	N-S(2):	0.362 *
	LT	1.00	1	1,600	0.001	E-W(1):	0.054
Westbound	RT	0.00	7	0	0.000	E-W(2):	0.088 *
	TH	1.00	4	1,600	0.007 *		
	LT	0.00	0	0	0.000	V/C:	0.450
Northbound	RT	0.00	7	0	0.000	Lost Time:	0.100
	TH	3.00	1,242	4,800	0.260	ITS:	0.000
	LT	1.00	170	1,600	0.106 *		
Eastbound	RT	1.00	172	1,600	0.054	ICU:	0.550
	TH	2.00	4	3,200	0.042		
	LT	0.00	129	1,600	0.081 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	102	0	0.000	N-S(1):	0.207
	TH	3.00	880	4,800	0.205 *	N-S(2):	0.276 *
	LT	1.00	4	1,600	0.003	E-W(1):	0.045
Westbound	RT	0.00	9	0	0.000	E-W(2):	0.092 *
	TH	1.00	3	1,600	0.009 *		
	LT	0.00	3	1,600	0.002	V/C:	0.368
Northbound	RT	0.00	6	0	0.000	Lost Time:	0.100
	TH	3.00	971	4,800	0.204	ITS:	0.000
	LT	1.00	113	1,600	0.071 *		
Eastbound	RT	1.00	112	1,600	0.035	ICU:	0.468
	TH	2.00	4	3,200	0.043		
	LT	0.00	132	1,600	0.083 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	116	0	0.000	N-S(1):	0.274
	TH	3.00	1,382	4,800	0.312 *	N-S(2):	0.409 *
	LT	1.00	14	1,600	0.009	E-W(1):	0.085
Westbound	RT	0.00	6	0	0.000	E-W(2):	0.108 *
	TH	1.00	2	1,600	0.005 *		
	LT	0.00	0	0	0.000	V/C:	0.517
Northbound	RT	0.00	6	0	0.000	Lost Time:	0.100
	TH	3.00	1,267	4,800	0.265	ITS:	0.000
	LT	1.00	155	1,600	0.097 *		
Eastbound	RT	1.00	214	1,600	0.085	ICU:	0.617
	TH	2.00	6	3,200	0.053		
	LT	0.00	164	1,600	0.103 *	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 1 - ADMIRALTY WAY & BALI WAY
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	17	1,600	0.003	N-S(1):	0.469 *
	TH	2.00	1,034	3,200	0.323	N-S(2):	0.336
	LT	1.00	299	1,600	0.187 *	E-W(1):	0.029
Westbound	RT	1.88	243	3,014	0.000	E-W(2):	0.097 *
	TH	0.12	15	186	0.081 *		
	LT	1.00	17	1,600	0.011	V/C:	0.566
Northbound	RT	0.00	44	0	0.000	Lost Time:	0.100
	TH	2.00	858	3,200	0.282 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	11	0	0.000	ICU:	0.666
	TH	2.00	21	3,200	0.018		
	LT	0.00	25	1,600	0.016 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	21	1,600	0.004	N-S(1):	0.425 *
	TH	2.00	680	3,200	0.213	N-S(2):	0.232
	LT	1.00	196	1,600	0.123 *	E-W(1):	0.060
Westbound	RT	1.82	266	2,915	0.000	E-W(2):	0.110 *
	TH	0.18	26	285	0.091 *		
	LT	1.00	52	1,600	0.033	V/C:	0.535
Northbound	RT	0.00	126	0	0.000	Lost Time:	0.100
	TH	2.00	841	3,200	0.302 *	ITS:	0.000
	LT	1.00	31	1,600	0.019		
Eastbound	RT	0.00	25	0	0.000	ICU:	0.635
	TH	2.00	31	3,200	0.027		
	LT	0.00	30	1,600	0.019 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	22	1,600	0.006	N-S(1):	0.543 *
	TH	2.00	1,166	3,200	0.364	N-S(2):	0.372
	LT	1.00	268	1,600	0.168 *	E-W(1):	0.052
Westbound	RT	1.88	412	3,003	0.000	E-W(2):	0.153 *
	TH	0.12	27	197	0.137 *		
	LT	1.00	49	1,600	0.031	V/C:	0.696
Northbound	RT	0.00	123	0	0.000	Lost Time:	0.100
	TH	2.00	1,078	3,200	0.375 *	ITS:	0.000
	LT	1.00	13	1,600	0.008		
Eastbound	RT	0.00	13	0	0.000	ICU:	0.796
	TH	2.00	28	3,200	0.021		
	LT	0.00	25	1,600	0.016 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 2 - ADMIRALTY WAY & FIJI WAY
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:	WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	64	1,600	0.000	N-S(1):	0.188 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	540	2,880	0.188 *	E-W(1):	0.027
Westbound	RT	1.00	459	1,600	0.000	E-W(2):	0.118 *
	TH	1.00	110	1,600	0.069 *		
	LT	0.00	0	0	0.000	V/C:	0.306
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.406
	TH	2.00	86	3,200	0.027		
	LT	1.00	78	1,600	0.049 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	87	1,600	0.000	N-S(1):	0.128 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	369	2,880	0.128 *	E-W(1):	0.046
Westbound	RT	1.00	363	1,600	0.000	E-W(2):	0.151 *
	TH	1.00	151	1,600	0.094 *		
	LT	0.00	0	0	0.000	V/C:	0.279
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.379
	TH	2.00	148	3,200	0.046		
	LT	1.00	91	1,600	0.057 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	185	1,600	0.058	N-S(1):	0.225 *
	TH	0.00	0	0	0.000	N-S(2):	0.058
	LT	2.00	648	2,880	0.225 *	E-W(1):	0.062
Westbound	RT	1.00	554	1,600	0.000	E-W(2):	0.220 *
	TH	1.00	259	1,600	0.162 *		
	LT	0.00	0	0	0.000	V/C:	0.445
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.545
	TH	2.00	198	3,200	0.062		
	LT	1.00	92	1,600	0.058 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 3 - ADMIRALTY WAY & MINDANAO WAY
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	13	1,600	0.001	N-S(1):	0.467 *
	TH	2.00	518	3,200	0.162	N-S(2):	0.170
	LT	1.00	497	1,600	0.311 *	E-W(1):	0.082 *
Westbound	RT	1.00	397	1,600	0.000	E-W(2):	0.000
	TH	0.17	16	275	0.058		
	LT	1.83	170	2,632	0.065 *	V/C:	0.549
Northbound	RT	0.00	38	0	0.000	Lost Time:	0.100
	TH	2.00	460	3,200	0.156 *	ITS:	0.000
	LT	1.00	12	1,600	0.008		
Eastbound	RT	0.00	16	0	0.000	ICU:	0.649
	TH	2.00	14	3,200	0.017 *		
	LT	0.00	23	1,600	0.014	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	11	1,600	0.000	N-S(1):	0.403 *
	TH	2.00	466	3,200	0.146	N-S(2):	0.154
	LT	1.00	248	1,600	0.155 *	E-W(1):	0.131 *
Westbound	RT	1.00	376	1,600	0.080	E-W(2):	0.000
	TH	0.33	52	535	0.097		
	LT	1.67	259	2,398	0.108 *	V/C:	0.534
Northbound	RT	0.00	211	0	0.000	Lost Time:	0.100
	TH	2.00	583	3,200	0.248 *	ITS:	0.000
	LT	1.00	12	1,600	0.008		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.634
	TH	2.00	21	3,200	0.023 *		
	LT	0.00	33	1,600	0.021	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.012	N-S(1):	0.456 *
	TH	2.00	891	3,200	0.278	N-S(2):	0.304
	LT	1.00	293	1,600	0.183 *	E-W(1):	0.165 *
Westbound	RT	1.00	516	1,600	0.139 *	E-W(2):	0.000
	TH	0.43	75	696	0.108		
	LT	1.57	270	2,254	0.120	V/C:	0.621
Northbound	RT	0.00	108	0	0.000	Lost Time:	0.100
	TH	2.00	767	3,200	0.273 *	ITS:	0.000
	LT	1.00	41	1,600	0.026		
Eastbound	RT	0.00	29	0	0.000	ICU:	0.721
	TH	2.00	32	3,200	0.026 *		
	LT	0.00	23	1,600	0.014	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 4 - PALAWAN WAY & ADMIRALTY WAY
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.001	N-S(1):	0.158 *
	TH	1.00	45	1,600	0.028	N-S(2):	0.056
	LT	1.00	128	1,600	0.080 *	E-W(1):	0.334 *
Westbound	RT	0.00	57	0	0.000	E-W(2):	0.312
	TH	2.00	784	3,200	0.263		
	LT	1.00	60	1,600	0.038 *	V/C:	0.492
Northbound	RT	0.00	73	0	0.000	Lost Time:	0.100
	TH	1.00	51	1,600	0.078 *	ITS:	0.000
	LT	1.00	44	1,600	0.028		
Eastbound	RT	1.00	24	1,600	0.001	ICU:	0.592
	TH	2.00	948	3,200	0.296 *		
	LT	1.00	78	1,600	0.049	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	99	1,600	0.046	N-S(1):	0.134 *
	TH	1.00	40	1,600	0.025	N-S(2):	0.067
	LT	1.00	113	1,600	0.071 *	E-W(1):	0.202
Westbound	RT	0.00	68	0	0.000	E-W(2):	0.277 *
	TH	2.00	712	3,200	0.244 *		
	LT	1.00	61	1,600	0.038	V/C:	0.411
Northbound	RT	0.00	56	0	0.000	Lost Time:	0.100
	TH	1.00	45	1,600	0.063 *	ITS:	0.000
	LT	1.00	34	1,600	0.021		
Eastbound	RT	1.00	44	1,600	0.017	ICU:	0.511
	TH	2.00	524	3,200	0.164		
	LT	1.00	52	1,600	0.033 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	140	1,600	0.075	N-S(1):	0.206 *
	TH	1.00	114	1,600	0.071	N-S(2):	0.096
	LT	1.00	208	1,600	0.130 *	E-W(1):	0.342
Westbound	RT	0.00	74	0	0.000	E-W(2):	0.363 *
	TH	2.00	1,004	3,200	0.337 *		
	LT	1.00	92	1,600	0.058	V/C:	0.569
Northbound	RT	0.00	91	0	0.000	Lost Time:	0.100
	TH	1.00	30	1,600	0.076 *	ITS:	0.000
	LT	1.00	33	1,600	0.021		
Eastbound	RT	1.00	22	1,600	0.003	ICU:	0.669
	TH	2.00	909	3,200	0.284		
	LT	1.00	41	1,600	0.026 *	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 5 - VIA MARINA & ADMIRALTY WAY
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:	NBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.318 *
	TH	3.00	182	4,800	0.038	N-S(2):	0.038
	LT	1.00	303	1,600	0.189 *	E-W(1):	0.097 *
Westbound	RT	2.00	582	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	279	2,880	0.097 *	V/C:	0.415
Northbound	RT	1.00	697	1,600	0.000	Lost Time:	0.100
	TH	2.00	413	3,200	0.129 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.515
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.287 *
	TH	3.00	263	4,800	0.055	N-S(2):	0.055
	LT	1.00	259	1,600	0.162 *	E-W(1):	0.153 *
Westbound	RT	2.00	306	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	442	2,880	0.153 *	V/C:	0.440
Northbound	RT	1.00	395	1,600	0.000	Lost Time:	0.100
	TH	2.00	399	3,200	0.125 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.540
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.416 *
	TH	3.00	385	4,800	0.080	N-S(2):	0.080
	LT	1.00	523	1,600	0.327 *	E-W(1):	0.226 *
Westbound	RT	2.00	427	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	650	2,880	0.226 *	V/C:	0.642
Northbound	RT	1.00	461	1,600	0.000	Lost Time:	0.100
	TH	2.00	285	3,200	0.089 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.742
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 10 - AVIATIO BOULEVARD & ARBOR VITAE STREET
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.130
	TH	2.00	278	3,200	0.090 *	N-S(2):	0.133 *
	LT	1.00	35	1,600	0.022	E-W(1):	0.161
Westbound	RT	0.00	48	0	0.000	E-W(2):	0.206 *
	TH	2.00	567	3,200	0.192 *		
	LT	1.00	117	1,600	0.073	V/C:	0.339
Northbound	RT	1.00	26	1,600	0.000	Lost Time:	0.100
	TH	2.00	346	3,200	0.108	ITS:	0.000
	LT	1.00	68	1,600	0.043 *		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.439
	TH	2.00	270	3,200	0.088		
	LT	1.00	23	1,600	0.014 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	68	0	0.000	N-S(1):	0.138
	TH	2.00	232	3,200	0.094 *	N-S(2):	0.147 *
	LT	1.00	68	1,600	0.043	E-W(1):	0.173 *
Westbound	RT	0.00	82	0	0.000	E-W(2):	0.153
	TH	2.00	349	3,200	0.135		
	LT	1.00	82	1,600	0.051 *	V/C:	0.320
Northbound	RT	1.00	75	1,600	0.021	Lost Time:	0.100
	TH	2.00	303	3,200	0.095	ITS:	0.000
	LT	1.00	85	1,600	0.053 *		
Eastbound	RT	0.00	35	0	0.000	ICU:	0.420
	TH	2.00	355	3,200	0.122 *		
	LT	1.00	29	1,600	0.018	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.156
	TH	2.00	290	3,200	0.128 *	N-S(2):	0.189 *
	LT	1.00	66	1,600	0.041	E-W(1):	0.286 *
Westbound	RT	0.00	37	0	0.000	E-W(2):	0.158
	TH	2.00	439	3,200	0.149		
	LT	1.00	95	1,600	0.059 *	V/C:	0.475
Northbound	RT	1.00	105	1,600	0.036	Lost Time:	0.100
	TH	2.00	367	3,200	0.115	ITS:	0.000
	LT	1.00	98	1,600	0.061 *		
Eastbound	RT	0.00	13	0	0.000	ICU:	0.575
	TH	2.00	712	3,200	0.227 *		
	LT	1.00	14	1,600	0.009	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 11 - INGLEWOOD AVENUE & ARBOR VITAE STREET
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	25	0	0.000	N-S(1):	0.174 *
	TH	1.00	77	1,600	0.064 *	N-S(2):	0.000
	LT	1.00	12	1,600	0.008	E-W(1):	0.104
Westbound	RT	0.00	23	0	0.000	E-W(2):	0.176 *
	TH	2.00	501	3,200	0.164 *		
	LT	1.00	40	1,600	0.025	V/C:	0.350
Northbound	RT	0.00	56	0	0.000	Lost Time:	0.100
	TH	1.00	120	1,600	0.110 *	ITS:	0.000
	LT	1.00	156	1,600	0.098		
Eastbound	RT	0.00	39	0	0.000	ICU:	0.450
	TH	2.00	215	3,200	0.079		
	LT	1.00	19	1,600	0.012 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	58	0	0.000	N-S(1):	0.249 *
	TH	1.00	113	1,600	0.107 *	N-S(2):	0.000
	LT	1.00	28	1,600	0.018	E-W(1):	0.193 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.124
	TH	2.00	309	3,200	0.106		
	LT	1.00	66	1,600	0.041 *	V/C:	0.442
Northbound	RT	0.00	85	0	0.000	Lost Time:	0.100
	TH	1.00	142	1,600	0.142 *	ITS:	0.000
	LT	1.00	98	1,600	0.061		
Eastbound	RT	0.00	77	0	0.000	ICU:	0.542
	TH	2.00	408	3,200	0.152 *		
	LT	1.00	28	1,600	0.018	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	36	0	0.000	N-S(1):	0.347 *
	TH	1.00	234	1,600	0.169 *	N-S(2):	0.000
	LT	1.00	56	1,600	0.035	E-W(1):	0.281 *
Westbound	RT	0.00	19	0	0.000	E-W(2):	0.121
	TH	2.00	302	3,200	0.100		
	LT	1.00	90	1,600	0.056 *	V/C:	0.628
Northbound	RT	0.00	115	0	0.000	Lost Time:	0.100
	TH	1.00	169	1,600	0.178 *	ITS:	0.000
	LT	1.00	96	1,600	0.060		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.728
	TH	2.00	610	3,200	0.225 *		
	LT	1.00	34	1,600	0.021	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 12 - LA BREA AVENUE & ARBOR VITAE STREET
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	44	1,600	0.008	N-S(1):	0.180 *
	TH	3.00	414	4,800	0.086	N-S(2):	0.170
	LT	1.00	53	1,600	0.033 *	E-W(1):	0.112 *
Westbound	RT	1.00	72	1,600	0.028	E-W(2):	0.107
	TH	2.00	213	3,200	0.067		
	LT	1.00	45	1,600	0.028 *	V/C:	0.292
Northbound	RT	0.00	17	0	0.000	Lost Time:	0.100
	TH	3.00	687	4,800	0.147 *	ITS:	0.000
	LT	1.00	134	1,600	0.084		
Eastbound	RT	1.00	89	1,600	0.014	ICU:	0.392
	TH	1.00	135	1,600	0.084 *		
	LT	1.00	64	1,600	0.040	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	67	1,600	0.010	N-S(1):	0.209
	TH	3.00	671	4,800	0.140 *	N-S(2):	0.222 *
	LT	1.00	118	1,600	0.074	E-W(1):	0.165 *
Westbound	RT	1.00	81	1,600	0.014	E-W(2):	0.144
	TH	2.00	260	3,200	0.081		
	LT	1.00	65	1,600	0.041 *	V/C:	0.387
Northbound	RT	0.00	45	0	0.000	Lost Time:	0.100
	TH	3.00	601	4,800	0.135	ITS:	0.000
	LT	1.00	131	1,600	0.082 *		
Eastbound	RT	1.00	127	1,600	0.038	ICU:	0.487
	TH	1.00	199	1,600	0.124 *		
	LT	1.00	101	1,600	0.063	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	63	1,600	0.008	N-S(1):	0.222
	TH	3.00	1,050	4,800	0.219 *	N-S(2):	0.328 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.248 *
Westbound	RT	1.00	81	1,600	0.013	E-W(2):	0.139
	TH	2.00	242	3,200	0.076		
	LT	1.00	65	1,600	0.041 *	V/C:	0.576
Northbound	RT	0.00	69	0	0.000	Lost Time:	0.100
	TH	3.00	638	4,800	0.147	ITS:	0.000
	LT	1.00	174	1,600	0.109 *		
Eastbound	RT	1.00	206	1,600	0.074	ICU:	0.676
	TH	1.00	331	1,600	0.207 *		
	LT	1.00	100	1,600	0.063	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 13 - LA CIENEGA BOULEVARD & ARBOR VITAE STREET
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	32	0	0.000	N-S(1):	0.211
	TH	2.00	278	3,200	0.097 *	N-S(2):	0.258 *
	LT	1.00	59	1,600	0.037	E-W(1):	0.140
Westbound	RT	1.00	137	1,600	0.086	E-W(2):	0.164 *
	TH	2.00	420	3,200	0.131 *		
	LT	1.00	70	1,600	0.044	V/C:	0.422
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	2.00	507	3,200	0.174	ITS:	0.000
	LT	1.00	258	1,600	0.161 *		
Eastbound	RT	0.00	134	0	0.000	ICU:	0.522
	TH	2.00	172	3,200	0.096		
	LT	1.00	53	1,600	0.033 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	73	0	0.000	N-S(1):	0.253 *
	TH	2.00	425	3,200	0.156	N-S(2):	0.237
	LT	1.00	88	1,600	0.055 *	E-W(1):	0.177 *
Westbound	RT	1.00	74	1,600	0.046	E-W(2):	0.128
	TH	2.00	286	3,200	0.089		
	LT	1.00	66	1,600	0.041 *	V/C:	0.430
Northbound	RT	0.00	106	0	0.000	Lost Time:	0.100
	TH	2.00	529	3,200	0.198 *	ITS:	0.000
	LT	1.00	130	1,600	0.081		
Eastbound	RT	0.00	105	0	0.000	ICU:	0.530
	TH	2.00	330	3,200	0.136 *		
	LT	1.00	63	1,600	0.039	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	47	0	0.000	N-S(1):	0.281
	TH	2.00	594	3,200	0.200 *	N-S(2):	0.293 *
	LT	1.00	131	1,600	0.082	E-W(1):	0.320 *
Westbound	RT	1.00	74	1,600	0.046	E-W(2):	0.109
	TH	2.00	262	3,200	0.082		
	LT	1.00	59	1,600	0.037 *	V/C:	0.613
Northbound	RT	0.00	221	0	0.000	Lost Time:	0.100
	TH	2.00	415	3,200	0.199	ITS:	0.000
	LT	1.00	148	1,600	0.093 *		
Eastbound	RT	0.00	354	0	0.000	ICU:	0.713
	TH	2.00	551	3,200	0.283 *		
	LT	1.00	43	1,600	0.027	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 15 - AVIATION BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	204	1,600	0.128	N-S(1):	0.276
	TH	2.00	722	3,200	0.226 *	N-S(2):	0.341 *
	LT	1.00	67	1,600	0.042	E-W(1):	0.171
Westbound	RT	0.00	66	0	0.000	E-W(2):	0.410 *
	TH	3.00	1,670	4,800	0.362 *		
	LT	2.00	306	2,880	0.106	V/C:	0.751
Northbound	RT	1.00	140	1,600	0.000	Lost Time:	0.100
	TH	2.00	750	3,200	0.234	ITS:	0.000
	LT	2.00	331	2,880	0.115 *		
Eastbound	RT	1.00	65	1,600	0.000	ICU:	0.851
	TH	3.00	314	4,800	0.065		
	LT	1.00	77	1,600	0.048 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	178	1,600	0.111	N-S(1):	0.175
	TH	2.00	453	3,200	0.142 *	N-S(2):	0.197 *
	LT	1.00	72	1,600	0.045	E-W(1):	0.294 *
Westbound	RT	0.00	63	0	0.000	E-W(2):	0.270
	TH	3.00	799	4,800	0.180		
	LT	2.00	393	2,880	0.136 *	V/C:	0.491
Northbound	RT	1.00	160	1,600	0.000	Lost Time:	0.100
	TH	2.00	416	3,200	0.130	ITS:	0.000
	LT	2.00	157	2,880	0.055 *		
Eastbound	RT	1.00	222	1,600	0.111	ICU:	0.591
	TH	3.00	757	4,800	0.158 *		
	LT	1.00	144	1,600	0.090	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	68	1,600	0.043	N-S(1):	0.224 *
	TH	2.00	220	3,200	0.069	N-S(2):	0.139
	LT	1.00	70	1,600	0.044 *	E-W(1):	0.441 *
Westbound	RT	0.00	71	0	0.000	E-W(2):	0.282
	TH	3.00	618	4,800	0.144		
	LT	2.00	220	2,880	0.076 *	V/C:	0.665
Northbound	RT	1.00	308	1,600	0.116	Lost Time:	0.100
	TH	2.00	575	3,200	0.180 *	ITS:	0.000
	LT	2.00	202	2,880	0.070		
Eastbound	RT	1.00	494	1,600	0.274	ICU:	0.765
	TH	3.00	1,752	4,800	0.365 *		
	LT	1.00	221	1,600	0.138	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 17 - AVIATION BLVD. / FLORENCE AVENUE & MANCHESTER AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	298	1,600	0.186 *	N-S(1):	0.075
	TH	2.00	249	3,200	0.078	N-S(2):	0.342 *
	LT	0.00	0	0	0.000	E-W(1):	0.156
Westbound	RT	1.00	6	1,600	0.004	E-W(2):	0.312 *
	TH	2.00	711	3,200	0.222 *		
	LT	1.00	16	1,600	0.010	V/C:	0.654
Northbound	RT	0.00	74	0	0.000	Lost Time:	0.100
	TH	2.00	167	3,200	0.075	ITS:	0.000
	LT	1.00	249	1,600	0.156 *		
Eastbound	RT	1.00	144	1,600	0.012	ICU:	0.754
	TH	2.00	468	3,200	0.146		
	LT	1.00	144	1,600	0.090 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	244	1,600	0.153 *	N-S(1):	0.083
	TH	2.00	152	3,200	0.048	N-S(2):	0.261 *
	LT	0.00	0	0	0.000	E-W(1):	0.339
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.388 *
	TH	2.00	802	3,200	0.251 *		
	LT	1.00	51	1,600	0.032	V/C:	0.649
Northbound	RT	0.00	122	0	0.000	Lost Time:	0.100
	TH	2.00	143	3,200	0.083	ITS:	0.000
	LT	1.00	173	1,600	0.108 *		
Eastbound	RT	1.00	198	1,600	0.070	ICU:	0.749
	TH	2.00	981	3,200	0.307		
	LT	1.00	219	1,600	0.137 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	219	1,600	0.137 *	N-S(1):	0.117
	TH	2.00	387	3,200	0.121	N-S(2):	0.283 *
	LT	0.00	0	0	0.000	E-W(1):	0.316
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.400 *
	TH	2.00	567	3,200	0.177 *		
	LT	1.00	63	1,600	0.039	V/C:	0.683
Northbound	RT	0.00	133	0	0.000	Lost Time:	0.100
	TH	2.00	242	3,200	0.117	ITS:	0.000
	LT	1.00	233	1,600	0.146 *		
Eastbound	RT	1.00	260	1,600	0.090	ICU:	0.783
	TH	2.00	887	3,200	0.277		
	LT	1.00	356	1,600	0.223 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 18 - AVIATION BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	146	1,600	0.063	N-S(1):	0.303 *
	TH	4.00	440	6,400	0.069	N-S(2):	0.218
	LT	2.00	64	2,880	0.022 *	E-W(1):	0.271
Westbound	RT	1.00	317	1,600	0.176	E-W(2):	0.284 *
	TH	4.00	1,636	6,400	0.256 *		
	LT	2.00	501	2,880	0.174	V/C:	0.587
Northbound	RT	1.00	566	1,600	0.180	Lost Time:	0.100
	TH	3.00	1,351	4,800	0.281 *	ITS:	0.000
	LT	2.00	428	2,880	0.149		
Eastbound	RT	1.00	85	1,600	0.000	ICU:	0.687
	TH	4.00	623	6,400	0.097		
	LT	2.00	82	2,880	0.028 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	219	1,600	0.077	N-S(1):	0.306 *
	TH	4.00	589	6,400	0.092	N-S(2):	0.193
	LT	2.00	315	2,880	0.109 *	E-W(1):	0.356 *
Westbound	RT	1.00	198	1,600	0.014	E-W(2):	0.272
	TH	4.00	1,359	6,400	0.212		
	LT	2.00	411	2,880	0.143 *	V/C:	0.662
Northbound	RT	1.00	544	1,600	0.197 *	Lost Time:	0.100
	TH	3.00	550	4,800	0.115	ITS:	0.000
	LT	2.00	292	2,880	0.101		
Eastbound	RT	1.00	238	1,600	0.047	ICU:	0.762
	TH	4.00	1,363	6,400	0.213 *		
	LT	2.00	173	2,880	0.060	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	212	1,600	0.050	N-S(1):	0.300 *
	TH	4.00	1,199	6,400	0.187	N-S(2):	0.280
	LT	2.00	394	2,880	0.137 *	E-W(1):	0.427 *
Westbound	RT	1.00	102	1,600	0.000	E-W(2):	0.273
	TH	4.00	1,213	6,400	0.190		
	LT	2.00	449	2,880	0.156 *	V/C:	0.727
Northbound	RT	1.00	510	1,600	0.163 *	Lost Time:	0.100
	TH	3.00	608	4,800	0.127	ITS:	0.000
	LT	2.00	267	2,880	0.093		
Eastbound	RT	1.00	371	1,600	0.139	ICU:	0.827
	TH	4.00	1,735	6,400	0.271 *		
	LT	2.00	239	2,880	0.083	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 20 - AVIATION BOULEVARD & WEST 120TH STREET
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.234 *
	TH	2.00	461	3,200	0.150	N-S(2):	0.181
	LT	1.00	34	1,600	0.021 *	E-W(1):	0.152
Westbound	RT	0.00	113	0	0.000	E-W(2):	0.246 *
	TH	2.00	42	1,600	0.243 *		
	LT	0.00	233	1,600	0.146	V/C:	0.480
Northbound	RT	1.00	45	1,600	0.000	Lost Time:	0.100
	TH	2.00	680	3,200	0.213 *	ITS:	0.000
	LT	1.00	49	1,600	0.031		
Eastbound	RT	0.00	9	1,600	0.006	ICU:	0.580
	TH	2.00	2	1,600	0.004		
	LT	0.00	4	1,600	0.003 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	15	0	0.000	N-S(1):	0.167
	TH	2.00	404	3,200	0.131 *	N-S(2):	0.174 *
	LT	1.00	38	1,600	0.024	E-W(1):	0.071
Westbound	RT	0.00	37	0	0.000	E-W(2):	0.088 *
	TH	2.00	11	1,600	0.081 *		
	LT	0.00	82	1,600	0.051	V/C:	0.262
Northbound	RT	1.00	78	1,600	0.023	Lost Time:	0.100
	TH	2.00	458	3,200	0.143	ITS:	0.000
	LT	1.00	68	1,600	0.043 *		
Eastbound	RT	0.00	32	1,600	0.020	ICU:	0.362
	TH	2.00	9	1,600	0.013		
	LT	0.00	11	1,600	0.007 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	2	0	0.000	N-S(1):	0.260
	TH	2.00	825	3,200	0.258 *	N-S(2):	0.266 *
	LT	1.00	125	1,600	0.078	E-W(1):	0.107
Westbound	RT	0.00	84	0	0.000	E-W(2):	0.139 *
	TH	2.00	2	1,600	0.123 *		
	LT	0.00	110	1,600	0.069	V/C:	0.405
Northbound	RT	1.00	192	1,600	0.086	Lost Time:	0.100
	TH	2.00	581	3,200	0.182	ITS:	0.000
	LT	1.00	13	1,600	0.008 *		
Eastbound	RT	0.00	41	0	0.000	ICU:	0.505
	TH	2.00	55	3,200	0.038		
	LT	0.00	26	1,600	0.016 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 21 - LINCOLN BOULEVARD & BAILI WAY
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : Y
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	186	0	0.000	N-S(1):	0.302
	TH	3.00	1,167	4,800	0.282 *	N-S(2):	0.347 *
	LT	1.00	22	1,600	0.014	E-W(1):	0.110 *
Westbound	RT	0.00	8	0	0.000	E-W(2):	0.000
	TH	1.00	1	1,600	0.011 *		
	LT	0.00	9	1,600	0.006	V/C:	0.457
Northbound	RT	0.00	21	0	0.000	Lost Time:	0.100
	TH	3.00	1,360	4,800	0.288	ITS:	0.000
	LT	1.00	104	1,600	0.065 *		
Eastbound	RT	1.00	48	1,600	0.000	ICU:	0.557
	TH	0.02	3	34	0.089		
	LT	1.98	282	2,850	0.099 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	264	0	0.000	N-S(1):	0.312
	TH	3.00	1,202	4,800	0.305 *	N-S(2):	0.351 *
	LT	1.00	43	1,600	0.027	E-W(1):	0.146 *
Westbound	RT	0.00	27	0	0.000	E-W(2):	0.000
	TH	1.00	4	1,600	0.023 *		
	LT	0.00	6	1,600	0.004	V/C:	0.497
Northbound	RT	0.00	11	0	0.000	Lost Time:	0.100
	TH	3.00	1,356	4,800	0.285	ITS:	0.000
	LT	1.00	73	1,600	0.046 *		
Eastbound	RT	1.00	56	1,600	0.012	ICU:	0.597
	TH	0.03	5	45	0.111		
	LT	1.97	350	2,839	0.123 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	371	0	0.000	N-S(1):	0.332
	TH	3.00	1,727	4,800	0.437 *	N-S(2):	0.520 *
	LT	1.00	39	1,600	0.024	E-W(1):	0.176 *
Westbound	RT	0.00	36	0	0.000	E-W(2):	0.000
	TH	1.00	5	1,600	0.029 *		
	LT	0.00	5	1,600	0.003	V/C:	0.696
Northbound	RT	0.00	9	0	0.000	Lost Time:	0.100
	TH	3.00	1,470	4,800	0.308	ITS:	0.000
	LT	1.00	132	1,600	0.083 *		
Eastbound	RT	1.00	31	1,600	0.000	ICU:	0.796
	TH	0.00	0	0	0.000		
	LT	2.00	423	2,880	0.147 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 23 - CENTINELA AVENUE & JEFFERSON BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : SBR, EBR, WBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	411	1,600	0.105	N-S(1):	0.119 *
	TH	2.00	17	3,200	0.005	N-S(2):	0.109
	LT	2.00	335	2,880	0.116 *	E-W(1):	0.181
Westbound	RT	1.00	351	1,600	0.103	E-W(2):	0.342 *
	TH	3.00	912	4,800	0.190 *		
	LT	2.00	17	2,880	0.006	V/C:	0.461
Northbound	RT	1.00	7	1,600	0.001	Lost Time:	0.100
	TH	3.00	13	4,800	0.003 *	ITS:	0.000
	LT	2.00	11	2,880	0.004		
Eastbound	RT	1.00	9	1,600	0.002	ICU:	0.561
	TH	3.00	839	4,800	0.175		
	LT	2.00	437	2,880	0.152 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	368	1,600	0.126 *	N-S(1):	0.131
	TH	2.00	20	3,200	0.006	N-S(2):	0.134 *
	LT	2.00	342	2,880	0.119	E-W(1):	0.175
Westbound	RT	1.00	255	1,600	0.041	E-W(2):	0.286 *
	TH	3.00	874	4,800	0.182 *		
	LT	2.00	11	2,880	0.004	V/C:	0.420
Northbound	RT	1.00	22	1,600	0.012	Lost Time:	0.100
	TH	3.00	16	4,800	0.003	ITS:	0.000
	LT	2.00	23	2,880	0.008 *		
Eastbound	RT	1.00	19	1,600	0.004	ICU:	0.520
	TH	3.00	820	4,800	0.171		
	LT	2.00	299	2,880	0.104 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	434	1,600	0.163	N-S(1):	0.283 *
	TH	2.00	10	3,200	0.003	N-S(2):	0.168
	LT	2.00	782	2,880	0.272 *	E-W(1):	0.206
Westbound	RT	1.00	310	1,600	0.000	E-W(2):	0.324 *
	TH	3.00	1,031	4,800	0.215 *		
	LT	2.00	5	2,880	0.002	V/C:	0.607
Northbound	RT	1.00	19	1,600	0.011 *	Lost Time:	0.100
	TH	3.00	15	4,800	0.003	ITS:	0.000
	LT	2.00	15	2,880	0.005		
Eastbound	RT	1.00	8	1,600	0.000	ICU:	0.707
	TH	3.00	977	4,800	0.204		
	LT	2.00	313	2,880	0.109 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 25 - LA BREA AVENUE & CENTINELA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	141	0	0.000	N-S(1):	0.297
	TH	2.00	551	3,200	0.216 *	N-S(2):	0.344 *
	LT	1.00	125	1,600	0.078	E-W(1):	0.114
Westbound	RT	1.00	259	1,600	0.123	E-W(2):	0.336 *
	TH	2.00	835	3,200	0.261 *		
	LT	1.00	33	1,600	0.021	V/C:	0.680
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	681	3,200	0.219	ITS:	0.000
	LT	1.00	204	1,600	0.128 *		
Eastbound	RT	1.00	85	1,600	0.000	ICU:	0.780
	TH	2.00	296	3,200	0.093		
	LT	1.00	120	1,600	0.075 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	152	0	0.000	N-S(1):	0.300
	TH	2.00	615	3,200	0.240 *	N-S(2):	0.352 *
	LT	1.00	206	1,600	0.129	E-W(1):	0.175
Westbound	RT	1.00	131	1,600	0.018	E-W(2):	0.260 *
	TH	2.00	503	3,200	0.157 *		
	LT	1.00	55	1,600	0.034	V/C:	0.612
Northbound	RT	0.00	48	0	0.000	Lost Time:	0.100
	TH	2.00	499	3,200	0.171	ITS:	0.000
	LT	1.00	179	1,600	0.112 *		
Eastbound	RT	1.00	191	1,600	0.063	ICU:	0.712
	TH	2.00	451	3,200	0.141		
	LT	1.00	165	1,600	0.103 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	97	0	0.000	N-S(1):	0.458 *
	TH	2.00	906	3,200	0.313	N-S(2):	0.414
	LT	1.00	262	1,600	0.164 *	E-W(1):	0.317 *
Westbound	RT	1.00	200	1,600	0.043	E-W(2):	0.258
	TH	2.00	530	3,200	0.166		
	LT	1.00	68	1,600	0.043 *	V/C:	0.775
Northbound	RT	0.00	41	0	0.000	Lost Time:	0.100
	TH	2.00	899	3,200	0.294 *	ITS:	0.000
	LT	1.00	161	1,600	0.101		
Eastbound	RT	1.00	192	1,600	0.070	ICU:	0.875
	TH	2.00	877	3,200	0.274 *		
	LT	1.00	147	1,600	0.092	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 26 - LA CIENEGA BOULEVARD & CENTINELA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	14	0	0.000	N-S(1):	0.544 *
	TH	3.00	2,021	4,800	0.424	N-S(2):	0.426
	LT	1.00	107	1,600	0.067 *	E-W(1):	0.241
Westbound	RT	1.00	193	1,600	0.087	E-W(2):	0.345 *
	TH	2.00	1,103	3,200	0.345 *		
	LT	1.00	234	1,600	0.146	V/C:	0.889
Northbound	RT	0.00	35	0	0.000	Lost Time:	0.100
	TH	3.00	2,255	4,800	0.477 *	ITS:	0.000
	LT	2.00	7	2,880	0.002		
Eastbound	RT	0.00	141	0	0.000	ICU:	0.989
	TH	3.00	315	4,800	0.095		
	LT	0.00	0	0	0.000 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	33	0	0.000	N-S(1):	0.350 *
	TH	3.00	1,259	4,800	0.269	N-S(2):	0.320
	LT	1.00	136	1,600	0.085 *	E-W(1):	0.248 *
Westbound	RT	1.00	114	1,600	0.029	E-W(2):	0.224
	TH	2.00	718	3,200	0.224		
	LT	1.00	164	1,600	0.103 *	V/C:	0.598
Northbound	RT	0.00	84	0	0.000	Lost Time:	0.100
	TH	3.00	1,189	4,800	0.265 *	ITS:	0.000
	LT	2.00	146	2,880	0.051		
Eastbound	RT	0.00	136	0	0.000	ICU:	0.698
	TH	3.00	562	4,800	0.145 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	17	0	0.000	N-S(1):	0.605 *
	TH	3.00	1,954	4,800	0.411	N-S(2):	0.444
	LT	1.00	269	1,600	0.168 *	E-W(1):	0.318 *
Westbound	RT	1.00	114	1,600	0.000	E-W(2):	0.249
	TH	2.00	797	3,200	0.249		
	LT	1.00	146	1,600	0.091 *	V/C:	0.923
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	3.00	1,967	4,800	0.437 *	ITS:	0.000
	LT	2.00	96	2,880	0.033		
Eastbound	RT	0.00	186	0	0.000	ICU:	1.023
	TH	3.00	904	4,800	0.227 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 27 - LA TIEJERA BOULEVARD & CENTINELA BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.205
	TH	3.00	825	4,800	0.201 *	N-S(2):	0.254 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.180
Westbound	RT	0.00	9	0	0.000	E-W(2):	0.285 *
	TH	3.00	975	4,800	0.205 *		
	LT	1.00	155	1,600	0.097	V/C:	0.539
Northbound	RT	0.00	103	0	0.000	Lost Time:	0.100
	TH	3.00	792	4,800	0.186	ITS:	0.000
	LT	2.00	153	2,880	0.053 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.639
	TH	3.00	339	4,800	0.083		
	LT	1.00	128	1,600	0.080 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	97	0	0.000	N-S(1):	0.245 *
	TH	3.00	610	4,800	0.147	N-S(2):	0.210
	LT	1.00	74	1,600	0.046 *	E-W(1):	0.230 *
Westbound	RT	0.00	17	0	0.000	E-W(2):	0.220
	TH	3.00	683	4,800	0.146		
	LT	1.00	162	1,600	0.101 *	V/C:	0.475
Northbound	RT	0.00	185	0	0.000	Lost Time:	0.100
	TH	3.00	769	4,800	0.199 *	ITS:	0.000
	LT	2.00	180	2,880	0.063		
Eastbound	RT	0.00	79	0	0.000	ICU:	0.575
	TH	3.00	539	4,800	0.129 *		
	LT	1.00	119	1,600	0.074	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	104	0	0.000	N-S(1):	0.383 *
	TH	3.00	806	4,800	0.190	N-S(2):	0.258
	LT	1.00	121	1,600	0.076 *	E-W(1):	0.261
Westbound	RT	0.00	7	0	0.000	E-W(2):	0.301 *
	TH	3.00	827	4,800	0.174 *		
	LT	1.00	156	1,600	0.098	V/C:	0.684
Northbound	RT	0.00	270	0	0.000	Lost Time:	0.100
	TH	3.00	1,205	4,800	0.307 *	ITS:	0.000
	LT	2.00	196	2,880	0.068		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.784
	TH	3.00	733	4,800	0.163		
	LT	1.00	203	1,600	0.127 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 34 - LA BREA AVENUE / HAWTHORNE BOULEVARD & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	101	1,600	0.024	N-S(1):	0.206 *
	TH	3.00	487	4,800	0.101	N-S(2):	0.192
	LT	1.00	75	1,600	0.047 *	E-W(1):	0.164
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.272 *
	TH	3.00	796	4,800	0.193 *		
	LT	1.00	82	1,600	0.051	V/C:	0.478
Northbound	RT	1.00	57	1,600	0.010	Lost Time:	0.100
	TH	3.00	761	4,800	0.159 *	ITS:	0.000
	LT	1.00	145	1,600	0.091		
Eastbound	RT	0.00	117	0	0.000	ICU:	0.578
	TH	3.00	425	4,800	0.113		
	LT	1.00	126	1,600	0.079 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	126	1,600	0.036	N-S(1):	0.258 *
	TH	3.00	637	4,800	0.133	N-S(2):	0.239
	LT	1.00	205	1,600	0.128 *	E-W(1):	0.256 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.230
	TH	3.00	583	4,800	0.144		
	LT	1.00	106	1,600	0.066 *	V/C:	0.514
Northbound	RT	1.00	151	1,600	0.061	Lost Time:	0.100
	TH	3.00	623	4,800	0.130 *	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	0.00	201	0	0.000	ICU:	0.614
	TH	3.00	713	4,800	0.190 *		
	LT	1.00	137	1,600	0.086	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	102	1,600	0.012	N-S(1):	0.312 *
	TH	3.00	1,014	4,800	0.211	N-S(2):	0.304
	LT	1.00	225	1,600	0.141 *	E-W(1):	0.352 *
Westbound	RT	0.00	123	0	0.000	E-W(2):	0.266
	TH	3.00	660	4,800	0.163		
	LT	1.00	118	1,600	0.074 *	V/C:	0.664
Northbound	RT	1.00	134	1,600	0.047	Lost Time:	0.100
	TH	3.00	822	4,800	0.171 *	ITS:	0.000
	LT	1.00	149	1,600	0.093		
Eastbound	RT	0.00	229	0	0.000	ICU:	0.764
	TH	3.00	1,104	4,800	0.278 *		
	LT	1.00	165	1,600	0.103	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 35 - INGLEWOOD AVENUE & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	95	0	0.000	N-S(1):	0.171
	TH	1.00	143	1,600	0.149 *	N-S(2):	0.213 *
	LT	1.00	57	1,600	0.036	E-W(1):	0.122
Westbound	RT	0.00	79	0	0.000	E-W(2):	0.257 *
	TH	3.00	970	4,800	0.219 *		
	LT	1.00	35	1,600	0.022	V/C:	0.470
Northbound	RT	0.00	44	0	0.000	Lost Time:	0.100
	TH	1.00	172	1,600	0.135	ITS:	0.000
	LT	1.00	103	1,600	0.064 *		
Eastbound	RT	0.00	31	0	0.000	ICU:	0.570
	TH	3.00	449	4,800	0.100		
	LT	1.00	60	1,600	0.038 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	106	0	0.000	N-S(1):	0.229 *
	TH	1.00	175	1,600	0.176	N-S(2):	0.224
	LT	1.00	73	1,600	0.046 *	E-W(1):	0.236 *
Westbound	RT	0.00	63	0	0.000	E-W(2):	0.236 *
	TH	3.00	774	4,800	0.174 *		
	LT	1.00	69	1,600	0.043 *	V/C:	0.465
Northbound	RT	0.00	83	0	0.000	Lost Time:	0.100
	TH	1.00	209	1,600	0.183 *	ITS:	0.000
	LT	1.00	77	1,600	0.048		
Eastbound	RT	0.00	57	0	0.000	ICU:	0.565
	TH	3.00	868	4,800	0.193 *		
	LT	1.00	99	1,600	0.062 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	89	0	0.000	N-S(1):	0.296
	TH	1.00	366	1,600	0.284 *	N-S(2):	0.322 *
	LT	1.00	109	1,600	0.068	E-W(1):	0.380 *
Westbound	RT	0.00	75	0	0.000	E-W(2):	0.271
	TH	3.00	761	4,800	0.174		
	LT	1.00	83	1,600	0.052 *	V/C:	0.702
Northbound	RT	0.00	105	0	0.000	Lost Time:	0.100
	TH	1.00	260	1,600	0.228	ITS:	0.000
	LT	1.00	60	1,600	0.038 *		
Eastbound	RT	0.00	146	0	0.000	ICU:	0.802
	TH	3.00	1,428	4,800	0.328 *		
	LT	1.00	155	1,600	0.097	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 36 - LA CIENEGA BOULEVARD & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	601	3,200	0.071	N-S(1):	0.120
	TH	2.00	348	3,200	0.109 *	N-S(2):	0.247 *
	LT	1.00	56	1,600	0.035	E-W(1):	0.312
Westbound	RT	0.00	633	1,600	0.396 *	E-W(2):	0.513 *
	TH	4.00	964	4,800	0.201		
	LT	1.00	266	1,600	0.166	V/C:	0.760
Northbound	RT	2.00	154	3,200	0.000	Lost Time:	0.100
	TH	2.00	272	3,200	0.085	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	1.00	334	1,600	0.071	ICU:	0.860
	TH	3.00	700	4,800	0.146		
	LT	1.00	187	1,600	0.117 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	847	3,200	0.139	N-S(1):	0.231 *
	TH	2.00	178	3,200	0.056	N-S(2):	0.223
	LT	1.00	212	1,600	0.133 *	E-W(1):	0.329
Westbound	RT	0.00	512	1,600	0.320 *	E-W(2):	0.446 *
	TH	4.00	756	4,800	0.158		
	LT	1.00	100	1,600	0.063	V/C:	0.677
Northbound	RT	2.00	261	3,200	0.019	Lost Time:	0.100
	TH	2.00	315	3,200	0.098 *	ITS:	0.000
	LT	1.00	134	1,600	0.084		
Eastbound	RT	1.00	476	1,600	0.214	ICU:	0.777
	TH	3.00	1,278	4,800	0.266		
	LT	1.00	201	1,600	0.126 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	490	3,200	0.079	N-S(1):	0.353 *
	TH	2.00	633	3,200	0.198	N-S(2):	0.276
	LT	1.00	375	1,600	0.234 *	E-W(1):	0.292
Westbound	RT	0.00	386	1,600	0.241 *	E-W(2):	0.315 *
	TH	4.00	615	4,800	0.128		
	LT	1.00	70	1,600	0.044	V/C:	0.668
Northbound	RT	2.00	522	3,200	0.119 *	Lost Time:	0.100
	TH	2.00	283	3,200	0.088	ITS:	0.000
	LT	1.00	124	1,600	0.078		
Eastbound	RT	1.00	520	1,600	0.248	ICU:	0.768
	TH	3.00	1,172	4,800	0.244		
	LT	1.00	118	1,600	0.074 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 37 - PRAIRIE AVENUE & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.240 *
	TH	3.00	497	4,800	0.120	N-S(2):	0.196
	LT	1.00	128	1,600	0.080 *	E-W(1):	0.106
Westbound	RT	0.00	179	0	0.000	E-W(2):	0.247 *
	TH	3.00	843	4,800	0.213 *		
	LT	1.00	36	1,600	0.023	V/C:	0.487
Northbound	RT	0.00	79	0	0.000	Lost Time:	0.100
	TH	3.00	690	4,800	0.160 *	ITS:	0.000
	LT	1.00	121	1,600	0.076		
Eastbound	RT	0.00	69	0	0.000	ICU:	0.587
	TH	3.00	331	4,800	0.083		
	LT	1.00	55	1,600	0.034 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.292 *
	TH	3.00	571	4,800	0.134	N-S(2):	0.192
	LT	1.00	259	1,600	0.162 *	E-W(1):	0.289 *
Westbound	RT	0.00	284	0	0.000	E-W(2):	0.238
	TH	3.00	646	4,800	0.194		
	LT	1.00	122	1,600	0.076 *	V/C:	0.581
Northbound	RT	0.00	104	0	0.000	Lost Time:	0.100
	TH	3.00	521	4,800	0.130 *	ITS:	0.000
	LT	1.00	93	1,600	0.058		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.681
	TH	3.00	900	4,800	0.213 *		
	LT	1.00	71	1,600	0.044	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	78	0	0.000	N-S(1):	0.358 *
	TH	3.00	960	4,800	0.216	N-S(2):	0.310
	LT	1.00	275	1,600	0.172 *	E-W(1):	0.325 *
Westbound	RT	0.00	353	1,600	0.221	E-W(2):	0.308
	TH	3.00	633	3,200	0.198		
	LT	1.00	119	1,600	0.074 *	V/C:	0.683
Northbound	RT	0.00	200	0	0.000	Lost Time:	0.100
	TH	3.00	694	4,800	0.186 *	ITS:	0.000
	LT	1.00	150	1,600	0.094		
Eastbound	RT	0.00	152	0	0.000	ICU:	0.783
	TH	3.00	1,051	4,800	0.251 *		
	LT	1.00	139	1,600	0.087	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 39 - NB I-405 RAMPS & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.078
	TH	0.00	0	0	0.000 *	N-S(2):	0.314 *
	LT	0.00	0	0	0.000	E-W(1):	0.138
Westbound	RT	0.00	2	0	0.000	E-W(2):	0.250 *
	TH	3.00	1,199	4,800	0.250 *		
	LT	0.00	0	0	0.000	V/C:	0.564
Northbound	RT	1.00	125	1,600	0.078	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	904	2,880	0.314 *		
Eastbound	RT	2.00	505	3,200	0.000	ICU:	0.664
	TH	2.00	442	3,200	0.138		
	LT	1.00	0	1,600	0.000 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.105
	TH	0.00	0	0	0.000 *	N-S(2):	0.225 *
	LT	0.00	0	0	0.000	E-W(1):	0.263 *
Westbound	RT	0.00	7	0	0.000	E-W(2):	0.188
	TH	3.00	894	4,800	0.188		
	LT	0.00	0	0	0.000 *	V/C:	0.488
Northbound	RT	1.00	168	1,600	0.105	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	647	2,880	0.225 *		
Eastbound	RT	2.00	920	3,200	0.000	ICU:	0.588
	TH	2.00	840	3,200	0.263 *		
	LT	1.00	0	1,600	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.224 *
	TH	0.00	0	0	0.000	N-S(2):	0.170
	LT	0.00	0	0	0.000 *	E-W(1):	0.318 *
Westbound	RT	0.00	7	0	0.000	E-W(2):	0.189
	TH	3.00	901	4,800	0.189		
	LT	0.00	0	0	0.000 *	V/C:	0.542
Northbound	RT	1.00	359	1,600	0.224 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	489	2,880	0.170		
Eastbound	RT	1.36	694	2,182	0.000	ICU:	0.642
	TH	2.64	1,342	4,218	0.318 *		
	LT	1.00	0	1,600	0.000	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 46 - DOUGLAS STREET & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	32	1,600	0.000	N-S(1):	0.173
	TH	2.00	207	3,200	0.065 *	N-S(2):	0.181 *
	LT	2.00	63	2,880	0.022	E-W(1):	0.166
Westbound	RT	1.00	420	1,600	0.252	E-W(2):	0.373 *
	TH	3.00	1,457	4,800	0.304 *		
	LT	2.00	159	2,880	0.055	V/C:	0.554
Northbound	RT	1.00	48	1,600	0.002	Lost Time:	0.100
	TH	2.00	483	3,200	0.151	ITS:	0.000
	LT	2.00	335	2,880	0.116 *		
Eastbound	RT	0.00	153	0	0.000	ICU:	0.654
	TH	3.00	381	4,800	0.111		
	LT	1.00	111	1,600	0.069 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	48	1,600	0.000	N-S(1):	0.153 *
	TH	2.00	257	3,200	0.080	N-S(2):	0.136
	LT	2.00	203	2,880	0.070 *	E-W(1):	0.231
Westbound	RT	1.00	360	1,600	0.190 *	E-W(2):	0.251 *
	TH	3.00	821	4,800	0.171		
	LT	2.00	102	2,880	0.035	V/C:	0.404
Northbound	RT	1.00	137	1,600	0.068	Lost Time:	0.100
	TH	2.00	267	3,200	0.083 *	ITS:	0.000
	LT	2.00	160	2,880	0.056		
Eastbound	RT	0.00	205	0	0.000	ICU:	0.504
	TH	3.00	738	4,800	0.196		
	LT	1.00	98	1,600	0.061 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	59	1,600	0.010	N-S(1):	0.301 *
	TH	2.00	747	3,200	0.233	N-S(2):	0.275
	LT	2.00	325	2,880	0.113 *	E-W(1):	0.455 *
Westbound	RT	1.00	170	1,600	0.050	E-W(2):	0.174
	TH	3.00	574	4,800	0.120		
	LT	2.00	99	2,880	0.034 *	V/C:	0.756
Northbound	RT	1.00	329	1,600	0.188 *	Lost Time:	0.100
	TH	2.00	409	3,200	0.128	ITS:	0.000
	LT	2.00	121	2,880	0.042		
Eastbound	RT	0.00	305	0	0.000	ICU:	0.856
	TH	3.00	1,714	4,800	0.421 *		
	LT	1.00	86	1,600	0.054	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 47 - DOUGLAS STREET & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	12	1,600	0.000	N-S(1):	0.076 *
	TH	0.92	17	1,470	0.012	N-S(2):	0.000
	LT	1.08	20	1,557	0.013 *	E-W(1):	0.208
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.243 *
	TH	3.00	981	4,800	0.217 *		
	LT	2.00	193	2,880	0.067	V/C:	0.319
Northbound	RT	2.00	96	3,200	0.000	Lost Time:	0.100
	TH	1.00	19	1,600	0.012	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	226	1,600	0.141	ICU:	0.419
	TH	3.00	383	3,200	0.120		
	LT	1.00	41	1,600	0.026 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	34	1,600	0.003	N-S(1):	0.089 *
	TH	0.59	25	941	0.027	N-S(2):	0.000
	LT	1.41	60	2,033	0.030 *	E-W(1):	0.168 *
Westbound	RT	0.00	38	0	0.000	E-W(2):	0.163
	TH	3.00	570	4,800	0.127		
	LT	2.00	71	2,880	0.025 *	V/C:	0.257
Northbound	RT	2.00	156	3,200	0.024	Lost Time:	0.100
	TH	1.00	19	1,600	0.012	ITS:	0.000
	LT	1.00	94	1,600	0.059 *		
Eastbound	RT	0.00	159	0	0.000	ICU:	0.357
	TH	3.00	526	4,800	0.143 *		
	LT	1.00	58	1,600	0.036	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	34	1,600	0.007	N-S(1):	0.147 *
	TH	0.58	28	933	0.030	N-S(2):	0.000
	LT	1.42	68	2,040	0.033 *	E-W(1):	0.268 *
Westbound	RT	0.00	43	0	0.000	E-W(2):	0.169
	TH	3.00	627	4,800	0.140		
	LT	2.00	46	2,880	0.016 *	V/C:	0.415
Northbound	RT	2.00	368	3,200	0.099	Lost Time:	0.100
	TH	1.00	29	1,600	0.018	ITS:	0.000
	LT	1.00	182	1,600	0.114 *		
Eastbound	RT	0.00	174	0	0.000	ICU:	0.515
	TH	3.00	1,036	4,800	0.252 *		
	LT	1.00	47	1,600	0.029	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 48 - DOUGLAS STREET & MARIPOSA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	51	0	0.000	N-S(1):	0.107
	TH	3.00	262	4,800	0.065 *	N-S(2):	0.193 *
	LT	1.00	3	1,600	0.002	E-W(1):	0.026 *
Westbound	RT	0.00	4	0	0.000	E-W(2):	0.000
	TH	2.00	2	3,200	0.004		
	LT	0.00	6	1,600	0.004 *	V/C:	0.219
Northbound	RT	0.00	25	0	0.000	Lost Time:	0.100
	TH	3.00	481	4,800	0.105	ITS:	0.000
	LT	1.00	204	1,600	0.128 *		
Eastbound	RT	1.00	115	1,600	0.008	ICU:	0.319
	TH	0.26	8	413	0.019		
	LT	1.74	54	2,508	0.022 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	52	0	0.000	N-S(1):	0.110
	TH	3.00	303	4,800	0.074 *	N-S(2):	0.165 *
	LT	1.00	19	1,600	0.012	E-W(1):	0.095 *
Westbound	RT	0.00	5	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.007 *		
	LT	0.00	8	1,600	0.005	V/C:	0.260
Northbound	RT	0.00	36	0	0.000	Lost Time:	0.100
	TH	3.00	434	4,800	0.098	ITS:	0.000
	LT	1.00	146	1,600	0.091 *		
Eastbound	RT	1.00	214	1,600	0.088 *	ICU:	0.360
	TH	0.32	19	515	0.037		
	LT	1.68	99	2,416	0.041	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	33	0	0.000	N-S(1):	0.119
	TH	3.00	515	4,800	0.114 *	N-S(2):	0.207 *
	LT	1.00	0	1,600	0.000	E-W(1):	0.199 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.000
	TH	2.00	0	3,200	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.406
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	571	4,800	0.119	ITS:	0.000
	LT	1.00	148	1,600	0.093 *		
Eastbound	RT	1.00	392	1,600	0.199 *	ICU:	0.506
	TH	0.00	0	0	0.000		
	LT	2.00	186	2,880	0.065	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 49 - DOUGLAS STREET & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	59	1,600	0.006	N-S(1):	0.071 *
	TH	1.00	39	1,600	0.024	N-S(2):	0.048
	LT	2.00	123	2,880	0.043 *	E-W(1):	0.158
Westbound	RT	1.00	541	1,600	0.295	E-W(2):	0.409 *
	TH	3.00	1,670	4,800	0.348 *		
	LT	2.00	76	2,880	0.026	V/C:	0.480
Northbound	RT	1.00	13	1,600	0.000	Lost Time:	0.100
	TH	1.00	44	1,600	0.028 *	ITS:	0.000
	LT	1.00	38	1,600	0.024		
Eastbound	RT	1.00	46	1,600	0.017	ICU:	0.580
	TH	3.00	634	4,800	0.132		
	LT	2.00	177	2,880	0.061 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	163	1,600	0.073 *	N-S(1):	0.130
	TH	1.00	74	1,600	0.046	N-S(2):	0.131 *
	LT	2.00	255	2,880	0.089	E-W(1):	0.318
Westbound	RT	1.00	232	1,600	0.056	E-W(2):	0.401 *
	TH	3.00	1,652	4,800	0.344 *		
	LT	2.00	39	2,880	0.014	V/C:	0.532
Northbound	RT	1.00	55	1,600	0.028	Lost Time:	0.100
	TH	1.00	65	1,600	0.041	ITS:	0.000
	LT	1.00	93	1,600	0.058 *		
Eastbound	RT	1.00	121	1,600	0.047	ICU:	0.632
	TH	3.00	1,459	4,800	0.304		
	LT	2.00	165	2,880	0.057 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	195	1,600	0.107	N-S(1):	0.167
	TH	1.00	242	1,600	0.151 *	N-S(2):	0.202 *
	LT	2.00	379	2,880	0.132	E-W(1):	0.360 *
Westbound	RT	1.00	179	1,600	0.000	E-W(2):	0.344
	TH	3.00	1,510	4,800	0.315		
	LT	2.00	28	2,880	0.010 *	V/C:	0.562
Northbound	RT	1.00	57	1,600	0.031	Lost Time:	0.100
	TH	1.00	56	1,600	0.035	ITS:	0.000
	LT	1.00	82	1,600	0.051 *		
Eastbound	RT	1.00	130	1,600	0.056	ICU:	0.662
	TH	3.00	1,680	4,800	0.350 *		
	LT	2.00	83	2,880	0.029	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 51 - HAWTHORNE BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.007	N-S(1):	0.174
	TH	3.00	668	4,800	0.139 *	N-S(2):	0.221 *
	LT	2.00	166	2,880	0.058	E-W(1):	0.177
Westbound	RT	0.00	182	0	0.000	E-W(2):	0.276 *
	TH	3.00	912	4,800	0.228 *		
	LT	1.00	122	1,600	0.076	V/C:	0.497
Northbound	RT	0.00	111	0	0.000	Lost Time:	0.100
	TH	4.00	632	6,400	0.116	ITS:	0.000
	LT	2.00	237	2,880	0.082 *		
Eastbound	RT	0.00	102	0	0.000	ICU:	0.597
	TH	3.00	381	4,800	0.101		
	LT	1.00	77	1,600	0.048 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	115	1,600	0.023	N-S(1):	0.231
	TH	3.00	918	4,800	0.191 *	N-S(2):	0.273 *
	LT	2.00	216	2,880	0.075	E-W(1):	0.278 *
Westbound	RT	0.00	186	0	0.000	E-W(2):	0.257
	TH	3.00	576	4,800	0.159		
	LT	1.00	177	1,600	0.111 *	V/C:	0.551
Northbound	RT	0.00	197	0	0.000	Lost Time:	0.100
	TH	4.00	801	6,400	0.156	ITS:	0.000
	LT	2.00	236	2,880	0.082 *		
Eastbound	RT	0.00	243	0	0.000	ICU:	0.651
	TH	3.00	559	4,800	0.167 *		
	LT	1.00	156	1,600	0.098	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	102	1,600	0.015	N-S(1):	0.295
	TH	3.00	1,781	4,800	0.371 *	N-S(2):	0.432 *
	LT	2.00	350	2,880	0.122	E-W(1):	0.615 *
Westbound	RT	0.00	157	0	0.000	E-W(2):	0.258
	TH	3.00	609	4,800	0.160		
	LT	1.00	153	1,600	0.096 *	V/C:	1.047
Northbound	RT	0.00	191	0	0.000	Lost Time:	0.100
	TH	4.00	913	6,400	0.173	ITS:	0.000
	LT	2.00	177	2,880	0.061 *		
Eastbound	RT	0.00	410	0	0.000	ICU:	1.147
	TH	3.00	2,082	4,800	0.519 *		
	LT	1.00	156	1,600	0.098	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 52 - INGLEWOOD AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	79	0	0.000	N-S(1):	0.151
	TH	2.00	270	3,200	0.109 *	N-S(2):	0.242 *
	LT	1.00	29	1,600	0.018	E-W(1):	0.144
Westbound	RT	0.00	86	0	0.000	E-W(2):	0.247 *
	TH	3.00	929	4,800	0.211 *		
	LT	1.00	104	1,600	0.065	V/C:	0.489
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	2.00	355	3,200	0.133	ITS:	0.000
	LT	1.00	213	1,600	0.133 *		
Eastbound	RT	0.00	74	0	0.000	ICU:	0.589
	TH	3.00	306	4,800	0.079		
	LT	1.00	58	1,600	0.036 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	104	0	0.000	N-S(1):	0.230
	TH	2.00	461	3,200	0.177 *	N-S(2):	0.286 *
	LT	1.00	93	1,600	0.058	E-W(1):	0.233
Westbound	RT	0.00	127	0	0.000	E-W(2):	0.246 *
	TH	3.00	609	4,800	0.153 *		
	LT	1.00	128	1,600	0.080	V/C:	0.532
Northbound	RT	0.00	116	0	0.000	Lost Time:	0.100
	TH	2.00	435	3,200	0.172	ITS:	0.000
	LT	1.00	175	1,600	0.109 *		
Eastbound	RT	0.00	138	0	0.000	ICU:	0.632
	TH	3.00	598	4,800	0.153		
	LT	1.00	148	1,600	0.093 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	81	0	0.000	N-S(1):	0.257
	TH	2.00	739	3,200	0.256 *	N-S(2):	0.330 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.540 *
Westbound	RT	0.00	150	0	0.000	E-W(2):	0.274
	TH	3.00	548	4,800	0.145		
	LT	1.00	175	1,600	0.109 *	V/C:	0.870
Northbound	RT	0.00	121	0	0.000	Lost Time:	0.100
	TH	2.00	580	3,200	0.219	ITS:	0.000
	LT	1.00	119	1,600	0.074 *		
Eastbound	RT	0.00	245	0	0.000	ICU:	0.970
	TH	3.00	1,822	4,800	0.431 *		
	LT	1.00	206	1,600	0.129	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 53 - LA CIENEGA BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : SBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	447	3,200	0.105 *	N-S(1):	0.062
	TH	0.00	0	0	0.000	N-S(2):	0.105 *
	LT	2.00	179	2,880	0.062	E-W(1):	0.093
Westbound	RT	0.00	292	0	0.000	E-W(2):	0.410 *
	TH	3.00	1,508	4,800	0.375 *		
	LT	0.00	0	0	0.000	V/C:	0.515
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.615
	TH	3.00	444	4,800	0.093		
	LT	1.00	56	1,600	0.035 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	302	3,200	0.058	N-S(1):	0.118 *
	TH	0.00	0	0	0.000	N-S(2):	0.058
	LT	2.00	341	2,880	0.118 *	E-W(1):	0.187
Westbound	RT	0.00	240	0	0.000	E-W(2):	0.282 *
	TH	3.00	935	4,800	0.245 *		
	LT	0.00	0	0	0.000	V/C:	0.400
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.500
	TH	3.00	896	4,800	0.187		
	LT	1.00	59	1,600	0.037 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	465	3,200	0.093	N-S(1):	0.369 *
	TH	0.00	0	0	0.000	N-S(2):	0.093
	LT	2.00	1,063	2,880	0.369 *	E-W(1):	0.440 *
Westbound	RT	0.00	214	0	0.000	E-W(2):	0.212
	TH	3.00	548	4,800	0.159		
	LT	0.00	0	0	0.000 *	V/C:	0.809
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.909
	TH	3.00	2,114	4,800	0.440 *		
	LT	1.00	84	1,600	0.053	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 54 - NASH STREET & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : Y
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	39	1,600	0.024	N-S(1):	0.066 *
	TH	2.00	155	3,200	0.048 *	N-S(2):	0.000
	LT	1.00	74	1,600	0.046	E-W(1):	0.168
Westbound	RT	0.00	248	0	0.000	E-W(2):	0.349 *
	TH	3.00	1,341	4,800	0.331 *		
	LT	2.00	148	2,880	0.051	V/C:	0.415
Northbound	RT	1.12	32	1,796	0.000	Lost Time:	0.100
	TH	0.88	25	1,404	0.018 *	ITS:	0.000
	LT	2.00	2	2,880	0.001		
Eastbound	RT	1.00	49	1,600	0.030	ICU:	0.515
	TH	3.00	562	4,800	0.117		
	LT	2.00	51	2,880	0.018 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	54	1,600	0.034	N-S(1):	0.087 *
	TH	1.10	96	1,752	0.055	N-S(2):	0.000
	LT	1.90	167	2,743	0.061 *	E-W(1):	0.192
Westbound	RT	0.00	103	0	0.000	E-W(2):	0.207 *
	TH	3.00	801	4,800	0.188 *		
	LT	2.00	66	2,880	0.023	V/C:	0.294
Northbound	RT	1.13	47	1,812	0.003	Lost Time:	0.100
	TH	0.87	36	1,388	0.026 *	ITS:	0.000
	LT	2.00	8	2,880	0.003		
Eastbound	RT	1.00	34	1,600	0.020	ICU:	0.394
	TH	3.00	812	4,800	0.169		
	LT	2.00	55	2,880	0.019 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	46	1,600	0.029	N-S(1):	0.223 *
	TH	1.00	51	1,600	0.032	N-S(2):	0.000
	LT	2.00	461	2,880	0.160 *	E-W(1):	0.306 *
Westbound	RT	0.00	103	0	0.000	E-W(2):	0.199
	TH	3.00	819	4,800	0.192		
	LT	2.00	22	2,880	0.008 *	V/C:	0.529
Northbound	RT	1.19	121	1,907	0.056	Lost Time:	0.100
	TH	0.81	82	1,293	0.063 *	ITS:	0.000
	LT	2.00	16	2,880	0.006		
Eastbound	RT	1.00	2	1,600	0.000	ICU:	0.629
	TH	3.00	1,431	4,800	0.298 *		
	LT	2.00	19	2,880	0.007	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 55 - SEPULVEDA BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	135	1,600	0.047	N-S(1):	0.492 *
	TH	4.00	954	6,400	0.149	N-S(2):	0.225
	LT	2.00	222	2,880	0.077 *	E-W(1):	0.141
Westbound	RT	1.00	182	1,600	0.075	E-W(2):	0.163 *
	TH	2.00	278	3,200	0.087 *		
	LT	2.00	127	2,880	0.044	V/C:	0.655
Northbound	RT	0.00	211	0	0.000	Lost Time:	0.100
	TH	4.00	2,447	6,400	0.415 *	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	1.00	216	1,600	0.097	ICU:	0.755
	TH	2.00	254	3,200	0.079		
	LT	1.00	121	1,600	0.076 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	112	1,600	0.042	N-S(1):	0.340
	TH	4.00	1,681	6,400	0.263 *	N-S(2):	0.360 *
	LT	2.00	173	2,880	0.060	E-W(1):	0.274 *
Westbound	RT	1.00	199	1,600	0.094	E-W(2):	0.151
	TH	2.00	267	3,200	0.083		
	LT	2.00	382	2,880	0.133 *	V/C:	0.634
Northbound	RT	0.00	221	0	0.000	Lost Time:	0.100
	TH	4.00	1,574	6,400	0.280	ITS:	0.000
	LT	2.00	279	2,880	0.097 *		
Eastbound	RT	1.00	303	1,600	0.141 *	ICU:	0.734
	TH	2.00	327	3,200	0.102		
	LT	1.00	91	1,600	0.057	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	89	1,600	0.017	N-S(1):	0.356
	TH	4.00	2,478	6,400	0.387 *	N-S(2):	0.478 *
	LT	2.00	242	2,880	0.084	E-W(1):	0.371 *
Westbound	RT	1.00	296	1,600	0.143	E-W(2):	0.221
	TH	2.00	337	3,200	0.105		
	LT	2.00	498	2,880	0.173 *	V/C:	0.849
Northbound	RT	0.00	152	0	0.000	Lost Time:	0.100
	TH	4.00	1,586	6,400	0.272	ITS:	0.000
	LT	2.00	261	2,880	0.091 *		
Eastbound	RT	1.00	390	1,600	0.198 *	ICU:	0.949
	TH	2.00	395	3,200	0.123		
	LT	1.00	125	1,600	0.078	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 56 - LINCOLN BOULEVARD & FIJI WAY
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	76	0	0.000	N-S(1):	0.423
	TH	3.00	1,232	4,800	0.273 *	N-S(2):	0.473 *
	LT	1.00	57	1,600	0.036	E-W(1):	0.025
Westbound	RT	0.00	44	1,600	0.028 *	E-W(2):	0.077 *
	TH	2.00	14	1,600	0.021		
	LT	0.00	20	1,600	0.013	V/C:	0.550
Northbound	RT	0.00	41	0	0.000	Lost Time:	0.100
	TH	3.00	1,815	4,800	0.387	ITS:	0.000
	LT	2.00	575	2,880	0.200 *		
Eastbound	RT	1.00	556	1,600	0.000	ICU:	0.650
	TH	1.00	19	1,600	0.012		
	LT	1.00	79	1,600	0.049 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.400
	TH	3.00	1,230	4,800	0.283 *	N-S(2):	0.459 *
	LT	1.00	62	1,600	0.039	E-W(1):	0.025
Westbound	RT	0.00	27	0	0.000	E-W(2):	0.085 *
	TH	2.00	11	3,200	0.020 *		
	LT	0.00	27	1,600	0.017	V/C:	0.544
Northbound	RT	0.00	29	0	0.000	Lost Time:	0.100
	TH	3.00	1,705	4,800	0.361	ITS:	0.000
	LT	2.00	507	2,880	0.176 *		
Eastbound	RT	1.00	424	1,600	0.000	ICU:	0.644
	TH	1.00	12	1,600	0.008		
	LT	1.00	104	1,600	0.065 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	161	0	0.000	N-S(1):	0.412
	TH	3.00	1,777	4,800	0.404 *	N-S(2):	0.659 *
	LT	1.00	59	1,600	0.037	E-W(1):	0.034
Westbound	RT	0.00	23	0	0.000	E-W(2):	0.097 *
	TH	2.00	18	3,200	0.023 *		
	LT	0.00	34	1,600	0.021	V/C:	0.756
Northbound	RT	0.00	36	0	0.000	Lost Time:	0.100
	TH	3.00	1,764	4,800	0.375	ITS:	0.000
	LT	2.00	735	2,880	0.255 *		
Eastbound	RT	1.00	885	1,600	0.000	ICU:	0.856
	TH	1.00	21	1,600	0.013		
	LT	1.00	119	1,600	0.074 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 57 - LA BREA AVENUE & FLORENCE AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	73	0	0.000	N-S(1):	0.286 *
	TH	2.00	519	3,200	0.185	N-S(2):	0.208
	LT	1.00	56	1,600	0.035 *	E-W(1):	0.183
Westbound	RT	0.00	61	0	0.000	E-W(2):	0.272 *
	TH	2.00	688	3,200	0.234 *		
	LT	1.00	112	1,600	0.070	V/C:	0.558
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	764	3,200	0.251 *	ITS:	0.000
	LT	1.00	36	1,600	0.023		
Eastbound	RT	0.00	52	0	0.000	ICU:	0.658
	TH	2.00	309	3,200	0.113		
	LT	1.00	60	1,600	0.038 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	79	0	0.000	N-S(1):	0.292 *
	TH	2.00	744	3,200	0.257	N-S(2):	0.287
	LT	1.00	109	1,600	0.068 *	E-W(1):	0.209
Westbound	RT	0.00	178	0	0.000	E-W(2):	0.219 *
	TH	2.00	311	3,200	0.153 *		
	LT	1.00	114	1,600	0.071	V/C:	0.511
Northbound	RT	0.00	39	0	0.000	Lost Time:	0.100
	TH	2.00	677	3,200	0.224 *	ITS:	0.000
	LT	1.00	48	1,600	0.030		
Eastbound	RT	0.00	51	0	0.000	ICU:	0.611
	TH	2.00	391	3,200	0.138		
	LT	1.00	105	1,600	0.066 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	91	0	0.000	N-S(1):	0.389 *
	TH	2.00	966	3,200	0.330	N-S(2):	0.352
	LT	1.00	147	1,600	0.092 *	E-W(1):	0.337 *
Westbound	RT	0.00	162	0	0.000	E-W(2):	0.247
	TH	2.00	375	3,200	0.168		
	LT	1.00	90	1,600	0.056 *	V/C:	0.726
Northbound	RT	0.00	105	0	0.000	Lost Time:	0.100
	TH	2.00	844	3,200	0.297 *	ITS:	0.000
	LT	1.00	35	1,600	0.022		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.826
	TH	2.00	840	3,200	0.281 *		
	LT	1.00	127	1,600	0.079	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 58 - LA CIENEGA BOULEVARD & FLORENCE AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	197	0	0.000	N-S(1):	0.303 *
	TH	2.74	499	4,389	0.159	N-S(2):	0.000
	LT	1.26	319	1,810	0.176 *	E-W(1):	0.205
Westbound	RT	0.00	19	0	0.000	E-W(2):	0.267 *
	TH	2.00	650	3,200	0.209 *		
	LT	1.00	209	1,600	0.131	V/C:	0.570
Northbound	RT	0.00	78	0	0.000	Lost Time:	0.100
	TH	2.00	327	3,200	0.127 *	ITS:	0.000
	LT	1.00	21	1,600	0.013		
Eastbound	RT	0.00	18	0	0.000	ICU:	0.670
	TH	2.00	220	3,200	0.074		
	LT	1.00	92	1,600	0.058 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	191	0	0.000	N-S(1):	0.347 *
	TH	2.88	597	4,606	0.171	N-S(2):	0.000
	LT	1.12	307	1,615	0.190 *	E-W(1):	0.242 *
Westbound	RT	0.00	55	0	0.000	E-W(2):	0.213
	TH	2.00	299	3,200	0.111		
	LT	1.00	222	1,600	0.139 *	V/C:	0.589
Northbound	RT	0.00	104	0	0.000	Lost Time:	0.100
	TH	2.00	397	3,200	0.157 *	ITS:	0.000
	LT	1.00	21	1,600	0.013		
Eastbound	RT	0.00	32	0	0.000	ICU:	0.689
	TH	2.00	299	3,200	0.103 *		
	LT	1.00	163	1,600	0.102	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	227	0	0.000	N-S(1):	0.473 *
	TH	2.68	881	4,295	0.258	N-S(2):	0.000
	LT	1.32	543	1,894	0.287 *	E-W(1):	0.324 *
Westbound	RT	0.00	75	0	0.000	E-W(2):	0.224
	TH	2.00	311	3,200	0.121		
	LT	1.00	250	1,600	0.156 *	V/C:	0.797
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	464	3,200	0.186 *	ITS:	0.000
	LT	1.00	19	1,600	0.012		
Eastbound	RT	0.00	16	0	0.000	ICU:	0.897
	TH	2.00	523	3,200	0.168 *		
	LT	1.00	165	1,600	0.103	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 59 - NASH STREET & GRAND AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	304	1,600	0.190 *	N-S(1):	0.096
	TH	2.00	182	1,600	0.114	N-S(2):	0.248 *
	LT	1.00	73	1,600	0.046	E-W(1):	0.057 *
Westbound	RT	0.00	24	0	0.000	E-W(2):	0.000
	TH	1.00	15	1,600	0.024 *		
	LT	1.00	19	1,600	0.012	V/C:	0.305
Northbound	RT	0.00	42	0	0.000	Lost Time:	0.100
	TH	2.00	118	3,200	0.050	ITS:	0.000
	LT	1.00	93	1,600	0.058 *		
Eastbound	RT	2.00	19	3,200	0.000	ICU:	0.405
	TH	1.00	52	1,600	0.033		
	LT	1.00	53	1,600	0.033 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.051
	TH	2.00	243	3,200	0.110 *	N-S(2):	0.129 *
	LT	1.00	17	1,600	0.011	E-W(1):	0.093 *
Westbound	RT	0.00	11	0	0.000	E-W(2):	0.000
	TH	1.00	34	1,600	0.028 *		
	LT	1.00	7	1,600	0.004	V/C:	0.222
Northbound	RT	0.00	16	0	0.000	Lost Time:	0.100
	TH	2.00	113	3,200	0.040	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	2.00	109	3,200	0.025	ICU:	0.322
	TH	1.00	27	1,600	0.017		
	LT	1.00	104	1,600	0.065 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	92	0	0.000	N-S(1):	0.086
	TH	2.00	209	3,200	0.094 *	N-S(2):	0.107 *
	LT	1.00	47	1,600	0.029	E-W(1):	0.206 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.000
	TH	1.00	29	1,600	0.043 *		
	LT	1.00	35	1,600	0.022	V/C:	0.313
Northbound	RT	0.00	24	0	0.000	Lost Time:	0.100
	TH	2.00	159	3,200	0.057	ITS:	0.000
	LT	1.00	21	1,600	0.013 *		
Eastbound	RT	2.00	162	3,200	0.044	ICU:	0.413
	TH	1.00	68	1,600	0.043		
	LT	1.00	260	1,600	0.163 *	LOS:	A

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 60 - SEPULVEDA BOULEVARD & GRAND AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	225	0	0.000	N-S(1):	0.560 *
	TH	4.00	1,231	6,400	0.228	N-S(2):	0.282
	LT	1.00	346	1,600	0.216 *	E-W(1):	0.104 *
Westbound	RT	1.00	48	1,600	0.000	E-W(2):	0.000
	TH	2.00	15	3,200	0.005		
	LT	2.00	62	2,880	0.022 *	V/C:	0.664
Northbound	RT	1.00	375	1,600	0.213	Lost Time:	0.100
	TH	4.00	2,204	6,400	0.344 *	ITS:	0.000
	LT	1.00	86	1,600	0.054		
Eastbound	RT	0.00	76	0	0.000	ICU:	0.764
	TH	1.76	133	2,818	0.074		
	LT	1.24	147	1,784	0.082 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	180	0	0.000	N-S(1):	0.339
	TH	4.00	1,633	6,400	0.283 *	N-S(2):	0.416 *
	LT	1.00	163	1,600	0.102	E-W(1):	0.187 *
Westbound	RT	1.00	133	1,600	0.032	E-W(2):	0.000
	TH	2.00	243	3,200	0.076		
	LT	2.00	238	2,880	0.083 *	V/C:	0.603
Northbound	RT	1.00	116	1,600	0.000	Lost Time:	0.100
	TH	4.00	1,517	6,400	0.237	ITS:	0.000
	LT	1.00	212	1,600	0.133 *		
Eastbound	RT	0.00	142	0	0.000	ICU:	0.703
	TH	1.53	87	2,448	0.094		
	LT	1.47	220	2,117	0.104 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	122	0	0.000	N-S(1):	0.378
	TH	4.00	2,303	6,400	0.379 *	N-S(2):	0.473 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.255 *
Westbound	RT	1.00	297	1,600	0.154 *	E-W(2):	0.000
	TH	2.00	230	3,200	0.072		
	LT	2.00	416	2,880	0.144	V/C:	0.728
Northbound	RT	1.00	100	1,600	0.000	Lost Time:	0.100
	TH	4.00	2,018	6,400	0.315	ITS:	0.000
	LT	1.00	150	1,600	0.094 *		
Eastbound	RT	0.00	162	1,600	0.101 *	ICU:	0.828
	TH	1.39	52	621	0.084		
	LT	1.61	216	2,321	0.093	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 62 - HAWTHORNE BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	172	0	0.000	N-S(1):	0.176
	TH	3.00	575	4,800	0.156 *	N-S(2):	0.214 *
	LT	1.00	116	1,600	0.073	E-W(1):	0.164
Westbound	RT	0.00	118	0	0.000	E-W(2):	0.247 *
	TH	3.00	766	4,800	0.184 *		
	LT	1.00	134	1,600	0.084	V/C:	0.461
Northbound	RT	1.00	188	1,600	0.076	Lost Time:	0.100
	TH	3.00	494	4,800	0.103	ITS:	0.000
	LT	2.00	168	2,880	0.058 *		
Eastbound	RT	0.00	63	0	0.000	ICU:	0.561
	TH	3.00	321	4,800	0.080		
	LT	1.00	101	1,600	0.063 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.258
	TH	3.00	924	4,800	0.224 *	N-S(2):	0.273 *
	LT	1.00	174	1,600	0.109	E-W(1):	0.178 *
Westbound	RT	0.00	102	0	0.000	E-W(2):	0.166
	TH	3.00	342	4,800	0.093		
	LT	1.00	125	1,600	0.078 *	V/C:	0.451
Northbound	RT	1.00	301	1,600	0.149	Lost Time:	0.100
	TH	3.00	624	4,800	0.130	ITS:	0.000
	LT	2.00	142	2,880	0.049 *		
Eastbound	RT	0.00	72	0	0.000	ICU:	0.551
	TH	3.00	410	4,800	0.100 *		
	LT	1.00	116	1,600	0.073	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	161	0	0.000	N-S(1):	0.284
	TH	3.00	1,138	4,800	0.271 *	N-S(2):	0.333 *
	LT	1.00	236	1,600	0.148	E-W(1):	0.410 *
Westbound	RT	0.00	99	0	0.000	E-W(2):	0.195
	TH	3.00	344	4,800	0.092		
	LT	1.00	102	1,600	0.064 *	V/C:	0.743
Northbound	RT	1.00	268	1,600	0.136	Lost Time:	0.100
	TH	3.00	635	4,800	0.132	ITS:	0.000
	LT	2.00	178	2,880	0.062 *		
Eastbound	RT	0.00	139	0	0.000	ICU:	0.843
	TH	3.00	1,521	4,800	0.346 *		
	LT	1.00	165	1,600	0.103	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 63 - HAWTHORNE BOULEVARD & LENNOX BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	28	0	0.000	N-S(1):	0.181
	TH	3.00	681	4,800	0.148 *	N-S(2):	0.208 *
	LT	1.00	39	1,600	0.024	E-W(1):	0.115 *
Westbound	RT	1.00	81	1,600	0.038	E-W(2):	0.088
	TH	1.00	96	1,600	0.060		
	LT	1.00	51	1,600	0.032 *	V/C:	0.323
Northbound	RT	1.00	47	1,600	0.013	Lost Time:	0.100
	TH	3.00	752	4,800	0.157	ITS:	0.000
	LT	1.00	96	1,600	0.060 *		
Eastbound	RT	0.00	133	1,600	0.083 *	ICU:	0.423
	TH	2.00	72	1,600	0.045		
	LT	1.00	44	1,600	0.028	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	89	0	0.000	N-S(1):	0.200
	TH	3.00	881	4,800	0.202 *	N-S(2):	0.314 *
	LT	1.00	77	1,600	0.048	E-W(1):	0.135
Westbound	RT	1.00	42	1,600	0.002	E-W(2):	0.143 *
	TH	1.00	146	1,600	0.091 *		
	LT	1.00	76	1,600	0.048	V/C:	0.457
Northbound	RT	1.00	85	1,600	0.029	Lost Time:	0.100
	TH	3.00	731	4,800	0.152	ITS:	0.000
	LT	1.00	179	1,600	0.112 *		
Eastbound	RT	0.00	105	0	0.000	ICU:	0.557
	TH	2.00	173	3,200	0.087		
	LT	1.00	83	1,600	0.052 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	77	0	0.000	N-S(1):	0.264
	TH	3.00	1,309	4,800	0.289 *	N-S(2):	0.443 *
	LT	1.00	74	1,600	0.046	E-W(1):	0.211 *
Westbound	RT	1.00	54	1,600	0.011	E-W(2):	0.175
	TH	1.00	167	1,600	0.104		
	LT	1.00	106	1,600	0.066 *	V/C:	0.654
Northbound	RT	1.00	106	1,600	0.033	Lost Time:	0.100
	TH	3.00	1,045	4,800	0.218	ITS:	0.000
	LT	1.00	247	1,600	0.154 *		
Eastbound	RT	0.00	169	0	0.000	ICU:	0.754
	TH	2.00	296	3,200	0.145 *		
	LT	1.00	113	1,600	0.071	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 64 - HIGHLAND AVENUE/VISTA DEL MAR & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	11	1,600	0.000	N-S(1):	0.376 *
	TH	1.00	238	1,600	0.149	N-S(2):	0.150
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.167
Westbound	RT	1.00	538	1,600	0.218 *	E-W(2):	0.287 *
	TH	1.00	48	1,600	0.030		
	LT	1.00	64	1,600	0.040	V/C:	0.663
Northbound	RT	0.00	87	0	0.000	Lost Time:	0.100
	TH	2.00	736	3,200	0.257 *	ITS:	0.000
	LT	1.00	2	1,600	0.001		
Eastbound	RT	0.00	12	0	0.000	ICU:	0.763
	TH	1.00	80	1,600	0.127		
	LT	0.00	111	1,600	0.069 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	21	1,600	0.008	N-S(1):	0.189
	TH	1.00	406	1,600	0.254 *	N-S(2):	0.267 *
	LT	1.00	64	1,600	0.040	E-W(1):	0.156 *
Westbound	RT	1.00	243	1,600	0.112	E-W(2):	0.121
	TH	1.00	67	1,600	0.042		
	LT	1.00	151	1,600	0.094 *	V/C:	0.423
Northbound	RT	0.00	144	0	0.000	Lost Time:	0.100
	TH	2.00	333	3,200	0.149	ITS:	0.000
	LT	1.00	21	1,600	0.013 *		
Eastbound	RT	0.00	21	0	0.000	ICU:	0.523
	TH	1.00	63	1,600	0.062 *		
	LT	0.00	15	1,600	0.009	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	34	1,600	0.009	N-S(1):	0.356
	TH	1.00	663	1,600	0.414 *	N-S(2):	0.420 *
	LT	1.00	324	1,600	0.203	E-W(1):	0.165 *
Westbound	RT	1.00	313	1,600	0.000	E-W(2):	0.094
	TH	1.00	110	1,600	0.069		
	LT	1.00	156	1,600	0.098 *	V/C:	0.585
Northbound	RT	0.00	92	0	0.000	Lost Time:	0.100
	TH	2.00	396	3,200	0.153	ITS:	0.000
	LT	1.00	10	1,600	0.006 *		
Eastbound	RT	0.00	12	0	0.000	ICU:	0.685
	TH	1.00	55	1,600	0.067 *		
	LT	0.00	40	1,600	0.025	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 66 - INGELWOOD AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	165	1,600	0.084	N-S(1):	0.183
	TH	1.00	238	1,600	0.149 *	N-S(2):	0.270 *
	LT	1.00	90	1,600	0.056	E-W(1):	0.110
Westbound	RT	0.00	78	0	0.000	E-W(2):	0.257 *
	TH	3.00	973	4,800	0.219 *		
	LT	1.00	77	1,600	0.048	V/C:	0.527
Northbound	RT	1.00	94	1,600	0.035	Lost Time:	0.100
	TH	1.00	203	1,600	0.127	ITS:	0.000
	LT	1.00	194	1,600	0.121 *		
Eastbound	RT	0.00	12	0	0.000	ICU:	0.627
	TH	3.00	287	4,800	0.062		
	LT	1.00	61	1,600	0.038 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	91	1,600	0.018	N-S(1):	0.344 *
	TH	1.00	397	1,600	0.248	N-S(2):	0.302
	LT	1.00	122	1,600	0.076 *	E-W(1):	0.195
Westbound	RT	0.00	210	1,600	0.131 *	E-W(2):	0.209 *
	TH	3.00	354	3,200	0.111		
	LT	1.00	155	1,600	0.097	V/C:	0.553
Northbound	RT	1.00	172	1,600	0.059	Lost Time:	0.100
	TH	1.00	429	1,600	0.268 *	ITS:	0.000
	LT	1.00	86	1,600	0.054		
Eastbound	RT	0.00	64	0	0.000	ICU:	0.653
	TH	3.00	407	4,800	0.098		
	LT	1.00	124	1,600	0.078 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	63	1,600	0.000	N-S(1):	0.388
	TH	1.00	912	1,600	0.570 *	N-S(2):	0.616 *
	LT	1.00	175	1,600	0.109	E-W(1):	0.438 *
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.285
	TH	3.00	381	4,800	0.117		
	LT	1.00	144	1,600	0.090 *	V/C:	1.054
Northbound	RT	1.00	167	1,600	0.059	Lost Time:	0.100
	TH	1.00	447	1,600	0.279	ITS:	0.000
	LT	1.00	74	1,600	0.046 *		
Eastbound	RT	0.00	122	0	0.000	ICU:	1.154
	TH	3.00	1,546	4,800	0.348 *		
	LT	1.00	268	1,600	0.168	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 67 - LA CIENEGA BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.57	241	2,515	0.047	N-S(1):	0.091
	TH	1.43	219	2,285	0.096 *	N-S(2):	0.126 *
	LT	2.00	62	2,880	0.022	E-W(1):	0.072
Westbound	RT	2.00	509	3,200	0.138	E-W(2):	0.235 *
	TH	3.00	661	4,800	0.138 *		
	LT	2.00	83	2,880	0.029	V/C:	0.361
Northbound	RT	1.07	119	1,715	0.055	Lost Time:	0.100
	TH	1.93	214	3,085	0.069	ITS:	0.000
	LT	2.00	86	2,880	0.030 *		
Eastbound	RT	2.00	188	3,200	0.029	ICU:	0.461
	TH	3.00	206	4,800	0.043		
	LT	2.00	280	2,880	0.097 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.56	199	2,494	0.058	N-S(1):	0.101
	TH	1.44	184	2,306	0.080 *	N-S(2):	0.118 *
	LT	2.00	106	2,880	0.037	E-W(1):	0.093
Westbound	RT	2.00	286	3,200	0.053	E-W(2):	0.102 *
	TH	3.00	276	4,800	0.058 *		
	LT	2.00	45	2,880	0.016	V/C:	0.220
Northbound	RT	1.26	129	2,024	0.056	Lost Time:	0.100
	TH	1.74	177	2,776	0.064	ITS:	0.000
	LT	2.00	110	2,880	0.038 *		
Eastbound	RT	2.00	143	3,200	0.006	ICU:	0.320
	TH	3.00	371	4,800	0.077		
	LT	2.00	128	2,880	0.044 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.18	320	1,894	0.140	N-S(1):	0.275 *
	TH	1.82	491	2,906	0.169	N-S(2):	0.193
	LT	2.00	329	2,880	0.114 *	E-W(1):	0.250 *
Westbound	RT	2.00	238	3,200	0.000	E-W(2):	0.118
	TH	3.00	286	4,800	0.060		
	LT	2.00	25	2,880	0.009 *	V/C:	0.525
Northbound	RT	2.00	529	3,200	0.161 *	Lost Time:	0.100
	TH	1.00	101	1,600	0.063	ITS:	0.000
	LT	2.00	68	2,880	0.024		
Eastbound	RT	2.00	211	3,200	0.042	ICU:	0.625
	TH	3.00	1,157	4,800	0.241 *		
	LT	2.00	167	2,880	0.058	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 68 - MAIN STREET & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.311 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	0.00	0	0	0.000 *	E-W(1):	0.376 *
Westbound	RT	0.00	1	0	0.000	E-W(2):	0.224
	TH	2.00	717	3,200	0.224		
	LT	2.00	338	2,880	0.117 *	V/C:	0.687
Northbound	RT	1.00	592	1,600	0.311 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	276	2,880	0.096		
Eastbound	RT	1.00	126	1,600	0.079	ICU:	0.787
	TH	2.00	828	3,200	0.259 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	4	0	0.000	N-S(1):	0.111 *
	TH	1.00	0	1,600	0.003 *	N-S(2):	0.000
	LT	0.00	0	0	0.000	E-W(1):	0.334 *
Westbound	RT	0.00	3	0	0.000	E-W(2):	0.206
	TH	2.00	657	3,200	0.206		
	LT	2.00	453	2,880	0.157 *	V/C:	0.445
Northbound	RT	1.00	299	1,600	0.108 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	291	2,880	0.101		
Eastbound	RT	1.00	71	1,600	0.044	ICU:	0.545
	TH	2.00	565	3,200	0.177 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	3	0	0.000	N-S(1):	0.128 *
	TH	1.00	0	1,600	0.003 *	N-S(2):	0.000
	LT	0.00	1	1,600	0.001	E-W(1):	0.409 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.172
	TH	2.00	550	3,200	0.172		
	LT	2.00	551	2,880	0.191 *	V/C:	0.537
Northbound	RT	1.00	349	1,600	0.122	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	361	2,880	0.125 *		
Eastbound	RT	1.00	343	1,600	0.214	ICU:	0.637
	TH	2.00	699	3,200	0.218 *		
	LT	0.00	0	0	0.000	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 70 - PRAIRIE AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	497	3,200	0.113	N-S(1):	0.131
	TH	2.00	433	3,200	0.135 *	N-S(2):	0.242 *
	LT	2.00	88	2,880	0.031	E-W(1):	0.155
Westbound	RT	0.00	85	0	0.000	E-W(2):	0.260 *
	TH	3.00	962	4,800	0.218 *		
	LT	1.00	142	1,600	0.089	V/C:	0.502
Northbound	RT	0.00	78	0	0.000	Lost Time:	0.100
	TH	3.00	400	4,800	0.100	ITS:	0.000
	LT	2.00	307	2,880	0.107 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.602
	TH	3.00	266	4,800	0.066		
	LT	1.00	67	1,600	0.042 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.32	369	2,109	0.108	N-S(1):	0.174
	TH	2.68	751	4,291	0.175 *	N-S(2):	0.272 *
	LT	2.00	139	2,880	0.048	E-W(1):	0.172
Westbound	RT	0.00	84	0	0.000	E-W(2):	0.207 *
	TH	3.00	585	4,800	0.139 *		
	LT	1.00	111	1,600	0.069	V/C:	0.479
Northbound	RT	0.00	154	0	0.000	Lost Time:	0.100
	TH	3.00	453	4,800	0.126	ITS:	0.000
	LT	2.00	278	2,880	0.097 *		
Eastbound	RT	0.00	64	0	0.000	ICU:	0.579
	TH	3.00	429	4,800	0.103		
	LT	1.00	108	1,600	0.068 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.24	406	1,980	0.101	N-S(1):	0.226
	TH	2.76	906	4,420	0.205 *	N-S(2):	0.297 *
	LT	2.00	194	2,880	0.067	E-W(1):	0.419 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.241
	TH	3.00	546	4,800	0.137		
	LT	1.00	185	1,600	0.116 *	V/C:	0.716
Northbound	RT	0.00	184	0	0.000	Lost Time:	0.100
	TH	3.00	578	4,800	0.159	ITS:	0.000
	LT	2.00	265	2,880	0.092 *		
Eastbound	RT	0.00	171	0	0.000	ICU:	0.816
	TH	3.00	1,282	4,800	0.303 *		
	LT	1.00	167	1,600	0.104	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 71 - SEPULVEDA BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	16	0	0.000	N-S(1):	0.451 *
	TH	4.00	2,301	6,400	0.362	N-S(2):	0.428
	LT	2.00	302	2,880	0.105 *	E-W(1):	0.148
Westbound	RT	1.00	396	1,600	0.143 *	E-W(2):	0.217 *
	TH	3.00	212	4,800	0.044		
	LT	2.00	204	2,880	0.071	V/C:	0.668
Northbound	RT	1.00	610	1,600	0.346 *	Lost Time:	0.100
	TH	3.00	1,488	4,800	0.310	ITS:	0.000
	LT	1.00	106	1,600	0.066		
Eastbound	RT	1.00	176	1,600	0.077	ICU:	0.768
	TH	3.00	258	4,800	0.054		
	LT	2.00	214	2,880	0.074 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.499 *
	TH	4.00	1,913	6,400	0.304	N-S(2):	0.399
	LT	2.00	237	2,880	0.082 *	E-W(1):	0.135
Westbound	RT	1.00	328	1,600	0.123 *	E-W(2):	0.173 *
	TH	3.00	260	4,800	0.054		
	LT	2.00	179	2,880	0.062	V/C:	0.672
Northbound	RT	1.00	717	1,600	0.417 *	Lost Time:	0.100
	TH	3.00	1,306	4,800	0.272	ITS:	0.000
	LT	1.00	152	1,600	0.095		
Eastbound	RT	1.00	193	1,600	0.073	ICU:	0.772
	TH	3.00	190	4,800	0.040		
	LT	2.00	145	2,880	0.050 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	28	0	0.000	N-S(1):	0.726 *
	TH	4.00	2,393	6,400	0.378	N-S(2):	0.484
	LT	2.00	376	2,880	0.131 *	E-W(1):	0.135
Westbound	RT	1.00	486	1,600	0.173 *	E-W(2):	0.240 *
	TH	3.00	300	4,800	0.063		
	LT	2.00	172	2,880	0.060	V/C:	0.966
Northbound	RT	1.00	1,000	1,600	0.595 *	Lost Time:	0.100
	TH	3.00	1,920	4,800	0.400	ITS:	0.000
	LT	1.00	169	1,600	0.106		
Eastbound	RT	1.00	157	1,600	0.045	ICU:	1.066
	TH	3.00	360	4,800	0.075		
	LT	2.00	193	2,880	0.067 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 73 - NASH STREET / WB I-105 RAMPS & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	552	1,600	0.345	N-S(1):	0.395 *
	TH	2.00	1,181	3,200	0.369 *	N-S(2):	0.000
	LT	1.00	437	1,600	0.273	E-W(1):	0.194 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.156
	TH	3.00	750	4,800	0.156		
	LT	2.00	209	2,880	0.073 *	V/C:	0.589
Northbound	RT	2.00	28	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	42	1,600	0.026 *		
Eastbound	RT	0.00	117	0	0.000	ICU:	0.689
	TH	3.00	465	4,800	0.121 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.23	203	1,972	0.103	N-S(1):	0.139 *
	TH	1.77	291	2,828	0.103 *	N-S(2):	0.000
	LT	1.00	125	1,600	0.078	E-W(1):	0.140 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.125
	TH	3.00	601	4,800	0.125		
	LT	2.00	59	2,880	0.020 *	V/C:	0.279
Northbound	RT	2.00	71	3,200	0.012	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	57	1,600	0.036 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.379
	TH	3.00	477	4,800	0.120 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.33	180	2,129	0.085	N-S(1):	0.155 *
	TH	1.54	208	2,461	0.085	N-S(2):	0.000
	LT	1.13	153	1,629	0.094 *	E-W(1):	0.181 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.157
	TH	3.00	754	4,800	0.157		
	LT	2.00	51	2,880	0.018 *	V/C:	0.336
Northbound	RT	2.00	192	3,200	0.051	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	97	1,600	0.061 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.436
	TH	3.00	721	4,800	0.163 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 75 - I-405 NB RAMPS E/O LA CIENEGA BLVD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR, WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.115
	TH	0.00	0	0	0.000 *	N-S(2):	0.127 *
	LT	0.00	0	0	0.000	E-W(1):	0.068
Westbound	RT	1.41	481	2,255	0.000	E-W(2):	0.213 *
	TH	2.59	884	4,145	0.213 *		
	LT	0.00	0	0	0.000	V/C:	0.340
Northbound	RT	0.22	41	357	0.115	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.78	326	2,558	0.127 *		
Eastbound	RT	1.00	75	1,600	0.000	ICU:	0.440
	TH	3.00	328	4,800	0.068		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.092
	TH	0.00	0	0	0.000 *	N-S(2):	0.102 *
	LT	0.00	0	0	0.000	E-W(1):	0.100 *
Westbound	RT	1.14	174	1,832	0.000	E-W(2):	0.095
	TH	2.86	434	4,568	0.095		
	LT	0.00	0	0	0.000 *	V/C:	0.202
Northbound	RT	0.65	96	1,041	0.092	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.35	199	1,943	0.102 *		
Eastbound	RT	1.00	118	1,600	0.000	ICU:	0.302
	TH	3.00	482	4,800	0.100 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.156 *
	TH	0.00	0	0	0.000	N-S(2):	0.103
	LT	0.00	0	0	0.000 *	E-W(1):	0.354 *
Westbound	RT	1.45	216	2,319	0.000	E-W(2):	0.093
	TH	2.55	380	4,081	0.093		
	LT	0.00	0	0	0.000 *	V/C:	0.510
Northbound	RT	1.00	250	1,600	0.156 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	165	1,600	0.103		
Eastbound	RT	1.00	213	1,600	0.000	ICU:	0.610
	TH	3.00	1,700	4,800	0.354 *		
	LT	0.00	0	0	0.000	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 76 - INGLEWOOD AVENUE & LENNOX BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	9	0	0.000	N-S(1):	0.215 *
	TH	1.00	218	1,600	0.142	N-S(2):	0.178
	LT	1.00	37	1,600	0.023 *	E-W(1):	0.105
Westbound	RT	0.00	39	0	0.000	E-W(2):	0.110 *
	TH	1.00	127	1,600	0.104 *		
	LT	1.00	41	1,600	0.026	V/C:	0.325
Northbound	RT	0.00	67	0	0.000	Lost Time:	0.100
	TH	1.00	240	1,600	0.192 *	ITS:	0.000
	LT	1.00	57	1,600	0.036		
Eastbound	RT	0.00	35	0	0.000	ICU:	0.425
	TH	1.00	91	1,600	0.079		
	LT	1.00	10	1,600	0.006 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.281 *
	TH	1.00	247	1,600	0.167	N-S(2):	0.180
	LT	1.00	43	1,600	0.027 *	E-W(1):	0.122 *
Westbound	RT	0.00	46	0	0.000	E-W(2):	0.093
	TH	1.00	101	1,600	0.092		
	LT	1.00	50	1,600	0.031 *	V/C:	0.403
Northbound	RT	0.00	111	0	0.000	Lost Time:	0.100
	TH	1.00	296	1,600	0.254 *	ITS:	0.000
	LT	1.00	21	1,600	0.013		
Eastbound	RT	0.00	43	0	0.000	ICU:	0.503
	TH	1.00	103	1,600	0.091 *		
	LT	1.00	1	1,600	0.001	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	28	0	0.000	N-S(1):	0.338 *
	TH	1.00	458	1,600	0.304	N-S(2):	0.332
	LT	1.00	68	1,600	0.043 *	E-W(1):	0.277 *
Westbound	RT	0.00	31	0	0.000	E-W(2):	0.103
	TH	1.00	105	1,600	0.085		
	LT	1.00	92	1,600	0.058 *	V/C:	0.615
Northbound	RT	0.00	133	0	0.000	Lost Time:	0.100
	TH	1.00	339	1,600	0.295 *	ITS:	0.000
	LT	1.00	44	1,600	0.028		
Eastbound	RT	0.00	67	0	0.000	ICU:	0.715
	TH	1.00	283	1,600	0.219 *		
	LT	1.00	28	1,600	0.018	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 77 - INGELWOOD AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	114	1,600	0.058 *	N-S(1):	0.060
	TH	1.00	58	1,600	0.037	N-S(2):	0.072 *
	LT	0.00	1	1,600	0.001	E-W(1):	0.166
Westbound	RT	0.00	1	0	0.000	E-W(2):	0.353 *
	TH	2.00	1,038	3,200	0.325 *		
	LT	1.00	19	1,600	0.012	V/C:	0.425
Northbound	RT	1.00	73	1,600	0.040	Lost Time:	0.100
	TH	1.00	73	1,600	0.059	ITS:	0.000
	LT	0.00	22	1,600	0.014 *		
Eastbound	RT	1.00	37	1,600	0.016	ICU:	0.525
	TH	2.00	492	3,200	0.154		
	LT	1.00	44	1,600	0.028 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	94	1,600	0.039	N-S(1):	0.071
	TH	1.00	83	1,600	0.062 *	N-S(2):	0.088 *
	LT	0.00	16	1,600	0.010	E-W(1):	0.298 *
Westbound	RT	0.00	17	0	0.000	E-W(2):	0.297
	TH	2.00	808	3,200	0.258		
	LT	1.00	71	1,600	0.044 *	V/C:	0.386
Northbound	RT	1.00	59	1,600	0.015	Lost Time:	0.100
	TH	1.00	56	1,600	0.061	ITS:	0.000
	LT	0.00	42	1,600	0.026 *		
Eastbound	RT	1.00	68	1,600	0.029	ICU:	0.486
	TH	2.00	814	3,200	0.254 *		
	LT	1.00	63	1,600	0.039	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	83	1,600	0.033	N-S(1):	0.084
	TH	1.00	183	1,600	0.121 *	N-S(2):	0.143 *
	LT	0.00	10	1,600	0.006	E-W(1):	0.392 *
Westbound	RT	0.00	18	0	0.000	E-W(2):	0.283
	TH	2.00	766	3,200	0.245		
	LT	1.00	26	1,600	0.016 *	V/C:	0.535
Northbound	RT	1.00	40	1,600	0.017	Lost Time:	0.100
	TH	1.00	89	1,600	0.078	ITS:	0.000
	LT	0.00	35	1,600	0.022 *		
Eastbound	RT	1.00	95	1,600	0.048	ICU:	0.635
	TH	2.00	1,203	3,200	0.376 *		
	LT	1.00	61	1,600	0.038	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 85 - LA BREA AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	79	1,600	0.003	N-S(1):	0.272 *
	TH	2.00	444	3,200	0.139	N-S(2):	0.214
	LT	1.00	106	1,600	0.066 *	E-W(1):	0.121
Westbound	RT	1.00	183	1,600	0.081	E-W(2):	0.333 *
	TH	2.00	768	3,200	0.240 *		
	LT	1.00	25	1,600	0.016	V/C:	0.605
Northbound	RT	0.00	19	0	0.000	Lost Time:	0.100
	TH	2.00	640	3,200	0.206 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	52	1,600	0.000	ICU:	0.705
	TH	2.00	336	3,200	0.105		
	LT	1.00	149	1,600	0.093 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	141	1,600	0.040	N-S(1):	0.326 *
	TH	2.00	573	3,200	0.179	N-S(2):	0.254
	LT	1.00	219	1,600	0.137 *	E-W(1):	0.167
Westbound	RT	1.00	191	1,600	0.051	E-W(2):	0.290 *
	TH	2.00	622	3,200	0.194 *		
	LT	1.00	44	1,600	0.028	V/C:	0.616
Northbound	RT	0.00	19	0	0.000	Lost Time:	0.100
	TH	2.00	585	3,200	0.189 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	52	1,600	0.000	ICU:	0.716
	TH	2.00	446	3,200	0.139		
	LT	1.00	154	1,600	0.096 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	67	1,600	0.001	N-S(1):	0.320
	TH	2.00	859	3,200	0.268 *	N-S(2):	0.331 *
	LT	1.00	218	1,600	0.136	E-W(1):	0.314 *
Westbound	RT	1.00	154	1,600	0.028	E-W(2):	0.259
	TH	2.00	566	3,200	0.177		
	LT	1.00	53	1,600	0.033 *	V/C:	0.645
Northbound	RT	0.00	37	0	0.000	Lost Time:	0.100
	TH	2.00	553	3,200	0.184	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	1.00	80	1,600	0.019	ICU:	0.745
	TH	2.00	900	3,200	0.281 *		
	LT	1.00	131	1,600	0.082	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 87 - LA BREA AVENUE & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	209	1,600	0.014	N-S(1):	0.193
	TH	2.00	519	3,200	0.162 *	N-S(2):	0.220 *
	LT	1.00	16	1,600	0.010	E-W(1):	0.238
Westbound	RT	0.00	32	0	0.000	E-W(2):	0.431 *
	TH	3.00	1,475	4,800	0.314 *		
	LT	1.00	106	1,600	0.066	V/C:	0.651
Northbound	RT	0.00	62	0	0.000	Lost Time:	0.100
	TH	3.00	817	4,800	0.183	ITS:	0.000
	LT	1.00	92	1,600	0.058 *		
Eastbound	RT	0.00	64	0	0.000	ICU:	0.751
	TH	3.00	761	4,800	0.172		
	LT	1.00	187	1,600	0.117 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	143	1,600	0.000	N-S(1):	0.152
	TH	2.00	486	3,200	0.152 *	N-S(2):	0.216 *
	LT	1.00	28	1,600	0.018	E-W(1):	0.304
Westbound	RT	0.00	32	0	0.000	E-W(2):	0.309 *
	TH	3.00	935	4,800	0.201 *		
	LT	1.00	135	1,600	0.084	V/C:	0.525
Northbound	RT	0.00	99	0	0.000	Lost Time:	0.100
	TH	3.00	546	4,800	0.134	ITS:	0.000
	LT	1.00	103	1,600	0.064 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.625
	TH	3.00	977	4,800	0.220		
	LT	1.00	173	1,600	0.108 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	173	1,600	0.000	N-S(1):	0.230
	TH	2.00	827	3,200	0.258 *	N-S(2):	0.297 *
	LT	1.00	41	1,600	0.026	E-W(1):	0.517 *
Westbound	RT	0.00	36	0	0.000	E-W(2):	0.341
	TH	3.00	1,012	4,800	0.218		
	LT	1.00	148	1,600	0.093 *	V/C:	0.814
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	860	4,800	0.204	ITS:	0.000
	LT	1.00	62	1,600	0.039 *		
Eastbound	RT	0.00	81	0	0.000	ICU:	0.914
	TH	3.00	1,953	4,800	0.424 *		
	LT	1.00	197	1,600	0.123	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 88 - LA CIENEGA BOULEVARD & LA TIJERA BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	927	1,600	0.579 *	N-S(1):	0.523
	TH	3.00	2,157	4,800	0.449	N-S(2):	0.579 *
	LT	0.00	0	0	0.000	E-W(1):	0.080
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.181 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.760
Northbound	RT	0.00	83	0	0.000	Lost Time:	0.100
	TH	3.00	2,426	4,800	0.523	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	9	0	0.000	ICU:	0.860
	TH	1.00	119	1,600	0.080		
	LT	3.00	780	4,320	0.181 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	797	1,600	0.498 *	N-S(1):	0.291
	TH	3.00	1,403	4,800	0.292	N-S(2):	0.498 *
	LT	0.00	0	0	0.000	E-W(1):	0.106
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.169 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.667
Northbound	RT	0.00	88	0	0.000	Lost Time:	0.100
	TH	3.00	1,307	4,800	0.291	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.767
	TH	1.00	149	1,600	0.106		
	LT	3.00	732	4,320	0.169 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	981	1,600	0.613 *	N-S(1):	0.411
	TH	3.00	2,222	4,800	0.463	N-S(2):	0.613 *
	LT	0.00	0	0	0.000	E-W(1):	0.176
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.255 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.868
Northbound	RT	0.00	207	0	0.000	Lost Time:	0.100
	TH	3.00	1,765	4,800	0.411	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	41	0	0.000	ICU:	0.968
	TH	1.00	241	1,600	0.176		
	LT	3.00	1,101	4,320	0.255 *	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 89 - LA CIENEGA BOULEVARD & LENNOX BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.271 *
	TH	3.00	449	4,800	0.094	N-S(2):	0.094
	LT	1.00	47	1,600	0.029 *	E-W(1):	0.085 *
Westbound	RT	1.00	99	1,600	0.047	E-W(2):	0.047
	TH	1.00	0	1,600	0.000		
	LT	1.00	136	1,600	0.085 *	V/C:	0.356
Northbound	RT	0.00	56	0	0.000	Lost Time:	0.100
	TH	2.00	719	3,200	0.242 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.456
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.241 *
	TH	3.00	385	4,800	0.080	N-S(2):	0.080
	LT	1.00	78	1,600	0.049 *	E-W(1):	0.050 *
Westbound	RT	1.00	42	1,600	0.002	E-W(2):	0.002
	TH	1.00	0	1,600	0.000		
	LT	1.00	80	1,600	0.050 *	V/C:	0.291
Northbound	RT	0.00	68	0	0.000	Lost Time:	0.100
	TH	2.00	545	3,200	0.192 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.391
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.340 *
	TH	3.00	904	4,800	0.188	N-S(2):	0.188
	LT	1.00	187	1,600	0.117 *	E-W(1):	0.039 *
Westbound	RT	1.00	40	1,600	0.000	E-W(2):	0.000
	TH	1.00	0	1,600	0.000		
	LT	1.00	63	1,600	0.039 *	V/C:	0.379
Northbound	RT	0.00	197	0	0.000	Lost Time:	0.100
	TH	2.00	518	3,200	0.223 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.479
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 90 - LA CIENEGA BOULEVARD & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	109	0	0.000	N-S(1):	0.253 *
	TH	3.00	479	4,800	0.123 *	N-S(2):	0.000
	LT	1.00	191	1,600	0.119	E-W(1):	0.253 *
Westbound	RT	0.00	131	0	0.000	E-W(2):	0.212
	TH	3.00	625	4,800	0.158		
	LT	2.00	489	2,880	0.170 *	V/C:	0.506
Northbound	RT	0.00	208	1,600	0.130 *	Lost Time:	0.100
	TH	2.00	205	1,600	0.128	ITS:	0.000
	LT	1.00	54	1,600	0.034		
Eastbound	RT	0.00	48	0	0.000	ICU:	0.606
	TH	3.00	352	4,800	0.083 *		
	LT	1.00	86	1,600	0.054	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	151	0	0.000	N-S(1):	0.281 *
	TH	2.67	407	4,267	0.131	N-S(2):	0.000
	LT	1.33	279	1,920	0.145 *	E-W(1):	0.307 *
Westbound	RT	0.00	124	0	0.000	E-W(2):	0.229
	TH	3.00	668	4,800	0.165		
	LT	2.00	395	2,880	0.137 *	V/C:	0.588
Northbound	RT	0.00	135	0	0.000	Lost Time:	0.100
	TH	2.00	300	3,200	0.136 *	ITS:	0.000
	LT	1.00	54	1,600	0.034		
Eastbound	RT	0.00	84	0	0.000	ICU:	0.688
	TH	3.00	731	4,800	0.170 *		
	LT	1.00	102	1,600	0.064	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	45	0	0.000	N-S(1):	0.360 *
	TH	2.07	570	3,316	0.185	N-S(2):	0.000
	LT	1.93	572	2,776	0.206 *	E-W(1):	0.306 *
Westbound	RT	0.00	112	0	0.000	E-W(2):	0.181
	TH	3.00	472	4,800	0.122		
	LT	2.00	303	2,880	0.105 *	V/C:	0.666
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	2.00	384	3,200	0.154 *	ITS:	0.000
	LT	1.00	42	1,600	0.026		
Eastbound	RT	0.00	74	0	0.000	ICU:	0.766
	TH	3.00	889	4,800	0.201 *		
	LT	1.00	94	1,600	0.059	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 91 - LA CIENEGA BOULEVARD NB RAMPS & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.154
	TH	0.00	0	0	0.000 *	N-S(2):	0.172 *
	LT	0.00	0	0	0.000	E-W(1):	0.179
Westbound	RT	1.00	129	1,600	0.081	E-W(2):	0.388 *
	TH	4.00	1,752	6,400	0.274 *		
	LT	0.00	0	0	0.000	V/C:	0.560
Northbound	RT	0.00	154	0	0.000	Lost Time:	0.100
	TH	0.62	0	998	0.154	ITS:	0.000
	LT	1.38	340	1,982	0.172 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.660
	TH	3.00	858	4,800	0.179		
	LT	2.00	329	2,880	0.114 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.141 *
	TH	0.00	0	0	0.000	N-S(2):	0.079
	LT	0.00	0	0	0.000 *	E-W(1):	0.216
Westbound	RT	1.00	139	1,600	0.087	E-W(2):	0.284 *
	TH	4.00	1,130	6,400	0.177 *		
	LT	0.00	0	0	0.000	V/C:	0.425
Northbound	RT	0.00	226	0	0.000	Lost Time:	0.100
	TH	1.00	0	1,600	0.141 *	ITS:	0.000
	LT	1.00	126	1,600	0.079		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.525
	TH	3.00	1,036	4,800	0.216		
	LT	2.00	308	2,880	0.107 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.126 *
	TH	0.00	0	0	0.000	N-S(2):	0.083
	LT	0.00	0	0	0.000 *	E-W(1):	0.381
Westbound	RT	1.00	110	1,600	0.069	E-W(2):	0.413 *
	TH	4.00	1,233	6,400	0.193 *		
	LT	0.00	0	0	0.000	V/C:	0.539
Northbound	RT	0.00	201	0	0.000	Lost Time:	0.100
	TH	1.00	0	1,600	0.126 *	ITS:	0.000
	LT	1.00	132	1,600	0.083		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.639
	TH	3.00	1,830	4,800	0.381		
	LT	2.00	634	2,880	0.220 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 92 - LA CIENEGA BOULEVARD SB RAMPS & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.79	594	2,858	0.208	N-S(1):	0.044
	TH	0.21	0	342	0.208 *	N-S(2):	0.208 *
	LT	0.00	71	1,600	0.044	E-W(1):	0.266
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.398 *
	TH	3.00	1,909	4,800	0.398 *		
	LT	1.00	183	1,600	0.114	V/C:	0.606
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	101	0	0.000	ICU:	0.706
	TH	5.00	1,116	8,000	0.152		
	LT	0.00	0	0	0.000 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.65	444	2,636	0.168	N-S(1):	0.059
	TH	0.35	0	564	0.168 *	N-S(2):	0.168 *
	LT	0.00	95	1,600	0.059	E-W(1):	0.348 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.204
	TH	3.00	978	4,800	0.204		
	LT	1.00	278	1,600	0.174 *	V/C:	0.516
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	141	0	0.000	ICU:	0.616
	TH	5.00	1,249	8,000	0.174 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.54	573	2,461	0.233	N-S(1):	0.108
	TH	0.46	0	739	0.233 *	N-S(2):	0.233 *
	LT	0.00	172	1,600	0.108	E-W(1):	0.455 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.233
	TH	3.00	1,120	4,800	0.233		
	LT	1.00	245	1,600	0.153 *	V/C:	0.688
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	123	0	0.000	ICU:	0.788
	TH	5.00	2,292	8,000	0.302 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 93 - LA CIENEGA BOULEVARD & STOCKER STREET
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements: NBR, WBR, SBT

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.653 *
	TH	2.00	2,171	3,200	0.000	N-S(2):	0.000
	LT	1.00	116	1,600	0.073 *	E-W(1):	0.454 *
Westbound	RT	1.00	118	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	1,308	2,880	0.454 *	V/C:	1.107
Northbound	RT	1.00	795	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,785	4,800	0.580 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.207
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.469 *
	TH	2.00	1,555	3,200	0.000	N-S(2):	0.000
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.217 *
Westbound	RT	1.00	73	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	624	2,880	0.217 *	V/C:	0.686
Northbound	RT	1.00	708	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,740	4,800	0.363 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.786
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.712 *
	TH	2.00	2,609	3,200	0.000	N-S(2):	0.000
	LT	1.00	286	1,600	0.179 *	E-W(1):	0.315 *
Westbound	RT	1.00	83	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	906	2,880	0.315 *	V/C:	1.027
Northbound	RT	1.00	1,306	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,559	4,800	0.533 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.127
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 94 - LA CIENEGA BOULEVARD & 111TH STREET
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	43	0	0.000	N-S(1):	0.241
	TH	3.00	468	4,800	0.106 *	N-S(2):	0.263 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.028 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.291
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	770	3,200	0.241	ITS:	0.000
	LT	1.00	251	1,600	0.157 *		
Eastbound	RT	1.00	60	1,600	0.000	ICU:	0.391
	TH	0.00	0	0	0.000		
	LT	2.00	80	2,880	0.028 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	22	0	0.000	N-S(1):	0.153
	TH	3.00	477	4,800	0.104 *	N-S(2):	0.226 *
	LT	0.00	0	0	0.000	E-W(1):	0.019
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.051 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.277
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	491	3,200	0.153	ITS:	0.000
	LT	1.00	195	1,600	0.122 *		
Eastbound	RT	1.00	128	1,600	0.019	ICU:	0.377
	TH	0.00	0	0	0.000		
	LT	2.00	147	2,880	0.051 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	41	0	0.000	N-S(1):	0.152
	TH	3.00	907	4,800	0.198 *	N-S(2):	0.256 *
	LT	0.00	0	0	0.000	E-W(1):	0.072
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.092 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.348
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	486	3,200	0.152	ITS:	0.000
	LT	1.00	92	1,600	0.058 *		
Eastbound	RT	1.00	161	1,600	0.072	ICU:	0.448
	TH	0.00	0	0	0.000		
	LT	2.00	266	2,880	0.092 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 95 - LA CIENEGA BOULEVARD & WEST 120TH STREET
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	95	1,600	0.046	N-S(1):	0.084 *
	TH	2.00	90	3,200	0.028	N-S(2):	0.081
	LT	1.00	46	1,600	0.029 *	E-W(1):	0.103
Westbound	RT	0.00	185	0	0.000	E-W(2):	0.170 *
	TH	2.00	271	3,200	0.143 *		
	LT	1.00	116	1,600	0.073	V/C:	0.254
Northbound	RT	1.00	26	1,600	0.000	Lost Time:	0.100
	TH	2.00	175	3,200	0.055 *	ITS:	0.000
	LT	1.00	56	1,600	0.035		
Eastbound	RT	0.00	32	0	0.000	ICU:	0.354
	TH	2.00	63	3,200	0.030		
	LT	1.00	43	1,600	0.027 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	49	1,600	0.021	N-S(1):	0.091
	TH	2.00	236	3,200	0.074 *	N-S(2):	0.094 *
	LT	1.00	89	1,600	0.056	E-W(1):	0.087 *
Westbound	RT	0.00	42	0	0.000	E-W(2):	0.073
	TH	2.00	127	3,200	0.053		
	LT	1.00	67	1,600	0.042 *	V/C:	0.181
Northbound	RT	1.00	78	1,600	0.028	Lost Time:	0.100
	TH	2.00	113	3,200	0.035	ITS:	0.000
	LT	1.00	32	1,600	0.020 *		
Eastbound	RT	0.00	25	0	0.000	ICU:	0.281
	TH	2.00	119	3,200	0.045 *		
	LT	1.00	32	1,600	0.020	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	87	1,600	0.037	N-S(1):	0.419 *
	TH	2.00	667	3,200	0.208	N-S(2):	0.237
	LT	1.00	561	1,600	0.351 *	E-W(1):	0.176 *
Westbound	RT	0.00	44	0	0.000	E-W(2):	0.097
	TH	2.00	153	3,200	0.062		
	LT	1.00	60	1,600	0.038 *	V/C:	0.595
Northbound	RT	1.00	139	1,600	0.068 *	Lost Time:	0.100
	TH	2.00	103	3,200	0.032	ITS:	0.000
	LT	1.00	47	1,600	0.029		
Eastbound	RT	0.00	71	0	0.000	ICU:	0.695
	TH	2.00	370	3,200	0.138 *		
	LT	1.00	56	1,600	0.035	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 96 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O CENTURY)
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : NBR,
FF Movements:

N-S Split Phase : N
E-W Split Phase : Y
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	50	0	0.000	N-S(1):	0.280
	TH	3.00	461	4,800	0.106 *	N-S(2):	0.299 *
	LT	2.00	279	2,880	0.097	E-W(1):	0.360 *
Westbound	RT	0.00	247	0	0.000	E-W(2):	0.000
	TH	1.00	266	1,600	0.321 *		
	LT	1.00	247	1,600	0.154	V/C:	0.659
Northbound	RT	1.00	135	1,600	0.000	Lost Time:	0.100
	TH	2.00	584	3,200	0.183	ITS:	0.000
	LT	1.00	309	1,600	0.193 *		
Eastbound	RT	1.07	67	1,720	0.000	ICU:	0.759
	TH	1.93	120	3,080	0.039 *		
	LT	1.00	51	1,600	0.032	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.222
	TH	3.00	216	4,800	0.066 *	N-S(2):	0.284 *
	LT	2.00	252	2,880	0.088	E-W(1):	0.411 *
Westbound	RT	0.00	262	0	0.000	E-W(2):	0.000
	TH	1.00	276	1,600	0.336 *		
	LT	1.00	262	1,600	0.164	V/C:	0.695
Northbound	RT	1.00	122	1,600	0.000	Lost Time:	0.100
	TH	2.00	429	3,200	0.134	ITS:	0.000
	LT	1.00	348	1,600	0.218 *		
Eastbound	RT	1.00	72	1,600	0.000	ICU:	0.795
	TH	1.91	206	3,052	0.068		
	LT	1.09	118	1,573	0.075 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.314 *
	TH	3.00	495	4,800	0.134	N-S(2):	0.294
	LT	2.00	400	2,880	0.139 *	E-W(1):	0.478 *
Westbound	RT	0.00	326	0	0.000	E-W(2):	0.000
	TH	1.00	327	1,600	0.408 *		
	LT	1.00	326	1,600	0.204	V/C:	0.792
Northbound	RT	1.00	103	1,600	0.000	Lost Time:	0.100
	TH	2.00	559	3,200	0.175 *	ITS:	0.000
	LT	1.00	256	1,600	0.160		
Eastbound	RT	1.14	115	1,831	0.000	ICU:	0.892
	TH	1.33	134	2,133	0.063		
	LT	1.52	153	2,192	0.070 *	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 97 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (S/O CENTURY)
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	SBT		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.309 *
	TH	2.00	492	3,200	0.000	N-S(2):	0.000
	LT	2.00	414	2,880	0.144 *	E-W(1):	0.000
Westbound	RT	2.00	137	3,200	0.043 *	E-W(2):	0.043 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.352
Northbound	RT	0.00	32	0	0.000	Lost Time:	0.100
	TH	2.00	497	3,200	0.165 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.452
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.335 *
	TH	2.00	336	3,200	0.000	N-S(2):	0.000
	LT	2.00	451	2,880	0.157 *	E-W(1):	0.000
Westbound	RT	2.00	184	3,200	0.058 *	E-W(2):	0.058 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.393
Northbound	RT	0.00	34	0	0.000	Lost Time:	0.100
	TH	2.00	536	3,200	0.178 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.493
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.350 *
	TH	2.00	861	3,200	0.000	N-S(2):	0.000
	LT	2.00	440	2,880	0.153 *	E-W(1):	0.000
Westbound	RT	2.00	349	3,200	0.109 *	E-W(2):	0.109 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.459
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	2.00	601	3,200	0.197 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.559
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 98 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O IMPERIAL HWY)
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.313 *
	TH	3.00	436	4,800	0.091	N-S(2):	0.091
	LT	1.00	78	1,600	0.049 *	E-W(1):	0.071 *
Westbound	RT	1.00	153	1,600	0.071 *	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	95	2,880	0.033	V/C:	0.384
Northbound	RT	1.00	105	1,600	0.066	Lost Time:	0.100
	TH	2.00	844	3,200	0.264 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.484
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.247 *
	TH	3.00	494	4,800	0.103	N-S(2):	0.103
	LT	1.00	149	1,600	0.093 *	E-W(1):	0.039 *
Westbound	RT	1.00	137	1,600	0.039 *	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	31	2,880	0.011	V/C:	0.286
Northbound	RT	1.00	79	1,600	0.049	Lost Time:	0.100
	TH	2.00	493	3,200	0.154 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.386
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.215 *
	TH	3.00	928	4,800	0.193	N-S(2):	0.193
	LT	1.00	107	1,600	0.067 *	E-W(1):	0.028 *
Westbound	RT	1.00	87	1,600	0.021	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	81	2,880	0.028 *	V/C:	0.243
Northbound	RT	1.00	51	1,600	0.032	Lost Time:	0.100
	TH	2.00	474	3,200	0.148 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.343
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 107 - LINCOLN BOULEVARD & MINDANAO WAY
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	38	0	0.000	N-S(1):	0.381 *
	TH	3.00	1,100	4,800	0.237	N-S(2):	0.316
	LT	1.00	135	1,600	0.084 *	E-W(1):	0.247 *
Westbound	RT	0.00	68	0	0.000	E-W(2):	0.153
	TH	2.00	421	3,200	0.153		
	LT	2.00	230	2,880	0.080 *	V/C:	0.628
Northbound	RT	1.00	319	1,600	0.120	Lost Time:	0.100
	TH	3.00	1,426	4,800	0.297 *	ITS:	0.000
	LT	1.00	126	1,600	0.079		
Eastbound	RT	0.00	26	0	0.000	ICU:	0.728
	TH	2.00	509	3,200	0.167 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	91	0	0.000	N-S(1):	0.402 *
	TH	3.00	998	4,800	0.227	N-S(2):	0.281
	LT	1.00	183	1,600	0.114 *	E-W(1):	0.307 *
Westbound	RT	0.00	64	0	0.000	E-W(2):	0.186
	TH	2.00	508	3,200	0.179		
	LT	2.00	332	2,880	0.115 *	V/C:	0.709
Northbound	RT	1.00	275	1,600	0.057	Lost Time:	0.100
	TH	3.00	1,380	4,800	0.288 *	ITS:	0.000
	LT	1.00	87	1,600	0.054		
Eastbound	RT	0.00	139	0	0.000	ICU:	0.809
	TH	2.00	463	3,200	0.192 *		
	LT	0.00	11	1,600	0.007	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	85	0	0.000	N-S(1):	0.436 *
	TH	3.00	1,455	4,800	0.321	N-S(2):	0.375
	LT	1.00	207	1,600	0.129 *	E-W(1):	0.321 *
Westbound	RT	0.00	61	0	0.000	E-W(2):	0.221
	TH	2.00	637	3,200	0.218		
	LT	2.00	388	2,880	0.135 *	V/C:	0.757
Northbound	RT	1.00	281	1,600	0.041	Lost Time:	0.100
	TH	3.00	1,472	4,800	0.307 *	ITS:	0.000
	LT	1.00	87	1,600	0.054		
Eastbound	RT	0.00	115	0	0.000	ICU:	0.857
	TH	2.00	475	3,200	0.186 *		
	LT	0.00	5	1,600	0.003	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 115 - ASH AVENUE & MANCHESTER AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	139	0	0.000	N-S(1):	0.209
	TH	1.00	0	1,600	0.093 *	N-S(2):	0.318 *
	LT	0.00	9	1,600	0.006	E-W(1):	0.152
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.278 *
	TH	3.00	1,308	4,800	0.275 *		
	LT	0.00	0	0	0.000	V/C:	0.596
Northbound	RT	1.00	211	1,600	0.132	Lost Time:	0.100
	TH	0.60	194	957	0.203	ITS:	0.000
	LT	1.40	455	2,019	0.225 *		
Eastbound	RT	1.00	237	1,600	0.000	ICU:	0.696
	TH	2.00	487	3,200	0.152		
	LT	1.00	5	1,600	0.003 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	79	0	0.000	N-S(1):	0.224
	TH	1.00	0	1,600	0.056 *	N-S(2):	0.298 *
	LT	0.00	10	1,600	0.006	E-W(1):	0.214 *
Westbound	RT	0.00	23	0	0.000	E-W(2):	0.211
	TH	3.00	932	4,800	0.199		
	LT	0.00	1	1,600	0.001 *	V/C:	0.512
Northbound	RT	1.00	262	1,600	0.163	Lost Time:	0.100
	TH	0.57	197	904	0.218	ITS:	0.000
	LT	1.43	500	2,066	0.242 *		
Eastbound	RT	1.00	295	1,600	0.000	ICU:	0.612
	TH	2.00	682	3,200	0.213 *		
	LT	1.00	19	1,600	0.012	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	78	0	0.000	N-S(1):	0.224
	TH	1.00	0	1,600	0.061 *	N-S(2):	0.296 *
	LT	0.00	20	1,600	0.013	E-W(1):	0.384 *
Westbound	RT	0.00	9	0	0.000	E-W(2):	0.206
	TH	3.00	934	4,800	0.196		
	LT	0.00	0	0	0.000 *	V/C:	0.680
Northbound	RT	1.27	428	2,026	0.211	Lost Time:	0.100
	TH	0.60	204	966	0.211	ITS:	0.000
	LT	1.13	382	1,627	0.235 *		
Eastbound	RT	1.00	251	1,600	0.000	ICU:	0.780
	TH	2.00	1,229	3,200	0.384 *		
	LT	1.00	16	1,600	0.010	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 116 - NASH STREET & MARIPOSA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	305	0	0.000	N-S(1):	0.081
	TH	2.00	765	3,200	0.334 *	N-S(2):	0.352 *
	LT	1.00	53	1,600	0.033	E-W(1):	0.052
Westbound	RT	0.00	13	0	0.000	E-W(2):	0.119 *
	TH	2.00	210	3,200	0.070 *		
	LT	1.00	28	1,600	0.018	V/C:	0.471
Northbound	RT	0.00	19	0	0.000	Lost Time:	0.100
	TH	2.00	136	3,200	0.048	ITS:	0.000
	LT	1.00	28	1,600	0.018 *		
Eastbound	RT	1.00	52	1,600	0.024	ICU:	0.571
	TH	2.00	109	3,200	0.034		
	LT	1.00	79	1,600	0.049 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	76	0	0.000	N-S(1):	0.085
	TH	2.00	249	3,200	0.102 *	N-S(2):	0.116 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.068
Westbound	RT	0.00	2	0	0.000	E-W(2):	0.106 *
	TH	2.00	131	3,200	0.042 *		
	LT	1.00	12	1,600	0.008	V/C:	0.222
Northbound	RT	0.00	22	0	0.000	Lost Time:	0.100
	TH	2.00	190	3,200	0.066	ITS:	0.000
	LT	1.00	23	1,600	0.014 *		
Eastbound	RT	1.00	75	1,600	0.040	ICU:	0.322
	TH	2.00	193	3,200	0.060		
	LT	1.00	103	1,600	0.064 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	56	0	0.000	N-S(1):	0.169 *
	TH	2.00	368	3,200	0.133	N-S(2):	0.158
	LT	1.00	33	1,600	0.021 *	E-W(1):	0.086
Westbound	RT	0.00	2	0	0.000	E-W(2):	0.165 *
	TH	2.00	122	3,200	0.039 *		
	LT	1.00	8	1,600	0.005	V/C:	0.334
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	2.00	403	3,200	0.148 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	1.00	68	1,600	0.030	ICU:	0.434
	TH	2.00	260	3,200	0.081		
	LT	1.00	201	1,600	0.126 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 117 - SEPULVEDA BOUELVARD & MARIPOSA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	61	0	0.000	N-S(1):	0.475 *
	TH	4.00	1,844	6,400	0.298	N-S(2):	0.342
	LT	2.00	342	2,880	0.119 *	E-W(1):	0.136 *
Westbound	RT	1.00	59	1,600	0.000	E-W(2):	0.098
	TH	1.00	62	1,600	0.039		
	LT	1.00	53	1,600	0.033 *	V/C:	0.611
Northbound	RT	1.00	118	1,600	0.057	Lost Time:	0.100
	TH	4.00	2,278	6,400	0.356 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	44	0	0.000	ICU:	0.711
	TH	1.00	121	1,600	0.103 *		
	LT	1.00	95	1,600	0.059	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	56	0	0.000	N-S(1):	0.351 *
	TH	4.00	1,765	6,400	0.285	N-S(2):	0.348
	LT	2.00	221	2,880	0.077 *	E-W(1):	0.191 *
Westbound	RT	1.00	135	1,600	0.046	E-W(2):	0.152
	TH	1.00	129	1,600	0.081		
	LT	1.00	133	1,600	0.083 *	V/C:	0.542
Northbound	RT	1.00	128	1,600	0.038	Lost Time:	0.100
	TH	4.00	1,752	6,400	0.274 *	ITS:	0.000
	LT	1.00	100	1,600	0.063		
Eastbound	RT	0.00	34	0	0.000	ICU:	0.642
	TH	1.00	138	1,600	0.108 *		
	LT	1.00	114	1,600	0.071	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	107	0	0.000	N-S(1):	0.428
	TH	4.00	2,319	6,400	0.379 *	N-S(2):	0.461 *
	LT	2.00	179	2,880	0.062	E-W(1):	0.198 *
Westbound	RT	1.00	243	1,600	0.121	E-W(2):	0.196
	TH	1.00	187	1,600	0.117		
	LT	1.00	147	1,600	0.092 *	V/C:	0.659
Northbound	RT	1.00	109	1,600	0.022	Lost Time:	0.100
	TH	4.00	2,342	6,400	0.366	ITS:	0.000
	LT	1.00	131	1,600	0.082 *		
Eastbound	RT	0.00	48	0	0.000	ICU:	0.759
	TH	1.00	122	1,600	0.106 *		
	LT	1.00	120	1,600	0.075	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 119 - OCEAN AVENUE / VIA MARINA & WASHINGTON BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : Y
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	8	0	0.000	N-S(1):	0.292 *
	TH	1.00	123	1,600	0.082 *	N-S(2):	0.000
	LT	1.00	46	1,600	0.029	E-W(1):	0.239 *
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.165
	TH	2.00	376	3,200	0.133		
	LT	1.00	127	1,600	0.079 *	V/C:	0.531
Northbound	RT	1.00	282	1,600	0.137	Lost Time:	0.100
	TH	1.00	336	1,600	0.210 *	ITS:	0.000
	LT	2.00	391	2,880	0.136		
Eastbound	RT	1.00	208	1,600	0.062	ICU:	0.631
	TH	2.00	512	3,200	0.160 *		
	LT	1.00	51	1,600	0.032	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	38	0	0.000	N-S(1):	0.239 *
	TH	1.00	142	1,600	0.113 *	N-S(2):	0.000
	LT	1.00	80	1,600	0.050	E-W(1):	0.241 *
Westbound	RT	0.00	44	0	0.000	E-W(2):	0.199
	TH	2.00	508	3,200	0.173		
	LT	1.00	164	1,600	0.103 *	V/C:	0.480
Northbound	RT	1.00	191	1,600	0.068	Lost Time:	0.100
	TH	1.00	201	1,600	0.126 *	ITS:	0.000
	LT	2.00	250	2,880	0.087		
Eastbound	RT	1.00	172	1,600	0.064	ICU:	0.580
	TH	2.00	441	3,200	0.138 *		
	LT	1.00	41	1,600	0.026	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	37	0	0.000	N-S(1):	0.437 *
	TH	1.00	441	1,600	0.299 *	N-S(2):	0.000
	LT	1.00	114	1,600	0.071	E-W(1):	0.261 *
Westbound	RT	0.00	42	0	0.000	E-W(2):	0.237
	TH	2.00	656	3,200	0.218		
	LT	1.00	152	1,600	0.095 *	V/C:	0.698
Northbound	RT	1.00	186	1,600	0.069	Lost Time:	0.100
	TH	1.00	218	1,600	0.136	ITS:	0.000
	LT	2.00	398	2,880	0.138 *		
Eastbound	RT	1.00	294	1,600	0.115	ICU:	0.798
	TH	2.00	531	3,200	0.166 *		
	LT	1.00	31	1,600	0.019	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 120 - OVERHILL DRIVE & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	69	1,600	0.021	N-S(1):	0.153 *
	TH	2.00	124	3,200	0.039	N-S(2):	0.079
	LT	1.00	95	1,600	0.059 *	E-W(1):	0.197
Westbound	RT	0.00	73	0	0.000	E-W(2):	0.380 *
	TH	3.00	1,533	4,800	0.335 *		
	LT	1.00	57	1,600	0.036	V/C:	0.533
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	171	3,200	0.094 *	ITS:	0.000
	LT	1.00	64	1,600	0.040		
Eastbound	RT	0.00	18	0	0.000	ICU:	0.633
	TH	3.00	755	4,800	0.161		
	LT	1.00	72	1,600	0.045 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	83	1,600	0.027	N-S(1):	0.132 *
	TH	2.00	103	3,200	0.032	N-S(2):	0.065
	LT	1.00	112	1,600	0.070 *	E-W(1):	0.300 *
Westbound	RT	0.00	64	0	0.000	E-W(2):	0.253
	TH	3.00	906	4,800	0.202		
	LT	1.00	103	1,600	0.064 *	V/C:	0.432
Northbound	RT	0.00	92	0	0.000	Lost Time:	0.100
	TH	2.00	107	3,200	0.062 *	ITS:	0.000
	LT	1.00	53	1,600	0.033		
Eastbound	RT	0.00	35	0	0.000	ICU:	0.532
	TH	3.00	1,098	4,800	0.236 *		
	LT	1.00	81	1,600	0.051	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	108	1,600	0.016	N-S(1):	0.291 *
	TH	2.00	359	3,200	0.112	N-S(2):	0.167
	LT	1.00	258	1,600	0.161 *	E-W(1):	0.585 *
Westbound	RT	0.00	98	0	0.000	E-W(2):	0.362
	TH	3.00	1,145	4,800	0.259		
	LT	1.00	221	1,600	0.138 *	V/C:	0.876
Northbound	RT	0.00	144	0	0.000	Lost Time:	0.100
	TH	2.00	272	3,200	0.130 *	ITS:	0.000
	LT	1.00	88	1,600	0.055		
Eastbound	RT	0.00	47	0	0.000	ICU:	0.976
	TH	3.00	2,099	4,800	0.447 *		
	LT	1.00	164	1,600	0.103	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 124 - PRAIRIE AVENUE & WEST 112TH STREET/I-105 OFF RAMP
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : Y
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.134
	TH	3.00	782	4,800	0.163 *	N-S(2):	0.163 *
	LT	1.00	13	1,600	0.008	E-W(1):	0.184 *
Westbound	RT	0.61	27	982	0.023	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.39	17	618	0.028 *	V/C:	0.347
Northbound	RT	0.00	5	0	0.000	Lost Time:	0.100
	TH	3.00	600	4,800	0.126	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	231	0	0.000	ICU:	0.447
	TH	1.00	18	1,600	0.156 *		
	LT	2.00	307	2,880	0.107	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.130
	TH	3.00	879	4,800	0.183 *	N-S(2):	0.183 *
	LT	1.00	16	1,600	0.010	E-W(1):	0.300 *
Westbound	RT	0.59	16	948	0.012	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.41	11	652	0.017 *	V/C:	0.483
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	554	4,800	0.120	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	413	0	0.000	ICU:	0.583
	TH	1.00	40	1,600	0.283 *		
	LT	2.00	504	2,880	0.175	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.214 *
	TH	3.00	1,007	4,800	0.210	N-S(2):	0.210
	LT	1.00	52	1,600	0.033 *	E-W(1):	0.324 *
Westbound	RT	0.48	11	765	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.52	12	835	0.014 *	V/C:	0.538
Northbound	RT	0.00	34	0	0.000	Lost Time:	0.100
	TH	3.00	836	4,800	0.181 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	430	0	0.000	ICU:	0.638
	TH	1.00	66	1,600	0.310 *		
	LT	2.00	612	2,880	0.213	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 125 - SEPULVEDA BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR,
FF Movements: WBR,

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	98	1,600	0.019	N-S(1):	0.504 *
	TH	3.00	958	4,800	0.200	N-S(2):	0.275
	LT	2.00	258	2,880	0.090 *	E-W(1):	0.231 *
Westbound	RT	1.00	500	1,600	0.000	E-W(2):	0.165
	TH	2.00	260	3,200	0.081		
	LT	2.00	228	2,880	0.079 *	V/C:	0.735
Northbound	RT	1.00	315	1,600	0.118	Lost Time:	0.100
	TH	4.00	2,648	6,400	0.414 *	ITS:	0.000
	LT	2.00	216	2,880	0.075		
Eastbound	RT	1.00	99	1,600	0.024	ICU:	0.835
	TH	3.00	728	4,800	0.152 *		
	LT	2.00	242	2,880	0.084	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	182	1,600	0.061	N-S(1):	0.405 *
	TH	3.00	1,453	4,800	0.303	N-S(2):	0.353
	LT	2.00	514	2,880	0.178 *	E-W(1):	0.255 *
Westbound	RT	1.00	648	1,600	0.000	E-W(2):	0.213
	TH	2.00	345	3,200	0.108		
	LT	2.00	433	2,880	0.150 *	V/C:	0.660
Northbound	RT	1.00	445	1,600	0.128	Lost Time:	0.100
	TH	4.00	1,452	6,400	0.227 *	ITS:	0.000
	LT	2.00	145	2,880	0.050		
Eastbound	RT	1.00	143	1,600	0.064	ICU:	0.760
	TH	3.00	503	4,800	0.105 *		
	LT	2.00	301	2,880	0.105	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	445	1,600	0.213	N-S(1):	0.351
	TH	3.00	2,373	4,800	0.494 *	N-S(2):	0.646 *
	LT	2.00	460	2,880	0.160	E-W(1):	0.312 *
Westbound	RT	1.00	743	1,600	0.000	E-W(2):	0.312 *
	TH	2.00	581	3,200	0.182 *		
	LT	2.00	385	2,880	0.134 *	V/C:	0.958
Northbound	RT	1.00	414	1,600	0.125	Lost Time:	0.100
	TH	4.00	1,222	6,400	0.191	ITS:	0.000
	LT	2.00	439	2,880	0.152 *		
Eastbound	RT	1.00	284	1,600	0.178 *	ICU:	1.058
	TH	3.00	619	4,800	0.129		
	LT	2.00	374	2,880	0.130 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 140 - WB SR-90 RAMPS & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : Y
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR,
FF Movements: EBR,

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.045 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.429 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.316
	TH	2.00	1,011	3,200	0.316		
	LT	3.00	1,561	4,320	0.361 *	V/C:	0.474
Northbound	RT	2.00	981	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	130	2,880	0.045 *		
Eastbound	RT	1.00	169	1,600	0.000	ICU:	0.574
	TH	3.00	326	4,800	0.068 *		
	LT	1.00	0	1,600	0.000	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.089 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.272 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.235
	TH	2.00	752	3,200	0.235		
	LT	3.00	619	4,320	0.143 *	V/C:	0.361
Northbound	RT	2.00	744	3,200	0.089 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	1.00	159	1,600	0.000	ICU:	0.461
	TH	3.00	619	4,800	0.129 *		
	LT	1.00	0	1,600	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.233 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.359 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.261
	TH	2.00	836	3,200	0.261		
	LT	3.00	797	4,320	0.184 *	V/C:	0.592
Northbound	RT	2.00	1,335	3,200	0.233 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	208	2,880	0.072		
Eastbound	RT	1.00	223	1,600	0.000	ICU:	0.692
	TH	3.00	839	4,800	0.175 *		
	LT	1.00	0	1,600	0.000	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 147 - CRENSHAW BOULEVARD & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	118	0	0.000	N-S(1):	0.205
	TH	3.00	529	4,800	0.135 *	N-S(2):	0.236 *
	LT	1.00	84	1,600	0.053	E-W(1):	0.162
Westbound	RT	0.00	103	0	0.000	E-W(2):	0.231 *
	TH	3.00	783	4,800	0.185 *		
	LT	1.00	79	1,600	0.049	V/C:	0.467
Northbound	RT	0.00	46	0	0.000	Lost Time:	0.100
	TH	3.00	682	4,800	0.152	ITS:	0.000
	LT	1.00	161	1,600	0.101 *		
Eastbound	RT	0.00	68	0	0.000	ICU:	0.567
	TH	3.00	474	4,800	0.113		
	LT	1.00	73	1,600	0.046 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	187	0	0.000	N-S(1):	0.207
	TH	3.00	652	4,800	0.175 *	N-S(2):	0.263 *
	LT	1.00	105	1,600	0.066	E-W(1):	0.267
Westbound	RT	0.00	43	0	0.000	E-W(2):	0.316 *
	TH	3.00	786	4,800	0.173 *		
	LT	1.00	69	1,600	0.043	V/C:	0.579
Northbound	RT	0.00	52	0	0.000	Lost Time:	0.100
	TH	3.00	627	4,800	0.141	ITS:	0.000
	LT	1.00	141	1,600	0.088 *		
Eastbound	RT	0.00	247	0	0.000	ICU:	0.679
	TH	3.00	826	4,800	0.224		
	LT	1.00	228	1,600	0.143 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	215	0	0.000	N-S(1):	0.281
	TH	3.00	872	4,800	0.226 *	N-S(2):	0.355 *
	LT	1.00	148	1,600	0.093	E-W(1):	0.330 *
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.322
	TH	3.00	825	4,800	0.191		
	LT	1.00	102	1,600	0.064 *	V/C:	0.685
Northbound	RT	0.00	65	0	0.000	Lost Time:	0.100
	TH	3.00	837	4,800	0.188	ITS:	0.000
	LT	1.00	207	1,600	0.129 *		
Eastbound	RT	0.00	196	0	0.000	ICU:	0.785
	TH	3.00	1,080	4,800	0.266 *		
	LT	1.00	210	1,600	0.131	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 148 - LA CIENEGA BOULEVARD & FAIRVIEW BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	53	0	0.000	N-S(1):	0.654 *
	TH	4.00	2,749	6,400	0.438	N-S(2):	0.438
	LT	0.00	0	0	0.000 *	E-W(1):	0.180 *
Westbound	RT	1.00	45	1,600	0.028	E-W(2):	0.000
	TH	0.55	104	883	0.118		
	LT	1.45	273	2,086	0.131 *	V/C:	0.834
Northbound	RT	0.00	28	0	0.000	Lost Time:	0.100
	TH	3.00	3,113	4,800	0.654 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	62	1,600	0.039	ICU:	0.934
	TH	0.80	56	1,280	0.044		
	LT	1.20	84	1,728	0.049 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	144	0	0.000	N-S(1):	0.425 *
	TH	4.00	1,967	6,400	0.330	N-S(2):	0.330
	LT	0.00	0	0	0.000 *	E-W(1):	0.170 *
Westbound	RT	1.00	35	1,600	0.022	E-W(2):	0.000
	TH	0.71	86	1,137	0.076		
	LT	1.29	156	1,857	0.084 *	V/C:	0.595
Northbound	RT	0.00	49	0	0.000	Lost Time:	0.100
	TH	3.00	1,990	4,800	0.425 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	77	1,600	0.048	ICU:	0.695
	TH	0.81	100	1,290	0.078		
	LT	1.19	148	1,719	0.086 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	125	0	0.000	N-S(1):	0.597 *
	TH	4.00	2,904	6,400	0.473	N-S(2):	0.473
	LT	0.00	0	0	0.000 *	E-W(1):	0.241 *
Westbound	RT	1.00	22	1,600	0.014	E-W(2):	0.000
	TH	0.76	136	1,209	0.113		
	LT	1.24	224	1,792	0.125 *	V/C:	0.838
Northbound	RT	0.00	108	0	0.000	Lost Time:	0.100
	TH	3.00	2,758	4,800	0.597 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	75	1,600	0.047	ICU:	0.938
	TH	0.95	158	1,514	0.104		
	LT	1.05	176	1,518	0.116 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 149 - CRENSHAW BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	67	0	0.000	N-S(1):	0.216
	TH	3.00	675	4,800	0.155 *	N-S(2):	0.231 *
	LT	1.00	113	1,600	0.071	E-W(1):	0.157
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.239 *
	TH	3.00	836	4,800	0.203 *		
	LT	1.00	123	1,600	0.077	V/C:	0.470
Northbound	RT	0.00	63	0	0.000	Lost Time:	0.100
	TH	3.00	632	4,800	0.145	ITS:	0.000
	LT	1.00	122	1,600	0.076 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.570
	TH	3.00	294	4,800	0.080		
	LT	1.00	58	1,600	0.036 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	93	0	0.000	N-S(1):	0.304 *
	TH	3.00	807	4,800	0.188	N-S(2):	0.273
	LT	1.00	175	1,600	0.109 *	E-W(1):	0.221 *
Westbound	RT	0.00	168	0	0.000	E-W(2):	0.219
	TH	3.00	493	4,800	0.138		
	LT	1.00	160	1,600	0.100 *	V/C:	0.525
Northbound	RT	0.00	104	0	0.000	Lost Time:	0.100
	TH	3.00	833	4,800	0.195 *	ITS:	0.000
	LT	1.00	136	1,600	0.085		
Eastbound	RT	0.00	164	0	0.000	ICU:	0.625
	TH	3.00	415	4,800	0.121 *		
	LT	1.00	130	1,600	0.081	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	125	0	0.000	N-S(1):	0.367 *
	TH	3.00	838	4,800	0.201	N-S(2):	0.292
	LT	1.00	195	1,600	0.122 *	E-W(1):	0.367 *
Westbound	RT	0.00	117	0	0.000	E-W(2):	0.228
	TH	3.00	535	4,800	0.136		
	LT	1.00	159	1,600	0.099 *	V/C:	0.734
Northbound	RT	0.00	109	0	0.000	Lost Time:	0.100
	TH	3.00	1,069	4,800	0.245 *	ITS:	0.000
	LT	1.00	145	1,600	0.091		
Eastbound	RT	0.00	173	0	0.000	ICU:	0.834
	TH	3.00	1,115	4,800	0.268 *		
	LT	1.00	147	1,600	0.092	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 157 - LA CIENEGA BOULEVARD & 104TH STREET
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	58	0	0.000	N-S(1):	0.195
	TH	3.00	401	4,800	0.096 *	N-S(2):	0.237 *
	LT	1.00	14	1,600	0.009	E-W(1):	0.004
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.019 *
	TH	1.00	1	1,600	0.003 *		
	LT	0.00	4	1,600	0.003	V/C:	0.256
Northbound	RT	0.00	15	0	0.000	Lost Time:	0.100
	TH	2.00	580	3,200	0.186	ITS:	0.000
	LT	1.00	225	1,600	0.141 *		
Eastbound	RT	1.00	83	1,600	0.000	ICU:	0.356
	TH	1.00	2	1,600	0.001		
	LT	1.00	26	1,600	0.016 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.170 *
	TH	3.00	331	4,800	0.071	N-S(2):	0.148
	LT	1.00	19	1,600	0.012 *	E-W(1):	0.014
Westbound	RT	0.00	12	0	0.000	E-W(2):	0.066 *
	TH	1.00	8	1,600	0.016 *		
	LT	0.00	5	1,600	0.003	V/C:	0.236
Northbound	RT	0.00	17	0	0.000	Lost Time:	0.100
	TH	2.00	490	3,200	0.158 *	ITS:	0.000
	LT	1.00	123	1,600	0.077		
Eastbound	RT	1.00	141	1,600	0.011	ICU:	0.336
	TH	1.00	6	1,600	0.004		
	LT	1.00	80	1,600	0.050 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	50	0	0.000	N-S(1):	0.191
	TH	3.00	838	4,800	0.185 *	N-S(2):	0.218 *
	LT	1.00	45	1,600	0.028	E-W(1):	0.060 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.052
	TH	1.00	1	1,600	0.014		
	LT	0.00	11	1,600	0.007 *	V/C:	0.278
Northbound	RT	0.00	6	0	0.000	Lost Time:	0.100
	TH	2.00	517	3,200	0.163	ITS:	0.000
	LT	1.00	53	1,600	0.033 *		
Eastbound	RT	1.00	137	1,600	0.053 *	ICU:	0.378
	TH	1.00	3	1,600	0.002		
	LT	1.00	61	1,600	0.038	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 159 - HINDRY AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	7	1,600	0.004	N-S(1):	0.044 *
	TH	1.00	9	1,600	0.025	N-S(2):	0.033
	LT	0.00	31	1,600	0.019 *	E-W(1):	0.244 *
Westbound	RT	0.00	29	0	0.000	E-W(2):	0.219
	TH	2.00	663	3,200	0.216		
	LT	1.00	83	1,600	0.052 *	V/C:	0.288
Northbound	RT	1.00	47	1,600	0.003	Lost Time:	0.100
	TH	1.00	27	1,600	0.025 *	ITS:	0.000
	LT	0.00	13	1,600	0.008		
Eastbound	RT	0.00	39	0	0.000	ICU:	0.388
	TH	2.00	574	3,200	0.192 *		
	LT	1.00	5	1,600	0.003	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.091 *
	TH	1.00	39	1,600	0.050	N-S(2):	0.069
	LT	0.00	41	1,600	0.026 *	E-W(1):	0.408 *
Westbound	RT	0.00	28	0	0.000	E-W(2):	0.239
	TH	2.00	685	3,200	0.223		
	LT	1.00	75	1,600	0.047 *	V/C:	0.499
Northbound	RT	1.00	105	1,600	0.042	Lost Time:	0.100
	TH	1.00	73	1,600	0.065 *	ITS:	0.000
	LT	0.00	31	1,600	0.019		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.599
	TH	2.00	1,084	3,200	0.361 *		
	LT	1.00	25	1,600	0.016	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	13	1,600	0.008	N-S(1):	0.068
	TH	1.00	53	1,600	0.070 *	N-S(2):	0.089 *
	LT	0.00	59	1,600	0.037	E-W(1):	0.353 *
Westbound	RT	0.00	26	0	0.000	E-W(2):	0.208
	TH	2.00	606	3,200	0.198		
	LT	1.00	40	1,600	0.025 *	V/C:	0.442
Northbound	RT	1.00	51	1,600	0.019	Lost Time:	0.100
	TH	1.00	19	1,600	0.031	ITS:	0.000
	LT	0.00	30	1,600	0.019 *		
Eastbound	RT	0.00	58	0	0.000	ICU:	0.542
	TH	2.00	990	3,200	0.328 *		
	LT	1.00	16	1,600	0.010	LOS:	A

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 162 - SEPULVEDA BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : WBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	137	0	0.000	N-S(1):	0.522 *
	TH	3.00	905	4,800	0.217	N-S(2):	0.286
	LT	2.00	107	2,880	0.037 *	E-W(1):	0.197
Westbound	RT	1.00	135	1,600	0.047	E-W(2):	0.227 *
	TH	2.00	405	3,200	0.127 *		
	LT	1.00	111	1,600	0.069	V/C:	0.749
Northbound	RT	0.00	85	0	0.000	Lost Time:	0.100
	TH	3.00	2,241	4,800	0.485 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	1.00	80	1,600	0.016	ICU:	0.849
	TH	2.00	409	3,200	0.128		
	LT	1.00	160	1,600	0.100 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	204	0	0.000	N-S(1):	0.387
	TH	3.00	1,415	4,800	0.337 *	N-S(2):	0.449 *
	LT	2.00	172	2,880	0.060	E-W(1):	0.340
Westbound	RT	1.00	155	1,600	0.037	E-W(2):	0.368 *
	TH	2.00	515	3,200	0.161 *		
	LT	1.00	223	1,600	0.139	V/C:	0.817
Northbound	RT	0.00	162	0	0.000	Lost Time:	0.100
	TH	3.00	1,406	4,800	0.327	ITS:	0.000
	LT	1.00	179	1,600	0.112 *		
Eastbound	RT	1.00	184	1,600	0.059	ICU:	0.917
	TH	2.00	642	3,200	0.201		
	LT	1.00	331	1,600	0.207 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.372
	TH	3.00	2,392	4,800	0.534 *	N-S(2):	0.637 *
	LT	2.00	181	2,880	0.063	E-W(1):	0.367 *
Westbound	RT	1.00	119	1,600	0.012	E-W(2):	0.306
	TH	2.00	533	3,200	0.167		
	LT	1.00	240	1,600	0.150 *	V/C:	1.004
Northbound	RT	0.00	172	0	0.000	Lost Time:	0.100
	TH	3.00	1,310	4,800	0.309	ITS:	0.000
	LT	1.00	165	1,600	0.103 *		
Eastbound	RT	1.00	73	1,600	0.000	ICU:	1.104
	TH	2.00	695	3,200	0.217 *		
	LT	1.00	223	1,600	0.139	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 164 - CRENSHAW BOULEVARD & MANCHESTER AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	29	0	0.000	N-S(1):	0.218
	TH	2.00	513	3,200	0.169 *	N-S(2):	0.257 *
	LT	1.00	108	1,600	0.068	E-W(1):	0.230
Westbound	RT	0.00	139	0	0.000	E-W(2):	0.329 *
	TH	2.00	799	3,200	0.293 *		
	LT	1.00	129	1,600	0.081	V/C:	0.586
Northbound	RT	0.00	102	0	0.000	Lost Time:	0.100
	TH	3.00	616	4,800	0.150	ITS:	0.000
	LT	1.00	141	1,600	0.088 *		
Eastbound	RT	0.00	56	0	0.000	ICU:	0.686
	TH	2.00	420	3,200	0.149		
	LT	1.00	57	1,600	0.036 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	53	0	0.000	N-S(1):	0.229
	TH	2.00	617	3,200	0.209 *	N-S(2):	0.305 *
	LT	1.00	139	1,600	0.087	E-W(1):	0.305 *
Westbound	RT	0.00	98	0	0.000	E-W(2):	0.287
	TH	2.00	661	3,200	0.237		
	LT	1.00	168	1,600	0.105 *	V/C:	0.610
Northbound	RT	0.00	143	0	0.000	Lost Time:	0.100
	TH	3.00	538	4,800	0.142	ITS:	0.000
	LT	1.00	154	1,600	0.096 *		
Eastbound	RT	0.00	77	0	0.000	ICU:	0.710
	TH	2.00	563	3,200	0.200 *		
	LT	1.00	80	1,600	0.050	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	21	0	0.000	N-S(1):	0.257
	TH	2.00	752	3,200	0.242 *	N-S(2):	0.322 *
	LT	1.00	141	1,600	0.088	E-W(1):	0.435 *
Westbound	RT	0.00	122	0	0.000	E-W(2):	0.338
	TH	2.00	739	3,200	0.269		
	LT	1.00	163	1,600	0.102 *	V/C:	0.757
Northbound	RT	0.00	139	0	0.000	Lost Time:	0.100
	TH	3.00	672	4,800	0.169	ITS:	0.000
	LT	1.00	128	1,600	0.080 *		
Eastbound	RT	0.00	71	0	0.000	ICU:	0.857
	TH	2.00	995	3,200	0.333 *		
	LT	1.00	111	1,600	0.069	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 169 - PRAIRIE AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	52	0	0.000	N-S(1):	0.425 *
	TH	3.00	555	4,800	0.126	N-S(2):	0.267
	LT	1.00	166	1,600	0.104 *	E-W(1):	0.312
Westbound	RT	1.00	511	1,600	0.268	E-W(2):	0.418 *
	TH	2.00	1,125	3,200	0.352 *		
	LT	1.00	231	1,600	0.144	V/C:	0.843
Northbound	RT	1.00	179	1,600	0.000	Lost Time:	0.100
	TH	2.00	1,026	3,200	0.321 *	ITS:	0.000
	LT	1.00	226	1,600	0.141		
Eastbound	RT	0.00	153	0	0.000	ICU:	0.943
	TH	3.00	652	4,800	0.168		
	LT	1.00	105	1,600	0.066 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	63	0	0.000	N-S(1):	0.274 *
	TH	3.00	529	4,800	0.123	N-S(2):	0.226
	LT	1.00	153	1,600	0.096 *	E-W(1):	0.278 *
Westbound	RT	1.00	189	1,600	0.070	E-W(2):	0.248
	TH	2.00	610	3,200	0.191		
	LT	1.00	144	1,600	0.090 *	V/C:	0.552
Northbound	RT	1.00	162	1,600	0.011	Lost Time:	0.100
	TH	2.00	570	3,200	0.178 *	ITS:	0.000
	LT	1.00	164	1,600	0.103		
Eastbound	RT	0.00	203	0	0.000	ICU:	0.652
	TH	3.00	699	4,800	0.188 *		
	LT	1.00	91	1,600	0.057	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	55	0	0.000	N-S(1):	0.318 *
	TH	3.00	820	4,800	0.182	N-S(2):	0.260
	LT	1.00	212	1,600	0.133 *	E-W(1):	0.368 *
Westbound	RT	1.00	145	1,600	0.024	E-W(2):	0.262
	TH	2.00	698	3,200	0.218		
	LT	1.00	152	1,600	0.095 *	V/C:	0.686
Northbound	RT	1.00	140	1,600	0.000	Lost Time:	0.100
	TH	2.00	591	3,200	0.185 *	ITS:	0.000
	LT	1.00	125	1,600	0.078		
Eastbound	RT	0.00	229	0	0.000	ICU:	0.786
	TH	3.00	1,081	4,800	0.273 *		
	LT	1.00	70	1,600	0.044	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 173 - WESTERN AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	123	0	0.000	N-S(1):	0.311
	TH	3.00	730	4,800	0.178 *	N-S(2):	0.314 *
	LT	1.00	136	1,600	0.085	E-W(1):	0.300
Westbound	RT	1.00	227	1,600	0.099	E-W(2):	0.327 *
	TH	3.00	1,092	4,800	0.228 *		
	LT	1.00	235	1,600	0.147	V/C:	0.641
Northbound	RT	1.00	164	1,600	0.029	Lost Time:	0.100
	TH	2.00	723	3,200	0.226	ITS:	0.000
	LT	1.00	217	1,600	0.136 *		
Eastbound	RT	0.00	205	0	0.000	ICU:	0.741
	TH	3.00	527	4,800	0.153		
	LT	1.00	159	1,600	0.099 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	115	0	0.000	N-S(1):	0.227 *
	TH	3.00	419	4,800	0.111 *	N-S(2):	0.227 *
	LT	1.00	134	1,600	0.084	E-W(1):	0.254 *
Westbound	RT	1.00	123	1,600	0.035	E-W(2):	0.185
	TH	3.00	491	4,800	0.102		
	LT	1.00	192	1,600	0.120 *	V/C:	0.481
Northbound	RT	1.00	165	1,600	0.043	Lost Time:	0.100
	TH	2.00	459	3,200	0.143	ITS:	0.000
	LT	1.00	186	1,600	0.116 *		
Eastbound	RT	0.00	166	0	0.000	ICU:	0.581
	TH	3.00	476	4,800	0.134 *		
	LT	1.00	133	1,600	0.083	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.323 *
	TH	3.00	583	4,800	0.149	N-S(2):	0.301
	LT	1.00	186	1,600	0.116 *	E-W(1):	0.471 *
Westbound	RT	1.00	154	1,600	0.038	E-W(2):	0.236
	TH	3.00	614	4,800	0.128		
	LT	1.00	210	1,600	0.131 *	V/C:	0.794
Northbound	RT	1.00	144	1,600	0.024	Lost Time:	0.100
	TH	2.00	663	3,200	0.207 *	ITS:	0.000
	LT	1.00	243	1,600	0.152		
Eastbound	RT	0.00	258	0	0.000	ICU:	0.894
	TH	3.00	1,375	4,800	0.340 *		
	LT	1.00	173	1,600	0.108	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 175 - VERMONT AVENUE & MANCHESTER AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	92	0	0.000	N-S(1):	0.325 *
	TH	3.00	453	4,800	0.114	N-S(2):	0.190
	LT	2.00	139	2,880	0.048 *	E-W(1):	0.314
Westbound	RT	0.00	133	0	0.000	E-W(2):	0.334 *
	TH	3.00	1,098	4,800	0.256 *		
	LT	1.00	92	1,600	0.058	V/C:	0.659
Northbound	RT	0.00	114	0	0.000	Lost Time:	0.100
	TH	3.00	1,214	4,800	0.277 *	ITS:	0.000
	LT	2.00	218	2,880	0.076		
Eastbound	RT	0.00	85	0	0.000	ICU:	0.759
	TH	3.00	1,145	4,800	0.256		
	LT	1.00	125	1,600	0.078 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	134	0	0.000	N-S(1):	0.193 *
	TH	3.00	472	4,800	0.126	N-S(2):	0.170
	LT	2.00	167	2,880	0.058 *	E-W(1):	0.278
Westbound	RT	0.00	153	0	0.000	E-W(2):	0.282 *
	TH	3.00	868	4,800	0.213 *		
	LT	1.00	104	1,600	0.065	V/C:	0.475
Northbound	RT	0.00	135	0	0.000	Lost Time:	0.100
	TH	3.00	512	4,800	0.135 *	ITS:	0.000
	LT	2.00	127	2,880	0.044		
Eastbound	RT	0.00	124	0	0.000	ICU:	0.575
	TH	3.00	900	4,800	0.213		
	LT	1.00	111	1,600	0.069 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	132	0	0.000	N-S(1):	0.264 *
	TH	3.00	738	4,800	0.181	N-S(2):	0.238
	LT	2.00	199	2,880	0.069 *	E-W(1):	0.357 *
Westbound	RT	0.00	122	0	0.000	E-W(2):	0.307
	TH	3.00	976	4,800	0.229		
	LT	1.00	100	1,600	0.063 *	V/C:	0.621
Northbound	RT	0.00	123	0	0.000	Lost Time:	0.100
	TH	3.00	812	4,800	0.195 *	ITS:	0.000
	LT	2.00	163	2,880	0.057		
Eastbound	RT	0.00	156	0	0.000	ICU:	0.721
	TH	3.00	1,253	4,800	0.294 *		
	LT	1.00	125	1,600	0.078	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 176 - VERMONT AVENUE & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.308 *
	TH	3.00	635	4,800	0.157	N-S(2):	0.211
	LT	2.00	114	2,880	0.040 *	E-W(1):	0.262
Westbound	RT	0.00	111	0	0.000	E-W(2):	0.297 *
	TH	3.00	905	4,800	0.212 *		
	LT	1.00	179	1,600	0.112	V/C:	0.605
Northbound	RT	1.00	131	1,600	0.026	Lost Time:	0.100
	TH	3.00	1,286	4,800	0.268 *	ITS:	0.000
	LT	2.00	156	2,880	0.054		
Eastbound	RT	0.00	44	0	0.000	ICU:	0.705
	TH	3.00	676	4,800	0.150		
	LT	1.00	136	1,600	0.085 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	123	0	0.000	N-S(1):	0.150
	TH	3.00	495	4,800	0.129 *	N-S(2):	0.177 *
	LT	2.00	108	2,880	0.038	E-W(1):	0.214
Westbound	RT	0.00	72	0	0.000	E-W(2):	0.225 *
	TH	3.00	598	4,800	0.140 *		
	LT	1.00	112	1,600	0.070	V/C:	0.402
Northbound	RT	1.00	68	1,600	0.008	Lost Time:	0.100
	TH	3.00	539	4,800	0.112	ITS:	0.000
	LT	2.00	138	2,880	0.048 *		
Eastbound	RT	0.00	91	0	0.000	ICU:	0.502
	TH	3.00	601	4,800	0.144		
	LT	1.00	136	1,600	0.085 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	125	0	0.000	N-S(1):	0.263 *
	TH	3.00	799	4,800	0.193	N-S(2):	0.255
	LT	2.00	163	2,880	0.057 *	E-W(1):	0.302 *
Westbound	RT	0.00	14	0	0.000	E-W(2):	0.244
	TH	3.00	707	4,800	0.150		
	LT	1.00	134	1,600	0.084 *	V/C:	0.565
Northbound	RT	1.00	110	1,600	0.027	Lost Time:	0.100
	TH	3.00	988	4,800	0.206 *	ITS:	0.000
	LT	2.00	179	2,880	0.062		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.665
	TH	3.00	948	4,800	0.218 *		
	LT	1.00	150	1,600	0.094	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 177 - VERMONT AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	42	1,600	0.000	N-S(1):	0.357 *
	TH	3.00	742	4,800	0.155	N-S(2):	0.286
	LT	2.00	223	2,880	0.077 *	E-W(1):	0.293
Westbound	RT	0.00	202	0	0.000	E-W(2):	0.356 *
	TH	3.00	1,212	4,800	0.295 *		
	LT	1.00	235	1,600	0.147	V/C:	0.713
Northbound	RT	0.00	141	0	0.000	Lost Time:	0.100
	TH	3.00	1,203	4,800	0.280 *	ITS:	0.000
	LT	2.00	377	2,880	0.131		
Eastbound	RT	0.00	144	0	0.000	ICU:	0.813
	TH	3.00	559	4,800	0.146		
	LT	1.00	98	1,600	0.061 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	41	1,600	0.004	N-S(1):	0.216
	TH	3.00	502	4,800	0.105 *	N-S(2):	0.228 *
	LT	2.00	147	2,880	0.051	E-W(1):	0.233 *
Westbound	RT	0.00	92	0	0.000	E-W(2):	0.156
	TH	3.00	449	4,800	0.113		
	LT	1.00	151	1,600	0.094 *	V/C:	0.461
Northbound	RT	0.00	134	0	0.000	Lost Time:	0.100
	TH	3.00	660	4,800	0.165	ITS:	0.000
	LT	2.00	353	2,880	0.123 *		
Eastbound	RT	0.00	157	0	0.000	ICU:	0.561
	TH	3.00	510	4,800	0.139 *		
	LT	1.00	68	1,600	0.043	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.023	N-S(1):	0.354 *
	TH	3.00	722	4,800	0.150	N-S(2):	0.266
	LT	2.00	212	2,880	0.074 *	E-W(1):	0.402 *
Westbound	RT	0.00	99	0	0.000	E-W(2):	0.236
	TH	3.00	656	4,800	0.157		
	LT	1.00	188	1,600	0.118 *	V/C:	0.756
Northbound	RT	0.00	222	0	0.000	Lost Time:	0.100
	TH	3.00	1,120	4,800	0.280 *	ITS:	0.000
	LT	2.00	333	2,880	0.116		
Eastbound	RT	0.00	189	0	0.000	ICU:	0.856
	TH	3.00	1,172	4,800	0.284 *		
	LT	1.00	126	1,600	0.079	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 182 - INGLEWOOD AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	149	1,600	0.070	N-S(1):	0.331 *
	TH	2.00	619	3,200	0.193	N-S(2):	0.314
	LT	1.00	172	1,600	0.108 *	E-W(1):	0.268 *
Westbound	RT	1.00	93	1,600	0.004	E-W(2):	0.201
	TH	3.00	737	4,800	0.154		
	LT	1.00	306	1,600	0.191 *	V/C:	0.599
Northbound	RT	0.00	165	0	0.000	Lost Time:	0.100
	TH	2.00	550	3,200	0.223 *	ITS:	0.000
	LT	1.00	194	1,600	0.121		
Eastbound	RT	1.00	39	1,600	0.000	ICU:	0.699
	TH	3.00	370	4,800	0.077 *		
	LT	1.00	75	1,600	0.047	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	191	1,600	0.049	N-S(1):	0.236 *
	TH	2.00	405	3,200	0.127	N-S(2):	0.220
	LT	1.00	127	1,600	0.079 *	E-W(1):	0.245
Westbound	RT	1.00	76	1,600	0.008	E-W(2):	0.279 *
	TH	3.00	662	4,800	0.138 *		
	LT	1.00	173	1,600	0.108	V/C:	0.515
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	2.00	412	3,200	0.157 *	ITS:	0.000
	LT	1.00	148	1,600	0.093		
Eastbound	RT	1.00	122	1,600	0.030	ICU:	0.615
	TH	3.00	659	4,800	0.137		
	LT	1.00	225	1,600	0.141 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	185	1,600	0.045	N-S(1):	0.410 *
	TH	2.00	722	3,200	0.226	N-S(2):	0.329
	LT	1.00	265	1,600	0.166 *	E-W(1):	0.333 *
Westbound	RT	1.00	120	1,600	0.000	E-W(2):	0.284
	TH	3.00	684	4,800	0.143		
	LT	1.00	155	1,600	0.097 *	V/C:	0.743
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	2.00	600	3,200	0.244 *	ITS:	0.000
	LT	1.00	164	1,600	0.103		
Eastbound	RT	1.00	178	1,600	0.060	ICU:	0.843
	TH	3.00	1,134	4,800	0.236 *		
	LT	1.00	226	1,600	0.141	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 183 - HAWTHORNE BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	242	1,600	0.112	N-S(1):	0.254
	TH	3.00	860	4,800	0.179 *	N-S(2):	0.294 *
	LT	2.00	169	2,880	0.059	E-W(1):	0.191
Westbound	RT	0.00	179	0	0.000	E-W(2):	0.315 *
	TH	3.00	954	4,800	0.236 *		
	LT	1.00	126	1,600	0.079	V/C:	0.609
Northbound	RT	1.00	139	1,600	0.048	Lost Time:	0.100
	TH	3.00	937	4,800	0.195	ITS:	0.000
	LT	2.00	331	2,880	0.115 *		
Eastbound	RT	0.00	96	0	0.000	ICU:	0.709
	TH	3.00	443	4,800	0.112		
	LT	1.00	127	1,600	0.079 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	214	1,600	0.081	N-S(1):	0.243
	TH	3.00	828	4,800	0.173 *	N-S(2):	0.259 *
	LT	2.00	238	2,880	0.083	E-W(1):	0.221
Westbound	RT	0.00	157	0	0.000	E-W(2):	0.266 *
	TH	3.00	618	4,800	0.161 *		
	LT	1.00	119	1,600	0.074	V/C:	0.525
Northbound	RT	1.00	169	1,600	0.068	Lost Time:	0.100
	TH	3.00	767	4,800	0.160	ITS:	0.000
	LT	2.00	248	2,880	0.086 *		
Eastbound	RT	0.00	142	0	0.000	ICU:	0.625
	TH	3.00	562	4,800	0.147		
	LT	1.00	168	1,600	0.105 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	157	1,600	0.052	N-S(1):	0.327
	TH	3.00	1,265	4,800	0.264 *	N-S(2):	0.344 *
	LT	2.00	377	2,880	0.131	E-W(1):	0.326 *
Westbound	RT	0.00	158	0	0.000	E-W(2):	0.256
	TH	3.00	630	4,800	0.164		
	LT	1.00	129	1,600	0.081 *	V/C:	0.670
Northbound	RT	1.00	174	1,600	0.068	Lost Time:	0.100
	TH	3.00	940	4,800	0.196	ITS:	0.000
	LT	2.00	230	2,880	0.080 *		
Eastbound	RT	0.00	164	0	0.000	ICU:	0.770
	TH	3.00	1,010	4,800	0.245 *		
	LT	1.00	147	1,600	0.092	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 184 - PRAIRIE AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	134	0	0.000	N-S(1):	0.270
	TH	3.00	834	4,800	0.202 *	N-S(2):	0.297 *
	LT	1.00	182	1,600	0.114	E-W(1):	0.343 *
Westbound	RT	0.00	189	0	0.000	E-W(2):	0.382 *
	TH	3.00	1,117	4,800	0.272 *		
	LT	1.00	321	1,600	0.201	V/C:	0.679
Northbound	RT	0.00	125	0	0.000	Lost Time:	0.100
	TH	3.00	625	4,800	0.156	ITS:	0.000
	LT	1.00	152	1,600	0.095 *		
Eastbound	RT	0.00	71	0	0.000	ICU:	0.779
	TH	3.00	610	4,800	0.142		
	LT	1.00	176	1,600	0.110 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	119	0	0.000	N-S(1):	0.285 *
	TH	3.00	593	4,800	0.148	N-S(2):	0.231
	LT	1.00	244	1,600	0.153 *	E-W(1):	0.289 *
Westbound	RT	0.00	117	0	0.000	E-W(2):	0.258
	TH	3.00	671	4,800	0.164		
	LT	1.00	210	1,600	0.131 *	V/C:	0.574
Northbound	RT	0.00	145	0	0.000	Lost Time:	0.100
	TH	3.00	489	4,800	0.132 *	ITS:	0.000
	LT	1.00	133	1,600	0.083		
Eastbound	RT	0.00	79	0	0.000	ICU:	0.674
	TH	3.00	678	4,800	0.158 *		
	LT	1.00	150	1,600	0.094	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	145	0	0.000	N-S(1):	0.350 *
	TH	3.00	902	4,800	0.218	N-S(2):	0.292
	LT	1.00	260	1,600	0.163 *	E-W(1):	0.409 *
Westbound	RT	0.00	152	0	0.000	E-W(2):	0.293
	TH	3.00	745	4,800	0.187		
	LT	1.00	254	1,600	0.159 *	V/C:	0.759
Northbound	RT	0.00	184	0	0.000	Lost Time:	0.100
	TH	3.00	712	4,800	0.187 *	ITS:	0.000
	LT	1.00	118	1,600	0.074		
Eastbound	RT	0.00	121	0	0.000	ICU:	0.859
	TH	3.00	1,080	4,800	0.250 *		
	LT	1.00	169	1,600	0.106	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 185 - CRENSHAW BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.298 *
	TH	3.00	729	4,800	0.177	N-S(2):	0.266
	LT	1.00	131	1,600	0.082 *	E-W(1):	0.266
Westbound	RT	0.00	181	0	0.000	E-W(2):	0.341 *
	TH	3.00	1,005	4,800	0.247 *		
	LT	1.00	151	1,600	0.094	V/C:	0.639
Northbound	RT	0.00	119	0	0.000	Lost Time:	0.100
	TH	3.00	917	4,800	0.216 *	ITS:	0.000
	LT	1.00	142	1,600	0.089		
Eastbound	RT	0.00	160	0	0.000	ICU:	0.739
	TH	3.00	665	4,800	0.172		
	LT	1.00	150	1,600	0.094 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	171	0	0.000	N-S(1):	0.276 *
	TH	3.00	547	4,800	0.150	N-S(2):	0.247
	LT	1.00	173	1,600	0.108 *	E-W(1):	0.255
Westbound	RT	0.00	196	0	0.000	E-W(2):	0.272 *
	TH	3.00	638	4,800	0.174 *		
	LT	1.00	148	1,600	0.093	V/C:	0.548
Northbound	RT	0.00	162	0	0.000	Lost Time:	0.100
	TH	3.00	646	4,800	0.168 *	ITS:	0.000
	LT	1.00	155	1,600	0.097		
Eastbound	RT	0.00	126	0	0.000	ICU:	0.648
	TH	3.00	652	4,800	0.162		
	LT	1.00	157	1,600	0.098 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	220	0	0.000	N-S(1):	0.303
	TH	3.00	960	4,800	0.246 *	N-S(2):	0.343 *
	LT	1.00	213	1,600	0.133	E-W(1):	0.357 *
Westbound	RT	0.00	189	0	0.000	E-W(2):	0.304
	TH	3.00	884	4,800	0.224		
	LT	1.00	158	1,600	0.099 *	V/C:	0.700
Northbound	RT	0.00	165	0	0.000	Lost Time:	0.100
	TH	3.00	649	4,800	0.170	ITS:	0.000
	LT	1.00	155	1,600	0.097 *		
Eastbound	RT	0.00	183	0	0.000	ICU:	0.800
	TH	3.00	1,054	4,800	0.258 *		
	LT	1.00	128	1,600	0.080	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 186 - WESTERN AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	71	0	0.000	N-S(1):	0.269
	TH	2.00	577	3,200	0.203 *	N-S(2):	0.320 *
	LT	1.00	77	1,600	0.048	E-W(1):	0.261
Westbound	RT	0.00	134	0	0.000	E-W(2):	0.318 *
	TH	3.00	1,139	4,800	0.265 *		
	LT	1.00	93	1,600	0.058	V/C:	0.638
Northbound	RT	1.00	88	1,600	0.026	Lost Time:	0.100
	TH	2.00	707	3,200	0.221	ITS:	0.000
	LT	1.00	187	1,600	0.117 *		
Eastbound	RT	0.00	96	0	0.000	ICU:	0.738
	TH	3.00	878	4,800	0.203		
	LT	1.00	85	1,600	0.053 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	104	0	0.000	N-S(1):	0.232
	TH	2.00	464	3,200	0.178 *	N-S(2):	0.271 *
	LT	1.00	134	1,600	0.084	E-W(1):	0.237 *
Westbound	RT	0.00	139	0	0.000	E-W(2):	0.230
	TH	3.00	696	4,800	0.174		
	LT	1.00	94	1,600	0.059 *	V/C:	0.508
Northbound	RT	1.00	123	1,600	0.048	Lost Time:	0.100
	TH	2.00	474	3,200	0.148	ITS:	0.000
	LT	1.00	149	1,600	0.093 *		
Eastbound	RT	0.00	145	0	0.000	ICU:	0.608
	TH	3.00	707	4,800	0.178 *		
	LT	1.00	89	1,600	0.056	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.285
	TH	2.00	714	3,200	0.254 *	N-S(2):	0.367 *
	LT	1.00	137	1,600	0.086	E-W(1):	0.372 *
Westbound	RT	0.00	82	0	0.000	E-W(2):	0.299
	TH	3.00	988	4,800	0.223		
	LT	1.00	144	1,600	0.090 *	V/C:	0.739
Northbound	RT	1.00	112	1,600	0.025	Lost Time:	0.100
	TH	2.00	637	3,200	0.199	ITS:	0.000
	LT	1.00	181	1,600	0.113 *		
Eastbound	RT	0.00	181	0	0.000	ICU:	0.839
	TH	3.00	1,173	4,800	0.282 *		
	LT	1.00	122	1,600	0.076	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 187 - VERMONT AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	108	1,600	0.034	N-S(1):	0.264 *
	TH	3.00	487	4,800	0.101	N-S(2):	0.194
	LT	1.00	202	1,600	0.126 *	E-W(1):	0.310
Westbound	RT	0.00	166	0	0.000	E-W(2):	0.399 *
	TH	3.00	1,430	4,800	0.333 *		
	LT	1.00	128	1,600	0.080	V/C:	0.663
Northbound	RT	0.00	111	0	0.000	Lost Time:	0.100
	TH	3.00	551	4,800	0.138 *	ITS:	0.000
	LT	1.00	148	1,600	0.093		
Eastbound	RT	0.00	63	0	0.000	ICU:	0.763
	TH	3.00	1,042	4,800	0.230		
	LT	1.00	106	1,600	0.066 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	95	1,600	0.029	N-S(1):	0.230 *
	TH	3.00	317	4,800	0.066	N-S(2):	0.131
	LT	1.00	217	1,600	0.136 *	E-W(1):	0.294 *
Westbound	RT	0.00	135	0	0.000	E-W(2):	0.285
	TH	3.00	941	4,800	0.224		
	LT	1.00	135	1,600	0.084 *	V/C:	0.524
Northbound	RT	0.00	126	0	0.000	Lost Time:	0.100
	TH	3.00	323	4,800	0.094 *	ITS:	0.000
	LT	1.00	104	1,600	0.065		
Eastbound	RT	0.00	73	0	0.000	ICU:	0.624
	TH	3.00	937	4,800	0.210 *		
	LT	1.00	97	1,600	0.061	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	98	1,600	0.016	N-S(1):	0.329 *
	TH	3.00	745	4,800	0.155	N-S(2):	0.243
	LT	1.00	241	1,600	0.151 *	E-W(1):	0.373 *
Westbound	RT	0.00	192	0	0.000	E-W(2):	0.371
	TH	3.00	1,155	4,800	0.281		
	LT	1.00	154	1,600	0.096 *	V/C:	0.702
Northbound	RT	0.00	176	0	0.000	Lost Time:	0.100
	TH	3.00	678	4,800	0.178 *	ITS:	0.000
	LT	1.00	140	1,600	0.088		
Eastbound	RT	0.00	118	0	0.000	ICU:	0.802
	TH	3.00	1,211	4,800	0.277 *		
	LT	1.00	144	1,600	0.090	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 188 - PRAIRIE AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.356
	TH	3.00	939	4,800	0.219 *	N-S(2):	0.419 *
	LT	1.00	186	1,600	0.116	E-W(1):	0.224
Westbound	RT	0.00	283	0	0.000	E-W(2):	0.362 *
	TH	3.00	1,044	4,800	0.276 *		
	LT	1.00	110	1,600	0.069	V/C:	0.781
Northbound	RT	0.00	153	0	0.000	Lost Time:	0.100
	TH	3.00	999	4,800	0.240	ITS:	0.000
	LT	1.00	320	1,600	0.200 *		
Eastbound	RT	0.00	162	0	0.000	ICU:	0.881
	TH	3.00	581	4,800	0.155		
	LT	1.00	138	1,600	0.086 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.263
	TH	3.00	678	4,800	0.164 *	N-S(2):	0.290 *
	LT	1.00	206	1,600	0.129	E-W(1):	0.228 *
Westbound	RT	0.00	194	0	0.000	E-W(2):	0.217
	TH	3.00	541	4,800	0.153		
	LT	1.00	134	1,600	0.084 *	V/C:	0.518
Northbound	RT	0.00	104	0	0.000	Lost Time:	0.100
	TH	3.00	541	4,800	0.134	ITS:	0.000
	LT	1.00	202	1,600	0.126 *		
Eastbound	RT	0.00	164	0	0.000	ICU:	0.618
	TH	3.00	526	4,800	0.144 *		
	LT	1.00	103	1,600	0.064	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	114	0	0.000	N-S(1):	0.360
	TH	3.00	1,032	4,800	0.239 *	N-S(2):	0.368 *
	LT	1.00	278	1,600	0.174	E-W(1):	0.421 *
Westbound	RT	0.00	233	0	0.000	E-W(2):	0.269
	TH	3.00	678	4,800	0.190		
	LT	1.00	150	1,600	0.094 *	V/C:	0.789
Northbound	RT	0.00	131	0	0.000	Lost Time:	0.100
	TH	3.00	764	4,800	0.186	ITS:	0.000
	LT	1.00	206	1,600	0.129 *		
Eastbound	RT	0.00	298	0	0.000	ICU:	0.889
	TH	3.00	1,272	4,800	0.327 *		
	LT	1.00	126	1,600	0.079	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 189 - CRENSHAW BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	251	1,600	0.057	N-S(1):	0.324 *
	TH	3.00	780	4,800	0.163	N-S(2):	0.315
	LT	1.00	129	1,600	0.081 *	E-W(1):	0.219
Westbound	RT	0.00	275	0	0.000	E-W(2):	0.474 *
	TH	3.00	1,036	4,800	0.273 *		
	LT	1.00	126	1,600	0.079	V/C:	0.798
Northbound	RT	1.00	99	1,600	0.023	Lost Time:	0.100
	TH	3.00	1,167	4,800	0.243 *	ITS:	0.000
	LT	1.00	243	1,600	0.152		
Eastbound	RT	0.00	92	0	0.000	ICU:	0.898
	TH	3.00	579	4,800	0.140		
	LT	1.00	321	1,600	0.201 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	208	1,600	0.042	N-S(1):	0.254 *
	TH	3.00	666	4,800	0.139	N-S(2):	0.223
	LT	1.00	133	1,600	0.083 *	E-W(1):	0.205
Westbound	RT	0.00	172	0	0.000	E-W(2):	0.302 *
	TH	3.00	435	4,800	0.126 *		
	LT	1.00	129	1,600	0.081	V/C:	0.556
Northbound	RT	1.00	74	1,600	0.006	Lost Time:	0.100
	TH	3.00	823	4,800	0.171 *	ITS:	0.000
	LT	1.00	134	1,600	0.084		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.656
	TH	3.00	486	4,800	0.124		
	LT	1.00	281	1,600	0.176 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	237	1,600	0.050	N-S(1):	0.284
	TH	3.00	1,231	4,800	0.256 *	N-S(2):	0.324 *
	LT	1.00	184	1,600	0.115	E-W(1):	0.349
Westbound	RT	0.00	237	0	0.000	E-W(2):	0.358 *
	TH	3.00	541	4,800	0.162 *		
	LT	1.00	108	1,600	0.068	V/C:	0.682
Northbound	RT	1.00	97	1,600	0.027	Lost Time:	0.100
	TH	3.00	810	4,800	0.169	ITS:	0.000
	LT	1.00	108	1,600	0.068 *		
Eastbound	RT	0.00	175	0	0.000	ICU:	0.782
	TH	3.00	1,173	4,800	0.281		
	LT	1.00	314	1,600	0.196 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 190 - WESTERN AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	241	1,600	0.100	N-S(1):	0.219
	TH	2.00	461	3,200	0.144 *	N-S(2):	0.265 *
	LT	1.00	52	1,600	0.033	E-W(1):	0.220
Westbound	RT	0.00	154	0	0.000	E-W(2):	0.433 *
	TH	3.00	1,434	4,800	0.331 *		
	LT	1.00	101	1,600	0.063	V/C:	0.698
Northbound	RT	0.00	68	0	0.000	Lost Time:	0.100
	TH	2.00	527	3,200	0.186	ITS:	0.000
	LT	1.00	194	1,600	0.121 *		
Eastbound	RT	0.00	138	0	0.000	ICU:	0.798
	TH	3.00	614	4,800	0.157		
	LT	1.00	163	1,600	0.102 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	175	1,600	0.067	N-S(1):	0.192
	TH	2.00	350	3,200	0.109 *	N-S(2):	0.193 *
	LT	1.00	73	1,600	0.046	E-W(1):	0.202
Westbound	RT	0.00	105	0	0.000	E-W(2):	0.228 *
	TH	3.00	579	4,800	0.143 *		
	LT	1.00	110	1,600	0.069	V/C:	0.421
Northbound	RT	0.00	118	0	0.000	Lost Time:	0.100
	TH	2.00	348	3,200	0.146	ITS:	0.000
	LT	1.00	134	1,600	0.084 *		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.521
	TH	3.00	517	4,800	0.133		
	LT	1.00	136	1,600	0.085 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	214	1,600	0.084	N-S(1):	0.277
	TH	2.00	551	3,200	0.172 *	N-S(2):	0.279 *
	LT	1.00	101	1,600	0.063	E-W(1):	0.380 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.276
	TH	3.00	743	4,800	0.176		
	LT	1.00	81	1,600	0.051 *	V/C:	0.659
Northbound	RT	0.00	121	0	0.000	Lost Time:	0.100
	TH	2.00	565	3,200	0.214	ITS:	0.000
	LT	1.00	171	1,600	0.107 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.759
	TH	3.00	1,381	4,800	0.329 *		
	LT	1.00	160	1,600	0.100	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 191 - VERMONT AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	89	1,600	0.039	N-S(1):	0.174 *
	TH	3.00	366	4,800	0.076	N-S(2):	0.119
	LT	1.00	137	1,600	0.086 *	E-W(1):	0.215
Westbound	RT	0.00	123	0	0.000	E-W(2):	0.416 *
	TH	3.00	1,715	4,800	0.383 *		
	LT	1.00	98	1,600	0.061	V/C:	0.590
Northbound	RT	1.00	102	1,600	0.033	Lost Time:	0.100
	TH	3.00	422	4,800	0.088 *	ITS:	0.000
	LT	1.00	69	1,600	0.043		
Eastbound	RT	0.00	55	0	0.000	ICU:	0.690
	TH	3.00	682	4,800	0.154		
	LT	1.00	52	1,600	0.033 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	157	1,600	0.085 *	N-S(1):	0.105
	TH	3.00	315	4,800	0.066	N-S(2):	0.117 *
	LT	1.00	74	1,600	0.046	E-W(1):	0.182 *
Westbound	RT	0.00	65	0	0.000	E-W(2):	0.177
	TH	3.00	654	4,800	0.150		
	LT	1.00	63	1,600	0.039 *	V/C:	0.299
Northbound	RT	1.00	42	1,600	0.007	Lost Time:	0.100
	TH	3.00	285	4,800	0.059	ITS:	0.000
	LT	1.00	51	1,600	0.032 *		
Eastbound	RT	0.00	45	0	0.000	ICU:	0.399
	TH	3.00	641	4,800	0.143 *		
	LT	1.00	43	1,600	0.027	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	58	1,600	0.004	N-S(1):	0.172 *
	TH	3.00	402	4,800	0.084	N-S(2):	0.128
	LT	1.00	120	1,600	0.075 *	E-W(1):	0.333 *
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.239
	TH	3.00	768	4,800	0.175		
	LT	1.00	66	1,600	0.041 *	V/C:	0.505
Northbound	RT	1.00	85	1,600	0.033	Lost Time:	0.100
	TH	3.00	466	4,800	0.097 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	89	0	0.000	ICU:	0.605
	TH	3.00	1,311	4,800	0.292 *		
	LT	1.00	102	1,600	0.064	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 192 - AVIATION BOULEVARD & ARTESIA BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	219	0	0.000	N-S(1):	0.520 *
	TH	2.00	487	3,200	0.221	N-S(2):	0.311
	LT	1.00	104	1,600	0.065 *	E-W(1):	0.301
Westbound	RT	0.00	207	0	0.000	E-W(2):	0.447 *
	TH	2.00	792	3,200	0.312 *		
	LT	1.00	187	1,600	0.117	V/C:	0.967
Northbound	RT	0.00	143	0	0.000	Lost Time:	0.100
	TH	2.00	1,312	3,200	0.455 *	ITS:	0.000
	LT	1.00	144	1,600	0.090		
Eastbound	RT	0.00	56	0	0.000	ICU:	1.067
	TH	2.00	533	3,200	0.184		
	LT	1.00	216	1,600	0.135 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	126	0	0.000	N-S(1):	0.301 *
	TH	2.00	609	3,200	0.230	N-S(2):	0.298
	LT	1.00	176	1,600	0.110 *	E-W(1):	0.336 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.322
	TH	2.00	502	3,200	0.207		
	LT	1.00	236	1,600	0.148 *	V/C:	0.637
Northbound	RT	0.00	146	0	0.000	Lost Time:	0.100
	TH	2.00	464	3,200	0.191 *	ITS:	0.000
	LT	1.00	109	1,600	0.068		
Eastbound	RT	0.00	72	0	0.000	ICU:	0.737
	TH	2.00	528	3,200	0.188 *		
	LT	1.00	184	1,600	0.115	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	117	0	0.000	N-S(1):	0.443
	TH	2.00	1,230	3,200	0.421 *	N-S(2):	0.496 *
	LT	1.00	250	1,600	0.156	E-W(1):	0.458 *
Westbound	RT	0.00	139	0	0.000	E-W(2):	0.364
	TH	2.00	640	3,200	0.243		
	LT	1.00	293	1,600	0.183 *	V/C:	0.954
Northbound	RT	0.00	155	0	0.000	Lost Time:	0.100
	TH	2.00	762	3,200	0.287	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	135	0	0.000	ICU:	1.054
	TH	2.00	745	3,200	0.275 *		
	LT	1.00	193	1,600	0.121	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 193 - AVIATION BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	129	1,600	0.002	N-S(1):	0.443 *
	TH	2.00	605	3,200	0.189	N-S(2):	0.228
	LT	2.00	100	2,880	0.035 *	E-W(1):	0.264
Westbound	RT	1.00	315	1,600	0.180	E-W(2):	0.356 *
	TH	2.00	636	3,200	0.199 *		
	LT	2.00	242	2,880	0.084	V/C:	0.799
Northbound	RT	0.00	122	0	0.000	Lost Time:	0.100
	TH	3.00	1,837	4,800	0.408 *	ITS:	0.000
	LT	1.00	63	1,600	0.039		
Eastbound	RT	1.00	99	1,600	0.042	ICU:	0.899
	TH	2.00	576	3,200	0.180		
	LT	1.00	251	1,600	0.157 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	217	1,600	0.074	N-S(1):	0.271
	TH	2.00	749	3,200	0.234 *	N-S(2):	0.332 *
	LT	2.00	147	2,880	0.051	E-W(1):	0.254
Westbound	RT	1.00	151	1,600	0.069	E-W(2):	0.292 *
	TH	2.00	537	3,200	0.168 *		
	LT	2.00	235	2,880	0.082	V/C:	0.624
Northbound	RT	0.00	169	0	0.000	Lost Time:	0.100
	TH	3.00	885	4,800	0.220	ITS:	0.000
	LT	1.00	157	1,600	0.098 *		
Eastbound	RT	1.00	139	1,600	0.038	ICU:	0.724
	TH	2.00	550	3,200	0.172		
	LT	1.00	198	1,600	0.124 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	402	1,600	0.193	N-S(1):	0.309
	TH	2.00	1,309	3,200	0.409 *	N-S(2):	0.517 *
	LT	2.00	317	2,880	0.110	E-W(1):	0.364 *
Westbound	RT	1.00	125	1,600	0.023	E-W(2):	0.323
	TH	2.00	656	3,200	0.205		
	LT	2.00	436	2,880	0.151 *	V/C:	0.881
Northbound	RT	0.00	139	0	0.000	Lost Time:	0.100
	TH	3.00	816	4,800	0.199	ITS:	0.000
	LT	1.00	172	1,600	0.108 *		
Eastbound	RT	1.00	171	1,600	0.053	ICU:	0.981
	TH	2.00	681	3,200	0.213 *		
	LT	1.00	188	1,600	0.118	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 196 - PRAIRIE AVENUE & FLORENCE AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.008
	TH	0.00	0	0	0.000 *	N-S(2):	0.265 *
	LT	0.00	0	0	0.000	E-W(1):	0.550 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.348
	TH	3.00	1,670	4,800	0.348		
	LT	1.00	432	1,600	0.270 *	V/C:	0.815
Northbound	RT	1.00	444	1,600	0.008	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	762	2,880	0.265 *		
Eastbound	RT	1.00	448	1,600	0.280 *	ICU:	0.915
	TH	3.00	857	4,800	0.179		
	LT	0.00	0	0	0.000	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.000
	TH	0.00	0	0	0.000 *	N-S(2):	0.111 *
	LT	0.00	0	0	0.000	E-W(1):	0.360 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.165
	TH	3.00	791	4,800	0.165		
	LT	1.00	256	1,600	0.160 *	V/C:	0.471
Northbound	RT	1.00	256	1,600	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	320	2,880	0.111 *		
Eastbound	RT	1.00	320	1,600	0.200 *	ICU:	0.571
	TH	3.00	817	4,800	0.170		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.063
	TH	0.00	0	0	0.000 *	N-S(2):	0.156 *
	LT	0.00	0	0	0.000	E-W(1):	0.525 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.206
	TH	3.00	991	4,800	0.206		
	LT	1.00	317	1,600	0.198 *	V/C:	0.681
Northbound	RT	1.00	418	1,600	0.063	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	450	2,880	0.156 *		
Eastbound	RT	1.00	523	1,600	0.327 *	ICU:	0.781
	TH	3.00	1,567	4,800	0.326		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 197 - PRAIRIE AVENUE & LENNOX BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	167	0	0.000	N-S(1):	0.262
	TH	3.00	1,067	4,800	0.257 *	N-S(2):	0.353 *
	LT	1.00	1	1,600	0.001	E-W(1):	0.060
Westbound	RT	0.00	7	0	0.000	E-W(2):	0.088 *
	TH	1.00	4	1,600	0.007 *		
	LT	0.00	0	0	0.000	V/C:	0.441
Northbound	RT	0.00	7	0	0.000	Lost Time:	0.100
	TH	3.00	1,246	4,800	0.261	ITS:	0.000
	LT	1.00	153	1,600	0.096 *		
Eastbound	RT	1.00	173	1,600	0.060	ICU:	0.541
	TH	2.00	4	3,200	0.042		
	LT	0.00	130	1,600	0.081 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	104	0	0.000	N-S(1):	0.208
	TH	3.00	881	4,800	0.205 *	N-S(2):	0.278 *
	LT	1.00	4	1,600	0.003	E-W(1):	0.045
Westbound	RT	0.00	9	0	0.000	E-W(2):	0.092 *
	TH	1.00	3	1,600	0.009 *		
	LT	0.00	3	1,600	0.002	V/C:	0.370
Northbound	RT	0.00	6	0	0.000	Lost Time:	0.100
	TH	3.00	980	4,800	0.205	ITS:	0.000
	LT	1.00	117	1,600	0.073 *		
Eastbound	RT	1.00	114	1,600	0.035	ICU:	0.470
	TH	2.00	4	3,200	0.043		
	LT	0.00	132	1,600	0.083 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.274
	TH	3.00	1,380	4,800	0.313 *	N-S(2):	0.393 *
	LT	1.00	14	1,600	0.009	E-W(1):	0.087
Westbound	RT	0.00	6	0	0.000	E-W(2):	0.113 *
	TH	1.00	2	1,600	0.005 *		
	LT	0.00	0	0	0.000	V/C:	0.506
Northbound	RT	0.00	6	0	0.000	Lost Time:	0.100
	TH	3.00	1,267	4,800	0.265	ITS:	0.000
	LT	1.00	128	1,600	0.080 *		
Eastbound	RT	1.00	203	1,600	0.087	ICU:	0.606
	TH	2.00	6	3,200	0.056		
	LT	0.00	172	1,600	0.108 *	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 1 - ADMIRALTY WAY & BALI WAY
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	17	1,600	0.003	N-S(1):	0.469 *
	TH	2.00	1,034	3,200	0.323	N-S(2):	0.336
	LT	1.00	299	1,600	0.187 *	E-W(1):	0.029
Westbound	RT	1.88	243	3,014	0.000	E-W(2):	0.097 *
	TH	0.12	15	186	0.081 *		
	LT	1.00	17	1,600	0.011	V/C:	0.566
Northbound	RT	0.00	44	0	0.000	Lost Time:	0.100
	TH	2.00	858	3,200	0.282 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	11	0	0.000	ICU:	0.666
	TH	2.00	21	3,200	0.018		
	LT	0.00	25	1,600	0.016 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	21	1,600	0.004	N-S(1):	0.425 *
	TH	2.00	680	3,200	0.213	N-S(2):	0.232
	LT	1.00	196	1,600	0.123 *	E-W(1):	0.060
Westbound	RT	1.82	266	2,915	0.000	E-W(2):	0.110 *
	TH	0.18	26	285	0.091 *		
	LT	1.00	52	1,600	0.033	V/C:	0.535
Northbound	RT	0.00	126	0	0.000	Lost Time:	0.100
	TH	2.00	841	3,200	0.302 *	ITS:	0.000
	LT	1.00	31	1,600	0.019		
Eastbound	RT	0.00	25	0	0.000	ICU:	0.635
	TH	2.00	31	3,200	0.027		
	LT	0.00	30	1,600	0.019 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	22	1,600	0.006	N-S(1):	0.543 *
	TH	2.00	1,166	3,200	0.364	N-S(2):	0.372
	LT	1.00	268	1,600	0.168 *	E-W(1):	0.052
Westbound	RT	1.88	412	3,003	0.000	E-W(2):	0.153 *
	TH	0.12	27	197	0.137 *		
	LT	1.00	49	1,600	0.031	V/C:	0.696
Northbound	RT	0.00	123	0	0.000	Lost Time:	0.100
	TH	2.00	1,078	3,200	0.375 *	ITS:	0.000
	LT	1.00	13	1,600	0.008		
Eastbound	RT	0.00	13	0	0.000	ICU:	0.796
	TH	2.00	28	3,200	0.021		
	LT	0.00	25	1,600	0.016 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 2 - ADMIRALTY WAY & FIJI WAY
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:	WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	64	1,600	0.000	N-S(1):	0.188 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	540	2,880	0.188 *	E-W(1):	0.027
Westbound	RT	1.00	459	1,600	0.000	E-W(2):	0.118 *
	TH	1.00	110	1,600	0.069 *		
	LT	0.00	0	0	0.000	V/C:	0.306
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.406
	TH	2.00	86	3,200	0.027		
	LT	1.00	78	1,600	0.049 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	87	1,600	0.000	N-S(1):	0.128 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	369	2,880	0.128 *	E-W(1):	0.046
Westbound	RT	1.00	363	1,600	0.000	E-W(2):	0.151 *
	TH	1.00	151	1,600	0.094 *		
	LT	0.00	0	0	0.000	V/C:	0.279
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.379
	TH	2.00	148	3,200	0.046		
	LT	1.00	91	1,600	0.057 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	185	1,600	0.058	N-S(1):	0.225 *
	TH	0.00	0	0	0.000	N-S(2):	0.058
	LT	2.00	648	2,880	0.225 *	E-W(1):	0.062
Westbound	RT	1.00	554	1,600	0.000	E-W(2):	0.220 *
	TH	1.00	259	1,600	0.162 *		
	LT	0.00	0	0	0.000	V/C:	0.445
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.545
	TH	2.00	198	3,200	0.062		
	LT	1.00	92	1,600	0.058 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 3 - ADMIRALTY WAY & MINDANAO WAY
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	13	1,600	0.001	N-S(1):	0.467 *
	TH	2.00	518	3,200	0.162	N-S(2):	0.170
	LT	1.00	497	1,600	0.311 *	E-W(1):	0.082 *
Westbound	RT	1.00	397	1,600	0.000	E-W(2):	0.000
	TH	0.17	16	275	0.058		
	LT	1.83	170	2,632	0.065 *	V/C:	0.549
Northbound	RT	0.00	38	0	0.000	Lost Time:	0.100
	TH	2.00	460	3,200	0.156 *	ITS:	0.000
	LT	1.00	12	1,600	0.008		
Eastbound	RT	0.00	16	0	0.000	ICU:	0.649
	TH	2.00	14	3,200	0.017 *		
	LT	0.00	23	1,600	0.014	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	11	1,600	0.000	N-S(1):	0.403 *
	TH	2.00	466	3,200	0.146	N-S(2):	0.154
	LT	1.00	248	1,600	0.155 *	E-W(1):	0.131 *
Westbound	RT	1.00	376	1,600	0.080	E-W(2):	0.000
	TH	0.33	52	535	0.097		
	LT	1.67	259	2,398	0.108 *	V/C:	0.534
Northbound	RT	0.00	211	0	0.000	Lost Time:	0.100
	TH	2.00	583	3,200	0.248 *	ITS:	0.000
	LT	1.00	12	1,600	0.008		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.634
	TH	2.00	21	3,200	0.023 *		
	LT	0.00	33	1,600	0.021	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.012	N-S(1):	0.456 *
	TH	2.00	891	3,200	0.278	N-S(2):	0.304
	LT	1.00	293	1,600	0.183 *	E-W(1):	0.165 *
Westbound	RT	1.00	516	1,600	0.139 *	E-W(2):	0.000
	TH	0.43	75	696	0.108		
	LT	1.57	270	2,254	0.120	V/C:	0.621
Northbound	RT	0.00	108	0	0.000	Lost Time:	0.100
	TH	2.00	767	3,200	0.273 *	ITS:	0.000
	LT	1.00	41	1,600	0.026		
Eastbound	RT	0.00	29	0	0.000	ICU:	0.721
	TH	2.00	32	3,200	0.026 *		
	LT	0.00	23	1,600	0.014	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 4 - PALAWAN WAY & ADMIRALTY WAY
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.001	N-S(1):	0.158 *
	TH	1.00	45	1,600	0.028	N-S(2):	0.056
	LT	1.00	128	1,600	0.080 *	E-W(1):	0.334 *
Westbound	RT	0.00	57	0	0.000	E-W(2):	0.312
	TH	2.00	784	3,200	0.263		
	LT	1.00	60	1,600	0.038 *	V/C:	0.492
Northbound	RT	0.00	73	0	0.000	Lost Time:	0.100
	TH	1.00	51	1,600	0.078 *	ITS:	0.000
	LT	1.00	44	1,600	0.028		
Eastbound	RT	1.00	24	1,600	0.001	ICU:	0.592
	TH	2.00	948	3,200	0.296 *		
	LT	1.00	78	1,600	0.049	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	99	1,600	0.046	N-S(1):	0.134 *
	TH	1.00	40	1,600	0.025	N-S(2):	0.067
	LT	1.00	113	1,600	0.071 *	E-W(1):	0.202
Westbound	RT	0.00	68	0	0.000	E-W(2):	0.277 *
	TH	2.00	712	3,200	0.244 *		
	LT	1.00	61	1,600	0.038	V/C:	0.411
Northbound	RT	0.00	56	0	0.000	Lost Time:	0.100
	TH	1.00	45	1,600	0.063 *	ITS:	0.000
	LT	1.00	34	1,600	0.021		
Eastbound	RT	1.00	44	1,600	0.017	ICU:	0.511
	TH	2.00	524	3,200	0.164		
	LT	1.00	52	1,600	0.033 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	140	1,600	0.075	N-S(1):	0.206 *
	TH	1.00	114	1,600	0.071	N-S(2):	0.096
	LT	1.00	208	1,600	0.130 *	E-W(1):	0.342
Westbound	RT	0.00	74	0	0.000	E-W(2):	0.363 *
	TH	2.00	1,004	3,200	0.337 *		
	LT	1.00	92	1,600	0.058	V/C:	0.569
Northbound	RT	0.00	91	0	0.000	Lost Time:	0.100
	TH	1.00	30	1,600	0.076 *	ITS:	0.000
	LT	1.00	33	1,600	0.021		
Eastbound	RT	1.00	22	1,600	0.003	ICU:	0.669
	TH	2.00	909	3,200	0.284		
	LT	1.00	41	1,600	0.026 *	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 5 - VIA MARINA & ADMIRALTY WAY
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:	NBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.318 *
	TH	3.00	182	4,800	0.038	N-S(2):	0.038
	LT	1.00	303	1,600	0.189 *	E-W(1):	0.097 *
Westbound	RT	2.00	582	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	279	2,880	0.097 *	V/C:	0.415
Northbound	RT	1.00	697	1,600	0.000	Lost Time:	0.100
	TH	2.00	413	3,200	0.129 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.515
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.287 *
	TH	3.00	263	4,800	0.055	N-S(2):	0.055
	LT	1.00	259	1,600	0.162 *	E-W(1):	0.153 *
Westbound	RT	2.00	306	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	442	2,880	0.153 *	V/C:	0.440
Northbound	RT	1.00	395	1,600	0.000	Lost Time:	0.100
	TH	2.00	399	3,200	0.125 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.540
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.416 *
	TH	3.00	385	4,800	0.080	N-S(2):	0.080
	LT	1.00	523	1,600	0.327 *	E-W(1):	0.226 *
Westbound	RT	2.00	427	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	650	2,880	0.226 *	V/C:	0.642
Northbound	RT	1.00	461	1,600	0.000	Lost Time:	0.100
	TH	2.00	285	3,200	0.089 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.742
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 10 - AVIATIO BOULEVARD & ARBOR VITAE STREET
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.130
	TH	2.00	278	3,200	0.090 *	N-S(2):	0.133 *
	LT	1.00	35	1,600	0.022	E-W(1):	0.161
Westbound	RT	0.00	48	0	0.000	E-W(2):	0.206 *
	TH	2.00	567	3,200	0.192 *		
	LT	1.00	117	1,600	0.073	V/C:	0.339
Northbound	RT	1.00	26	1,600	0.000	Lost Time:	0.100
	TH	2.00	346	3,200	0.108	ITS:	0.000
	LT	1.00	68	1,600	0.043 *		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.439
	TH	2.00	270	3,200	0.088		
	LT	1.00	23	1,600	0.014 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	68	0	0.000	N-S(1):	0.138
	TH	2.00	232	3,200	0.094 *	N-S(2):	0.147 *
	LT	1.00	68	1,600	0.043	E-W(1):	0.173 *
Westbound	RT	0.00	82	0	0.000	E-W(2):	0.153
	TH	2.00	349	3,200	0.135		
	LT	1.00	82	1,600	0.051 *	V/C:	0.320
Northbound	RT	1.00	75	1,600	0.021	Lost Time:	0.100
	TH	2.00	303	3,200	0.095	ITS:	0.000
	LT	1.00	85	1,600	0.053 *		
Eastbound	RT	0.00	35	0	0.000	ICU:	0.420
	TH	2.00	355	3,200	0.122 *		
	LT	1.00	29	1,600	0.018	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.156
	TH	2.00	290	3,200	0.128 *	N-S(2):	0.189 *
	LT	1.00	66	1,600	0.041	E-W(1):	0.286 *
Westbound	RT	0.00	37	0	0.000	E-W(2):	0.158
	TH	2.00	439	3,200	0.149		
	LT	1.00	95	1,600	0.059 *	V/C:	0.475
Northbound	RT	1.00	105	1,600	0.036	Lost Time:	0.100
	TH	2.00	367	3,200	0.115	ITS:	0.000
	LT	1.00	98	1,600	0.061 *		
Eastbound	RT	0.00	13	0	0.000	ICU:	0.575
	TH	2.00	712	3,200	0.227 *		
	LT	1.00	14	1,600	0.009	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 11 - INGLEWOOD AVENUE & ARBOR VITAE STREET
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	25	0	0.000	N-S(1):	0.174 *
	TH	1.00	77	1,600	0.064 *	N-S(2):	0.000
	LT	1.00	12	1,600	0.008	E-W(1):	0.104
Westbound	RT	0.00	23	0	0.000	E-W(2):	0.176 *
	TH	2.00	501	3,200	0.164 *		
	LT	1.00	40	1,600	0.025	V/C:	0.350
Northbound	RT	0.00	56	0	0.000	Lost Time:	0.100
	TH	1.00	120	1,600	0.110 *	ITS:	0.000
	LT	1.00	156	1,600	0.098		
Eastbound	RT	0.00	39	0	0.000	ICU:	0.450
	TH	2.00	215	3,200	0.079		
	LT	1.00	19	1,600	0.012 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	58	0	0.000	N-S(1):	0.249 *
	TH	1.00	113	1,600	0.107 *	N-S(2):	0.000
	LT	1.00	28	1,600	0.018	E-W(1):	0.193 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.124
	TH	2.00	309	3,200	0.106		
	LT	1.00	66	1,600	0.041 *	V/C:	0.442
Northbound	RT	0.00	85	0	0.000	Lost Time:	0.100
	TH	1.00	142	1,600	0.142 *	ITS:	0.000
	LT	1.00	98	1,600	0.061		
Eastbound	RT	0.00	77	0	0.000	ICU:	0.542
	TH	2.00	408	3,200	0.152 *		
	LT	1.00	28	1,600	0.018	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	36	0	0.000	N-S(1):	0.347 *
	TH	1.00	234	1,600	0.169 *	N-S(2):	0.000
	LT	1.00	56	1,600	0.035	E-W(1):	0.281 *
Westbound	RT	0.00	19	0	0.000	E-W(2):	0.121
	TH	2.00	302	3,200	0.100		
	LT	1.00	90	1,600	0.056 *	V/C:	0.628
Northbound	RT	0.00	115	0	0.000	Lost Time:	0.100
	TH	1.00	169	1,600	0.178 *	ITS:	0.000
	LT	1.00	96	1,600	0.060		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.728
	TH	2.00	610	3,200	0.225 *		
	LT	1.00	34	1,600	0.021	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 12 - LA BREA AVENUE & ARBOR VITAE STREET
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	44	1,600	0.008	N-S(1):	0.180 *
	TH	3.00	414	4,800	0.086	N-S(2):	0.170
	LT	1.00	53	1,600	0.033 *	E-W(1):	0.112 *
Westbound	RT	1.00	72	1,600	0.028	E-W(2):	0.107
	TH	2.00	213	3,200	0.067		
	LT	1.00	45	1,600	0.028 *	V/C:	0.292
Northbound	RT	0.00	17	0	0.000	Lost Time:	0.100
	TH	3.00	687	4,800	0.147 *	ITS:	0.000
	LT	1.00	134	1,600	0.084		
Eastbound	RT	1.00	89	1,600	0.014	ICU:	0.392
	TH	1.00	135	1,600	0.084 *		
	LT	1.00	64	1,600	0.040	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	67	1,600	0.010	N-S(1):	0.209
	TH	3.00	671	4,800	0.140 *	N-S(2):	0.222 *
	LT	1.00	118	1,600	0.074	E-W(1):	0.165 *
Westbound	RT	1.00	81	1,600	0.014	E-W(2):	0.144
	TH	2.00	260	3,200	0.081		
	LT	1.00	65	1,600	0.041 *	V/C:	0.387
Northbound	RT	0.00	45	0	0.000	Lost Time:	0.100
	TH	3.00	601	4,800	0.135	ITS:	0.000
	LT	1.00	131	1,600	0.082 *		
Eastbound	RT	1.00	127	1,600	0.038	ICU:	0.487
	TH	1.00	199	1,600	0.124 *		
	LT	1.00	101	1,600	0.063	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	63	1,600	0.008	N-S(1):	0.222
	TH	3.00	1,050	4,800	0.219 *	N-S(2):	0.328 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.248 *
Westbound	RT	1.00	81	1,600	0.013	E-W(2):	0.139
	TH	2.00	242	3,200	0.076		
	LT	1.00	65	1,600	0.041 *	V/C:	0.576
Northbound	RT	0.00	69	0	0.000	Lost Time:	0.100
	TH	3.00	638	4,800	0.147	ITS:	0.000
	LT	1.00	174	1,600	0.109 *		
Eastbound	RT	1.00	206	1,600	0.074	ICU:	0.676
	TH	1.00	331	1,600	0.207 *		
	LT	1.00	100	1,600	0.063	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 13 - LA CIENEGA BOULEVARD & ARBOR VITAE STREET
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	32	0	0.000	N-S(1):	0.211
	TH	2.00	278	3,200	0.097 *	N-S(2):	0.258 *
	LT	1.00	59	1,600	0.037	E-W(1):	0.140
Westbound	RT	1.00	137	1,600	0.086	E-W(2):	0.164 *
	TH	2.00	420	3,200	0.131 *		
	LT	1.00	70	1,600	0.044	V/C:	0.422
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	2.00	507	3,200	0.174	ITS:	0.000
	LT	1.00	258	1,600	0.161 *		
Eastbound	RT	0.00	134	0	0.000	ICU:	0.522
	TH	2.00	172	3,200	0.096		
	LT	1.00	53	1,600	0.033 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	73	0	0.000	N-S(1):	0.253 *
	TH	2.00	425	3,200	0.156	N-S(2):	0.237
	LT	1.00	88	1,600	0.055 *	E-W(1):	0.177 *
Westbound	RT	1.00	74	1,600	0.046	E-W(2):	0.128
	TH	2.00	286	3,200	0.089		
	LT	1.00	66	1,600	0.041 *	V/C:	0.430
Northbound	RT	0.00	106	0	0.000	Lost Time:	0.100
	TH	2.00	529	3,200	0.198 *	ITS:	0.000
	LT	1.00	130	1,600	0.081		
Eastbound	RT	0.00	105	0	0.000	ICU:	0.530
	TH	2.00	330	3,200	0.136 *		
	LT	1.00	63	1,600	0.039	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	47	0	0.000	N-S(1):	0.281
	TH	2.00	594	3,200	0.200 *	N-S(2):	0.293 *
	LT	1.00	131	1,600	0.082	E-W(1):	0.320 *
Westbound	RT	1.00	74	1,600	0.046	E-W(2):	0.109
	TH	2.00	262	3,200	0.082		
	LT	1.00	59	1,600	0.037 *	V/C:	0.613
Northbound	RT	0.00	221	0	0.000	Lost Time:	0.100
	TH	2.00	415	3,200	0.199	ITS:	0.000
	LT	1.00	148	1,600	0.093 *		
Eastbound	RT	0.00	354	0	0.000	ICU:	0.713
	TH	2.00	551	3,200	0.283 *		
	LT	1.00	43	1,600	0.027	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 15 - AVIATION BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	204	1,600	0.128	N-S(1):	0.276
	TH	2.00	722	3,200	0.226 *	N-S(2):	0.341 *
	LT	1.00	67	1,600	0.042	E-W(1):	0.171
Westbound	RT	0.00	66	0	0.000	E-W(2):	0.410 *
	TH	3.00	1,670	4,800	0.362 *		
	LT	2.00	306	2,880	0.106	V/C:	0.751
Northbound	RT	1.00	140	1,600	0.000	Lost Time:	0.100
	TH	2.00	750	3,200	0.234	ITS:	0.000
	LT	2.00	331	2,880	0.115 *		
Eastbound	RT	1.00	65	1,600	0.000	ICU:	0.851
	TH	3.00	314	4,800	0.065		
	LT	1.00	77	1,600	0.048 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	178	1,600	0.111	N-S(1):	0.175
	TH	2.00	453	3,200	0.142 *	N-S(2):	0.197 *
	LT	1.00	72	1,600	0.045	E-W(1):	0.294 *
Westbound	RT	0.00	63	0	0.000	E-W(2):	0.270
	TH	3.00	799	4,800	0.180		
	LT	2.00	393	2,880	0.136 *	V/C:	0.491
Northbound	RT	1.00	160	1,600	0.000	Lost Time:	0.100
	TH	2.00	416	3,200	0.130	ITS:	0.000
	LT	2.00	157	2,880	0.055 *		
Eastbound	RT	1.00	222	1,600	0.111	ICU:	0.591
	TH	3.00	757	4,800	0.158 *		
	LT	1.00	144	1,600	0.090	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	68	1,600	0.043	N-S(1):	0.224 *
	TH	2.00	220	3,200	0.069	N-S(2):	0.139
	LT	1.00	70	1,600	0.044 *	E-W(1):	0.441 *
Westbound	RT	0.00	71	0	0.000	E-W(2):	0.282
	TH	3.00	618	4,800	0.144		
	LT	2.00	220	2,880	0.076 *	V/C:	0.665
Northbound	RT	1.00	308	1,600	0.116	Lost Time:	0.100
	TH	2.00	575	3,200	0.180 *	ITS:	0.000
	LT	2.00	202	2,880	0.070		
Eastbound	RT	1.00	494	1,600	0.274	ICU:	0.765
	TH	3.00	1,752	4,800	0.365 *		
	LT	1.00	221	1,600	0.138	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 17 - AVIATION BLVD. / FLORENCE AVENUE & MANCHESTER AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	298	1,600	0.186 *	N-S(1):	0.075
	TH	2.00	249	3,200	0.078	N-S(2):	0.342 *
	LT	0.00	0	0	0.000	E-W(1):	0.156
Westbound	RT	1.00	6	1,600	0.004	E-W(2):	0.312 *
	TH	2.00	711	3,200	0.222 *		
	LT	1.00	16	1,600	0.010	V/C:	0.654
Northbound	RT	0.00	74	0	0.000	Lost Time:	0.100
	TH	2.00	167	3,200	0.075	ITS:	0.000
	LT	1.00	249	1,600	0.156 *		
Eastbound	RT	1.00	144	1,600	0.012	ICU:	0.754
	TH	2.00	468	3,200	0.146		
	LT	1.00	144	1,600	0.090 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	244	1,600	0.153 *	N-S(1):	0.083
	TH	2.00	152	3,200	0.048	N-S(2):	0.261 *
	LT	0.00	0	0	0.000	E-W(1):	0.339
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.388 *
	TH	2.00	802	3,200	0.251 *		
	LT	1.00	51	1,600	0.032	V/C:	0.649
Northbound	RT	0.00	122	0	0.000	Lost Time:	0.100
	TH	2.00	143	3,200	0.083	ITS:	0.000
	LT	1.00	173	1,600	0.108 *		
Eastbound	RT	1.00	198	1,600	0.070	ICU:	0.749
	TH	2.00	981	3,200	0.307		
	LT	1.00	219	1,600	0.137 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	219	1,600	0.137 *	N-S(1):	0.117
	TH	2.00	387	3,200	0.121	N-S(2):	0.283 *
	LT	0.00	0	0	0.000	E-W(1):	0.316
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.400 *
	TH	2.00	567	3,200	0.177 *		
	LT	1.00	63	1,600	0.039	V/C:	0.683
Northbound	RT	0.00	133	0	0.000	Lost Time:	0.100
	TH	2.00	242	3,200	0.117	ITS:	0.000
	LT	1.00	233	1,600	0.146 *		
Eastbound	RT	1.00	260	1,600	0.090	ICU:	0.783
	TH	2.00	887	3,200	0.277		
	LT	1.00	356	1,600	0.223 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 18 - AVIATION BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	146	1,600	0.063	N-S(1):	0.303 *
	TH	4.00	440	6,400	0.069	N-S(2):	0.218
	LT	2.00	64	2,880	0.022 *	E-W(1):	0.271
Westbound	RT	1.00	317	1,600	0.176	E-W(2):	0.284 *
	TH	4.00	1,636	6,400	0.256 *		
	LT	2.00	501	2,880	0.174	V/C:	0.587
Northbound	RT	1.00	566	1,600	0.180	Lost Time:	0.100
	TH	3.00	1,351	4,800	0.281 *	ITS:	0.000
	LT	2.00	428	2,880	0.149		
Eastbound	RT	1.00	85	1,600	0.000	ICU:	0.687
	TH	4.00	623	6,400	0.097		
	LT	2.00	82	2,880	0.028 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	219	1,600	0.077	N-S(1):	0.306 *
	TH	4.00	589	6,400	0.092	N-S(2):	0.193
	LT	2.00	315	2,880	0.109 *	E-W(1):	0.356 *
Westbound	RT	1.00	198	1,600	0.014	E-W(2):	0.272
	TH	4.00	1,359	6,400	0.212		
	LT	2.00	411	2,880	0.143 *	V/C:	0.662
Northbound	RT	1.00	544	1,600	0.197 *	Lost Time:	0.100
	TH	3.00	550	4,800	0.115	ITS:	0.000
	LT	2.00	292	2,880	0.101		
Eastbound	RT	1.00	238	1,600	0.047	ICU:	0.762
	TH	4.00	1,363	6,400	0.213 *		
	LT	2.00	173	2,880	0.060	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	212	1,600	0.050	N-S(1):	0.300 *
	TH	4.00	1,199	6,400	0.187	N-S(2):	0.280
	LT	2.00	394	2,880	0.137 *	E-W(1):	0.427 *
Westbound	RT	1.00	102	1,600	0.000	E-W(2):	0.273
	TH	4.00	1,213	6,400	0.190		
	LT	2.00	449	2,880	0.156 *	V/C:	0.727
Northbound	RT	1.00	510	1,600	0.163 *	Lost Time:	0.100
	TH	3.00	608	4,800	0.127	ITS:	0.000
	LT	2.00	267	2,880	0.093		
Eastbound	RT	1.00	371	1,600	0.139	ICU:	0.827
	TH	4.00	1,735	6,400	0.271 *		
	LT	2.00	239	2,880	0.083	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 20 - AVIATION BOULEVARD & WEST 120TH STREET
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.234 *
	TH	2.00	461	3,200	0.150	N-S(2):	0.181
	LT	1.00	34	1,600	0.021 *	E-W(1):	0.152
Westbound	RT	0.00	113	0	0.000	E-W(2):	0.246 *
	TH	2.00	42	1,600	0.243 *		
	LT	0.00	233	1,600	0.146	V/C:	0.480
Northbound	RT	1.00	45	1,600	0.000	Lost Time:	0.100
	TH	2.00	680	3,200	0.213 *	ITS:	0.000
	LT	1.00	49	1,600	0.031		
Eastbound	RT	0.00	9	1,600	0.006	ICU:	0.580
	TH	2.00	2	1,600	0.004		
	LT	0.00	4	1,600	0.003 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	15	0	0.000	N-S(1):	0.167
	TH	2.00	404	3,200	0.131 *	N-S(2):	0.174 *
	LT	1.00	38	1,600	0.024	E-W(1):	0.071
Westbound	RT	0.00	37	0	0.000	E-W(2):	0.088 *
	TH	2.00	11	1,600	0.081 *		
	LT	0.00	82	1,600	0.051	V/C:	0.262
Northbound	RT	1.00	78	1,600	0.023	Lost Time:	0.100
	TH	2.00	458	3,200	0.143	ITS:	0.000
	LT	1.00	68	1,600	0.043 *		
Eastbound	RT	0.00	32	1,600	0.020	ICU:	0.362
	TH	2.00	9	1,600	0.013		
	LT	0.00	11	1,600	0.007 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	2	0	0.000	N-S(1):	0.260
	TH	2.00	825	3,200	0.258 *	N-S(2):	0.266 *
	LT	1.00	125	1,600	0.078	E-W(1):	0.107
Westbound	RT	0.00	84	0	0.000	E-W(2):	0.139 *
	TH	2.00	2	1,600	0.123 *		
	LT	0.00	110	1,600	0.069	V/C:	0.405
Northbound	RT	1.00	192	1,600	0.086	Lost Time:	0.100
	TH	2.00	581	3,200	0.182	ITS:	0.000
	LT	1.00	13	1,600	0.008 *		
Eastbound	RT	0.00	41	0	0.000	ICU:	0.505
	TH	2.00	55	3,200	0.038		
	LT	0.00	26	1,600	0.016 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 21 - LINCOLN BOULEVARD & BAILI WAY
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	186	0	0.000	N-S(1):	0.302
	TH	3.00	1,167	4,800	0.282 *	N-S(2):	0.347 *
	LT	1.00	22	1,600	0.014	E-W(1):	0.110 *
Westbound	RT	0.00	8	0	0.000	E-W(2):	0.000
	TH	1.00	1	1,600	0.011 *		
	LT	0.00	9	1,600	0.006	V/C:	0.457
Northbound	RT	0.00	21	0	0.000	Lost Time:	0.100
	TH	3.00	1,360	4,800	0.288	ITS:	0.000
	LT	1.00	104	1,600	0.065 *		
Eastbound	RT	1.00	48	1,600	0.000	ICU:	0.557
	TH	0.02	3	34	0.089		
	LT	1.98	282	2,850	0.099 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	264	0	0.000	N-S(1):	0.312
	TH	3.00	1,202	4,800	0.305 *	N-S(2):	0.351 *
	LT	1.00	43	1,600	0.027	E-W(1):	0.146 *
Westbound	RT	0.00	27	0	0.000	E-W(2):	0.000
	TH	1.00	4	1,600	0.023 *		
	LT	0.00	6	1,600	0.004	V/C:	0.497
Northbound	RT	0.00	11	0	0.000	Lost Time:	0.100
	TH	3.00	1,356	4,800	0.285	ITS:	0.000
	LT	1.00	73	1,600	0.046 *		
Eastbound	RT	1.00	56	1,600	0.012	ICU:	0.597
	TH	0.03	5	45	0.111		
	LT	1.97	350	2,839	0.123 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	371	0	0.000	N-S(1):	0.332
	TH	3.00	1,727	4,800	0.437 *	N-S(2):	0.520 *
	LT	1.00	39	1,600	0.024	E-W(1):	0.176 *
Westbound	RT	0.00	36	0	0.000	E-W(2):	0.000
	TH	1.00	5	1,600	0.029 *		
	LT	0.00	5	1,600	0.003	V/C:	0.696
Northbound	RT	0.00	9	0	0.000	Lost Time:	0.100
	TH	3.00	1,470	4,800	0.308	ITS:	0.000
	LT	1.00	132	1,600	0.083 *		
Eastbound	RT	1.00	31	1,600	0.000	ICU:	0.796
	TH	0.00	0	0	0.000		
	LT	2.00	423	2,880	0.147 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 23 - CENTINELA AVENUE & JEFFERSON BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR, EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	411	1,600	0.105	N-S(1):	0.119 *
	TH	2.00	17	3,200	0.005	N-S(2):	0.109
	LT	2.00	335	2,880	0.116 *	E-W(1):	0.181
Westbound	RT	1.00	351	1,600	0.103	E-W(2):	0.342 *
	TH	3.00	912	4,800	0.190 *		
	LT	2.00	17	2,880	0.006	V/C:	0.461
Northbound	RT	1.00	7	1,600	0.001	Lost Time:	0.100
	TH	3.00	13	4,800	0.003 *	ITS:	0.000
	LT	2.00	11	2,880	0.004		
Eastbound	RT	1.00	9	1,600	0.002	ICU:	0.561
	TH	3.00	839	4,800	0.175		
	LT	2.00	437	2,880	0.152 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	368	1,600	0.126 *	N-S(1):	0.131
	TH	2.00	20	3,200	0.006	N-S(2):	0.134 *
	LT	2.00	342	2,880	0.119	E-W(1):	0.175
Westbound	RT	1.00	255	1,600	0.041	E-W(2):	0.286 *
	TH	3.00	874	4,800	0.182 *		
	LT	2.00	11	2,880	0.004	V/C:	0.420
Northbound	RT	1.00	22	1,600	0.012	Lost Time:	0.100
	TH	3.00	16	4,800	0.003	ITS:	0.000
	LT	2.00	23	2,880	0.008 *		
Eastbound	RT	1.00	19	1,600	0.004	ICU:	0.520
	TH	3.00	820	4,800	0.171		
	LT	2.00	299	2,880	0.104 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	434	1,600	0.163	N-S(1):	0.283 *
	TH	2.00	10	3,200	0.003	N-S(2):	0.168
	LT	2.00	782	2,880	0.272 *	E-W(1):	0.206
Westbound	RT	1.00	310	1,600	0.000	E-W(2):	0.324 *
	TH	3.00	1,031	4,800	0.215 *		
	LT	2.00	5	2,880	0.002	V/C:	0.607
Northbound	RT	1.00	19	1,600	0.011 *	Lost Time:	0.100
	TH	3.00	15	4,800	0.003	ITS:	0.000
	LT	2.00	15	2,880	0.005		
Eastbound	RT	1.00	8	1,600	0.000	ICU:	0.707
	TH	3.00	977	4,800	0.204		
	LT	2.00	313	2,880	0.109 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 25 - LA BREA AVENUE & CENTINELA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	141	0	0.000	N-S(1):	0.297
	TH	2.00	551	3,200	0.216 *	N-S(2):	0.344 *
	LT	1.00	125	1,600	0.078	E-W(1):	0.114
Westbound	RT	1.00	259	1,600	0.123	E-W(2):	0.336 *
	TH	2.00	835	3,200	0.261 *		
	LT	1.00	33	1,600	0.021	V/C:	0.680
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	681	3,200	0.219	ITS:	0.000
	LT	1.00	204	1,600	0.128 *		
Eastbound	RT	1.00	85	1,600	0.000	ICU:	0.780
	TH	2.00	296	3,200	0.093		
	LT	1.00	120	1,600	0.075 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	152	0	0.000	N-S(1):	0.300
	TH	2.00	615	3,200	0.240 *	N-S(2):	0.352 *
	LT	1.00	206	1,600	0.129	E-W(1):	0.175
Westbound	RT	1.00	131	1,600	0.018	E-W(2):	0.260 *
	TH	2.00	503	3,200	0.157 *		
	LT	1.00	55	1,600	0.034	V/C:	0.612
Northbound	RT	0.00	48	0	0.000	Lost Time:	0.100
	TH	2.00	499	3,200	0.171	ITS:	0.000
	LT	1.00	179	1,600	0.112 *		
Eastbound	RT	1.00	191	1,600	0.063	ICU:	0.712
	TH	2.00	451	3,200	0.141		
	LT	1.00	165	1,600	0.103 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	97	0	0.000	N-S(1):	0.458 *
	TH	2.00	906	3,200	0.313	N-S(2):	0.414
	LT	1.00	262	1,600	0.164 *	E-W(1):	0.317 *
Westbound	RT	1.00	200	1,600	0.043	E-W(2):	0.258
	TH	2.00	530	3,200	0.166		
	LT	1.00	68	1,600	0.043 *	V/C:	0.775
Northbound	RT	0.00	41	0	0.000	Lost Time:	0.100
	TH	2.00	899	3,200	0.294 *	ITS:	0.000
	LT	1.00	161	1,600	0.101		
Eastbound	RT	1.00	192	1,600	0.070	ICU:	0.875
	TH	2.00	877	3,200	0.274 *		
	LT	1.00	147	1,600	0.092	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 26 - LA CIENEGA BOULEVARD & CENTINELA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	14	0	0.000	N-S(1):	0.544 *
	TH	3.00	2,021	4,800	0.424	N-S(2):	0.426
	LT	1.00	107	1,600	0.067 *	E-W(1):	0.241
Westbound	RT	1.00	193	1,600	0.087	E-W(2):	0.345 *
	TH	2.00	1,103	3,200	0.345 *		
	LT	1.00	234	1,600	0.146	V/C:	0.889
Northbound	RT	0.00	35	0	0.000	Lost Time:	0.100
	TH	3.00	2,255	4,800	0.477 *	ITS:	0.000
	LT	2.00	7	2,880	0.002		
Eastbound	RT	0.00	141	0	0.000	ICU:	0.989
	TH	3.00	315	4,800	0.095		
	LT	0.00	0	0	0.000 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	33	0	0.000	N-S(1):	0.350 *
	TH	3.00	1,259	4,800	0.269	N-S(2):	0.320
	LT	1.00	136	1,600	0.085 *	E-W(1):	0.248 *
Westbound	RT	1.00	114	1,600	0.029	E-W(2):	0.224
	TH	2.00	718	3,200	0.224		
	LT	1.00	164	1,600	0.103 *	V/C:	0.598
Northbound	RT	0.00	84	0	0.000	Lost Time:	0.100
	TH	3.00	1,189	4,800	0.265 *	ITS:	0.000
	LT	2.00	146	2,880	0.051		
Eastbound	RT	0.00	136	0	0.000	ICU:	0.698
	TH	3.00	562	4,800	0.145 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	17	0	0.000	N-S(1):	0.605 *
	TH	3.00	1,954	4,800	0.411	N-S(2):	0.444
	LT	1.00	269	1,600	0.168 *	E-W(1):	0.318 *
Westbound	RT	1.00	114	1,600	0.000	E-W(2):	0.249
	TH	2.00	797	3,200	0.249		
	LT	1.00	146	1,600	0.091 *	V/C:	0.923
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	3.00	1,967	4,800	0.437 *	ITS:	0.000
	LT	2.00	96	2,880	0.033		
Eastbound	RT	0.00	186	0	0.000	ICU:	1.023
	TH	3.00	904	4,800	0.227 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 27 - LA TIEJERA BOULEVARD & CENTINELA BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.205
	TH	3.00	825	4,800	0.201 *	N-S(2):	0.254 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.180
Westbound	RT	0.00	9	0	0.000	E-W(2):	0.285 *
	TH	3.00	975	4,800	0.205 *		
	LT	1.00	155	1,600	0.097	V/C:	0.539
Northbound	RT	0.00	103	0	0.000	Lost Time:	0.100
	TH	3.00	792	4,800	0.186	ITS:	0.000
	LT	2.00	153	2,880	0.053 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.639
	TH	3.00	339	4,800	0.083		
	LT	1.00	128	1,600	0.080 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	97	0	0.000	N-S(1):	0.245 *
	TH	3.00	610	4,800	0.147	N-S(2):	0.210
	LT	1.00	74	1,600	0.046 *	E-W(1):	0.230 *
Westbound	RT	0.00	17	0	0.000	E-W(2):	0.220
	TH	3.00	683	4,800	0.146		
	LT	1.00	162	1,600	0.101 *	V/C:	0.475
Northbound	RT	0.00	185	0	0.000	Lost Time:	0.100
	TH	3.00	769	4,800	0.199 *	ITS:	0.000
	LT	2.00	180	2,880	0.063		
Eastbound	RT	0.00	79	0	0.000	ICU:	0.575
	TH	3.00	539	4,800	0.129 *		
	LT	1.00	119	1,600	0.074	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	104	0	0.000	N-S(1):	0.383 *
	TH	3.00	806	4,800	0.190	N-S(2):	0.258
	LT	1.00	121	1,600	0.076 *	E-W(1):	0.261
Westbound	RT	0.00	7	0	0.000	E-W(2):	0.301 *
	TH	3.00	827	4,800	0.174 *		
	LT	1.00	156	1,600	0.098	V/C:	0.684
Northbound	RT	0.00	270	0	0.000	Lost Time:	0.100
	TH	3.00	1,205	4,800	0.307 *	ITS:	0.000
	LT	2.00	196	2,880	0.068		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.784
	TH	3.00	733	4,800	0.163		
	LT	1.00	203	1,600	0.127 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 34 - LA BREA AVENUE / HAWTHORNE BOULEVARD & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	101	1,600	0.024	N-S(1):	0.206 *
	TH	3.00	487	4,800	0.101	N-S(2):	0.192
	LT	1.00	75	1,600	0.047 *	E-W(1):	0.164
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.272 *
	TH	3.00	796	4,800	0.193 *		
	LT	1.00	82	1,600	0.051	V/C:	0.478
Northbound	RT	1.00	57	1,600	0.010	Lost Time:	0.100
	TH	3.00	761	4,800	0.159 *	ITS:	0.000
	LT	1.00	145	1,600	0.091		
Eastbound	RT	0.00	117	0	0.000	ICU:	0.578
	TH	3.00	425	4,800	0.113		
	LT	1.00	126	1,600	0.079 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	126	1,600	0.036	N-S(1):	0.258 *
	TH	3.00	637	4,800	0.133	N-S(2):	0.239
	LT	1.00	205	1,600	0.128 *	E-W(1):	0.256 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.230
	TH	3.00	583	4,800	0.144		
	LT	1.00	106	1,600	0.066 *	V/C:	0.514
Northbound	RT	1.00	151	1,600	0.061	Lost Time:	0.100
	TH	3.00	623	4,800	0.130 *	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	0.00	201	0	0.000	ICU:	0.614
	TH	3.00	713	4,800	0.190 *		
	LT	1.00	137	1,600	0.086	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	102	1,600	0.012	N-S(1):	0.312 *
	TH	3.00	1,014	4,800	0.211	N-S(2):	0.304
	LT	1.00	225	1,600	0.141 *	E-W(1):	0.352 *
Westbound	RT	0.00	123	0	0.000	E-W(2):	0.266
	TH	3.00	660	4,800	0.163		
	LT	1.00	118	1,600	0.074 *	V/C:	0.664
Northbound	RT	1.00	134	1,600	0.047	Lost Time:	0.100
	TH	3.00	822	4,800	0.171 *	ITS:	0.000
	LT	1.00	149	1,600	0.093		
Eastbound	RT	0.00	229	0	0.000	ICU:	0.764
	TH	3.00	1,104	4,800	0.278 *		
	LT	1.00	165	1,600	0.103	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 35 - INGLEWOOD AVENUE & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	95	0	0.000	N-S(1):	0.171
	TH	1.00	143	1,600	0.149 *	N-S(2):	0.213 *
	LT	1.00	57	1,600	0.036	E-W(1):	0.122
Westbound	RT	0.00	79	0	0.000	E-W(2):	0.257 *
	TH	3.00	970	4,800	0.219 *		
	LT	1.00	35	1,600	0.022	V/C:	0.470
Northbound	RT	0.00	44	0	0.000	Lost Time:	0.100
	TH	1.00	172	1,600	0.135	ITS:	0.000
	LT	1.00	103	1,600	0.064 *		
Eastbound	RT	0.00	31	0	0.000	ICU:	0.570
	TH	3.00	449	4,800	0.100		
	LT	1.00	60	1,600	0.038 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	106	0	0.000	N-S(1):	0.229 *
	TH	1.00	175	1,600	0.176	N-S(2):	0.224
	LT	1.00	73	1,600	0.046 *	E-W(1):	0.236 *
Westbound	RT	0.00	63	0	0.000	E-W(2):	0.236 *
	TH	3.00	774	4,800	0.174 *		
	LT	1.00	69	1,600	0.043 *	V/C:	0.465
Northbound	RT	0.00	83	0	0.000	Lost Time:	0.100
	TH	1.00	209	1,600	0.183 *	ITS:	0.000
	LT	1.00	77	1,600	0.048		
Eastbound	RT	0.00	57	0	0.000	ICU:	0.565
	TH	3.00	868	4,800	0.193 *		
	LT	1.00	99	1,600	0.062 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	89	0	0.000	N-S(1):	0.296
	TH	1.00	366	1,600	0.284 *	N-S(2):	0.322 *
	LT	1.00	109	1,600	0.068	E-W(1):	0.380 *
Westbound	RT	0.00	75	0	0.000	E-W(2):	0.271
	TH	3.00	761	4,800	0.174		
	LT	1.00	83	1,600	0.052 *	V/C:	0.702
Northbound	RT	0.00	105	0	0.000	Lost Time:	0.100
	TH	1.00	260	1,600	0.228	ITS:	0.000
	LT	1.00	60	1,600	0.038 *		
Eastbound	RT	0.00	146	0	0.000	ICU:	0.802
	TH	3.00	1,428	4,800	0.328 *		
	LT	1.00	155	1,600	0.097	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 36 - LA CIENEGA BOULEVARD & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	601	3,200	0.071	N-S(1):	0.120
	TH	2.00	348	3,200	0.109 *	N-S(2):	0.247 *
	LT	1.00	56	1,600	0.035	E-W(1):	0.312
Westbound	RT	0.00	633	1,600	0.396 *	E-W(2):	0.513 *
	TH	4.00	964	4,800	0.201		
	LT	1.00	266	1,600	0.166	V/C:	0.760
Northbound	RT	2.00	154	3,200	0.000	Lost Time:	0.100
	TH	2.00	272	3,200	0.085	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	1.00	334	1,600	0.071	ICU:	0.860
	TH	3.00	700	4,800	0.146		
	LT	1.00	187	1,600	0.117 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	847	3,200	0.139	N-S(1):	0.231 *
	TH	2.00	178	3,200	0.056	N-S(2):	0.223
	LT	1.00	212	1,600	0.133 *	E-W(1):	0.329
Westbound	RT	0.00	512	1,600	0.320 *	E-W(2):	0.446 *
	TH	4.00	756	4,800	0.158		
	LT	1.00	100	1,600	0.063	V/C:	0.677
Northbound	RT	2.00	261	3,200	0.019	Lost Time:	0.100
	TH	2.00	315	3,200	0.098 *	ITS:	0.000
	LT	1.00	134	1,600	0.084		
Eastbound	RT	1.00	476	1,600	0.214	ICU:	0.777
	TH	3.00	1,278	4,800	0.266		
	LT	1.00	201	1,600	0.126 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	490	3,200	0.079	N-S(1):	0.353 *
	TH	2.00	633	3,200	0.198	N-S(2):	0.276
	LT	1.00	375	1,600	0.234 *	E-W(1):	0.292
Westbound	RT	0.00	386	1,600	0.241 *	E-W(2):	0.315 *
	TH	4.00	615	4,800	0.128		
	LT	1.00	70	1,600	0.044	V/C:	0.668
Northbound	RT	2.00	522	3,200	0.119 *	Lost Time:	0.100
	TH	2.00	283	3,200	0.088	ITS:	0.000
	LT	1.00	124	1,600	0.078		
Eastbound	RT	1.00	520	1,600	0.248	ICU:	0.768
	TH	3.00	1,172	4,800	0.244		
	LT	1.00	118	1,600	0.074 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 37 - PRAIRIE AVENUE & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.240 *
	TH	3.00	497	4,800	0.120	N-S(2):	0.196
	LT	1.00	128	1,600	0.080 *	E-W(1):	0.106
Westbound	RT	0.00	179	0	0.000	E-W(2):	0.247 *
	TH	3.00	843	4,800	0.213 *		
	LT	1.00	36	1,600	0.023	V/C:	0.487
Northbound	RT	0.00	79	0	0.000	Lost Time:	0.100
	TH	3.00	690	4,800	0.160 *	ITS:	0.000
	LT	1.00	121	1,600	0.076		
Eastbound	RT	0.00	69	0	0.000	ICU:	0.587
	TH	3.00	331	4,800	0.083		
	LT	1.00	55	1,600	0.034 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.292 *
	TH	3.00	571	4,800	0.134	N-S(2):	0.192
	LT	1.00	259	1,600	0.162 *	E-W(1):	0.289 *
Westbound	RT	0.00	284	0	0.000	E-W(2):	0.238
	TH	3.00	646	4,800	0.194		
	LT	1.00	122	1,600	0.076 *	V/C:	0.581
Northbound	RT	0.00	104	0	0.000	Lost Time:	0.100
	TH	3.00	521	4,800	0.130 *	ITS:	0.000
	LT	1.00	93	1,600	0.058		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.681
	TH	3.00	900	4,800	0.213 *		
	LT	1.00	71	1,600	0.044	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	78	0	0.000	N-S(1):	0.358 *
	TH	3.00	960	4,800	0.216	N-S(2):	0.310
	LT	1.00	275	1,600	0.172 *	E-W(1):	0.325 *
Westbound	RT	0.00	353	1,600	0.221	E-W(2):	0.308
	TH	3.00	633	3,200	0.198		
	LT	1.00	119	1,600	0.074 *	V/C:	0.683
Northbound	RT	0.00	200	0	0.000	Lost Time:	0.100
	TH	3.00	694	4,800	0.186 *	ITS:	0.000
	LT	1.00	150	1,600	0.094		
Eastbound	RT	0.00	152	0	0.000	ICU:	0.783
	TH	3.00	1,051	4,800	0.251 *		
	LT	1.00	139	1,600	0.087	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 39 - NB I-405 RAMPS & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.078
	TH	0.00	0	0	0.000 *	N-S(2):	0.314 *
	LT	0.00	0	0	0.000	E-W(1):	0.138
Westbound	RT	0.00	2	0	0.000	E-W(2):	0.250 *
	TH	3.00	1,199	4,800	0.250 *		
	LT	0.00	0	0	0.000	V/C:	0.564
Northbound	RT	1.00	125	1,600	0.078	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	904	2,880	0.314 *		
Eastbound	RT	2.00	505	3,200	0.000	ICU:	0.664
	TH	2.00	442	3,200	0.138		
	LT	1.00	0	1,600	0.000 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.105
	TH	0.00	0	0	0.000 *	N-S(2):	0.225 *
	LT	0.00	0	0	0.000	E-W(1):	0.263 *
Westbound	RT	0.00	7	0	0.000	E-W(2):	0.188
	TH	3.00	894	4,800	0.188		
	LT	0.00	0	0	0.000 *	V/C:	0.488
Northbound	RT	1.00	168	1,600	0.105	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	647	2,880	0.225 *		
Eastbound	RT	2.00	920	3,200	0.000	ICU:	0.588
	TH	2.00	840	3,200	0.263 *		
	LT	1.00	0	1,600	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.224 *
	TH	0.00	0	0	0.000	N-S(2):	0.170
	LT	0.00	0	0	0.000 *	E-W(1):	0.318 *
Westbound	RT	0.00	7	0	0.000	E-W(2):	0.189
	TH	3.00	901	4,800	0.189		
	LT	0.00	0	0	0.000 *	V/C:	0.542
Northbound	RT	1.00	359	1,600	0.224 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	489	2,880	0.170		
Eastbound	RT	1.36	694	2,182	0.000	ICU:	0.642
	TH	2.64	1,342	4,218	0.318 *		
	LT	1.00	0	1,600	0.000	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 46 - DOUGLAS STREET & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	32	1,600	0.000	N-S(1):	0.173
	TH	2.00	207	3,200	0.065 *	N-S(2):	0.181 *
	LT	2.00	63	2,880	0.022	E-W(1):	0.166
Westbound	RT	1.00	420	1,600	0.252	E-W(2):	0.373 *
	TH	3.00	1,457	4,800	0.304 *		
	LT	2.00	159	2,880	0.055	V/C:	0.554
Northbound	RT	1.00	48	1,600	0.002	Lost Time:	0.100
	TH	2.00	483	3,200	0.151	ITS:	0.000
	LT	2.00	335	2,880	0.116 *		
Eastbound	RT	0.00	153	0	0.000	ICU:	0.654
	TH	3.00	381	4,800	0.111		
	LT	1.00	111	1,600	0.069 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	48	1,600	0.000	N-S(1):	0.153 *
	TH	2.00	257	3,200	0.080	N-S(2):	0.136
	LT	2.00	203	2,880	0.070 *	E-W(1):	0.231
Westbound	RT	1.00	360	1,600	0.190 *	E-W(2):	0.251 *
	TH	3.00	821	4,800	0.171		
	LT	2.00	102	2,880	0.035	V/C:	0.404
Northbound	RT	1.00	137	1,600	0.068	Lost Time:	0.100
	TH	2.00	267	3,200	0.083 *	ITS:	0.000
	LT	2.00	160	2,880	0.056		
Eastbound	RT	0.00	205	0	0.000	ICU:	0.504
	TH	3.00	738	4,800	0.196		
	LT	1.00	98	1,600	0.061 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	59	1,600	0.010	N-S(1):	0.301 *
	TH	2.00	747	3,200	0.233	N-S(2):	0.275
	LT	2.00	325	2,880	0.113 *	E-W(1):	0.455 *
Westbound	RT	1.00	170	1,600	0.050	E-W(2):	0.174
	TH	3.00	574	4,800	0.120		
	LT	2.00	99	2,880	0.034 *	V/C:	0.756
Northbound	RT	1.00	329	1,600	0.188 *	Lost Time:	0.100
	TH	2.00	409	3,200	0.128	ITS:	0.000
	LT	2.00	121	2,880	0.042		
Eastbound	RT	0.00	305	0	0.000	ICU:	0.856
	TH	3.00	1,714	4,800	0.421 *		
	LT	1.00	86	1,600	0.054	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 47 - DOUGLAS STREET & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	12	1,600	0.000	N-S(1):	0.076 *
	TH	0.92	17	1,470	0.012	N-S(2):	0.000
	LT	1.08	20	1,557	0.013 *	E-W(1):	0.208
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.243 *
	TH	3.00	981	4,800	0.217 *		
	LT	2.00	193	2,880	0.067	V/C:	0.319
Northbound	RT	2.00	96	3,200	0.000	Lost Time:	0.100
	TH	1.00	19	1,600	0.012	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	226	1,600	0.141	ICU:	0.419
	TH	3.00	383	3,200	0.120		
	LT	1.00	41	1,600	0.026 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	34	1,600	0.003	N-S(1):	0.089 *
	TH	0.59	25	941	0.027	N-S(2):	0.000
	LT	1.41	60	2,033	0.030 *	E-W(1):	0.168 *
Westbound	RT	0.00	38	0	0.000	E-W(2):	0.163
	TH	3.00	570	4,800	0.127		
	LT	2.00	71	2,880	0.025 *	V/C:	0.257
Northbound	RT	2.00	156	3,200	0.024	Lost Time:	0.100
	TH	1.00	19	1,600	0.012	ITS:	0.000
	LT	1.00	94	1,600	0.059 *		
Eastbound	RT	0.00	159	0	0.000	ICU:	0.357
	TH	3.00	526	4,800	0.143 *		
	LT	1.00	58	1,600	0.036	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	34	1,600	0.007	N-S(1):	0.147 *
	TH	0.58	28	933	0.030	N-S(2):	0.000
	LT	1.42	68	2,040	0.033 *	E-W(1):	0.268 *
Westbound	RT	0.00	43	0	0.000	E-W(2):	0.169
	TH	3.00	627	4,800	0.140		
	LT	2.00	46	2,880	0.016 *	V/C:	0.415
Northbound	RT	2.00	368	3,200	0.099	Lost Time:	0.100
	TH	1.00	29	1,600	0.018	ITS:	0.000
	LT	1.00	182	1,600	0.114 *		
Eastbound	RT	0.00	174	0	0.000	ICU:	0.515
	TH	3.00	1,036	4,800	0.252 *		
	LT	1.00	47	1,600	0.029	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 48 - DOUGLAS STREET & MARIPOSA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	51	0	0.000	N-S(1):	0.107
	TH	3.00	262	4,800	0.065 *	N-S(2):	0.193 *
	LT	1.00	3	1,600	0.002	E-W(1):	0.026 *
Westbound	RT	0.00	4	0	0.000	E-W(2):	0.000
	TH	2.00	2	3,200	0.004		
	LT	0.00	6	1,600	0.004 *	V/C:	0.219
Northbound	RT	0.00	25	0	0.000	Lost Time:	0.100
	TH	3.00	481	4,800	0.105	ITS:	0.000
	LT	1.00	204	1,600	0.128 *		
Eastbound	RT	1.00	115	1,600	0.008	ICU:	0.319
	TH	0.26	8	413	0.019		
	LT	1.74	54	2,508	0.022 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	52	0	0.000	N-S(1):	0.110
	TH	3.00	303	4,800	0.074 *	N-S(2):	0.165 *
	LT	1.00	19	1,600	0.012	E-W(1):	0.095 *
Westbound	RT	0.00	5	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.007 *		
	LT	0.00	8	1,600	0.005	V/C:	0.260
Northbound	RT	0.00	36	0	0.000	Lost Time:	0.100
	TH	3.00	434	4,800	0.098	ITS:	0.000
	LT	1.00	146	1,600	0.091 *		
Eastbound	RT	1.00	214	1,600	0.088 *	ICU:	0.360
	TH	0.32	19	515	0.037		
	LT	1.68	99	2,416	0.041	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	33	0	0.000	N-S(1):	0.119
	TH	3.00	515	4,800	0.114 *	N-S(2):	0.207 *
	LT	1.00	0	1,600	0.000	E-W(1):	0.199 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.000
	TH	2.00	0	3,200	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.406
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	571	4,800	0.119	ITS:	0.000
	LT	1.00	148	1,600	0.093 *		
Eastbound	RT	1.00	392	1,600	0.199 *	ICU:	0.506
	TH	0.00	0	0	0.000		
	LT	2.00	186	2,880	0.065	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 49 - DOUGLAS STREET & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	59	1,600	0.006	N-S(1):	0.071 *
	TH	1.00	39	1,600	0.024	N-S(2):	0.048
	LT	2.00	123	2,880	0.043 *	E-W(1):	0.158
Westbound	RT	1.00	541	1,600	0.295	E-W(2):	0.409 *
	TH	3.00	1,670	4,800	0.348 *		
	LT	2.00	76	2,880	0.026	V/C:	0.480
Northbound	RT	1.00	13	1,600	0.000	Lost Time:	0.100
	TH	1.00	44	1,600	0.028 *	ITS:	0.000
	LT	1.00	38	1,600	0.024		
Eastbound	RT	1.00	46	1,600	0.017	ICU:	0.580
	TH	3.00	634	4,800	0.132		
	LT	2.00	177	2,880	0.061 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	163	1,600	0.073 *	N-S(1):	0.130
	TH	1.00	74	1,600	0.046	N-S(2):	0.131 *
	LT	2.00	255	2,880	0.089	E-W(1):	0.318
Westbound	RT	1.00	232	1,600	0.056	E-W(2):	0.401 *
	TH	3.00	1,652	4,800	0.344 *		
	LT	2.00	39	2,880	0.014	V/C:	0.532
Northbound	RT	1.00	55	1,600	0.028	Lost Time:	0.100
	TH	1.00	65	1,600	0.041	ITS:	0.000
	LT	1.00	93	1,600	0.058 *		
Eastbound	RT	1.00	121	1,600	0.047	ICU:	0.632
	TH	3.00	1,459	4,800	0.304		
	LT	2.00	165	2,880	0.057 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	195	1,600	0.107	N-S(1):	0.167
	TH	1.00	242	1,600	0.151 *	N-S(2):	0.202 *
	LT	2.00	379	2,880	0.132	E-W(1):	0.360 *
Westbound	RT	1.00	179	1,600	0.000	E-W(2):	0.344
	TH	3.00	1,510	4,800	0.315		
	LT	2.00	28	2,880	0.010 *	V/C:	0.562
Northbound	RT	1.00	57	1,600	0.031	Lost Time:	0.100
	TH	1.00	56	1,600	0.035	ITS:	0.000
	LT	1.00	82	1,600	0.051 *		
Eastbound	RT	1.00	130	1,600	0.056	ICU:	0.662
	TH	3.00	1,680	4,800	0.350 *		
	LT	2.00	83	2,880	0.029	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 51 - HAWTHORNE BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.007	N-S(1):	0.174
	TH	3.00	668	4,800	0.139 *	N-S(2):	0.221 *
	LT	2.00	166	2,880	0.058	E-W(1):	0.177
Westbound	RT	0.00	182	0	0.000	E-W(2):	0.276 *
	TH	3.00	912	4,800	0.228 *		
	LT	1.00	122	1,600	0.076	V/C:	0.497
Northbound	RT	0.00	111	0	0.000	Lost Time:	0.100
	TH	4.00	632	6,400	0.116	ITS:	0.000
	LT	2.00	237	2,880	0.082 *		
Eastbound	RT	0.00	102	0	0.000	ICU:	0.597
	TH	3.00	381	4,800	0.101		
	LT	1.00	77	1,600	0.048 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	115	1,600	0.023	N-S(1):	0.231
	TH	3.00	918	4,800	0.191 *	N-S(2):	0.273 *
	LT	2.00	216	2,880	0.075	E-W(1):	0.278 *
Westbound	RT	0.00	186	0	0.000	E-W(2):	0.257
	TH	3.00	576	4,800	0.159		
	LT	1.00	177	1,600	0.111 *	V/C:	0.551
Northbound	RT	0.00	197	0	0.000	Lost Time:	0.100
	TH	4.00	801	6,400	0.156	ITS:	0.000
	LT	2.00	236	2,880	0.082 *		
Eastbound	RT	0.00	243	0	0.000	ICU:	0.651
	TH	3.00	559	4,800	0.167 *		
	LT	1.00	156	1,600	0.098	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	102	1,600	0.015	N-S(1):	0.295
	TH	3.00	1,781	4,800	0.371 *	N-S(2):	0.432 *
	LT	2.00	350	2,880	0.122	E-W(1):	0.615 *
Westbound	RT	0.00	157	0	0.000	E-W(2):	0.258
	TH	3.00	609	4,800	0.160		
	LT	1.00	153	1,600	0.096 *	V/C:	1.047
Northbound	RT	0.00	191	0	0.000	Lost Time:	0.100
	TH	4.00	913	6,400	0.173	ITS:	0.000
	LT	2.00	177	2,880	0.061 *		
Eastbound	RT	0.00	410	0	0.000	ICU:	1.147
	TH	3.00	2,082	4,800	0.519 *		
	LT	1.00	156	1,600	0.098	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 52 - INGLEWOOD AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	79	0	0.000	N-S(1):	0.151
	TH	2.00	270	3,200	0.109 *	N-S(2):	0.242 *
	LT	1.00	29	1,600	0.018	E-W(1):	0.144
Westbound	RT	0.00	86	0	0.000	E-W(2):	0.247 *
	TH	3.00	929	4,800	0.211 *		
	LT	1.00	104	1,600	0.065	V/C:	0.489
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	2.00	355	3,200	0.133	ITS:	0.000
	LT	1.00	213	1,600	0.133 *		
Eastbound	RT	0.00	74	0	0.000	ICU:	0.589
	TH	3.00	306	4,800	0.079		
	LT	1.00	58	1,600	0.036 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	104	0	0.000	N-S(1):	0.230
	TH	2.00	461	3,200	0.177 *	N-S(2):	0.286 *
	LT	1.00	93	1,600	0.058	E-W(1):	0.233
Westbound	RT	0.00	127	0	0.000	E-W(2):	0.246 *
	TH	3.00	609	4,800	0.153 *		
	LT	1.00	128	1,600	0.080	V/C:	0.532
Northbound	RT	0.00	116	0	0.000	Lost Time:	0.100
	TH	2.00	435	3,200	0.172	ITS:	0.000
	LT	1.00	175	1,600	0.109 *		
Eastbound	RT	0.00	138	0	0.000	ICU:	0.632
	TH	3.00	598	4,800	0.153		
	LT	1.00	148	1,600	0.093 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	81	0	0.000	N-S(1):	0.257
	TH	2.00	739	3,200	0.256 *	N-S(2):	0.330 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.540 *
Westbound	RT	0.00	150	0	0.000	E-W(2):	0.274
	TH	3.00	548	4,800	0.145		
	LT	1.00	175	1,600	0.109 *	V/C:	0.870
Northbound	RT	0.00	121	0	0.000	Lost Time:	0.100
	TH	2.00	580	3,200	0.219	ITS:	0.000
	LT	1.00	119	1,600	0.074 *		
Eastbound	RT	0.00	245	0	0.000	ICU:	0.970
	TH	3.00	1,822	4,800	0.431 *		
	LT	1.00	206	1,600	0.129	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 53 - LA CIENEGA BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : SBR,
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	447	3,200	0.105 *	N-S(1):	0.062
	TH	0.00	0	0	0.000	N-S(2):	0.105 *
	LT	2.00	179	2,880	0.062	E-W(1):	0.093
Westbound	RT	0.00	292	0	0.000	E-W(2):	0.410 *
	TH	3.00	1,508	4,800	0.375 *		
	LT	0.00	0	0	0.000	V/C:	0.515
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.615
	TH	3.00	444	4,800	0.093		
	LT	1.00	56	1,600	0.035 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	302	3,200	0.058	N-S(1):	0.118 *
	TH	0.00	0	0	0.000	N-S(2):	0.058
	LT	2.00	341	2,880	0.118 *	E-W(1):	0.187
Westbound	RT	0.00	240	0	0.000	E-W(2):	0.282 *
	TH	3.00	935	4,800	0.245 *		
	LT	0.00	0	0	0.000	V/C:	0.400
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.500
	TH	3.00	896	4,800	0.187		
	LT	1.00	59	1,600	0.037 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	465	3,200	0.093	N-S(1):	0.369 *
	TH	0.00	0	0	0.000	N-S(2):	0.093
	LT	2.00	1,063	2,880	0.369 *	E-W(1):	0.440 *
Westbound	RT	0.00	214	0	0.000	E-W(2):	0.212
	TH	3.00	548	4,800	0.159		
	LT	0.00	0	0	0.000 *	V/C:	0.809
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.909
	TH	3.00	2,114	4,800	0.440 *		
	LT	1.00	84	1,600	0.053	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 54 - NASH STREET & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : NBR,
FF Movements:

N-S Split Phase : Y
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	39	1,600	0.024	N-S(1):	0.066 *
	TH	2.00	155	3,200	0.048 *	N-S(2):	0.000
	LT	1.00	74	1,600	0.046	E-W(1):	0.168
Westbound	RT	0.00	248	0	0.000	E-W(2):	0.349 *
	TH	3.00	1,341	4,800	0.331 *		
	LT	2.00	148	2,880	0.051	V/C:	0.415
Northbound	RT	1.12	32	1,796	0.000	Lost Time:	0.100
	TH	0.88	25	1,404	0.018 *	ITS:	0.000
	LT	2.00	2	2,880	0.001		
Eastbound	RT	1.00	49	1,600	0.030	ICU:	0.515
	TH	3.00	562	4,800	0.117		
	LT	2.00	51	2,880	0.018 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	54	1,600	0.034	N-S(1):	0.087 *
	TH	1.10	96	1,752	0.055	N-S(2):	0.000
	LT	1.90	167	2,743	0.061 *	E-W(1):	0.192
Westbound	RT	0.00	103	0	0.000	E-W(2):	0.207 *
	TH	3.00	801	4,800	0.188 *		
	LT	2.00	66	2,880	0.023	V/C:	0.294
Northbound	RT	1.13	47	1,812	0.003	Lost Time:	0.100
	TH	0.87	36	1,388	0.026 *	ITS:	0.000
	LT	2.00	8	2,880	0.003		
Eastbound	RT	1.00	34	1,600	0.020	ICU:	0.394
	TH	3.00	812	4,800	0.169		
	LT	2.00	55	2,880	0.019 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	46	1,600	0.029	N-S(1):	0.223 *
	TH	1.00	51	1,600	0.032	N-S(2):	0.000
	LT	2.00	461	2,880	0.160 *	E-W(1):	0.306 *
Westbound	RT	0.00	103	0	0.000	E-W(2):	0.199
	TH	3.00	819	4,800	0.192		
	LT	2.00	22	2,880	0.008 *	V/C:	0.529
Northbound	RT	1.19	121	1,907	0.056	Lost Time:	0.100
	TH	0.81	82	1,293	0.063 *	ITS:	0.000
	LT	2.00	16	2,880	0.006		
Eastbound	RT	1.00	2	1,600	0.000	ICU:	0.629
	TH	3.00	1,431	4,800	0.298 *		
	LT	2.00	19	2,880	0.007	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 55 - SEPULVEDA BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	135	1,600	0.047	N-S(1):	0.492 *
	TH	4.00	954	6,400	0.149	N-S(2):	0.225
	LT	2.00	222	2,880	0.077 *	E-W(1):	0.141
Westbound	RT	1.00	182	1,600	0.075	E-W(2):	0.163 *
	TH	2.00	278	3,200	0.087 *		
	LT	2.00	127	2,880	0.044	V/C:	0.655
Northbound	RT	0.00	211	0	0.000	Lost Time:	0.100
	TH	4.00	2,447	6,400	0.415 *	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	1.00	216	1,600	0.097	ICU:	0.755
	TH	2.00	254	3,200	0.079		
	LT	1.00	121	1,600	0.076 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	112	1,600	0.042	N-S(1):	0.340
	TH	4.00	1,681	6,400	0.263 *	N-S(2):	0.360 *
	LT	2.00	173	2,880	0.060	E-W(1):	0.274 *
Westbound	RT	1.00	199	1,600	0.094	E-W(2):	0.151
	TH	2.00	267	3,200	0.083		
	LT	2.00	382	2,880	0.133 *	V/C:	0.634
Northbound	RT	0.00	221	0	0.000	Lost Time:	0.100
	TH	4.00	1,574	6,400	0.280	ITS:	0.000
	LT	2.00	279	2,880	0.097 *		
Eastbound	RT	1.00	303	1,600	0.141 *	ICU:	0.734
	TH	2.00	327	3,200	0.102		
	LT	1.00	91	1,600	0.057	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	89	1,600	0.017	N-S(1):	0.356
	TH	4.00	2,478	6,400	0.387 *	N-S(2):	0.478 *
	LT	2.00	242	2,880	0.084	E-W(1):	0.371 *
Westbound	RT	1.00	296	1,600	0.143	E-W(2):	0.221
	TH	2.00	337	3,200	0.105		
	LT	2.00	498	2,880	0.173 *	V/C:	0.849
Northbound	RT	0.00	152	0	0.000	Lost Time:	0.100
	TH	4.00	1,586	6,400	0.272	ITS:	0.000
	LT	2.00	261	2,880	0.091 *		
Eastbound	RT	1.00	390	1,600	0.198 *	ICU:	0.949
	TH	2.00	395	3,200	0.123		
	LT	1.00	125	1,600	0.078	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 56 - LINCOLN BOULEVARD & FIJI WAY
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	76	0	0.000	N-S(1):	0.423
	TH	3.00	1,232	4,800	0.273 *	N-S(2):	0.473 *
	LT	1.00	57	1,600	0.036	E-W(1):	0.025
Westbound	RT	0.00	44	1,600	0.028 *	E-W(2):	0.077 *
	TH	2.00	14	1,600	0.021		
	LT	0.00	20	1,600	0.013	V/C:	0.550
Northbound	RT	0.00	41	0	0.000	Lost Time:	0.100
	TH	3.00	1,815	4,800	0.387	ITS:	0.000
	LT	2.00	575	2,880	0.200 *		
Eastbound	RT	1.00	556	1,600	0.000	ICU:	0.650
	TH	1.00	19	1,600	0.012		
	LT	1.00	79	1,600	0.049 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.400
	TH	3.00	1,230	4,800	0.283 *	N-S(2):	0.459 *
	LT	1.00	62	1,600	0.039	E-W(1):	0.025
Westbound	RT	0.00	27	0	0.000	E-W(2):	0.085 *
	TH	2.00	11	3,200	0.020 *		
	LT	0.00	27	1,600	0.017	V/C:	0.544
Northbound	RT	0.00	29	0	0.000	Lost Time:	0.100
	TH	3.00	1,705	4,800	0.361	ITS:	0.000
	LT	2.00	507	2,880	0.176 *		
Eastbound	RT	1.00	424	1,600	0.000	ICU:	0.644
	TH	1.00	12	1,600	0.008		
	LT	1.00	104	1,600	0.065 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	161	0	0.000	N-S(1):	0.412
	TH	3.00	1,777	4,800	0.404 *	N-S(2):	0.659 *
	LT	1.00	59	1,600	0.037	E-W(1):	0.034
Westbound	RT	0.00	23	0	0.000	E-W(2):	0.097 *
	TH	2.00	18	3,200	0.023 *		
	LT	0.00	34	1,600	0.021	V/C:	0.756
Northbound	RT	0.00	36	0	0.000	Lost Time:	0.100
	TH	3.00	1,764	4,800	0.375	ITS:	0.000
	LT	2.00	735	2,880	0.255 *		
Eastbound	RT	1.00	885	1,600	0.000	ICU:	0.856
	TH	1.00	21	1,600	0.013		
	LT	1.00	119	1,600	0.074 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 57 - LA BREA AVENUE & FLORENCE AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	73	0	0.000	N-S(1):	0.286 *
	TH	2.00	519	3,200	0.185	N-S(2):	0.208
	LT	1.00	56	1,600	0.035 *	E-W(1):	0.183
Westbound	RT	0.00	61	0	0.000	E-W(2):	0.272 *
	TH	2.00	688	3,200	0.234 *		
	LT	1.00	112	1,600	0.070	V/C:	0.558
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	764	3,200	0.251 *	ITS:	0.000
	LT	1.00	36	1,600	0.023		
Eastbound	RT	0.00	52	0	0.000	ICU:	0.658
	TH	2.00	309	3,200	0.113		
	LT	1.00	60	1,600	0.038 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	79	0	0.000	N-S(1):	0.292 *
	TH	2.00	744	3,200	0.257	N-S(2):	0.287
	LT	1.00	109	1,600	0.068 *	E-W(1):	0.209
Westbound	RT	0.00	178	0	0.000	E-W(2):	0.219 *
	TH	2.00	311	3,200	0.153 *		
	LT	1.00	114	1,600	0.071	V/C:	0.511
Northbound	RT	0.00	39	0	0.000	Lost Time:	0.100
	TH	2.00	677	3,200	0.224 *	ITS:	0.000
	LT	1.00	48	1,600	0.030		
Eastbound	RT	0.00	51	0	0.000	ICU:	0.611
	TH	2.00	391	3,200	0.138		
	LT	1.00	105	1,600	0.066 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	91	0	0.000	N-S(1):	0.389 *
	TH	2.00	966	3,200	0.330	N-S(2):	0.352
	LT	1.00	147	1,600	0.092 *	E-W(1):	0.337 *
Westbound	RT	0.00	162	0	0.000	E-W(2):	0.247
	TH	2.00	375	3,200	0.168		
	LT	1.00	90	1,600	0.056 *	V/C:	0.726
Northbound	RT	0.00	105	0	0.000	Lost Time:	0.100
	TH	2.00	844	3,200	0.297 *	ITS:	0.000
	LT	1.00	35	1,600	0.022		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.826
	TH	2.00	840	3,200	0.281 *		
	LT	1.00	127	1,600	0.079	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 58 - LA CIENEGA BOULEVARD & FLORENCE AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	197	0	0.000	N-S(1):	0.303 *
	TH	2.74	499	4,389	0.159	N-S(2):	0.000
	LT	1.26	319	1,810	0.176 *	E-W(1):	0.205
Westbound	RT	0.00	19	0	0.000	E-W(2):	0.267 *
	TH	2.00	650	3,200	0.209 *		
	LT	1.00	209	1,600	0.131	V/C:	0.570
Northbound	RT	0.00	78	0	0.000	Lost Time:	0.100
	TH	2.00	327	3,200	0.127 *	ITS:	0.000
	LT	1.00	21	1,600	0.013		
Eastbound	RT	0.00	18	0	0.000	ICU:	0.670
	TH	2.00	220	3,200	0.074		
	LT	1.00	92	1,600	0.058 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	191	0	0.000	N-S(1):	0.347 *
	TH	2.88	597	4,606	0.171	N-S(2):	0.000
	LT	1.12	307	1,615	0.190 *	E-W(1):	0.242 *
Westbound	RT	0.00	55	0	0.000	E-W(2):	0.213
	TH	2.00	299	3,200	0.111		
	LT	1.00	222	1,600	0.139 *	V/C:	0.589
Northbound	RT	0.00	104	0	0.000	Lost Time:	0.100
	TH	2.00	397	3,200	0.157 *	ITS:	0.000
	LT	1.00	21	1,600	0.013		
Eastbound	RT	0.00	32	0	0.000	ICU:	0.689
	TH	2.00	299	3,200	0.103 *		
	LT	1.00	163	1,600	0.102	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	227	0	0.000	N-S(1):	0.473 *
	TH	2.68	881	4,295	0.258	N-S(2):	0.000
	LT	1.32	543	1,894	0.287 *	E-W(1):	0.324 *
Westbound	RT	0.00	75	0	0.000	E-W(2):	0.224
	TH	2.00	311	3,200	0.121		
	LT	1.00	250	1,600	0.156 *	V/C:	0.797
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	464	3,200	0.186 *	ITS:	0.000
	LT	1.00	19	1,600	0.012		
Eastbound	RT	0.00	16	0	0.000	ICU:	0.897
	TH	2.00	523	3,200	0.168 *		
	LT	1.00	165	1,600	0.103	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 59 - NASH STREET & GRAND AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	304	1,600	0.190 *	N-S(1):	0.096
	TH	2.00	182	1,600	0.114	N-S(2):	0.248 *
	LT	1.00	73	1,600	0.046	E-W(1):	0.057 *
Westbound	RT	0.00	24	0	0.000	E-W(2):	0.000
	TH	1.00	15	1,600	0.024 *		
	LT	1.00	19	1,600	0.012	V/C:	0.305
Northbound	RT	0.00	42	0	0.000	Lost Time:	0.100
	TH	2.00	118	3,200	0.050	ITS:	0.000
	LT	1.00	93	1,600	0.058 *		
Eastbound	RT	2.00	19	3,200	0.000	ICU:	0.405
	TH	1.00	52	1,600	0.033		
	LT	1.00	53	1,600	0.033 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.051
	TH	2.00	243	3,200	0.110 *	N-S(2):	0.129 *
	LT	1.00	17	1,600	0.011	E-W(1):	0.093 *
Westbound	RT	0.00	11	0	0.000	E-W(2):	0.000
	TH	1.00	34	1,600	0.028 *		
	LT	1.00	7	1,600	0.004	V/C:	0.222
Northbound	RT	0.00	16	0	0.000	Lost Time:	0.100
	TH	2.00	113	3,200	0.040	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	2.00	109	3,200	0.025	ICU:	0.322
	TH	1.00	27	1,600	0.017		
	LT	1.00	104	1,600	0.065 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	92	0	0.000	N-S(1):	0.086
	TH	2.00	209	3,200	0.094 *	N-S(2):	0.107 *
	LT	1.00	47	1,600	0.029	E-W(1):	0.206 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.000
	TH	1.00	29	1,600	0.043 *		
	LT	1.00	35	1,600	0.022	V/C:	0.313
Northbound	RT	0.00	24	0	0.000	Lost Time:	0.100
	TH	2.00	159	3,200	0.057	ITS:	0.000
	LT	1.00	21	1,600	0.013 *		
Eastbound	RT	2.00	162	3,200	0.044	ICU:	0.413
	TH	1.00	68	1,600	0.043		
	LT	1.00	260	1,600	0.163 *	LOS:	A

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 60 - SEPULVEDA BOULEVARD & GRAND AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : Y
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	225	0	0.000	N-S(1):	0.560 *
	TH	4.00	1,231	6,400	0.228	N-S(2):	0.282
	LT	1.00	346	1,600	0.216 *	E-W(1):	0.104 *
Westbound	RT	1.00	48	1,600	0.000	E-W(2):	0.000
	TH	2.00	15	3,200	0.005		
	LT	2.00	62	2,880	0.022 *	V/C:	0.664
Northbound	RT	1.00	375	1,600	0.213	Lost Time:	0.100
	TH	4.00	2,204	6,400	0.344 *	ITS:	0.000
	LT	1.00	86	1,600	0.054		
Eastbound	RT	0.00	76	0	0.000	ICU:	0.764
	TH	1.76	133	2,818	0.074		
	LT	1.24	147	1,784	0.082 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	180	0	0.000	N-S(1):	0.339
	TH	4.00	1,633	6,400	0.283 *	N-S(2):	0.416 *
	LT	1.00	163	1,600	0.102	E-W(1):	0.187 *
Westbound	RT	1.00	133	1,600	0.032	E-W(2):	0.000
	TH	2.00	243	3,200	0.076		
	LT	2.00	238	2,880	0.083 *	V/C:	0.603
Northbound	RT	1.00	116	1,600	0.000	Lost Time:	0.100
	TH	4.00	1,517	6,400	0.237	ITS:	0.000
	LT	1.00	212	1,600	0.133 *		
Eastbound	RT	0.00	142	0	0.000	ICU:	0.703
	TH	1.53	87	2,448	0.094		
	LT	1.47	220	2,117	0.104 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	122	0	0.000	N-S(1):	0.378
	TH	4.00	2,303	6,400	0.379 *	N-S(2):	0.473 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.255 *
Westbound	RT	1.00	297	1,600	0.154 *	E-W(2):	0.000
	TH	2.00	230	3,200	0.072		
	LT	2.00	416	2,880	0.144	V/C:	0.728
Northbound	RT	1.00	100	1,600	0.000	Lost Time:	0.100
	TH	4.00	2,018	6,400	0.315	ITS:	0.000
	LT	1.00	150	1,600	0.094 *		
Eastbound	RT	0.00	162	1,600	0.101 *	ICU:	0.828
	TH	1.39	52	621	0.084		
	LT	1.61	216	2,321	0.093	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 62 - HAWTHORNE BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	172	0	0.000	N-S(1):	0.176
	TH	3.00	575	4,800	0.156 *	N-S(2):	0.214 *
	LT	1.00	116	1,600	0.073	E-W(1):	0.164
Westbound	RT	0.00	118	0	0.000	E-W(2):	0.247 *
	TH	3.00	766	4,800	0.184 *		
	LT	1.00	134	1,600	0.084	V/C:	0.461
Northbound	RT	1.00	188	1,600	0.076	Lost Time:	0.100
	TH	3.00	494	4,800	0.103	ITS:	0.000
	LT	2.00	168	2,880	0.058 *		
Eastbound	RT	0.00	63	0	0.000	ICU:	0.561
	TH	3.00	321	4,800	0.080		
	LT	1.00	101	1,600	0.063 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.258
	TH	3.00	924	4,800	0.224 *	N-S(2):	0.273 *
	LT	1.00	174	1,600	0.109	E-W(1):	0.178 *
Westbound	RT	0.00	102	0	0.000	E-W(2):	0.166
	TH	3.00	342	4,800	0.093		
	LT	1.00	125	1,600	0.078 *	V/C:	0.451
Northbound	RT	1.00	301	1,600	0.149	Lost Time:	0.100
	TH	3.00	624	4,800	0.130	ITS:	0.000
	LT	2.00	142	2,880	0.049 *		
Eastbound	RT	0.00	72	0	0.000	ICU:	0.551
	TH	3.00	410	4,800	0.100 *		
	LT	1.00	116	1,600	0.073	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	161	0	0.000	N-S(1):	0.284
	TH	3.00	1,138	4,800	0.271 *	N-S(2):	0.333 *
	LT	1.00	236	1,600	0.148	E-W(1):	0.410 *
Westbound	RT	0.00	99	0	0.000	E-W(2):	0.195
	TH	3.00	344	4,800	0.092		
	LT	1.00	102	1,600	0.064 *	V/C:	0.743
Northbound	RT	1.00	268	1,600	0.136	Lost Time:	0.100
	TH	3.00	635	4,800	0.132	ITS:	0.000
	LT	2.00	178	2,880	0.062 *		
Eastbound	RT	0.00	139	0	0.000	ICU:	0.843
	TH	3.00	1,521	4,800	0.346 *		
	LT	1.00	165	1,600	0.103	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 63 - HAWTHORNE BOULEVARD & LENNOX BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	28	0	0.000	N-S(1):	0.181
	TH	3.00	681	4,800	0.148 *	N-S(2):	0.208 *
	LT	1.00	39	1,600	0.024	E-W(1):	0.115 *
Westbound	RT	1.00	81	1,600	0.038	E-W(2):	0.088
	TH	1.00	96	1,600	0.060		
	LT	1.00	51	1,600	0.032 *	V/C:	0.323
Northbound	RT	1.00	47	1,600	0.013	Lost Time:	0.100
	TH	3.00	752	4,800	0.157	ITS:	0.000
	LT	1.00	96	1,600	0.060 *		
Eastbound	RT	0.00	133	1,600	0.083 *	ICU:	0.423
	TH	2.00	72	1,600	0.045		
	LT	1.00	44	1,600	0.028	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	89	0	0.000	N-S(1):	0.200
	TH	3.00	881	4,800	0.202 *	N-S(2):	0.314 *
	LT	1.00	77	1,600	0.048	E-W(1):	0.135
Westbound	RT	1.00	42	1,600	0.002	E-W(2):	0.143 *
	TH	1.00	146	1,600	0.091 *		
	LT	1.00	76	1,600	0.048	V/C:	0.457
Northbound	RT	1.00	85	1,600	0.029	Lost Time:	0.100
	TH	3.00	731	4,800	0.152	ITS:	0.000
	LT	1.00	179	1,600	0.112 *		
Eastbound	RT	0.00	105	0	0.000	ICU:	0.557
	TH	2.00	173	3,200	0.087		
	LT	1.00	83	1,600	0.052 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	77	0	0.000	N-S(1):	0.264
	TH	3.00	1,309	4,800	0.289 *	N-S(2):	0.443 *
	LT	1.00	74	1,600	0.046	E-W(1):	0.211 *
Westbound	RT	1.00	54	1,600	0.011	E-W(2):	0.175
	TH	1.00	167	1,600	0.104		
	LT	1.00	106	1,600	0.066 *	V/C:	0.654
Northbound	RT	1.00	106	1,600	0.033	Lost Time:	0.100
	TH	3.00	1,045	4,800	0.218	ITS:	0.000
	LT	1.00	247	1,600	0.154 *		
Eastbound	RT	0.00	169	0	0.000	ICU:	0.754
	TH	2.00	296	3,200	0.145 *		
	LT	1.00	113	1,600	0.071	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 64 - HIGHLAND AVENUE/VISTA DEL MAR & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : WBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	11	1,600	0.000	N-S(1):	0.376 *
	TH	1.00	238	1,600	0.149	N-S(2):	0.150
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.167
Westbound	RT	1.00	538	1,600	0.218 *	E-W(2):	0.287 *
	TH	1.00	48	1,600	0.030		
	LT	1.00	64	1,600	0.040	V/C:	0.663
Northbound	RT	0.00	87	0	0.000	Lost Time:	0.100
	TH	2.00	736	3,200	0.257 *	ITS:	0.000
	LT	1.00	2	1,600	0.001		
Eastbound	RT	0.00	12	0	0.000	ICU:	0.763
	TH	1.00	80	1,600	0.127		
	LT	0.00	111	1,600	0.069 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	21	1,600	0.008	N-S(1):	0.189
	TH	1.00	406	1,600	0.254 *	N-S(2):	0.267 *
	LT	1.00	64	1,600	0.040	E-W(1):	0.156 *
Westbound	RT	1.00	243	1,600	0.112	E-W(2):	0.121
	TH	1.00	67	1,600	0.042		
	LT	1.00	151	1,600	0.094 *	V/C:	0.423
Northbound	RT	0.00	144	0	0.000	Lost Time:	0.100
	TH	2.00	333	3,200	0.149	ITS:	0.000
	LT	1.00	21	1,600	0.013 *		
Eastbound	RT	0.00	21	0	0.000	ICU:	0.523
	TH	1.00	63	1,600	0.062 *		
	LT	0.00	15	1,600	0.009	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	34	1,600	0.009	N-S(1):	0.356
	TH	1.00	663	1,600	0.414 *	N-S(2):	0.420 *
	LT	1.00	324	1,600	0.203	E-W(1):	0.165 *
Westbound	RT	1.00	313	1,600	0.000	E-W(2):	0.094
	TH	1.00	110	1,600	0.069		
	LT	1.00	156	1,600	0.098 *	V/C:	0.585
Northbound	RT	0.00	92	0	0.000	Lost Time:	0.100
	TH	2.00	396	3,200	0.153	ITS:	0.000
	LT	1.00	10	1,600	0.006 *		
Eastbound	RT	0.00	12	0	0.000	ICU:	0.685
	TH	1.00	55	1,600	0.067 *		
	LT	0.00	40	1,600	0.025	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 66 - INGELWOOD AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	165	1,600	0.084	N-S(1):	0.183
	TH	1.00	238	1,600	0.149 *	N-S(2):	0.270 *
	LT	1.00	90	1,600	0.056	E-W(1):	0.110
Westbound	RT	0.00	78	0	0.000	E-W(2):	0.257 *
	TH	3.00	973	4,800	0.219 *		
	LT	1.00	77	1,600	0.048	V/C:	0.527
Northbound	RT	1.00	94	1,600	0.035	Lost Time:	0.100
	TH	1.00	203	1,600	0.127	ITS:	0.000
	LT	1.00	194	1,600	0.121 *		
Eastbound	RT	0.00	12	0	0.000	ICU:	0.627
	TH	3.00	287	4,800	0.062		
	LT	1.00	61	1,600	0.038 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	91	1,600	0.018	N-S(1):	0.344 *
	TH	1.00	397	1,600	0.248	N-S(2):	0.302
	LT	1.00	122	1,600	0.076 *	E-W(1):	0.195
Westbound	RT	0.00	210	1,600	0.131 *	E-W(2):	0.209 *
	TH	3.00	354	3,200	0.111		
	LT	1.00	155	1,600	0.097	V/C:	0.553
Northbound	RT	1.00	172	1,600	0.059	Lost Time:	0.100
	TH	1.00	429	1,600	0.268 *	ITS:	0.000
	LT	1.00	86	1,600	0.054		
Eastbound	RT	0.00	64	0	0.000	ICU:	0.653
	TH	3.00	407	4,800	0.098		
	LT	1.00	124	1,600	0.078 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	63	1,600	0.000	N-S(1):	0.388
	TH	1.00	912	1,600	0.570 *	N-S(2):	0.616 *
	LT	1.00	175	1,600	0.109	E-W(1):	0.438 *
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.285
	TH	3.00	381	4,800	0.117		
	LT	1.00	144	1,600	0.090 *	V/C:	1.054
Northbound	RT	1.00	167	1,600	0.059	Lost Time:	0.100
	TH	1.00	447	1,600	0.279	ITS:	0.000
	LT	1.00	74	1,600	0.046 *		
Eastbound	RT	0.00	122	0	0.000	ICU:	1.154
	TH	3.00	1,546	4,800	0.348 *		
	LT	1.00	268	1,600	0.168	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 67 - LA CIENEGA BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.57	241	2,515	0.047	N-S(1):	0.091
	TH	1.43	219	2,285	0.096 *	N-S(2):	0.126 *
	LT	2.00	62	2,880	0.022	E-W(1):	0.072
Westbound	RT	2.00	509	3,200	0.138	E-W(2):	0.235 *
	TH	3.00	661	4,800	0.138 *		
	LT	2.00	83	2,880	0.029	V/C:	0.361
Northbound	RT	1.07	119	1,715	0.055	Lost Time:	0.100
	TH	1.93	214	3,085	0.069	ITS:	0.000
	LT	2.00	86	2,880	0.030 *		
Eastbound	RT	2.00	188	3,200	0.029	ICU:	0.461
	TH	3.00	206	4,800	0.043		
	LT	2.00	280	2,880	0.097 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.56	199	2,494	0.058	N-S(1):	0.101
	TH	1.44	184	2,306	0.080 *	N-S(2):	0.118 *
	LT	2.00	106	2,880	0.037	E-W(1):	0.093
Westbound	RT	2.00	286	3,200	0.053	E-W(2):	0.102 *
	TH	3.00	276	4,800	0.058 *		
	LT	2.00	45	2,880	0.016	V/C:	0.220
Northbound	RT	1.26	129	2,024	0.056	Lost Time:	0.100
	TH	1.74	177	2,776	0.064	ITS:	0.000
	LT	2.00	110	2,880	0.038 *		
Eastbound	RT	2.00	143	3,200	0.006	ICU:	0.320
	TH	3.00	371	4,800	0.077		
	LT	2.00	128	2,880	0.044 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.18	320	1,894	0.140	N-S(1):	0.275 *
	TH	1.82	491	2,906	0.169	N-S(2):	0.193
	LT	2.00	329	2,880	0.114 *	E-W(1):	0.250 *
Westbound	RT	2.00	238	3,200	0.000	E-W(2):	0.118
	TH	3.00	286	4,800	0.060		
	LT	2.00	25	2,880	0.009 *	V/C:	0.525
Northbound	RT	2.00	529	3,200	0.161 *	Lost Time:	0.100
	TH	1.00	101	1,600	0.063	ITS:	0.000
	LT	2.00	68	2,880	0.024		
Eastbound	RT	2.00	211	3,200	0.042	ICU:	0.625
	TH	3.00	1,157	4,800	0.241 *		
	LT	2.00	167	2,880	0.058	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 68 - MAIN STREET & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.311 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	0.00	0	0	0.000 *	E-W(1):	0.376 *
Westbound	RT	0.00	1	0	0.000	E-W(2):	0.224
	TH	2.00	717	3,200	0.224		
	LT	2.00	338	2,880	0.117 *	V/C:	0.687
Northbound	RT	1.00	592	1,600	0.311 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	276	2,880	0.096		
Eastbound	RT	1.00	126	1,600	0.079	ICU:	0.787
	TH	2.00	828	3,200	0.259 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	4	0	0.000	N-S(1):	0.111 *
	TH	1.00	0	1,600	0.003 *	N-S(2):	0.000
	LT	0.00	0	0	0.000	E-W(1):	0.334 *
Westbound	RT	0.00	3	0	0.000	E-W(2):	0.206
	TH	2.00	657	3,200	0.206		
	LT	2.00	453	2,880	0.157 *	V/C:	0.445
Northbound	RT	1.00	299	1,600	0.108 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	291	2,880	0.101		
Eastbound	RT	1.00	71	1,600	0.044	ICU:	0.545
	TH	2.00	565	3,200	0.177 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	3	0	0.000	N-S(1):	0.128 *
	TH	1.00	0	1,600	0.003 *	N-S(2):	0.000
	LT	0.00	1	1,600	0.001	E-W(1):	0.409 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.172
	TH	2.00	550	3,200	0.172		
	LT	2.00	551	2,880	0.191 *	V/C:	0.537
Northbound	RT	1.00	349	1,600	0.122	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	361	2,880	0.125 *		
Eastbound	RT	1.00	343	1,600	0.214	ICU:	0.637
	TH	2.00	699	3,200	0.218 *		
	LT	0.00	0	0	0.000	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 70 - PRAIRIE AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	497	3,200	0.113	N-S(1):	0.131
	TH	2.00	433	3,200	0.135 *	N-S(2):	0.242 *
	LT	2.00	88	2,880	0.031	E-W(1):	0.155
Westbound	RT	0.00	85	0	0.000	E-W(2):	0.260 *
	TH	3.00	962	4,800	0.218 *		
	LT	1.00	142	1,600	0.089	V/C:	0.502
Northbound	RT	0.00	78	0	0.000	Lost Time:	0.100
	TH	3.00	400	4,800	0.100	ITS:	0.000
	LT	2.00	307	2,880	0.107 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.602
	TH	3.00	266	4,800	0.066		
	LT	1.00	67	1,600	0.042 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.32	369	2,109	0.108	N-S(1):	0.174
	TH	2.68	751	4,291	0.175 *	N-S(2):	0.272 *
	LT	2.00	139	2,880	0.048	E-W(1):	0.172
Westbound	RT	0.00	84	0	0.000	E-W(2):	0.207 *
	TH	3.00	585	4,800	0.139 *		
	LT	1.00	111	1,600	0.069	V/C:	0.479
Northbound	RT	0.00	154	0	0.000	Lost Time:	0.100
	TH	3.00	453	4,800	0.126	ITS:	0.000
	LT	2.00	278	2,880	0.097 *		
Eastbound	RT	0.00	64	0	0.000	ICU:	0.579
	TH	3.00	429	4,800	0.103		
	LT	1.00	108	1,600	0.068 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.24	406	1,980	0.101	N-S(1):	0.226
	TH	2.76	906	4,420	0.205 *	N-S(2):	0.297 *
	LT	2.00	194	2,880	0.067	E-W(1):	0.419 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.241
	TH	3.00	546	4,800	0.137		
	LT	1.00	185	1,600	0.116 *	V/C:	0.716
Northbound	RT	0.00	184	0	0.000	Lost Time:	0.100
	TH	3.00	578	4,800	0.159	ITS:	0.000
	LT	2.00	265	2,880	0.092 *		
Eastbound	RT	0.00	171	0	0.000	ICU:	0.816
	TH	3.00	1,282	4,800	0.303 *		
	LT	1.00	167	1,600	0.104	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 71 - SEPULVEDA BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	16	0	0.000	N-S(1):	0.451 *
	TH	4.00	2,301	6,400	0.362	N-S(2):	0.428
	LT	2.00	302	2,880	0.105 *	E-W(1):	0.148
Westbound	RT	1.00	396	1,600	0.143 *	E-W(2):	0.217 *
	TH	3.00	212	4,800	0.044		
	LT	2.00	204	2,880	0.071	V/C:	0.668
Northbound	RT	1.00	610	1,600	0.346 *	Lost Time:	0.100
	TH	3.00	1,488	4,800	0.310	ITS:	0.000
	LT	1.00	106	1,600	0.066		
Eastbound	RT	1.00	176	1,600	0.077	ICU:	0.768
	TH	3.00	258	4,800	0.054		
	LT	2.00	214	2,880	0.074 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.499 *
	TH	4.00	1,913	6,400	0.304	N-S(2):	0.399
	LT	2.00	237	2,880	0.082 *	E-W(1):	0.135
Westbound	RT	1.00	328	1,600	0.123 *	E-W(2):	0.173 *
	TH	3.00	260	4,800	0.054		
	LT	2.00	179	2,880	0.062	V/C:	0.672
Northbound	RT	1.00	717	1,600	0.417 *	Lost Time:	0.100
	TH	3.00	1,306	4,800	0.272	ITS:	0.000
	LT	1.00	152	1,600	0.095		
Eastbound	RT	1.00	193	1,600	0.073	ICU:	0.772
	TH	3.00	190	4,800	0.040		
	LT	2.00	145	2,880	0.050 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	28	0	0.000	N-S(1):	0.726 *
	TH	4.00	2,393	6,400	0.378	N-S(2):	0.484
	LT	2.00	376	2,880	0.131 *	E-W(1):	0.135
Westbound	RT	1.00	486	1,600	0.173 *	E-W(2):	0.240 *
	TH	3.00	300	4,800	0.063		
	LT	2.00	172	2,880	0.060	V/C:	0.966
Northbound	RT	1.00	1,000	1,600	0.595 *	Lost Time:	0.100
	TH	3.00	1,920	4,800	0.400	ITS:	0.000
	LT	1.00	169	1,600	0.106		
Eastbound	RT	1.00	157	1,600	0.045	ICU:	1.066
	TH	3.00	360	4,800	0.075		
	LT	2.00	193	2,880	0.067 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 73 - NASH STREET / WB I-105 RAMPS & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	552	1,600	0.345	N-S(1):	0.395 *
	TH	2.00	1,181	3,200	0.369 *	N-S(2):	0.000
	LT	1.00	437	1,600	0.273	E-W(1):	0.194 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.156
	TH	3.00	750	4,800	0.156		
	LT	2.00	209	2,880	0.073 *	V/C:	0.589
Northbound	RT	2.00	28	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	42	1,600	0.026 *		
Eastbound	RT	0.00	117	0	0.000	ICU:	0.689
	TH	3.00	465	4,800	0.121 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.23	203	1,972	0.103	N-S(1):	0.139 *
	TH	1.77	291	2,828	0.103 *	N-S(2):	0.000
	LT	1.00	125	1,600	0.078	E-W(1):	0.140 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.125
	TH	3.00	601	4,800	0.125		
	LT	2.00	59	2,880	0.020 *	V/C:	0.279
Northbound	RT	2.00	71	3,200	0.012	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	57	1,600	0.036 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.379
	TH	3.00	477	4,800	0.120 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.33	180	2,129	0.085	N-S(1):	0.155 *
	TH	1.54	208	2,461	0.085	N-S(2):	0.000
	LT	1.13	153	1,629	0.094 *	E-W(1):	0.181 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.157
	TH	3.00	754	4,800	0.157		
	LT	2.00	51	2,880	0.018 *	V/C:	0.336
Northbound	RT	2.00	192	3,200	0.051	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	97	1,600	0.061 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.436
	TH	3.00	721	4,800	0.163 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 75 - I-405 NB RAMPS E/O LA CIENEGA BLVD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR, WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.115
	TH	0.00	0	0	0.000 *	N-S(2):	0.127 *
	LT	0.00	0	0	0.000	E-W(1):	0.068
Westbound	RT	1.41	481	2,255	0.000	E-W(2):	0.213 *
	TH	2.59	884	4,145	0.213 *		
	LT	0.00	0	0	0.000	V/C:	0.340
Northbound	RT	0.22	41	357	0.115	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.78	326	2,558	0.127 *		
Eastbound	RT	1.00	75	1,600	0.000	ICU:	0.440
	TH	3.00	328	4,800	0.068		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.092
	TH	0.00	0	0	0.000 *	N-S(2):	0.102 *
	LT	0.00	0	0	0.000	E-W(1):	0.100 *
Westbound	RT	1.14	174	1,832	0.000	E-W(2):	0.095
	TH	2.86	434	4,568	0.095		
	LT	0.00	0	0	0.000 *	V/C:	0.202
Northbound	RT	0.65	96	1,041	0.092	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.35	199	1,943	0.102 *		
Eastbound	RT	1.00	118	1,600	0.000	ICU:	0.302
	TH	3.00	482	4,800	0.100 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.156 *
	TH	0.00	0	0	0.000	N-S(2):	0.103
	LT	0.00	0	0	0.000 *	E-W(1):	0.354 *
Westbound	RT	1.45	216	2,319	0.000	E-W(2):	0.093
	TH	2.55	380	4,081	0.093		
	LT	0.00	0	0	0.000 *	V/C:	0.510
Northbound	RT	1.00	250	1,600	0.156 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	165	1,600	0.103		
Eastbound	RT	1.00	213	1,600	0.000	ICU:	0.610
	TH	3.00	1,700	4,800	0.354 *		
	LT	0.00	0	0	0.000	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 76 - INGLEWOOD AVENUE & LENNOX BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	9	0	0.000	N-S(1):	0.215 *
	TH	1.00	218	1,600	0.142	N-S(2):	0.178
	LT	1.00	37	1,600	0.023 *	E-W(1):	0.105
Westbound	RT	0.00	39	0	0.000	E-W(2):	0.110 *
	TH	1.00	127	1,600	0.104 *		
	LT	1.00	41	1,600	0.026	V/C:	0.325
Northbound	RT	0.00	67	0	0.000	Lost Time:	0.100
	TH	1.00	240	1,600	0.192 *	ITS:	0.000
	LT	1.00	57	1,600	0.036		
Eastbound	RT	0.00	35	0	0.000	ICU:	0.425
	TH	1.00	91	1,600	0.079		
	LT	1.00	10	1,600	0.006 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.281 *
	TH	1.00	247	1,600	0.167	N-S(2):	0.180
	LT	1.00	43	1,600	0.027 *	E-W(1):	0.122 *
Westbound	RT	0.00	46	0	0.000	E-W(2):	0.093
	TH	1.00	101	1,600	0.092		
	LT	1.00	50	1,600	0.031 *	V/C:	0.403
Northbound	RT	0.00	111	0	0.000	Lost Time:	0.100
	TH	1.00	296	1,600	0.254 *	ITS:	0.000
	LT	1.00	21	1,600	0.013		
Eastbound	RT	0.00	43	0	0.000	ICU:	0.503
	TH	1.00	103	1,600	0.091 *		
	LT	1.00	1	1,600	0.001	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	28	0	0.000	N-S(1):	0.338 *
	TH	1.00	458	1,600	0.304	N-S(2):	0.332
	LT	1.00	68	1,600	0.043 *	E-W(1):	0.277 *
Westbound	RT	0.00	31	0	0.000	E-W(2):	0.103
	TH	1.00	105	1,600	0.085		
	LT	1.00	92	1,600	0.058 *	V/C:	0.615
Northbound	RT	0.00	133	0	0.000	Lost Time:	0.100
	TH	1.00	339	1,600	0.295 *	ITS:	0.000
	LT	1.00	44	1,600	0.028		
Eastbound	RT	0.00	67	0	0.000	ICU:	0.715
	TH	1.00	283	1,600	0.219 *		
	LT	1.00	28	1,600	0.018	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 77 - INGELWOOD AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	114	1,600	0.058 *	N-S(1):	0.060
	TH	1.00	58	1,600	0.037	N-S(2):	0.072 *
	LT	0.00	1	1,600	0.001	E-W(1):	0.166
Westbound	RT	0.00	1	0	0.000	E-W(2):	0.353 *
	TH	2.00	1,038	3,200	0.325 *		
	LT	1.00	19	1,600	0.012	V/C:	0.425
Northbound	RT	1.00	73	1,600	0.040	Lost Time:	0.100
	TH	1.00	73	1,600	0.059	ITS:	0.000
	LT	0.00	22	1,600	0.014 *		
Eastbound	RT	1.00	37	1,600	0.016	ICU:	0.525
	TH	2.00	492	3,200	0.154		
	LT	1.00	44	1,600	0.028 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	94	1,600	0.039	N-S(1):	0.071
	TH	1.00	83	1,600	0.062 *	N-S(2):	0.088 *
	LT	0.00	16	1,600	0.010	E-W(1):	0.298 *
Westbound	RT	0.00	17	0	0.000	E-W(2):	0.297
	TH	2.00	808	3,200	0.258		
	LT	1.00	71	1,600	0.044 *	V/C:	0.386
Northbound	RT	1.00	59	1,600	0.015	Lost Time:	0.100
	TH	1.00	56	1,600	0.061	ITS:	0.000
	LT	0.00	42	1,600	0.026 *		
Eastbound	RT	1.00	68	1,600	0.029	ICU:	0.486
	TH	2.00	814	3,200	0.254 *		
	LT	1.00	63	1,600	0.039	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	83	1,600	0.033	N-S(1):	0.084
	TH	1.00	183	1,600	0.121 *	N-S(2):	0.143 *
	LT	0.00	10	1,600	0.006	E-W(1):	0.392 *
Westbound	RT	0.00	18	0	0.000	E-W(2):	0.283
	TH	2.00	766	3,200	0.245		
	LT	1.00	26	1,600	0.016 *	V/C:	0.535
Northbound	RT	1.00	40	1,600	0.017	Lost Time:	0.100
	TH	1.00	89	1,600	0.078	ITS:	0.000
	LT	0.00	35	1,600	0.022 *		
Eastbound	RT	1.00	95	1,600	0.048	ICU:	0.635
	TH	2.00	1,203	3,200	0.376 *		
	LT	1.00	61	1,600	0.038	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 85 - LA BREA AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	79	1,600	0.003	N-S(1):	0.272 *
	TH	2.00	444	3,200	0.139	N-S(2):	0.214
	LT	1.00	106	1,600	0.066 *	E-W(1):	0.121
Westbound	RT	1.00	183	1,600	0.081	E-W(2):	0.333 *
	TH	2.00	768	3,200	0.240 *		
	LT	1.00	25	1,600	0.016	V/C:	0.605
Northbound	RT	0.00	19	0	0.000	Lost Time:	0.100
	TH	2.00	640	3,200	0.206 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	52	1,600	0.000	ICU:	0.705
	TH	2.00	336	3,200	0.105		
	LT	1.00	149	1,600	0.093 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	141	1,600	0.040	N-S(1):	0.326 *
	TH	2.00	573	3,200	0.179	N-S(2):	0.254
	LT	1.00	219	1,600	0.137 *	E-W(1):	0.167
Westbound	RT	1.00	191	1,600	0.051	E-W(2):	0.290 *
	TH	2.00	622	3,200	0.194 *		
	LT	1.00	44	1,600	0.028	V/C:	0.616
Northbound	RT	0.00	19	0	0.000	Lost Time:	0.100
	TH	2.00	585	3,200	0.189 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	52	1,600	0.000	ICU:	0.716
	TH	2.00	446	3,200	0.139		
	LT	1.00	154	1,600	0.096 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	67	1,600	0.001	N-S(1):	0.320
	TH	2.00	859	3,200	0.268 *	N-S(2):	0.331 *
	LT	1.00	218	1,600	0.136	E-W(1):	0.314 *
Westbound	RT	1.00	154	1,600	0.028	E-W(2):	0.259
	TH	2.00	566	3,200	0.177		
	LT	1.00	53	1,600	0.033 *	V/C:	0.645
Northbound	RT	0.00	37	0	0.000	Lost Time:	0.100
	TH	2.00	553	3,200	0.184	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	1.00	80	1,600	0.019	ICU:	0.745
	TH	2.00	900	3,200	0.281 *		
	LT	1.00	131	1,600	0.082	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 87 - LA BREA AVENUE & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	209	1,600	0.014	N-S(1):	0.193
	TH	2.00	519	3,200	0.162 *	N-S(2):	0.220 *
	LT	1.00	16	1,600	0.010	E-W(1):	0.238
Westbound	RT	0.00	32	0	0.000	E-W(2):	0.431 *
	TH	3.00	1,475	4,800	0.314 *		
	LT	1.00	106	1,600	0.066	V/C:	0.651
Northbound	RT	0.00	62	0	0.000	Lost Time:	0.100
	TH	3.00	817	4,800	0.183	ITS:	0.000
	LT	1.00	92	1,600	0.058 *		
Eastbound	RT	0.00	64	0	0.000	ICU:	0.751
	TH	3.00	761	4,800	0.172		
	LT	1.00	187	1,600	0.117 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	143	1,600	0.000	N-S(1):	0.152
	TH	2.00	486	3,200	0.152 *	N-S(2):	0.216 *
	LT	1.00	28	1,600	0.018	E-W(1):	0.304
Westbound	RT	0.00	32	0	0.000	E-W(2):	0.309 *
	TH	3.00	935	4,800	0.201 *		
	LT	1.00	135	1,600	0.084	V/C:	0.525
Northbound	RT	0.00	99	0	0.000	Lost Time:	0.100
	TH	3.00	546	4,800	0.134	ITS:	0.000
	LT	1.00	103	1,600	0.064 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.625
	TH	3.00	977	4,800	0.220		
	LT	1.00	173	1,600	0.108 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	173	1,600	0.000	N-S(1):	0.230
	TH	2.00	827	3,200	0.258 *	N-S(2):	0.297 *
	LT	1.00	41	1,600	0.026	E-W(1):	0.517 *
Westbound	RT	0.00	36	0	0.000	E-W(2):	0.341
	TH	3.00	1,012	4,800	0.218		
	LT	1.00	148	1,600	0.093 *	V/C:	0.814
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	860	4,800	0.204	ITS:	0.000
	LT	1.00	62	1,600	0.039 *		
Eastbound	RT	0.00	81	0	0.000	ICU:	0.914
	TH	3.00	1,953	4,800	0.424 *		
	LT	1.00	197	1,600	0.123	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 88 - LA CIENEGA BOULEVARD & LA TIJERA BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	927	1,600	0.579 *	N-S(1):	0.523
	TH	3.00	2,157	4,800	0.449	N-S(2):	0.579 *
	LT	0.00	0	0	0.000	E-W(1):	0.080
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.181 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.760
Northbound	RT	0.00	83	0	0.000	Lost Time:	0.100
	TH	3.00	2,426	4,800	0.523	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	9	0	0.000	ICU:	0.860
	TH	1.00	119	1,600	0.080		
	LT	3.00	780	4,320	0.181 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	797	1,600	0.498 *	N-S(1):	0.291
	TH	3.00	1,403	4,800	0.292	N-S(2):	0.498 *
	LT	0.00	0	0	0.000	E-W(1):	0.106
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.169 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.667
Northbound	RT	0.00	88	0	0.000	Lost Time:	0.100
	TH	3.00	1,307	4,800	0.291	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.767
	TH	1.00	149	1,600	0.106		
	LT	3.00	732	4,320	0.169 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	981	1,600	0.613 *	N-S(1):	0.411
	TH	3.00	2,222	4,800	0.463	N-S(2):	0.613 *
	LT	0.00	0	0	0.000	E-W(1):	0.176
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.255 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.868
Northbound	RT	0.00	207	0	0.000	Lost Time:	0.100
	TH	3.00	1,765	4,800	0.411	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	41	0	0.000	ICU:	0.968
	TH	1.00	241	1,600	0.176		
	LT	3.00	1,101	4,320	0.255 *	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 89 - LA CIENEGA BOULEVARD & LENNOX BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.271 *
	TH	3.00	449	4,800	0.094	N-S(2):	0.094
	LT	1.00	47	1,600	0.029 *	E-W(1):	0.085 *
Westbound	RT	1.00	99	1,600	0.047	E-W(2):	0.047
	TH	1.00	0	1,600	0.000		
	LT	1.00	136	1,600	0.085 *	V/C:	0.356
Northbound	RT	0.00	56	0	0.000	Lost Time:	0.100
	TH	2.00	719	3,200	0.242 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.456
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.241 *
	TH	3.00	385	4,800	0.080	N-S(2):	0.080
	LT	1.00	78	1,600	0.049 *	E-W(1):	0.050 *
Westbound	RT	1.00	42	1,600	0.002	E-W(2):	0.002
	TH	1.00	0	1,600	0.000		
	LT	1.00	80	1,600	0.050 *	V/C:	0.291
Northbound	RT	0.00	68	0	0.000	Lost Time:	0.100
	TH	2.00	545	3,200	0.192 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.391
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.340 *
	TH	3.00	904	4,800	0.188	N-S(2):	0.188
	LT	1.00	187	1,600	0.117 *	E-W(1):	0.039 *
Westbound	RT	1.00	40	1,600	0.000	E-W(2):	0.000
	TH	1.00	0	1,600	0.000		
	LT	1.00	63	1,600	0.039 *	V/C:	0.379
Northbound	RT	0.00	197	0	0.000	Lost Time:	0.100
	TH	2.00	518	3,200	0.223 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.479
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 90 - LA CIENEGA BOULEVARD & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	109	0	0.000	N-S(1):	0.253 *
	TH	3.00	479	4,800	0.123 *	N-S(2):	0.000
	LT	1.00	191	1,600	0.119	E-W(1):	0.253 *
Westbound	RT	0.00	131	0	0.000	E-W(2):	0.212
	TH	3.00	625	4,800	0.158		
	LT	2.00	489	2,880	0.170 *	V/C:	0.506
Northbound	RT	0.00	208	1,600	0.130 *	Lost Time:	0.100
	TH	2.00	205	1,600	0.128	ITS:	0.000
	LT	1.00	54	1,600	0.034		
Eastbound	RT	0.00	48	0	0.000	ICU:	0.606
	TH	3.00	352	4,800	0.083 *		
	LT	1.00	86	1,600	0.054	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	151	0	0.000	N-S(1):	0.281 *
	TH	2.67	407	4,267	0.131	N-S(2):	0.000
	LT	1.33	279	1,920	0.145 *	E-W(1):	0.307 *
Westbound	RT	0.00	124	0	0.000	E-W(2):	0.229
	TH	3.00	668	4,800	0.165		
	LT	2.00	395	2,880	0.137 *	V/C:	0.588
Northbound	RT	0.00	135	0	0.000	Lost Time:	0.100
	TH	2.00	300	3,200	0.136 *	ITS:	0.000
	LT	1.00	54	1,600	0.034		
Eastbound	RT	0.00	84	0	0.000	ICU:	0.688
	TH	3.00	731	4,800	0.170 *		
	LT	1.00	102	1,600	0.064	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	45	0	0.000	N-S(1):	0.360 *
	TH	2.07	570	3,316	0.185	N-S(2):	0.000
	LT	1.93	572	2,776	0.206 *	E-W(1):	0.306 *
Westbound	RT	0.00	112	0	0.000	E-W(2):	0.181
	TH	3.00	472	4,800	0.122		
	LT	2.00	303	2,880	0.105 *	V/C:	0.666
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	2.00	384	3,200	0.154 *	ITS:	0.000
	LT	1.00	42	1,600	0.026		
Eastbound	RT	0.00	74	0	0.000	ICU:	0.766
	TH	3.00	889	4,800	0.201 *		
	LT	1.00	94	1,600	0.059	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 91 - LA CIENEGA BOULEVARD NB RAMPS & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.154
	TH	0.00	0	0	0.000 *	N-S(2):	0.172 *
	LT	0.00	0	0	0.000	E-W(1):	0.179
Westbound	RT	1.00	129	1,600	0.081	E-W(2):	0.388 *
	TH	4.00	1,752	6,400	0.274 *		
	LT	0.00	0	0	0.000	V/C:	0.560
Northbound	RT	0.00	154	0	0.000	Lost Time:	0.100
	TH	0.62	0	998	0.154	ITS:	0.000
	LT	1.38	340	1,982	0.172 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.660
	TH	3.00	858	4,800	0.179		
	LT	2.00	329	2,880	0.114 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.141 *
	TH	0.00	0	0	0.000	N-S(2):	0.079
	LT	0.00	0	0	0.000 *	E-W(1):	0.216
Westbound	RT	1.00	139	1,600	0.087	E-W(2):	0.284 *
	TH	4.00	1,130	6,400	0.177 *		
	LT	0.00	0	0	0.000	V/C:	0.425
Northbound	RT	0.00	226	0	0.000	Lost Time:	0.100
	TH	1.00	0	1,600	0.141 *	ITS:	0.000
	LT	1.00	126	1,600	0.079		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.525
	TH	3.00	1,036	4,800	0.216		
	LT	2.00	308	2,880	0.107 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.126 *
	TH	0.00	0	0	0.000	N-S(2):	0.083
	LT	0.00	0	0	0.000 *	E-W(1):	0.381
Westbound	RT	1.00	110	1,600	0.069	E-W(2):	0.413 *
	TH	4.00	1,233	6,400	0.193 *		
	LT	0.00	0	0	0.000	V/C:	0.539
Northbound	RT	0.00	201	0	0.000	Lost Time:	0.100
	TH	1.00	0	1,600	0.126 *	ITS:	0.000
	LT	1.00	132	1,600	0.083		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.639
	TH	3.00	1,830	4,800	0.381		
	LT	2.00	634	2,880	0.220 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 92 - LA CIENEGA BOULEVARD SB RAMPS & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.79	594	2,858	0.208	N-S(1):	0.044
	TH	0.21	0	342	0.208 *	N-S(2):	0.208 *
	LT	0.00	71	1,600	0.044	E-W(1):	0.266
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.398 *
	TH	3.00	1,909	4,800	0.398 *		
	LT	1.00	183	1,600	0.114	V/C:	0.606
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	101	0	0.000	ICU:	0.706
	TH	5.00	1,116	8,000	0.152		
	LT	0.00	0	0	0.000 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.65	444	2,636	0.168	N-S(1):	0.059
	TH	0.35	0	564	0.168 *	N-S(2):	0.168 *
	LT	0.00	95	1,600	0.059	E-W(1):	0.348 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.204
	TH	3.00	978	4,800	0.204		
	LT	1.00	278	1,600	0.174 *	V/C:	0.516
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	141	0	0.000	ICU:	0.616
	TH	5.00	1,249	8,000	0.174 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.54	573	2,461	0.233	N-S(1):	0.108
	TH	0.46	0	739	0.233 *	N-S(2):	0.233 *
	LT	0.00	172	1,600	0.108	E-W(1):	0.455 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.233
	TH	3.00	1,120	4,800	0.233		
	LT	1.00	245	1,600	0.153 *	V/C:	0.688
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	123	0	0.000	ICU:	0.788
	TH	5.00	2,292	8,000	0.302 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 93 - LA CIENEGA BOULEVARD & STOCKER STREET
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements: NBR, WBR, SBT

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.653 *
	TH	2.00	2,171	3,200	0.000	N-S(2):	0.000
	LT	1.00	116	1,600	0.073 *	E-W(1):	0.454 *
Westbound	RT	1.00	118	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	1,308	2,880	0.454 *	V/C:	1.107
Northbound	RT	1.00	795	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,785	4,800	0.580 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.207
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.469 *
	TH	2.00	1,555	3,200	0.000	N-S(2):	0.000
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.217 *
Westbound	RT	1.00	73	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	624	2,880	0.217 *	V/C:	0.686
Northbound	RT	1.00	708	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,740	4,800	0.363 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.786
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.712 *
	TH	2.00	2,609	3,200	0.000	N-S(2):	0.000
	LT	1.00	286	1,600	0.179 *	E-W(1):	0.315 *
Westbound	RT	1.00	83	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	906	2,880	0.315 *	V/C:	1.027
Northbound	RT	1.00	1,306	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,559	4,800	0.533 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.127
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 94 - LA CIENEGA BOULEVARD & 111TH STREET
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	43	0	0.000	N-S(1):	0.241
	TH	3.00	468	4,800	0.106 *	N-S(2):	0.263 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.028 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.291
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	770	3,200	0.241	ITS:	0.000
	LT	1.00	251	1,600	0.157 *		
Eastbound	RT	1.00	60	1,600	0.000	ICU:	0.391
	TH	0.00	0	0	0.000		
	LT	2.00	80	2,880	0.028 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	22	0	0.000	N-S(1):	0.153
	TH	3.00	477	4,800	0.104 *	N-S(2):	0.226 *
	LT	0.00	0	0	0.000	E-W(1):	0.019
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.051 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.277
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	491	3,200	0.153	ITS:	0.000
	LT	1.00	195	1,600	0.122 *		
Eastbound	RT	1.00	128	1,600	0.019	ICU:	0.377
	TH	0.00	0	0	0.000		
	LT	2.00	147	2,880	0.051 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	41	0	0.000	N-S(1):	0.152
	TH	3.00	907	4,800	0.198 *	N-S(2):	0.256 *
	LT	0.00	0	0	0.000	E-W(1):	0.072
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.092 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.348
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	486	3,200	0.152	ITS:	0.000
	LT	1.00	92	1,600	0.058 *		
Eastbound	RT	1.00	161	1,600	0.072	ICU:	0.448
	TH	0.00	0	0	0.000		
	LT	2.00	266	2,880	0.092 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 95 - LA CIENEGA BOULEVARD & WEST 120TH STREET
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	95	1,600	0.046	N-S(1):	0.084 *
	TH	2.00	90	3,200	0.028	N-S(2):	0.081
	LT	1.00	46	1,600	0.029 *	E-W(1):	0.103
Westbound	RT	0.00	185	0	0.000	E-W(2):	0.170 *
	TH	2.00	271	3,200	0.143 *		
	LT	1.00	116	1,600	0.073	V/C:	0.254
Northbound	RT	1.00	26	1,600	0.000	Lost Time:	0.100
	TH	2.00	175	3,200	0.055 *	ITS:	0.000
	LT	1.00	56	1,600	0.035		
Eastbound	RT	0.00	32	0	0.000	ICU:	0.354
	TH	2.00	63	3,200	0.030		
	LT	1.00	43	1,600	0.027 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	49	1,600	0.021	N-S(1):	0.091
	TH	2.00	236	3,200	0.074 *	N-S(2):	0.094 *
	LT	1.00	89	1,600	0.056	E-W(1):	0.087 *
Westbound	RT	0.00	42	0	0.000	E-W(2):	0.073
	TH	2.00	127	3,200	0.053		
	LT	1.00	67	1,600	0.042 *	V/C:	0.181
Northbound	RT	1.00	78	1,600	0.028	Lost Time:	0.100
	TH	2.00	113	3,200	0.035	ITS:	0.000
	LT	1.00	32	1,600	0.020 *		
Eastbound	RT	0.00	25	0	0.000	ICU:	0.281
	TH	2.00	119	3,200	0.045 *		
	LT	1.00	32	1,600	0.020	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	87	1,600	0.037	N-S(1):	0.419 *
	TH	2.00	667	3,200	0.208	N-S(2):	0.237
	LT	1.00	561	1,600	0.351 *	E-W(1):	0.176 *
Westbound	RT	0.00	44	0	0.000	E-W(2):	0.097
	TH	2.00	153	3,200	0.062		
	LT	1.00	60	1,600	0.038 *	V/C:	0.595
Northbound	RT	1.00	139	1,600	0.068 *	Lost Time:	0.100
	TH	2.00	103	3,200	0.032	ITS:	0.000
	LT	1.00	47	1,600	0.029		
Eastbound	RT	0.00	71	0	0.000	ICU:	0.695
	TH	2.00	370	3,200	0.138 *		
	LT	1.00	56	1,600	0.035	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 96 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O CENTURY)
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : NBR,
FF Movements:

N-S Split Phase : N
E-W Split Phase : Y
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	50	0	0.000	N-S(1):	0.280
	TH	3.00	461	4,800	0.106 *	N-S(2):	0.299 *
	LT	2.00	279	2,880	0.097	E-W(1):	0.360 *
Westbound	RT	0.00	247	0	0.000	E-W(2):	0.000
	TH	1.00	266	1,600	0.321 *		
	LT	1.00	247	1,600	0.154	V/C:	0.659
Northbound	RT	1.00	135	1,600	0.000	Lost Time:	0.100
	TH	2.00	584	3,200	0.183	ITS:	0.000
	LT	1.00	309	1,600	0.193 *		
Eastbound	RT	1.07	67	1,720	0.000	ICU:	0.759
	TH	1.93	120	3,080	0.039 *		
	LT	1.00	51	1,600	0.032	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.222
	TH	3.00	216	4,800	0.066 *	N-S(2):	0.284 *
	LT	2.00	252	2,880	0.088	E-W(1):	0.411 *
Westbound	RT	0.00	262	0	0.000	E-W(2):	0.000
	TH	1.00	276	1,600	0.336 *		
	LT	1.00	262	1,600	0.164	V/C:	0.695
Northbound	RT	1.00	122	1,600	0.000	Lost Time:	0.100
	TH	2.00	429	3,200	0.134	ITS:	0.000
	LT	1.00	348	1,600	0.218 *		
Eastbound	RT	1.00	72	1,600	0.000	ICU:	0.795
	TH	1.91	206	3,052	0.068		
	LT	1.09	118	1,573	0.075 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.314 *
	TH	3.00	495	4,800	0.134	N-S(2):	0.294
	LT	2.00	400	2,880	0.139 *	E-W(1):	0.478 *
Westbound	RT	0.00	326	0	0.000	E-W(2):	0.000
	TH	1.00	327	1,600	0.408 *		
	LT	1.00	326	1,600	0.204	V/C:	0.792
Northbound	RT	1.00	103	1,600	0.000	Lost Time:	0.100
	TH	2.00	559	3,200	0.175 *	ITS:	0.000
	LT	1.00	256	1,600	0.160		
Eastbound	RT	1.14	115	1,831	0.000	ICU:	0.892
	TH	1.33	134	2,133	0.063		
	LT	1.52	153	2,192	0.070 *	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 97 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (S/O CENTURY)
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	SBT		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.309 *
	TH	2.00	492	3,200	0.000	N-S(2):	0.000
	LT	2.00	414	2,880	0.144 *	E-W(1):	0.000
Westbound	RT	2.00	137	3,200	0.043 *	E-W(2):	0.043 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.352
Northbound	RT	0.00	32	0	0.000	Lost Time:	0.100
	TH	2.00	497	3,200	0.165 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.452
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.335 *
	TH	2.00	336	3,200	0.000	N-S(2):	0.000
	LT	2.00	451	2,880	0.157 *	E-W(1):	0.000
Westbound	RT	2.00	184	3,200	0.058 *	E-W(2):	0.058 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.393
Northbound	RT	0.00	34	0	0.000	Lost Time:	0.100
	TH	2.00	536	3,200	0.178 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.493
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.350 *
	TH	2.00	861	3,200	0.000	N-S(2):	0.000
	LT	2.00	440	2,880	0.153 *	E-W(1):	0.000
Westbound	RT	2.00	349	3,200	0.109 *	E-W(2):	0.109 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.459
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	2.00	601	3,200	0.197 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.559
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 98 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O IMPERIAL HWY)
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.313 *
	TH	3.00	436	4,800	0.091	N-S(2):	0.091
	LT	1.00	78	1,600	0.049 *	E-W(1):	0.071 *
Westbound	RT	1.00	153	1,600	0.071 *	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	95	2,880	0.033	V/C:	0.384
Northbound	RT	1.00	105	1,600	0.066	Lost Time:	0.100
	TH	2.00	844	3,200	0.264 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.484
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.247 *
	TH	3.00	494	4,800	0.103	N-S(2):	0.103
	LT	1.00	149	1,600	0.093 *	E-W(1):	0.039 *
Westbound	RT	1.00	137	1,600	0.039 *	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	31	2,880	0.011	V/C:	0.286
Northbound	RT	1.00	79	1,600	0.049	Lost Time:	0.100
	TH	2.00	493	3,200	0.154 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.386
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.215 *
	TH	3.00	928	4,800	0.193	N-S(2):	0.193
	LT	1.00	107	1,600	0.067 *	E-W(1):	0.028 *
Westbound	RT	1.00	87	1,600	0.021	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	81	2,880	0.028 *	V/C:	0.243
Northbound	RT	1.00	51	1,600	0.032	Lost Time:	0.100
	TH	2.00	474	3,200	0.148 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.343
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 107 - LINCOLN BOULEVARD & MINDANAO WAY
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	38	0	0.000	N-S(1):	0.381 *
	TH	3.00	1,100	4,800	0.237	N-S(2):	0.316
	LT	1.00	135	1,600	0.084 *	E-W(1):	0.247 *
Westbound	RT	0.00	68	0	0.000	E-W(2):	0.153
	TH	2.00	421	3,200	0.153		
	LT	2.00	230	2,880	0.080 *	V/C:	0.628
Northbound	RT	1.00	319	1,600	0.120	Lost Time:	0.100
	TH	3.00	1,426	4,800	0.297 *	ITS:	0.000
	LT	1.00	126	1,600	0.079		
Eastbound	RT	0.00	26	0	0.000	ICU:	0.728
	TH	2.00	509	3,200	0.167 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	91	0	0.000	N-S(1):	0.402 *
	TH	3.00	998	4,800	0.227	N-S(2):	0.281
	LT	1.00	183	1,600	0.114 *	E-W(1):	0.307 *
Westbound	RT	0.00	64	0	0.000	E-W(2):	0.186
	TH	2.00	508	3,200	0.179		
	LT	2.00	332	2,880	0.115 *	V/C:	0.709
Northbound	RT	1.00	275	1,600	0.057	Lost Time:	0.100
	TH	3.00	1,380	4,800	0.288 *	ITS:	0.000
	LT	1.00	87	1,600	0.054		
Eastbound	RT	0.00	139	0	0.000	ICU:	0.809
	TH	2.00	463	3,200	0.192 *		
	LT	0.00	11	1,600	0.007	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	85	0	0.000	N-S(1):	0.436 *
	TH	3.00	1,455	4,800	0.321	N-S(2):	0.375
	LT	1.00	207	1,600	0.129 *	E-W(1):	0.321 *
Westbound	RT	0.00	61	0	0.000	E-W(2):	0.221
	TH	2.00	637	3,200	0.218		
	LT	2.00	388	2,880	0.135 *	V/C:	0.757
Northbound	RT	1.00	281	1,600	0.041	Lost Time:	0.100
	TH	3.00	1,472	4,800	0.307 *	ITS:	0.000
	LT	1.00	87	1,600	0.054		
Eastbound	RT	0.00	115	0	0.000	ICU:	0.857
	TH	2.00	475	3,200	0.186 *		
	LT	0.00	5	1,600	0.003	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 115 - ASH AVENUE & MANCHESTER AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	139	0	0.000	N-S(1):	0.209
	TH	1.00	0	1,600	0.093 *	N-S(2):	0.318 *
	LT	0.00	9	1,600	0.006	E-W(1):	0.152
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.278 *
	TH	3.00	1,308	4,800	0.275 *		
	LT	0.00	0	0	0.000	V/C:	0.596
Northbound	RT	1.00	211	1,600	0.132	Lost Time:	0.100
	TH	0.60	194	957	0.203	ITS:	0.000
	LT	1.40	455	2,019	0.225 *		
Eastbound	RT	1.00	237	1,600	0.000	ICU:	0.696
	TH	2.00	487	3,200	0.152		
	LT	1.00	5	1,600	0.003 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	79	0	0.000	N-S(1):	0.224
	TH	1.00	0	1,600	0.056 *	N-S(2):	0.298 *
	LT	0.00	10	1,600	0.006	E-W(1):	0.214 *
Westbound	RT	0.00	23	0	0.000	E-W(2):	0.211
	TH	3.00	932	4,800	0.199		
	LT	0.00	1	1,600	0.001 *	V/C:	0.512
Northbound	RT	1.00	262	1,600	0.163	Lost Time:	0.100
	TH	0.57	197	904	0.218	ITS:	0.000
	LT	1.43	500	2,066	0.242 *		
Eastbound	RT	1.00	295	1,600	0.000	ICU:	0.612
	TH	2.00	682	3,200	0.213 *		
	LT	1.00	19	1,600	0.012	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	78	0	0.000	N-S(1):	0.224
	TH	1.00	0	1,600	0.061 *	N-S(2):	0.296 *
	LT	0.00	20	1,600	0.013	E-W(1):	0.384 *
Westbound	RT	0.00	9	0	0.000	E-W(2):	0.206
	TH	3.00	934	4,800	0.196		
	LT	0.00	0	0	0.000 *	V/C:	0.680
Northbound	RT	1.27	428	2,026	0.211	Lost Time:	0.100
	TH	0.60	204	966	0.211	ITS:	0.000
	LT	1.13	382	1,627	0.235 *		
Eastbound	RT	1.00	251	1,600	0.000	ICU:	0.780
	TH	2.00	1,229	3,200	0.384 *		
	LT	1.00	16	1,600	0.010	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 116 - NASH STREET & MARIPOSA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	305	0	0.000	N-S(1):	0.081
	TH	2.00	765	3,200	0.334 *	N-S(2):	0.352 *
	LT	1.00	53	1,600	0.033	E-W(1):	0.052
Westbound	RT	0.00	13	0	0.000	E-W(2):	0.119 *
	TH	2.00	210	3,200	0.070 *		
	LT	1.00	28	1,600	0.018	V/C:	0.471
Northbound	RT	0.00	19	0	0.000	Lost Time:	0.100
	TH	2.00	136	3,200	0.048	ITS:	0.000
	LT	1.00	28	1,600	0.018 *		
Eastbound	RT	1.00	52	1,600	0.024	ICU:	0.571
	TH	2.00	109	3,200	0.034		
	LT	1.00	79	1,600	0.049 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	76	0	0.000	N-S(1):	0.085
	TH	2.00	249	3,200	0.102 *	N-S(2):	0.116 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.068
Westbound	RT	0.00	2	0	0.000	E-W(2):	0.106 *
	TH	2.00	131	3,200	0.042 *		
	LT	1.00	12	1,600	0.008	V/C:	0.222
Northbound	RT	0.00	22	0	0.000	Lost Time:	0.100
	TH	2.00	190	3,200	0.066	ITS:	0.000
	LT	1.00	23	1,600	0.014 *		
Eastbound	RT	1.00	75	1,600	0.040	ICU:	0.322
	TH	2.00	193	3,200	0.060		
	LT	1.00	103	1,600	0.064 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	56	0	0.000	N-S(1):	0.169 *
	TH	2.00	368	3,200	0.133	N-S(2):	0.158
	LT	1.00	33	1,600	0.021 *	E-W(1):	0.086
Westbound	RT	0.00	2	0	0.000	E-W(2):	0.165 *
	TH	2.00	122	3,200	0.039 *		
	LT	1.00	8	1,600	0.005	V/C:	0.334
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	2.00	403	3,200	0.148 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	1.00	68	1,600	0.030	ICU:	0.434
	TH	2.00	260	3,200	0.081		
	LT	1.00	201	1,600	0.126 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 117 - SEPULVEDA BOULEVARD & MARIPOSA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	61	0	0.000	N-S(1):	0.475 *
	TH	4.00	1,844	6,400	0.298	N-S(2):	0.342
	LT	2.00	342	2,880	0.119 *	E-W(1):	0.136 *
Westbound	RT	1.00	59	1,600	0.000	E-W(2):	0.098
	TH	1.00	62	1,600	0.039		
	LT	1.00	53	1,600	0.033 *	V/C:	0.611
Northbound	RT	1.00	118	1,600	0.057	Lost Time:	0.100
	TH	4.00	2,278	6,400	0.356 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	44	0	0.000	ICU:	0.711
	TH	1.00	121	1,600	0.103 *		
	LT	1.00	95	1,600	0.059	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	56	0	0.000	N-S(1):	0.351 *
	TH	4.00	1,765	6,400	0.285	N-S(2):	0.348
	LT	2.00	221	2,880	0.077 *	E-W(1):	0.191 *
Westbound	RT	1.00	135	1,600	0.046	E-W(2):	0.152
	TH	1.00	129	1,600	0.081		
	LT	1.00	133	1,600	0.083 *	V/C:	0.542
Northbound	RT	1.00	128	1,600	0.038	Lost Time:	0.100
	TH	4.00	1,752	6,400	0.274 *	ITS:	0.000
	LT	1.00	100	1,600	0.063		
Eastbound	RT	0.00	34	0	0.000	ICU:	0.642
	TH	1.00	138	1,600	0.108 *		
	LT	1.00	114	1,600	0.071	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	107	0	0.000	N-S(1):	0.428
	TH	4.00	2,319	6,400	0.379 *	N-S(2):	0.461 *
	LT	2.00	179	2,880	0.062	E-W(1):	0.198 *
Westbound	RT	1.00	243	1,600	0.121	E-W(2):	0.196
	TH	1.00	187	1,600	0.117		
	LT	1.00	147	1,600	0.092 *	V/C:	0.659
Northbound	RT	1.00	109	1,600	0.022	Lost Time:	0.100
	TH	4.00	2,342	6,400	0.366	ITS:	0.000
	LT	1.00	131	1,600	0.082 *		
Eastbound	RT	0.00	48	0	0.000	ICU:	0.759
	TH	1.00	122	1,600	0.106 *		
	LT	1.00	120	1,600	0.075	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 119 - OCEAN AVENUE / VIA MARINA & WASHINGTON BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	8	0	0.000	N-S(1):	0.292 *
	TH	1.00	123	1,600	0.082 *	N-S(2):	0.000
	LT	1.00	46	1,600	0.029	E-W(1):	0.239 *
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.165
	TH	2.00	376	3,200	0.133		
	LT	1.00	127	1,600	0.079 *	V/C:	0.531
Northbound	RT	1.00	282	1,600	0.137	Lost Time:	0.100
	TH	1.00	336	1,600	0.210 *	ITS:	0.000
	LT	2.00	391	2,880	0.136		
Eastbound	RT	1.00	208	1,600	0.062	ICU:	0.631
	TH	2.00	512	3,200	0.160 *		
	LT	1.00	51	1,600	0.032	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	38	0	0.000	N-S(1):	0.239 *
	TH	1.00	142	1,600	0.113 *	N-S(2):	0.000
	LT	1.00	80	1,600	0.050	E-W(1):	0.241 *
Westbound	RT	0.00	44	0	0.000	E-W(2):	0.199
	TH	2.00	508	3,200	0.173		
	LT	1.00	164	1,600	0.103 *	V/C:	0.480
Northbound	RT	1.00	191	1,600	0.068	Lost Time:	0.100
	TH	1.00	201	1,600	0.126 *	ITS:	0.000
	LT	2.00	250	2,880	0.087		
Eastbound	RT	1.00	172	1,600	0.064	ICU:	0.580
	TH	2.00	441	3,200	0.138 *		
	LT	1.00	41	1,600	0.026	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	37	0	0.000	N-S(1):	0.437 *
	TH	1.00	441	1,600	0.299 *	N-S(2):	0.000
	LT	1.00	114	1,600	0.071	E-W(1):	0.261 *
Westbound	RT	0.00	42	0	0.000	E-W(2):	0.237
	TH	2.00	656	3,200	0.218		
	LT	1.00	152	1,600	0.095 *	V/C:	0.698
Northbound	RT	1.00	186	1,600	0.069	Lost Time:	0.100
	TH	1.00	218	1,600	0.136	ITS:	0.000
	LT	2.00	398	2,880	0.138 *		
Eastbound	RT	1.00	294	1,600	0.115	ICU:	0.798
	TH	2.00	531	3,200	0.166 *		
	LT	1.00	31	1,600	0.019	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 120 - OVERHILL DRIVE & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	69	1,600	0.021	N-S(1):	0.153 *
	TH	2.00	124	3,200	0.039	N-S(2):	0.079
	LT	1.00	95	1,600	0.059 *	E-W(1):	0.197
Westbound	RT	0.00	73	0	0.000	E-W(2):	0.380 *
	TH	3.00	1,533	4,800	0.335 *		
	LT	1.00	57	1,600	0.036	V/C:	0.533
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	171	3,200	0.094 *	ITS:	0.000
	LT	1.00	64	1,600	0.040		
Eastbound	RT	0.00	18	0	0.000	ICU:	0.633
	TH	3.00	755	4,800	0.161		
	LT	1.00	72	1,600	0.045 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	83	1,600	0.027	N-S(1):	0.132 *
	TH	2.00	103	3,200	0.032	N-S(2):	0.065
	LT	1.00	112	1,600	0.070 *	E-W(1):	0.300 *
Westbound	RT	0.00	64	0	0.000	E-W(2):	0.253
	TH	3.00	906	4,800	0.202		
	LT	1.00	103	1,600	0.064 *	V/C:	0.432
Northbound	RT	0.00	92	0	0.000	Lost Time:	0.100
	TH	2.00	107	3,200	0.062 *	ITS:	0.000
	LT	1.00	53	1,600	0.033		
Eastbound	RT	0.00	35	0	0.000	ICU:	0.532
	TH	3.00	1,098	4,800	0.236 *		
	LT	1.00	81	1,600	0.051	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	108	1,600	0.016	N-S(1):	0.291 *
	TH	2.00	359	3,200	0.112	N-S(2):	0.167
	LT	1.00	258	1,600	0.161 *	E-W(1):	0.585 *
Westbound	RT	0.00	98	0	0.000	E-W(2):	0.362
	TH	3.00	1,145	4,800	0.259		
	LT	1.00	221	1,600	0.138 *	V/C:	0.876
Northbound	RT	0.00	144	0	0.000	Lost Time:	0.100
	TH	2.00	272	3,200	0.130 *	ITS:	0.000
	LT	1.00	88	1,600	0.055		
Eastbound	RT	0.00	47	0	0.000	ICU:	0.976
	TH	3.00	2,099	4,800	0.447 *		
	LT	1.00	164	1,600	0.103	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 124 - PRAIRIE AVENUE & WEST 112TH STREET/I-105 OFF RAMP
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : Y
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.134
	TH	3.00	782	4,800	0.163 *	N-S(2):	0.163 *
	LT	1.00	13	1,600	0.008	E-W(1):	0.184 *
Westbound	RT	0.61	27	982	0.023	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.39	17	618	0.028 *	V/C:	0.347
Northbound	RT	0.00	5	0	0.000	Lost Time:	0.100
	TH	3.00	600	4,800	0.126	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	231	0	0.000	ICU:	0.447
	TH	1.00	18	1,600	0.156 *		
	LT	2.00	307	2,880	0.107	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.130
	TH	3.00	879	4,800	0.183 *	N-S(2):	0.183 *
	LT	1.00	16	1,600	0.010	E-W(1):	0.300 *
Westbound	RT	0.59	16	948	0.012	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.41	11	652	0.017 *	V/C:	0.483
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	554	4,800	0.120	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	413	0	0.000	ICU:	0.583
	TH	1.00	40	1,600	0.283 *		
	LT	2.00	504	2,880	0.175	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.214 *
	TH	3.00	1,007	4,800	0.210	N-S(2):	0.210
	LT	1.00	52	1,600	0.033 *	E-W(1):	0.324 *
Westbound	RT	0.48	11	765	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.52	12	835	0.014 *	V/C:	0.538
Northbound	RT	0.00	34	0	0.000	Lost Time:	0.100
	TH	3.00	836	4,800	0.181 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	430	0	0.000	ICU:	0.638
	TH	1.00	66	1,600	0.310 *		
	LT	2.00	612	2,880	0.213	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 125 - SEPULVEDA BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR,
FF Movements: WBR,

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	98	1,600	0.019	N-S(1):	0.504 *
	TH	3.00	958	4,800	0.200	N-S(2):	0.275
	LT	2.00	258	2,880	0.090 *	E-W(1):	0.231 *
Westbound	RT	1.00	500	1,600	0.000	E-W(2):	0.165
	TH	2.00	260	3,200	0.081		
	LT	2.00	228	2,880	0.079 *	V/C:	0.735
Northbound	RT	1.00	315	1,600	0.118	Lost Time:	0.100
	TH	4.00	2,648	6,400	0.414 *	ITS:	0.000
	LT	2.00	216	2,880	0.075		
Eastbound	RT	1.00	99	1,600	0.024	ICU:	0.835
	TH	3.00	728	4,800	0.152 *		
	LT	2.00	242	2,880	0.084	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	182	1,600	0.061	N-S(1):	0.405 *
	TH	3.00	1,453	4,800	0.303	N-S(2):	0.353
	LT	2.00	514	2,880	0.178 *	E-W(1):	0.255 *
Westbound	RT	1.00	648	1,600	0.000	E-W(2):	0.213
	TH	2.00	345	3,200	0.108		
	LT	2.00	433	2,880	0.150 *	V/C:	0.660
Northbound	RT	1.00	445	1,600	0.128	Lost Time:	0.100
	TH	4.00	1,452	6,400	0.227 *	ITS:	0.000
	LT	2.00	145	2,880	0.050		
Eastbound	RT	1.00	143	1,600	0.064	ICU:	0.760
	TH	3.00	503	4,800	0.105 *		
	LT	2.00	301	2,880	0.105	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	445	1,600	0.213	N-S(1):	0.351
	TH	3.00	2,373	4,800	0.494 *	N-S(2):	0.646 *
	LT	2.00	460	2,880	0.160	E-W(1):	0.312 *
Westbound	RT	1.00	743	1,600	0.000	E-W(2):	0.312 *
	TH	2.00	581	3,200	0.182 *		
	LT	2.00	385	2,880	0.134 *	V/C:	0.958
Northbound	RT	1.00	414	1,600	0.125	Lost Time:	0.100
	TH	4.00	1,222	6,400	0.191	ITS:	0.000
	LT	2.00	439	2,880	0.152 *		
Eastbound	RT	1.00	284	1,600	0.178 *	ICU:	1.058
	TH	3.00	619	4,800	0.129		
	LT	2.00	374	2,880	0.130 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 140 - WB SR-90 RAMPS & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : Y
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR,
FF Movements: EBR,

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.045 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.429 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.316
	TH	2.00	1,011	3,200	0.316		
	LT	3.00	1,561	4,320	0.361 *	V/C:	0.474
Northbound	RT	2.00	981	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	130	2,880	0.045 *		
Eastbound	RT	1.00	169	1,600	0.000	ICU:	0.574
	TH	3.00	326	4,800	0.068 *		
	LT	1.00	0	1,600	0.000	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.089 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.272 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.235
	TH	2.00	752	3,200	0.235		
	LT	3.00	619	4,320	0.143 *	V/C:	0.361
Northbound	RT	2.00	744	3,200	0.089 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	1.00	159	1,600	0.000	ICU:	0.461
	TH	3.00	619	4,800	0.129 *		
	LT	1.00	0	1,600	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.233 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.359 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.261
	TH	2.00	836	3,200	0.261		
	LT	3.00	797	4,320	0.184 *	V/C:	0.592
Northbound	RT	2.00	1,335	3,200	0.233 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	208	2,880	0.072		
Eastbound	RT	1.00	223	1,600	0.000	ICU:	0.692
	TH	3.00	839	4,800	0.175 *		
	LT	1.00	0	1,600	0.000	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 147 - CRENSHAW BOULEVARD & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	118	0	0.000	N-S(1):	0.205
	TH	3.00	529	4,800	0.135 *	N-S(2):	0.236 *
	LT	1.00	84	1,600	0.053	E-W(1):	0.162
Westbound	RT	0.00	103	0	0.000	E-W(2):	0.231 *
	TH	3.00	783	4,800	0.185 *		
	LT	1.00	79	1,600	0.049	V/C:	0.467
Northbound	RT	0.00	46	0	0.000	Lost Time:	0.100
	TH	3.00	682	4,800	0.152	ITS:	0.000
	LT	1.00	161	1,600	0.101 *		
Eastbound	RT	0.00	68	0	0.000	ICU:	0.567
	TH	3.00	474	4,800	0.113		
	LT	1.00	73	1,600	0.046 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	187	0	0.000	N-S(1):	0.207
	TH	3.00	652	4,800	0.175 *	N-S(2):	0.263 *
	LT	1.00	105	1,600	0.066	E-W(1):	0.267
Westbound	RT	0.00	43	0	0.000	E-W(2):	0.316 *
	TH	3.00	786	4,800	0.173 *		
	LT	1.00	69	1,600	0.043	V/C:	0.579
Northbound	RT	0.00	52	0	0.000	Lost Time:	0.100
	TH	3.00	627	4,800	0.141	ITS:	0.000
	LT	1.00	141	1,600	0.088 *		
Eastbound	RT	0.00	247	0	0.000	ICU:	0.679
	TH	3.00	826	4,800	0.224		
	LT	1.00	228	1,600	0.143 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	215	0	0.000	N-S(1):	0.281
	TH	3.00	872	4,800	0.226 *	N-S(2):	0.355 *
	LT	1.00	148	1,600	0.093	E-W(1):	0.330 *
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.322
	TH	3.00	825	4,800	0.191		
	LT	1.00	102	1,600	0.064 *	V/C:	0.685
Northbound	RT	0.00	65	0	0.000	Lost Time:	0.100
	TH	3.00	837	4,800	0.188	ITS:	0.000
	LT	1.00	207	1,600	0.129 *		
Eastbound	RT	0.00	196	0	0.000	ICU:	0.785
	TH	3.00	1,080	4,800	0.266 *		
	LT	1.00	210	1,600	0.131	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 148 - LA CIENEGA BOULEVARD & FAIRVIEW BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	53	0	0.000	N-S(1):	0.654 *
	TH	4.00	2,749	6,400	0.438	N-S(2):	0.438
	LT	0.00	0	0	0.000 *	E-W(1):	0.180 *
Westbound	RT	1.00	45	1,600	0.028	E-W(2):	0.000
	TH	0.55	104	883	0.118		
	LT	1.45	273	2,086	0.131 *	V/C:	0.834
Northbound	RT	0.00	28	0	0.000	Lost Time:	0.100
	TH	3.00	3,113	4,800	0.654 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	62	1,600	0.039	ICU:	0.934
	TH	0.80	56	1,280	0.044		
	LT	1.20	84	1,728	0.049 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	144	0	0.000	N-S(1):	0.425 *
	TH	4.00	1,967	6,400	0.330	N-S(2):	0.330
	LT	0.00	0	0	0.000 *	E-W(1):	0.170 *
Westbound	RT	1.00	35	1,600	0.022	E-W(2):	0.000
	TH	0.71	86	1,137	0.076		
	LT	1.29	156	1,857	0.084 *	V/C:	0.595
Northbound	RT	0.00	49	0	0.000	Lost Time:	0.100
	TH	3.00	1,990	4,800	0.425 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	77	1,600	0.048	ICU:	0.695
	TH	0.81	100	1,290	0.078		
	LT	1.19	148	1,719	0.086 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	125	0	0.000	N-S(1):	0.597 *
	TH	4.00	2,904	6,400	0.473	N-S(2):	0.473
	LT	0.00	0	0	0.000 *	E-W(1):	0.241 *
Westbound	RT	1.00	22	1,600	0.014	E-W(2):	0.000
	TH	0.76	136	1,209	0.113		
	LT	1.24	224	1,792	0.125 *	V/C:	0.838
Northbound	RT	0.00	108	0	0.000	Lost Time:	0.100
	TH	3.00	2,758	4,800	0.597 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	75	1,600	0.047	ICU:	0.938
	TH	0.95	158	1,514	0.104		
	LT	1.05	176	1,518	0.116 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 149 - CRENSHAW BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	67	0	0.000	N-S(1):	0.216
	TH	3.00	675	4,800	0.155 *	N-S(2):	0.231 *
	LT	1.00	113	1,600	0.071	E-W(1):	0.157
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.239 *
	TH	3.00	836	4,800	0.203 *		
	LT	1.00	123	1,600	0.077	V/C:	0.470
Northbound	RT	0.00	63	0	0.000	Lost Time:	0.100
	TH	3.00	632	4,800	0.145	ITS:	0.000
	LT	1.00	122	1,600	0.076 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.570
	TH	3.00	294	4,800	0.080		
	LT	1.00	58	1,600	0.036 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	93	0	0.000	N-S(1):	0.304 *
	TH	3.00	807	4,800	0.188	N-S(2):	0.273
	LT	1.00	175	1,600	0.109 *	E-W(1):	0.221 *
Westbound	RT	0.00	168	0	0.000	E-W(2):	0.219
	TH	3.00	493	4,800	0.138		
	LT	1.00	160	1,600	0.100 *	V/C:	0.525
Northbound	RT	0.00	104	0	0.000	Lost Time:	0.100
	TH	3.00	833	4,800	0.195 *	ITS:	0.000
	LT	1.00	136	1,600	0.085		
Eastbound	RT	0.00	164	0	0.000	ICU:	0.625
	TH	3.00	415	4,800	0.121 *		
	LT	1.00	130	1,600	0.081	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	125	0	0.000	N-S(1):	0.367 *
	TH	3.00	838	4,800	0.201	N-S(2):	0.292
	LT	1.00	195	1,600	0.122 *	E-W(1):	0.367 *
Westbound	RT	0.00	117	0	0.000	E-W(2):	0.228
	TH	3.00	535	4,800	0.136		
	LT	1.00	159	1,600	0.099 *	V/C:	0.734
Northbound	RT	0.00	109	0	0.000	Lost Time:	0.100
	TH	3.00	1,069	4,800	0.245 *	ITS:	0.000
	LT	1.00	145	1,600	0.091		
Eastbound	RT	0.00	173	0	0.000	ICU:	0.834
	TH	3.00	1,115	4,800	0.268 *		
	LT	1.00	147	1,600	0.092	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 157 - LA CIENEGA BOULEVARD & 104TH STREET
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	58	0	0.000	N-S(1):	0.195
	TH	3.00	401	4,800	0.096 *	N-S(2):	0.237 *
	LT	1.00	14	1,600	0.009	E-W(1):	0.004
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.019 *
	TH	1.00	1	1,600	0.003 *		
	LT	0.00	4	1,600	0.003	V/C:	0.256
Northbound	RT	0.00	15	0	0.000	Lost Time:	0.100
	TH	2.00	580	3,200	0.186	ITS:	0.000
	LT	1.00	225	1,600	0.141 *		
Eastbound	RT	1.00	83	1,600	0.000	ICU:	0.356
	TH	1.00	2	1,600	0.001		
	LT	1.00	26	1,600	0.016 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.170 *
	TH	3.00	331	4,800	0.071	N-S(2):	0.148
	LT	1.00	19	1,600	0.012 *	E-W(1):	0.014
Westbound	RT	0.00	12	0	0.000	E-W(2):	0.066 *
	TH	1.00	8	1,600	0.016 *		
	LT	0.00	5	1,600	0.003	V/C:	0.236
Northbound	RT	0.00	17	0	0.000	Lost Time:	0.100
	TH	2.00	490	3,200	0.158 *	ITS:	0.000
	LT	1.00	123	1,600	0.077		
Eastbound	RT	1.00	141	1,600	0.011	ICU:	0.336
	TH	1.00	6	1,600	0.004		
	LT	1.00	80	1,600	0.050 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	50	0	0.000	N-S(1):	0.191
	TH	3.00	838	4,800	0.185 *	N-S(2):	0.218 *
	LT	1.00	45	1,600	0.028	E-W(1):	0.060 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.052
	TH	1.00	1	1,600	0.014		
	LT	0.00	11	1,600	0.007 *	V/C:	0.278
Northbound	RT	0.00	6	0	0.000	Lost Time:	0.100
	TH	2.00	517	3,200	0.163	ITS:	0.000
	LT	1.00	53	1,600	0.033 *		
Eastbound	RT	1.00	137	1,600	0.053 *	ICU:	0.378
	TH	1.00	3	1,600	0.002		
	LT	1.00	61	1,600	0.038	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 159 - HINDRY AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	7	1,600	0.004	N-S(1):	0.044 *
	TH	1.00	9	1,600	0.025	N-S(2):	0.033
	LT	0.00	31	1,600	0.019 *	E-W(1):	0.244 *
Westbound	RT	0.00	29	0	0.000	E-W(2):	0.219
	TH	2.00	663	3,200	0.216		
	LT	1.00	83	1,600	0.052 *	V/C:	0.288
Northbound	RT	1.00	47	1,600	0.003	Lost Time:	0.100
	TH	1.00	27	1,600	0.025 *	ITS:	0.000
	LT	0.00	13	1,600	0.008		
Eastbound	RT	0.00	39	0	0.000	ICU:	0.388
	TH	2.00	574	3,200	0.192 *		
	LT	1.00	5	1,600	0.003	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.091 *
	TH	1.00	39	1,600	0.050	N-S(2):	0.069
	LT	0.00	41	1,600	0.026 *	E-W(1):	0.408 *
Westbound	RT	0.00	28	0	0.000	E-W(2):	0.239
	TH	2.00	685	3,200	0.223		
	LT	1.00	75	1,600	0.047 *	V/C:	0.499
Northbound	RT	1.00	105	1,600	0.042	Lost Time:	0.100
	TH	1.00	73	1,600	0.065 *	ITS:	0.000
	LT	0.00	31	1,600	0.019		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.599
	TH	2.00	1,084	3,200	0.361 *		
	LT	1.00	25	1,600	0.016	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	13	1,600	0.008	N-S(1):	0.068
	TH	1.00	53	1,600	0.070 *	N-S(2):	0.089 *
	LT	0.00	59	1,600	0.037	E-W(1):	0.353 *
Westbound	RT	0.00	26	0	0.000	E-W(2):	0.208
	TH	2.00	606	3,200	0.198		
	LT	1.00	40	1,600	0.025 *	V/C:	0.442
Northbound	RT	1.00	51	1,600	0.019	Lost Time:	0.100
	TH	1.00	19	1,600	0.031	ITS:	0.000
	LT	0.00	30	1,600	0.019 *		
Eastbound	RT	0.00	58	0	0.000	ICU:	0.542
	TH	2.00	990	3,200	0.328 *		
	LT	1.00	16	1,600	0.010	LOS:	A

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 162 - SEPULVEDA BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : WBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	137	0	0.000	N-S(1):	0.522 *
	TH	3.00	905	4,800	0.217	N-S(2):	0.286
	LT	2.00	107	2,880	0.037 *	E-W(1):	0.197
Westbound	RT	1.00	135	1,600	0.047	E-W(2):	0.227 *
	TH	2.00	405	3,200	0.127 *		
	LT	1.00	111	1,600	0.069	V/C:	0.749
Northbound	RT	0.00	85	0	0.000	Lost Time:	0.100
	TH	3.00	2,241	4,800	0.485 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	1.00	80	1,600	0.016	ICU:	0.849
	TH	2.00	409	3,200	0.128		
	LT	1.00	160	1,600	0.100 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	204	0	0.000	N-S(1):	0.387
	TH	3.00	1,415	4,800	0.337 *	N-S(2):	0.449 *
	LT	2.00	172	2,880	0.060	E-W(1):	0.340
Westbound	RT	1.00	155	1,600	0.037	E-W(2):	0.368 *
	TH	2.00	515	3,200	0.161 *		
	LT	1.00	223	1,600	0.139	V/C:	0.817
Northbound	RT	0.00	162	0	0.000	Lost Time:	0.100
	TH	3.00	1,406	4,800	0.327	ITS:	0.000
	LT	1.00	179	1,600	0.112 *		
Eastbound	RT	1.00	184	1,600	0.059	ICU:	0.917
	TH	2.00	642	3,200	0.201		
	LT	1.00	331	1,600	0.207 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.372
	TH	3.00	2,392	4,800	0.534 *	N-S(2):	0.637 *
	LT	2.00	181	2,880	0.063	E-W(1):	0.367 *
Westbound	RT	1.00	119	1,600	0.012	E-W(2):	0.306
	TH	2.00	533	3,200	0.167		
	LT	1.00	240	1,600	0.150 *	V/C:	1.004
Northbound	RT	0.00	172	0	0.000	Lost Time:	0.100
	TH	3.00	1,310	4,800	0.309	ITS:	0.000
	LT	1.00	165	1,600	0.103 *		
Eastbound	RT	1.00	73	1,600	0.000	ICU:	1.104
	TH	2.00	695	3,200	0.217 *		
	LT	1.00	223	1,600	0.139	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 164 - CRENSHAW BOULEVARD & MANCHESTER AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	29	0	0.000	N-S(1):	0.218
	TH	2.00	513	3,200	0.169 *	N-S(2):	0.257 *
	LT	1.00	108	1,600	0.068	E-W(1):	0.230
Westbound	RT	0.00	139	0	0.000	E-W(2):	0.329 *
	TH	2.00	799	3,200	0.293 *		
	LT	1.00	129	1,600	0.081	V/C:	0.586
Northbound	RT	0.00	102	0	0.000	Lost Time:	0.100
	TH	3.00	616	4,800	0.150	ITS:	0.000
	LT	1.00	141	1,600	0.088 *		
Eastbound	RT	0.00	56	0	0.000	ICU:	0.686
	TH	2.00	420	3,200	0.149		
	LT	1.00	57	1,600	0.036 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	53	0	0.000	N-S(1):	0.229
	TH	2.00	617	3,200	0.209 *	N-S(2):	0.305 *
	LT	1.00	139	1,600	0.087	E-W(1):	0.305 *
Westbound	RT	0.00	98	0	0.000	E-W(2):	0.287
	TH	2.00	661	3,200	0.237		
	LT	1.00	168	1,600	0.105 *	V/C:	0.610
Northbound	RT	0.00	143	0	0.000	Lost Time:	0.100
	TH	3.00	538	4,800	0.142	ITS:	0.000
	LT	1.00	154	1,600	0.096 *		
Eastbound	RT	0.00	77	0	0.000	ICU:	0.710
	TH	2.00	563	3,200	0.200 *		
	LT	1.00	80	1,600	0.050	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	21	0	0.000	N-S(1):	0.257
	TH	2.00	752	3,200	0.242 *	N-S(2):	0.322 *
	LT	1.00	141	1,600	0.088	E-W(1):	0.435 *
Westbound	RT	0.00	122	0	0.000	E-W(2):	0.338
	TH	2.00	739	3,200	0.269		
	LT	1.00	163	1,600	0.102 *	V/C:	0.757
Northbound	RT	0.00	139	0	0.000	Lost Time:	0.100
	TH	3.00	672	4,800	0.169	ITS:	0.000
	LT	1.00	128	1,600	0.080 *		
Eastbound	RT	0.00	71	0	0.000	ICU:	0.857
	TH	2.00	995	3,200	0.333 *		
	LT	1.00	111	1,600	0.069	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 169 - PRAIRIE AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	52	0	0.000	N-S(1):	0.425 *
	TH	3.00	555	4,800	0.126	N-S(2):	0.267
	LT	1.00	166	1,600	0.104 *	E-W(1):	0.312
Westbound	RT	1.00	511	1,600	0.268	E-W(2):	0.418 *
	TH	2.00	1,125	3,200	0.352 *		
	LT	1.00	231	1,600	0.144	V/C:	0.843
Northbound	RT	1.00	179	1,600	0.000	Lost Time:	0.100
	TH	2.00	1,026	3,200	0.321 *	ITS:	0.000
	LT	1.00	226	1,600	0.141		
Eastbound	RT	0.00	153	0	0.000	ICU:	0.943
	TH	3.00	652	4,800	0.168		
	LT	1.00	105	1,600	0.066 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	63	0	0.000	N-S(1):	0.274 *
	TH	3.00	529	4,800	0.123	N-S(2):	0.226
	LT	1.00	153	1,600	0.096 *	E-W(1):	0.278 *
Westbound	RT	1.00	189	1,600	0.070	E-W(2):	0.248
	TH	2.00	610	3,200	0.191		
	LT	1.00	144	1,600	0.090 *	V/C:	0.552
Northbound	RT	1.00	162	1,600	0.011	Lost Time:	0.100
	TH	2.00	570	3,200	0.178 *	ITS:	0.000
	LT	1.00	164	1,600	0.103		
Eastbound	RT	0.00	203	0	0.000	ICU:	0.652
	TH	3.00	699	4,800	0.188 *		
	LT	1.00	91	1,600	0.057	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	55	0	0.000	N-S(1):	0.318 *
	TH	3.00	820	4,800	0.182	N-S(2):	0.260
	LT	1.00	212	1,600	0.133 *	E-W(1):	0.368 *
Westbound	RT	1.00	145	1,600	0.024	E-W(2):	0.262
	TH	2.00	698	3,200	0.218		
	LT	1.00	152	1,600	0.095 *	V/C:	0.686
Northbound	RT	1.00	140	1,600	0.000	Lost Time:	0.100
	TH	2.00	591	3,200	0.185 *	ITS:	0.000
	LT	1.00	125	1,600	0.078		
Eastbound	RT	0.00	229	0	0.000	ICU:	0.786
	TH	3.00	1,081	4,800	0.273 *		
	LT	1.00	70	1,600	0.044	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 173 - WESTERN AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	123	0	0.000	N-S(1):	0.311
	TH	3.00	730	4,800	0.178 *	N-S(2):	0.314 *
	LT	1.00	136	1,600	0.085	E-W(1):	0.300
Westbound	RT	1.00	227	1,600	0.099	E-W(2):	0.327 *
	TH	3.00	1,092	4,800	0.228 *		
	LT	1.00	235	1,600	0.147	V/C:	0.641
Northbound	RT	1.00	164	1,600	0.029	Lost Time:	0.100
	TH	2.00	723	3,200	0.226	ITS:	0.000
	LT	1.00	217	1,600	0.136 *		
Eastbound	RT	0.00	205	0	0.000	ICU:	0.741
	TH	3.00	527	4,800	0.153		
	LT	1.00	159	1,600	0.099 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	115	0	0.000	N-S(1):	0.227 *
	TH	3.00	419	4,800	0.111 *	N-S(2):	0.227 *
	LT	1.00	134	1,600	0.084	E-W(1):	0.254 *
Westbound	RT	1.00	123	1,600	0.035	E-W(2):	0.185
	TH	3.00	491	4,800	0.102		
	LT	1.00	192	1,600	0.120 *	V/C:	0.481
Northbound	RT	1.00	165	1,600	0.043	Lost Time:	0.100
	TH	2.00	459	3,200	0.143	ITS:	0.000
	LT	1.00	186	1,600	0.116 *		
Eastbound	RT	0.00	166	0	0.000	ICU:	0.581
	TH	3.00	476	4,800	0.134 *		
	LT	1.00	133	1,600	0.083	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.323 *
	TH	3.00	583	4,800	0.149	N-S(2):	0.301
	LT	1.00	186	1,600	0.116 *	E-W(1):	0.471 *
Westbound	RT	1.00	154	1,600	0.038	E-W(2):	0.236
	TH	3.00	614	4,800	0.128		
	LT	1.00	210	1,600	0.131 *	V/C:	0.794
Northbound	RT	1.00	144	1,600	0.024	Lost Time:	0.100
	TH	2.00	663	3,200	0.207 *	ITS:	0.000
	LT	1.00	243	1,600	0.152		
Eastbound	RT	0.00	258	0	0.000	ICU:	0.894
	TH	3.00	1,375	4,800	0.340 *		
	LT	1.00	173	1,600	0.108	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 175 - VERMONT AVENUE & MANCHESTER AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	92	0	0.000	N-S(1):	0.325 *
	TH	3.00	453	4,800	0.114	N-S(2):	0.190
	LT	2.00	139	2,880	0.048 *	E-W(1):	0.314
Westbound	RT	0.00	133	0	0.000	E-W(2):	0.334 *
	TH	3.00	1,098	4,800	0.256 *		
	LT	1.00	92	1,600	0.058	V/C:	0.659
Northbound	RT	0.00	114	0	0.000	Lost Time:	0.100
	TH	3.00	1,214	4,800	0.277 *	ITS:	0.000
	LT	2.00	218	2,880	0.076		
Eastbound	RT	0.00	85	0	0.000	ICU:	0.759
	TH	3.00	1,145	4,800	0.256		
	LT	1.00	125	1,600	0.078 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	134	0	0.000	N-S(1):	0.193 *
	TH	3.00	472	4,800	0.126	N-S(2):	0.170
	LT	2.00	167	2,880	0.058 *	E-W(1):	0.278
Westbound	RT	0.00	153	0	0.000	E-W(2):	0.282 *
	TH	3.00	868	4,800	0.213 *		
	LT	1.00	104	1,600	0.065	V/C:	0.475
Northbound	RT	0.00	135	0	0.000	Lost Time:	0.100
	TH	3.00	512	4,800	0.135 *	ITS:	0.000
	LT	2.00	127	2,880	0.044		
Eastbound	RT	0.00	124	0	0.000	ICU:	0.575
	TH	3.00	900	4,800	0.213		
	LT	1.00	111	1,600	0.069 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	132	0	0.000	N-S(1):	0.264 *
	TH	3.00	738	4,800	0.181	N-S(2):	0.238
	LT	2.00	199	2,880	0.069 *	E-W(1):	0.357 *
Westbound	RT	0.00	122	0	0.000	E-W(2):	0.307
	TH	3.00	976	4,800	0.229		
	LT	1.00	100	1,600	0.063 *	V/C:	0.621
Northbound	RT	0.00	123	0	0.000	Lost Time:	0.100
	TH	3.00	812	4,800	0.195 *	ITS:	0.000
	LT	2.00	163	2,880	0.057		
Eastbound	RT	0.00	156	0	0.000	ICU:	0.721
	TH	3.00	1,253	4,800	0.294 *		
	LT	1.00	125	1,600	0.078	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 176 - VERMONT AVENUE & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.308 *
	TH	3.00	635	4,800	0.157	N-S(2):	0.211
	LT	2.00	114	2,880	0.040 *	E-W(1):	0.262
Westbound	RT	0.00	111	0	0.000	E-W(2):	0.297 *
	TH	3.00	905	4,800	0.212 *		
	LT	1.00	179	1,600	0.112	V/C:	0.605
Northbound	RT	1.00	131	1,600	0.026	Lost Time:	0.100
	TH	3.00	1,286	4,800	0.268 *	ITS:	0.000
	LT	2.00	156	2,880	0.054		
Eastbound	RT	0.00	44	0	0.000	ICU:	0.705
	TH	3.00	676	4,800	0.150		
	LT	1.00	136	1,600	0.085 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	123	0	0.000	N-S(1):	0.150
	TH	3.00	495	4,800	0.129 *	N-S(2):	0.177 *
	LT	2.00	108	2,880	0.038	E-W(1):	0.214
Westbound	RT	0.00	72	0	0.000	E-W(2):	0.225 *
	TH	3.00	598	4,800	0.140 *		
	LT	1.00	112	1,600	0.070	V/C:	0.402
Northbound	RT	1.00	68	1,600	0.008	Lost Time:	0.100
	TH	3.00	539	4,800	0.112	ITS:	0.000
	LT	2.00	138	2,880	0.048 *		
Eastbound	RT	0.00	91	0	0.000	ICU:	0.502
	TH	3.00	601	4,800	0.144		
	LT	1.00	136	1,600	0.085 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	125	0	0.000	N-S(1):	0.263 *
	TH	3.00	799	4,800	0.193	N-S(2):	0.255
	LT	2.00	163	2,880	0.057 *	E-W(1):	0.302 *
Westbound	RT	0.00	14	0	0.000	E-W(2):	0.244
	TH	3.00	707	4,800	0.150		
	LT	1.00	134	1,600	0.084 *	V/C:	0.565
Northbound	RT	1.00	110	1,600	0.027	Lost Time:	0.100
	TH	3.00	988	4,800	0.206 *	ITS:	0.000
	LT	2.00	179	2,880	0.062		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.665
	TH	3.00	948	4,800	0.218 *		
	LT	1.00	150	1,600	0.094	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 177 - VERMONT AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	42	1,600	0.000	N-S(1):	0.357 *
	TH	3.00	742	4,800	0.155	N-S(2):	0.286
	LT	2.00	223	2,880	0.077 *	E-W(1):	0.293
Westbound	RT	0.00	202	0	0.000	E-W(2):	0.356 *
	TH	3.00	1,212	4,800	0.295 *		
	LT	1.00	235	1,600	0.147	V/C:	0.713
Northbound	RT	0.00	141	0	0.000	Lost Time:	0.100
	TH	3.00	1,203	4,800	0.280 *	ITS:	0.000
	LT	2.00	377	2,880	0.131		
Eastbound	RT	0.00	144	0	0.000	ICU:	0.813
	TH	3.00	559	4,800	0.146		
	LT	1.00	98	1,600	0.061 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	41	1,600	0.004	N-S(1):	0.216
	TH	3.00	502	4,800	0.105 *	N-S(2):	0.228 *
	LT	2.00	147	2,880	0.051	E-W(1):	0.233 *
Westbound	RT	0.00	92	0	0.000	E-W(2):	0.156
	TH	3.00	449	4,800	0.113		
	LT	1.00	151	1,600	0.094 *	V/C:	0.461
Northbound	RT	0.00	134	0	0.000	Lost Time:	0.100
	TH	3.00	660	4,800	0.165	ITS:	0.000
	LT	2.00	353	2,880	0.123 *		
Eastbound	RT	0.00	157	0	0.000	ICU:	0.561
	TH	3.00	510	4,800	0.139 *		
	LT	1.00	68	1,600	0.043	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.023	N-S(1):	0.354 *
	TH	3.00	722	4,800	0.150	N-S(2):	0.266
	LT	2.00	212	2,880	0.074 *	E-W(1):	0.402 *
Westbound	RT	0.00	99	0	0.000	E-W(2):	0.236
	TH	3.00	656	4,800	0.157		
	LT	1.00	188	1,600	0.118 *	V/C:	0.756
Northbound	RT	0.00	222	0	0.000	Lost Time:	0.100
	TH	3.00	1,120	4,800	0.280 *	ITS:	0.000
	LT	2.00	333	2,880	0.116		
Eastbound	RT	0.00	189	0	0.000	ICU:	0.856
	TH	3.00	1,172	4,800	0.284 *		
	LT	1.00	126	1,600	0.079	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 182 - INGLEWOOD AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	149	1,600	0.070	N-S(1):	0.331 *
	TH	2.00	619	3,200	0.193	N-S(2):	0.314
	LT	1.00	172	1,600	0.108 *	E-W(1):	0.268 *
Westbound	RT	1.00	93	1,600	0.004	E-W(2):	0.201
	TH	3.00	737	4,800	0.154		
	LT	1.00	306	1,600	0.191 *	V/C:	0.599
Northbound	RT	0.00	165	0	0.000	Lost Time:	0.100
	TH	2.00	550	3,200	0.223 *	ITS:	0.000
	LT	1.00	194	1,600	0.121		
Eastbound	RT	1.00	39	1,600	0.000	ICU:	0.699
	TH	3.00	370	4,800	0.077 *		
	LT	1.00	75	1,600	0.047	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	191	1,600	0.049	N-S(1):	0.236 *
	TH	2.00	405	3,200	0.127	N-S(2):	0.220
	LT	1.00	127	1,600	0.079 *	E-W(1):	0.245
Westbound	RT	1.00	76	1,600	0.008	E-W(2):	0.279 *
	TH	3.00	662	4,800	0.138 *		
	LT	1.00	173	1,600	0.108	V/C:	0.515
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	2.00	412	3,200	0.157 *	ITS:	0.000
	LT	1.00	148	1,600	0.093		
Eastbound	RT	1.00	122	1,600	0.030	ICU:	0.615
	TH	3.00	659	4,800	0.137		
	LT	1.00	225	1,600	0.141 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	185	1,600	0.045	N-S(1):	0.410 *
	TH	2.00	722	3,200	0.226	N-S(2):	0.329
	LT	1.00	265	1,600	0.166 *	E-W(1):	0.333 *
Westbound	RT	1.00	120	1,600	0.000	E-W(2):	0.284
	TH	3.00	684	4,800	0.143		
	LT	1.00	155	1,600	0.097 *	V/C:	0.743
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	2.00	600	3,200	0.244 *	ITS:	0.000
	LT	1.00	164	1,600	0.103		
Eastbound	RT	1.00	178	1,600	0.060	ICU:	0.843
	TH	3.00	1,134	4,800	0.236 *		
	LT	1.00	226	1,600	0.141	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 183 - HAWTHORNE BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	242	1,600	0.112	N-S(1):	0.254
	TH	3.00	860	4,800	0.179 *	N-S(2):	0.294 *
	LT	2.00	169	2,880	0.059	E-W(1):	0.191
Westbound	RT	0.00	179	0	0.000	E-W(2):	0.315 *
	TH	3.00	954	4,800	0.236 *		
	LT	1.00	126	1,600	0.079	V/C:	0.609
Northbound	RT	1.00	139	1,600	0.048	Lost Time:	0.100
	TH	3.00	937	4,800	0.195	ITS:	0.000
	LT	2.00	331	2,880	0.115 *		
Eastbound	RT	0.00	96	0	0.000	ICU:	0.709
	TH	3.00	443	4,800	0.112		
	LT	1.00	127	1,600	0.079 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	214	1,600	0.081	N-S(1):	0.243
	TH	3.00	828	4,800	0.173 *	N-S(2):	0.259 *
	LT	2.00	238	2,880	0.083	E-W(1):	0.221
Westbound	RT	0.00	157	0	0.000	E-W(2):	0.266 *
	TH	3.00	618	4,800	0.161 *		
	LT	1.00	119	1,600	0.074	V/C:	0.525
Northbound	RT	1.00	169	1,600	0.068	Lost Time:	0.100
	TH	3.00	767	4,800	0.160	ITS:	0.000
	LT	2.00	248	2,880	0.086 *		
Eastbound	RT	0.00	142	0	0.000	ICU:	0.625
	TH	3.00	562	4,800	0.147		
	LT	1.00	168	1,600	0.105 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	157	1,600	0.052	N-S(1):	0.327
	TH	3.00	1,265	4,800	0.264 *	N-S(2):	0.344 *
	LT	2.00	377	2,880	0.131	E-W(1):	0.326 *
Westbound	RT	0.00	158	0	0.000	E-W(2):	0.256
	TH	3.00	630	4,800	0.164		
	LT	1.00	129	1,600	0.081 *	V/C:	0.670
Northbound	RT	1.00	174	1,600	0.068	Lost Time:	0.100
	TH	3.00	940	4,800	0.196	ITS:	0.000
	LT	2.00	230	2,880	0.080 *		
Eastbound	RT	0.00	164	0	0.000	ICU:	0.770
	TH	3.00	1,010	4,800	0.245 *		
	LT	1.00	147	1,600	0.092	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 184 - PRAIRIE AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	134	0	0.000	N-S(1):	0.270
	TH	3.00	834	4,800	0.202 *	N-S(2):	0.297 *
	LT	1.00	182	1,600	0.114	E-W(1):	0.343 *
Westbound	RT	0.00	189	0	0.000	E-W(2):	0.382 *
	TH	3.00	1,117	4,800	0.272 *		
	LT	1.00	321	1,600	0.201	V/C:	0.679
Northbound	RT	0.00	125	0	0.000	Lost Time:	0.100
	TH	3.00	625	4,800	0.156	ITS:	0.000
	LT	1.00	152	1,600	0.095 *		
Eastbound	RT	0.00	71	0	0.000	ICU:	0.779
	TH	3.00	610	4,800	0.142		
	LT	1.00	176	1,600	0.110 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	119	0	0.000	N-S(1):	0.285 *
	TH	3.00	593	4,800	0.148	N-S(2):	0.231
	LT	1.00	244	1,600	0.153 *	E-W(1):	0.289 *
Westbound	RT	0.00	117	0	0.000	E-W(2):	0.258
	TH	3.00	671	4,800	0.164		
	LT	1.00	210	1,600	0.131 *	V/C:	0.574
Northbound	RT	0.00	145	0	0.000	Lost Time:	0.100
	TH	3.00	489	4,800	0.132 *	ITS:	0.000
	LT	1.00	133	1,600	0.083		
Eastbound	RT	0.00	79	0	0.000	ICU:	0.674
	TH	3.00	678	4,800	0.158 *		
	LT	1.00	150	1,600	0.094	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	145	0	0.000	N-S(1):	0.350 *
	TH	3.00	902	4,800	0.218	N-S(2):	0.292
	LT	1.00	260	1,600	0.163 *	E-W(1):	0.409 *
Westbound	RT	0.00	152	0	0.000	E-W(2):	0.293
	TH	3.00	745	4,800	0.187		
	LT	1.00	254	1,600	0.159 *	V/C:	0.759
Northbound	RT	0.00	184	0	0.000	Lost Time:	0.100
	TH	3.00	712	4,800	0.187 *	ITS:	0.000
	LT	1.00	118	1,600	0.074		
Eastbound	RT	0.00	121	0	0.000	ICU:	0.859
	TH	3.00	1,080	4,800	0.250 *		
	LT	1.00	169	1,600	0.106	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 185 - CRENSHAW BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.298 *
	TH	3.00	729	4,800	0.177	N-S(2):	0.266
	LT	1.00	131	1,600	0.082 *	E-W(1):	0.266
Westbound	RT	0.00	181	0	0.000	E-W(2):	0.341 *
	TH	3.00	1,005	4,800	0.247 *		
	LT	1.00	151	1,600	0.094	V/C:	0.639
Northbound	RT	0.00	119	0	0.000	Lost Time:	0.100
	TH	3.00	917	4,800	0.216 *	ITS:	0.000
	LT	1.00	142	1,600	0.089		
Eastbound	RT	0.00	160	0	0.000	ICU:	0.739
	TH	3.00	665	4,800	0.172		
	LT	1.00	150	1,600	0.094 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	171	0	0.000	N-S(1):	0.276 *
	TH	3.00	547	4,800	0.150	N-S(2):	0.247
	LT	1.00	173	1,600	0.108 *	E-W(1):	0.255
Westbound	RT	0.00	196	0	0.000	E-W(2):	0.272 *
	TH	3.00	638	4,800	0.174 *		
	LT	1.00	148	1,600	0.093	V/C:	0.548
Northbound	RT	0.00	162	0	0.000	Lost Time:	0.100
	TH	3.00	646	4,800	0.168 *	ITS:	0.000
	LT	1.00	155	1,600	0.097		
Eastbound	RT	0.00	126	0	0.000	ICU:	0.648
	TH	3.00	652	4,800	0.162		
	LT	1.00	157	1,600	0.098 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	220	0	0.000	N-S(1):	0.303
	TH	3.00	960	4,800	0.246 *	N-S(2):	0.343 *
	LT	1.00	213	1,600	0.133	E-W(1):	0.357 *
Westbound	RT	0.00	189	0	0.000	E-W(2):	0.304
	TH	3.00	884	4,800	0.224		
	LT	1.00	158	1,600	0.099 *	V/C:	0.700
Northbound	RT	0.00	165	0	0.000	Lost Time:	0.100
	TH	3.00	649	4,800	0.170	ITS:	0.000
	LT	1.00	155	1,600	0.097 *		
Eastbound	RT	0.00	183	0	0.000	ICU:	0.800
	TH	3.00	1,054	4,800	0.258 *		
	LT	1.00	128	1,600	0.080	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 186 - WESTERN AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	71	0	0.000	N-S(1):	0.269
	TH	2.00	577	3,200	0.203 *	N-S(2):	0.320 *
	LT	1.00	77	1,600	0.048	E-W(1):	0.261
Westbound	RT	0.00	134	0	0.000	E-W(2):	0.318 *
	TH	3.00	1,139	4,800	0.265 *		
	LT	1.00	93	1,600	0.058	V/C:	0.638
Northbound	RT	1.00	88	1,600	0.026	Lost Time:	0.100
	TH	2.00	707	3,200	0.221	ITS:	0.000
	LT	1.00	187	1,600	0.117 *		
Eastbound	RT	0.00	96	0	0.000	ICU:	0.738
	TH	3.00	878	4,800	0.203		
	LT	1.00	85	1,600	0.053 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	104	0	0.000	N-S(1):	0.232
	TH	2.00	464	3,200	0.178 *	N-S(2):	0.271 *
	LT	1.00	134	1,600	0.084	E-W(1):	0.237 *
Westbound	RT	0.00	139	0	0.000	E-W(2):	0.230
	TH	3.00	696	4,800	0.174		
	LT	1.00	94	1,600	0.059 *	V/C:	0.508
Northbound	RT	1.00	123	1,600	0.048	Lost Time:	0.100
	TH	2.00	474	3,200	0.148	ITS:	0.000
	LT	1.00	149	1,600	0.093 *		
Eastbound	RT	0.00	145	0	0.000	ICU:	0.608
	TH	3.00	707	4,800	0.178 *		
	LT	1.00	89	1,600	0.056	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.285
	TH	2.00	714	3,200	0.254 *	N-S(2):	0.367 *
	LT	1.00	137	1,600	0.086	E-W(1):	0.372 *
Westbound	RT	0.00	82	0	0.000	E-W(2):	0.299
	TH	3.00	988	4,800	0.223		
	LT	1.00	144	1,600	0.090 *	V/C:	0.739
Northbound	RT	1.00	112	1,600	0.025	Lost Time:	0.100
	TH	2.00	637	3,200	0.199	ITS:	0.000
	LT	1.00	181	1,600	0.113 *		
Eastbound	RT	0.00	181	0	0.000	ICU:	0.839
	TH	3.00	1,173	4,800	0.282 *		
	LT	1.00	122	1,600	0.076	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 187 - VERMONT AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	108	1,600	0.034	N-S(1):	0.264 *
	TH	3.00	487	4,800	0.101	N-S(2):	0.194
	LT	1.00	202	1,600	0.126 *	E-W(1):	0.310
Westbound	RT	0.00	166	0	0.000	E-W(2):	0.399 *
	TH	3.00	1,430	4,800	0.333 *		
	LT	1.00	128	1,600	0.080	V/C:	0.663
Northbound	RT	0.00	111	0	0.000	Lost Time:	0.100
	TH	3.00	551	4,800	0.138 *	ITS:	0.000
	LT	1.00	148	1,600	0.093		
Eastbound	RT	0.00	63	0	0.000	ICU:	0.763
	TH	3.00	1,042	4,800	0.230		
	LT	1.00	106	1,600	0.066 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	95	1,600	0.029	N-S(1):	0.230 *
	TH	3.00	317	4,800	0.066	N-S(2):	0.131
	LT	1.00	217	1,600	0.136 *	E-W(1):	0.294 *
Westbound	RT	0.00	135	0	0.000	E-W(2):	0.285
	TH	3.00	941	4,800	0.224		
	LT	1.00	135	1,600	0.084 *	V/C:	0.524
Northbound	RT	0.00	126	0	0.000	Lost Time:	0.100
	TH	3.00	323	4,800	0.094 *	ITS:	0.000
	LT	1.00	104	1,600	0.065		
Eastbound	RT	0.00	73	0	0.000	ICU:	0.624
	TH	3.00	937	4,800	0.210 *		
	LT	1.00	97	1,600	0.061	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	98	1,600	0.016	N-S(1):	0.329 *
	TH	3.00	745	4,800	0.155	N-S(2):	0.243
	LT	1.00	241	1,600	0.151 *	E-W(1):	0.373 *
Westbound	RT	0.00	192	0	0.000	E-W(2):	0.371
	TH	3.00	1,155	4,800	0.281		
	LT	1.00	154	1,600	0.096 *	V/C:	0.702
Northbound	RT	0.00	176	0	0.000	Lost Time:	0.100
	TH	3.00	678	4,800	0.178 *	ITS:	0.000
	LT	1.00	140	1,600	0.088		
Eastbound	RT	0.00	118	0	0.000	ICU:	0.802
	TH	3.00	1,211	4,800	0.277 *		
	LT	1.00	144	1,600	0.090	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 188 - PRAIRIE AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.356
	TH	3.00	939	4,800	0.219 *	N-S(2):	0.419 *
	LT	1.00	186	1,600	0.116	E-W(1):	0.224
Westbound	RT	0.00	283	0	0.000	E-W(2):	0.362 *
	TH	3.00	1,044	4,800	0.276 *		
	LT	1.00	110	1,600	0.069	V/C:	0.781
Northbound	RT	0.00	153	0	0.000	Lost Time:	0.100
	TH	3.00	999	4,800	0.240	ITS:	0.000
	LT	1.00	320	1,600	0.200 *		
Eastbound	RT	0.00	162	0	0.000	ICU:	0.881
	TH	3.00	581	4,800	0.155		
	LT	1.00	138	1,600	0.086 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.263
	TH	3.00	678	4,800	0.164 *	N-S(2):	0.290 *
	LT	1.00	206	1,600	0.129	E-W(1):	0.228 *
Westbound	RT	0.00	194	0	0.000	E-W(2):	0.217
	TH	3.00	541	4,800	0.153		
	LT	1.00	134	1,600	0.084 *	V/C:	0.518
Northbound	RT	0.00	104	0	0.000	Lost Time:	0.100
	TH	3.00	541	4,800	0.134	ITS:	0.000
	LT	1.00	202	1,600	0.126 *		
Eastbound	RT	0.00	164	0	0.000	ICU:	0.618
	TH	3.00	526	4,800	0.144 *		
	LT	1.00	103	1,600	0.064	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	114	0	0.000	N-S(1):	0.360
	TH	3.00	1,032	4,800	0.239 *	N-S(2):	0.368 *
	LT	1.00	278	1,600	0.174	E-W(1):	0.421 *
Westbound	RT	0.00	233	0	0.000	E-W(2):	0.269
	TH	3.00	678	4,800	0.190		
	LT	1.00	150	1,600	0.094 *	V/C:	0.789
Northbound	RT	0.00	131	0	0.000	Lost Time:	0.100
	TH	3.00	764	4,800	0.186	ITS:	0.000
	LT	1.00	206	1,600	0.129 *		
Eastbound	RT	0.00	298	0	0.000	ICU:	0.889
	TH	3.00	1,272	4,800	0.327 *		
	LT	1.00	126	1,600	0.079	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 189 - CRENSHAW BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	251	1,600	0.057	N-S(1):	0.324 *
	TH	3.00	780	4,800	0.163	N-S(2):	0.315
	LT	1.00	129	1,600	0.081 *	E-W(1):	0.219
Westbound	RT	0.00	275	0	0.000	E-W(2):	0.474 *
	TH	3.00	1,036	4,800	0.273 *		
	LT	1.00	126	1,600	0.079	V/C:	0.798
Northbound	RT	1.00	99	1,600	0.023	Lost Time:	0.100
	TH	3.00	1,167	4,800	0.243 *	ITS:	0.000
	LT	1.00	243	1,600	0.152		
Eastbound	RT	0.00	92	0	0.000	ICU:	0.898
	TH	3.00	579	4,800	0.140		
	LT	1.00	321	1,600	0.201 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	208	1,600	0.042	N-S(1):	0.254 *
	TH	3.00	666	4,800	0.139	N-S(2):	0.223
	LT	1.00	133	1,600	0.083 *	E-W(1):	0.205
Westbound	RT	0.00	172	0	0.000	E-W(2):	0.302 *
	TH	3.00	435	4,800	0.126 *		
	LT	1.00	129	1,600	0.081	V/C:	0.556
Northbound	RT	1.00	74	1,600	0.006	Lost Time:	0.100
	TH	3.00	823	4,800	0.171 *	ITS:	0.000
	LT	1.00	134	1,600	0.084		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.656
	TH	3.00	486	4,800	0.124		
	LT	1.00	281	1,600	0.176 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	237	1,600	0.050	N-S(1):	0.284
	TH	3.00	1,231	4,800	0.256 *	N-S(2):	0.324 *
	LT	1.00	184	1,600	0.115	E-W(1):	0.349
Westbound	RT	0.00	237	0	0.000	E-W(2):	0.358 *
	TH	3.00	541	4,800	0.162 *		
	LT	1.00	108	1,600	0.068	V/C:	0.682
Northbound	RT	1.00	97	1,600	0.027	Lost Time:	0.100
	TH	3.00	810	4,800	0.169	ITS:	0.000
	LT	1.00	108	1,600	0.068 *		
Eastbound	RT	0.00	175	0	0.000	ICU:	0.782
	TH	3.00	1,173	4,800	0.281		
	LT	1.00	314	1,600	0.196 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 190 - WESTERN AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	241	1,600	0.100	N-S(1):	0.219
	TH	2.00	461	3,200	0.144 *	N-S(2):	0.265 *
	LT	1.00	52	1,600	0.033	E-W(1):	0.220
Westbound	RT	0.00	154	0	0.000	E-W(2):	0.433 *
	TH	3.00	1,434	4,800	0.331 *		
	LT	1.00	101	1,600	0.063	V/C:	0.698
Northbound	RT	0.00	68	0	0.000	Lost Time:	0.100
	TH	2.00	527	3,200	0.186	ITS:	0.000
	LT	1.00	194	1,600	0.121 *		
Eastbound	RT	0.00	138	0	0.000	ICU:	0.798
	TH	3.00	614	4,800	0.157		
	LT	1.00	163	1,600	0.102 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	175	1,600	0.067	N-S(1):	0.192
	TH	2.00	350	3,200	0.109 *	N-S(2):	0.193 *
	LT	1.00	73	1,600	0.046	E-W(1):	0.202
Westbound	RT	0.00	105	0	0.000	E-W(2):	0.228 *
	TH	3.00	579	4,800	0.143 *		
	LT	1.00	110	1,600	0.069	V/C:	0.421
Northbound	RT	0.00	118	0	0.000	Lost Time:	0.100
	TH	2.00	348	3,200	0.146	ITS:	0.000
	LT	1.00	134	1,600	0.084 *		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.521
	TH	3.00	517	4,800	0.133		
	LT	1.00	136	1,600	0.085 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	214	1,600	0.084	N-S(1):	0.277
	TH	2.00	551	3,200	0.172 *	N-S(2):	0.279 *
	LT	1.00	101	1,600	0.063	E-W(1):	0.380 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.276
	TH	3.00	743	4,800	0.176		
	LT	1.00	81	1,600	0.051 *	V/C:	0.659
Northbound	RT	0.00	121	0	0.000	Lost Time:	0.100
	TH	2.00	565	3,200	0.214	ITS:	0.000
	LT	1.00	171	1,600	0.107 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.759
	TH	3.00	1,381	4,800	0.329 *		
	LT	1.00	160	1,600	0.100	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 191 - VERMONT AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	89	1,600	0.039	N-S(1):	0.174 *
	TH	3.00	366	4,800	0.076	N-S(2):	0.119
	LT	1.00	137	1,600	0.086 *	E-W(1):	0.215
Westbound	RT	0.00	123	0	0.000	E-W(2):	0.416 *
	TH	3.00	1,715	4,800	0.383 *		
	LT	1.00	98	1,600	0.061	V/C:	0.590
Northbound	RT	1.00	102	1,600	0.033	Lost Time:	0.100
	TH	3.00	422	4,800	0.088 *	ITS:	0.000
	LT	1.00	69	1,600	0.043		
Eastbound	RT	0.00	55	0	0.000	ICU:	0.690
	TH	3.00	682	4,800	0.154		
	LT	1.00	52	1,600	0.033 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	157	1,600	0.085 *	N-S(1):	0.105
	TH	3.00	315	4,800	0.066	N-S(2):	0.117 *
	LT	1.00	74	1,600	0.046	E-W(1):	0.182 *
Westbound	RT	0.00	65	0	0.000	E-W(2):	0.177
	TH	3.00	654	4,800	0.150		
	LT	1.00	63	1,600	0.039 *	V/C:	0.299
Northbound	RT	1.00	42	1,600	0.007	Lost Time:	0.100
	TH	3.00	285	4,800	0.059	ITS:	0.000
	LT	1.00	51	1,600	0.032 *		
Eastbound	RT	0.00	45	0	0.000	ICU:	0.399
	TH	3.00	641	4,800	0.143 *		
	LT	1.00	43	1,600	0.027	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	58	1,600	0.004	N-S(1):	0.172 *
	TH	3.00	402	4,800	0.084	N-S(2):	0.128
	LT	1.00	120	1,600	0.075 *	E-W(1):	0.333 *
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.239
	TH	3.00	768	4,800	0.175		
	LT	1.00	66	1,600	0.041 *	V/C:	0.505
Northbound	RT	1.00	85	1,600	0.033	Lost Time:	0.100
	TH	3.00	466	4,800	0.097 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	89	0	0.000	ICU:	0.605
	TH	3.00	1,311	4,800	0.292 *		
	LT	1.00	102	1,600	0.064	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 192 - AVIATION BOULEVARD & ARTESIA BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	219	0	0.000	N-S(1):	0.520 *
	TH	2.00	487	3,200	0.221	N-S(2):	0.311
	LT	1.00	104	1,600	0.065 *	E-W(1):	0.301
Westbound	RT	0.00	207	0	0.000	E-W(2):	0.447 *
	TH	2.00	792	3,200	0.312 *		
	LT	1.00	187	1,600	0.117	V/C:	0.967
Northbound	RT	0.00	143	0	0.000	Lost Time:	0.100
	TH	2.00	1,312	3,200	0.455 *	ITS:	0.000
	LT	1.00	144	1,600	0.090		
Eastbound	RT	0.00	56	0	0.000	ICU:	1.067
	TH	2.00	533	3,200	0.184		
	LT	1.00	216	1,600	0.135 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	126	0	0.000	N-S(1):	0.301 *
	TH	2.00	609	3,200	0.230	N-S(2):	0.298
	LT	1.00	176	1,600	0.110 *	E-W(1):	0.336 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.322
	TH	2.00	502	3,200	0.207		
	LT	1.00	236	1,600	0.148 *	V/C:	0.637
Northbound	RT	0.00	146	0	0.000	Lost Time:	0.100
	TH	2.00	464	3,200	0.191 *	ITS:	0.000
	LT	1.00	109	1,600	0.068		
Eastbound	RT	0.00	72	0	0.000	ICU:	0.737
	TH	2.00	528	3,200	0.188 *		
	LT	1.00	184	1,600	0.115	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	117	0	0.000	N-S(1):	0.443
	TH	2.00	1,230	3,200	0.421 *	N-S(2):	0.496 *
	LT	1.00	250	1,600	0.156	E-W(1):	0.458 *
Westbound	RT	0.00	139	0	0.000	E-W(2):	0.364
	TH	2.00	640	3,200	0.243		
	LT	1.00	293	1,600	0.183 *	V/C:	0.954
Northbound	RT	0.00	155	0	0.000	Lost Time:	0.100
	TH	2.00	762	3,200	0.287	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	135	0	0.000	ICU:	1.054
	TH	2.00	745	3,200	0.275 *		
	LT	1.00	193	1,600	0.121	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 193 - AVIATION BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	129	1,600	0.002	N-S(1):	0.443 *
	TH	2.00	605	3,200	0.189	N-S(2):	0.228
	LT	2.00	100	2,880	0.035 *	E-W(1):	0.264
Westbound	RT	1.00	315	1,600	0.180	E-W(2):	0.356 *
	TH	2.00	636	3,200	0.199 *		
	LT	2.00	242	2,880	0.084	V/C:	0.799
Northbound	RT	0.00	122	0	0.000	Lost Time:	0.100
	TH	3.00	1,837	4,800	0.408 *	ITS:	0.000
	LT	1.00	63	1,600	0.039		
Eastbound	RT	1.00	99	1,600	0.042	ICU:	0.899
	TH	2.00	576	3,200	0.180		
	LT	1.00	251	1,600	0.157 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	217	1,600	0.074	N-S(1):	0.271
	TH	2.00	749	3,200	0.234 *	N-S(2):	0.332 *
	LT	2.00	147	2,880	0.051	E-W(1):	0.254
Westbound	RT	1.00	151	1,600	0.069	E-W(2):	0.292 *
	TH	2.00	537	3,200	0.168 *		
	LT	2.00	235	2,880	0.082	V/C:	0.624
Northbound	RT	0.00	169	0	0.000	Lost Time:	0.100
	TH	3.00	885	4,800	0.220	ITS:	0.000
	LT	1.00	157	1,600	0.098 *		
Eastbound	RT	1.00	139	1,600	0.038	ICU:	0.724
	TH	2.00	550	3,200	0.172		
	LT	1.00	198	1,600	0.124 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	402	1,600	0.193	N-S(1):	0.309
	TH	2.00	1,309	3,200	0.409 *	N-S(2):	0.517 *
	LT	2.00	317	2,880	0.110	E-W(1):	0.364 *
Westbound	RT	1.00	125	1,600	0.023	E-W(2):	0.323
	TH	2.00	656	3,200	0.205		
	LT	2.00	436	2,880	0.151 *	V/C:	0.881
Northbound	RT	0.00	139	0	0.000	Lost Time:	0.100
	TH	3.00	816	4,800	0.199	ITS:	0.000
	LT	1.00	172	1,600	0.108 *		
Eastbound	RT	1.00	171	1,600	0.053	ICU:	0.981
	TH	2.00	681	3,200	0.213 *		
	LT	1.00	188	1,600	0.118	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 196 - PRAIRIE AVENUE & FLORENCE AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.008
	TH	0.00	0	0	0.000 *	N-S(2):	0.265 *
	LT	0.00	0	0	0.000	E-W(1):	0.550 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.348
	TH	3.00	1,670	4,800	0.348		
	LT	1.00	432	1,600	0.270 *	V/C:	0.815
Northbound	RT	1.00	444	1,600	0.008	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	762	2,880	0.265 *		
Eastbound	RT	1.00	448	1,600	0.280 *	ICU:	0.915
	TH	3.00	857	4,800	0.179		
	LT	0.00	0	0	0.000	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.000
	TH	0.00	0	0	0.000 *	N-S(2):	0.111 *
	LT	0.00	0	0	0.000	E-W(1):	0.360 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.165
	TH	3.00	791	4,800	0.165		
	LT	1.00	256	1,600	0.160 *	V/C:	0.471
Northbound	RT	1.00	256	1,600	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	320	2,880	0.111 *		
Eastbound	RT	1.00	320	1,600	0.200 *	ICU:	0.571
	TH	3.00	817	4,800	0.170		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.063
	TH	0.00	0	0	0.000 *	N-S(2):	0.156 *
	LT	0.00	0	0	0.000	E-W(1):	0.525 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.206
	TH	3.00	991	4,800	0.206		
	LT	1.00	317	1,600	0.198 *	V/C:	0.681
Northbound	RT	1.00	418	1,600	0.063	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	450	2,880	0.156 *		
Eastbound	RT	1.00	523	1,600	0.327 *	ICU:	0.781
	TH	3.00	1,567	4,800	0.326		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 197 - PRAIRIE AVENUE & LENNOX BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	167	0	0.000	N-S(1):	0.262
	TH	3.00	1,067	4,800	0.257 *	N-S(2):	0.353 *
	LT	1.00	1	1,600	0.001	E-W(1):	0.060
Westbound	RT	0.00	7	0	0.000	E-W(2):	0.088 *
	TH	1.00	4	1,600	0.007 *		
	LT	0.00	0	0	0.000	V/C:	0.441
Northbound	RT	0.00	7	0	0.000	Lost Time:	0.100
	TH	3.00	1,246	4,800	0.261	ITS:	0.000
	LT	1.00	153	1,600	0.096 *		
Eastbound	RT	1.00	173	1,600	0.060	ICU:	0.541
	TH	2.00	4	3,200	0.042		
	LT	0.00	130	1,600	0.081 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	104	0	0.000	N-S(1):	0.208
	TH	3.00	881	4,800	0.205 *	N-S(2):	0.278 *
	LT	1.00	4	1,600	0.003	E-W(1):	0.045
Westbound	RT	0.00	9	0	0.000	E-W(2):	0.092 *
	TH	1.00	3	1,600	0.009 *		
	LT	0.00	3	1,600	0.002	V/C:	0.370
Northbound	RT	0.00	6	0	0.000	Lost Time:	0.100
	TH	3.00	980	4,800	0.205	ITS:	0.000
	LT	1.00	117	1,600	0.073 *		
Eastbound	RT	1.00	114	1,600	0.035	ICU:	0.470
	TH	2.00	4	3,200	0.043		
	LT	0.00	132	1,600	0.083 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.274
	TH	3.00	1,380	4,800	0.313 *	N-S(2):	0.393 *
	LT	1.00	14	1,600	0.009	E-W(1):	0.087
Westbound	RT	0.00	6	0	0.000	E-W(2):	0.113 *
	TH	1.00	2	1,600	0.005 *		
	LT	0.00	0	0	0.000	V/C:	0.506
Northbound	RT	0.00	6	0	0.000	Lost Time:	0.100
	TH	3.00	1,267	4,800	0.265	ITS:	0.000
	LT	1.00	128	1,600	0.080 *		
Eastbound	RT	1.00	203	1,600	0.087	ICU:	0.606
	TH	2.00	6	3,200	0.056		
	LT	0.00	172	1,600	0.108 *	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Traffix

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

Scenario Report

Scenario:	AM
Command:	AM
Volume:	AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	C	xxxxx	0.778	C	xxxxx	0.778	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	D	xxxxx	0.800	D	xxxxx	0.800	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	C	xxxxx	0.791	C	xxxxx	0.791	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	B	xxxxx	0.615	B	xxxxx	0.615	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	F	xxxxx	1.140	F	xxxxx	1.140	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	B	xxxxx	0.655	B	xxxxx	0.655	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	C	xxxxx	0.750	C	xxxxx	0.750	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	A	xxxxx	0.583	A	xxxxx	0.583	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	B	xxxxx	0.697	B	xxxxx	0.697	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.457	A	xxxxx	0.457	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	C	xxxxx	0.746	C	xxxxx	0.746	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.358	A	xxxxx	0.358	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.446	A	xxxxx	0.446	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.375	A	xxxxx	0.375	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	D	xxxxx	0.811	D	xxxxx	0.811	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	D	xxxxx	0.887	D	xxxxx	0.887	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	B	13.4	0.303	B	13.4	0.303	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	A	xxxxx	0.494	A	xxxxx	0.494	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	E	xxxxx	0.959	E	xxxxx	0.959	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.541	A	xxxxx	0.541	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.487	A	xxxxx	0.487	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	A	xxxxx	0.560	A	xxxxx	0.560	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	D	xxxxx	0.839	D	xxxxx	0.839	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.649	B	xxxxx	0.649	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.664	B	xxxxx	0.664	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	D	xxxxx	0.855	D	xxxxx	0.855	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx	0.526	A	xxxxx	0.526	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.505	A	xxxxx	0.505	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	B	xxxxx	0.646	B	xxxxx	0.646	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx	0.495	A	xxxxx	0.495	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	C	21.6	0.802	C	21.6	0.802	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	C	20.3	0.784	C	20.3	0.784	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	C	xxxxx	0.762	C	xxxxx	0.762	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	C	17.1	0.342	C	17.1	0.342	+ 0.000 D/V

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

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

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec):	130	Critical Vol./Cap.(X):	0.778
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	128	Level Of Service:	C

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:												
Base Vol:	649	1385	224	46	668	51	55	194	328	301	657	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	649	1385	224	46	668	51	55	194	328	301	657	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	649	1385	224	46	668	51	55	194	328	301	657	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	649	1385	224	46	668	51	55	194	328	301	657	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	714	1385	224	51	668	51	55	194	361	331	657	212
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.51	0.49
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	2079	671
Capacity Analysis Module:												
Vol/Sat:	0.26	0.34	0.16	0.02	0.16	0.04	0.04	0.05	0.13	0.12	0.32	0.32
Crit Volume:	357				223			55			435	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

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

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	75	Critical Vol./Cap.(X):	0.800
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	D

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	125	1346	122	79	686	24	59	515	106	77	431	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	1346	122	79	686	24	59	515	106	77	431	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	1346	122	79	686	24	59	515	106	77	431	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1346	122	79	686	24	59	515	106	77	431	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	1346	122	79	686	24	59	515	106	77	431	109
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.93	0.07	1.00	1.66	0.34	1.00	1.60	0.40
Final Sat.:	1500	2751	249	1500	2899	101	1500	2488	512	1500	2394	606
Capacity Analysis Module:												
Vol/Sat:	0.08	0.49	0.49	0.05	0.24	0.24	0.04	0.21	0.21	0.05	0.18	0.18
Crit Volume:		734		79					311		77	
Crit Moves:		****		****					****		****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

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

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.791
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: C

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 2	0 1	1	0 2	0 1	1	0 2 0 1
Volume Module:												
Base Vol:	48	1366	94	67	660	84	184	653	52	63	392	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	1366	94	67	660	84	184	653	52	63	392	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	1366	94	67	660	84	184	653	52	63	392	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1366	94	67	660	84	184	653	52	63	392	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	1366	94	67	660	84	184	653	52	63	392	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2807	193	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.49	0.49	0.04	0.22	0.06	0.12	0.22	0.03	0.04	0.13	0.04
Crit Volume:			730	67				327		63		
Crit Moves:			****	****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

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

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0	1	0	1 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	105	278	114	28	163	58	59	933	56	73	633	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	278	114	28	163	58	59	933	56	73	633	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	278	114	28	163	58	59	933	56	73	633	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	278	114	28	163	58	59	933	56	73	633	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	278	114	28	163	58	59	933	56	73	633	27
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2638	113
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.08	0.02	0.12	0.04	0.04	0.34	0.04	0.05	0.24	0.24
Crit Volume:			278	28				467		73		
Crit Moves:			****	****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

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

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.140
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1 1	0	2	0 2 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	174	1551	134	123	529	132	303	858	61	103	552	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	1551	134	123	529	132	303	858	61	103	552	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	1551	134	123	529	132	303	858	61	103	552	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	1551	134	123	529	132	303	858	61	103	552	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	1551	134	135	529	132	303	858	61	103	552	158
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.84	0.16	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.55	0.45
Final Sat.:	2750	2531	219	2750	2750	1375	1375	2750	1375	1375	2138	612
Capacity Analysis Module:												
Vol/Sat:	0.07	0.61	0.61	0.05	0.19	0.10	0.22	0.31	0.04	0.07	0.26	0.26
Crit Volume:			843	68			303					355
Crit Moves:			****	****			****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

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

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.655
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: B

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1 0	1	0	1 1 0	1	0	2 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	43	249	155	175	277	74	112	981	62	176	541	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	249	155	175	277	74	112	981	62	176	541	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	249	155	175	277	74	112	981	62	176	541	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	249	155	175	277	74	112	981	62	176	541	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	249	155	175	277	74	112	981	62	176	541	141
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.23	0.77	1.00	1.58	0.42	1.00	2.82	0.18	1.00	1.59	0.41
Final Sat.:	1375	1695	1055	1375	2170	580	1375	3880	245	1375	2181	569
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.15	0.13	0.13	0.13	0.08	0.25	0.25	0.13	0.25	0.25
Crit Volume:			202	175				348		176		
Crit Moves:			****	****				****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

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

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.750
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 114 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:																				
Base Vol:	121	784	140	34	371	70	267	1066	54	83	650	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	784	140	34	371	70	267	1066	54	83	650	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	784	140	34	371	70	267	1066	54	83	650	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	784	140	34	371	70	267	1066	54	83	650	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	133	784	140	34	371	70	294	1066	54	91	650	55
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.90	0.10	2.00	2.77	0.23
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2617	133	2750	3803	322
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.29	0.10	0.02	0.13	0.05	0.11	0.41	0.41	0.03	0.17	0.17
Crit Volume:		392			34			560			46	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

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

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.583
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: A

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:																				
Base Vol:	8	15	7	203	14	141	313	782	6	6	600	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	15	7	203	14	141	313	782	6	6	600	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	15	7	203	14	141	313	782	6	6	600	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	15	7	203	14	141	313	782	6	6	600	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	15	7	203	14	141	313	782	6	6	600	256
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.09	0.91	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	129	1296	1425	2828	22	1425	2850	1425
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.01	0.00	0.14	0.11	0.11	0.22	0.28	0.28	0.00	0.21	0.18
Crit Volume:		15			203			313			300	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

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

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: B

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	0	1
Volume Module:																				
Base Vol:	33	678	354	110	312	213	437	635	25	263	537	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	678	354	110	312	213	437	635	25	263	537	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	678	354	110	312	213	437	635	25	263	537	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	678	354	110	312	213	437	635	25	263	537	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	33	678	354	110	312	213	481	635	25	289	537	103
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.92	0.08	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2646	104	2750	2750	1375
Capacity Analysis Module:																				
Vol/Sat:	0.02	0.25	0.26	0.08	0.11	0.15	0.17	0.24	0.24	0.11	0.20	0.07
Crit Volume:		339			110			240			269	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

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

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.457
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!	0	0
Volume Module:																				
Base Vol:	0	1101	1091	0	428	4	0	0	0	768	2	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1101	1091	0	428	4	0	0	0	768	2	8
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1101	0	0	428	4	0	0	0	768	2	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1101	0	0	428	4	0	0	0	768	2	8
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1101	0	0	428	4	0	0	0	845	2	8
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.97	0.03	0.00	0.00	0.00	2.96	0.01	0.03
Final Sat.:	0	4275	1425	0	4235	40	0	0	0	4225	10	40
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.26	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.20	0.20	0.20
Crit Volume:		367			0			0			285	
Crit Moves:		****			****						****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

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

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.746
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 112 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 1	0	1	0 2	0 2	2	0 1	1 0	2	0 2 1 0
Volume Module:												
Base Vol:	38	1519	135	55	692	476	434	226	14	99	241	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	1519	135	55	692	476	434	226	14	99	241	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	1519	135	55	692	476	434	226	14	99	241	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1519	135	55	692	476	434	226	14	99	241	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	38	1519	135	55	692	524	477	226	14	109	241	181
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.76	0.24	1.00	2.00	2.00	2.00	1.88	0.12	2.00	2.00	1.00
Final Sat.:	1375	3788	337	1375	2750	2750	2750	2590	160	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.40	0.04	0.25	0.19	0.17	0.09	0.09	0.04	0.09	0.13
Crit Volume:		551		55			239					181
Crit Moves:		****		****			****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

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

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0 1	0	1	0 1	0 1	1	0 3	0 1	1	0 2 1 0
Volume Module:												
Base Vol:	336	17	25	5	14	37	39	631	162	14	688	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	336	17	25	5	14	37	39	631	162	14	688	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	336	17	25	5	14	37	39	631	162	14	688	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	17	25	5	14	37	39	631	162	14	688	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	370	17	25	5	14	37	39	631	162	14	688	5
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.40	0.60	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.98	0.02
Final Sat.:	2750	557	818	1375	1375	1375	1375	4125	1375	1375	4095	30
Capacity Analysis Module:												
Vol/Sat:	0.13	0.03	0.03	0.00	0.01	0.03	0.03	0.15	0.12	0.01	0.17	0.17
Crit Volume:	185					37	39					231
Crit Moves:	****					****	****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

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

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.446
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0	0 0	2	0	2 0	0	0	2 1 1
Volume Module:												
Base Vol:	131	0	234	0	0	0	239	643	0	0	812	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	0	234	0	0	0	239	643	0	0	812	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	0	234	0	0	0	239	643	0	0	812	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	0	234	0	0	0	239	643	0	0	812	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	144	0	234	0	0	0	263	643	0	0	812	219
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.16	0.00	0.00	0.00	0.09	0.23	0.00	0.00	0.19	0.15
Crit Volume:			234		0		131				271	
Crit Moves:			****				****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

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

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.375
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0	1	0	4 0	1	2	0 2 0 0
Volume Module:												
Base Vol:	0	0	0	125	0	295	0	719	189	332	491	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	125	0	295	0	719	189	332	491	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	125	0	295	0	719	189	332	491	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	125	0	295	0	719	189	332	491	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	138	0	325	0	719	189	365	491	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1425	0	2850	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.11	0.00	0.13	0.13	0.13	0.17	0.00
Crit Volume:		0				162			189	183		
Crit Moves:						****			****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

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

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.811
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	9	511	120	576	200	12	14	67	8	170	15	282
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	511	120	576	200	12	14	67	8	170	15	282
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	511	120	576	200	12	14	67	8	170	15	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	511	120	576	200	12	14	67	8	170	15	282
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	511	120	576	200	12	14	67	8	170	15	282
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	1.60	0.37	1.00	0.97	0.03	0.16	0.75	0.09	0.92	0.08	1.00
Final Sat.:	40	2276	534	1425	1382	43	224	1073	128	1309	116	1425
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.40	0.14	0.28	0.06	0.06	0.06	0.13	0.13	0.20
Crit Volume:			320	576				89		170		
Crit Moves:			****	****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

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

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.887
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	89	940	130	149	555	104	215	1349	113	275	1238	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	940	130	149	555	104	215	1349	113	275	1238	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	940	130	149	555	104	215	1349	113	275	1238	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	940	130	149	555	104	215	1349	113	275	1238	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	89	940	130	149	555	104	237	1349	113	303	1238	169
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.34	0.09	0.11	0.20	0.08	0.09	0.33	0.08	0.11	0.30	0.12
Crit Volume:		470		149				450		151		
Crit Moves:		****		****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[13.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	0	0	0	0	1	0	2	0	0
Volume Module:																
Base Vol:	0	0	187	0	0	0	0	776	48	113	481	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	187	0	0	0	0	776	48	113	481	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	187	0	0	0	0	776	48	113	481	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	187	0	0	0	0	776	48	113	481	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	388	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	824	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	616	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	815	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	616	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	815	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.30	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx
Control Del:	xxxxx	xxxx	13.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.1	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		13.4			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

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

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.494
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	141	2049	18	42	1069	66	89	54	45	55	59	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	2049	18	42	1069	66	89	54	45	55	59	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	2049	18	42	1069	66	89	54	45	55	59	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	2049	18	42	1069	66	89	54	45	55	59	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	2049	18	42	1069	66	89	54	45	55	59	54
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.97	0.03	1.00	2.83	0.17	1.00	2.00	1.00	1.00	1.04	0.96
Final Sat.:	1425	5650	50	1425	4026	249	1425	2850	1425	1425	1488	1362
Capacity Analysis Module:																				
Vol/Sat:	0.10	0.36	0.36	0.03	0.27	0.27	0.06	0.02	0.03	0.04	0.04	0.04
Crit Volume:		517		42			89					57
Crit Moves:		****		****			****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

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

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.959
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	140	535	192	115	367	48	161	1414	93	338	988	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	535	192	115	367	48	161	1414	93	338	988	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	535	192	115	367	48	161	1414	93	338	988	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	535	192	115	367	48	161	1414	93	338	988	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	535	192	115	367	48	161	1414	93	338	988	97
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.47	0.53	1.00	1.77	0.23	1.00	2.81	0.19	1.00	3.00	1.00
Final Sat.:	1375	2024	726	1375	2432	318	1375	3870	255	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.26	0.26	0.08	0.15	0.15	0.12	0.37	0.37	0.25	0.24	0.07
Crit Volume:			364	115					502	338		
Crit Moves:			****	****					****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

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

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.541
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	145	379	102	25	154	68	70	775	57	58	508	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	379	102	25	154	68	70	775	57	58	508	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	379	102	25	154	68	70	775	57	58	508	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	379	102	25	154	68	70	775	57	58	508	33
PCE Adj:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	379	102	50	154	68	70	775	57	58	508	33
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.46	1.21	0.33	0.23	1.27	0.50	1.00	1.86	0.14	1.00	1.88	0.12
Final Sat.:	695	1816	489	338	1912	750	1500	2794	206	1500	2817	183
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.07	0.08	0.09	0.05	0.28	0.28	0.04	0.18	0.18
Crit Volume:			313	25				416		58		
Crit Moves:			****	****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

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

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	49	456	32	93	163	127	126	664	40	17	341	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	456	32	93	163	127	126	664	40	17	341	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	456	32	93	163	127	126	664	40	17	341	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	456	32	93	163	127	126	664	40	17	341	131
PCE Adj:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	456	32	186	163	127	126	664	40	17	341	131
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.18	1.70	0.12	0.64	0.83	0.53	1.00	1.89	0.11	1.00	2.00	1.00
Final Sat.:	274	2547	179	962	1238	800	1500	2830	170	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.10	0.13	0.16	0.08	0.23	0.23	0.01	0.11	0.09
Crit Volume:		269		93				352		17		
Crit Moves:		****		****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

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

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.560
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	2	0	1	1	0	1	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	119	1492	57	97	581	13	12	143	51	77	244	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	1492	57	97	581	13	12	143	51	77	244	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	1492	57	97	581	13	12	143	51	77	244	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	1492	57	97	581	13	12	143	51	77	244	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	131	1492	57	107	581	13	12	143	51	85	244	188
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.89	0.11	2.00	1.96	0.04	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3973	152	2750	2690	60	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.38	0.38	0.04	0.22	0.22	0.01	0.05	0.04	0.03	0.09	0.14
Crit Volume:		516		53			12					188
Crit Moves:		****		****			****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

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

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.839
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 141 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	143	1188	215	69	309	76	164	835	337	153	1080	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	1188	215	69	309	76	164	835	337	153	1080	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	1188	215	69	309	76	164	835	337	153	1080	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	1188	215	69	309	76	164	835	337	153	1080	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	1188	215	69	309	76	164	835	337	153	1080	46
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.84	0.16
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5275	225
Capacity Analysis Module:												
Vol/Sat:	0.10	0.43	0.16	0.05	0.11	0.06	0.12	0.20	0.25	0.11	0.20	0.20
Crit Volume:		594			69				337	153		
Crit Moves:		****			****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

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

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	81	945	87	20	355	68	193	615	74	75	444	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	945	87	20	355	68	193	615	74	75	444	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	945	87	20	355	68	193	615	74	75	444	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	945	87	20	355	68	193	615	74	75	444	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	945	87	20	355	68	193	615	74	75	444	45
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.68	0.32	1.00	1.79	0.21	1.00	1.82	0.18
Final Sat.:	1500	2747	253	1500	2518	482	1500	2678	322	1500	2724	276
Capacity Analysis Module:												
Vol/Sat:	0.05	0.34	0.34	0.01	0.14	0.14	0.13	0.23	0.23	0.05	0.16	0.16
Crit Volume:		516			20			193			245	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

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

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.664
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	24	1081	21	10	395	63	241	492	28	19	387	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	1081	21	10	395	63	241	492	28	19	387	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	1081	21	10	395	63	241	492	28	19	387	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1081	21	10	395	63	241	492	28	19	387	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	1081	21	10	395	63	241	492	28	19	387	62
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.72	0.28	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2943	57	1500	2587	413	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.37	0.37	0.01	0.15	0.15	0.16	0.16	0.02	0.01	0.13	0.04
Crit Volume:		551			10			241			194	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

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

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.855
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1	0	1!	0	0	0	0	1!	0	0
Volume Module:												
Base Vol:	533	1013	0	0	406	409	465	0	42	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	533	1013	0	0	406	409	465	0	42	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	533	1013	0	0	406	409	465	0	42	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	533	1013	0	0	406	409	465	0	42	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	533	1013	0	0	406	409	512	0	42	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.85	0.00	0.15	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2634	0	216	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.37	0.36	0.00	0.00	0.14	0.29	0.19	0.00	0.19	0.00	0.00	0.00
Crit Volume:	533					409	277			0		
Crit Moves:	****					****	****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

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

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.526
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0 2	1	0	0 1	0	1	0 3	0 2	0 1
Volume Module:												
Base Vol:	125	0	984	0	0	0	0	323	168	1562	1012	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	0	984	0	0	0	0	323	168	1562	1012	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	125	0	984	0	0	0	0	323	0	1562	1012	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	0	984	0	0	0	0	323	0	1562	1012	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	138	0	1082	0	0	0	0	323	0	1718	1012	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.38	0.00	0.00	0.00	0.00	0.08	0.00	0.40	0.36	0.00
Crit Volume:	69				0			108		573		
Crit Moves:	****							****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

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

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.505
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1 1	0	0	0 1!	0 0	0 0 1! 0 0
Volume Module:												
Base Vol:	15	1007	88	10	465	43	18	73	38	49	118	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	1007	88	10	465	43	18	73	38	49	118	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	1007	88	10	465	43	18	73	38	49	118	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1007	88	10	465	43	18	73	38	49	118	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	1007	88	10	465	43	18	73	38	49	118	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.83	0.17	0.14	0.57	0.29	0.27	0.65	0.08
Final Sat.:	1500	2759	241	1500	2746	254	209	849	442	404	973	124
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.37	0.01	0.17	0.17	0.09	0.09	0.09	0.12	0.12	0.12
Crit Volume:			548	10			18					182
Crit Moves:			****	****			****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

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

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.646
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	1	0	0 1	1	2	0 3	0 1	2 0 2 1 0
Volume Module:												
Base Vol:	40	14	128	29	3	18	71	1015	18	331	2243	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	14	128	29	3	18	71	1015	18	331	2243	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	14	128	29	3	18	71	1015	18	331	2243	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	14	128	29	3	18	71	1015	18	331	2243	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	14	141	29	3	20	78	1015	18	364	2243	81
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.18	1.82	1.00	0.26	1.74	2.00	3.00	1.00	2.00	2.90	0.10
Final Sat.:	1425	258	2592	1425	375	2475	2850	4275	1425	2850	4126	149
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.02	0.01	0.01	0.03	0.24	0.01	0.13	0.54	0.54
Crit Volume:		77		29			39			775		
Crit Moves:		****		****			****			****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

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

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0	0 1	0	1	0 1	1 0	1 0 1 1 0
Volume Module:												
Base Vol:	97	228	37	16	207	55	52	467	197	51	578	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	228	37	16	207	55	52	467	197	51	578	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	228	37	16	207	55	52	467	197	51	578	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	228	37	16	207	55	52	467	197	51	578	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	228	37	16	207	55	52	467	197	51	578	32
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.86	0.14	1.00	0.79	0.21	1.00	1.41	0.59	1.00	1.90	0.10
Final Sat.:	1500	1291	209	1500	1185	315	1500	2110	890	1500	2843	157
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.01	0.17	0.17	0.03	0.22	0.22	0.03	0.20	0.20
Crit Volume:	97				262				332	51		
Crit Moves:	****				****				****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec):	100			Critical Vol./Cap.(X):			0.802								
Loss Time (sec):	0			Average Delay (sec/veh):			21.6								
Optimal Cycle:	0			Level Of Service:			C								
Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	1 0	1 0	0	1 0	1 0	0	0	1! 0	0	1 0	0 1			
Volume Module:															
Base Vol:	2	963	32	15	569	4	0	0	0	76	1	63			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	2	963	32	15	569	4	0	0	0	76	1	63			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	2	963	32	15	569	4	0	0	0	76	1	63			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	2	963	32	15	569	4	0	0	0	76	1	63			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	2	963	32	15	569	4	0	0	0	76	1	63			
Saturation Flow Module:															
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.01	1.93	0.06	0.05	1.94	0.01	0.00	1.00	0.00	0.99	0.01	1.00			
Final Sat.:	2	1206	40	29	1093	8	0	449	0	416	5	489			
Capacity Analysis Module:															
Vol/Sat:	0.80	0.80	0.80	0.52	0.52	0.52	xxxx	0.00	xxxx	0.18	0.18	0.13			
Crit Moves:	****			****				****		****					
Delay/Veh:	27.2	26.8	26.5	15.3	15.2	15.2	0.0	0.0	0.0	12.4	12.4	10.5			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	27.2	26.8	26.5	15.3	15.2	15.2	0.0	0.0	0.0	12.4	12.4	10.5			
LOS by Move:	D	D	D	C	C	C	*	*	*	B	B	B			
ApproachDel:	26.8			15.2			xxxxxx			11.5					
Delay Adj:	1.00			1.00			xxxxx			1.00					
ApprAdjDel:	26.8			15.2			xxxxxx			11.5					
LOS by Appr:	D			C			*			B					
AllWayAvgQ:	3.2	3.1	3.1	1.0	1.0	1.0	0.0	0.0	0.0	0.2	0.2	0.1			

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec):	100			Critical Vol./Cap.(X):			0.784								
Loss Time (sec):	0			Average Delay (sec/veh):			20.3								
Optimal Cycle:	0			Level Of Service:			C								
Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0 2	0 0	0	0 1	1 0	0	0	1! 0	0	0 0	0 0			
Volume Module:															
Base Vol:	42	1006	0	0	558	75	55	0	46	0	0	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	42	1006	0	0	558	75	55	0	46	0	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	42	1006	0	0	558	75	55	0	46	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	42	1006	0	0	558	75	55	0	46	0	0	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	42	1006	0	0	558	75	55	0	46	0	0	0			
Saturation Flow Module:															
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	2.00	0.00	0.00	1.76	0.24	0.54	0.00	0.46	0.00	0.00	0.00			
Final Sat.:	586	1284	0	0	1041	142	302	0	253	0	0	0			
Capacity Analysis Module:															
Vol/Sat:	0.07	0.78	xxxx	xxxx	0.54	0.53	0.18	xxxx	0.18	xxxx	xxxx	xxxx			
Crit Moves:		****			****		****								
Delay/Veh:	9.2	25.0	0.0	0.0	15.1	14.7	10.6	0.0	10.6	0.0	0.0	0.0			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	9.2	25.0	0.0	0.0	15.1	14.7	10.6	0.0	10.6	0.0	0.0	0.0			
LOS by Move:	A	D	*	*	C	B	B	*	B	*	*	*			
ApproachDel:	24.4			15.0			10.6			xxxxxx					
Delay Adj:	1.00			1.00			1.00			xxxxx					
ApprAdjDel:	24.4			15.0			10.6			xxxxxx					
LOS by Appr:	C			C			B			*					
AllWayAvgQ:	0.1	3.0	0.0	0.0	1.1	1.0	0.2	0.2	0.2	0.0	0.0	0.0			

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

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

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.762
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 119 Level Of Service: C

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	108	808	287	73	504	126	162	677	114	172	741	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	808	287	73	504	126	162	677	114	172	741	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	808	287	73	504	126	162	677	114	172	741	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	808	287	73	504	126	162	677	114	172	741	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	808	287	73	504	126	162	677	114	172	741	76
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.81	0.19
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2494	256
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.21	0.05	0.18	0.09	0.12	0.25	0.08	0.13	0.30	0.30
Crit Volume:		404			73		162					409
Crit Moves:		****			****		****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: C[17.1]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	1!	0	0	1	0	2
Volume Module:												
Base Vol:	0	0	0	4	0	169	261	731	0	0	808	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	4	0	169	261	731	0	0	808	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	4	0	169	261	731	0	0	808	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	4	0	169	261	731	0	0	808	91
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1741	2107	450	899	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	80	52	562	764	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	58	34	562	764	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	0.00	0.30	0.34	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	469	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	17.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				17.1		xxxxxx			xxxxxx		
ApproachLOS:	*				C		*			*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

Scenario Report

Scenario:	MD
Command:	MD
Volume:	MD
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/Veh	V/C	Future LOS	Del/Veh	V/C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	B	xxxxx	0.627	B	xxxxx	0.627	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	B	xxxxx	0.694	B	xxxxx	0.694	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	B	xxxxx	0.661	B	xxxxx	0.661	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	A	xxxxx	0.435	A	xxxxx	0.435	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	B	xxxxx	0.644	B	xxxxx	0.644	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	A	xxxxx	0.478	A	xxxxx	0.478	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	A	xxxxx	0.550	A	xxxxx	0.550	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	A	xxxxx	0.545	A	xxxxx	0.545	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	A	xxxxx	0.536	A	xxxxx	0.536	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.418	A	xxxxx	0.418	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	B	xxxxx	0.677	B	xxxxx	0.677	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.471	A	xxxxx	0.471	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.450	A	xxxxx	0.450	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.415	A	xxxxx	0.415	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	C	xxxxx	0.725	C	xxxxx	0.725	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	B	12.1	0.247	B	12.1	0.247	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	A	xxxxx	0.598	A	xxxxx	0.598	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	D	xxxxx	0.802	D	xxxxx	0.802	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.481	A	xxxxx	0.481	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.392	A	xxxxx	0.392	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	B	xxxxx	0.602	B	xxxxx	0.602	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	C	xxxxx	0.711	C	xxxxx	0.711	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	A	xxxxx	0.586	A	xxxxx	0.586	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	A	xxxxx	0.564	A	xxxxx	0.564	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	B	xxxxx	0.606	B	xxxxx	0.606	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx	0.431	A	xxxxx	0.431	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.453	A	xxxxx	0.453	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	A	xxxxx	0.453	A	xxxxx	0.453	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx	0.437	A	xxxxx	0.437	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	B	13.7	0.532	B	13.7	0.532	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	C	15.1	0.584	C	15.1	0.584	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	B	xxxxx	0.659	B	xxxxx	0.659	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	E	37.0	0.521	E	37.0	0.521	+ 0.000 D/V

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

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

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.627
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:																				
Base Vol:	451	1009	219	114	696	58	107	345	401	265	321	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	451	1009	219	114	696	58	107	345	401	265	321	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	451	1009	219	114	696	58	107	345	401	265	321	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	451	1009	219	114	696	58	107	345	401	265	321	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	496	1009	219	125	696	58	107	345	441	292	321	230
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.17	0.83
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	1602	1148
Capacity Analysis Module:																				
Vol/Sat:	0.18	0.24	0.16	0.05	0.17	0.04	0.08	0.08	0.16	0.11	0.20	0.20
Crit Volume:	248				232		107			276		
Crit Moves:	****				****		****			****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

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

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 75 Critical Vol./Cap.(X): 0.694
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Street Name:	CENTINELA AVENUE									WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:															
Base Vol:	148	772	84	117	744	88	109	523	154	110	635	101			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	148	772	84	117	744	88	109	523	154	110	635	101			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	148	772	84	117	744	88	109	523	154	110	635	101			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	148	772	84	117	744	88	109	523	154	110	635	101			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	148	772	84	117	744	88	109	523	154	110	635	101			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.80	0.20	1.00	1.79	0.21	1.00	1.55	0.45	1.00	1.73	0.27			
Final Sat.:	1500	2706	294	1500	2683	317	1500	2318	682	1500	2588	412			
Capacity Analysis Module:															
Vol/Sat:	0.10	0.29	0.29	0.08	0.28	0.28	0.07	0.23	0.23	0.07	0.25	0.25			
Crit Volume:	148					416	109					368			
Crit Moves:	****					****	****					****			

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

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

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.661
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Street Name:	CENTINELA AVENUE									WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:															
Base Vol:	79	785	107	69	724	226	235	470	79	89	483	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	785	107	69	724	226	235	470	79	89	483	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	785	107	69	724	226	235	470	79	89	483	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	785	107	69	724	226	235	470	79	89	483	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	785	107	69	724	226	235	470	79	89	483	59
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2640	360	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:															
Vol/Sat:	0.05	0.30	0.30	0.05	0.24	0.15	0.16	0.16	0.05	0.06	0.16	0.04
Crit Volume:			446	69			235				242	
Crit Moves:			****	****			****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

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

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.435
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	69	185	123	37	191	70	60	508	66	73	534	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	185	123	37	191	70	60	508	66	73	534	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	185	123	37	191	70	60	508	66	73	534	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	185	123	37	191	70	60	508	66	73	534	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	185	123	37	191	70	60	508	66	73	534	22
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2641	109
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.13	0.09	0.03	0.14	0.05	0.04	0.18	0.05	0.05	0.20	0.20
Crit Volume:	69					191		60			278	
Crit Moves:	****					****		****			****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

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

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: B

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	2	0	2	0	1	1	0	2	0	1	1	0	1	1	1	0
Volume Module:																					
Base Vol:	130	620	117	167	647	148	145	464	68	156	431	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	620	117	167	647	148	145	464	68	156	431	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	620	117	167	647	148	145	464	68	156	431	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	620	117	167	647	148	145	464	68	156	431	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	620	117	184	647	148	145	464	68	156	431	129
Saturation Flow Module:																					
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.68	0.32	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.54	0.46
Final Sat.:	2750	2313	437	2750	2750	1375	1375	2750	1375	1375	2117	633
Capacity Analysis Module:																					
Vol/Sat:	0.05	0.27	0.27	0.07	0.24	0.11	0.11	0.17	0.05	0.11	0.20	0.20
Crit Volume:			369		92			145				280
Crit Moves:			****		****			****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

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

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.478
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	1	0	1	1	1	0
Volume Module:																					
Base Vol:	40	200	100	132	379	127	41	514	64	182	497	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	200	100	132	379	127	41	514	64	182	497	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	200	100	132	379	127	41	514	64	182	497	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	200	100	132	379	127	41	514	64	182	497	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	200	100	132	379	127	41	514	64	182	497	89
Saturation Flow Module:																					
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.33	0.67	1.00	1.50	0.50	1.00	2.67	0.33	1.00	1.70	0.30
Final Sat.:	1375	1833	917	1375	2060	690	1375	3668	457	1375	2332	418
Capacity Analysis Module:																					
Vol/Sat:	0.03	0.11	0.11	0.10	0.18	0.18	0.03	0.14	0.14	0.13	0.21	0.21
Crit Volume:		150			132				193	182		
Crit Moves:		****			****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

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

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.550
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	1	0	2	0	2	1	0	2	0	1	0
Volume Module:																					
Base Vol:	127	672	126	27	539	137	184	532	137	106	496	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	672	126	27	539	137	184	532	137	106	496	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	672	126	27	539	137	184	532	137	106	496	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	672	126	27	539	137	184	532	137	106	496	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	140	672	126	27	539	137	202	532	137	117	496	64
Saturation Flow Module:																					
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.59	0.41	2.00	2.66	0.34
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2187	563	2750	3654	471
Capacity Analysis Module:																					
Vol/Sat:	0.05	0.24	0.09	0.02	0.20	0.10	0.07	0.24	0.24	0.04	0.14	0.14
Crit Volume:		336			27				335	58		
Crit Moves:		****			****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

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

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.545
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: A

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	1	0	1	0	2	0	1
Volume Module:																					
Base Vol:	9	19	11	207	34	220	252	603	20	27	524	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	19	11	207	34	220	252	603	20	27	524	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	19	11	207	34	220	252	603	20	27	524	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	19	11	207	34	220	252	603	20	27	524	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	19	11	207	34	220	252	603	20	27	524	154
Saturation Flow Module:																					
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.13	0.87	1.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	191	1234	1425	2759	91	1425	2850	1425
Capacity Analysis Module:																					
Vol/Sat:	0.01	0.01	0.01	0.15	0.18	0.18	0.18	0.22	0.22	0.02	0.18	0.11
Crit Volume:	9				254		252				262	
Crit Moves:	****				****		****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

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

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.536
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: A

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	2	0	1
Volume Module:															
Base Vol:	57	424	231	77	349	339	345	535	46	238	517	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	424	231	77	349	339	345	535	46	238	517	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	424	231	77	349	339	345	535	46	238	517	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	424	231	77	349	339	345	535	46	238	517	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	57	424	231	77	349	339	380	535	46	262	517	126
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.84	0.16	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2532	218	2750	2750	1375
Capacity Analysis Module:															
Vol/Sat:	0.04	0.15	0.17	0.06	0.13	0.25	0.14	0.21	0.21	0.10	0.19	0.09
Crit Volume:	212			77			190			259		
Crit Moves:	****			****			****			****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

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

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.418
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!	0	0
Volume Module:															
Base Vol:	0	802	935	0	612	15	0	0	0	866	7	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	802	935	0	612	15	0	0	0	866	7	25
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	802	0	0	612	15	0	0	0	866	7	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	802	0	0	612	15	0	0	0	866	7	25
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	802	0	0	612	15	0	0	0	953	7	25
Saturation Flow Module:															
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.93	0.07	0.00	0.00	0.00	2.90	0.02	0.08
Final Sat.:	0	4275	1425	0	4173	102	0	0	0	4136	30	109
Capacity Analysis Module:															
Vol/Sat:	0.00	0.19	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.23	0.23	0.23
Crit Volume:	267			0					0	328		
Crit Moves:	****			****						****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

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

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	0	2	1	0	2	0	2	1	0
Volume Module:															
Base Vol:	76	1216	137	123	910	432	310	170	37	143	227	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	1216	137	123	910	432	310	170	37	143	227	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	1216	137	123	910	432	310	170	37	143	227	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1216	137	123	910	432	310	170	37	143	227	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	76	1216	137	123	910	475	341	170	37	157	227	187
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.70	0.30	1.00	2.00	2.00	2.00	1.64	0.36	2.00	2.00	1.00
Final Sat.:	1375	3707	418	1375	2750	2750	2750	2258	492	2750	2750	1375
Capacity Analysis Module:															
Vol/Sat:	0.06	0.33	0.33	0.09	0.33	0.17	0.12	0.08	0.08	0.06	0.08	0.14
Crit Volume:	451			123			171					187
Crit Moves:	****			****			****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

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

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1	0	1	0	1	0	1	1	0	3	0	1	1	0	2	1	0
Volume Module:															
Base Vol:	526	54	40	4	16	59	72	732	225	56	598	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	526	54	40	4	16	59	72	732	225	56	598	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	526	54	40	4	16	59	72	732	225	56	598	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	526	54	40	4	16	59	72	732	225	56	598	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	579	54	40	4	16	59	72	732	225	56	598	17
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.57	0.43	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.92	0.08
Final Sat.:	2750	790	585	1375	1375	1375	1375	4125	1375	1375	4011	114
Capacity Analysis Module:															
Vol/Sat:	0.21	0.07	0.07	0.00	0.01	0.04	0.05	0.18	0.16	0.04	0.15	0.15
Crit Volume:	289					59		244		56		
Crit Moves:	****					****		****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

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

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0 0	0 0	2	0	2 0	0	0 2	1 1
Volume Module:												
Base Vol:	85	0	145	0	0	0	294	907	0	0	998	307
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	0	145	0	0	0	294	907	0	0	998	307
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	0	145	0	0	0	294	907	0	0	998	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	0	145	0	0	0	294	907	0	0	998	307
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	94	0	145	0	0	0	323	907	0	0	998	338
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.99	1.01
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4259	1441
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.10	0.00	0.00	0.00	0.11	0.32	0.00	0.00	0.23	0.23
Crit Volume:			145			0		162				334
Crit Moves:			****					****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

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

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.415
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0	1	0	4 0	1	2	0 2 0
Volume Module:												
Base Vol:	0	0	0	379	0	202	0	788	143	331	649	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	379	0	202	0	788	143	331	649	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	379	0	202	0	788	143	331	649	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	379	0	202	0	788	143	331	649	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	417	0	222	0	788	143	364	649	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.96	xxxx	1.04	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2789	0	1486	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.15	0.00	0.14	0.10	0.13	0.23	0.00
Crit Volume:			0			213			197		182	
Crit Moves:						****			****		****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

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

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	0	0	1! 0	0	1	0 0 1
Volume Module:												
Base Vol:	9	284	85	403	215	11	8	8	5	206	21	459
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	284	85	403	215	11	8	8	5	206	21	459
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	284	85	403	215	11	8	8	5	206	21	459
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	284	85	403	215	11	8	8	5	206	21	459
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	284	85	403	215	11	8	8	5	206	21	459
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	1.50	0.45	1.00	0.97	0.03	0.38	0.38	0.24	0.91	0.09	1.00
Final Sat.:	68	2141	641	1425	1375	50	543	543	339	1293	132	1425
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.28	0.16	0.22	0.01	0.01	0.01	0.16	0.16	0.32
Crit Volume:		189			403			8			227	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

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

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.725
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 1	1	0	2 0 1	2	0	3 0 1	2	0	3 0 1
Volume Module:												
Base Vol:	144	679	182	125	555	134	248	1163	117	263	1190	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	679	182	125	555	134	248	1163	117	263	1190	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	679	182	125	555	134	248	1163	117	263	1190	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	679	182	125	555	134	248	1163	117	263	1190	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	144	679	182	125	555	134	273	1163	117	289	1190	109
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.13	0.09	0.20	0.10	0.10	0.28	0.09	0.11	0.29	0.08
Crit Volume:		340			125			388		145		
Crit Moves:		****			****			****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[12.1]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 0	0	0	2	0 1	1	0	2	0 0
Volume Module:																
Base Vol:	0	0	166		0	0	0		0	658	43		155	708	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	166		0	0	0		0	658	43		155	708	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	166		0	0	0		0	658	43		155	708	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	166		0	0	0		0	658	43		155	708	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	329		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		701	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	673		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		905	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	673		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		905	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	0.25		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.17	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	1.0		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.6	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	12.1		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		9.8	xxxx	xxxxx	
LOS by Move:	*	*	B		*	*	*		*	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:		12.1				xxxxx				xxxxx				xxxxx		
ApproachLOS:		B				*				*				*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

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

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.598
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD								SAWTELLE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 3	1	0	1	0 2	1	0	1	0	3	1	1	0	1	1 0
Volume Module:																
Base Vol:	106	1468	58		112	1285	89		121	106	68		103	187	148	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	106	1468	58		112	1285	89		121	106	68		103	187	148	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	106	1468	58		112	1285	89		121	106	68		103	187	148	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	106	1468	58		112	1285	89		121	106	68		103	187	148	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	106	1468	58		112	1285	89		121	106	68		103	187	148	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.85	0.15		1.00	2.81	0.19		1.00	2.00	1.00		1.00	1.12	0.88	
Final Sat.:	1425	5483	217		1425	3998	277		1425	2850	1425		1425	1591	1259	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.27	0.27		0.08	0.32	0.32		0.08	0.04	0.05		0.07	0.12	0.12	
Crit Volume:	106						458		121					168		
Crit Moves:	****						****		****					****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

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

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.802
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 143 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD								VENICE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Prot+Permit				Prot+Permit				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0	2	1 0	1	0	3	0 1
Volume Module:																
Base Vol:	232	253	185		85	312	66		91	1164	85		265	1085	93	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	232	253	185		85	312	66		91	1164	85		265	1085	93	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	232	253	185		85	312	66		91	1164	85		265	1085	93	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	232	253	185		85	312	66		91	1164	85		265	1085	93	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	232	253	185		85	312	66		91	1164	85		265	1085	93	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.16	0.84		1.00	1.65	0.35		1.00	2.80	0.20		1.00	3.00	1.00	
Final Sat.:	1375	1588	1162		1375	2270	480		1375	3844	281		1375	4125	1375	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.16	0.16		0.06	0.14	0.14		0.07	0.30	0.30		0.19	0.26	0.07	
Crit Volume:	232						189			416			265			
Crit Moves:	****						****			****			****			

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

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

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.481
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD								WASHINGTON BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	1 0	1	0	0	1 0	1	0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	143	229	80		27	139	84		72	641	97		71	617	34	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	143	229	80		27	139	84		72	641	97		71	617	34	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	143	229	80		27	139	84		72	641	97		71	617	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	143	229	80		27	139	84		72	641	97		71	617	34	
PCE Adj:	1.00	1.00	1.00		2.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	143	229	80		54	139	84		72	641	97		71	617	34	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.63	1.02	0.35		0.24	1.15	0.61		1.00	1.74	0.26		1.00	1.90	0.10	
Final Sat.:	949	1520	531		363	1727	910		1500	2606	394		1500	2843	157	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.15	0.15		0.07	0.08	0.09		0.05	0.25	0.25		0.05	0.22	0.22	
Crit Volume:	143						139				369		71			
Crit Moves:	****						****				****		****			

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

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

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.392
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	26	228	41	110	164	172	94	541	60	17	427	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	228	41	110	164	172	94	541	60	17	427	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	228	41	110	164	172	94	541	60	17	427	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	228	41	110	164	172	94	541	60	17	427	89
PCE Adj:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	228	41	110	164	172	94	541	60	17	427	89
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	1.55	0.26	0.49	0.74	0.77	1.00	1.80	0.20	1.00	2.00	1.00
Final Sat.:	290	2327	383	740	1103	1157	1500	2700	300	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.11	0.15	0.15	0.15	0.06	0.20	0.20	0.01	0.14	0.06
Crit Volume:			161	110					301	17		
Crit Moves:			****	****					****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

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

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.602
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	2	0	1	1	0	1	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	299	1145	107	302	661	48	46	188	84	180	266	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	299	1145	107	302	661	48	46	188	84	180	266	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	299	1145	107	302	661	48	46	188	84	180	266	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	299	1145	107	302	661	48	46	188	84	180	266	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	329	1145	107	332	661	48	46	188	84	198	266	198
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.74	0.26	2.00	1.86	0.14	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3772	353	2750	2564	186	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.30	0.30	0.12	0.26	0.26	0.03	0.07	0.06	0.07	0.10	0.14
Crit Volume:			417	166			46					198
Crit Moves:			****	****			****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

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

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.711
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	3	1	0	1	0	3	1	0
Volume Module:												
Base Vol:	241	838	323	73	454	77	176	1026	357	129	1111	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	241	838	323	73	454	77	176	1026	357	129	1111	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	241	838	323	73	454	77	176	1026	357	129	1111	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	838	323	73	454	77	176	1026	357	129	1111	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	241	838	323	73	454	77	176	1026	357	129	1111	67
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.77	0.23
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5187	313
Capacity Analysis Module:												
Vol/Sat:	0.18	0.30	0.23	0.05	0.17	0.06	0.13	0.25	0.26	0.09	0.21	0.21
Crit Volume:		419		73					357	129		
Crit Moves:		****		****					****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

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

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	100	646	84	45	564	141	148	435	119	97	482	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	646	84	45	564	141	148	435	119	97	482	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	646	84	45	564	141	148	435	119	97	482	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	646	84	45	564	141	148	435	119	97	482	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	646	84	45	564	141	148	435	119	97	482	75
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.77	0.23	1.00	1.60	0.40	1.00	1.57	0.43	1.00	1.73	0.27
Final Sat.:	1500	2655	345	1500	2400	600	1500	2356	644	1500	2596	404
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.03	0.24	0.24	0.10	0.18	0.18	0.06	0.19	0.19
Crit Volume:	100			353			148					279
Crit Moves:	****			****			****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

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

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.564
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	1	0	1	0	1	1	0	2	0	1
Volume Module:														
Base Vol:	72	760	50	28	554	77	213	347	106	15	401	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	760	50	28	554	77	213	347	106	15	401	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	760	50	28	554	77	213	347	106	15	401	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	760	50	28	554	77	213	347	106	15	401	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	760	50	28	554	77	213	347	106	15	401	68
Saturation Flow Module:														
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.88	0.12	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2815	185	1500	2634	366	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:														
Vol/Sat:	0.05	0.27	0.27	0.02	0.21	0.21	0.14	0.12	0.07	0.01	0.13	0.05
Crit Volume:		405			28			213			201	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

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

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: B

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1	0	1!	0	0	0	0	1!	0	0
Volume Module:														
Base Vol:	230	797	0	0	604	334	436	0	120	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	797	0	0	604	334	436	0	120	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	797	0	0	604	334	436	0	120	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	797	0	0	604	334	436	0	120	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	230	797	0	0	604	334	480	0	120	0	0	0
Saturation Flow Module:														
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.60	0.00	0.40	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2280	0	570	0	1425	0
Capacity Analysis Module:														
Vol/Sat:	0.16	0.28	0.00	0.00	0.21	0.23	0.21	0.00	0.21	0.00	0.00	0.00
Crit Volume:	230					334	300				0	
Crit Moves:	****					****	****					

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

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

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.431
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0	2	1	0	0	1	0	1	0	3	0	1	3	0	2	0	1
Volume Module:														
Base Vol:	219	0	744	0	0	0	0	614	159	617	750	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	0	744	0	0	0	0	614	159	617	750	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	219	0	744	0	0	0	0	614	0	617	750	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	0	744	0	0	0	0	614	0	617	750	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	241	0	818	0	0	0	0	614	0	679	750	0
Saturation Flow Module:														
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:														
Vol/Sat:	0.08	0.00	0.29	0.00	0.00	0.00	0.00	0.14	0.00	0.16	0.26	0.00
Crit Volume:			409			0			205			0		
Crit Moves:			****						****			****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

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

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:														
Base Vol:	51	872	47	21	712	50	26	39	26	62	86	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	872	47	21	712	50	26	39	26	62	86	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	872	47	21	712	50	26	39	26	62	86	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	872	47	21	712	50	26	39	26	62	86	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	872	47	21	712	50	26	39	26	62	86	25
Saturation Flow Module:														
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.87	0.13	0.28	0.43	0.29	0.36	0.50	0.14
Final Sat.:	1500	2847	153	1500	2803	197	429	643	429	538	746	217
Capacity Analysis Module:														
Vol/Sat:	0.03	0.31	0.31	0.01	0.25	0.25	0.06	0.06	0.06	0.12	0.12	0.12
Crit Volume:		460			21			26			173	
Crit Moves:		****			****			****			****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

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

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	0	0 1	1	2	0 3	0 1	2	0 2 1 0
Volume Module:												
Base Vol:	32	13	226	58	13	59	57	1054	55	192	1125	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	13	226	58	13	59	57	1054	55	192	1125	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	13	226	58	13	59	57	1054	55	192	1125	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	13	226	58	13	59	57	1054	55	192	1125	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	32	13	249	58	13	65	63	1054	55	211	1125	29
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.10	1.90	1.00	0.33	1.67	2.00	3.00	1.00	2.00	2.92	0.08
Final Sat.:	1425	142	2708	1425	476	2374	2850	4275	1425	2850	4168	107
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.09	0.04	0.03	0.03	0.02	0.25	0.04	0.07	0.27	0.27
Crit Volume:		131			58			351			106	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

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

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.437
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0 1	0	1	0 1	1	0	1 0 1 0
Volume Module:												
Base Vol:	86	149	38	33	138	60	72	481	101	49	553	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	149	38	33	138	60	72	481	101	49	553	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	149	38	33	138	60	72	481	101	49	553	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	149	38	33	138	60	72	481	101	49	553	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	149	38	33	138	60	72	481	101	49	553	46
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.80	0.20	1.00	0.70	0.30	1.00	1.65	0.35	1.00	1.85	0.15
Final Sat.:	1500	1195	305	1500	1045	455	1500	2479	521	1500	2770	230
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.02	0.13	0.13	0.05	0.19	0.19	0.03	0.20	0.20
Crit Volume:	86					198	72					300
Crit Moves:	****					****	****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.532
Loss Time (sec): 0 Average Delay (sec/veh): 13.7
Optimal Cycle: 0 Level Of Service: B

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0 1	0	1	0 1	0	0	1! 0	0	1	0 0 1
Volume Module:												
Base Vol:	9	618	51	29	617	4	8	3	5	48	1	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	618	51	29	617	4	8	3	5	48	1	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	618	51	29	617	4	8	3	5	48	1	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	618	51	29	617	4	8	3	5	48	1	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	618	51	29	617	4	8	3	5	48	1	29
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	1.82	0.15	0.09	1.90	0.01	0.50	0.19	0.31	0.98	0.02	1.00
Final Sat.:	17	1174	98	56	1204	8	238	89	149	427	9	509
Capacity Analysis Module:												
Vol/Sat:	0.53	0.53	0.52	0.51	0.51	0.51	0.03	0.03	0.03	0.11	0.11	0.06
Crit Moves:	****			****				****		****		
Delay/Veh:	14.2	14.0	13.7	13.9	13.8	13.7	10.3	10.3	10.3	11.2	11.2	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	14.0	13.7	13.9	13.8	13.7	10.3	10.3	10.3	11.2	11.2	9.5
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	A
ApproachDel:		14.0			13.8			10.3			10.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.0			13.8			10.3			10.6	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	1.1	1.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec):	100				Critical Vol./Cap.(X):				0.584						
Loss Time (sec):	0				Average Delay (sec/veh):				15.1						
Optimal Cycle:	0				Level Of Service:				C						
Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD								
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign		
Rights:	Include				Include				Include				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0
Lanes:	1	0 2	0	0	0	0 1	1	0	0	0 1!	0	0	0	0 0	0
Volume Module:															
Base Vol:	99	618	0	0	588	103	93	0	130	0	0	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	99	618	0	0	588	103	93	0	130	0	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	99	618	0	0	588	103	93	0	130	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	99	618	0	0	588	103	93	0	130	0	0	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	99	618	0	0	588	103	93	0	130	0	0	0			
Saturation Flow Module:															
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	2.00	0.00	0.00	1.70	0.30	0.42	0.00	0.58	0.00	0.00	0.00			
Final Sat.:	539	1171	0	0	1006	180	239	0	334	0	0	0			
Capacity Analysis Module:															
Vol/Sat:	0.18	0.53	xxxx	xxxx	0.58	0.57	0.39	xxxx	0.39	xxxx	xxxx	xxxx			
Crit Moves:		****			****		****								
Delay/Veh:	10.7	15.1	0.0	0.0	16.6	15.9	12.7	0.0	12.7	0.0	0.0	0.0			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	10.7	15.1	0.0	0.0	16.6	15.9	12.7	0.0	12.7	0.0	0.0	0.0			
LOS by Move:	B	C	*	*	C	C	B	*	B	*	*	*			
ApproachDel:		14.5			16.5			12.7			xxxxxx				
Delay Adj:		1.00			1.00			1.00			xxxxx				
ApprAdjDel:		14.5			16.5			12.7			xxxxxx				
LOS by Appr:		B			C			B			*				
AllWayAvgQ:	0.2	1.0	0.0	0.0	1.3	1.2	0.6	0.6	0.6	0.0	0.0	0.0			

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

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

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	105				Critical Vol./Cap.(X):				0.659						
Loss Time (sec):	16				Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	83				Level Of Service:				B						
Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD								
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R
Control:	Prot+Permit				Prot+Permit				Prot+Permit				Prot+Permit		
Rights:	Ovl				Ovl				Ovl				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0
Lanes:	1	0 2	0	1	1	0 2	0	1	1	0 2	0	1	1	0 1	1 0
Volume Module:															
Base Vol:	175	630	214		90	659	157		118	548	113		88	537	30
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Initial Bse:	175	630	214		90	659	157		118	548	113		88	537	30
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Volume:	175	630	214		90	659	157		118	548	113		88	537	30
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0
Reduced Vol:	175	630	214		90	659	157		118	548	113		88	537	30
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
FinalVolume:	175	630	214		90	659	157		118	548	113		88	537	30
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.89	0.11
Final Sat.:	1375	2750	1375		1375	2750	1375		1375	2750	1375		1375	2604	146
Capacity Analysis Module:															
Vol/Sat:	0.13	0.23	0.16	0.07	0.24	0.11	0.09	0.20	0.08	0.06	0.21	0.21			
Crit Volume:	175				330		118				284				
Crit Moves:	****				****		****				****				

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: E[37.0]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD								
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled		
Rights:	Include				Include				Include				Include		
Lanes:	0	0 0	0	0	0	0 1!	0	0	1	0 2	0	0	0	0 1	1 0
Volume Module:															
Base Vol:	0	0	0		6	0	235		222	975	0	0	1126	67	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	0	0		6	0	235		222	975	0	0	1126	67	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	0	0		6	0	235		222	975	0	0	1126	67	
Reduct Vol:	0	0	0		0	0	0		0	0	0	0	0	0	
FinalVolume:	0	0	0		6	0	235		222	975	0	0	1126	67	
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	xxxxx		6.8	6.5	6.9		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	4.0	3.3		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Capacity Module:															
Cnflict Vol:	xxxx	xxxx	xxxxx		2091	2579	597		1193	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		46	26	451		592	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		33	16	451		592	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx	0.18	0.00	0.52	0.37	xxxx	xxxx	xxxx	xxxx	xxxx			
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		14.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		B	*	*	*	*	*	
Movement:	LT	- LTR	- RT		LT	- LTR	- RT		LT	- LTR	- RT		LT	- LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	343	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	5.1	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	37.0	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*		*	E	*		*	*	*		*	*	*
ApproachDel:		xxxxxx				37.0				xxxxxx				xxxxxx	
ApproachLOS:		*				E				*				*	

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

Scenario Report

Scenario:	PM
Command:	PM
Volume:	PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	C	xxxxx	0.797	C	xxxxx	0.797	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	E	xxxxx	0.918	E	xxxxx	0.918	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	D	xxxxx	0.824	D	xxxxx	0.824	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	B	xxxxx	0.664	B	xxxxx	0.664	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	E	xxxxx	0.914	E	xxxxx	0.914	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	D	xxxxx	0.850	D	xxxxx	0.850	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	C	xxxxx	0.717	C	xxxxx	0.717	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	B	xxxxx	0.691	B	xxxxx	0.691	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	C	xxxxx	0.755	C	xxxxx	0.755	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.479	A	xxxxx	0.479	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	D	xxxxx	0.863	D	xxxxx	0.863	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.493	A	xxxxx	0.493	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	C	xxxxx	0.749	C	xxxxx	0.749	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.463	A	xxxxx	0.463	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	D	xxxxx	0.832	D	xxxxx	0.832	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	E	xxxxx	0.943	E	xxxxx	0.943	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	B	12.8	0.375	B	12.8	0.375	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	B	xxxxx	0.669	B	xxxxx	0.669	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	E	xxxxx	0.949	E	xxxxx	0.949	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	B	xxxxx	0.620	B	xxxxx	0.620	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	C	xxxxx	0.779	C	xxxxx	0.779	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	E	xxxxx	0.994	E	xxxxx	0.994	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	C	xxxxx	0.700	C	xxxxx	0.700	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.652	B	xxxxx	0.652	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	D	xxxxx	0.803	D	xxxxx	0.803	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	C	xxxxx	0.713	C	xxxxx	0.713	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.571	A	xxxxx	0.571	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	C	xxxxx	0.778	C	xxxxx	0.778	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	B	xxxxx	0.615	B	xxxxx	0.615	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	D	28.5	0.820	D	28.5	0.820	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	D	27.2	0.841	D	27.2	0.841	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	E	xxxxx	0.978	E	xxxxx	0.978	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F	68.1	0.629	F	68.1	0.629	+ 0.000 D/V

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

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

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec):	130	Critical Vol./Cap.(X):	0.797
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	140	Level Of Service:	C

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0
Volume Module:												
Base Vol:	481	1298	253	161	1350	50	103	580	736	342	380	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	481	1298	253	161	1350	50	103	580	736	342	380	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	481	1298	253	161	1350	50	103	580	736	342	380	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	481	1298	253	161	1350	50	103	580	736	342	380	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	529	1298	253	177	1350	50	103	580	810	376	380	159
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.41	0.59
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	1939	811
Capacity Analysis Module:												
Vol/Sat:	0.19	0.31	0.18	0.06	0.33	0.04	0.07	0.14	0.29	0.14	0.20	0.20
Crit Volume:	265				450			193		188		
Crit Moves:	****				****			****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

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

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	75	Critical Vol./Cap.(X):	0.918
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	134	1103	86	129	1337	84	86	641	177	123	644	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	1103	86	129	1337	84	86	641	177	123	644	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	1103	86	129	1337	84	86	641	177	123	644	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1103	86	129	1337	84	86	641	177	123	644	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	1103	86	129	1337	84	86	641	177	123	644	104
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.86	0.14	1.00	1.88	0.12	1.00	1.57	0.43	1.00	1.72	0.28
Final Sat.:	1500	2783	217	1500	2823	177	1500	2351	649	1500	2583	417
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.40	0.09	0.47	0.47	0.06	0.27	0.27	0.08	0.25	0.25
Crit Volume:	134				711			409	123			
Crit Moves:	****				****			****	****			

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

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

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.824
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 Level Of Service: D

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	70	1062	165	64	1369	179	170	642	82	126	622	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1062	165	64	1369	179	170	642	82	126	622	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1062	165	64	1369	179	170	642	82	126	622	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1062	165	64	1369	179	170	642	82	126	622	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1062	165	64	1369	179	170	642	82	126	622	74
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.73	0.27	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2597	403	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.41	0.41	0.04	0.46	0.12	0.11	0.21	0.05	0.08	0.21	0.05
Crit Volume:	70				685		170				311	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

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

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.664
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: B

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	92	237	140	100	281	165	76	903	94	88	736	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	237	140	100	281	165	76	903	94	88	736	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	237	140	100	281	165	76	903	94	88	736	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	237	140	100	281	165	76	903	94	88	736	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	237	140	100	281	165	76	903	94	88	736	23
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.94	0.06
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2667	83
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.10	0.07	0.20	0.12	0.06	0.33	0.07	0.06	0.28	0.28
Crit Volume:	92				281			452			88	
Crit Moves:	****				****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

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

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.914
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	2	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	139	694	146	143	953	323	220	783	124	186	840	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	694	146	143	953	323	220	783	124	186	840	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	694	146	143	953	323	220	783	124	186	840	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	694	146	143	953	323	220	783	124	186	840	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	694	146	157	953	323	220	783	124	186	840	128
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.65	0.35	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.74	0.26
Final Sat.:	2750	2272	478	2750	2750	1375	1375	2750	1375	1375	2386	364
Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.31	0.06	0.35	0.23	0.16	0.28	0.09	0.14	0.35	0.35
Crit Volume:	76				477		220					484
Crit Moves:	****				****		****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

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

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.850
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 152 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	71	302	64	100	764	215	77	765	78	305	875	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	302	64	100	764	215	77	765	78	305	875	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	302	64	100	764	215	77	765	78	305	875	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	302	64	100	764	215	77	765	78	305	875	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	302	64	100	764	215	77	765	78	305	875	188
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.65	0.35	1.00	1.56	0.44	1.00	2.72	0.28	1.00	1.65	0.35
Final Sat.:	1375	2269	481	1375	2146	604	1375	3743	382	1375	2264	486
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.07	0.36	0.36	0.06	0.20	0.20	0.22	0.39	0.39
Crit Volume:	71					490	77					532
Crit Moves:	****					****	****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

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

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.717
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:												
Base Vol:	126	744	133	72	784	195	302	525	115	137	1030	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	744	133	72	784	195	302	525	115	137	1030	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	744	133	72	784	195	302	525	115	137	1030	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	744	133	72	784	195	302	525	115	137	1030	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	139	744	133	72	784	195	332	525	115	151	1030	44
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.64	0.36	2.00	2.88	0.12
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2256	494	2750	3956	169
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.10	0.05	0.29	0.14	0.12	0.23	0.23	0.05	0.26	0.26
Crit Volume:	69				392		166					358
Crit Moves:	****				****		****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

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

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: B

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	17	22	12	341	19	320	302	1047	15	10	640	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	22	12	341	19	320	302	1047	15	10	640	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	22	12	341	19	320	302	1047	15	10	640	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	22	12	341	19	320	302	1047	15	10	640	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	22	12	341	19	320	302	1047	15	10	640	147
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.06	0.94	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	80	1345	1425	2810	40	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.01	0.24	0.24	0.24	0.21	0.37	0.37	0.01	0.22	0.10
Crit Volume:		22		341			302				320	
Crit Moves:		****		****			****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

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

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.755
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 116 Level Of Service: C

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	0	1
Volume Module:												
Base Vol:	48	466	402	156	587	364	377	872	48	345	504	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	466	402	156	587	364	377	872	48	345	504	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	466	402	156	587	364	377	872	48	345	504	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	466	402	156	587	364	377	872	48	345	504	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	48	466	402	156	587	364	415	872	48	380	504	92
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.90	0.10	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2607	143	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.29	0.11	0.21	0.26	0.15	0.33	0.33	0.14	0.18	0.07
Crit Volume:		233		156					460	190		
Crit Moves:		****		****					****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

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

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.479
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!!	0	0
Volume Module:												
Base Vol:	0	1185	1244	0	987	10	0	0	0	749	14	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1185	1244	0	987	10	0	0	0	749	14	25
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1185	0	0	987	10	0	0	0	749	14	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1185	0	0	987	10	0	0	0	749	14	25
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1185	0	0	987	10	0	0	0	824	14	25
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.97	0.03	0.00	0.00	0.00	2.86	0.05	0.09
Final Sat.:	0	4275	1425	0	4232	43	0	0	0	4082	69	124
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.20	0.20	0.20
Crit Volume:		395		0					0	288		
Crit Moves:		****		****						****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

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

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.863
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 1	0	1	0 2	0 2	2	0 1	1 0	2	0 2 1 0
Volume Module:												
Base Vol:	57	1721	185	99	1196	478	470	512	16	273	245	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	1721	185	99	1196	478	470	512	16	273	245	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	1721	185	99	1196	478	470	512	16	273	245	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1721	185	99	1196	478	470	512	16	273	245	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.00
FinalVolume:	57	1721	185	99	1196	526	517	512	16	300	245	194
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.71	0.29	1.00	2.00	2.00	2.00	1.94	0.06	2.00	2.00	1.00
Final Sat.:	1375	3725	400	1375	2750	2750	2750	2667	83	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.46	0.46	0.07	0.43	0.19	0.19	0.19	0.19	0.11	0.09	0.14
Crit Volume:		635			99			259				194
Crit Moves:		****			****			****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

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

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.493
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0 1	0	1	0 1	0 1	1	0 3	0 1	1	0 2 1 0
Volume Module:												
Base Vol:	482	58	32	7	18	53	72	931	411	49	768	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	482	58	32	7	18	53	72	931	411	49	768	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	482	58	32	7	18	53	72	931	411	49	768	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	482	58	32	7	18	53	72	931	411	49	768	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	530	58	32	7	18	53	72	931	411	49	768	6
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.64	0.36	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.98	0.02
Final Sat.:	2750	886	489	1375	1375	1375	1375	4125	1375	1375	4093	32
Capacity Analysis Module:												
Vol/Sat:	0.19	0.07	0.07	0.01	0.01	0.04	0.05	0.23	0.30	0.04	0.19	0.19
Crit Volume:	265					53		310		49		
Crit Moves:	****					****		****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

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

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.749
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: C

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0	0 0	2	0	2 0	0	0	2 1 1
Volume Module:												
Base Vol:	288	0	597	0	0	0	157	829	0	0	1153	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	0	597	0	0	0	157	829	0	0	1153	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	288	0	597	0	0	0	157	829	0	0	1153	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	0	597	0	0	0	157	829	0	0	1153	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	317	0	597	0	0	0	173	829	0	0	1153	211
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.42	0.00	0.00	0.00	0.06	0.29	0.00	0.00	0.27	0.15
Crit Volume:			597			0		86			384	
Crit Moves:			****					****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

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

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.463
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0	1	0	0 1	0	0	4 0 1 2 0 2 0
Volume Module:												
Base Vol:	0	0	0	141	0	175	0	860	248	538	902	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	141	0	175	0	860	248	538	902	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	141	0	175	0	860	248	538	902	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	141	0	175	0	860	248	538	902	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.00
FinalVolume:	0	0	0	155	0	193	0	860	248	592	902	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.33	0.01	1.66	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1908	0	2367	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.00	0.15	0.17	0.21	0.32	0.00
Crit Volume:			0			116			248	296		
Crit Moves:						****			****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

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

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 136 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	9	663	105	479	454	32	6	46	21	242	48	326
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	663	105	479	454	32	6	46	21	242	48	326
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	663	105	479	454	32	6	46	21	242	48	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	663	105	479	454	32	6	46	21	242	48	326
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	663	105	479	454	32	6	46	21	242	48	326
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	1.71	0.27	0.99	0.94	0.07	0.08	0.63	0.29	0.83	0.17	1.00
Final Sat.:	33	2432	385	1415	1341	95	117	898	410	1189	236	1425
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.34	0.34	0.34	0.05	0.05	0.05	0.20	0.20	0.23
Crit Volume:		389				483		73		242		
Crit Moves:		****				****		****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

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

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.943
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	156	995	197	183	900	142	268	1368	155	292	1257	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	995	197	183	900	142	268	1368	155	292	1257	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	995	197	183	900	142	268	1368	155	292	1257	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	995	197	183	900	142	268	1368	155	292	1257	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	156	995	197	183	900	142	295	1368	155	321	1257	82
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:																				
Vol/Sat:	0.11	0.36	0.14	0.13	0.33	0.10	0.11	0.33	0.11	0.12	0.30	0.06
Crit Volume:		497		183				456		161		
Crit Moves:		****		****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: B[12.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2	0	1	1	0	2	0	0
Volume Module:																						
Base Vol:	0	0	166	0	0	0	0	748	97	300	857	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	166	0	0	0	0	748	97	300	857	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	166	0	0	0	0	748	97	300	857	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	166	0	0	0	0	748	97	300	857	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	374	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	845	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	629	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	800	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	629	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	800	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.26	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.37	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.7	xxxx	xxxxx
Control Del:	xxxxx	xxxx	12.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.2	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	12.8			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

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

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.669
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	124	2219	81	123	1576	148	115	154	137	82	172	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	2219	81	123	1576	148	115	154	137	82	172	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	2219	81	123	1576	148	115	154	137	82	172	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	2219	81	123	1576	148	115	154	137	82	172	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	2219	81	123	1576	148	115	154	137	82	172	106
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.86	0.14	1.00	2.74	0.26	1.00	2.00	1.00	1.00	1.24	0.76
Final Sat.:	1425	5499	201	1425	3908	367	1425	2850	1425	1425	1763	1087
Capacity Analysis Module:																				
Vol/Sat:	0.09	0.40	0.40	0.09	0.40	0.40	0.08	0.05	0.10	0.06	0.10	0.10
Crit Volume:	124				575		115				139	
Crit Moves:	****				****		****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

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

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.949
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	190	564	184	109	634	52	111	1572	106	213	1248	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	564	184	109	634	52	111	1572	106	213	1248	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	564	184	109	634	52	111	1572	106	213	1248	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	564	184	109	634	52	111	1572	106	213	1248	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	564	184	109	634	52	111	1572	106	213	1248	89
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.51	0.49	1.00	1.85	0.15	1.00	2.81	0.19	1.00	3.00	1.00
Final Sat.:	1375	2074	676	1375	2542	208	1375	3864	261	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.14	0.27	0.27	0.08	0.25	0.25	0.08	0.41	0.41	0.15	0.30	0.06
Crit Volume:	190					343		559		213		
Crit Moves:	****					****		****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

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

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.620
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: B

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	107	492	48	26	513	82	90	741	98	80	761	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	492	48	26	513	82	90	741	98	80	761	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	492	48	26	513	82	90	741	98	80	761	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	492	48	26	513	82	90	741	98	80	761	45
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	214	492	48	52	513	82	90	741	98	80	761	45
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	1.48	0.13	0.09	1.66	0.25	1.00	1.77	0.23	1.00	1.89	0.11
Final Sat.:	594	2215	191	131	2489	380	1500	2650	350	1500	2833	167
Capacity Analysis Module:												
Vol/Sat:	0.18	0.22	0.25	0.20	0.21	0.22	0.06	0.28	0.28	0.05	0.27	0.27
Crit Volume:	107					324			420	80		
Crit Moves:	****					****			****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

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

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	36	469	30	72	513	201	79	688	76	23	511	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	469	30	72	513	201	79	688	76	23	511	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	469	30	72	513	201	79	688	76	23	511	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	469	30	72	513	201	79	688	76	23	511	134
PCE Adj:	4.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	469	30	144	513	201	79	688	76	23	511	134
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	1.74	0.09	0.20	1.33	0.47	1.00	1.80	0.20	1.00	2.00	1.00
Final Sat.:	253	2607	140	303	1995	703	1500	2702	298	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.21	0.24	0.26	0.29	0.05	0.25	0.25	0.02	0.17	0.09
Crit Volume:	36					429		382		23		
Crit Moves:	****					****		****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

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

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.779
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 128 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 0	2	0 1	1 0	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	196	1641	93	338	1228	40	67	314	117	221	261	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	1641	93	338	1228	40	67	314	117	221	261	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	1641	93	338	1228	40	67	314	117	221	261	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	1641	93	338	1228	40	67	314	117	221	261	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	216	1641	93	372	1228	40	67	314	117	243	261	240
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.84	0.16	2.00	1.94	0.06	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3904	221	2750	2663	87	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.42	0.42	0.14	0.46	0.46	0.05	0.11	0.09	0.09	0.09	0.17
Crit Volume:		578	186				67					240
Crit Moves:		****	****				****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

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

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.994
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	247	1493	355	85	758	80	223	1423	288	83	1204	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	1493	355	85	758	80	223	1423	288	83	1204	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	1493	355	85	758	80	223	1423	288	83	1204	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	1493	355	85	758	80	223	1423	288	83	1204	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	247	1493	355	85	758	80	223	1423	288	83	1204	44
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.33	0.67	1.00	3.86	0.14
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4574	926	1375	5306	194
Capacity Analysis Module:												
Vol/Sat:	0.18	0.54	0.26	0.06	0.28	0.06	0.16	0.31	0.31	0.06	0.23	0.23
Crit Volume:		747			85			223			312	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

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

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	106	920	96	47	821	132	144	576	113	113	569	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	920	96	47	821	132	144	576	113	113	569	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	920	96	47	821	132	144	576	113	113	569	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	920	96	47	821	132	144	576	113	113	569	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	920	96	47	821	132	144	576	113	113	569	79
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	1.72	0.28	1.00	1.67	0.33	1.00	1.76	0.24
Final Sat.:	1500	2717	283	1500	2584	416	1500	2508	492	1500	2634	366
Capacity Analysis Module:												
Vol/Sat:	0.07	0.34	0.34	0.03	0.32	0.32	0.10	0.23	0.23	0.08	0.22	0.22
Crit Volume:	106				477			144				324
Crit Moves:	****				****			****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

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

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.652
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	59	1018	34	19	906	79	172	533	67	22	509	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	1018	34	19	906	79	172	533	67	22	509	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	1018	34	19	906	79	172	533	67	22	509	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	1018	34	19	906	79	172	533	67	22	509	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	1018	34	19	906	79	172	533	67	22	509	54
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2903	97	1500	2759	241	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.35	0.01	0.33	0.33	0.11	0.18	0.04	0.01	0.17	0.04
Crit Volume:	59				493			172			255	
Crit Moves:	****				****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

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

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.803
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 144 Level Of Service: D

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1	0	0	1!	0	0	0	1!	0	0
Volume Module:												
Base Vol:	126	1139	0	0	920	126	973	0	47	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	1139	0	0	920	126	973	0	47	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	1139	0	0	920	126	973	0	47	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1139	0	0	920	126	973	0	47	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	1139	0	0	920	126	1070	0	47	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.92	0.00	0.08	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2730	0	120	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.00	0.00	0.32	0.09	0.39	0.00	0.39	0.00	0.00	0.00
Crit Volume:	126				460		559				0	
Crit Moves:	****				****		****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

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

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.713
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 Level Of Service: C

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0 2	1	0	0 1	1	0	1 0	3	0
Volume Module:												
Base Vol:	207	0	1336	0	0	0	0	842	223	797	839	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	0	1336	0	0	0	0	842	223	797	839	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	207	0	1336	0	0	0	0	842	0	797	839	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	0	1336	0	0	0	0	842	0	797	839	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	228	0	1470	0	0	0	0	842	0	877	839	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.52	0.00	0.00	0.00	0.00	0.20	0.00	0.21	0.29	0.00
Crit Volume:			735			0		281		0		
Crit Moves:			****					****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

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

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.571
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1 1	0	0	1! 0	0	0
Volume Module:												
Base Vol:	65	1052	100	31	982	75	25	89	63	58	137	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	1052	100	31	982	75	25	89	63	58	137	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	1052	100	31	982	75	25	89	63	58	137	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	1052	100	31	982	75	25	89	63	58	137	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	1052	100	31	982	75	25	89	63	58	137	29
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.86	0.14	0.14	0.50	0.36	0.26	0.61	0.13
Final Sat.:	1500	2740	260	1500	2787	213	212	754	534	388	917	194
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.38	0.02	0.35	0.35	0.12	0.12	0.12	0.15	0.15	0.15
Crit Volume:		576			31			25			224	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

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

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.778
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 103 Level Of Service: C

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	1	0	0 1	1	2	0 3	0	1
Volume Module:												
Base Vol:	41	16	406	111	30	83	23	1988	61	188	1391	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	16	406	111	30	83	23	1988	61	188	1391	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	16	406	111	30	83	23	1988	61	188	1391	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	16	406	111	30	83	23	1988	61	188	1391	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	41	16	447	111	30	91	25	1988	61	207	1391	23
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	1.93	1.00	0.49	1.51	2.00	3.00	1.00	2.00	2.95	0.05
Final Sat.:	1425	99	2751	1425	705	2145	2850	4275	1425	2850	4205	70
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.08	0.04	0.04	0.01	0.47	0.04	0.07	0.33	0.33
Crit Volume:		231			111			663		103		
Crit Moves:		****			****			****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

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

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: B

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0	0 1	0	1	1 0	1	0
Volume Module:												
Base Vol:	83	222	27	36	293	74	77	654	134	79	600	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	222	27	36	293	74	77	654	134	79	600	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	222	27	36	293	74	77	654	134	79	600	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	222	27	36	293	74	77	654	134	79	600	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	222	27	36	293	74	77	654	134	79	600	69
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.89	0.11	1.00	0.80	0.20	1.00	1.66	0.34	1.00	1.79	0.21
Final Sat.:	1500	1337	163	1500	1198	302	1500	2490	510	1500	2691	309
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.17	0.02	0.24	0.24	0.05	0.26	0.26	0.05	0.22	0.22
Crit Volume:	83				367				394	79		
Crit Moves:	****				****				****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec):	100			Critical Vol./Cap.(X):			0.820								
Loss Time (sec):	0			Average Delay (sec/veh):			28.5								
Optimal Cycle:	0			Level Of Service:			D								
Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	1 0	1 0	0	1 0	1 0	0	0 1!	0 0	0	1 0	0 1			
Volume Module:															
Base Vol:	8	867	60	39	871	6	6	2	5	80	1	37			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	8	867	60	39	871	6	6	2	5	80	1	37			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	8	867	60	39	871	6	6	2	5	80	1	37			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	8	867	60	39	871	6	6	2	5	80	1	37			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	8	867	60	39	871	6	6	2	5	80	1	37			
Saturation Flow Module:															
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.02	1.85	0.13	0.09	1.90	0.01	0.47	0.15	0.38	0.99	0.01	1.00			
Final Sat.:	10	1065	74	48	1080	7	208	69	173	381	5	441			
Capacity Analysis Module:															
Vol/Sat:	0.82	0.81	0.81	0.81	0.81	0.80	0.03	0.03	0.03	0.21	0.21	0.08			
Crit Moves:	****			****				****		****					
Delay/Veh:	30.6	29.9	29.0	29.8	29.4	29.0	11.0	11.0	11.0	13.3	13.3	10.7			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	30.6	29.9	29.0	29.8	29.4	29.0	11.0	11.0	11.0	13.3	13.3	10.7			
LOS by Move:	D	D	D	D	D	D	B	B	B	B	B	B			
ApproachDel:	29.8			29.4			11.0			12.5					
Delay Adj:	1.00			1.00			1.00			1.00					
ApprAdjDel:	29.8			29.4			11.0			12.5					
LOS by Appr:	D			D			B			B					
AllWayAvgQ:	3.4	3.2	3.2	3.3	3.2	3.2	0.0	0.0	0.0	0.2	0.2	0.1			

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec):	100			Critical Vol./Cap.(X):			0.841								
Loss Time (sec):	0			Average Delay (sec/veh):			27.2								
Optimal Cycle:	0			Level Of Service:			D								
Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0 2	0 0	0	0 1	1 0	0	0 1!	0 0	0	0 0	0 0			
Volume Module:															
Base Vol:	83	822	0	0	831	119	109	0	103	0	0	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	83	822	0	0	831	119	109	0	103	0	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	83	822	0	0	831	119	109	0	103	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	83	822	0	0	831	119	109	0	103	0	0	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	83	822	0	0	831	119	109	0	103	0	0	0			
Saturation Flow Module:															
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	2.00	0.00	0.00	1.75	0.25	0.51	0.00	0.49	0.00	0.00	0.00			
Final Sat.:	507	1102	0	0	988	144	282	0	267	0	0	0			
Capacity Analysis Module:															
Vol/Sat:	0.16	0.75	xxxx	xxxx	0.84	0.83	0.39	xxxx	0.39	xxxx	xxxx	xxxx			
Crit Moves:		****			****				****						
Delay/Veh:	11.0	25.4	0.0	0.0	33.6	31.7	13.4	0.0	13.4	0.0	0.0	0.0			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	11.0	25.4	0.0	0.0	33.6	31.7	13.4	0.0	13.4	0.0	0.0	0.0			
LOS by Move:	B	D	*	*	D	D	B	*	B	*	*	*			
ApproachDel:	24.0			33.3			13.4			xxxxxx					
Delay Adj:	1.00			1.00			1.00			xxxxx					
ApprAdjDel:	24.0			33.3			13.4			xxxxxx					
LOS by Appr:	C			D			B			*					
AllWayAvgQ:	0.2	2.5	0.0	0.0	4.0	3.6	0.6	0.6	0.6	0.0	0.0	0.0			

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

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

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.978
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	170	775	278	88	1011	183	138	744	149	297	623	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	775	278	88	1011	183	138	744	149	297	623	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	775	278	88	1011	183	138	744	149	297	623	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	775	278	88	1011	183	138	744	149	297	623	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	775	278	88	1011	183	138	744	149	297	623	21
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.93	0.07
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2660	90
Capacity Analysis Module:												
Vol/Sat:	0.12	0.28	0.20	0.06	0.37	0.13	0.10	0.27	0.11	0.22	0.23	0.23
Crit Volume:	170				506			372		297		
Crit Moves:	****				****			****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 7.6 Worst Case Level Of Service: F[68.1]

Street Name:	WALGROVE AVENUE									WASHINGTON BOULEVARD					
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	T	R		L	T	R		L	T	R		L	T	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled		
Rights:	Include				Include				Include				Include		
Lanes:	0	0 0	0 0		0	0 1!	0 0		1	0 2	0 0		0	0 1	1 0
Volume Module:															
Base Vol:	0	0	0		5	0	256		259	1094	0		0	1251	79
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Initial Bse:	0	0	0		5	0	256		259	1094	0		0	1251	79
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Volume:	0	0	0		5	0	256		259	1094	0		0	1251	79
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0
FinalVolume:	0	0	0		5	0	256		259	1094	0		0	1251	79
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	xxxxx		6.8	6.5	6.9		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	4.0	3.3		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx
Capacity Module:															
Cnflict Vol:	xxxx	xxxx	xxxxx		2356	2903	665		1330	xxxx	xxxxx		xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx		31	16	407		526	xxxx	xxxxx		xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx		19	8	407		526	xxxx	xxxxx		xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx		0.27	0.00	0.63		0.49	xxxx	xxxx		xxxx	xxxx	xxxx
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		2.7	xxxx	xxxxx		xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		18.3	xxxx	xxxxx		xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*		*	*	*		C	*	*		*	*	*
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	292	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	8.2	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	68.1	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*		*	F	*		*	*	*		*	*	*
ApproachDel:	xxxxxx					68.1			xxxxxx				xxxxxx		
ApproachLOS:	*					F			*				*		

Note: Queue reported is the number of cars per lane.

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LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - AM PEAK HOUR

Scenario Report

Scenario:	AM
Command:	AM
Volume:	AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - AM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	C	xxxxx	0.787	C	xxxxx	0.787	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	D	xxxxx	0.804	D	xxxxx	0.804	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	C	xxxxx	0.791	C	xxxxx	0.791	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	B	xxxxx	0.612	B	xxxxx	0.612	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	F	xxxxx	1.142	F	xxxxx	1.142	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	B	xxxxx	0.671	B	xxxxx	0.671	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	C	xxxxx	0.749	C	xxxxx	0.749	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	A	xxxxx	0.585	A	xxxxx	0.585	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	B	xxxxx	0.700	B	xxxxx	0.700	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.460	A	xxxxx	0.460	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	C	xxxxx	0.743	C	xxxxx	0.743	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.347	A	xxxxx	0.347	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.445	A	xxxxx	0.445	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.351	A	xxxxx	0.351	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	D	xxxxx	0.831	D	xxxxx	0.831	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	D	xxxxx	0.893	D	xxxxx	0.893	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	B	13.4	0.304	B	13.4	0.304	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	A	xxxxx	0.491	A	xxxxx	0.491	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	E	xxxxx	0.971	E	xxxxx	0.971	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.549	A	xxxxx	0.549	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.505	A	xxxxx	0.505	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	A	xxxxx	0.559	A	xxxxx	0.559	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	D	xxxxx	0.828	D	xxxxx	0.828	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.639	B	xxxxx	0.639	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.658	B	xxxxx	0.658	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	D	xxxxx	0.898	D	xxxxx	0.898	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx	0.536	A	xxxxx	0.536	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.508	A	xxxxx	0.508	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	B	xxxxx	0.647	B	xxxxx	0.647	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx	0.501	A	xxxxx	0.501	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	C	21.7	0.798	C	21.7	0.798	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	C	20.3	0.777	C	20.3	0.777	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	C	xxxxx	0.766	C	xxxxx	0.766	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	C	17.1	0.333	C	17.1	0.333	+ 0.000 D/V

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - AM PEAK HOUR

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

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec):	130	Critical Vol./Cap.(X):	0.787	
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	133	Level Of Service:	C	

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:												
Base Vol:	611	1319	214	11	768	46	61	249	273	309	645	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	611	1319	214	11	768	46	61	249	273	309	645	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	611	1319	214	11	768	46	61	249	273	309	645	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	611	1319	214	11	768	46	61	249	273	309	645	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	672	1319	214	12	768	46	61	249	300	340	645	213
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.50	0.50
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	2067	683
Capacity Analysis Module:												
Vol/Sat:	0.24	0.32	0.16	0.00	0.19	0.03	0.04	0.06	0.11	0.12	0.31	0.31
Crit Volume:	336				256		61				429	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - AM PEAK HOUR

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

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	75	Critical Vol./Cap.(X):	0.804	
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	88	Level Of Service:	D	

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	115	1350	122	80	717	22	60	519	106	77	426	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	1350	122	80	717	22	60	519	106	77	426	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	1350	122	80	717	22	60	519	106	77	426	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1350	122	80	717	22	60	519	106	77	426	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	1350	122	80	717	22	60	519	106	77	426	105
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.94	0.06	1.00	1.66	0.34	1.00	1.60	0.40
Final Sat.:	1500	2751	249	1500	2911	89	1500	2491	509	1500	2407	593
Capacity Analysis Module:												
Vol/Sat:	0.08	0.49	0.49	0.05	0.25	0.25	0.04	0.21	0.21	0.05	0.18	0.18
Crit Volume:		736		80				313		77		
Crit Moves:		****		****				****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - AM PEAK HOUR

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

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.791
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: C

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 2	0 1	1	0 2	0 1	1	0 2 0 1
Volume Module:												
Base Vol:	48	1364	91	66	690	76	186	657	52	64	400	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	1364	91	66	690	76	186	657	52	64	400	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	1364	91	66	690	76	186	657	52	64	400	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1364	91	66	690	76	186	657	52	64	400	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	1364	91	66	690	76	186	657	52	64	400	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2812	188	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.49	0.48	0.04	0.23	0.05	0.12	0.22	0.03	0.04	0.13	0.04
Crit Volume:		728			66			329			64	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - AM PEAK HOUR

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

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: B

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0	1	0	1 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	107	277	113	28	167	62	63	922	56	75	643	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	277	113	28	167	62	63	922	56	75	643	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	277	113	28	167	62	63	922	56	75	643	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	277	113	28	167	62	63	922	56	75	643	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	277	113	28	167	62	63	922	56	75	643	27
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2639	111
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.08	0.02	0.12	0.05	0.05	0.34	0.04	0.05	0.24	0.24
Crit Volume:		277			28			461			75	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - AM PEAK HOUR

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

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.142
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1 1	0	2	0 2	0 1	1	0 2	0 1	1	0 1 1 0
Volume Module:												
Base Vol:	174	1551	130	123	558	120	308	856	60	112	557	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	1551	130	123	558	120	308	856	60	112	557	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	1551	130	123	558	120	308	856	60	112	557	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	1551	130	123	558	120	308	856	60	112	557	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	1551	130	135	558	120	308	856	60	112	557	151
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.85	0.15	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.57	0.43
Final Sat.:	2750	2537	213	2750	2750	1375	1375	2750	1375	1375	2163	587
Capacity Analysis Module:												
Vol/Sat:	0.07	0.61	0.61	0.05	0.20	0.09	0.22	0.31	0.04	0.08	0.26	0.26
Crit Volume:		841			68			308			354	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - AM PEAK HOUR

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

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.671
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1 1	0	1	0 2	1	0	1 1 0
Volume Module:												
Base Vol:	43	249	155	183	278	86	103	985	61	189	532	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	249	155	183	278	86	103	985	61	189	532	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	249	155	183	278	86	103	985	61	189	532	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	249	155	183	278	86	103	985	61	189	532	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	249	155	183	278	86	103	985	61	189	532	144
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.23	0.77	1.00	1.53	0.47	1.00	2.83	0.17	1.00	1.57	0.43
Final Sat.:	1375	1695	1055	1375	2100	650	1375	3884	241	1375	2164	586
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.15	0.13	0.13	0.13	0.07	0.25	0.25	0.14	0.25	0.25
Crit Volume:		202			183				349	189		
Crit Moves:		****			****				****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - AM PEAK HOUR

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

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.749
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 113 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:																				
Base Vol:	122	770	136	33	387	71	260	1069	61	84	654	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	770	136	33	387	71	260	1069	61	84	654	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	770	136	33	387	71	260	1069	61	84	654	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	770	136	33	387	71	260	1069	61	84	654	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	134	770	136	33	387	71	286	1069	61	92	654	55
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.89	0.11	2.00	2.77	0.23
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2602	148	2750	3805	320
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.28	0.10	0.02	0.14	0.05	0.10	0.41	0.41	0.03	0.17	0.17
Crit Volume:		385			33			565			46	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - AM PEAK HOUR

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

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.585
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: A

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:																				
Base Vol:	8	15	7	208	14	153	311	777	6	6	598	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	15	7	208	14	153	311	777	6	6	598	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	15	7	208	14	153	311	777	6	6	598	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	15	7	208	14	153	311	777	6	6	598	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	15	7	208	14	153	311	777	6	6	598	260
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.08	0.92	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	119	1306	1425	2828	22	1425	2850	1425
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.01	0.00	0.15	0.12	0.12	0.22	0.27	0.27	0.00	0.21	0.18
Crit Volume:		15			208			311			299	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - AM PEAK HOUR

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

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: B

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	2	1	0	2	0	2	0	1
Volume Module:																				
Base Vol:	33	679	347	109	340	234	438	636	25	266	545	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	679	347	109	340	234	438	636	25	266	545	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	679	347	109	340	234	438	636	25	266	545	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	679	347	109	340	234	438	636	25	266	545	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	33	679	347	109	340	234	482	636	25	293	545	104
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.92	0.08	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2646	104	2750	2750	1375
Capacity Analysis Module:																				
Vol/Sat:	0.02	0.25	0.25	0.08	0.12	0.17	0.18	0.24	0.24	0.11	0.20	0.08
Crit Volume:		340			109			241			273	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - AM PEAK HOUR

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

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.460
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!	0	0
Volume Module:																				
Base Vol:	0	1086	1088	0	472	4	0	0	0	791	2	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1086	1088	0	472	4	0	0	0	791	2	8
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1086	0	0	472	4	0	0	0	791	2	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1086	0	0	472	4	0	0	0	791	2	8
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1086	0	0	472	4	0	0	0	870	2	8
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.97	0.03	0.00	0.00	0.00	2.96	0.01	0.03
Final Sat.:	0	4275	1425	0	4239	36	0	0	0	4226	10	39
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.25	0.00	0.00	0.11	0.11	0.00	0.00	0.00	0.21	0.21	0.21
Crit Volume:		362			0					0	293	
Crit Moves:		****			****						****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - AM PEAK HOUR

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

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.743
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 110 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 1	0	1	0 2	0 2	2	0 1	1 0	2	0 2 1 0
Volume Module:												
Base Vol:	38	1516	123	52	725	473	431	226	14	91	239	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	1516	123	52	725	473	431	226	14	91	239	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	1516	123	52	725	473	431	226	14	91	239	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1516	123	52	725	473	431	226	14	91	239	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.00
FinalVolume:	38	1516	123	52	725	520	474	226	14	100	239	186
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.77	0.23	1.00	2.00	2.00	2.00	1.88	0.12	2.00	2.00	1.00
Final Sat.:	1375	3815	310	1375	2750	2750	2750	2590	160	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.40	0.04	0.26	0.19	0.17	0.09	0.09	0.04	0.09	0.14
Crit Volume:		546			52			237				186
Crit Moves:		****			****			****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - AM PEAK HOUR

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

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.347
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0 1	0	1	0 1	0 1	1	0 3	0 1	1	0 2 1 0
Volume Module:												
Base Vol:	298	11	25	4	43	35	40	627	155	14	684	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	298	11	25	4	43	35	40	627	155	14	684	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	298	11	25	4	43	35	40	627	155	14	684	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	11	25	4	43	35	40	627	155	14	684	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	328	11	25	4	43	35	40	627	155	14	684	5
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.31	0.69	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.98	0.02
Final Sat.:	2750	420	955	1375	1375	1375	1375	4125	1375	1375	4095	30
Capacity Analysis Module:												
Vol/Sat:	0.12	0.03	0.03	0.00	0.03	0.03	0.03	0.15	0.11	0.01	0.17	0.17
Crit Volume:	164				43		40				230	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - AM PEAK HOUR

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

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.445
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0	0 0	2	0 2	0 0	0	0 2	1 1
Volume Module:												
Base Vol:	124	0	237	0	0	0	239	630	0	0	799	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	0	237	0	0	0	239	630	0	0	799	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	0	237	0	0	0	239	630	0	0	799	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	0	237	0	0	0	239	630	0	0	799	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	136	0	237	0	0	0	263	630	0	0	799	185
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.17	0.00	0.00	0.00	0.09	0.22	0.00	0.00	0.19	0.13
Crit Volume:			237			0		131			266	
Crit Moves:			****					****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - AM PEAK HOUR

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

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.351
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0	1	0	4 0	1	2	0 2 0 0
Volume Module:												
Base Vol:	0	0	0	134	0	263	0	697	173	329	480	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	134	0	263	0	697	173	329	480	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	134	0	263	0	697	173	329	480	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	134	0	263	0	697	173	329	480	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.00
FinalVolume:	0	0	0	147	0	289	0	697	173	362	480	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.01	0.01	1.98	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1443	0	2832	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.10	0.00	0.12	0.12	0.13	0.17	0.00
Crit Volume:		0			146			174		181		
Crit Moves:					****			****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - AM PEAK HOUR

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

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.831
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 135 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	8	539	120	579	218	12	7	65	17	183	16	281
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	539	120	579	218	12	7	65	17	183	16	281
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	539	120	579	218	12	7	65	17	183	16	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	539	120	579	218	12	7	65	17	183	16	281
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	539	120	579	218	12	7	65	17	183	16	281
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	1.62	0.36	1.00	0.97	0.03	0.08	0.73	0.19	0.92	0.08	1.00
Final Sat.:	34	2303	513	1425	1383	42	112	1041	272	1310	115	1425
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.41	0.16	0.28	0.06	0.06	0.06	0.14	0.14	0.20
Crit Volume:		334		579					89	183		
Crit Moves:		****		****					****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - AM PEAK HOUR

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

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.893
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	90	949	138	153	557	104	215	1355	116	271	1238	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	949	138	153	557	104	215	1355	116	271	1238	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	949	138	153	557	104	215	1355	116	271	1238	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	949	138	153	557	104	215	1355	116	271	1238	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	90	949	138	153	557	104	237	1355	116	298	1238	184
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.10	0.11	0.20	0.08	0.09	0.33	0.08	0.11	0.30	0.13
Crit Volume:		475		153				452		149		
Crit Moves:		****		****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[13.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	0	0	187	0	0	0	0	777	53	113	481	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	187	0	0	0	0	777	53	113	481	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	187	0	0	0	0	777	53	113	481	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	187	0	0	0	0	777	53	113	481	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	389	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	830	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	616	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	811	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	616	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	811	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.30	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx
Control Del:	xxxxx	xxxx	13.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		13.4			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - AM PEAK HOUR

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

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	140	2040	18	42	1114	66	89	57	53	55	64	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	2040	18	42	1114	66	89	57	53	55	64	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	2040	18	42	1114	66	89	57	53	55	64	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	2040	18	42	1114	66	89	57	53	55	64	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	2040	18	42	1114	66	89	57	53	55	64	45
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.97	0.03	1.00	2.83	0.17	1.00	2.00	1.00	1.00	1.17	0.83
Final Sat.:	1425	5650	50	1425	4036	239	1425	2850	1425	1425	1673	1177
Capacity Analysis Module:												
Vol/Sat:	0.10	0.36	0.36	0.03	0.28	0.28	0.06	0.02	0.04	0.04	0.04	0.04
Crit Volume:		515		42			89					55
Crit Moves:		****		****			****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - AM PEAK HOUR

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

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.971
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1 1	0	1	0 2	1 0	1	0 3 0 1
Volume Module:												
Base Vol:	138	558	187	114	382	49	156	1420	110	339	980	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	558	187	114	382	49	156	1420	110	339	980	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	558	187	114	382	49	156	1420	110	339	980	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	558	187	114	382	49	156	1420	110	339	980	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	558	187	114	382	49	156	1420	110	339	980	99
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.50	0.50	1.00	1.77	0.23	1.00	2.78	0.22	1.00	3.00	1.00
Final Sat.:	1375	2060	690	1375	2437	313	1375	3828	297	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.27	0.27	0.08	0.16	0.16	0.11	0.37	0.37	0.25	0.24	0.07
Crit Volume:		373			114			510		339		
Crit Moves:		****			****			****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - AM PEAK HOUR

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

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.549
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	0	1	0 1	1 0	1	0 1 1 0
Volume Module:												
Base Vol:	148	385	108	25	182	54	75	778	62	58	505	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	385	108	25	182	54	75	778	62	58	505	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	385	108	25	182	54	75	778	62	58	505	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	385	108	25	182	54	75	778	62	58	505	33
PCE Adj:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	385	108	50	182	54	75	778	62	58	505	33
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.46	1.20	0.34	0.21	1.41	0.38	1.00	1.85	0.15	1.00	1.88	0.12
Final Sat.:	693	1802	505	318	2116	566	1500	2779	221	1500	2816	184
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.08	0.09	0.10	0.05	0.28	0.28	0.04	0.18	0.18
Crit Volume:		321			25				420	58		
Crit Moves:		****			****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - AM PEAK HOUR

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

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.505
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	0	1	1 0	1	0	2 0 1
Volume Module:												
Base Vol:	66	431	32	97	186	123	126	659	32	17	325	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	431	32	97	186	123	126	659	32	17	325	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	431	32	97	186	123	126	659	32	17	325	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	431	32	97	186	123	126	659	32	17	325	145
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	431	32	194	186	123	126	659	32	17	325	145
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	1.61	0.11	0.63	0.88	0.49	1.00	1.91	0.09	1.00	2.00	1.00
Final Sat.:	428	2411	161	942	1325	734	1500	2861	139	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.15	0.18	0.20	0.10	0.14	0.17	0.08	0.23	0.23	0.01	0.11	0.10
Crit Volume:			297		97			346		17		
Crit Moves:			****		****			****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - AM PEAK HOUR

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

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.559
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 1	0	2	0 1 1	0	1	0 2	0 1	2	0 2 0 1
Volume Module:												
Base Vol:	101	1497	64	94	630	13	12	151	65	74	255	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	1497	64	94	630	13	12	151	65	74	255	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	1497	64	94	630	13	12	151	65	74	255	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	1497	64	94	630	13	12	151	65	74	255	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	111	1497	64	103	630	13	12	151	65	81	255	185
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.88	0.12	2.00	1.96	0.04	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3956	169	2750	2694	56	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.38	0.04	0.23	0.23	0.01	0.05	0.05	0.03	0.09	0.13
Crit Volume:		520			52			12				185
Crit Moves:		****			****			****				****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - AM PEAK HOUR

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

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.828
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 133 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 3	1 0	1	0 3	1 0
Volume Module:												
Base Vol:	131	1164	215	69	331	75	168	828	330	158	1082	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	1164	215	69	331	75	168	828	330	158	1082	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	1164	215	69	331	75	168	828	330	158	1082	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	1164	215	69	331	75	168	828	330	158	1082	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	1164	215	69	331	75	168	828	330	158	1082	44
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.84	0.16
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5285	215
Capacity Analysis Module:												
Vol/Sat:	0.10	0.42	0.16	0.05	0.12	0.05	0.12	0.20	0.24	0.11	0.20	0.20
Crit Volume:		582			69				330	158		
Crit Moves:		****			****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - AM PEAK HOUR

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

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.639
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	84	927	83	20	377	62	189	613	70	75	443	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	927	83	20	377	62	189	613	70	75	443	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	927	83	20	377	62	189	613	70	75	443	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	927	83	20	377	62	189	613	70	75	443	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	927	83	20	377	62	189	613	70	75	443	45
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.72	0.28	1.00	1.80	0.20	1.00	1.82	0.18
Final Sat.:	1500	2753	247	1500	2576	424	1500	2693	307	1500	2723	277
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.34	0.01	0.15	0.15	0.13	0.23	0.23	0.05	0.16	0.16
Crit Volume:			505	20			189					244
Crit Moves:			****	****			****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - AM PEAK HOUR

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

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	22	1063	21	11	410	63	239	491	30	19	390	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1063	21	11	410	63	239	491	30	19	390	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	1063	21	11	410	63	239	491	30	19	390	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1063	21	11	410	63	239	491	30	19	390	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	1063	21	11	410	63	239	491	30	19	390	63
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.73	0.27	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2942	58	1500	2600	400	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.36	0.01	0.16	0.16	0.16	0.16	0.02	0.01	0.13	0.04
Crit Volume:			542	11			239				195	
Crit Moves:			****	****			****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - AM PEAK HOUR

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

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.898
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	0	0 2	0 1	1	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	552	999	0	0	421	437	490	0	43	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	552	999	0	0	421	437	490	0	43	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	552	999	0	0	421	437	490	0	43	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	552	999	0	0	421	437	490	0	43	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	552	999	0	0	421	437	539	0	43	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.85	0.00	0.15	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2639	0	211	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.39	0.35	0.00	0.00	0.15	0.31	0.20	0.00	0.20	0.00	0.00	0.00
Crit Volume:	552					437	291				0	
Crit Moves:	****					****	****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - AM PEAK HOUR

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

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.536
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0 2	1	0	0 1	0	1	0 3	0 1	3 0 2 0 1
Volume Module:												
Base Vol:	126	0	986	0	0	0	0	355	169	1572	1023	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	0	986	0	0	0	0	355	169	1572	1023	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	126	0	986	0	0	0	0	355	0	1572	1023	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	0	986	0	0	0	0	355	0	1572	1023	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	139	0	1085	0	0	0	0	355	0	1729	1023	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.38	0.00	0.00	0.00	0.00	0.08	0.00	0.40	0.36	0.00
Crit Volume:	69				0			118		576		
Crit Moves:	****							****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - AM PEAK HOUR

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

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.508
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1	1	0	0 0	1! 0	0 0 1! 0 0
Volume Module:												
Base Vol:	18	991	88	13	486	42	23	69	39	50	122	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	991	88	13	486	42	23	69	39	50	122	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	991	88	13	486	42	23	69	39	50	122	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	991	88	13	486	42	23	69	39	50	122	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	991	88	13	486	42	23	69	39	50	122	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.84	0.16	0.17	0.53	0.30	0.27	0.65	0.08
Final Sat.:	1500	2755	245	1500	2761	239	263	790	447	401	979	120
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.36	0.01	0.18	0.18	0.09	0.09	0.09	0.12	0.12	0.12
Crit Volume:			540	13			23			187		
Crit Moves:			****	****			****			****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - AM PEAK HOUR

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

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.647
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: B

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1 1	1	0	0 1	1	2	0 3	0 1	2 0 2 1 0
Volume Module:												
Base Vol:	40	14	127	29	3	18	71	1040	18	331	2251	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	14	127	29	3	18	71	1040	18	331	2251	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	14	127	29	3	18	71	1040	18	331	2251	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	14	127	29	3	18	71	1040	18	331	2251	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	14	140	29	3	20	78	1040	18	364	2251	81
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.18	1.82	1.00	0.26	1.74	2.00	3.00	1.00	2.00	2.90	0.10
Final Sat.:	1425	260	2590	1425	375	2475	2850	4275	1425	2850	4127	148
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.02	0.01	0.01	0.03	0.24	0.01	0.13	0.55	0.55
Crit Volume:		77		29			39					777
Crit Moves:		****		****			****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - AM PEAK HOUR

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

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.501
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1 0	1	0	0	1	0	1 1	1 0	1 0 1 1 0
Volume Module:												
Base Vol:	102	225	38	16	212	52	52	468	200	51	575	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	225	38	16	212	52	52	468	200	51	575	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	225	38	16	212	52	52	468	200	51	575	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	225	38	16	212	52	52	468	200	51	575	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	225	38	16	212	52	52	468	200	51	575	32
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.86	0.14	1.00	0.80	0.20	1.00	1.40	0.60	1.00	1.89	0.11
Final Sat.:	1500	1283	217	1500	1205	295	1500	2102	898	1500	2842	158
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.18	0.01	0.18	0.18	0.03	0.22	0.22	0.03	0.20	0.20
Crit Volume:	102				264				334	51		
Crit Moves:	****				****				****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec):	100			Critical Vol./Cap.(X):				0.798								
Loss Time (sec):	0			Average Delay (sec/veh):				21.7								
Optimal Cycle:	0			Level Of Service:				C								
Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R				
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	0	1 0	1 0	0	1 0	1 0	0	0 1!	0 0	0	1 0	0 1				
Volume Module:																
Base Vol:	2	950	32	15	603	4	0	0	0	76	1	63				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	2	950	32	15	603	4	0	0	0	76	1	63				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	2	950	32	15	603	4	0	0	0	76	1	63				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	2	950	32	15	603	4	0	0	0	76	1	63				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	2	950	32	15	603	4	0	0	0	76	1	63				
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.01	1.93	0.06	0.05	1.94	0.01	0.00	1.00	0.00	0.99	0.01	1.00				
Final Sat.:	3	1195	40	27	1098	7	0	446	0	412	5	484				
Capacity Analysis Module:																
Vol/Sat:	0.80	0.80	0.79	0.55	0.55	0.55	xxxx	0.00	xxxx	0.18	0.18	0.13				
Crit Moves:	****			****				****		****						
Delay/Veh:	27.1	26.7	26.3	16.0	16.0	15.9	0.0	0.0	0.0	12.5	12.5	10.5				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	27.1	26.7	26.3	16.0	16.0	15.9	0.0	0.0	0.0	12.5	12.5	10.5				
LOS by Move:	D	D	D	C	C	C	*	*	*	B	B	B				
ApproachDel:	26.7			16.0			xxxxxx			11.6						
Delay Adj:	1.00			1.00			xxxxx			1.00						
ApprAdjDel:	26.7			16.0			xxxxxx			11.6						
LOS by Appr:	D			C			*			B						
AllWayAvgQ:	3.2	3.1	3.1	1.1	1.1	1.1	0.0	0.0	0.0	0.2	0.2	0.1				

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec):	100			Critical Vol./Cap.(X):				0.777								
Loss Time (sec):	0			Average Delay (sec/veh):				20.3								
Optimal Cycle:	0			Level Of Service:				C								
Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R				
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	0 2	0 0	0	0 1	1 0	0	0 1!	0 0	0	0 0	0 0				
Volume Module:																
Base Vol:	22	988	0	0	592	74	55	0	48	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	22	988	0	0	592	74	55	0	48	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	22	988	0	0	592	74	55	0	48	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	22	988	0	0	592	74	55	0	48	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	22	988	0	0	592	74	55	0	48	0	0	0				
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	0.00	0.00	1.78	0.22	0.53	0.00	0.47	0.00	0.00	0.00				
Final Sat.:	581	1272	0	0	1054	134	296	0	258	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.78	xxxx	xxxx	0.56	0.55	0.19	xxxx	0.19	xxxx	xxxx	xxxx				
Crit Moves:		****			****				****							
Delay/Veh:	9.1	24.7	0.0	0.0	15.7	15.3	10.7	0.0	10.7	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	9.1	24.7	0.0	0.0	15.7	15.3	10.7	0.0	10.7	0.0	0.0	0.0				
LOS by Move:	A	C	*	*	C	C	B	*	B	*	*	*				
ApproachDel:	24.3			15.7			10.7			xxxxxx						
Delay Adj:	1.00			1.00			1.00			xxxxx						
ApprAdjDel:	24.3			15.7			10.7			xxxxxx						
LOS by Appr:	C			C			B			*						
AllWayAvgQ:	0.0	2.9	0.0	0.0	1.2	1.1	0.2	0.2	0.2	0.0	0.0	0.0				

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - AM PEAK HOUR

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

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.766
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 121 Level Of Service: C

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	108	804	278	76	516	121	158	672	114	174	758	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	804	278	76	516	121	158	672	114	174	758	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	804	278	76	516	121	158	672	114	174	758	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	804	278	76	516	121	158	672	114	174	758	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	804	278	76	516	121	158	672	114	174	758	77
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.82	0.18
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2496	254
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.20	0.06	0.19	0.09	0.11	0.24	0.08	0.13	0.30	0.30
Crit Volume:		402			76			158				418
Crit Moves:		****			****			****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: C[17.1]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	4	0	172	254	718	0	0	809	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	4	0	172	254	718	0	0	809	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	4	0	172	254	718	0	0	809	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	4	0	172	254	718	0	0	809	92
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1722	2081	451	901	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	82	54	562	763	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	61	36	562	763	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	0.00	0.31	0.33	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	473	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	17.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			17.1			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - MD PEAK HOUR

Scenario Report

Scenario:	MD
Command:	MD
Volume:	MD
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - MD PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/Veh	V/C	Future LOS	Del/Veh	V/C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	B	xxxxx	0.633	B	xxxxx	0.633	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	C	xxxxx	0.703	C	xxxxx	0.703	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	B	xxxxx	0.662	B	xxxxx	0.662	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	A	xxxxx	0.437	A	xxxxx	0.437	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	B	xxxxx	0.646	B	xxxxx	0.646	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	A	xxxxx	0.489	A	xxxxx	0.489	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	A	xxxxx	0.548	A	xxxxx	0.548	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	A	xxxxx	0.547	A	xxxxx	0.547	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	A	xxxxx	0.538	A	xxxxx	0.538	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.413	A	xxxxx	0.413	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	B	xxxxx	0.679	B	xxxxx	0.679	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.456	A	xxxxx	0.456	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.434	A	xxxxx	0.434	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.407	A	xxxxx	0.407	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	A	xxxxx	0.599	A	xxxxx	0.599	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	C	xxxxx	0.736	C	xxxxx	0.736	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	B	12.1	0.245	B	12.1	0.245	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	A	xxxxx	0.596	A	xxxxx	0.596	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	D	xxxxx	0.811	D	xxxxx	0.811	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.486	A	xxxxx	0.486	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.396	A	xxxxx	0.396	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	B	xxxxx	0.600	B	xxxxx	0.600	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	C	xxxxx	0.713	C	xxxxx	0.713	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	A	xxxxx	0.581	A	xxxxx	0.581	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	A	xxxxx	0.557	A	xxxxx	0.557	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	B	xxxxx	0.636	B	xxxxx	0.636	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx	0.437	A	xxxxx	0.437	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.449	A	xxxxx	0.449	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	A	xxxxx	0.454	A	xxxxx	0.454	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx	0.436	A	xxxxx	0.436	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	B	13.8	0.535	B	13.8	0.535	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	C	15.1	0.584	C	15.1	0.584	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	B	xxxxx	0.665	B	xxxxx	0.665	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	E	38.2	0.519	E	38.2	0.519	+ 0.000 D/V

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - MD PEAK HOUR

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

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.633
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:																				
Base Vol:	441	940	218	95	714	57	107	383	290	259	331	234
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	441	940	218	95	714	57	107	383	290	259	331	234
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	441	940	218	95	714	57	107	383	290	259	331	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	441	940	218	95	714	57	107	383	290	259	331	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	485	940	218	105	714	57	107	383	319	285	331	234
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.17	0.83
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	1611	1139
Capacity Analysis Module:																				
Vol/Sat:	0.18	0.23	0.16	0.04	0.17	0.04	0.08	0.09	0.12	0.10	0.21	0.21
Crit Volume:	243				238		107					283
Crit Moves:	****				****		****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - MD PEAK HOUR

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

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 75 Critical Vol./Cap.(X): 0.703
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: C

Street Name:	CENTINELA AVENUE									WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:															
Base Vol:	147	745	84	138	756	85	109	517	150	110	639	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	745	84	138	756	85	109	517	150	110	639	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	745	84	138	756	85	109	517	150	110	639	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	745	84	138	756	85	109	517	150	110	639	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	745	84	138	756	85	109	517	150	110	639	116
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.80	0.20	1.00	1.55	0.45	1.00	1.69	0.31
Final Sat.:	1500	2696	304	1500	2697	303	1500	2325	675	1500	2539	461
Capacity Analysis Module:															
Vol/Sat:	0.10	0.28	0.28	0.09	0.28	0.28	0.07	0.22	0.22	0.07	0.25	0.25
Crit Volume:	147					421	109					378
Crit Moves:	****					****	****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - MD PEAK HOUR

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

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Street Name:	CENTINELA AVENUE									WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:															
Base Vol:	79	786	108	69	748	215	234	474	79	96	485	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	786	108	69	748	215	234	474	79	96	485	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	786	108	69	748	215	234	474	79	96	485	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	786	108	69	748	215	234	474	79	96	485	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	786	108	69	748	215	234	474	79	96	485	59
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2638	362	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:															
Vol/Sat:	0.05	0.30	0.30	0.05	0.25	0.14	0.16	0.16	0.05	0.06	0.16	0.04
Crit Volume:		447			69		234				242	
Crit Moves:		****			****		****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - MD PEAK HOUR

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

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.437
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name:	DUQUESNE AVENUE									CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:															
Base Vol:	68	182	124	37	191	66	59	501	68	71	544	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	182	124	37	191	66	59	501	68	71	544	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	182	124	37	191	66	59	501	68	71	544	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	182	124	37	191	66	59	501	68	71	544	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	182	124	37	191	66	59	501	68	71	544	22
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2643	107
Capacity Analysis Module:															
Vol/Sat:	0.05	0.13	0.09	0.03	0.14	0.05	0.04	0.18	0.05	0.05	0.21	0.21
Crit Volume:	68				191		59				283	
Crit Moves:	****				****		****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - MD PEAK HOUR

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

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.646
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: B

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1 1	0	2	0 2	0 1	1	0 2	0 1	1	0 1 1 0
Volume Module:												
Base Vol:	131	622	117	167	652	136	141	473	68	151	442	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	622	117	167	652	136	141	473	68	151	442	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	622	117	167	652	136	141	473	68	151	442	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	622	117	167	652	136	141	473	68	151	442	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	622	117	184	652	136	141	473	68	151	442	129
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.68	0.32	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.55	0.45
Final Sat.:	2750	2315	435	2750	2750	1375	1375	2750	1375	1375	2129	621
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.07	0.24	0.10	0.10	0.17	0.05	0.11	0.21	0.21
Crit Volume:		370			92			141			286	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - MD PEAK HOUR

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

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.489
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1	1 0	1	0 2	1 0	1	0 1 1 0
Volume Module:												
Base Vol:	40	211	108	134	383	91	34	515	64	186	499	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	211	108	134	383	91	34	515	64	186	499	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	211	108	134	383	91	34	515	64	186	499	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	211	108	134	383	91	34	515	64	186	499	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	211	108	134	383	91	34	515	64	186	499	90
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.32	0.68	1.00	1.62	0.38	1.00	2.67	0.33	1.00	1.69	0.31
Final Sat.:	1375	1819	931	1375	2222	528	1375	3669	456	1375	2330	420
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.10	0.17	0.17	0.02	0.14	0.14	0.14	0.21	0.21
Crit Volume:			160	134				193		186		
Crit Moves:			****	****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - MD PEAK HOUR

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

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.548
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 0 1	1	0	2 0 1	2	0	1 1 0	2	0	2 1 0
Volume Module:												
Base Vol:	127	667	129	27	542	133	188	532	135	107	490	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	667	129	27	542	133	188	532	135	107	490	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	667	129	27	542	133	188	532	135	107	490	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	667	129	27	542	133	188	532	135	107	490	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	140	667	129	27	542	133	207	532	135	118	490	64
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.60	0.40	2.00	2.65	0.35
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2193	557	2750	3648	477
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.09	0.02	0.20	0.10	0.08	0.24	0.24	0.04	0.13	0.13
Crit Volume:		334			27				334	59		
Crit Moves:		****			****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - MD PEAK HOUR

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

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: A

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0 1	1	0	0 1 0	1	0	1 1 0	1	0	2 0 1
Volume Module:												
Base Vol:	9	19	11	206	34	223	252	598	20	27	524	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	19	11	206	34	223	252	598	20	27	524	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	19	11	206	34	223	252	598	20	27	524	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	19	11	206	34	223	252	598	20	27	524	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	19	11	206	34	223	252	598	20	27	524	158
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.13	0.87	1.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	189	1236	1425	2758	92	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.14	0.18	0.18	0.18	0.22	0.22	0.02	0.18	0.11
Crit Volume:	9				257		252				262	
Crit Moves:	****				****		****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - MD PEAK HOUR

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

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.538
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: A

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0
Volume Module:												
Base Vol:	57	420	219	80	354	342	347	539	46	230	517	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	420	219	80	354	342	347	539	46	230	517	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	420	219	80	354	342	347	539	46	230	517	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	420	219	80	354	342	347	539	46	230	517	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	57	420	219	80	354	342	382	539	46	253	517	131
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.84	0.16	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2534	216	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.16	0.06	0.13	0.25	0.14	0.21	0.21	0.09	0.19	0.10
Crit Volume:		210			80			191			259	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - MD PEAK HOUR

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

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.413
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0
Volume Module:												
Base Vol:	0	784	935	0	614	15	0	0	0	862	7	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	784	935	0	614	15	0	0	0	862	7	25
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	784	0	0	614	15	0	0	0	862	7	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	784	0	0	614	15	0	0	0	862	7	25
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	784	0	0	614	15	0	0	0	948	7	25
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.93	0.07	0.00	0.00	0.00	2.90	0.02	0.08
Final Sat.:	0	4275	1425	0	4173	102	0	0	0	4135	31	109
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.23	0.23	0.23
Crit Volume:		261			0					0	327	
Crit Moves:		****			****						****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - MD PEAK HOUR

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

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.679
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	0	2	1	0
Volume Module:												
Base Vol:	76	1190	130	124	917	428	329	156	37	128	216	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	1190	130	124	917	428	329	156	37	128	216	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	1190	130	124	917	428	329	156	37	128	216	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1190	130	124	917	428	329	156	37	128	216	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	76	1190	130	124	917	471	362	156	37	141	216	188
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.70	0.30	1.00	2.00	2.00	2.00	1.62	0.38	2.00	2.00	1.00
Final Sat.:	1375	3719	406	1375	2750	2750	2750	2223	527	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.32	0.09	0.33	0.17	0.13	0.07	0.07	0.05	0.08	0.14
Crit Volume:		440			124			181				188
Crit Moves:		****			****			****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - MD PEAK HOUR

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

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.456
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1	0	1	0	1	0	1	0	2
Volume Module:												
Base Vol:	488	55	40	4	16	58	47	735	223	56	583	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	488	55	40	4	16	58	47	735	223	56	583	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	488	55	40	4	16	58	47	735	223	56	583	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	488	55	40	4	16	58	47	735	223	56	583	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	537	55	40	4	16	58	47	735	223	56	583	17
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.58	0.42	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.92	0.08
Final Sat.:	2750	796	579	1375	1375	1375	1375	4125	1375	1375	4008	117
Capacity Analysis Module:												
Vol/Sat:	0.20	0.07	0.07	0.00	0.01	0.04	0.03	0.18	0.16	0.04	0.15	0.15
Crit Volume:	268					58		245		56		
Crit Moves:	****					****		****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - MD PEAK HOUR

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

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.434
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0 0	0 0	2	0	2 0	0	0 2	1 1
Volume Module:												
Base Vol:	83	0	146	0	0	0	265	898	0	0	982	272
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	0	146	0	0	0	265	898	0	0	982	272
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	0	146	0	0	0	265	898	0	0	982	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	0	146	0	0	0	265	898	0	0	982	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	91	0	146	0	0	0	292	898	0	0	982	299
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.10	0.00	0.00	0.00	0.10	0.32	0.00	0.00	0.23	0.21
Crit Volume:			146			0		146			327	
Crit Moves:			****					****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - MD PEAK HOUR

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

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.407
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0	1	0	4	0	1	2 0 2 0
Volume Module:												
Base Vol:	0	0	0	383	0	149	0	745	118	332	632	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	383	0	149	0	745	118	332	632	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	383	0	149	0	745	118	332	632	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	383	0	149	0	745	118	332	632	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	421	0	164	0	745	118	365	632	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2850	0	1425	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.12	0.00	0.13	0.08	0.13	0.22	0.00
Crit Volume:		0			211			186			183	
Crit Moves:					****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - MD PEAK HOUR

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

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	0	0	1! 0	0	1	0 0 1
Volume Module:												
Base Vol:	9	300	85	407	226	11	8	14	5	216	26	459
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	300	85	407	226	11	8	14	5	216	26	459
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	300	85	407	226	11	8	14	5	216	26	459
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	300	85	407	226	11	8	14	5	216	26	459
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	300	85	407	226	11	8	14	5	216	26	459
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	1.52	0.43	1.00	0.97	0.03	0.30	0.52	0.18	0.89	0.11	1.00
Final Sat.:	65	2170	615	1425	1376	49	422	739	264	1272	153	1425
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.29	0.16	0.23	0.02	0.02	0.02	0.17	0.17	0.32
Crit Volume:		197			407			8			242	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - MD PEAK HOUR

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

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.736
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: C

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0	1	1	0 2	0	1	2	0	3	0 1
Volume Module:												
Base Vol:	145	692	183	128	557	133	250	1156	117	278	1185	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	692	183	128	557	133	250	1156	117	278	1185	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	692	183	128	557	133	250	1156	117	278	1185	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	692	183	128	557	133	250	1156	117	278	1185	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	145	692	183	128	557	133	275	1156	117	306	1185	106
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.13	0.09	0.20	0.10	0.10	0.28	0.09	0.11	0.29	0.08
Crit Volume:		346			128			385			153	
Crit Moves:		****			****			****			****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[12.1]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 0	0	0	2	0 1	1	0	2	0 0
Volume Module:																
Base Vol:	0	0	165		0	0	0		0	658	51		151	710	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	165		0	0	0		0	658	51		151	710	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	165		0	0	0		0	658	51		151	710	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	165		0	0	0		0	658	51		151	710	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	329		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		709	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	673		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		899	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	673		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		899	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	0.25		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.17	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	1.0		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.6	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	12.1		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		9.8	xxxx	xxxxx	
LOS by Move:	*	*	B		*	*	*		*	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:		12.1			xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:		B			*				*				*			

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - MD PEAK HOUR

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

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD								SAWTELLE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1 0	1	0	2	1 0	1	0	2	0 1	1	0	1	1 0
Volume Module:																
Base Vol:	104	1452	58		113	1286	89		121	105	68		103	187	146	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	104	1452	58		113	1286	89		121	105	68		103	187	146	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	104	1452	58		113	1286	89		121	105	68		103	187	146	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	104	1452	58		113	1286	89		121	105	68		103	187	146	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	104	1452	58		113	1286	89		121	105	68		103	187	146	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.85	0.15		1.00	2.81	0.19		1.00	2.00	1.00		1.00	1.12	0.88	
Final Sat.:	1425	5481	219		1425	3998	277		1425	2850	1425		1425	1600	1250	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.26	0.26		0.08	0.32	0.32		0.08	0.04	0.05		0.07	0.12	0.12	
Crit Volume:	104						458		121					167		
Crit Moves:	****						****		****					****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - MD PEAK HOUR

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

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.811
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 151 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD								VENICE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	1 0	1	0	3	0 1
Volume Module:																
Base Vol:	234	266	186		84	323	65		91	1165	70		276	1091	91	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	234	266	186		84	323	65		91	1165	70		276	1091	91	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	234	266	186		84	323	65		91	1165	70		276	1091	91	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	234	266	186		84	323	65		91	1165	70		276	1091	91	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	234	266	186		84	323	65		91	1165	70		276	1091	91	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.18	0.82		1.00	1.66	0.34		1.00	2.83	0.17		1.00	3.00	1.00	
Final Sat.:	1375	1618	1132		1375	2289	461		1375	3891	234		1375	4125	1375	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.16	0.16		0.06	0.14	0.14		0.07	0.30	0.30		0.20	0.26	0.07	
Crit Volume:	234					194				412			276			
Crit Moves:	****					****				****			****			

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - MD PEAK HOUR

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

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.486
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD								WASHINGTON BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	1	0	1 0	0	1	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	146	220	74		27	148	85		71	642	96		84	603	34	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	146	220	74		27	148	85		71	642	96		84	603	34	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	146	220	74		27	148	85		71	642	96		84	603	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	146	220	74		27	148	85		71	642	96		84	603	34	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	146	220	74		27	148	85		71	642	96		84	603	34	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.66	1.00	0.34		0.21	1.14	0.65		1.00	1.74	0.26		1.00	1.89	0.11	
Final Sat.:	995	1500	505		312	1708	981		1500	2610	390		1500	2840	160	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.15	0.15		0.09	0.09	0.09		0.05	0.25	0.25		0.06	0.21	0.21	
Crit Volume:	146						130				369		84			
Crit Moves:	****						****				****		****			

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - MD PEAK HOUR

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

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.396
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	27	237	41	108	155	175	94	543	62	17	418	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	237	41	108	155	175	94	543	62	17	418	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	237	41	108	155	175	94	543	62	17	418	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	237	41	108	155	175	94	543	62	17	418	85
PCE Adj:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	237	41	108	155	175	94	543	62	17	418	85
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	1.56	0.25	0.49	0.71	0.80	1.00	1.80	0.20	1.00	2.00	1.00
Final Sat.:	291	2338	370	740	1062	1199	1500	2693	307	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.11	0.15	0.15	0.15	0.06	0.20	0.20	0.01	0.14	0.06
Crit Volume:			166	108				303		17		
Crit Moves:			****	****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - MD PEAK HOUR

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

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.600
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	2	0	1	1	0	1	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	299	1130	112	302	675	48	46	185	84	182	271	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	299	1130	112	302	675	48	46	185	84	182	271	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	299	1130	112	302	675	48	46	185	84	182	271	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	299	1130	112	302	675	48	46	185	84	182	271	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	329	1130	112	332	675	48	46	185	84	200	271	199
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.73	0.27	2.00	1.87	0.13	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3753	372	2750	2567	183	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.30	0.30	0.12	0.26	0.26	0.03	0.07	0.06	0.07	0.10	0.14
Crit Volume:		414		166			46					199
Crit Moves:		****		****			****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - MD PEAK HOUR

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

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.713
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	0	3	1	0
Volume Module:												
Base Vol:	246	832	321	73	443	77	182	1018	361	130	1105	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	832	321	73	443	77	182	1018	361	130	1105	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	246	832	321	73	443	77	182	1018	361	130	1105	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	832	321	73	443	77	182	1018	361	130	1105	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	246	832	321	73	443	77	182	1018	361	130	1105	68
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.77	0.23
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5181	319
Capacity Analysis Module:												
Vol/Sat:	0.18	0.30	0.23	0.05	0.16	0.06	0.13	0.25	0.26	0.09	0.21	0.21
Crit Volume:		416		73					361	130		
Crit Moves:		****		****					****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - MD PEAK HOUR

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

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	1	1	0
Volume Module:												
Base Vol:	100	631	84	45	565	127	145	434	119	97	486	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	631	84	45	565	127	145	434	119	97	486	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	631	84	45	565	127	145	434	119	97	486	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	631	84	45	565	127	145	434	119	97	486	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	631	84	45	565	127	145	434	119	97	486	75
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.77	0.23	1.00	1.63	0.37	1.00	1.57	0.43	1.00	1.73	0.27
Final Sat.:	1500	2648	352	1500	2449	551	1500	2354	646	1500	2599	401
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.03	0.23	0.23	0.10	0.18	0.18	0.06	0.19	0.19
Crit Volume:	100					346	145				281	
Crit Moves:	****					****	****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - MD PEAK HOUR

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

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.557
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	1	0	1	0	2	0	1	
Volume Module:												
Base Vol:	66	744	50	30	545	77	212	339	102	15	392	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	744	50	30	545	77	212	339	102	15	392	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	744	50	30	545	77	212	339	102	15	392	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	744	50	30	545	77	212	339	102	15	392	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	744	50	30	545	77	212	339	102	15	392	71
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	1.75	0.25	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2811	189	1500	2629	371	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.26	0.02	0.21	0.21	0.14	0.11	0.07	0.01	0.13	0.05
Crit Volume:		397			30			212			196	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - MD PEAK HOUR

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

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.636
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: B

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1	0
Volume Module:												
Base Vol:	252	782	0	0	597	349	447	0	120	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	252	782	0	0	597	349	447	0	120	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	252	782	0	0	597	349	447	0	120	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	252	782	0	0	597	349	447	0	120	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	252	782	0	0	597	349	492	0	120	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.60	0.01	0.39	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2291	0	559	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.27	0.00	0.00	0.21	0.24	0.21	0.00	0.21	0.00	0.00	0.00
Crit Volume:	252					349	306				0	
Crit Moves:	****					****	****					

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - MD PEAK HOUR

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

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.437
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0	2	1	0	0	1	0	3	0
Volume Module:												
Base Vol:	222	0	743	0	0	0	0	641	160	623	754	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	222	0	743	0	0	0	0	641	160	623	754	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	222	0	743	0	0	0	0	641	0	623	754	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	0	743	0	0	0	0	641	0	623	754	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	244	0	817	0	0	0	0	641	0	685	754	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.29	0.00	0.00	0.00	0.00	0.15	0.00	0.16	0.26	0.00
Crit Volume:			409			0			214		0	
Crit Moves:			****						****		****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - MD PEAK HOUR

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

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.449
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	0	1!
Volume Module:												
Base Vol:	50	855	47	21	717	49	30	36	24	64	81	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	855	47	21	717	49	30	36	24	64	81	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	855	47	21	717	49	30	36	24	64	81	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	855	47	21	717	49	30	36	24	64	81	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	855	47	21	717	49	30	36	24	64	81	26
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.87	0.13	0.33	0.40	0.27	0.37	0.48	0.15
Final Sat.:	1500	2844	156	1500	2808	192	500	600	400	561	711	228
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.30	0.01	0.26	0.26	0.06	0.06	0.06	0.11	0.11	0.11
Crit Volume:			451		21			30			171	
Crit Moves:			****		****			****			****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - MD PEAK HOUR

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

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.454
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	0	0 1	1	2	0 3	0 1	2	0 2 1 0
Volume Module:												
Base Vol:	32	13	226	58	13	59	57	1055	55	193	1108	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	13	226	58	13	59	57	1055	55	193	1108	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	13	226	58	13	59	57	1055	55	193	1108	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	13	226	58	13	59	57	1055	55	193	1108	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	32	13	249	58	13	65	63	1055	55	212	1108	29
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.10	1.90	1.00	0.33	1.67	2.00	3.00	1.00	2.00	2.92	0.08
Final Sat.:	1425	142	2708	1425	476	2374	2850	4275	1425	2850	4166	109
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.09	0.04	0.03	0.03	0.02	0.25	0.04	0.07	0.27	0.27
Crit Volume:		131			58			352		106		
Crit Moves:		****			****			****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - MD PEAK HOUR

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

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.436
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0 1	0	1	0 1	1	0	1 0 1 0
Volume Module:												
Base Vol:	86	147	38	34	137	61	72	478	98	49	551	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	147	38	34	137	61	72	478	98	49	551	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	147	38	34	137	61	72	478	98	49	551	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	147	38	34	137	61	72	478	98	49	551	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	147	38	34	137	61	72	478	98	49	551	46
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.79	0.21	1.00	0.69	0.31	1.00	1.66	0.34	1.00	1.85	0.15
Final Sat.:	1500	1192	308	1500	1038	462	1500	2490	510	1500	2769	231
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.02	0.13	0.13	0.05	0.19	0.19	0.03	0.20	0.20
Crit Volume:	86					198	72				299	
Crit Moves:	****					****	****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 0 Average Delay (sec/veh): 13.8
Optimal Cycle: 0 Level Of Service: B

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0 1	0	1	0 1	0	0	1! 0	0	1	0 0 1
Volume Module:												
Base Vol:	9	622	51	29	621	4	8	3	5	48	1	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	622	51	29	621	4	8	3	5	48	1	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	622	51	29	621	4	8	3	5	48	1	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	622	51	29	621	4	8	3	5	48	1	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	622	51	29	621	4	8	3	5	48	1	29
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	1.82	0.15	0.09	1.90	0.01	0.50	0.19	0.31	0.98	0.02	1.00
Final Sat.:	17	1173	97	56	1202	8	237	89	148	427	9	508
Capacity Analysis Module:												
Vol/Sat:	0.54	0.53	0.52	0.52	0.52	0.51	0.03	0.03	0.03	0.11	0.11	0.06
Crit Moves:	****			****				****		****		
Delay/Veh:	14.3	14.1	13.8	14.0	13.9	13.8	10.3	10.3	10.3	11.2	11.2	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.3	14.1	13.8	14.0	13.9	13.8	10.3	10.3	10.3	11.2	11.2	9.5
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	A
ApproachDel:		14.1			13.9			10.3			10.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.1			13.9			10.3			10.6	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	1.1	1.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.584	
Loss Time (sec):	0	Average Delay (sec/veh):	15.1	
Optimal Cycle:	0	Level Of Service:	C	

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 1	1 0	0	0 1!	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	96	618	0	0	588	103	93	0	131	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	618	0	0	588	103	93	0	131	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	618	0	0	588	103	93	0	131	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	618	0	0	588	103	93	0	131	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	618	0	0	588	103	93	0	131	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.70	0.30	0.42	0.00	0.58	0.00	0.00	0.00
Final Sat.:	538	1171	0	0	1006	180	238	0	335	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.53	xxxx	xxxx	0.58	0.57	0.39	xxxx	0.39	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	10.6	15.1	0.0	0.0	16.6	15.9	12.7	0.0	12.7	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	15.1	0.0	0.0	16.6	15.9	12.7	0.0	12.7	0.0	0.0	0.0
LOS by Move:	B	C	*	*	C	C	B	*	B	*	*	*
ApproachDel:		14.5			16.5			12.7		xxxxxx		
Delay Adj:		1.00			1.00			1.00		xxxxx		
ApprAdjDel:		14.5			16.5			12.7		xxxxxx		
LOS by Appr:		B			C			B		*		
AllWayAvgQ:	0.2	1.0	0.0	0.0	1.3	1.2	0.6	0.6	0.6	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - MD PEAK HOUR

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

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	105	Critical Vol./Cap.(X):	0.665	
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	85	Level Of Service:	B	

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	175	625	202	90	663	163	129	533	112	90	528	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	625	202	90	663	163	129	533	112	90	528	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	625	202	90	663	163	129	533	112	90	528	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	625	202	90	663	163	129	533	112	90	528	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	625	202	90	663	163	129	533	112	90	528	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.89	0.11
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2602	148
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.15	0.07	0.24	0.12	0.09	0.19	0.08	0.07	0.20	0.20
Crit Volume:	175				332		129					279
Crit Moves:	****				****		****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 4.7 Worst Case Level Of Service: E[38.2]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0 0	0 0	0	0 1!	0 0	1	0 2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	7	0	235	208	968	0	0	1121	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	7	0	235	208	968	0	0	1121	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	7	0	235	208	968	0	0	1121	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	7	0	235	208	968	0	0	1121	67
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2055	2539	594	1188	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	49	28	453	595	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	36	18	453	595	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.20	0.00	0.52	0.35	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.6	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	339	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	5.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	38.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	E	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			38.2			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - PM PEAK HOUR

Scenario Report

Scenario:	PM
Command:	PM
Volume:	PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - PM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	D	xxxxx	0.827	D	xxxxx	0.827	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	E	xxxxx	0.921	E	xxxxx	0.921	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	D	xxxxx	0.836	D	xxxxx	0.836	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	B	xxxxx	0.669	B	xxxxx	0.669	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	E	xxxxx	0.924	E	xxxxx	0.924	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	D	xxxxx	0.857	D	xxxxx	0.857	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	C	xxxxx	0.713	C	xxxxx	0.713	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	B	xxxxx	0.696	B	xxxxx	0.696	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	C	xxxxx	0.760	C	xxxxx	0.760	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.482	A	xxxxx	0.482	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	D	xxxxx	0.866	D	xxxxx	0.866	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.479	A	xxxxx	0.479	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	C	xxxxx	0.757	C	xxxxx	0.757	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.460	A	xxxxx	0.460	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	D	xxxxx	0.849	D	xxxxx	0.849	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	E	xxxxx	0.951	E	xxxxx	0.951	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	B	12.8	0.377	B	12.8	0.377	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	B	xxxxx	0.669	B	xxxxx	0.669	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	E	xxxxx	0.951	E	xxxxx	0.951	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	B	xxxxx	0.681	B	xxxxx	0.681	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.585	A	xxxxx	0.585	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	C	xxxxx	0.775	C	xxxxx	0.775	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	E	xxxxx	0.994	E	xxxxx	0.994	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.699	B	xxxxx	0.699	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.653	B	xxxxx	0.653	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	D	xxxxx	0.834	D	xxxxx	0.834	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	C	xxxxx	0.716	C	xxxxx	0.716	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.569	A	xxxxx	0.569	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	C	xxxxx	0.781	C	xxxxx	0.781	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	B	xxxxx	0.608	B	xxxxx	0.608	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	D	28.5	0.820	D	28.5	0.820	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	D	27.3	0.842	D	27.3	0.842	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	E	xxxxx	0.981	E	xxxxx	0.981	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F	68.8	0.629	F	68.8	0.629	+ 0.000 D/V

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - PM PEAK HOUR

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

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec):	130	Critical Vol./Cap.(X):	0.827
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	164	Level Of Service:	D

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0
Volume Module:												
Base Vol:	507	1295	259	153	1409	40	100	584	708	353	364	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	507	1295	259	153	1409	40	100	584	708	353	364	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	507	1295	259	153	1409	40	100	584	708	353	364	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	507	1295	259	153	1409	40	100	584	708	353	364	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	558	1295	259	168	1409	40	100	584	779	388	364	166
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.37	0.63
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	1889	861
Capacity Analysis Module:												
Vol/Sat:	0.20	0.31	0.19	0.06	0.34	0.03	0.07	0.14	0.28	0.14	0.19	0.19
Crit Volume:	279				470			195		194		
Crit Moves:	****				****			****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - PM PEAK HOUR

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

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	75	Critical Vol./Cap.(X):	0.921
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	140	1112	86	136	1354	82	86	632	179	118	637	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	1112	86	136	1354	82	86	632	179	118	637	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	1112	86	136	1354	82	86	632	179	118	637	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	1112	86	136	1354	82	86	632	179	118	637	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	1112	86	136	1354	82	86	632	179	118	637	94
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.86	0.14	1.00	1.89	0.11	1.00	1.56	0.44	1.00	1.74	0.26
Final Sat.:	1500	2785	215	1500	2829	171	1500	2338	662	1500	2614	386
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.40	0.09	0.48	0.48	0.06	0.27	0.27	0.08	0.24	0.24
Crit Volume:	140				718			406		118		
Crit Moves:	****				****			****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - PM PEAK HOUR

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

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.836
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 105 Level Of Service: D

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	70	1056	168	62	1392	163	176	635	81	125	623	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1056	168	62	1392	163	176	635	81	125	623	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1056	168	62	1392	163	176	635	81	125	623	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1056	168	62	1392	163	176	635	81	125	623	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1056	168	62	1392	163	176	635	81	125	623	77
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.73	0.27	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2588	412	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.41	0.41	0.04	0.46	0.11	0.12	0.21	0.05	0.08	0.21	0.05
Crit Volume:	70				696		176				312	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - PM PEAK HOUR

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

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.669
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: B

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	92	244	141	100	286	163	74	905	89	90	737	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	244	141	100	286	163	74	905	89	90	737	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	244	141	100	286	163	74	905	89	90	737	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	244	141	100	286	163	74	905	89	90	737	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	244	141	100	286	163	74	905	89	90	737	23
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.94	0.06
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2667	83
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.10	0.07	0.21	0.12	0.05	0.33	0.06	0.07	0.28	0.28
Crit Volume:	92				286			453			90	
Crit Moves:	****				****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - PM PEAK HOUR

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

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.924
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	2	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	140	699	142	144	972	310	218	786	125	175	850	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	699	142	144	972	310	218	786	125	175	850	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	699	142	144	972	310	218	786	125	175	850	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	699	142	144	972	310	218	786	125	175	850	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	699	142	158	972	310	218	786	125	175	850	128
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.66	0.34	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.74	0.26
Final Sat.:	2750	2286	464	2750	2750	1375	1375	2750	1375	1375	2390	360
Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.31	0.06	0.35	0.23	0.16	0.29	0.09	0.13	0.36	0.36
Crit Volume:	77				486		218					489
Crit Moves:	****				****		****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - PM PEAK HOUR

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

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.857
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 160 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	72	303	68	96	770	221	84	761	77	306	869	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	303	68	96	770	221	84	761	77	306	869	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	303	68	96	770	221	84	761	77	306	869	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	303	68	96	770	221	84	761	77	306	869	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	303	68	96	770	221	84	761	77	306	869	185
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.63	0.37	1.00	1.55	0.45	1.00	2.72	0.28	1.00	1.65	0.35
Final Sat.:	1375	2246	504	1375	2137	613	1375	3746	379	1375	2267	483
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.07	0.36	0.36	0.06	0.20	0.20	0.22	0.38	0.38
Crit Volume:	72					496	84				527	
Crit Moves:	****					****	****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - PM PEAK HOUR

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

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.713
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:												
Base Vol:	127	747	131	72	781	195	299	530	117	140	1023	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	747	131	72	781	195	299	530	117	140	1023	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	747	131	72	781	195	299	530	117	140	1023	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	747	131	72	781	195	299	530	117	140	1023	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	140	747	131	72	781	195	329	530	117	154	1023	44
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.64	0.36	2.00	2.88	0.12
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2253	497	2750	3955	170
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.10	0.05	0.28	0.14	0.12	0.24	0.24	0.06	0.26	0.26
Crit Volume:	70				390		164					356
Crit Moves:	****				****		****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - PM PEAK HOUR

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

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.696
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: B

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	17	22	12	340	19	325	309	1044	15	10	641	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	22	12	340	19	325	309	1044	15	10	641	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	22	12	340	19	325	309	1044	15	10	641	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	22	12	340	19	325	309	1044	15	10	641	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	22	12	340	19	325	309	1044	15	10	641	145
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.06	0.94	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	79	1346	1425	2810	40	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.01	0.24	0.24	0.24	0.22	0.37	0.37	0.01	0.22	0.10
Crit Volume:		22		340			309				321	
Crit Moves:		****		****			****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - PM PEAK HOUR

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

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.760
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 118 Level Of Service: C

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	47	471	410	155	604	367	388	871	48	354	504	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	471	410	155	604	367	388	871	48	354	504	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	471	410	155	604	367	388	871	48	354	504	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	471	410	155	604	367	388	871	48	354	504	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	47	471	410	155	604	367	427	871	48	389	504	87
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.90	0.10	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2606	144	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.30	0.11	0.22	0.27	0.16	0.33	0.33	0.14	0.18	0.06
Crit Volume:		236		155			460			195		
Crit Moves:		****		****			****			****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - PM PEAK HOUR

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

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.482
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!!	0	0
Volume Module:												
Base Vol:	0	1192	1254	0	996	10	0	0	0	755	14	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1192	1254	0	996	10	0	0	0	755	14	25
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1192	0	0	996	10	0	0	0	755	14	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1192	0	0	996	10	0	0	0	755	14	25
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1192	0	0	996	10	0	0	0	831	14	25
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.97	0.03	0.00	0.00	0.00	2.86	0.05	0.09
Final Sat.:	0	4275	1425	0	4233	42	0	0	0	4083	69	123
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.20	0.20	0.20
Crit Volume:		397		0				0		290		
Crit Moves:		****		****						****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - PM PEAK HOUR

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

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.866
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 1 0	1	0	2 0 2	2	0	1 1 0	2	0	2 1 0
Volume Module:												
Base Vol:	57	1735	188	100	1193	488	472	516	16	290	248	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	1735	188	100	1193	488	472	516	16	290	248	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	1735	188	100	1193	488	472	516	16	290	248	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1735	188	100	1193	488	472	516	16	290	248	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00
FinalVolume:	57	1735	188	100	1193	537	519	516	16	319	248	190
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.71	0.29	1.00	2.00	2.00	2.00	1.94	0.06	2.00	2.00	1.00
Final Sat.:	1375	3722	403	1375	2750	2750	2750	2667	83	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.47	0.47	0.07	0.43	0.20	0.19	0.19	0.19	0.12	0.09	0.14
Crit Volume:			641	100			260					190
Crit Moves:			****	****			****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - PM PEAK HOUR

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

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.479
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0 1 0	1	0	1 0 1	1	0	3 0 1	1	0	2 1 0
Volume Module:												
Base Vol:	449	64	32	8	20	51	70	936	426	49	781	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	449	64	32	8	20	51	70	936	426	49	781	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	449	64	32	8	20	51	70	936	426	49	781	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	449	64	32	8	20	51	70	936	426	49	781	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	494	64	32	8	20	51	70	936	426	49	781	6
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.67	0.33	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.98	0.02
Final Sat.:	2750	917	458	1375	1375	1375	1375	4125	1375	1375	4094	31
Capacity Analysis Module:												
Vol/Sat:	0.18	0.07	0.07	0.01	0.01	0.04	0.05	0.23	0.31	0.04	0.19	0.19
Crit Volume:	247					51		312		49		
Crit Moves:	****					****		****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - PM PEAK HOUR

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

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.757
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: C

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0 0	0	0	0 0 0	2	0	2 0 0	0	0	2 1 1
Volume Module:												
Base Vol:	257	0	602	0	0	0	155	841	0	0	1175	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	257	0	602	0	0	0	155	841	0	0	1175	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	257	0	602	0	0	0	155	841	0	0	1175	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	0	602	0	0	0	155	841	0	0	1175	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	283	0	602	0	0	0	171	841	0	0	1175	164
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.42	0.00	0.00	0.00	0.06	0.30	0.00	0.00	0.27	0.12
Crit Volume:			602			0		85			392	
Crit Moves:			****				****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - PM PEAK HOUR

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

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.460
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0 0	1	0	1! 0 1	0	0	4 0 1	2	0	2 0 0
Volume Module:												
Base Vol:	0	0	0	154	0	147	0	858	246	543	868	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	154	0	147	0	858	246	543	868	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	154	0	147	0	858	246	543	868	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	154	0	147	0	858	246	543	868	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.00
FinalVolume:	0	0	0	169	0	162	0	858	246	597	868	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.53	0.01	1.46	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2187	0	2088	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.00	0.15	0.17	0.21	0.30	0.00
Crit Volume:			0		110				246	299		
Crit Moves:					****				****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - PM PEAK HOUR

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

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.849
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 151 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	8	670	106	477	465	35	1	59	11	259	39	326
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	670	106	477	465	35	1	59	11	259	39	326
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	670	106	477	465	35	1	59	11	259	39	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	670	106	477	465	35	1	59	11	259	39	326
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	670	106	477	465	35	1	59	11	259	39	326
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	1.71	0.27	0.98	0.95	0.07	0.01	0.84	0.15	0.87	0.13	1.00
Final Sat.:	29	2436	385	1391	1356	102	20	1184	221	1239	186	1425
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.34	0.34	0.34	0.05	0.05	0.05	0.21	0.21	0.23
Crit Volume:			392			489			71		259	
Crit Moves:			****			****			****		****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - PM PEAK HOUR

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

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.951
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	156	997	193	193	907	141	268	1363	157	295	1258	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	997	193	193	907	141	268	1363	157	295	1258	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	997	193	193	907	141	268	1363	157	295	1258	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	997	193	193	907	141	268	1363	157	295	1258	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	156	997	193	193	907	141	295	1363	157	325	1258	89
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.36	0.14	0.14	0.33	0.10	0.11	0.33	0.11	0.12	0.30	0.06
Crit Volume:			499			193			454		162	
Crit Moves:			****			****			****		****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: B[12.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1	0	0	0	0	0	0	2	0	1	0	2	0
Volume Module:																
Base Vol:	0	0	167		0	0	0		0	747	98		302	867	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	167		0	0	0		0	747	98		302	867	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	167		0	0	0		0	747	98		302	867	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	167		0	0	0		0	747	98		302	867	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	374		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		845	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	630		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		800	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	630		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		800	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	0.27		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.38	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	1.1		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1.8	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	12.8		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		12.2	xxxx	xxxxx	
LOS by Move:	*	*	A		*	*	*		*	*	*		B	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:		12.8				xxxxxx				xxxxxx				xxxxxx		
ApproachLOS:		B				*				*				*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - PM PEAK HOUR

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

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.669
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	125	2229	81	123	1584	148	115	149	138	83	171	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	2229	81	123	1584	148	115	149	138	83	171	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	2229	81	123	1584	148	115	149	138	83	171	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	2229	81	123	1584	148	115	149	138	83	171	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	2229	81	123	1584	148	115	149	138	83	171	102
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.86	0.14	1.00	2.74	0.26	1.00	2.00	1.00	1.00	1.25	0.75
Final Sat.:	1425	5500	200	1425	3910	365	1425	2850	1425	1425	1785	1065
Capacity Analysis Module:												
Vol/Sat:	0.09	0.41	0.41	0.09	0.41	0.41	0.08	0.05	0.10	0.06	0.10	0.10
Crit Volume:	125					577	115					137
Crit Moves:	****					****	****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - PM PEAK HOUR

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

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.951
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1 1	0	1	0 2	1 0	1	0 3 0 1
Volume Module:												
Base Vol:	187	572	177	124	632	59	113	1560	107	219	1240	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	572	177	124	632	59	113	1560	107	219	1240	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	572	177	124	632	59	113	1560	107	219	1240	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	572	177	124	632	59	113	1560	107	219	1240	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	187	572	177	124	632	59	113	1560	107	219	1240	85
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.53	0.47	1.00	1.83	0.17	1.00	2.81	0.19	1.00	3.00	1.00
Final Sat.:	1375	2100	650	1375	2515	235	1375	3860	265	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.14	0.27	0.27	0.09	0.25	0.25	0.08	0.40	0.40	0.16	0.30	0.06
Crit Volume:	187					346		556		219		
Crit Moves:	****					****		****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - PM PEAK HOUR

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

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	0	1	0 1	1 0	1	0 1 1 0
Volume Module:												
Base Vol:	103	510	42	26	512	94	79	754	93	90	751	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	510	42	26	512	94	79	754	93	90	751	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	510	42	26	512	94	79	754	93	90	751	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	510	42	26	512	94	79	754	93	90	751	45
PCE Adj:	4.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	412	510	42	52	512	94	79	754	93	90	751	45
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.59	1.32	0.09	0.09	1.63	0.28	1.00	1.78	0.22	1.00	1.89	0.11
Final Sat.:	893	1976	131	129	2443	429	1500	2671	329	1500	2830	170
Capacity Analysis Module:												
Vol/Sat:	0.12	0.26	0.32	0.20	0.21	0.22	0.05	0.28	0.28	0.06	0.27	0.27
Crit Volume:			482	26					424	90		
Crit Moves:			****	****					****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - PM PEAK HOUR

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

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.585
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	0	1	1 0	1	0	2 0 1
Volume Module:												
Base Vol:	34	481	30	66	519	212	79	690	78	28	519	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	481	30	66	519	212	79	690	78	28	519	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	481	30	66	519	212	79	690	78	28	519	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	481	30	66	519	212	79	690	78	28	519	129
PCE Adj:	4.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	481	30	132	519	212	79	690	78	28	519	129
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	1.76	0.09	0.18	1.33	0.49	1.00	1.80	0.20	1.00	2.00	1.00
Final Sat.:	230	2631	139	271	1992	737	1500	2695	305	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.15	0.18	0.22	0.24	0.26	0.29	0.05	0.26	0.26	0.02	0.17	0.09
Crit Volume:	34					431		384		28		
Crit Moves:	****					****		****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - PM PEAK HOUR

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

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 126 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 1	0	2	0 1 1	0	1	0 2	0 1	2	0 2 0 1
Volume Module:												
Base Vol:	180	1677	105	334	1255	40	67	318	130	222	273	221
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1677	105	334	1255	40	67	318	130	222	273	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1677	105	334	1255	40	67	318	130	222	273	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1677	105	334	1255	40	67	318	130	222	273	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	198	1677	105	367	1255	40	67	318	130	244	273	221
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.82	0.18	2.00	1.94	0.06	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3882	243	2750	2665	85	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.07	0.43	0.43	0.13	0.47	0.47	0.05	0.12	0.09	0.09	0.10	0.16
Crit Volume:		594		184			67					221
Crit Moves:		****		****			****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - PM PEAK HOUR

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

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.994
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	247	1489	356	86	755	84	225	1416	288	82	1199	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	1489	356	86	755	84	225	1416	288	82	1199	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	1489	356	86	755	84	225	1416	288	82	1199	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	1489	356	86	755	84	225	1416	288	82	1199	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	247	1489	356	86	755	84	225	1416	288	82	1199	45
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.32	0.68	1.00	3.86	0.14
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4570	930	1375	5301	199
Capacity Analysis Module:												
Vol/Sat:	0.18	0.54	0.26	0.06	0.27	0.06	0.16	0.31	0.31	0.06	0.23	0.23
Crit Volume:		744			86			225				311
Crit Moves:		****			****			****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - PM PEAK HOUR

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

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.699
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	107	927	88	47	821	129	142	587	110	113	570	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	927	88	47	821	129	142	587	110	113	570	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	927	88	47	821	129	142	587	110	113	570	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	927	88	47	821	129	142	587	110	113	570	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	927	88	47	821	129	142	587	110	113	570	79
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.73	0.27	1.00	1.68	0.32	1.00	1.76	0.24
Final Sat.:	1500	2740	260	1500	2593	407	1500	2527	473	1500	2635	365
Capacity Analysis Module:												
Vol/Sat:	0.07	0.34	0.34	0.03	0.32	0.32	0.09	0.23	0.23	0.08	0.22	0.22
Crit Volume:	107					475	142				325	
Crit Moves:	****					****	****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - PM PEAK HOUR

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

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	56	1026	34	21	903	84	175	522	67	23	509	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	1026	34	21	903	84	175	522	67	23	509	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	1026	34	21	903	84	175	522	67	23	509	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	1026	34	21	903	84	175	522	67	23	509	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	1026	34	21	903	84	175	522	67	23	509	52
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.83	0.17	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2904	96	1500	2745	255	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.35	0.01	0.33	0.33	0.12	0.17	0.04	0.02	0.17	0.03
Crit Volume:	56				494		175				255	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - PM PEAK HOUR

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

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.834
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 171 Level Of Service: D

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1!	0 0
Volume Module:												
Base Vol:	150	1144	0	0	939	130	991	0	47	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	1144	0	0	939	130	991	0	47	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	1144	0	0	939	130	991	0	47	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1144	0	0	939	130	991	0	47	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	1144	0	0	939	130	1090	0	47	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.92	0.00	0.08	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2732	0	118	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.40	0.00	0.00	0.33	0.09	0.40	0.00	0.40	0.00	0.00	0.00
Crit Volume:	150				470		569				0	
Crit Moves:	****				****		****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - PM PEAK HOUR

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

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.716
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0 2	1	0	0 1	1	0	1 0 3	0 1	3 0 2 0 1
Volume Module:												
Base Vol:	207	0	1339	0	0	0	0	850	222	802	840	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	0	1339	0	0	0	0	850	222	802	840	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	207	0	1339	0	0	0	0	850	0	802	840	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	0	1339	0	0	0	0	850	0	802	840	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	228	0	1473	0	0	0	0	850	0	882	840	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.52	0.00	0.00	0.00	0.00	0.20	0.00	0.21	0.29	0.00
Crit Volume:			736		0			283		0		
Crit Moves:			****					****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - PM PEAK HOUR

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

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.569
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1 1	0	0	1! 0	0	0 1! 0 0
Volume Module:												
Base Vol:	65	1057	101	30	986	73	23	88	65	56	136	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	1057	101	30	986	73	23	88	65	56	136	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	1057	101	30	986	73	23	88	65	56	136	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	1057	101	30	986	73	23	88	65	56	136	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	1057	101	30	986	73	23	88	65	56	136	29
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.86	0.14	0.13	0.50	0.37	0.25	0.62	0.13
Final Sat.:	1500	2738	262	1500	2793	207	196	750	554	380	923	197
Capacity Analysis Module:												
Vol/Sat:	0.04	0.39	0.39	0.02	0.35	0.35	0.12	0.12	0.12	0.15	0.15	0.15
Crit Volume:			579		30			23			221	
Crit Moves:			****		****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - PM PEAK HOUR

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

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.781
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 104 Level Of Service: C

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	1	0	0 1	1	2	0 3	0 1	2 0 2 1 0
Volume Module:												
Base Vol:	42	16	407	111	30	83	23	1998	60	189	1404	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	16	407	111	30	83	23	1998	60	189	1404	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	16	407	111	30	83	23	1998	60	189	1404	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	16	407	111	30	83	23	1998	60	189	1404	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	42	16	448	111	30	91	25	1998	60	208	1404	23
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	1.93	1.00	0.49	1.51	2.00	3.00	1.00	2.00	2.95	0.05
Final Sat.:	1425	98	2752	1425	705	2145	2850	4275	1425	2850	4206	69
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.08	0.04	0.04	0.01	0.47	0.04	0.07	0.33	0.33
Crit Volume:		232		111				666		104		
Crit Moves:		****		****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - PM PEAK HOUR

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

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.608
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: B

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0	0 1	0	1	1 0	1	0 1 1 0
Volume Module:												
Base Vol:	84	224	27	35	284	73	80	651	135	78	593	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	224	27	35	284	73	80	651	135	78	593	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	224	27	35	284	73	80	651	135	78	593	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	224	27	35	284	73	80	651	135	78	593	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	224	27	35	284	73	80	651	135	78	593	68
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.89	0.11	1.00	0.80	0.20	1.00	1.66	0.34	1.00	1.79	0.21
Final Sat.:	1500	1339	161	1500	1193	307	1500	2485	515	1500	2691	309
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.17	0.02	0.24	0.24	0.05	0.26	0.26	0.05	0.22	0.22
Crit Volume:	84				357			393		78		
Crit Moves:	****				****			****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec):	100						Critical Vol./Cap.(X):						0.820										
Loss Time (sec):	0						Average Delay (sec/veh):						28.5										
Optimal Cycle:	0						Level Of Service:						D										
Street Name:	OVERLAND AVENUE									KELMOR STREET / RANCH ROAD													
Approach:	North Bound				South Bound					East Bound					West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Stop Sign				Stop Sign					Stop Sign					Stop Sign								
Rights:	Include				Include					Include					Include								
Min. Green:	0	0	0		0	0	0			0	0	0	0		0	0	0						
Lanes:	0	1	0	1	0	0	1	0	1	0	0	0	1!	0	0	0	1	0	0	1			
Volume Module:																							
Base Vol:	8	867	60		39	871	6			6	2		5		80	1	37						
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00	1.00						
Initial Bse:	8	867	60		39	871	6			6	2		5		80	1	37						
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00	1.00						
PHF Volume:	8	867	60		39	871	6			6	2		5		80	1	37						
Reduct Vol:	0	0	0		0	0	0			0	0		0		0	0	0						
Reduced Vol:	8	867	60		39	871	6			6	2		5		80	1	37						
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00	1.00						
FinalVolume:	8	867	60		39	871	6			6	2		5		80	1	37						
Saturation Flow Module:																							
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00	1.00						
Lanes:	0.02	1.85	0.13		0.09	1.90	0.01			0.47	0.15		0.38		0.99	0.01	1.00						
Final Sat.:	10	1065	74		48	1080	7			208	69		173		381	5	441						
Capacity Analysis Module:																							
Vol/Sat:	0.82	0.81	0.81		0.81	0.81	0.80			0.03	0.03		0.03		0.21	0.21	0.08						
Crit Moves:	****				****								****										
Delay/Veh:	30.6	29.9	29.0		29.8	29.4	29.0			11.0	11.0		11.0		13.3	13.3	10.7						
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00	1.00						
AdjDel/Veh:	30.6	29.9	29.0		29.8	29.4	29.0			11.0	11.0		11.0		13.3	13.3	10.7						
LOS by Move:	D		D		D	D		D		B	B		B		B		B						
ApproachDel:	29.8				29.4					11.0					12.5								
Delay Adj:	1.00				1.00					1.00					1.00								
ApprAdjDel:	29.8				29.4					11.0					12.5								
LOS by Appr:	D				D					B					B								
AllWayAvgQ:	3.4	3.2	3.2		3.3	3.2	3.2			0.0	0.0		0.0		0.2	0.2	0.1						

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec):	100						Critical Vol./Cap.(X):						0.842										
Loss Time (sec):	0						Average Delay (sec/veh):						27.3										
Optimal Cycle:	0						Level Of Service:						D										
Street Name:	OVERLAND AVENUE									SAWTELLE BOULEVARD													
Approach:	North Bound				South Bound					East Bound					West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Stop Sign				Stop Sign					Stop Sign					Stop Sign								
Rights:	Include				Include					Include					Include								
Min. Green:	0	0	0		0	0	0			0	0	0	0		0	0	0						
Lanes:	1	0	2	0	0	0	0	1	1	0	0	0	1!	0	0	0	0	0	0	0			
Volume Module:																							
Base Vol:	81	822	0		0	831	119			108	0		106		0	0	0						
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00	1.00						
Initial Bse:	81	822	0		0	831	119			108	0		106		0	0	0						
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00	1.00						
PHF Volume:	81	822	0		0	831	119			108	0		106		0	0	0						
Reduct Vol:	0	0	0		0	0	0			0	0		0		0	0	0						
Reduced Vol:	81	822	0		0	831	119			108	0		106		0	0	0						
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00	1.00						
FinalVolume:	81	822	0		0	831	119			108	0		106		0	0	0						
Saturation Flow Module:																							
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00	1.00						
Lanes:	1.00	2.00	0.00		0.00	1.75	0.25			0.50	0.00		0.50		0.00	0.00	0.00						
Final Sat.:	507	1101	0		0	987	143			277	0		272		0	0	0						
Capacity Analysis Module:																							
Vol/Sat:	0.16	0.75	xxxx		xxxx	0.84	0.83			0.39	xxxx		0.39		xxxx	xxxx	xxxx						
Crit Moves:		****				****				****													
Delay/Veh:	11.0	25.4	0.0		0.0	33.7	31.8			13.5	0.0		13.5		0.0	0.0	0.0						
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00	1.00						
AdjDel/Veh:	11.0	25.4	0.0		0.0	33.7	31.8			13.5	0.0		13.5		0.0	0.0	0.0						
LOS by Move:	B	D	*		*	D	D			B	*		B		*	*	*						
ApproachDel:	24.1				33.4					13.5					xxxxxx								
Delay Adj:	1.00				1.00					1.00					xxxxx								
ApprAdjDel:	24.1				33.4					13.5					xxxxxx								
LOS by Appr:	C				D					B					*								
AllWayAvgQ:	0.2	2.5	0.0		0.0	4.0	3.6			0.6	0.6		0.6		0.0	0.0	0.0						

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - PM PEAK HOUR

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

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	105	Critical Vol./Cap.(X):	0.981
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	OVERLAND AVENUE								WASHINGTON BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Prot+Permit				Prot+Permit				Prot+Permit				Prot+Permit			
Rights:	Ovl				Ovl				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:																
Base Vol:	168	771	290		81	1008	200		138	752	148		301	614	21	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	168	771	290		81	1008	200		138	752	148		301	614	21	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	168	771	290		81	1008	200		138	752	148		301	614	21	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	168	771	290		81	1008	200		138	752	148		301	614	21	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	168	771	290		81	1008	200		138	752	148		301	614	21	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.93	0.07	
Final Sat.:	1375	2750	1375		1375	2750	1375		1375	2750	1375		1375	2659	91	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.28	0.21		0.06	0.37	0.15		0.10	0.27	0.11		0.22	0.23	0.23	
Crit Volume:	168					504				376			301			
Crit Moves:	****					****				****			****			

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh):	7.8	Worst Case Level Of Service:	F[68.8]

Street Name:	WALGROVE AVENUE												WASHINGTON BOULEVARD											
Approach:	North Bound					South Bound					East Bound					West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R				
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled								
Rights:	Include					Include					Include					Include								
Lanes:	0	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	0	1	1	0				
Volume Module:																								
Base Vol:	0	0	0		5	0	257		263	1093	0		0	1245	81									
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00									
Initial Bse:	0	0	0		5	0	257		263	1093	0		0	1245	81									
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00									
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00									
PHF Volume:	0	0	0		5	0	257		263	1093	0		0	1245	81									
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0									
FinalVolume:	0	0	0		5	0	257		263	1093	0		0	1245	81									
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx		6.8	6.5	6.9		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx										
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	4.0	3.3		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx										
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx		2358	2905	663		1326	xxxx	xxxxx	xxxx	xxxx	xxxxx										
Potent Cap.:	xxxx	xxxx	xxxxx		31	16	409		527	xxxx	xxxxx	xxxx	xxxx	xxxxx										
Move Cap.:	xxxx	xxxx	xxxxx		19	8	409		527	xxxx	xxxxx	xxxx	xxxx	xxxxx										
Volume/Cap:	xxxx	xxxx	xxxx		0.27	0.00	0.63		0.50	xxxx	xxxx	xxxx	xxxx	xxxx										
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		2.8	xxxx	xxxxx	xxxx	xxxx	xxxxx										
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		18.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx										
LOS by Move:	*	*	*		*	*	*		C	*	*	*	*	*										
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT				
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	291	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx									
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	8.2	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx									
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	68.8	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx									
Shared LOS:	*	*	*		*	F	*		*	*	*		*	*	*									
ApproachDel:	xxxxxx					68.8			xxxxxx				xxxxxx											
ApproachLOS:	*					F			*				*											

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - AM PEAK HOUR

Scenario Report

Scenario:	AM
Command:	AM
Volume:	AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - AM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	C	xxxxx	0.779	C	xxxxx	0.779	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	D	xxxxx	0.803	D	xxxxx	0.803	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	C	xxxxx	0.790	C	xxxxx	0.790	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	F	xxxxx	1.142	F	xxxxx	1.142	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	B	xxxxx	0.668	B	xxxxx	0.668	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	C	xxxxx	0.749	C	xxxxx	0.749	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	A	xxxxx	0.582	A	xxxxx	0.582	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	B	xxxxx	0.698	B	xxxxx	0.698	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.459	A	xxxxx	0.459	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	C	xxxxx	0.748	C	xxxxx	0.748	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.354	A	xxxxx	0.354	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.445	A	xxxxx	0.445	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.378	A	xxxxx	0.378	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	D	xxxxx	0.811	D	xxxxx	0.811	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	D	xxxxx	0.889	D	xxxxx	0.889	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	B	13.4	0.303	B	13.4	0.303	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	A	xxxxx	0.493	A	xxxxx	0.493	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	E	xxxxx	0.962	E	xxxxx	0.962	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.546	A	xxxxx	0.546	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.488	A	xxxxx	0.488	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	A	xxxxx	0.560	A	xxxxx	0.560	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	D	xxxxx	0.833	D	xxxxx	0.833	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.648	B	xxxxx	0.648	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.660	B	xxxxx	0.660	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	D	xxxxx	0.851	D	xxxxx	0.851	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx	0.526	A	xxxxx	0.526	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.511	A	xxxxx	0.511	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	B	xxxxx	0.647	B	xxxxx	0.647	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx	0.496	A	xxxxx	0.496	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	C	21.6	0.802	C	21.6	0.802	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	C	20.3	0.785	C	20.3	0.785	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	C	xxxxx	0.766	C	xxxxx	0.766	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	C	17.8	0.336	C	17.8	0.336	+ 0.000 D/V

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - AM PEAK HOUR

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

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec):	130	Critical Vol./Cap.(X):	0.779
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	128	Level Of Service:	C

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:												
Base Vol:	656	1385	228	46	680	50	54	196	329	301	652	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	656	1385	228	46	680	50	54	196	329	301	652	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	656	1385	228	46	680	50	54	196	329	301	652	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	656	1385	228	46	680	50	54	196	329	301	652	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	722	1385	228	51	680	50	54	196	362	331	652	207
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.52	0.48
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	2087	663
Capacity Analysis Module:												
Vol/Sat:	0.26	0.34	0.17	0.02	0.16	0.04	0.04	0.05	0.13	0.12	0.31	0.31
Crit Volume:	361				227			54				430
Crit Moves:	****				****		****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - AM PEAK HOUR

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

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	75	Critical Vol./Cap.(X):	0.803
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	Level Of Service:	D

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	127	1345	122	82	681	23	61	519	106	77	429	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	1345	122	82	681	23	61	519	106	77	429	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	1345	122	82	681	23	61	519	106	77	429	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1345	122	82	681	23	61	519	106	77	429	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	1345	122	82	681	23	61	519	106	77	429	109
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.93	0.07	1.00	1.66	0.34	1.00	1.59	0.41
Final Sat.:	1500	2751	249	1500	2902	98	1500	2491	509	1500	2392	608
Capacity Analysis Module:												
Vol/Sat:	0.08	0.49	0.49	0.05	0.23	0.23	0.04	0.21	0.21	0.05	0.18	0.18
Crit Volume:		734		82				313			77	
Crit Moves:		****		****				****			****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - AM PEAK HOUR

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

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.790
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: C

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 2	0 1	1	0 2	0 1	1	0 2 0 1
Volume Module:												
Base Vol:	48	1368	92	67	658	85	186	651	52	63	391	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	1368	92	67	658	85	186	651	52	63	391	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	1368	92	67	658	85	186	651	52	63	391	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1368	92	67	658	85	186	651	52	63	391	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	1368	92	67	658	85	186	651	52	63	391	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2811	189	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.49	0.49	0.04	0.22	0.06	0.12	0.22	0.03	0.04	0.13	0.04
Crit Volume:		730			67			326			63	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - AM PEAK HOUR

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

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.616
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0	1	0	1 0	1	1	0 2	0 1	1	0 1 1 0
Volume Module:												
Base Vol:	106	277	114	28	162	60	60	933	55	75	637	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	277	114	28	162	60	60	933	55	75	637	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	277	114	28	162	60	60	933	55	75	637	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	277	114	28	162	60	60	933	55	75	637	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	277	114	28	162	60	60	933	55	75	637	27
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2638	112
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.08	0.02	0.12	0.04	0.04	0.34	0.04	0.05	0.24	0.24
Crit Volume:		277			28			467			75	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - AM PEAK HOUR

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

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.142
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1 1	0	2	0 2	0 1	1	0 2	0 1	1	0 1 1 0
Volume Module:												
Base Vol:	173	1549	134	123	533	132	305	860	61	109	553	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	1549	134	123	533	132	305	860	61	109	553	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	1549	134	123	533	132	305	860	61	109	553	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	1549	134	123	533	132	305	860	61	109	553	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	1549	134	135	533	132	305	860	61	109	553	158
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.84	0.16	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.56	0.44
Final Sat.:	2750	2531	219	2750	2750	1375	1375	2750	1375	1375	2139	611
Capacity Analysis Module:												
Vol/Sat:	0.07	0.61	0.61	0.05	0.19	0.10	0.22	0.31	0.04	0.08	0.26	0.26
Crit Volume:		842			68			305				356
Crit Moves:		****			****			****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - AM PEAK HOUR

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

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1	1	0	2 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	44	258	151	179	269	77	113	985	61	186	539	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	258	151	179	269	77	113	985	61	186	539	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	258	151	179	269	77	113	985	61	186	539	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	258	151	179	269	77	113	985	61	186	539	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	258	151	179	269	77	113	985	61	186	539	138
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.26	0.74	1.00	1.55	0.45	1.00	2.83	0.17	1.00	1.59	0.41
Final Sat.:	1375	1735	1015	1375	2138	612	1375	3884	241	1375	2189	561
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.15	0.13	0.13	0.13	0.08	0.25	0.25	0.14	0.25	0.25
Crit Volume:			205	179					349	186		
Crit Moves:			****	****					****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - AM PEAK HOUR

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

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.749
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 113 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:																				
Base Vol:	118	783	144	33	369	70	266	1065	60	78	657	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	783	144	33	369	70	266	1065	60	78	657	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	783	144	33	369	70	266	1065	60	78	657	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	783	144	33	369	70	266	1065	60	78	657	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	130	783	144	33	369	70	293	1065	60	86	657	55
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.89	0.11	2.00	2.77	0.23
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2603	147	2750	3806	319
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.28	0.10	0.02	0.13	0.05	0.11	0.41	0.41	0.03	0.17	0.17
Crit Volume:		392			33			563			43	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - AM PEAK HOUR

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

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.582
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: A

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:																				
Base Vol:	8	15	7	203	14	142	313	780	6	6	596	258
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	15	7	203	14	142	313	780	6	6	596	258
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	15	7	203	14	142	313	780	6	6	596	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	15	7	203	14	142	313	780	6	6	596	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	15	7	203	14	142	313	780	6	6	596	258
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.09	0.91	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	128	1297	1425	2828	22	1425	2850	1425
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.01	0.00	0.14	0.11	0.11	0.22	0.28	0.28	0.00	0.21	0.18
Crit Volume:		15			203			313			298	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - AM PEAK HOUR

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

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.698
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: B

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	2	1	0	2	0	2	0	1
Volume Module:																				
Base Vol:	33	682	349	110	312	222	433	640	25	259	540	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	682	349	110	312	222	433	640	25	259	540	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	682	349	110	312	222	433	640	25	259	540	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	682	349	110	312	222	433	640	25	259	540	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	33	682	349	110	312	222	476	640	25	285	540	102
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.92	0.08	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2647	103	2750	2750	1375
Capacity Analysis Module:																				
Vol/Sat:	0.02	0.25	0.25	0.08	0.11	0.16	0.17	0.24	0.24	0.10	0.20	0.07
Crit Volume:		341			110			238			270	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - AM PEAK HOUR

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

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.459
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!!	0	0
Volume Module:																				
Base Vol:	0	1097	1091	0	434	4	0	0	0	777	2	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1097	1091	0	434	4	0	0	0	777	2	8
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1097	0	0	434	4	0	0	0	777	2	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1097	0	0	434	4	0	0	0	777	2	8
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1097	0	0	434	4	0	0	0	855	2	8
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.97	0.03	0.00	0.00	0.00	2.96	0.01	0.03
Final Sat.:	0	4275	1425	0	4236	39	0	0	0	4226	10	40
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.26	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.20	0.20	0.20
Crit Volume:		366			0			0			288	
Crit Moves:		****			****						****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - AM PEAK HOUR

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

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.748
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 113 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 1	0	1	0 2	0 2	2	0 1	1 0	2	0 2 1 0
Volume Module:												
Base Vol:	38	1515	144	52	703	474	435	226	14	97	238	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	1515	144	52	703	474	435	226	14	97	238	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	1515	144	52	703	474	435	226	14	97	238	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1515	144	52	703	474	435	226	14	97	238	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	38	1515	144	52	703	521	479	226	14	107	238	184
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.74	0.26	1.00	2.00	2.00	2.00	1.88	0.12	2.00	2.00	1.00
Final Sat.:	1375	3767	358	1375	2750	2750	2750	2590	160	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.40	0.04	0.26	0.19	0.17	0.09	0.09	0.04	0.09	0.13
Crit Volume:		553			52		239					184
Crit Moves:		****			****		****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - AM PEAK HOUR

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

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.354
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0 1	0	1	0 1	0 1	1	0 3	0 1	1	0 2 1 0
Volume Module:												
Base Vol:	330	15	25	4	16	37	39	632	161	14	684	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	15	25	4	16	37	39	632	161	14	684	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	15	25	4	16	37	39	632	161	14	684	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	15	25	4	16	37	39	632	161	14	684	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	363	15	25	4	16	37	39	632	161	14	684	5
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.38	0.62	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.98	0.02
Final Sat.:	2750	516	859	1375	1375	1375	1375	4125	1375	1375	4095	30
Capacity Analysis Module:												
Vol/Sat:	0.13	0.03	0.03	0.00	0.01	0.03	0.03	0.15	0.12	0.01	0.17	0.17
Crit Volume:	182					37	39				230	
Crit Moves:	****					****	****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - AM PEAK HOUR

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

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.445
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0	0 0	2	0	2 0	0	0	2 1 1
Volume Module:												
Base Vol:	130	0	237	0	0	0	235	641	0	0	805	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	0	237	0	0	0	235	641	0	0	805	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	0	237	0	0	0	235	641	0	0	805	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	237	0	0	0	235	641	0	0	805	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	143	0	237	0	0	0	259	641	0	0	805	215
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.17	0.00	0.00	0.00	0.09	0.22	0.00	0.00	0.19	0.15
Crit Volume:			237			0	129				268	
Crit Moves:			****				****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - AM PEAK HOUR

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

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.378
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0 1	0	0	4 0 1	2	0	2 0 0
Volume Module:												
Base Vol:	0	0	0	125	0	297	0	713	193	331	483	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	125	0	297	0	713	193	331	483	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	125	0	297	0	713	193	331	483	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	125	0	297	0	713	193	331	483	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	138	0	327	0	713	193	364	483	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1425	0	2850	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.11	0.00	0.13	0.14	0.13	0.17	0.00
Crit Volume:			0			163			193	182		
Crit Moves:						****			****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - AM PEAK HOUR

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

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.811
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	8	514	120	572	197	16	11	71	7	173	10	283
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	514	120	572	197	16	11	71	7	173	10	283
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	514	120	572	197	16	11	71	7	173	10	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	514	120	572	197	16	11	71	7	173	10	283
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	514	120	572	197	16	11	71	7	173	10	283
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	1.61	0.37	1.00	0.96	0.04	0.12	0.80	0.08	0.95	0.05	1.00
Final Sat.:	36	2282	533	1425	1367	58	176	1137	112	1347	78	1425
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.40	0.14	0.28	0.06	0.06	0.06	0.13	0.13	0.20
Crit Volume:			321	572					89	173		
Crit Moves:			****	****					****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - AM PEAK HOUR

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

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.889
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	91	945	129	151	555	104	218	1347	114	272	1235	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	945	129	151	555	104	218	1347	114	272	1235	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	945	129	151	555	104	218	1347	114	272	1235	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	945	129	151	555	104	218	1347	114	272	1235	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	91	945	129	151	555	104	240	1347	114	299	1235	166
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.34	0.09	0.11	0.20	0.08	0.09	0.33	0.08	0.11	0.30	0.12
Crit Volume:		472		151				449		150		
Crit Moves:		****		****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[13.4]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:																								
Base Vol:	0	0	187	0	0	0	0	776	48	115	481	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	187	0	0	0	0	776	48	115	481	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	187	0	0	0	0	776	48	115	481	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	187	0	0	0	0	776	48	115	481	0
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	388	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	824	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	616	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	815	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	616	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	815	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.30	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	xxxx	xxxx
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	1.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx
Control Del:	xxxxx	xxxx	13.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.1	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	13.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - AM PEAK HOUR

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

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.493
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:																								
Base Vol:	136	2053	18	41	1077	66	89	54	46	55	64	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	2053	18	41	1077	66	89	54	46	55	64	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	2053	18	41	1077	66	89	54	46	55	64	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	2053	18	41	1077	66	89	54	46	55	64	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	2053	18	41	1077	66	89	54	46	55	64	46
Saturation Flow Module:																								
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.97	0.03	1.00	2.83	0.17	1.00	2.00	1.00	1.00	1.16	0.84
Final Sat.:	1425	5650	50	1425	4028	247	1425	2850	1425	1425	1658	1192
Capacity Analysis Module:																								
Vol/Sat:	0.10	0.36	0.36	0.03	0.27	0.27	0.06	0.02	0.03	0.04	0.04	0.04
Crit Volume:			518	41			89					55
Crit Moves:			****	****			****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - AM PEAK HOUR

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

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.962
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1 1	0	1	0 2	1 0	1	0 3 0 1
Volume Module:												
Base Vol:	139	542	186	117	366	48	156	1419	95	337	989	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	542	186	117	366	48	156	1419	95	337	989	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	542	186	117	366	48	156	1419	95	337	989	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	542	186	117	366	48	156	1419	95	337	989	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	542	186	117	366	48	156	1419	95	337	989	94
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.49	0.51	1.00	1.77	0.23	1.00	2.81	0.19	1.00	3.00	1.00
Final Sat.:	1375	2047	703	1375	2431	319	1375	3866	259	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.26	0.26	0.09	0.15	0.15	0.11	0.37	0.37	0.25	0.24	0.07
Crit Volume:			364	117					505	337		
Crit Moves:			****	****					****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - AM PEAK HOUR

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

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.546
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	0	1	0 1	1 0	1	0 1 1 0
Volume Module:												
Base Vol:	147	372	115	25	160	63	81	782	57	58	510	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	372	115	25	160	63	81	782	57	58	510	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	372	115	25	160	63	81	782	57	58	510	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	372	115	25	160	63	81	782	57	58	510	33
PCE Adj:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	372	115	50	160	63	81	782	57	58	510	33
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.46	1.18	0.36	0.22	1.32	0.46	1.00	1.86	0.14	1.00	1.88	0.12
Final Sat.:	696	1760	544	336	1971	692	1500	2796	204	1500	2818	182
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.07	0.08	0.09	0.05	0.28	0.28	0.04	0.18	0.18
Crit Volume:			317	25					420	58		
Crit Moves:			****	****					****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - AM PEAK HOUR

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

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.488
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	0	1	1 0	1	0	2 0 1
Volume Module:												
Base Vol:	54	455	32	92	163	128	124	663	41	17	339	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	455	32	92	163	128	124	663	41	17	339	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	455	32	92	163	128	124	663	41	17	339	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	455	32	92	163	128	124	663	41	17	339	137
PCE Adj:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	455	32	184	163	128	124	663	41	17	339	137
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	1.68	0.12	0.63	0.83	0.54	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	299	2523	177	948	1243	808	1500	2825	175	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.10	0.13	0.16	0.08	0.23	0.23	0.01	0.11	0.09
Crit Volume:			271	92					352	17		
Crit Moves:			****	****					****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - AM PEAK HOUR

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

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.560
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 1	0	2	0 1 1	0	1	0 2	0 1	2	0 2 0 1
Volume Module:												
Base Vol:	115	1494	49	96	591	13	12	143	52	76	240	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	1494	49	96	591	13	12	143	52	76	240	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	1494	49	96	591	13	12	143	52	76	240	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1494	49	96	591	13	12	143	52	76	240	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	127	1494	49	106	591	13	12	143	52	84	240	191
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.90	0.10	2.00	1.96	0.04	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3994	131	2750	2691	59	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.37	0.37	0.04	0.22	0.22	0.01	0.05	0.04	0.03	0.09	0.14
Crit Volume:			514	53			12					191
Crit Moves:			****	****			****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - AM PEAK HOUR

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

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.833
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 137 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	139	1175	217	69	311	78	166	834	337	152	1080	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	1175	217	69	311	78	166	834	337	152	1080	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	1175	217	69	311	78	166	834	337	152	1080	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	1175	217	69	311	78	166	834	337	152	1080	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	1175	217	69	311	78	166	834	337	152	1080	47
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.83	0.17
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5271	229
Capacity Analysis Module:												
Vol/Sat:	0.10	0.43	0.16	0.05	0.11	0.06	0.12	0.20	0.25	0.11	0.20	0.20
Crit Volume:		588			69				337	152		
Crit Moves:		****			****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - AM PEAK HOUR

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

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.648
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	82	944	86	20	354	68	193	615	74	75	443	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	944	86	20	354	68	193	615	74	75	443	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	944	86	20	354	68	193	615	74	75	443	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	944	86	20	354	68	193	615	74	75	443	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	944	86	20	354	68	193	615	74	75	443	45
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.68	0.32	1.00	1.79	0.21	1.00	1.82	0.18
Final Sat.:	1500	2750	250	1500	2517	483	1500	2678	322	1500	2723	277
Capacity Analysis Module:												
Vol/Sat:	0.05	0.34	0.34	0.01	0.14	0.14	0.13	0.23	0.23	0.05	0.16	0.16
Crit Volume:		515			20			193				244
Crit Moves:		****			****			****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - AM PEAK HOUR

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

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.660
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	30	1076	20	11	396	63	239	493	27	19	385	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1076	20	11	396	63	239	493	27	19	385	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1076	20	11	396	63	239	493	27	19	385	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1076	20	11	396	63	239	493	27	19	385	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1076	20	11	396	63	239	493	27	19	385	63
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.73	0.27	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2945	55	1500	2588	412	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.37	0.37	0.01	0.15	0.15	0.16	0.16	0.02	0.01	0.13	0.04
Crit Volume:		548			11			239			193	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - AM PEAK HOUR

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

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.851
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1!	0
Volume Module:												
Base Vol:	531	1008	0	0	407	408	458	0	43	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	531	1008	0	0	407	408	458	0	43	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	531	1008	0	0	407	408	458	0	43	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	531	1008	0	0	407	408	458	0	43	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	531	1008	0	0	407	408	504	0	43	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.84	xxxx	0.16	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2626	0	224	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.37	0.35	0.00	0.00	0.14	0.29	0.19	0.00	0.19	0.00	0.00	0.00
Crit Volume:	531					408	273			0		
Crit Moves:	****					****	****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - AM PEAK HOUR

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

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.526
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0 2	1	0	0 1	0	1	0 3	0 1	3 0 2 0 1
Volume Module:												
Base Vol:	126	0	983	0	0	0	0	322	169	1561	1009	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	0	983	0	0	0	0	322	169	1561	1009	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	126	0	983	0	0	0	0	322	0	1561	1009	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	0	983	0	0	0	0	322	0	1561	1009	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	139	0	1081	0	0	0	0	322	0	1717	1009	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.38	0.00	0.00	0.00	0.00	0.08	0.00	0.40	0.35	0.00
Crit Volume:	69				0			107		572		
Crit Moves:	****							****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - AM PEAK HOUR

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

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.511
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1	1 0	0	0 1!	0 0	0 0 1! 0 0
Volume Module:												
Base Vol:	18	1002	89	12	467	38	26	66	35	49	121	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1002	89	12	467	38	26	66	35	49	121	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	1002	89	12	467	38	26	66	35	49	121	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1002	89	12	467	38	26	66	35	49	121	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	1002	89	12	467	38	26	66	35	49	121	13
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.85	0.15	0.20	0.52	0.28	0.27	0.66	0.07
Final Sat.:	1500	2755	245	1500	2774	226	307	780	413	402	992	107
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.36	0.01	0.17	0.17	0.08	0.08	0.08	0.12	0.12	0.12
Crit Volume:		546			12			26			183	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - AM PEAK HOUR

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

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.647
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: B

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	1	0	0 1	1	2	0 3	0 1	2 0 2 1 0
Volume Module:												
Base Vol:	40	14	129	29	3	18	71	1018	18	331	2248	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	14	129	29	3	18	71	1018	18	331	2248	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	14	129	29	3	18	71	1018	18	331	2248	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	14	129	29	3	18	71	1018	18	331	2248	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	14	142	29	3	20	78	1018	18	364	2248	81
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.18	1.82	1.00	0.26	1.74	2.00	3.00	1.00	2.00	2.90	0.10
Final Sat.:	1425	256	2594	1425	375	2475	2850	4275	1425	2850	4126	149
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.02	0.01	0.01	0.03	0.24	0.01	0.13	0.54	0.54
Crit Volume:		78			29			39				776
Crit Moves:		****			****			****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - AM PEAK HOUR

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

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.496
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0	0 1	0	1	0 1	1 0	1 0 1 1 0
Volume Module:												
Base Vol:	98	227	37	16	209	55	52	467	196	51	575	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	227	37	16	209	55	52	467	196	51	575	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	227	37	16	209	55	52	467	196	51	575	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	227	37	16	209	55	52	467	196	51	575	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	227	37	16	209	55	52	467	196	51	575	31
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.86	0.14	1.00	0.79	0.21	1.00	1.41	0.59	1.00	1.90	0.10
Final Sat.:	1500	1290	210	1500	1188	313	1500	2113	887	1500	2847	153
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.18	0.01	0.18	0.18	0.03	0.22	0.22	0.03	0.20	0.20
Crit Volume:	98				264			332		51		
Crit Moves:	****				****			****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.802
Loss Time (sec): 0 Average Delay (sec/veh): 21.6
Optimal Cycle: 0 Level Of Service: C

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	2	963	32	15	569	4	0	0	0	76	1	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	963	32	15	569	4	0	0	0	76	1	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	963	32	15	569	4	0	0	0	76	1	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	963	32	15	569	4	0	0	0	76	1	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	963	32	15	569	4	0	0	0	76	1	63
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	1.93	0.06	0.05	1.94	0.01	0.00	1.00	0.00	0.99	0.01	1.00
Final Sat.:	2	1206	40	29	1093	8	0	449	0	416	5	489
Capacity Analysis Module:												
Vol/Sat:	0.80	0.80	0.80	0.52	0.52	0.52	xxxx	0.00	xxxx	0.18	0.18	0.13
Crit Moves:	****			****				****		****		
Delay/Veh:	27.2	26.8	26.5	15.3	15.2	15.2	0.0	0.0	0.0	12.4	12.4	10.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.2	26.8	26.5	15.3	15.2	15.2	0.0	0.0	0.0	12.4	12.4	10.5
LOS by Move:	D	D	D	C	C	C	*	*	*	B	B	B
ApproachDel:	26.8			15.2			xxxxxx			11.5		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	26.8			15.2			xxxxxx			11.5		
LOS by Appr:	D			C			*			B		
AllWayAvgQ:	3.2	3.1	3.1	1.0	1.0	1.0	0.0	0.0	0.0	0.2	0.2	0.1

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.785
Loss Time (sec): 0 Average Delay (sec/veh): 20.3
Optimal Cycle: 0 Level Of Service: C

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 1	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	42	1006	0	0	558	75	55	0	48	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	1006	0	0	558	75	55	0	48	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	1006	0	0	558	75	55	0	48	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	1006	0	0	558	75	55	0	48	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	1006	0	0	558	75	55	0	48	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.76	0.24	0.53	0.00	0.47	0.00	0.00	0.00
Final Sat.:	585	1282	0	0	1039	142	297	0	259	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.78	xxxx	xxxx	0.54	0.53	0.19	xxxx	0.19	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	9.2	25.1	0.0	0.0	15.1	14.7	10.7	0.0	10.7	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	25.1	0.0	0.0	15.1	14.7	10.7	0.0	10.7	0.0	0.0	0.0
LOS by Move:	A	D	*	*	C	B	B	*	B	*	*	*
ApproachDel:	24.5			15.1			10.7			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	24.5			15.1			10.7			xxxxxx		
LOS by Appr:	C			C			B			*		
AllWayAvgQ:	0.1	3.0	0.0	0.0	1.1	1.0	0.2	0.2	0.2	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - AM PEAK HOUR

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

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.766
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 121 Level Of Service: C

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	108	815	279	73	508	118	160	682	113	172	750	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	815	279	73	508	118	160	682	113	172	750	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	815	279	73	508	118	160	682	113	172	750	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	815	279	73	508	118	160	682	113	172	750	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	815	279	73	508	118	160	682	113	172	750	76
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.82	0.18
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2497	253
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.20	0.05	0.18	0.09	0.12	0.25	0.08	0.13	0.30	0.30
Crit Volume:		408			73			160				413
Crit Moves:		****			****			****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: C[17.8]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	0	0	1!	0	0	1	0	0	2	0	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	5	0	166	256	729	0	0	812	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	5	0	166	256	729	0	0	812	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	5	0	166	256	729	0	0	812	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	5	0	166	256	729	0	0	812	91
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1734	2099	452	903	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	80	53	561	761	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	59	35	561	761	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.08	0.00	0.30	0.34	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	450	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	17.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			17.8			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - MD PEAK HOUR

Scenario Report

Scenario:	MD
Command:	MD
Volume:	MD
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - MD PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base V/ C	Future Del/ LOS	Future V/ Veh	Future V/ C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	B	xxxxx	0.629	B	xxxxx	0.629	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	B	xxxxx	0.693	B	xxxxx	0.693	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	B	xxxxx	0.659	B	xxxxx	0.659	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	A	xxxxx	0.439	A	xxxxx	0.439	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	B	xxxxx	0.645	B	xxxxx	0.645	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	A	xxxxx	0.476	A	xxxxx	0.476	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	A	xxxxx	0.547	A	xxxxx	0.547	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	A	xxxxx	0.545	A	xxxxx	0.545	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	A	xxxxx	0.537	A	xxxxx	0.537	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.419	A	xxxxx	0.419	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	B	xxxxx	0.680	B	xxxxx	0.680	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.472	A	xxxxx	0.472	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.459	A	xxxxx	0.459	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.423	A	xxxxx	0.423	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	A	xxxxx	0.581	A	xxxxx	0.581	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	C	xxxxx	0.728	C	xxxxx	0.728	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	B	12.2	0.254	B	12.2	0.254	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	A	xxxxx	0.599	A	xxxxx	0.599	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	D	xxxxx	0.804	D	xxxxx	0.804	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.487	A	xxxxx	0.487	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.392	A	xxxxx	0.392	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	A	xxxxx	0.598	A	xxxxx	0.598	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	C	xxxxx	0.714	C	xxxxx	0.714	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	A	xxxxx	0.587	A	xxxxx	0.587	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	A	xxxxx	0.564	A	xxxxx	0.564	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	B	xxxxx	0.609	B	xxxxx	0.609	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx	0.431	A	xxxxx	0.431	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.453	A	xxxxx	0.453	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	A	xxxxx	0.453	A	xxxxx	0.453	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx	0.440	A	xxxxx	0.440	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	B	13.7	0.532	B	13.7	0.532	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	C	15.1	0.584	C	15.1	0.584	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	B	xxxxx	0.667	B	xxxxx	0.667	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	E	40.6	0.510	E	40.6	0.510	+ 0.000 D/V

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - MD PEAK HOUR

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

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.629
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:												
Base Vol:	457	1002	219	114	700	59	106	346	396	266	322	226
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	457	1002	219	114	700	59	106	346	396	266	322	226
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	457	1002	219	114	700	59	106	346	396	266	322	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	457	1002	219	114	700	59	106	346	396	266	322	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	503	1002	219	125	700	59	106	346	436	293	322	226
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.18	0.82
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	1616	1134
Capacity Analysis Module:												
Vol/Sat:	0.18	0.24	0.16	0.05	0.17	0.04	0.08	0.08	0.16	0.11	0.20	0.20
Crit Volume:	251				233		106				274	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - MD PEAK HOUR

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

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 75 Critical Vol./Cap.(X): 0.693
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	148	774	84	111	746	89	109	525	153	110	633	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	774	84	111	746	89	109	525	153	110	633	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	774	84	111	746	89	109	525	153	110	633	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	774	84	111	746	89	109	525	153	110	633	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	774	84	111	746	89	109	525	153	110	633	98
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.79	0.21	1.00	1.55	0.45	1.00	1.73	0.27
Final Sat.:	1500	2706	294	1500	2680	320	1500	2323	677	1500	2598	402
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.29	0.07	0.28	0.28	0.07	0.23	0.23	0.07	0.24	0.24
Crit Volume:	148				418		109					366
Crit Moves:	****				****		****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - MD PEAK HOUR

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

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	79	784	107	69	722	227	233	471	79	89	482	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	784	107	69	722	227	233	471	79	89	482	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	784	107	69	722	227	233	471	79	89	482	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	784	107	69	722	227	233	471	79	89	482	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	784	107	69	722	227	233	471	79	89	482	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2640	360	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.30	0.05	0.24	0.15	0.16	0.16	0.05	0.06	0.16	0.04
Crit Volume:		446	69		233			241				
Crit Moves:		****	****		****			****				

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - MD PEAK HOUR

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

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.439
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	70	185	124	37	191	71	62	507	65	76	538	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	185	124	37	191	71	62	507	65	76	538	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	185	124	37	191	71	62	507	65	76	538	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	185	124	37	191	71	62	507	65	76	538	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	185	124	37	191	71	62	507	65	76	538	22
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2642	108
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.09	0.03	0.14	0.05	0.05	0.18	0.05	0.06	0.20	0.20
Crit Volume:	70				191		62					280
Crit Moves:	****				****		****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

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BASELINE (2010) WITH ALTERNATIVE 4 - MD PEAK HOUR

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

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.645
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: B

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1 1	0	2	0 2	0 1	1	0 2	0 1	1	0 1 1 0
Volume Module:												
Base Vol:	130	618	121	167	645	148	144	461	68	158	433	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	618	121	167	645	148	144	461	68	158	433	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	618	121	167	645	148	144	461	68	158	433	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	618	121	167	645	148	144	461	68	158	433	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	618	121	184	645	148	144	461	68	158	433	129
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.67	0.33	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.54	0.46
Final Sat.:	2750	2300	450	2750	2750	1375	1375	2750	1375	1375	2119	631
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.07	0.23	0.11	0.10	0.17	0.05	0.11	0.20	0.20
Crit Volume:		370			92			144			281	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - MD PEAK HOUR

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

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.476
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1	1 0	1	0 2	1 0	1	0 1 1 0
Volume Module:												
Base Vol:	40	197	102	134	380	127	41	509	63	181	501	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	197	102	134	380	127	41	509	63	181	501	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	197	102	134	380	127	41	509	63	181	501	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	197	102	134	380	127	41	509	63	181	501	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	197	102	134	380	127	41	509	63	181	501	90
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.32	0.68	1.00	1.50	0.50	1.00	2.67	0.33	1.00	1.70	0.30
Final Sat.:	1375	1812	938	1375	2061	689	1375	3671	454	1375	2331	419
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.10	0.18	0.18	0.03	0.14	0.14	0.13	0.21	0.21
Crit Volume:			150		134				191		181	
Crit Moves:			****		****				****		****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - MD PEAK HOUR

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

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 0 1	1	0	2 0 1	2	0	1 1 0	2	0	2 1 0
Volume Module:												
Base Vol:	127	673	123	27	539	136	181	523	138	106	493	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	673	123	27	539	136	181	523	138	106	493	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	673	123	27	539	136	181	523	138	106	493	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	673	123	27	539	136	181	523	138	106	493	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	140	673	123	27	539	136	199	523	138	117	493	64
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.58	0.42	2.00	2.66	0.34
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2176	574	2750	3651	474
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.09	0.02	0.20	0.10	0.07	0.24	0.24	0.04	0.14	0.14
Crit Volume:		337			27			331			58	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - MD PEAK HOUR

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

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.545
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: A

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0 1	1	0	0 1 0	1	0	1 1 0	1	0	2 0 1
Volume Module:												
Base Vol:	9	19	11	208	34	220	252	607	20	27	524	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	19	11	208	34	220	252	607	20	27	524	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	19	11	208	34	220	252	607	20	27	524	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	19	11	208	34	220	252	607	20	27	524	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	19	11	208	34	220	252	607	20	27	524	155
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.13	0.87	1.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	191	1234	1425	2759	91	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.15	0.18	0.18	0.18	0.22	0.22	0.02	0.18	0.11
Crit Volume:		9			254			252			262	
Crit Moves:	****				****			****			****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - MD PEAK HOUR

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

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.537
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: A

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0
Volume Module:												
Base Vol:	57	422	227	77	352	337	347	538	46	238	520	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	422	227	77	352	337	347	538	46	238	520	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	422	227	77	352	337	347	538	46	238	520	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	422	227	77	352	337	347	538	46	238	520	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	57	422	227	77	352	337	382	538	46	262	520	124
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.84	0.16	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2533	217	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.17	0.06	0.13	0.25	0.14	0.21	0.21	0.10	0.19	0.09
Crit Volume:		211			77			191			260	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - MD PEAK HOUR

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

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.419
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0
Volume Module:												
Base Vol:	0	804	942	0	614	15	0	0	0	868	7	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	804	942	0	614	15	0	0	0	868	7	25
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	804	0	0	614	15	0	0	0	868	7	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	804	0	0	614	15	0	0	0	868	7	25
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	804	0	0	614	15	0	0	0	955	7	25
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.93	0.07	0.00	0.00	0.00	2.90	0.02	0.08
Final Sat.:	0	4275	1425	0	4173	102	0	0	0	4136	30	108
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.23	0.23	0.23
Crit Volume:		268			0					0	329	
Crit Moves:		****			****						****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - MD PEAK HOUR

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

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	0	2	1	0
Volume Module:												
Base Vol:	76	1216	135	123	909	434	318	165	37	146	227	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	1216	135	123	909	434	318	165	37	146	227	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	1216	135	123	909	434	318	165	37	146	227	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1216	135	123	909	434	318	165	37	146	227	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	76	1216	135	123	909	477	350	165	37	161	227	187
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.70	0.30	1.00	2.00	2.00	2.00	1.63	0.37	2.00	2.00	1.00
Final Sat.:	1375	3713	412	1375	2750	2750	2750	2246	504	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.33	0.33	0.09	0.33	0.17	0.13	0.07	0.07	0.06	0.08	0.14
Crit Volume:			450	123			175					187
Crit Moves:			****	****			****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - MD PEAK HOUR

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

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.472
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	0	1	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	526	54	40	4	16	59	57	735	225	56	600	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	526	54	40	4	16	59	57	735	225	56	600	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	526	54	40	4	16	59	57	735	225	56	600	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	526	54	40	4	16	59	57	735	225	56	600	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	579	54	40	4	16	59	57	735	225	56	600	17
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.57	0.43	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.92	0.08
Final Sat.:	2750	790	585	1375	1375	1375	1375	4125	1375	1375	4011	114
Capacity Analysis Module:												
Vol/Sat:	0.21	0.07	0.07	0.00	0.01	0.04	0.04	0.18	0.16	0.04	0.15	0.15
Crit Volume:	289					59		245		56		
Crit Moves:	****					****		****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - MD PEAK HOUR

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

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.459
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0 0	0 0	2	0	2 0	0	0 2	1 1
Volume Module:												
Base Vol:	85	0	151	0	0	0	307	906	0	0	1001	303
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	0	151	0	0	0	307	906	0	0	1001	303
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	0	151	0	0	0	307	906	0	0	1001	303
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	0	151	0	0	0	307	906	0	0	1001	303
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	94	0	151	0	0	0	338	906	0	0	1001	333
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.11	0.00	0.00	0.00	0.12	0.32	0.00	0.00	0.23	0.23
Crit Volume:			151			0		169			334	
Crit Moves:			****					****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - MD PEAK HOUR

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

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.423
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0	1	0	4 0	1	2	0 2 0
Volume Module:												
Base Vol:	0	0	0	379	0	213	0	799	143	337	646	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	379	0	213	0	799	143	337	646	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	379	0	213	0	799	143	337	646	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	379	0	213	0	799	143	337	646	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	417	0	234	0	799	143	371	646	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.92	0.01	1.07	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2737	0	1538	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.15	0.00	0.14	0.10	0.13	0.23	0.00
Crit Volume:			0			217			200		185	
Crit Moves:						****			****		****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - MD PEAK HOUR

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

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	0 1	0 1	0	0	1! 0	0	1	0 0 1
Volume Module:												
Base Vol:	9	283	85	403	217	11	8	9	5	209	20	460
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	283	85	403	217	11	8	9	5	209	20	460
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	283	85	403	217	11	8	9	5	209	20	460
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	283	85	403	217	11	8	9	5	209	20	460
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	283	85	403	217	11	8	9	5	209	20	460
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	1.50	0.45	1.00	0.97	0.03	0.36	0.41	0.23	0.91	0.09	1.00
Final Sat.:	68	2139	643	1425	1375	50	518	583	324	1301	124	1425
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.28	0.16	0.22	0.02	0.02	0.02	0.16	0.16	0.32
Crit Volume:			189	403			8			229		
Crit Moves:			****	****			****			****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - MD PEAK HOUR

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

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.728
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: C

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 1	1	0	2 0 1	2	0	3 0 1	2	0	3 0 1
Volume Module:												
Base Vol:	143	677	185	126	557	134	252	1156	117	262	1193	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	677	185	126	557	134	252	1156	117	262	1193	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	677	185	126	557	134	252	1156	117	262	1193	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	677	185	126	557	134	252	1156	117	262	1193	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	143	677	185	126	557	134	277	1156	117	288	1193	110
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.13	0.09	0.20	0.10	0.10	0.28	0.09	0.10	0.29	0.08
Crit Volume:		339			126		139				398	
Crit Moves:		****			****		****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: B[12.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1	0	0	0	0	0	2	0	1	1	0	2	0
Volume Module:																
Base Vol:	0	0	171		0	0	0		656	47	155		711	0		
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		
Initial Bse:	0	0	171		0	0	0		656	47	155		711	0		
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		
PHF Volume:	0	0	171		0	0	0		656	47	155		711	0		
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0		
FinalVolume:	0	0	171		0	0	0		656	47	155		711	0		
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	328		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		703	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	674		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		904	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	674		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		904	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	0.25		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.17	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	1.0		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.6	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	12.2		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		9.8	xxxx	xxxxx	
LOS by Move:	*	*	B		*	*	*		*	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:		12.2				xxxxx				xxxxxx				xxxxxx		
ApproachLOS:		B				*				*				*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - MD PEAK HOUR

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

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD								SAWTELLE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	1	0	1	1
Volume Module:																
Base Vol:	106	1476	58		113	1285	89		121	105	69		103	187	149	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	106	1476	58		113	1285	89		121	105	69		103	187	149	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	106	1476	58		113	1285	89		121	105	69		103	187	149	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	106	1476	58		113	1285	89		121	105	69		103	187	149	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	106	1476	58		113	1285	89		121	105	69		103	187	149	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.85	0.15		1.00	2.81	0.19		1.00	2.00	1.00		1.00	1.11	0.89	
Final Sat.:	1425	5484	216		1425	3998	277		1425	2850	1425		1425	1586	1264	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.27	0.27		0.08	0.32	0.32		0.08	0.04	0.05		0.07	0.12	0.12	
Crit Volume:	106						458		121					168		
Crit Moves:	****						****		****					****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - MD PEAK HOUR

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

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.804
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 145 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD								VENICE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Prot+Permit				Prot+Permit				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1	0	1	0	1	1	0	2	1	0	3	0	1
Volume Module:																
Base Vol:	230	252	185		85	311	66		91	1167	84		270	1086	96	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	230	252	185		85	311	66		91	1167	84		270	1086	96	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	230	252	185		85	311	66		91	1167	84		270	1086	96	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	230	252	185		85	311	66		91	1167	84		270	1086	96	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	230	252	185		85	311	66		91	1167	84		270	1086	96	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.15	0.85		1.00	1.65	0.35		1.00	2.80	0.20		1.00	3.00	1.00	
Final Sat.:	1375	1586	1164		1375	2269	481		1375	3848	277		1375	4125	1375	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.16	0.16		0.06	0.14	0.14		0.07	0.30	0.30		0.20	0.26	0.07	
Crit Volume:	230						189			417			270			
Crit Moves:	****						****			****			****			

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - MD PEAK HOUR

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

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD								WASHINGTON BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	1	0	1	0	0	1	0	1	0	1	1	0	1	1	0
Volume Module:																
Base Vol:	143	227	80		27	141	84		71	648	97		76	624	34	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	143	227	80		27	141	84		71	648	97		76	624	34	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	143	227	80		27	141	84		71	648	97		76	624	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	143	227	80		27	141	84		71	648	97		76	624	34	
PCE Adj:	1.00	1.00	1.00		2.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	143	227	80		54	141	84		71	648	97		76	624	34	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.63	1.01	0.36		0.24	1.16	0.60		1.00	1.74	0.26		1.00	1.90	0.10	
Final Sat.:	953	1513	533		360	1737	903		1500	2609	391		1500	2845	155	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.15	0.15		0.08	0.08	0.09		0.05	0.25	0.25		0.05	0.22	0.22	
Crit Volume:	143						139			373			76			
Crit Moves:	****						****			****			****			

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - MD PEAK HOUR

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

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.392
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	28	224	41	110	166	175	93	541	60	17	422	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	224	41	110	166	175	93	541	60	17	422	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	224	41	110	166	175	93	541	60	17	422	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	224	41	110	166	175	93	541	60	17	422	93
PCE Adj:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	224	41	110	166	175	93	541	60	17	422	93
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	1.53	0.26	0.49	0.74	0.77	1.00	1.80	0.20	1.00	2.00	1.00
Final Sat.:	317	2300	383	732	1104	1164	1500	2700	300	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.11	0.15	0.15	0.15	0.06	0.20	0.20	0.01	0.14	0.06
Crit Volume:			161	110					301	17		
Crit Moves:			****	****					****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - MD PEAK HOUR

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

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.598
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	2	0	1	1	0	1	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	293	1143	95	302	663	48	46	187	84	180	267	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	293	1143	95	302	663	48	46	187	84	180	267	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	293	1143	95	302	663	48	46	187	84	180	267	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	1143	95	302	663	48	46	187	84	180	267	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	322	1143	95	332	663	48	46	187	84	198	267	198
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.77	0.23	2.00	1.86	0.14	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3808	317	2750	2564	186	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.30	0.30	0.12	0.26	0.26	0.03	0.07	0.06	0.07	0.10	0.14
Crit Volume:			413	166			46					198
Crit Moves:			****	****			****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - MD PEAK HOUR

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

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	3	1	0	1	0	3	1	0
Volume Module:												
Base Vol:	246	844	324	73	452	81	181	1023	358	129	1112	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	844	324	73	452	81	181	1023	358	129	1112	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	246	844	324	73	452	81	181	1023	358	129	1112	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	844	324	73	452	81	181	1023	358	129	1112	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	246	844	324	73	452	81	181	1023	358	129	1112	67
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.77	0.23
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5187	313
Capacity Analysis Module:												
Vol/Sat:	0.18	0.31	0.24	0.05	0.16	0.06	0.13	0.25	0.26	0.09	0.21	0.21
Crit Volume:		422		73					358	129		
Crit Moves:		****		****					****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - MD PEAK HOUR

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

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	100	647	84	45	564	140	149	435	119	97	485	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	647	84	45	564	140	149	435	119	97	485	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	647	84	45	564	140	149	435	119	97	485	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	647	84	45	564	140	149	435	119	97	485	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	647	84	45	564	140	149	435	119	97	485	75
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.77	0.23	1.00	1.60	0.40	1.00	1.57	0.43	1.00	1.73	0.27
Final Sat.:	1500	2655	345	1500	2403	597	1500	2356	644	1500	2598	402
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.03	0.23	0.23	0.10	0.18	0.18	0.06	0.19	0.19
Crit Volume:	100				352		149					280
Crit Moves:	****				****		****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - MD PEAK HOUR

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

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.564
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	1	0	1	0	2	0	1	
Volume Module:												
Base Vol:	74	759	50	29	553	77	213	347	105	15	398	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	759	50	29	553	77	213	347	105	15	398	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	759	50	29	553	77	213	347	105	15	398	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	759	50	29	553	77	213	347	105	15	398	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	759	50	29	553	77	213	347	105	15	398	68
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.88	0.12	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2815	185	1500	2633	367	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.02	0.21	0.21	0.14	0.12	0.07	0.01	0.13	0.05
Crit Volume:			405		29			213			199	
Crit Moves:			****		****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - MD PEAK HOUR

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

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.609
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: B

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1	0
Volume Module:												
Base Vol:	230	795	0	0	604	333	445	0	120	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	795	0	0	604	333	445	0	120	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	795	0	0	604	333	445	0	120	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	795	0	0	604	333	445	0	120	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	230	795	0	0	604	333	490	0	120	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.61	0.00	0.39	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2289	0	561	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.28	0.00	0.00	0.21	0.23	0.21	0.00	0.21	0.00	0.00	0.00
Crit Volume:	230					333	305				0	
Crit Moves:	****					****	****					

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - MD PEAK HOUR

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

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.431
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0	2	1	0	0	1	0	3	0	2	0	1
Volume Module:												
Base Vol:	220	0	743	0	0	0	0	615	159	619	751	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	0	743	0	0	0	0	615	159	619	751	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	220	0	743	0	0	0	0	615	0	619	751	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	0	743	0	0	0	0	615	0	619	751	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	242	0	817	0	0	0	0	615	0	681	751	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.29	0.00	0.00	0.00	0.00	0.14	0.00	0.16	0.26	0.00
Crit Volume:			409		0			205			0	
Crit Moves:			****					****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - MD PEAK HOUR

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

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	0	1!	0	0
Volume Module:												
Base Vol:	50	873	48	21	712	51	24	39	26	63	85	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	873	48	21	712	51	24	39	26	63	85	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	873	48	21	712	51	24	39	26	63	85	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	873	48	21	712	51	24	39	26	63	85	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	873	48	21	712	51	24	39	26	63	85	26
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.87	0.13	0.27	0.44	0.29	0.36	0.49	0.15
Final Sat.:	1500	2844	156	1500	2799	201	404	657	438	543	733	224
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.31	0.01	0.25	0.25	0.06	0.06	0.06	0.12	0.12	0.12
Crit Volume:			461		21			24				174
Crit Moves:			****		****			****				****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - MD PEAK HOUR

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

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	0	0 1	1	2	0 3	0 1	2	0 2 1 0
Volume Module:												
Base Vol:	32	13	227	58	13	59	57	1050	55	193	1127	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	13	227	58	13	59	57	1050	55	193	1127	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	13	227	58	13	59	57	1050	55	193	1127	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	13	227	58	13	59	57	1050	55	193	1127	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	32	13	250	58	13	65	63	1050	55	212	1127	29
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.10	1.90	1.00	0.33	1.67	2.00	3.00	1.00	2.00	2.92	0.08
Final Sat.:	1425	141	2709	1425	476	2374	2850	4275	1425	2850	4168	107
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.09	0.04	0.03	0.03	0.02	0.25	0.04	0.07	0.27	0.27
Crit Volume:		131			58			350		106		
Crit Moves:		****			****			****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - MD PEAK HOUR

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

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.440
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0 1	0	1	0 1	1	0	1 0 1 0
Volume Module:												
Base Vol:	87	149	38	33	140	60	72	482	100	49	554	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	149	38	33	140	60	72	482	100	49	554	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	149	38	33	140	60	72	482	100	49	554	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	149	38	33	140	60	72	482	100	49	554	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	149	38	33	140	60	72	482	100	49	554	47
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.80	0.20	1.00	0.70	0.30	1.00	1.66	0.34	1.00	1.84	0.16
Final Sat.:	1500	1195	305	1500	1050	450	1500	2485	515	1500	2765	235
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.02	0.13	0.13	0.05	0.19	0.19	0.03	0.20	0.20
Crit Volume:		87			200			72			301	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.532
Loss Time (sec): 0 Average Delay (sec/veh): 13.7
Optimal Cycle: 0 Level Of Service: B

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0 1	0	1	0 1	0	0	1! 0	0	1	0 0 1
Volume Module:												
Base Vol:	9	618	51	29	617	4	8	3	5	48	1	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	618	51	29	617	4	8	3	5	48	1	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	618	51	29	617	4	8	3	5	48	1	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	618	51	29	617	4	8	3	5	48	1	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	618	51	29	617	4	8	3	5	48	1	29
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	1.82	0.15	0.09	1.90	0.01	0.50	0.19	0.31	0.98	0.02	1.00
Final Sat.:	17	1174	98	56	1204	8	238	89	149	427	9	509
Capacity Analysis Module:												
Vol/Sat:	0.53	0.53	0.52	0.51	0.51	0.51	0.03	0.03	0.03	0.11	0.11	0.06
Crit Moves:	****			****				****		****		
Delay/Veh:	14.2	14.0	13.7	13.9	13.8	13.7	10.3	10.3	10.3	11.2	11.2	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	14.0	13.7	13.9	13.8	13.7	10.3	10.3	10.3	11.2	11.2	9.5
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	A
ApproachDel:		14.0			13.8			10.3			10.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.0			13.8			10.3			10.6	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	1.1	1.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 0 Average Delay (sec/veh): 15.1
Optimal Cycle: 0 Level Of Service: C

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 0	0	0	1 1 0	0	0	1! 0 0	0	0	0 0 0
Volume Module:												
Base Vol:	96	618	0	0	588	103	93	0	131	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	618	0	0	588	103	93	0	131	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	618	0	0	588	103	93	0	131	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	618	0	0	588	103	93	0	131	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	618	0	0	588	103	93	0	131	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.70	0.30	0.42	0.00	0.58	0.00	0.00	0.00
Final Sat.:	538	1171	0	0	1006	180	238	0	335	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.53	xxxx	xxxx	0.58	0.57	0.39	xxxx	0.39	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	10.6	15.1	0.0	0.0	16.6	15.9	12.7	0.0	12.7	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	15.1	0.0	0.0	16.6	15.9	12.7	0.0	12.7	0.0	0.0	0.0
LOS by Move:	B	C	*	*	C	C	B	*	B	*	*	*
ApproachDel:		14.5			16.5			12.7		xxxxxx		
Delay Adj:		1.00			1.00			1.00		xxxxx		
ApprAdjDel:		14.5			16.5			12.7		xxxxxx		
LOS by Appr:		B			C			B		*		
AllWayAvgQ:	0.2	1.0	0.0	0.0	1.3	1.2	0.6	0.6	0.6	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - MD PEAK HOUR

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

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: B

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	175	633	208	90	658	158	131	535	113	88	535	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	633	208	90	658	158	131	535	113	88	535	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	633	208	90	658	158	131	535	113	88	535	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	633	208	90	658	158	131	535	113	88	535	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	633	208	90	658	158	131	535	113	88	535	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.89	0.11
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2604	146
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.15	0.07	0.24	0.11	0.10	0.19	0.08	0.06	0.21	0.21
Crit Volume:	175				329		131				283	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: E[40.6]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0 0 0	0	0	1! 0 0	1	0	2 0 0	0	0	1 1 0
Volume Module:												
Base Vol:	0	0	0	7	0	229	221	977	0	0	1134	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	7	0	229	221	977	0	0	1134	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	7	0	229	221	977	0	0	1134	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	7	0	229	221	977	0	0	1134	67
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2098	2587	601	1201	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	46	26	449	588	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	32	16	449	588	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.22	0.00	0.51	0.38	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.7	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	325	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	5.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	40.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	E	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				40.6		xxxxxx			xxxxxx		
ApproachLOS:	*				E		*			*		

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - PM PEAK HOUR

Scenario Report

Scenario:	PM
Command:	PM
Volume:	PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - PM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	D	xxxxx	0.804	D	xxxxx	0.804	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	E	xxxxx	0.917	E	xxxxx	0.917	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	D	xxxxx	0.828	D	xxxxx	0.828	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	B	xxxxx	0.664	B	xxxxx	0.664	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	E	xxxxx	0.919	E	xxxxx	0.919	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	D	xxxxx	0.854	D	xxxxx	0.854	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	C	xxxxx	0.718	C	xxxxx	0.718	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	B	xxxxx	0.691	B	xxxxx	0.691	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	C	xxxxx	0.754	C	xxxxx	0.754	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.479	A	xxxxx	0.479	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	D	xxxxx	0.863	D	xxxxx	0.863	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.489	A	xxxxx	0.489	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	C	xxxxx	0.751	C	xxxxx	0.751	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.466	A	xxxxx	0.466	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	D	xxxxx	0.833	D	xxxxx	0.833	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	E	xxxxx	0.950	E	xxxxx	0.950	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	B	12.8	0.379	B	12.8	0.379	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	B	xxxxx	0.667	B	xxxxx	0.667	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	E	xxxxx	0.948	E	xxxxx	0.948	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	B	xxxxx	0.675	B	xxxxx	0.675	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	C	xxxxx	0.777	C	xxxxx	0.777	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	E	xxxxx	0.993	E	xxxxx	0.993	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	C	xxxxx	0.701	C	xxxxx	0.701	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.654	B	xxxxx	0.654	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	D	xxxxx	0.805	D	xxxxx	0.805	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	C	xxxxx	0.713	C	xxxxx	0.713	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.570	A	xxxxx	0.570	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	C	xxxxx	0.779	C	xxxxx	0.779	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	B	xxxxx	0.607	B	xxxxx	0.607	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	D	28.5	0.820	D	28.5	0.820	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	D	27.4	0.843	D	27.4	0.843	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	E	xxxxx	0.988	E	xxxxx	0.988	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F	68.2	0.629	F	68.2	0.629	+ 0.000 D/V

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - PM PEAK HOUR

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

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.804
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 145 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:												
Base Vol:	499	1280	254	157	1346	50	100	587	730	340	367	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	499	1280	254	157	1346	50	100	587	730	340	367	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	499	1280	254	157	1346	50	100	587	730	340	367	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	499	1280	254	157	1346	50	100	587	730	340	367	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	549	1280	254	173	1346	50	100	587	803	374	367	174
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.36	0.64
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	1866	884
Capacity Analysis Module:												
Vol/Sat:	0.20	0.31	0.18	0.06	0.33	0.04	0.07	0.14	0.29	0.14	0.20	0.20
Crit Volume:	274				449			196		187		
Crit Moves:	****				****			****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - PM PEAK HOUR

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

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 75 Critical Vol./Cap.(X): 0.917
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	133	1103	86	122	1340	84	86	647	169	123	642	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	1103	86	122	1340	84	86	647	169	123	642	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	1103	86	122	1340	84	86	647	169	123	642	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1103	86	122	1340	84	86	647	169	123	642	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	1103	86	122	1340	84	86	647	169	123	642	100
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.86	0.14	1.00	1.88	0.12	1.00	1.59	0.41	1.00	1.73	0.27
Final Sat.:	1500	2783	217	1500	2823	177	1500	2379	621	1500	2596	404
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.40	0.08	0.47	0.47	0.06	0.27	0.27	0.08	0.25	0.25
Crit Volume:	133				712			408		123		
Crit Moves:	****				****			****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - PM PEAK HOUR

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

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.828
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	70	1059	164	63	1369	175	173	642	82	122	628	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1059	164	63	1369	175	173	642	82	122	628	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1059	164	63	1369	175	173	642	82	122	628	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1059	164	63	1369	175	173	642	82	122	628	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1059	164	63	1369	175	173	642	82	122	628	74
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.73	0.27	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2598	402	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.41	0.41	0.04	0.46	0.12	0.12	0.21	0.05	0.08	0.21	0.05
Crit Volume:	70				685		173				314	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - PM PEAK HOUR

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

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.664
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: B

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	91	238	140	100	281	167	75	904	95	89	736	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	238	140	100	281	167	75	904	95	89	736	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	238	140	100	281	167	75	904	95	89	736	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	238	140	100	281	167	75	904	95	89	736	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	238	140	100	281	167	75	904	95	89	736	23
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.94	0.06
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2667	83
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.10	0.07	0.20	0.12	0.05	0.33	0.07	0.06	0.28	0.28
Crit Volume:	91				281			452		89		
Crit Moves:	****				****			****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - PM PEAK HOUR

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

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.919
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	2	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	140	694	145	143	956	320	224	783	123	186	840	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	694	145	143	956	320	224	783	123	186	840	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	694	145	143	956	320	224	783	123	186	840	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	694	145	143	956	320	224	783	123	186	840	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	694	145	157	956	320	224	783	123	186	840	128
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.65	0.35	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.74	0.26
Final Sat.:	2750	2275	475	2750	2750	1375	1375	2750	1375	1375	2386	364
Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.31	0.06	0.35	0.23	0.16	0.28	0.09	0.14	0.35	0.35
Crit Volume:	77				478		224					484
Crit Moves:	****				****		****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - PM PEAK HOUR

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

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.854
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 156 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	71	299	68	95	762	223	80	764	78	306	871	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	299	68	95	762	223	80	764	78	306	871	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	299	68	95	762	223	80	764	78	306	871	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	299	68	95	762	223	80	764	78	306	871	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	299	68	95	762	223	80	764	78	306	871	190
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.63	0.37	1.00	1.55	0.45	1.00	2.72	0.28	1.00	1.64	0.36
Final Sat.:	1375	2240	510	1375	2127	623	1375	3743	382	1375	2258	492
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.07	0.36	0.36	0.06	0.20	0.20	0.22	0.39	0.39
Crit Volume:	71					493	80					531
Crit Moves:	****					****	****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - PM PEAK HOUR

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

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.718
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 101 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:																				
Base Vol:	130	743	130	72	784	195	302	530	113	138	1028	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	743	130	72	784	195	302	530	113	138	1028	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	743	130	72	784	195	302	530	113	138	1028	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	743	130	72	784	195	302	530	113	138	1028	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	143	743	130	72	784	195	332	530	113	152	1028	44
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.65	0.35	2.00	2.88	0.12
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2267	483	2750	3956	169
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.27	0.09	0.05	0.29	0.14	0.12	0.23	0.23	0.06	0.26	0.26
Crit Volume:	72				392		166					357
Crit Moves:	****				****		****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - PM PEAK HOUR

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

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: B

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:																				
Base Vol:	17	22	12	341	19	322	301	1049	15	10	641	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	22	12	341	19	322	301	1049	15	10	641	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	22	12	341	19	322	301	1049	15	10	641	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	22	12	341	19	322	301	1049	15	10	641	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	22	12	341	19	322	301	1049	15	10	641	148
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.06	0.94	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	79	1346	1425	2810	40	1425	2850	1425
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.02	0.01	0.24	0.24	0.24	0.21	0.37	0.37	0.01	0.22	0.10
Crit Volume:		22			341			301			321	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - PM PEAK HOUR

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

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.754
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 116 Level Of Service: C

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	0	1
Volume Module:																				
Base Vol:	47	465	403	154	589	364	378	872	48	347	502	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	465	403	154	589	364	378	872	48	347	502	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	465	403	154	589	364	378	872	48	347	502	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	465	403	154	589	364	378	872	48	347	502	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	47	465	403	154	589	364	416	872	48	382	502	92
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.90	0.10	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2607	143	2750	2750	1375
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.17	0.29	0.11	0.21	0.26	0.15	0.33	0.33	0.14	0.18	0.07
Crit Volume:		233			154				460	191		
Crit Moves:		****			****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - PM PEAK HOUR

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

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.479
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	0	2	0	1!	0	0
Volume Module:																				
Base Vol:	0	1185	1244	0	987	10	0	0	0	747	14	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1185	1244	0	987	10	0	0	0	747	14	25
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1185	0	0	987	10	0	0	0	747	14	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1185	0	0	987	10	0	0	0	747	14	25
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1185	0	0	987	10	0	0	0	822	14	25
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.97	0.03	0.00	0.00	0.00	2.86	0.05	0.09
Final Sat.:	0	4275	1425	0	4232	43	0	0	0	4081	70	124
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.28	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.20	0.20	0.20
Crit Volume:		395			0				0	287		
Crit Moves:		****			****					****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - PM PEAK HOUR

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

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.863
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 1	0	1	0 2	0 2	2	0 1	1 0	2	0 2 1 0
Volume Module:												
Base Vol:	57	1720	184	98	1189	486	466	514	16	272	245	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	1720	184	98	1189	486	466	514	16	272	245	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	1720	184	98	1189	486	466	514	16	272	245	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1720	184	98	1189	486	466	514	16	272	245	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	57	1720	184	98	1189	535	513	514	16	299	245	198
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.71	0.29	1.00	2.00	2.00	2.00	1.94	0.06	2.00	2.00	1.00
Final Sat.:	1375	3726	399	1375	2750	2750	2750	2667	83	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.46	0.46	0.07	0.43	0.19	0.19	0.19	0.19	0.11	0.09	0.14
Crit Volume:		635		98			256					198
Crit Moves:		****		****			****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - PM PEAK HOUR

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

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.489
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0 1	0	1	0 1	0 1	1	0 3	0 1	1	0 2 1 0
Volume Module:												
Base Vol:	474	57	32	7	18	53	72	930	410	49	776	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	474	57	32	7	18	53	72	930	410	49	776	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	474	57	32	7	18	53	72	930	410	49	776	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	57	32	7	18	53	72	930	410	49	776	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	521	57	32	7	18	53	72	930	410	49	776	6
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.64	0.36	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.98	0.02
Final Sat.:	2750	881	494	1375	1375	1375	1375	4125	1375	1375	4093	32
Capacity Analysis Module:												
Vol/Sat:	0.19	0.06	0.06	0.01	0.01	0.04	0.05	0.23	0.30	0.04	0.19	0.19
Crit Volume:	261					53		310		49		
Crit Moves:	****					****		****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - PM PEAK HOUR

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

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.751
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: C

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0	0 0	2	0 2	0 0	0	0 2	1 1
Volume Module:												
Base Vol:	287	0	595	0	0	0	161	827	0	0	1160	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	287	0	595	0	0	0	161	827	0	0	1160	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	287	0	595	0	0	0	161	827	0	0	1160	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	0	595	0	0	0	161	827	0	0	1160	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	316	0	595	0	0	0	177	827	0	0	1160	205
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.42	0.00	0.00	0.00	0.06	0.29	0.00	0.00	0.27	0.14
Crit Volume:			595			0		89			387	
Crit Moves:			****				****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - PM PEAK HOUR

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

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.466
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0 1	0	0 4	0 1	2	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	140	0	180	0	865	247	546	900	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	140	0	180	0	865	247	546	900	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	140	0	180	0	865	247	546	900	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	140	0	180	0	865	247	546	900	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.00
FinalVolume:	0	0	0	154	0	198	0	865	247	601	900	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.31	xxxx	1.69	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1870	0	2405	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.00	0.15	0.17	0.21	0.32	0.00
Crit Volume:		0		117					247	300		
Crit Moves:				****					****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - PM PEAK HOUR

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

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.833
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 137 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	10	660	105	470	455	39	2	54	16	246	39	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	660	105	470	455	39	2	54	16	246	39	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	660	105	470	455	39	2	54	16	246	39	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	660	105	470	455	39	2	54	16	246	39	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	660	105	470	455	39	2	54	16	246	39	330
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	1.70	0.27	0.98	0.94	0.08	0.03	0.75	0.22	0.86	0.14	1.00
Final Sat.:	37	2427	386	1390	1345	115	40	1069	317	1230	195	1425
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.34	0.34	0.34	0.05	0.05	0.05	0.20	0.20	0.23
Crit Volume:			388			482			72			246
Crit Moves:			****			****			****			****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - PM PEAK HOUR

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

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.950
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	156	996	188	191	897	141	267	1365	160	294	1258	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	996	188	191	897	141	267	1365	160	294	1258	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	996	188	191	897	141	267	1365	160	294	1258	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	996	188	191	897	141	267	1365	160	294	1258	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	156	996	188	191	897	141	294	1365	160	323	1258	82
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.36	0.14	0.14	0.33	0.10	0.11	0.33	0.12	0.12	0.30	0.06
Crit Volume:			498			191			455			162
Crit Moves:			****			****			****			****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: B[12.8]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	T	R				L	T	R				L	T	R				L	T	R			
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	1		0	0	0	0	0		0	0	2	0	1		1	0	2	0	0	
Volume Module:																								
Base Vol:	0	0	165				0	0	0				0	750	100				302	859	0			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	0	165				0	0	0				0	750	100				302	859	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	0	0	165				0	0	0				0	750	100				302	859	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	0	0	165				0	0	0				0	750	100				302	859	0			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx												
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx												
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	375	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	850	xxxx	xxxxx												
Potent Cap.:	xxxx	xxxx	628	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	797	xxxx	xxxxx												
Move Cap.:	xxxx	xxxx	628	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	797	xxxx	xxxxx												
Volume/Cap:	xxxx	xxxx	0.26	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.38	xxxx	xxxx												
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	1.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.8	xxxx	xxxxx												
Control Del:	xxxxx	xxxx	12.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.2	xxxx	xxxxx												
LOS by Move:	*	*	A	*	*	*	*	*	*	B	*	*												
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT												
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*												
ApproachDel:	12.8			xxxxxx			xxxxxx			xxxxxx														
ApproachLOS:	B			*			*			*														

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - PM PEAK HOUR

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

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	124	2217	81	113	1586	148	115	154	128	82	171	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	2217	81	113	1586	148	115	154	128	82	171	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	2217	81	113	1586	148	115	154	128	82	171	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	2217	81	113	1586	148	115	154	128	82	171	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	2217	81	113	1586	148	115	154	128	82	171	97
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.86	0.14	1.00	2.74	0.26	1.00	2.00	1.00	1.00	1.28	0.72
Final Sat.:	1425	5499	201	1425	3910	365	1425	2850	1425	1425	1818	1032
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.40	0.08	0.41	0.41	0.08	0.05	0.09	0.06	0.09	0.09
Crit Volume:	124					578	115					134
Crit Moves:	****					****	****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - PM PEAK HOUR

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

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.948
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1 1	0	1	0 2 1	0	1	0 3 0 1
Volume Module:												
Base Vol:	186	570	184	116	611	72	111	1559	117	218	1235	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	570	184	116	611	72	111	1559	117	218	1235	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	570	184	116	611	72	111	1559	117	218	1235	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	570	184	116	611	72	111	1559	117	218	1235	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	570	184	116	611	72	111	1559	117	218	1235	93
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.51	0.49	1.00	1.79	0.21	1.00	2.79	0.21	1.00	3.00	1.00
Final Sat.:	1375	2079	671	1375	2460	290	1375	3837	288	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.14	0.27	0.27	0.08	0.25	0.25	0.08	0.41	0.41	0.16	0.30	0.07
Crit Volume:	186					342			559	218		
Crit Moves:	****					****			****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - PM PEAK HOUR

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

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.675
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	1	0	1 1	1	0	1 1 0
Volume Module:												
Base Vol:	106	498	43	27	510	91	82	749	99	79	758	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	498	43	27	510	91	82	749	99	79	758	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	498	43	27	510	91	82	749	99	79	758	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	498	43	27	510	91	82	749	99	79	758	45
PCE Adj:	4.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	424	498	43	54	510	91	82	749	99	79	758	45
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.64	1.27	0.09	0.09	1.63	0.28	1.00	1.77	0.23	1.00	1.89	0.11
Final Sat.:	967	1900	134	135	2448	417	1500	2650	350	1500	2832	168
Capacity Analysis Module:												
Vol/Sat:	0.11	0.26	0.32	0.20	0.21	0.22	0.05	0.28	0.28	0.05	0.27	0.27
Crit Volume:			482	27				424		79		
Crit Moves:			****	****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - PM PEAK HOUR

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

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	1	0	1 1	0	2	0 1
Volume Module:												
Base Vol:	38	465	30	68	518	200	80	690	77	21	515	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	465	30	68	518	200	80	690	77	21	515	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	465	30	68	518	200	80	690	77	21	515	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	465	30	68	518	200	80	690	77	21	515	135
PCE Adj:	4.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	465	30	136	518	200	80	690	77	21	515	135
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.18	1.73	0.09	0.19	1.34	0.47	1.00	1.80	0.20	1.00	2.00	1.00
Final Sat.:	272	2589	139	284	2013	703	1500	2699	301	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.22	0.24	0.26	0.28	0.05	0.26	0.26	0.01	0.17	0.09
Crit Volume:	38					427			384	21		
Crit Moves:	****					****			****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - PM PEAK HOUR

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

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 127 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 1	0	2	0 1 1	0	1	0 2	0 1	2	0 2 0 1
Volume Module:												
Base Vol:	189	1644	93	340	1218	40	67	313	117	222	259	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	1644	93	340	1218	40	67	313	117	222	259	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	1644	93	340	1218	40	67	313	117	222	259	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	1644	93	340	1218	40	67	313	117	222	259	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	208	1644	93	374	1218	40	67	313	117	244	259	235
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.84	0.16	2.00	1.94	0.06	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3904	221	2750	2663	87	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.42	0.42	0.14	0.46	0.46	0.05	0.11	0.09	0.09	0.09	0.17
Crit Volume:			579	187			67					235
Crit Moves:			****	****			****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - PM PEAK HOUR

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

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.993
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	250	1491	355	85	756	80	223	1422	288	84	1203	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	1491	355	85	756	80	223	1422	288	84	1203	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	1491	355	85	756	80	223	1422	288	84	1203	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	1491	355	85	756	80	223	1422	288	84	1203	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	1491	355	85	756	80	223	1422	288	84	1203	44
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.33	0.67	1.00	3.86	0.14
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4574	926	1375	5306	194
Capacity Analysis Module:												
Vol/Sat:	0.18	0.54	0.26	0.06	0.27	0.06	0.16	0.31	0.31	0.06	0.23	0.23
Crit Volume:		746			85			223			312	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - PM PEAK HOUR

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

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.701
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	105	920	96	47	824	129	147	578	111	112	568	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	920	96	47	824	129	147	578	111	112	568	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	920	96	47	824	129	147	578	111	112	568	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	920	96	47	824	129	147	578	111	112	568	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	920	96	47	824	129	147	578	111	112	568	79
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	1.73	0.27	1.00	1.68	0.32	1.00	1.76	0.24
Final Sat.:	1500	2717	283	1500	2594	406	1500	2517	483	1500	2634	366
Capacity Analysis Module:												
Vol/Sat:	0.07	0.34	0.34	0.03	0.32	0.32	0.10	0.23	0.23	0.07	0.22	0.22
Crit Volume:	105					477	147				324	
Crit Moves:	****					****	****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - PM PEAK HOUR

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

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.654
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	61	1020	34	19	902	84	175	529	67	28	505	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	1020	34	19	902	84	175	529	67	28	505	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	1020	34	19	902	84	175	529	67	28	505	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	1020	34	19	902	84	175	529	67	28	505	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	1020	34	19	902	84	175	529	67	28	505	53
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.83	0.17	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2903	97	1500	2744	256	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.35	0.01	0.33	0.33	0.12	0.18	0.04	0.02	0.17	0.04
Crit Volume:	61					493	175				253	
Crit Moves:	****					****	****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - PM PEAK HOUR

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

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.805
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 146 Level Of Service: D

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1	0	1!	0	0	0	0	1!	0	0
Volume Module:												
Base Vol:	129	1140	0	0	920	122	972	0	47	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1140	0	0	920	122	972	0	47	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	1140	0	0	920	122	972	0	47	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	1140	0	0	920	122	972	0	47	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	1140	0	0	920	122	1069	0	47	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.92	0.00	0.08	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2730	0	120	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.00	0.00	0.32	0.09	0.39	0.00	0.39	0.00	0.00	0.00
Crit Volume:	129					460		558				0
Crit Moves:	****					****		****				

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - PM PEAK HOUR

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

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.713
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 Level Of Service: C

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0	2	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	207	0	1337	0	0	0	0	843	222	798	837	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	0	1337	0	0	0	0	843	222	798	837	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	207	0	1337	0	0	0	0	843	0	798	837	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	0	1337	0	0	0	0	843	0	798	837	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	228	0	1471	0	0	0	0	843	0	878	837	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.52	0.00	0.00	0.00	0.00	0.20	0.00	0.21	0.29	0.00
Crit Volume:			735			0		281		0		
Crit Moves:			****					****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - PM PEAK HOUR

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

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	0	1! 0
Volume Module:												
Base Vol:	62	1053	101	29	982	74	23	90	65	56	139	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	1053	101	29	982	74	23	90	65	56	139	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	1053	101	29	982	74	23	90	65	56	139	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	1053	101	29	982	74	23	90	65	56	139	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	1053	101	29	982	74	23	90	65	56	139	31
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.82	0.18	1.00	1.86	0.14	0.13	0.51	0.36	0.25	0.61	0.14
Final Sat.:	1500	2737	263	1500	2790	210	194	758	548	372	923	206
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.38	0.02	0.35	0.35	0.12	0.12	0.12	0.15	0.15	0.15
Crit Volume:			577	29			23					226
Crit Moves:			****	****			****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - PM PEAK HOUR

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

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.779
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 103 Level Of Service: C

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	1	1	0	0	1	1	2	0
Volume Module:												
Base Vol:	42	16	405	111	30	83	23	1995	60	189	1392	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	16	405	111	30	83	23	1995	60	189	1392	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	16	405	111	30	83	23	1995	60	189	1392	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	16	405	111	30	83	23	1995	60	189	1392	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	42	16	446	111	30	91	25	1995	60	208	1392	23
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	1.93	1.00	0.49	1.51	2.00	3.00	1.00	2.00	2.95	0.05
Final Sat.:	1425	99	2751	1425	705	2145	2850	4275	1425	2850	4206	69
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.08	0.04	0.04	0.01	0.47	0.04	0.07	0.33	0.33
Crit Volume:		231		111				665		104		
Crit Moves:		****		****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - PM PEAK HOUR

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

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.607
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: B

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	1	0	0	1	0	1	1 0
Volume Module:												
Base Vol:	83	216	27	35	283	72	75	654	136	78	599	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	216	27	35	283	72	75	654	136	78	599	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	216	27	35	283	72	75	654	136	78	599	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	216	27	35	283	72	75	654	136	78	599	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	216	27	35	283	72	75	654	136	78	599	68
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.89	0.11	1.00	0.80	0.20	1.00	1.66	0.34	1.00	1.80	0.20
Final Sat.:	1500	1333	167	1500	1196	304	1500	2484	516	1500	2694	306
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.16	0.02	0.24	0.24	0.05	0.26	0.26	0.05	0.22	0.22
Crit Volume:	83					355		395		78		
Crit Moves:	****					****		****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 0 Average Delay (sec/veh): 28.5
Optimal Cycle: 0 Level Of Service: D

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	8	867	60	39	871	6	6	2	5	80	1	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	867	60	39	871	6	6	2	5	80	1	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	867	60	39	871	6	6	2	5	80	1	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	867	60	39	871	6	6	2	5	80	1	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	867	60	39	871	6	6	2	5	80	1	37
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	1.85	0.13	0.09	1.90	0.01	0.47	0.15	0.38	0.99	0.01	1.00
Final Sat.:	10	1065	74	48	1080	7	208	69	173	381	5	441
Capacity Analysis Module:												
Vol/Sat:	0.82	0.81	0.81	0.81	0.81	0.80	0.03	0.03	0.03	0.21	0.21	0.08
Crit Moves:	****			****				****		****		
Delay/Veh:	30.6	29.9	29.0	29.8	29.4	29.0	11.0	11.0	11.0	13.3	13.3	10.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	29.9	29.0	29.8	29.4	29.0	11.0	11.0	11.0	13.3	13.3	10.7
LOS by Move:	D	D	D	D	D	D	B	B	B	B	B	B
ApproachDel:	29.8			29.4			11.0			12.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	29.8			29.4			11.0			12.5		
LOS by Appr:	D			D			B			B		
AllWayAvgQ:	3.4	3.2	3.2	3.3	3.2	3.2	0.0	0.0	0.0	0.2	0.2	0.1

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.843
Loss Time (sec): 0 Average Delay (sec/veh): 27.4
Optimal Cycle: 0 Level Of Service: D

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 1	1 0	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	83	822	0	0	831	119	109	0	106	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	822	0	0	831	119	109	0	106	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	822	0	0	831	119	109	0	106	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	822	0	0	831	119	109	0	106	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	822	0	0	831	119	109	0	106	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.75	0.25	0.51	0.00	0.49	0.00	0.00	0.00
Final Sat.:	507	1100	0	0	986	143	278	0	271	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.75	xxxx	xxxx	0.84	0.83	0.39	xxxx	0.39	xxxx	xxxx	xxxx
Crit Moves:		****			****				****			
Delay/Veh:	11.0	25.5	0.0	0.0	33.8	31.9	13.5	0.0	13.5	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	25.5	0.0	0.0	33.8	31.9	13.5	0.0	13.5	0.0	0.0	0.0
LOS by Move:	B	D	*	*	D	D	B	*	B	*	*	*
ApproachDel:	24.2			33.6			13.5			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	24.2			33.6			13.5			xxxxxx		
LOS by Appr:	C			D			B			*		
AllWayAvgQ:	0.2	2.5	0.0	0.0	4.0	3.6	0.6	0.6	0.6	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - PM PEAK HOUR

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

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	105				Critical Vol./Cap.(X):				0.988							
Loss Time (sec):	16				Average Delay (sec/veh):				xxxxxx							
Optimal Cycle:	180				Level Of Service:				E							
Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD									
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Prot+Permit				Prot+Permit				Prot+Permit				Prot+Permit			
Rights:	Ovl				Ovl				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:																
Base Vol:	171	781	276		88	1009	187	123	769	148	299	622	21			
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	171	781	276		88	1009	187	123	769	148	299	622	21			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	171	781	276		88	1009	187	123	769	148	299	622	21			
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0	0			
Reduced Vol:	171	781	276		88	1009	187	123	769	148	299	622	21			
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	171	781	276		88	1009	187	123	769	148	299	622	21			
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375	1375	1375	1375	1375	1375	1375			
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.93	0.07			
Final Sat.:	1375	2750	1375		1375	2750	1375	1375	2750	1375	1375	2660	90			
Capacity Analysis Module:																
Vol/Sat:	0.12	0.28	0.20		0.06	0.37	0.14	0.09	0.28	0.11	0.22	0.23	0.23			
Crit Volume:	171					505			385		299					
Crit Moves:	****					****			****		****					

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh):	7.6				Worst Case Level Of Service: F[68.2]											
Street Name:	WALGROVE AVENUE								WASHINGTON BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	0	1	1	0
Volume Module:																
Base Vol:	0	0	0		5	0	255		256	1095	0		0	1258	78	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		5	0	255		256	1095	0		0	1258	78	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		5	0	255		256	1095	0		0	1258	78	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		5	0	255		256	1095	0		0	1258	78	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.8	6.5	6.9		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	4.0	3.3		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		2357	2904	668		1336	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx		31	16	405		523	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx		19	8	405		523	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx		0.27	0.00	0.63		0.49	xxxx	xxxx	xxxx	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		2.7	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		18.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*		*	*	*		C	*	*	*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	291	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	8.1	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	68.2	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	F	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx					68.2			xxxxxx				xxxxxx			
ApproachLOS:	*					F			*				*			

Note: Queue reported is the number of cars per lane.

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LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - AM PEAK HOUR

Scenario Report

Scenario:	AM
Command:	AM
Volume:	AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - AM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	C	xxxxx	0.782	C	xxxxx	0.782	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	D	xxxxx	0.804	D	xxxxx	0.804	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	C	xxxxx	0.790	C	xxxxx	0.790	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	F	xxxxx	1.139	F	xxxxx	1.139	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	B	xxxxx	0.663	B	xxxxx	0.663	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	C	xxxxx	0.749	C	xxxxx	0.749	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	A	xxxxx	0.586	A	xxxxx	0.586	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	B	xxxxx	0.698	B	xxxxx	0.698	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.459	A	xxxxx	0.459	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	C	xxxxx	0.744	C	xxxxx	0.744	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.354	A	xxxxx	0.354	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.448	A	xxxxx	0.448	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.374	A	xxxxx	0.374	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	D	xxxxx	0.809	D	xxxxx	0.809	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	D	xxxxx	0.890	D	xxxxx	0.890	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOULE	B	13.4	0.303	B	13.4	0.303	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	A	xxxxx	0.494	A	xxxxx	0.494	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	E	xxxxx	0.964	E	xxxxx	0.964	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.546	A	xxxxx	0.546	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.489	A	xxxxx	0.489	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	A	xxxxx	0.561	A	xxxxx	0.561	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	D	xxxxx	0.837	D	xxxxx	0.837	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.649	B	xxxxx	0.649	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.664	B	xxxxx	0.664	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	D	xxxxx	0.854	D	xxxxx	0.854	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx	0.528	A	xxxxx	0.528	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.506	A	xxxxx	0.506	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	B	xxxxx	0.644	B	xxxxx	0.644	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx	0.496	A	xxxxx	0.496	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	C	21.8	0.804	C	21.8	0.804	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	C	20.3	0.784	C	20.3	0.784	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	C	xxxxx	0.764	C	xxxxx	0.764	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	C	18.7	0.337	C	18.7	0.337	+ 0.000 D/V

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - AM PEAK HOUR

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

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec):	130	Critical Vol./Cap.(X):	0.782	
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	131	Level Of Service:	C	

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:												
Base Vol:	659	1382	223	45	670	51	58	196	320	301	655	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	659	1382	223	45	670	51	58	196	320	301	655	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	659	1382	223	45	670	51	58	196	320	301	655	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	659	1382	223	45	670	51	58	196	320	301	655	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	725	1382	223	50	670	51	58	196	352	331	655	209
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.52	0.48
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	2085	665
Capacity Analysis Module:												
Vol/Sat:	0.26	0.34	0.16	0.02	0.16	0.04	0.04	0.05	0.13	0.12	0.31	0.31
Crit Volume:	362				223			58			432	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - AM PEAK HOUR

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

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	75	Critical Vol./Cap.(X):	0.804	
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	88	Level Of Service:	D	

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	127	1343	122	85	680	23	59	516	106	77	431	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	1343	122	85	680	23	59	516	106	77	431	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	1343	122	85	680	23	59	516	106	77	431	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1343	122	85	680	23	59	516	106	77	431	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	1343	122	85	680	23	59	516	106	77	431	109
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.93	0.07	1.00	1.66	0.34	1.00	1.60	0.40
Final Sat.:	1500	2750	250	1500	2902	98	1500	2489	511	1500	2394	606
Capacity Analysis Module:												
Vol/Sat:	0.08	0.49	0.49	0.06	0.23	0.23	0.04	0.21	0.21	0.05	0.18	0.18
Crit Volume:		733		85				311		77		
Crit Moves:		****		****				****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - AM PEAK HOUR

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

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.790
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: C

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 2	0 1	1	0 2	0 1	1	0 2 0 1
Volume Module:												
Base Vol:	48	1364	95	66	660	84	188	652	52	63	391	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	1364	95	66	660	84	188	652	52	63	391	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	1364	95	66	660	84	188	652	52	63	391	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1364	95	66	660	84	188	652	52	63	391	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	1364	95	66	660	84	188	652	52	63	391	61
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2805	195	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.49	0.49	0.04	0.22	0.06	0.13	0.22	0.03	0.04	0.13	0.04
Crit Volume:			730	66				326		63		
Crit Moves:			****	****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - AM PEAK HOUR

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

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.616
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0	1	0	1 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	106	277	115	28	165	59	59	934	55	75	631	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	277	115	28	165	59	59	934	55	75	631	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	277	115	28	165	59	59	934	55	75	631	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	277	115	28	165	59	59	934	55	75	631	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	277	115	28	165	59	59	934	55	75	631	27
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2637	113
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.08	0.02	0.12	0.04	0.04	0.34	0.04	0.05	0.24	0.24
Crit Volume:			277	28				467		75		
Crit Moves:			****	****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - AM PEAK HOUR

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

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.139
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1 1	0	2	0 2	0 1	1	0 2	0 1	1	0 1 1 0
Volume Module:												
Base Vol:	174	1554	132	123	531	128	300	862	61	101	554	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	1554	132	123	531	128	300	862	61	101	554	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	1554	132	123	531	128	300	862	61	101	554	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	1554	132	123	531	128	300	862	61	101	554	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	1554	132	135	531	128	300	862	61	101	554	157
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.84	0.16	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.56	0.44
Final Sat.:	2750	2535	215	2750	2750	1375	1375	2750	1375	1375	2143	607
Capacity Analysis Module:												
Vol/Sat:	0.07	0.61	0.61	0.05	0.19	0.09	0.22	0.31	0.04	0.07	0.26	0.26
Crit Volume:			843	68			300			356		
Crit Moves:			****	****			****			****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - AM PEAK HOUR

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

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: B

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1	1	0	2 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	43	255	154	178	273	72	114	982	61	181	541	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	255	154	178	273	72	114	982	61	181	541	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	255	154	178	273	72	114	982	61	181	541	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	255	154	178	273	72	114	982	61	181	541	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	255	154	178	273	72	114	982	61	181	541	140
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.25	0.75	1.00	1.58	0.42	1.00	2.82	0.18	1.00	1.59	0.41
Final Sat.:	1375	1715	1035	1375	2176	574	1375	3884	241	1375	2185	565
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.15	0.13	0.13	0.13	0.08	0.25	0.25	0.13	0.25	0.25
Crit Volume:			205	178				348		181		
Crit Moves:			****	****				****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - AM PEAK HOUR

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

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.749
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 113 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	1	0
Volume Module:												
Base Vol:	118	784	142	33	371	69	266	1067	55	79	654	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	784	142	33	371	69	266	1067	55	79	654	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	784	142	33	371	69	266	1067	55	79	654	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	784	142	33	371	69	266	1067	55	79	654	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	130	784	142	33	371	69	293	1067	55	87	654	55
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.90	0.10	2.00	2.77	0.23
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2615	135	2750	3805	320
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.10	0.02	0.13	0.05	0.11	0.41	0.41	0.03	0.17	0.17
Crit Volume:		392			33				561	43		
Crit Moves:		****			****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - AM PEAK HOUR

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

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: A

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	8	15	7	205	14	142	315	781	6	6	600	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	15	7	205	14	142	315	781	6	6	600	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	15	7	205	14	142	315	781	6	6	600	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	15	7	205	14	142	315	781	6	6	600	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	15	7	205	14	142	315	781	6	6	600	255
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.09	0.91	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	128	1297	1425	2828	22	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.14	0.11	0.11	0.22	0.28	0.28	0.00	0.21	0.18
Crit Volume:		15			205			315			300	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - AM PEAK HOUR

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

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.698
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: B

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	1	0
Volume Module:												
Base Vol:	33	675	354	110	308	217	442	636	24	261	539	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	675	354	110	308	217	442	636	24	261	539	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	675	354	110	308	217	442	636	24	261	539	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	675	354	110	308	217	442	636	24	261	539	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	33	675	354	110	308	217	486	636	24	287	539	103
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.93	0.07	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2650	100	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.26	0.08	0.11	0.16	0.18	0.24	0.24	0.10	0.20	0.07
Crit Volume:		338			110			243			270	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - AM PEAK HOUR

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

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.459
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	2	1!!	0	0
Volume Module:												
Base Vol:	0	1099	1097	0	431	4	0	0	0	774	2	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1099	1097	0	431	4	0	0	0	774	2	8
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1099	0	0	431	4	0	0	0	774	2	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1099	0	0	431	4	0	0	0	774	2	8
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1099	0	0	431	4	0	0	0	851	2	8
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.97	0.03	0.00	0.00	0.00	2.96	0.01	0.03
Final Sat.:	0	4275	1425	0	4236	39	0	0	0	4225	10	40
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.20	0.20	0.20
Crit Volume:		366			0				0	287		
Crit Moves:		****			****					****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - AM PEAK HOUR

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

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.744
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 111 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 1	0	1	0 2	0 2	2	0 1	1 0	2	0 2 1 0
Volume Module:												
Base Vol:	38	1526	133	52	702	475	430	233	14	89	241	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	1526	133	52	702	475	430	233	14	89	241	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	1526	133	52	702	475	430	233	14	89	241	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1526	133	52	702	475	430	233	14	89	241	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.00
FinalVolume:	38	1526	133	52	702	523	473	233	14	98	241	181
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.76	0.24	1.00	2.00	2.00	2.00	1.89	0.11	2.00	2.00	1.00
Final Sat.:	1375	3794	331	1375	2750	2750	2750	2594	156	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.40	0.04	0.26	0.19	0.17	0.09	0.09	0.04	0.09	0.13
Crit Volume:			553	52			236					181
Crit Moves:			****	****			****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - AM PEAK HOUR

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

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.354
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0 1	0	1	0 1	0 1	1	0 3	0 1	1	0 2 1 0
Volume Module:												
Base Vol:	329	17	25	4	14	36	39	633	163	14	687	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	329	17	25	4	14	36	39	633	163	14	687	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	329	17	25	4	14	36	39	633	163	14	687	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	329	17	25	4	14	36	39	633	163	14	687	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	362	17	25	4	14	36	39	633	163	14	687	5
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.40	0.60	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.98	0.02
Final Sat.:	2750	557	818	1375	1375	1375	1375	4125	1375	1375	4095	30
Capacity Analysis Module:												
Vol/Sat:	0.13	0.03	0.03	0.00	0.01	0.03	0.03	0.15	0.12	0.01	0.17	0.17
Crit Volume:	181					36	39					231
Crit Moves:	****					****	****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - AM PEAK HOUR

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

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.448
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0	0 0	2	0 2	0 0	0	0 2	1 1
Volume Module:												
Base Vol:	130	0	235	0	0	0	244	644	0	0	809	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	0	235	0	0	0	244	644	0	0	809	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	0	235	0	0	0	244	644	0	0	809	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	235	0	0	0	244	644	0	0	809	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	143	0	235	0	0	0	268	644	0	0	809	212
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.16	0.00	0.00	0.00	0.09	0.23	0.00	0.00	0.19	0.15
Crit Volume:			235		0		134				270	
Crit Moves:			****				****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - AM PEAK HOUR

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

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.374
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0 1	0	0 4	0 1	2	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	128	0	293	0	723	190	331	488	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	128	0	293	0	723	190	331	488	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	128	0	293	0	723	190	331	488	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	128	0	293	0	723	190	331	488	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.00
FinalVolume:	0	0	0	141	0	322	0	723	190	364	488	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1425	0	2850	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.11	0.00	0.13	0.13	0.13	0.17	0.00
Crit Volume:			0			161			190	182		
Crit Moves:						****			****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - AM PEAK HOUR

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

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.809
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 119 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	9	512	120	576	197	14	13	66	8	169	15	283
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	512	120	576	197	14	13	66	8	169	15	283
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	512	120	576	197	14	13	66	8	169	15	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	512	120	576	197	14	13	66	8	169	15	283
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	512	120	576	197	14	13	66	8	169	15	283
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	1.60	0.37	1.00	0.96	0.04	0.15	0.76	0.09	0.92	0.08	1.00
Final Sat.:	40	2276	534	1425	1374	51	213	1081	131	1309	116	1425
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.40	0.14	0.28	0.06	0.06	0.06	0.13	0.13	0.20
Crit Volume:			321	576					87	169		
Crit Moves:			****	****					****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - AM PEAK HOUR

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

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.890
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	90	949	126	151	554	105	214	1348	114	271	1238	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	949	126	151	554	105	214	1348	114	271	1238	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	949	126	151	554	105	214	1348	114	271	1238	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	949	126	151	554	105	214	1348	114	271	1238	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	90	949	126	151	554	105	235	1348	114	298	1238	169
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.09	0.11	0.20	0.08	0.09	0.33	0.08	0.11	0.30	0.12
Crit Volume:		475		151				449		149		
Crit Moves:		****		****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[13.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	0	0	187	0	0	0	0	775	53	115	480	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	187	0	0	0	0	775	53	115	480	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	187	0	0	0	0	775	53	115	480	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	187	0	0	0	0	775	53	115	480	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	388	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	828	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	617	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	812	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	617	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	812	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.30	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx
Control Del:	xxxxx	xxxx	13.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	13.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - AM PEAK HOUR

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

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.494
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	142	2050	18	41	1074	66	89	54	45	55	58	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	2050	18	41	1074	66	89	54	45	55	58	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	2050	18	41	1074	66	89	54	45	55	58	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	2050	18	41	1074	66	89	54	45	55	58	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	2050	18	41	1074	66	89	54	45	55	58	57
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.97	0.03	1.00	2.83	0.17	1.00	2.00	1.00	1.00	1.01	0.99
Final Sat.:	1425	5650	50	1425	4028	248	1425	2850	1425	1425	1437	1413
Capacity Analysis Module:												
Vol/Sat:	0.10	0.36	0.36	0.03	0.27	0.27	0.06	0.02	0.03	0.04	0.04	0.04
Crit Volume:			517	41			89				58	
Crit Moves:			****	****			****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - AM PEAK HOUR

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

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.964
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	150	547	182	117	362	48	153	1423	100	337	979	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	547	182	117	362	48	153	1423	100	337	979	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	547	182	117	362	48	153	1423	100	337	979	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	547	182	117	362	48	153	1423	100	337	979	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	547	182	117	362	48	153	1423	100	337	979	103
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.50	0.50	1.00	1.77	0.23	1.00	2.80	0.20	1.00	3.00	1.00
Final Sat.:	1375	2063	687	1375	2428	322	1375	3854	271	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.27	0.27	0.09	0.15	0.15	0.11	0.37	0.37	0.25	0.24	0.07
Crit Volume:		365			117				508	337		
Crit Moves:		****			****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - AM PEAK HOUR

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

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.546
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	145	371	118	25	152	68	77	780	58	58	510	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	371	118	25	152	68	77	780	58	58	510	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	371	118	25	152	68	77	780	58	58	510	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	371	118	25	152	68	77	780	58	58	510	33
PCE Adj:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	371	118	50	152	68	77	780	58	58	510	33
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.46	1.17	0.37	0.23	1.27	0.50	1.00	1.86	0.14	1.00	1.88	0.12
Final Sat.:	686	1756	558	341	1904	756	1500	2792	208	1500	2818	182
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.07	0.08	0.09	0.05	0.28	0.28	0.04	0.18	0.18
Crit Volume:		317			25				419	58		
Crit Moves:		****			****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - AM PEAK HOUR

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

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.489
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	44	462	32	94	159	126	122	665	42	17	344	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	462	32	94	159	126	122	665	42	17	344	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	462	32	94	159	126	122	665	42	17	344	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	462	32	94	159	126	122	665	42	17	344	131
PCE Adj:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	462	32	188	159	126	122	665	42	17	344	131
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	1.72	0.12	0.66	0.81	0.53	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	245	2576	178	989	1211	799	1500	2822	178	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.10	0.13	0.16	0.08	0.24	0.24	0.01	0.11	0.09
Crit Volume:		269			94				354	17		
Crit Moves:		****			****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - AM PEAK HOUR

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

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 0	2	0 1	1 0	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	115	1496	50	98	579	13	12	143	51	79	241	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	1496	50	98	579	13	12	143	51	79	241	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	1496	50	98	579	13	12	143	51	79	241	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1496	50	98	579	13	12	143	51	79	241	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	127	1496	50	108	579	13	12	143	51	87	241	190
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.90	0.10	2.00	1.96	0.04	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3992	133	2750	2690	60	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.37	0.37	0.04	0.22	0.22	0.01	0.05	0.04	0.03	0.09	0.14
Crit Volume:		515			54			12				190
Crit Moves:		****			****			****				****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - AM PEAK HOUR

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

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.837
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 140 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 3	1 0	1	0 3	1 0
Volume Module:												
Base Vol:	141	1189	215	69	313	73	167	835	335	153	1082	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	1189	215	69	313	73	167	835	335	153	1082	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	1189	215	69	313	73	167	835	335	153	1082	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	1189	215	69	313	73	167	835	335	153	1082	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	1189	215	69	313	73	167	835	335	153	1082	45
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.84	0.16
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5280	220
Capacity Analysis Module:												
Vol/Sat:	0.10	0.43	0.16	0.05	0.11	0.05	0.12	0.20	0.24	0.11	0.20	0.20
Crit Volume:		595			69				335	153		
Crit Moves:		****			****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - AM PEAK HOUR

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

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	83	945	87	20	355	70	195	616	75	75	441	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	945	87	20	355	70	195	616	75	75	441	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	945	87	20	355	70	195	616	75	75	441	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	945	87	20	355	70	195	616	75	75	441	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	945	87	20	355	70	195	616	75	75	441	45
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.67	0.33	1.00	1.78	0.22	1.00	1.81	0.19
Final Sat.:	1500	2747	253	1500	2506	494	1500	2674	326	1500	2722	278
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.34	0.01	0.14	0.14	0.13	0.23	0.23	0.05	0.16	0.16
Crit Volume:		516			20			195			243	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - AM PEAK HOUR

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

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.664
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	27	1082	21	10	396	63	241	493	29	19	387	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	1082	21	10	396	63	241	493	29	19	387	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	1082	21	10	396	63	241	493	29	19	387	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1082	21	10	396	63	241	493	29	19	387	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	1082	21	10	396	63	241	493	29	19	387	62
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.73	0.27	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2943	57	1500	2588	412	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.37	0.37	0.01	0.15	0.15	0.16	0.16	0.02	0.01	0.13	0.04
Crit Volume:		552			10			241			194	
Crit Moves:		****	****				****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - AM PEAK HOUR

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

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.854
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	0	0 2	0 1	1	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	530	1015	0	0	406	410	464	0	43	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	530	1015	0	0	406	410	464	0	43	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	530	1015	0	0	406	410	464	0	43	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	530	1015	0	0	406	410	464	0	43	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	530	1015	0	0	406	410	510	0	43	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.84	0.00	0.16	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2629	0	221	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.37	0.36	0.00	0.00	0.14	0.29	0.19	0.00	0.19	0.00	0.00	0.00
Crit Volume:	530					410	277				0	
Crit Moves:	****					****	****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - AM PEAK HOUR

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

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0 2	1	0	0 1	0	1	0 3	0 1	3 0 2 0 1
Volume Module:												
Base Vol:	130	0	981	0	0	0	0	326	169	1561	1011	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	0	981	0	0	0	0	326	169	1561	1011	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	130	0	981	0	0	0	0	326	0	1561	1011	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	981	0	0	0	0	326	0	1561	1011	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	143	0	1079	0	0	0	0	326	0	1717	1011	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.38	0.00	0.00	0.00	0.00	0.08	0.00	0.40	0.35	0.00
Crit Volume:	72				0			109		572		
Crit Moves:	****							****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - AM PEAK HOUR

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

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.506
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1 1	0	0	0 1!	0 0	0 0 1! 0 0
Volume Module:												
Base Vol:	17	1006	87	10	465	39	20	70	37	48	120	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	1006	87	10	465	39	20	70	37	48	120	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	1006	87	10	465	39	20	70	37	48	120	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1006	87	10	465	39	20	70	37	48	120	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	1006	87	10	465	39	20	70	37	48	120	14
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.85	0.15	0.16	0.55	0.29	0.26	0.66	0.08
Final Sat.:	1500	2761	239	1500	2768	232	236	827	437	396	989	115
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.36	0.01	0.17	0.17	0.08	0.08	0.08	0.12	0.12	0.12
Crit Volume:			547	10			20			182		
Crit Moves:			****	****			****			****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - AM PEAK HOUR

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

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1 1	1	0	0 1	1	2	0 3	0 1	2 0 2 1 0
Volume Module:												
Base Vol:	40	14	128	29	3	18	71	1018	18	331	2237	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	14	128	29	3	18	71	1018	18	331	2237	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	14	128	29	3	18	71	1018	18	331	2237	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	14	128	29	3	18	71	1018	18	331	2237	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	14	141	29	3	20	78	1018	18	364	2237	81
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.18	1.82	1.00	0.26	1.74	2.00	3.00	1.00	2.00	2.90	0.10
Final Sat.:	1425	258	2592	1425	375	2475	2850	4275	1425	2850	4126	149
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.02	0.01	0.01	0.03	0.24	0.01	0.13	0.54	0.54
Crit Volume:		77		29			39			773		
Crit Moves:		****		****			****			****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - AM PEAK HOUR

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

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.496
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1 0	1	0	0 1	0	1	0 1	1 0	1 0 1 1 0
Volume Module:												
Base Vol:	97	226	37	15	208	54	52	468	199	51	575	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	226	37	15	208	54	52	468	199	51	575	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	226	37	15	208	54	52	468	199	51	575	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	226	37	15	208	54	52	468	199	51	575	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	226	37	15	208	54	52	468	199	51	575	32
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.86	0.14	1.00	0.79	0.21	1.00	1.40	0.60	1.00	1.89	0.11
Final Sat.:	1500	1289	211	1500	1191	309	1500	2105	895	1500	2842	158
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.01	0.17	0.17	0.03	0.22	0.22	0.03	0.20	0.20
Crit Volume:	97				262				334	51		
Crit Moves:	****				****				****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec):	100				Critical Vol./Cap.(X):				0.804							
Loss Time (sec):	0				Average Delay (sec/veh):				21.8							
Optimal Cycle:	0				Level Of Service:				C							
Street Name:	OVERLAND AVENUE								KELMOR STREET / RANCH ROAD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	0	1	0	0	1	0	1	0	0	0	1!	0	0	0	1	0	0	1
Volume Module:																
Base Vol:	2	967	32		15	566	4		0	0	0		76	1	63	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	2	967	32		15	566	4		0	0	0		76	1	63	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	2	967	32		15	566	4		0	0	0		76	1	63	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	2	967	32		15	566	4		0	0	0		76	1	63	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	2	967	32		15	566	4		0	0	0		76	1	63	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.01	1.93	0.06		0.05	1.94	0.01		0.00	1.00	0.00		0.99	0.01	1.00	
Final Sat.:	2	1207	40		29	1092	8		0	449	0		416	5	489	
Capacity Analysis Module:																
Vol/Sat:	0.80	0.80	0.80		0.52	0.52	0.52	xxxx	0.00	xxxx	0.18		0.18	0.13		
Crit Moves:	****				****					****			****			
Delay/Veh:	27.4	27.0	26.7		15.3	15.2	15.1		0.0	0.0	0.0		12.4	12.4	10.5	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	27.4	27.0	26.7		15.3	15.2	15.1		0.0	0.0	0.0		12.4	12.4	10.5	
LOS by Move:	D		D		D	C	C		C	*	*		*	B	B	
ApproachDel:	27.0				15.2				xxxxxx				11.5			
Delay Adj:	1.00				1.00				xxxxx				1.00			
ApprAdjDel:	27.0				15.2				xxxxxx				11.5			
LOS by Appr:	D				C				*				B			
AllWayAvgQ:	3.3	3.2	3.2		1.0	1.0	1.0		0.0	0.0	0.0		0.2	0.2	0.1	

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec):	100				Critical Vol./Cap.(X):				0.784							
Loss Time (sec):	0				Average Delay (sec/veh):				20.3							
Optimal Cycle:	0				Level Of Service:				C							
Street Name:	OVERLAND AVENUE								SAWTELLE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	0	0	0	1	1	0	0	0	1!	0	0	0	0	0	0	0
Volume Module:																
Base Vol:	34	1010	0		0	554	75		54	0	44		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	34	1010	0		0	554	75		54	0	44		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	34	1010	0		0	554	75		54	0	44		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	34	1010	0		0	554	75		54	0	44		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	34	1010	0		0	554	75		54	0	44		0	0	0	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	1.76	0.24		0.55	0.00	0.45		0.00	0.00	0.00	
Final Sat.:	587	1288	0		0	1043	143		306	0	249		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.78	xxxx		xxxx	0.53	0.52		0.18	xxxx	0.18		xxxx	xxxx	xxxx	
Crit Moves:		****				****				****						
Delay/Veh:	9.1	25.0	0.0		0.0	14.9	14.6		10.6	0.0	10.6		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	9.1	25.0	0.0		0.0	14.9	14.6		10.6	0.0	10.6		0.0	0.0	0.0	
LOS by Move:	A	C	*		*	B	B		B	*	B		*	*	*	
ApproachDel:	24.5				14.9				10.6				xxxxxx			
Delay Adj:	1.00				1.00				1.00				xxxxx			
ApprAdjDel:	24.5				14.9				10.6				xxxxxx			
LOS by Appr:	C				B				B				*			
AllWayAvgQ:	0.1	3.0	0.0		0.0	1.1	1.0		0.2	0.2	0.2		0.0	0.0	0.0	

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - AM PEAK HOUR

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

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.764
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 Level Of Service: C

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	108	818	274	73	502	119	156	689	113	172	749	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	818	274	73	502	119	156	689	113	172	749	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	818	274	73	502	119	156	689	113	172	749	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	818	274	73	502	119	156	689	113	172	749	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	818	274	73	502	119	156	689	113	172	749	76
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.82	0.18
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2497	253
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.20	0.05	0.18	0.09	0.11	0.25	0.08	0.13	0.30	0.30
Crit Volume:		409			73			156				413
Crit Moves:		****			****			****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: C[18.7]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	0	0	1!	0	0	1	0	0	2	0	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	6	0	165	256	730	0	0	812	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	6	0	165	256	730	0	0	812	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	6	0	165	256	730	0	0	812	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	6	0	165	256	730	0	0	812	93
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1736	2101	453	905	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	80	52	560	760	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	59	35	560	760	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.10	0.00	0.29	0.34	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	432	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	18.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				18.7		xxxxxx			xxxxxx		
ApproachLOS:	*				C		*			*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - MD PEAK HOUR

Scenario Report

Scenario:	MD
Command:	MD
Volume:	MD
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - MD PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	B	xxxxx	0.637	B	xxxxx	0.637	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	B	xxxxx	0.696	B	xxxxx	0.696	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	B	xxxxx	0.660	B	xxxxx	0.660	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	A	xxxxx	0.436	A	xxxxx	0.436	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	B	xxxxx	0.644	B	xxxxx	0.644	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	A	xxxxx	0.477	A	xxxxx	0.477	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	A	xxxxx	0.547	A	xxxxx	0.547	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	A	xxxxx	0.548	A	xxxxx	0.548	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	A	xxxxx	0.536	A	xxxxx	0.536	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.419	A	xxxxx	0.419	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	B	xxxxx	0.678	B	xxxxx	0.678	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.471	A	xxxxx	0.471	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.451	A	xxxxx	0.451	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.415	A	xxxxx	0.415	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	A	xxxxx	0.577	A	xxxxx	0.577	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	C	xxxxx	0.726	C	xxxxx	0.726	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOULE	B	12.2	0.257	B	12.2	0.257	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	A	xxxxx	0.598	A	xxxxx	0.598	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	D	xxxxx	0.802	D	xxxxx	0.802	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.483	A	xxxxx	0.483	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.391	A	xxxxx	0.391	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	A	xxxxx	0.599	A	xxxxx	0.599	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	C	xxxxx	0.711	C	xxxxx	0.711	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	A	xxxxx	0.586	A	xxxxx	0.586	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	A	xxxxx	0.563	A	xxxxx	0.563	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	B	xxxxx	0.605	B	xxxxx	0.605	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx	0.432	A	xxxxx	0.432	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.453	A	xxxxx	0.453	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	A	xxxxx	0.450	A	xxxxx	0.450	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx	0.439	A	xxxxx	0.439	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	B	13.7	0.533	B	13.7	0.533	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	C	15.1	0.579	C	15.1	0.579	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	B	xxxxx	0.666	B	xxxxx	0.666	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	E	40.9	0.514	E	40.9	0.514	+ 0.000 D/V

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - MD PEAK HOUR

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

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:																				
Base Vol:	476	1011	218	114	693	60	107	344	402	265	326	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	476	1011	218	114	693	60	107	344	402	265	326	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	476	1011	218	114	693	60	107	344	402	265	326	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	476	1011	218	114	693	60	107	344	402	265	326	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	524	1011	218	125	693	60	107	344	442	292	326	225
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.18	0.82
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	1627	1123
Capacity Analysis Module:																				
Vol/Sat:	0.19	0.25	0.16	0.05	0.17	0.04	0.08	0.08	0.16	0.11	0.20	0.20
Crit Volume:	262				231		107				276	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - MD PEAK HOUR

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

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 75 Critical Vol./Cap.(X): 0.696
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	149	772	84	116	747	88	109	525	152	110	636	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	772	84	116	747	88	109	525	152	110	636	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	772	84	116	747	88	109	525	152	110	636	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	772	84	116	747	88	109	525	152	110	636	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	772	84	116	747	88	109	525	152	110	636	101
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.79	0.21	1.00	1.55	0.45	1.00	1.73	0.27
Final Sat.:	1500	2706	294	1500	2684	316	1500	2326	674	1500	2589	411
Capacity Analysis Module:																				
Vol/Sat:	0.10	0.29	0.29	0.08	0.28	0.28	0.07	0.23	0.23	0.07	0.25	0.25
Crit Volume:	149					418	109				369	
Crit Moves:	****					****	****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - MD PEAK HOUR

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

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.660
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	79	786	108	69	725	225	233	468	79	91	481	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	786	108	69	725	225	233	468	79	91	481	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	786	108	69	725	225	233	468	79	91	481	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	786	108	69	725	225	233	468	79	91	481	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	786	108	69	725	225	233	468	79	91	481	60
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2638	362	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.30	0.30	0.05	0.24	0.15	0.16	0.16	0.05	0.06	0.16	0.04
Crit Volume:		447			69			233			240	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - MD PEAK HOUR

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

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.436
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	69	186	123	37	192	70	60	508	67	73	534	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	186	123	37	192	70	60	508	67	73	534	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	186	123	37	192	70	60	508	67	73	534	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	186	123	37	192	70	60	508	67	73	534	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	186	123	37	192	70	60	508	67	73	534	22
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2641	109
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.14	0.09	0.03	0.14	0.05	0.04	0.18	0.05	0.05	0.20	0.20
Crit Volume:	69				192		60				278	
Crit Moves:	****				****		****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

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

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: B

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	2	0	2	0	1	1	0	2	0	1	1	0	1	1	1	0
Volume Module:																					
Base Vol:	130	621	117	167	647	146	144	464	68	153	432	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	621	117	167	647	146	144	464	68	153	432	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	621	117	167	647	146	144	464	68	153	432	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	621	117	167	647	146	144	464	68	153	432	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	621	117	184	647	146	144	464	68	153	432	129
Saturation Flow Module:																					
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.68	0.32	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.54	0.46
Final Sat.:	2750	2314	436	2750	2750	1375	1375	2750	1375	1375	2118	632
Capacity Analysis Module:																					
Vol/Sat:	0.05	0.27	0.27	0.07	0.24	0.11	0.10	0.17	0.05	0.11	0.20	0.20
Crit Volume:		369			92			144				281
Crit Moves:		****			****			****				****

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

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.477
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	1	0	1	1	1	0
Volume Module:																					
Base Vol:	40	201	102	133	379	126	41	509	64	181	499	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	201	102	133	379	126	41	509	64	181	499	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	201	102	133	379	126	41	509	64	181	499	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	201	102	133	379	126	41	509	64	181	499	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	201	102	133	379	126	41	509	64	181	499	89
Saturation Flow Module:																					
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.33	0.67	1.00	1.50	0.50	1.00	2.66	0.34	1.00	1.70	0.30
Final Sat.:	1375	1824	926	1375	2064	686	1375	3664	461	1375	2334	416
Capacity Analysis Module:																					
Vol/Sat:	0.03	0.11	0.11	0.10	0.18	0.18	0.03	0.14	0.14	0.13	0.21	0.21
Crit Volume:			152	133					191	181		
Crit Moves:			****	****					****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - MD PEAK HOUR

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

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	1	0	2	0	2	1	0	1	0	2	1	0
Volume Module:																					
Base Vol:	126	674	126	27	541	137	184	519	140	106	491	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	674	126	27	541	137	184	519	140	106	491	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	674	126	27	541	137	184	519	140	106	491	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	674	126	27	541	137	184	519	140	106	491	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	139	674	126	27	541	137	202	519	140	117	491	64
Saturation Flow Module:																					
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.58	0.42	2.00	2.65	0.35
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2166	584	2750	3649	476
Capacity Analysis Module:																					
Vol/Sat:	0.05	0.25	0.09	0.02	0.20	0.10	0.07	0.24	0.24	0.04	0.13	0.13
Crit Volume:		337			27				330	58		
Crit Moves:		****			****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - MD PEAK HOUR

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

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.548
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: A

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	1	1	0	1	0	2	0	1
Volume Module:																					
Base Vol:	9	19	11	207	34	222	255	605	20	27	522	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	19	11	207	34	222	255	605	20	27	522	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	19	11	207	34	222	255	605	20	27	522	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	19	11	207	34	222	255	605	20	27	522	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	19	11	207	34	222	255	605	20	27	522	156
Saturation Flow Module:																					
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.13	0.87	1.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	189	1236	1425	2759	91	1425	2850	1425
Capacity Analysis Module:																					
Vol/Sat:	0.01	0.01	0.01	0.15	0.18	0.18	0.18	0.22	0.22	0.02	0.18	0.11
Crit Volume:	9				256		255				261	
Crit Moves:	****				****		****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - MD PEAK HOUR

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

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.536
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: A

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	2	0	1
Volume Module:															
Base Vol:	57	424	229	76	350	340	346	540	46	234	518	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	424	229	76	350	340	346	540	46	234	518	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	424	229	76	350	340	346	540	46	234	518	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	424	229	76	350	340	346	540	46	234	518	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	57	424	229	76	350	340	381	540	46	257	518	127
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.84	0.16	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2534	216	2750	2750	1375
Capacity Analysis Module:															
Vol/Sat:	0.04	0.15	0.17	0.06	0.13	0.25	0.14	0.21	0.21	0.09	0.19	0.09
Crit Volume:		212			76			190			259	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - MD PEAK HOUR

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

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.419
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!	0	0
Volume Module:															
Base Vol:	0	803	940	0	615	15	0	0	0	868	7	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	803	940	0	615	15	0	0	0	868	7	25
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	803	0	0	615	15	0	0	0	868	7	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	803	0	0	615	15	0	0	0	868	7	25
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	803	0	0	615	15	0	0	0	955	7	25
Saturation Flow Module:															
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.93	0.07	0.00	0.00	0.00	2.90	0.02	0.08
Final Sat.:	0	4275	1425	0	4173	102	0	0	0	4136	30	108
Capacity Analysis Module:															
Vol/Sat:	0.00	0.19	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.23	0.23	0.23
Crit Volume:		268			0					0	329	
Crit Moves:		****			****						****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - MD PEAK HOUR

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

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	0	2	1	0	2	0	2	1	0
Volume Module:															
Base Vol:	76	1217	133	123	910	432	314	170	37	143	225	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	1217	133	123	910	432	314	170	37	143	225	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	1217	133	123	910	432	314	170	37	143	225	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1217	133	123	910	432	314	170	37	143	225	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	76	1217	133	123	910	475	345	170	37	157	225	187
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.70	0.30	1.00	2.00	2.00	2.00	1.64	0.36	2.00	2.00	1.00
Final Sat.:	1375	3719	406	1375	2750	2750	2750	2258	492	2750	2750	1375
Capacity Analysis Module:															
Vol/Sat:	0.06	0.33	0.33	0.09	0.33	0.17	0.13	0.08	0.08	0.06	0.08	0.14
Crit Volume:		450			123			173				187
Crit Moves:		****			****			****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - MD PEAK HOUR

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

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1	0	1	0	1	0	1	1	0	3	0	1	1	0	2	1	0
Volume Module:															
Base Vol:	523	54	40	4	16	59	57	736	226	56	597	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	523	54	40	4	16	59	57	736	226	56	597	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	523	54	40	4	16	59	57	736	226	56	597	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	523	54	40	4	16	59	57	736	226	56	597	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	575	54	40	4	16	59	57	736	226	56	597	17
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.57	0.43	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.92	0.08
Final Sat.:	2750	790	585	1375	1375	1375	1375	4125	1375	1375	4011	114
Capacity Analysis Module:															
Vol/Sat:	0.21	0.07	0.07	0.00	0.01	0.04	0.04	0.18	0.16	0.04	0.15	0.15
Crit Volume:	288					59		245		56		
Crit Moves:	****					****		****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - MD PEAK HOUR

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

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.451
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0 0	0 0	2	0	2 0	0	0 2	1 1
Volume Module:												
Base Vol:	83	0	150	0	0	0	289	909	0	0	997	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	0	150	0	0	0	289	909	0	0	997	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	0	150	0	0	0	289	909	0	0	997	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	0	150	0	0	0	289	909	0	0	997	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	91	0	150	0	0	0	318	909	0	0	997	337
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.99	1.01
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4261	1439
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.11	0.00	0.00	0.00	0.11	0.32	0.00	0.00	0.23	0.23
Crit Volume:			150			0		159				333
Crit Moves:			****					****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - MD PEAK HOUR

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

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.415
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0	1	0	4 0	1	2	0 2 0
Volume Module:												
Base Vol:	0	0	0	379	0	201	0	784	143	333	645	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	379	0	201	0	784	143	333	645	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	379	0	201	0	784	143	333	645	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	379	0	201	0	784	143	333	645	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	417	0	221	0	784	143	366	645	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.96	0.00	1.04	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2793	0	1482	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.15	0.00	0.14	0.10	0.13	0.23	0.00
Crit Volume:			0			213		196		183		
Crit Moves:						****		****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - MD PEAK HOUR

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

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.577
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	0	0	1! 0	0	1	0 0 1
Volume Module:												
Base Vol:	8	289	85	399	215	11	5	13	5	209	21	459
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	289	85	399	215	11	5	13	5	209	21	459
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	289	85	399	215	11	5	13	5	209	21	459
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	289	85	399	215	11	5	13	5	209	21	459
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	289	85	399	215	11	5	13	5	209	21	459
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	1.51	0.45	1.00	0.96	0.04	0.22	0.56	0.22	0.91	0.09	1.00
Final Sat.:	60	2156	634	1425	1375	50	310	805	310	1295	130	1425
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.28	0.16	0.22	0.02	0.02	0.02	0.16	0.16	0.32
Crit Volume:			191	399				23		209		
Crit Moves:			****	****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - MD PEAK HOUR

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

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.726
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0	1	1	0 2	0	1	2 0	3	0	1 2 0 3 0 1
Volume Module:												
Base Vol:	146	678	185	127	557	134	250	1160	117	264	1188	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	678	185	127	557	134	250	1160	117	264	1188	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	678	185	127	557	134	250	1160	117	264	1188	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	678	185	127	557	134	250	1160	117	264	1188	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	146	678	185	127	557	134	275	1160	117	290	1188	109
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.13	0.09	0.20	0.10	0.10	0.28	0.09	0.11	0.29	0.08
Crit Volume:		339		127				387		145		
Crit Moves:		****		****				****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: B[12.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 0	0	0	2	0 1	1	0	2	0 0
Volume Module:																
Base Vol:	0	0	173		0	0	0		0	655	61		157	713	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	173		0	0	0		0	655	61		157	713	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	173		0	0	0		0	655	61		157	713	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	173		0	0	0		0	655	61		157	713	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	328		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		716	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	674		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		894	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	674		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		894	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	0.26		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.18	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	1.0		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.6	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	12.2		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		9.9	xxxx	xxxxx	
LOS by Move:	*	*	B		*	*	*		*	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	12.2				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	B				*				*				*			

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - MD PEAK HOUR

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

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.598
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD								SAWTELLE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1 0	1	0	2	1 0	1	0	2	0 1	1	0	1	1 0
Volume Module:																
Base Vol:	106	1473	58		116	1284	89		121	106	68		103	187	149	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	106	1473	58		116	1284	89		121	106	68		103	187	149	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	106	1473	58		116	1284	89		121	106	68		103	187	149	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	106	1473	58		116	1284	89		121	106	68		103	187	149	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	106	1473	58		116	1284	89		121	106	68		103	187	149	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.85	0.15		1.00	2.81	0.19		1.00	2.00	1.00		1.00	1.11	0.89	
Final Sat.:	1425	5484	216		1425	3998	277		1425	2850	1425		1425	1586	1264	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.27	0.27		0.08	0.32	0.32		0.08	0.04	0.05		0.07	0.12	0.12	
Crit Volume:	106						458		121					168		
Crit Moves:	****						****		****					****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - MD PEAK HOUR

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

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.802
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 143 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD								VENICE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	1 0	1	0	3	0 1
Volume Module:																
Base Vol:	231	256	184		85	310	66		91	1168	81		267	1088	90	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	231	256	184		85	310	66		91	1168	81		267	1088	90	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	231	256	184		85	310	66		91	1168	81		267	1088	90	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	231	256	184		85	310	66		91	1168	81		267	1088	90	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	231	256	184		85	310	66		91	1168	81		267	1088	90	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.16	0.84		1.00	1.65	0.35		1.00	2.81	0.19		1.00	3.00	1.00	
Final Sat.:	1375	1600	1150		1375	2267	483		1375	3857	268		1375	4125	1375	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.16	0.16		0.06	0.14	0.14		0.07	0.30	0.30		0.19	0.26	0.07	
Crit Volume:	231					188					416		267			
Crit Moves:	****					****					****		****			

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - MD PEAK HOUR

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

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.483
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD								WASHINGTON BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	1	0	1 0	0	1	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	142	232	80		27	138	86		72	649	97		71	621	34	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	142	232	80		27	138	86		72	649	97		71	621	34	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	142	232	80		27	138	86		72	649	97		71	621	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	142	232	80		27	138	86		72	649	97		71	621	34	
PCE Adj:	1.00	1.00	1.00		2.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	142	232	80		54	138	86		72	649	97		71	621	34	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.63	1.02	0.35		0.24	1.14	0.62		1.00	1.74	0.26		1.00	1.90	0.10	
Final Sat.:	938	1533	529		362	1710	928		1500	2610	390		1500	2844	156	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.15	0.15		0.07	0.08	0.09		0.05	0.25	0.25		0.05	0.22	0.22	
Crit Volume:	142						139			373			71			
Crit Moves:	****						****			****			****			

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - MD PEAK HOUR

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

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.391
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	25	233	41	110	165	174	94	537	59	17	424	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	233	41	110	165	174	94	537	59	17	424	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	233	41	110	165	174	94	537	59	17	424	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	233	41	110	165	174	94	537	59	17	424	89
PCE Adj:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	233	41	110	165	174	94	537	59	17	424	89
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.18	1.57	0.25	0.49	0.73	0.78	1.00	1.80	0.20	1.00	2.00	1.00
Final Sat.:	274	2347	380	735	1102	1163	1500	2703	297	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.11	0.15	0.15	0.15	0.06	0.20	0.20	0.01	0.14	0.06
Crit Volume:			162	110				298		17		
Crit Moves:			****	****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - MD PEAK HOUR

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

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	2	0	1	1	0	1	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	296	1141	98	302	660	48	46	189	84	180	267	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	296	1141	98	302	660	48	46	189	84	180	267	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	296	1141	98	302	660	48	46	189	84	180	267	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	1141	98	302	660	48	46	189	84	180	267	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	326	1141	98	332	660	48	46	189	84	198	267	198
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.76	0.24	2.00	1.86	0.14	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3799	326	2750	2564	186	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.30	0.30	0.12	0.26	0.26	0.03	0.07	0.06	0.07	0.10	0.14
Crit Volume:		413		166			46					198
Crit Moves:		****		****			****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - MD PEAK HOUR

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

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.711
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	3	1	0	1	0	3	1	0
Volume Module:												
Base Vol:	242	836	324	73	452	80	180	1024	358	129	1110	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	242	836	324	73	452	80	180	1024	358	129	1110	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	242	836	324	73	452	80	180	1024	358	129	1110	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	836	324	73	452	80	180	1024	358	129	1110	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	242	836	324	73	452	80	180	1024	358	129	1110	67
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.77	0.23
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5187	313
Capacity Analysis Module:												
Vol/Sat:	0.18	0.30	0.24	0.05	0.16	0.06	0.13	0.25	0.26	0.09	0.21	0.21
Crit Volume:		418		73					358	129		
Crit Moves:		****		****					****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - MD PEAK HOUR

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

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	100	647	83	45	567	138	147	437	119	97	484	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	647	83	45	567	138	147	437	119	97	484	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	647	83	45	567	138	147	437	119	97	484	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	647	83	45	567	138	147	437	119	97	484	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	647	83	45	567	138	147	437	119	97	484	75
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.77	0.23	1.00	1.61	0.39	1.00	1.57	0.43	1.00	1.73	0.27
Final Sat.:	1500	2659	341	1500	2413	587	1500	2358	642	1500	2597	403
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.03	0.23	0.24	0.10	0.19	0.19	0.06	0.19	0.19
Crit Volume:	100					353	147					280
Crit Moves:	****					****	****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - MD PEAK HOUR

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

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	1	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	71	761	50	29	555	77	211	346	104	15	397	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	761	50	29	555	77	211	346	104	15	397	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	761	50	29	555	77	211	346	104	15	397	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	761	50	29	555	77	211	346	104	15	397	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	761	50	29	555	77	211	346	104	15	397	68
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.88	0.12	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2815	185	1500	2634	366	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.02	0.21	0.21	0.14	0.12	0.07	0.01	0.13	0.05
Crit Volume:			406	29			211				199	
Crit Moves:			****	****			****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - MD PEAK HOUR

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

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: B

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1	0
Volume Module:												
Base Vol:	231	795	0	0	606	331	437	0	120	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	795	0	0	606	331	437	0	120	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	795	0	0	606	331	437	0	120	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	795	0	0	606	331	437	0	120	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	231	795	0	0	606	331	481	0	120	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.60	0.01	0.39	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2281	0	569	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.28	0.00	0.00	0.21	0.23	0.21	0.00	0.21	0.00	0.00	0.00
Crit Volume:	231					331	300				0	
Crit Moves:	****					****	****					

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - MD PEAK HOUR

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

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.432
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0	2	1	0	0	1	0	3	0	2	0	1
Volume Module:												
Base Vol:	220	0	744	0	0	0	0	619	159	619	752	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	0	744	0	0	0	0	619	159	619	752	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	220	0	744	0	0	0	0	619	0	619	752	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	0	744	0	0	0	0	619	0	619	752	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	242	0	818	0	0	0	0	619	0	681	752	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.29	0.00	0.00	0.00	0.00	0.14	0.00	0.16	0.26	0.00
Crit Volume:			409			0		206			0	
Crit Moves:			****					****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - MD PEAK HOUR

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

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	0	1!	0	0	0	1!	0	0
Volume Module:												
Base Vol:	50	873	47	21	714	50	26	39	25	62	85	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	873	47	21	714	50	26	39	25	62	85	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	873	47	21	714	50	26	39	25	62	85	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	873	47	21	714	50	26	39	25	62	85	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	873	47	21	714	50	26	39	25	62	85	26
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.87	0.13	0.29	0.43	0.28	0.36	0.49	0.15
Final Sat.:	1500	2847	153	1500	2804	196	433	650	417	538	737	225
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.31	0.01	0.25	0.25	0.06	0.06	0.06	0.12	0.12	0.12
Crit Volume:		460			21			26			173	
Crit Moves:		****			****			****			****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - MD PEAK HOUR

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

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	0	0 1	1	2	0 3	0 1	2	0 2 1 0
Volume Module:												
Base Vol:	32	13	223	58	13	59	57	1056	55	186	1134	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	13	223	58	13	59	57	1056	55	186	1134	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	13	223	58	13	59	57	1056	55	186	1134	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	13	223	58	13	59	57	1056	55	186	1134	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	32	13	245	58	13	65	63	1056	55	205	1134	29
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.10	1.90	1.00	0.33	1.67	2.00	3.00	1.00	2.00	2.93	0.07
Final Sat.:	1425	143	2707	1425	476	2374	2850	4275	1425	2850	4168	107
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.09	0.04	0.03	0.03	0.02	0.25	0.04	0.07	0.27	0.27
Crit Volume:		129		58				352		102		
Crit Moves:		****		****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - MD PEAK HOUR

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

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.439
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0 1	0	1	0 1	1	1	0 1 1 0
Volume Module:												
Base Vol:	88	149	38	35	140	60	72	481	100	49	552	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	149	38	35	140	60	72	481	100	49	552	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	149	38	35	140	60	72	481	100	49	552	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	149	38	35	140	60	72	481	100	49	552	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	149	38	35	140	60	72	481	100	49	552	46
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.80	0.20	1.00	0.70	0.30	1.00	1.66	0.34	1.00	1.85	0.15
Final Sat.:	1500	1195	305	1500	1050	450	1500	2484	516	1500	2769	231
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.02	0.13	0.13	0.05	0.19	0.19	0.03	0.20	0.20
Crit Volume:	88				200		72					299
Crit Moves:	****				****		****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 0 Average Delay (sec/veh): 13.7
Optimal Cycle: 0 Level Of Service: B

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0 1	0	0	0 1	0	0	1! 0	0	1	0 0 1
Volume Module:												
Base Vol:	9	620	51	29	617	4	8	3	5	48	1	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	620	51	29	617	4	8	3	5	48	1	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	620	51	29	617	4	8	3	5	48	1	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	620	51	29	617	4	8	3	5	48	1	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	620	51	29	617	4	8	3	5	48	1	29
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	1.82	0.15	0.09	1.90	0.01	0.50	0.19	0.31	0.98	0.02	1.00
Final Sat.:	17	1174	98	56	1203	8	238	89	148	427	9	509
Capacity Analysis Module:												
Vol/Sat:	0.53	0.53	0.52	0.52	0.51	0.51	0.03	0.03	0.03	0.11	0.11	0.06
Crit Moves:	****			****				****		****		
Delay/Veh:	14.3	14.0	13.8	14.0	13.9	13.8	10.3	10.3	10.3	11.2	11.2	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.3	14.0	13.8	14.0	13.9	13.8	10.3	10.3	10.3	11.2	11.2	9.5
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	A
ApproachDel:		14.0			13.9			10.3			10.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.0			13.9			10.3			10.6	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	1.1	1.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.579
Loss Time (sec): 0 Average Delay (sec/veh): 15.1
Optimal Cycle: 0 Level Of Service: C

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 0	0	0	1 1 0	0	0	1! 0 0	0	0	0 0 0
Volume Module:												
Base Vol:	98	621	0	0	580	103	92	0	135	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	621	0	0	580	103	92	0	135	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	621	0	0	580	103	92	0	135	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	621	0	0	580	103	92	0	135	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	621	0	0	580	103	92	0	135	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.70	0.30	0.41	0.00	0.59	0.00	0.00	0.00
Final Sat.:	538	1171	0	0	1001	181	232	0	341	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.53	xxxx	xxxx	0.58	0.57	0.40	xxxx	0.40	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	10.7	15.2	0.0	0.0	16.4	15.8	12.8	0.0	12.8	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	15.2	0.0	0.0	16.4	15.8	12.8	0.0	12.8	0.0	0.0	0.0
LOS by Move:	B	C	*	*	C	C	B	*	B	*	*	*
ApproachDel:		14.6			16.3			12.8			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		14.6			16.3			12.8			xxxxxx	
LOS by Appr:		B			C			B			*	
AllWayAvgQ:	0.2	1.0	0.0	0.0	1.3	1.2	0.6	0.6	0.6	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - MD PEAK HOUR

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

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.666
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: B

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	175	629	216	90	656	162	132	547	112	90	531	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	629	216	90	656	162	132	547	112	90	531	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	629	216	90	656	162	132	547	112	90	531	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	629	216	90	656	162	132	547	112	90	531	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	629	216	90	656	162	132	547	112	90	531	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.89	0.11
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2603	147
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.16	0.07	0.24	0.12	0.10	0.20	0.08	0.07	0.20	0.20
Crit Volume:	175				328		132					281
Crit Moves:	****				****		****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: E[40.9]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0 0 0	0	0	1! 0 0	1	0	2 0 0	0	0	1 1 0
Volume Module:												
Base Vol:	0	0	0	7	0	231	223	976	0	0	1131	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	7	0	231	223	976	0	0	1131	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	7	0	231	223	976	0	0	1131	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	7	0	231	223	976	0	0	1131	67
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2099	2587	599	1198	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	46	26	450	590	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	32	16	450	590	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.22	0.00	0.51	0.38	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	326	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	5.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	40.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	E	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				40.9		xxxxxx			xxxxxx		
ApproachLOS:	*				E		*			*		

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - PM PEAK HOUR

Scenario Report

Scenario:	PM
Command:	PM
Volume:	PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - PM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	D	xxxxx	0.806	D	xxxxx	0.806	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	E	xxxxx	0.918	E	xxxxx	0.918	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	D	xxxxx	0.824	D	xxxxx	0.824	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	B	xxxxx	0.665	B	xxxxx	0.665	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	E	xxxxx	0.915	E	xxxxx	0.915	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	D	xxxxx	0.852	D	xxxxx	0.852	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	C	xxxxx	0.715	C	xxxxx	0.715	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	B	xxxxx	0.695	B	xxxxx	0.695	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	C	xxxxx	0.755	C	xxxxx	0.755	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.477	A	xxxxx	0.477	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	D	xxxxx	0.863	D	xxxxx	0.863	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.489	A	xxxxx	0.489	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	C	xxxxx	0.752	C	xxxxx	0.752	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.464	A	xxxxx	0.464	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	D	xxxxx	0.834	D	xxxxx	0.834	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	E	xxxxx	0.949	E	xxxxx	0.949	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOULE	B	12.8	0.378	B	12.8	0.378	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	B	xxxxx	0.668	B	xxxxx	0.668	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	E	xxxxx	0.950	E	xxxxx	0.950	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	B	xxxxx	0.624	B	xxxxx	0.624	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.584	A	xxxxx	0.584	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	C	xxxxx	0.778	C	xxxxx	0.778	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	E	xxxxx	0.991	E	xxxxx	0.991	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	C	xxxxx	0.702	C	xxxxx	0.702	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.652	B	xxxxx	0.652	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	D	xxxxx	0.803	D	xxxxx	0.803	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	C	xxxxx	0.712	C	xxxxx	0.712	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.568	A	xxxxx	0.568	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	C	xxxxx	0.777	C	xxxxx	0.777	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	B	xxxxx	0.609	B	xxxxx	0.609	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	D	28.5	0.820	D	28.5	0.820	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	D	27.2	0.840	D	27.2	0.840	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	E	xxxxx	0.984	E	xxxxx	0.984	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F	68.1	0.625	F	68.1	0.625	+ 0.000 D/V

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - PM PEAK HOUR

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

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec):	130	Critical Vol./Cap.(X):	0.806
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	146	Level Of Service:	D

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:																				
Base Vol:	494	1278	252	159	1353	51	102	587	736	344	368	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	494	1278	252	159	1353	51	102	587	736	344	368	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	494	1278	252	159	1353	51	102	587	736	344	368	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	494	1278	252	159	1353	51	102	587	736	344	368	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	543	1278	252	175	1353	51	102	587	810	378	368	168
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.37	0.63
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	1888	862
Capacity Analysis Module:																				
Vol/Sat:	0.20	0.31	0.18	0.06	0.33	0.04	0.07	0.14	0.29	0.14	0.19	0.19
Crit Volume:	272				451			196		189		
Crit Moves:	****				****			****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - PM PEAK HOUR

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

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	75	Critical Vol./Cap.(X):	0.918
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	133	1100	86	123	1339	84	86	643	177	123	641	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	1100	86	123	1339	84	86	643	177	123	641	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	1100	86	123	1339	84	86	643	177	123	641	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1100	86	123	1339	84	86	643	177	123	641	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	1100	86	123	1339	84	86	643	177	123	641	105
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.85	0.15	1.00	1.88	0.12	1.00	1.57	0.43	1.00	1.72	0.28
Final Sat.:	1500	2782	218	1500	2823	177	1500	2352	648	1500	2578	422
Capacity Analysis Module:																				
Vol/Sat:	0.09	0.40	0.40	0.08	0.47	0.47	0.06	0.27	0.27	0.08	0.25	0.25
Crit Volume:	133				712			410		123		
Crit Moves:	****				****			****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - PM PEAK HOUR

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

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.824
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 Level Of Service: D

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	70	1060	165	63	1363	182	173	640	83	125	624	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1060	165	63	1363	182	173	640	83	125	624	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1060	165	63	1363	182	173	640	83	125	624	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1060	165	63	1363	182	173	640	83	125	624	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1060	165	63	1363	182	173	640	83	125	624	74
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.73	0.27	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2596	404	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.41	0.41	0.04	0.45	0.12	0.12	0.21	0.06	0.08	0.21	0.05
Crit Volume:	70				682		173				312	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - PM PEAK HOUR

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

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: B

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	92	238	143	100	285	165	74	900	93	87	737	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	238	143	100	285	165	74	900	93	87	737	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	238	143	100	285	165	74	900	93	87	737	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	238	143	100	285	165	74	900	93	87	737	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	238	143	100	285	165	74	900	93	87	737	23
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.94	0.06
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2667	83
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.10	0.07	0.21	0.12	0.05	0.33	0.07	0.06	0.28	0.28
Crit Volume:	92				285			450		87		
Crit Moves:	****				****			****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - PM PEAK HOUR

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

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.915
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	2	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	140	694	141	142	954	324	220	783	124	187	841	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	694	141	142	954	324	220	783	124	187	841	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	694	141	142	954	324	220	783	124	187	841	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	694	141	142	954	324	220	783	124	187	841	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	694	141	156	954	324	220	783	124	187	841	128
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.66	0.34	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.74	0.26
Final Sat.:	2750	2286	464	2750	2750	1375	1375	2750	1375	1375	2387	363
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.30	0.06	0.35	0.24	0.16	0.28	0.09	0.14	0.35	0.35
Crit Volume:	77				477		220				485	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - PM PEAK HOUR

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

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.852
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 154 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	71	302	66	99	767	216	78	764	79	302	874	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	302	66	99	767	216	78	764	79	302	874	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	302	66	99	767	216	78	764	79	302	874	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	302	66	99	767	216	78	764	79	302	874	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	302	66	99	767	216	78	764	79	302	874	188
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.64	0.36	1.00	1.56	0.44	1.00	2.72	0.28	1.00	1.65	0.35
Final Sat.:	1375	2257	493	1375	2146	604	1375	3738	387	1375	2263	487
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.07	0.36	0.36	0.06	0.20	0.20	0.22	0.39	0.39
Crit Volume:	71					492	78				531	
Crit Moves:	****					****	****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - PM PEAK HOUR

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

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.715
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:																				
Base Vol:	127	741	131	72	783	196	302	527	114	141	1025	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	741	131	72	783	196	302	527	114	141	1025	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	741	131	72	783	196	302	527	114	141	1025	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	741	131	72	783	196	302	527	114	141	1025	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	140	741	131	72	783	196	332	527	114	155	1025	44
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.64	0.36	2.00	2.88	0.12
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2261	489	2750	3955	170
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.27	0.10	0.05	0.28	0.14	0.12	0.23	0.23	0.06	0.26	0.26
Crit Volume:	70				392		166				356	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - PM PEAK HOUR

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

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.695
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: B

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:																				
Base Vol:	17	22	12	345	19	320	303	1045	15	10	640	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	22	12	345	19	320	303	1045	15	10	640	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	22	12	345	19	320	303	1045	15	10	640	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	22	12	345	19	320	303	1045	15	10	640	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	22	12	345	19	320	303	1045	15	10	640	148
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.06	0.94	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	80	1345	1425	2810	40	1425	2850	1425
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.02	0.01	0.24	0.24	0.24	0.21	0.37	0.37	0.01	0.22	0.10
Crit Volume:		22			345			303			320	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - PM PEAK HOUR

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

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.755
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 116 Level Of Service: C

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	2	1	0	2	0	2	0	1
Volume Module:																				
Base Vol:	48	467	408	156	591	360	375	867	48	348	501	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	467	408	156	591	360	375	867	48	348	501	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	467	408	156	591	360	375	867	48	348	501	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	467	408	156	591	360	375	867	48	348	501	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	48	467	408	156	591	360	413	867	48	383	501	93
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.90	0.10	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2606	144	2750	2750	1375
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.17	0.30	0.11	0.21	0.26	0.15	0.33	0.33	0.14	0.18	0.07
Crit Volume:		234			156			458		191		
Crit Moves:		****			****			****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - PM PEAK HOUR

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

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.477
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!!	0	0
Volume Module:																				
Base Vol:	0	1181	1238	0	983	10	0	0	0	743	14	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1181	1238	0	983	10	0	0	0	743	14	25
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1181	0	0	983	10	0	0	0	743	14	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1181	0	0	983	10	0	0	0	743	14	25
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1181	0	0	983	10	0	0	0	817	14	25
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.97	0.03	0.00	0.00	0.00	2.86	0.05	0.09
Final Sat.:	0	4275	1425	0	4232	43	0	0	0	4080	70	125
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.28	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.20	0.20	0.20
Crit Volume:		394			0					285		
Crit Moves:		****			****					****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - PM PEAK HOUR

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

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.863
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 1	0	1	0 2	0 2	2	0 1	1 0	2	0 2 1 0
Volume Module:												
Base Vol:	57	1709	192	98	1186	482	470	513	16	280	247	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	1709	192	98	1186	482	470	513	16	280	247	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	1709	192	98	1186	482	470	513	16	280	247	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1709	192	98	1186	482	470	513	16	280	247	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	1709	192	98	1186	530	517	513	16	308	247	196
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.70	0.30	1.00	2.00	2.00	2.00	1.94	0.06	2.00	2.00	1.00
Final Sat.:	1375	3708	417	1375	2750	2750	2750	2667	83	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.46	0.46	0.07	0.43	0.19	0.19	0.19	0.19	0.11	0.09	0.14
Crit Volume:			634	98			259					196
Crit Moves:			****	****			****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - PM PEAK HOUR

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

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.489
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0 1	0	1	0 1	0 1	1	0 3	0 1	1	0 2 1 0
Volume Module:												
Base Vol:	475	58	32	7	19	52	72	932	411	49	774	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	475	58	32	7	19	52	72	932	411	49	774	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	475	58	32	7	19	52	72	932	411	49	774	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	475	58	32	7	19	52	72	932	411	49	774	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	523	58	32	7	19	52	72	932	411	49	774	6
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.64	0.36	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.98	0.02
Final Sat.:	2750	886	489	1375	1375	1375	1375	4125	1375	1375	4093	32
Capacity Analysis Module:												
Vol/Sat:	0.19	0.07	0.07	0.01	0.01	0.04	0.05	0.23	0.30	0.04	0.19	0.19
Crit Volume:	261					52		311		49		
Crit Moves:	****					****		****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - PM PEAK HOUR

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

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.752
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: C

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0	0 0	2	0 2	0 0	0	0 2	1 1
Volume Module:												
Base Vol:	286	0	599	0	0	0	158	827	0	0	1156	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	286	0	599	0	0	0	158	827	0	0	1156	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	286	0	599	0	0	0	158	827	0	0	1156	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	0	599	0	0	0	158	827	0	0	1156	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	315	0	599	0	0	0	174	827	0	0	1156	206
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.42	0.00	0.00	0.00	0.06	0.29	0.00	0.00	0.27	0.14
Crit Volume:			599		0		87				385	
Crit Moves:			****				****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - PM PEAK HOUR

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

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.464
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0	1	0 0	4 0	1	2	0 2 0 0
Volume Module:												
Base Vol:	0	0	0	141	0	174	0	859	247	543	897	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	141	0	174	0	859	247	543	897	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	141	0	174	0	859	247	543	897	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	141	0	174	0	859	247	543	897	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.00
FinalVolume:	0	0	0	155	0	191	0	859	247	597	897	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.34	0.00	1.66	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1914	0	2361	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.00	0.15	0.17	0.21	0.31	0.00
Crit Volume:			0			116			247	299		
Crit Moves:						****			****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - PM PEAK HOUR

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

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.834
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 137 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	10	656	105	473	460	32	7	49	16	248	39	329
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	656	105	473	460	32	7	49	16	248	39	329
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	656	105	473	460	32	7	49	16	248	39	329
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	656	105	473	460	32	7	49	16	248	39	329
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	656	105	473	460	32	7	49	16	248	39	329
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	1.70	0.27	0.98	0.95	0.07	0.10	0.68	0.22	0.86	0.14	1.00
Final Sat.:	37	2425	388	1397	1359	95	139	970	317	1231	194	1425
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.34	0.34	0.34	0.05	0.05	0.05	0.20	0.20	0.23
Crit Volume:		386				483		72		248		
Crit Moves:		****				****		****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - PM PEAK HOUR

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

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.949
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	157	996	188	187	895	142	268	1367	158	298	1258	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	996	188	187	895	142	268	1367	158	298	1258	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	996	188	187	895	142	268	1367	158	298	1258	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	996	188	187	895	142	268	1367	158	298	1258	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	157	996	188	187	895	142	295	1367	158	328	1258	81
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.36	0.14	0.14	0.33	0.10	0.11	0.33	0.11	0.12	0.30	0.06
Crit Volume:		498		187				456		164		
Crit Moves:		****		****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: B[12.8]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	T	R				L	T	R				L	T	R				L	T	R			
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	1		0	0	0	0	0		0	0	2	0	1		1	0	2	0	0	
Volume Module:																								
Base Vol:	0	0	165				0	0	0				0	750	98				302	857	0			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	0	165				0	0	0				0	750	98				302	857	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	0	0	165				0	0	0				0	750	98				302	857	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	0	0	165				0	0	0				0	750	98				302	857	0			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx												
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx												
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	375	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	848	xxxx	xxxxx												
Potent Cap.:	xxxx	xxxx	628	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	798	xxxx	xxxxx												
Move Cap.:	xxxx	xxxx	628	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	798	xxxx	xxxxx												
Volume/Cap:	xxxx	xxxx	0.26	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.38	xxxx	xxxx												
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	1.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.8	xxxx	xxxxx												
Control Del:	xxxxx	xxxx	12.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.2	xxxx	xxxxx												
LOS by Move:	*	*	A	*	*	*	*	*	*	B	*	*												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT														
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*												
ApproachDel:	12.8			xxxxxx			xxxxxx			xxxxxx														
ApproachLOS:	B			*			*			*														

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - PM PEAK HOUR

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

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	124	2208	81	119	1576	148	115	151	132	82	170	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	2208	81	119	1576	148	115	151	132	82	170	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	2208	81	119	1576	148	115	151	132	82	170	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	2208	81	119	1576	148	115	151	132	82	170	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	2208	81	119	1576	148	115	151	132	82	170	106
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.86	0.14	1.00	2.74	0.26	1.00	2.00	1.00	1.00	1.23	0.77
Final Sat.:	1425	5498	202	1425	3908	367	1425	2850	1425	1425	1755	1095
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.40	0.08	0.40	0.40	0.08	0.05	0.09	0.06	0.10	0.10
Crit Volume:	124				575		115				138	
Crit Moves:	****				****		****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - PM PEAK HOUR

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

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.950
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1 1	0	1	0 2 1	0	1	0 3 0 1
Volume Module:												
Base Vol:	186	559	185	118	633	59	115	1559	110	218	1235	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	559	185	118	633	59	115	1559	110	218	1235	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	559	185	118	633	59	115	1559	110	218	1235	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	559	185	118	633	59	115	1559	110	218	1235	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	559	185	118	633	59	115	1559	110	218	1235	88
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.50	0.50	1.00	1.83	0.17	1.00	2.80	0.20	1.00	3.00	1.00
Final Sat.:	1375	2066	684	1375	2516	234	1375	3853	272	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.14	0.27	0.27	0.09	0.25	0.25	0.08	0.40	0.40	0.16	0.30	0.06
Crit Volume:	186				346				556	218		
Crit Moves:	****				****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - PM PEAK HOUR

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

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.624
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	0	1	0 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	106	503	39	26	513	86	78	752	100	79	758	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	503	39	26	513	86	78	752	100	79	758	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	503	39	26	513	86	78	752	100	79	758	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	503	39	26	513	86	78	752	100	79	758	45
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	503	39	52	513	86	78	752	100	79	758	45
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	1.51	0.10	0.09	1.65	0.26	1.00	1.77	0.23	1.00	1.89	0.11
Final Sat.:	587	2258	155	130	2473	396	1500	2648	352	1500	2832	168
Capacity Analysis Module:												
Vol/Sat:	0.18	0.22	0.25	0.20	0.21	0.22	0.05	0.28	0.28	0.05	0.27	0.27
Crit Volume:	106					326		426		79		
Crit Moves:	****					****		****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - PM PEAK HOUR

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

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	0	1 0 1 0	1	0	1 1 0	1	0	2 0 1
Volume Module:												
Base Vol:	41	460	30	69	517	208	78	687	78	21	512	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	460	30	69	517	208	78	687	78	21	512	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	460	30	69	517	208	78	687	78	21	512	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	460	30	69	517	208	78	687	78	21	512	137
PCE Adj:	4.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	460	30	138	517	208	78	687	78	21	512	137
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	1.71	0.09	0.19	1.33	0.48	1.00	1.80	0.20	1.00	2.00	1.00
Final Sat.:	301	2561	138	286	1991	723	1500	2694	306	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.22	0.24	0.26	0.29	0.05	0.25	0.26	0.01	0.17	0.09
Crit Volume:	41					431			383	21		
Crit Moves:	****					****			****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - PM PEAK HOUR

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

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.778
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 128 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 1	0	2	0 1 1 0	1	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	191	1637	94	339	1225	40	67	313	119	221	259	239
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	1637	94	339	1225	40	67	313	119	221	259	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	1637	94	339	1225	40	67	313	119	221	259	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	1637	94	339	1225	40	67	313	119	221	259	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	210	1637	94	373	1225	40	67	313	119	243	259	239
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.84	0.16	2.00	1.94	0.06	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3901	224	2750	2663	87	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.42	0.42	0.14	0.46	0.46	0.05	0.11	0.09	0.09	0.09	0.17
Crit Volume:	577			186			67					239
Crit Moves:	****			****			****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - PM PEAK HOUR

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

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.991
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	3	1	0	1	0	3	1	0
Volume Module:																				
Base Vol:	246	1492	354	85	759	73	219	1423	289	83	1205	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	1492	354	85	759	73	219	1423	289	83	1205	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	246	1492	354	85	759	73	219	1423	289	83	1205	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	1492	354	85	759	73	219	1423	289	83	1205	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	246	1492	354	85	759	73	219	1423	289	83	1205	45
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.32	0.68	1.00	3.86	0.14
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4572	928	1375	5302	198
Capacity Analysis Module:																				
Vol/Sat:	0.18	0.54	0.26	0.06	0.28	0.05	0.16	0.31	0.31	0.06	0.23	0.23
Crit Volume:		746			85			219			313	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - PM PEAK HOUR

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

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.702
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	107	916	96	47	825	127	147	576	110	112	568	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	916	96	47	825	127	147	576	110	112	568	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	916	96	47	825	127	147	576	110	112	568	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	916	96	47	825	127	147	576	110	112	568	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	916	96	47	825	127	147	576	110	112	568	79
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	1.73	0.27	1.00	1.68	0.32	1.00	1.76	0.24
Final Sat.:	1500	2715	285	1500	2600	400	1500	2519	481	1500	2634	366
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.34	0.34	0.03	0.32	0.32	0.10	0.23	0.23	0.07	0.22	0.22
Crit Volume:	107					476	147				324	
Crit Moves:	****					****	****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - PM PEAK HOUR

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

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.652
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	59	1018	34	19	902	81	173	530	66	27	508	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	1018	34	19	902	81	173	530	66	27	508	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	1018	34	19	902	81	173	530	66	27	508	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	1018	34	19	902	81	173	530	66	27	508	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	1018	34	19	902	81	173	530	66	27	508	54
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2903	97	1500	2753	247	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.35	0.35	0.01	0.33	0.33	0.12	0.18	0.04	0.02	0.17	0.04
Crit Volume:	59					492	173				254	
Crit Moves:	****					****	****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - PM PEAK HOUR

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

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.803
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 144 Level Of Service: D

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1	0	1!	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	127	1139	0	0	918	125	972	0	46	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	1139	0	0	918	125	972	0	46	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	1139	0	0	918	125	972	0	46	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1139	0	0	918	125	972	0	46	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	1139	0	0	918	125	1069	0	46	0	0	0
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.92	0.00	0.08	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2732	0	118	0	1425	0
Capacity Analysis Module:																				
Vol/Sat:	0.09	0.40	0.00	0.00	0.32	0.09	0.39	0.00	0.39	0.00	0.00	0.00
Crit Volume:	127				459		558				0	
Crit Moves:	****				****		****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - PM PEAK HOUR

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

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.712
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 Level Of Service: C

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0	2	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	208	0	1335	0	0	0	0	839	223	797	836	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	0	1335	0	0	0	0	839	223	797	836	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	208	0	1335	0	0	0	0	839	0	797	836	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	0	1335	0	0	0	0	839	0	797	836	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	229	0	1469	0	0	0	0	839	0	877	836	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.52	0.00	0.00	0.00	0.00	0.20	0.00	0.21	0.29	0.00
Crit Volume:			734			0			280		0	
Crit Moves:			****						****		****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - PM PEAK HOUR

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

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.568
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	0	1! 0
Volume Module:												
Base Vol:	64	1048	101	30	984	75	24	88	65	54	139	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1048	101	30	984	75	24	88	65	54	139	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	1048	101	30	984	75	24	88	65	54	139	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1048	101	30	984	75	24	88	65	54	139	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	1048	101	30	984	75	24	88	65	54	139	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.82	0.18	1.00	1.86	0.14	0.13	0.50	0.37	0.24	0.63	0.13
Final Sat.:	1500	2736	264	1500	2788	212	203	746	551	363	935	202
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.38	0.02	0.35	0.35	0.12	0.12	0.12	0.15	0.15	0.15
Crit Volume:			575		30			24				223
Crit Moves:			****		****			****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - PM PEAK HOUR

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

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 102 Level Of Service: C

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	1	1	0	0	1	2	0	2 1 0
Volume Module:												
Base Vol:	42	16	406	111	30	83	23	1985	60	188	1388	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	16	406	111	30	83	23	1985	60	188	1388	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	16	406	111	30	83	23	1985	60	188	1388	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	16	406	111	30	83	23	1985	60	188	1388	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	42	16	447	111	30	91	25	1985	60	207	1388	23
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	1.93	1.00	0.49	1.51	2.00	3.00	1.00	2.00	2.95	0.05
Final Sat.:	1425	99	2751	1425	705	2145	2850	4275	1425	2850	4205	70
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.08	0.04	0.04	0.01	0.46	0.04	0.07	0.33	0.33
Crit Volume:		231			111			662		103		
Crit Moves:		****			****			****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - PM PEAK HOUR

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

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.609
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: B

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	1	0	0	1	0	1	1 0
Volume Module:												
Base Vol:	83	220	27	35	284	74	75	653	136	78	596	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	220	27	35	284	74	75	653	136	78	596	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	220	27	35	284	74	75	653	136	78	596	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	220	27	35	284	74	75	653	136	78	596	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	220	27	35	284	74	75	653	136	78	596	68
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.89	0.11	1.00	0.79	0.21	1.00	1.66	0.34	1.00	1.80	0.20
Final Sat.:	1500	1336	164	1500	1190	310	1500	2483	517	1500	2693	307
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.16	0.02	0.24	0.24	0.05	0.26	0.26	0.05	0.22	0.22
Crit Volume:	83				358			395		78		
Crit Moves:	****				****			****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec):	100			Critical Vol./Cap.(X):				0.820									
Loss Time (sec):	0			Average Delay (sec/veh):				28.5									
Optimal Cycle:	0			Level Of Service:				D									
Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD										
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R					
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign							
Rights:	Include			Include			Include			Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	0	1 0	1 0	0	1	0 1 0	0	0	1! 0	0	1	0 0 1					
Volume Module:																	
Base Vol:	8	867	60	39	871	6	6	2	5	80	1	37					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	8	867	60	39	871	6	6	2	5	80	1	37					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	8	867	60	39	871	6	6	2	5	80	1	37					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	8	867	60	39	871	6	6	2	5	80	1	37					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
FinalVolume:	8	867	60	39	871	6	6	2	5	80	1	37					
Saturation Flow Module:																	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Lanes:	0.02	1.85	0.13	0.09	1.90	0.01	0.47	0.15	0.38	0.99	0.01	1.00					
Final Sat.:	10	1065	74	48	1080	7	208	69	173	381	5	441					
Capacity Analysis Module:																	
Vol/Sat:	0.82	0.81	0.81	0.81	0.81	0.80	0.03	0.03	0.03	0.21	0.21	0.08					
Crit Moves:	****			****				****		****							
Delay/Veh:	30.6	29.9	29.0	29.8	29.4	29.0	11.0	11.0	11.0	13.3	13.3	10.7					
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
AdjDel/Veh:	30.6	29.9	29.0	29.8	29.4	29.0	11.0	11.0	11.0	13.3	13.3	10.7					
LOS by Move:	D	D	D	D	D	D	B	B	B	B	B	B					
ApproachDel:	29.8			29.4			11.0			12.5							
Delay Adj:	1.00			1.00			1.00			1.00							
ApprAdjDel:	29.8			29.4			11.0			12.5							
LOS by Appr:	D			D			B			B							
AllWayAvgQ:	3.4	3.2	3.2	3.3	3.2	3.2	0.0	0.0	0.0	0.2	0.2	0.1					

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec):	100			Critical Vol./Cap.(X):				0.840									
Loss Time (sec):	0			Average Delay (sec/veh):				27.2									
Optimal Cycle:	0			Level Of Service:				D									
Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD										
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R					
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign							
Rights:	Include			Include			Include			Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	1	0 2	0 0	0	0	1 1 0	0	0	1! 0	0	0	0 0 0					
Volume Module:																	
Base Vol:	73	822	0	0	831	119	110	0	102	0	0	0					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	73	822	0	0	831	119	110	0	102	0	0	0					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	73	822	0	0	831	119	110	0	102	0	0	0					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	73	822	0	0	831	119	110	0	102	0	0	0					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
FinalVolume:	73	822	0	0	831	119	110	0	102	0	0	0					
Saturation Flow Module:																	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Lanes:	1.00	2.00	0.00	0.00	1.75	0.25	0.52	0.00	0.48	0.00	0.00	0.00					
Final Sat.:	507	1103	0	0	989	144	285	0	264	0	0	0					
Capacity Analysis Module:																	
Vol/Sat:	0.14	0.75	xxxx	xxxx	0.84	0.83	0.39	xxxx	0.39	xxxx	xxxx	xxxx					
Crit Moves:		****			****		****										
Delay/Veh:	10.8	25.3	0.0	0.0	33.3	31.5	13.4	0.0	13.4	0.0	0.0	0.0					
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
AdjDel/Veh:	10.8	25.3	0.0	0.0	33.3	31.5	13.4	0.0	13.4	0.0	0.0	0.0					
LOS by Move:	B	D	*	*	D	D	B	*	B	*	*	*					
ApproachDel:	24.1			33.1			13.4			xxxxxx							
Delay Adj:	1.00			1.00			1.00			xxxxx							
ApprAdjDel:	24.1			33.1			13.4			xxxxxx							
LOS by Appr:	C			D			B			*							
AllWayAvgQ:	0.2	2.5	0.0	0.0	4.0	3.6	0.6	0.6	0.6	0.0	0.0	0.0					

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - PM PEAK HOUR

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

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	105				Critical Vol./Cap.(X):				0.984							
Loss Time (sec):	16				Average Delay (sec/veh):				xxxxxx							
Optimal Cycle:	180				Level Of Service:				E							
Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD									
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Prot+Permit				Prot+Permit				Prot+Permit				Prot+Permit			
Rights:	Ovl				Ovl				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:																
Base Vol:	172	769	284		88	1011	184		134	756	149		297	626	21	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	172	769	284		88	1011	184		134	756	149		297	626	21	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	172	769	284		88	1011	184		134	756	149		297	626	21	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	172	769	284		88	1011	184		134	756	149		297	626	21	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	172	769	284		88	1011	184		134	756	149		297	626	21	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.94	0.06	
Final Sat.:	1375	2750	1375		1375	2750	1375		1375	2750	1375		1375	2661	89	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.28	0.21		0.06	0.37	0.13		0.10	0.27	0.11		0.22	0.24	0.24	
Crit Volume:	172					506				378			297			
Crit Moves:	****					****				****			****			

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh):	7.6				Worst Case Level Of Service: F[68.1]											
Street Name:	WALGROVE AVENUE								WASHINGTON BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	0	1	1	0
Volume Module:																
Base Vol:	0	0	0		5	0	254		259	1095	0		0	1255	78	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		5	0	254		259	1095	0		0	1255	78	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		5	0	254		259	1095	0		0	1255	78	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		5	0	254		259	1095	0		0	1255	78	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.8	6.5	6.9		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	4.0	3.3		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		2360	2907	667		1333	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		30	16	406		524	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		19	8	406		524	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.27	0.00	0.63		0.49	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		2.7	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		18.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*		*		*	*	*		*	C	*		*	*	*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	290	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	8.1	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	68.1	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*		*		*	*	F		*	*	*		*	*	*	
ApproachDel:	xxxxxx					68.1				xxxxxx				xxxxxx		
ApproachLOS:	*					F				*				*		

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - AM PEAK HOUR

Scenario Report

Scenario:	AM
Command:	AM
Volume:	AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - AM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	C	xxxxx	0.782	C	xxxxx	0.782	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	D	xxxxx	0.804	D	xxxxx	0.804	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	C	xxxxx	0.790	C	xxxxx	0.790	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	F	xxxxx	1.139	F	xxxxx	1.139	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	B	xxxxx	0.663	B	xxxxx	0.663	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	C	xxxxx	0.749	C	xxxxx	0.749	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	A	xxxxx	0.586	A	xxxxx	0.586	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	B	xxxxx	0.698	B	xxxxx	0.698	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.459	A	xxxxx	0.459	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	C	xxxxx	0.744	C	xxxxx	0.744	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.354	A	xxxxx	0.354	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.448	A	xxxxx	0.448	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.374	A	xxxxx	0.374	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	D	xxxxx	0.809	D	xxxxx	0.809	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	D	xxxxx	0.890	D	xxxxx	0.890	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOULE	B	13.4	0.303	B	13.4	0.303	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	A	xxxxx	0.494	A	xxxxx	0.494	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	E	xxxxx	0.964	E	xxxxx	0.964	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.546	A	xxxxx	0.546	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.489	A	xxxxx	0.489	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	A	xxxxx	0.561	A	xxxxx	0.561	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	D	xxxxx	0.837	D	xxxxx	0.837	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.649	B	xxxxx	0.649	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.664	B	xxxxx	0.664	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	D	xxxxx	0.854	D	xxxxx	0.854	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx	0.528	A	xxxxx	0.528	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.506	A	xxxxx	0.506	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	B	xxxxx	0.644	B	xxxxx	0.644	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx	0.496	A	xxxxx	0.496	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	C	21.8	0.804	C	21.8	0.804	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	C	20.3	0.784	C	20.3	0.784	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	C	xxxxx	0.764	C	xxxxx	0.764	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	C	18.7	0.337	C	18.7	0.337	+ 0.000 D/V

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - AM PEAK HOUR

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

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec):	130	Critical Vol./Cap.(X):	0.782	
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	131	Level Of Service:	C	

Street Name:	SEPULVEDA BOULEVARD				CENTINELLA AVENUE							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected			
Rights:	Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0

Volume Module:													
Base Vol:	659	1382	223	45	670	51	58	196	320	301	655	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	659	1382	223	45	670	51	58	196	320	301	655	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	659	1382	223	45	670	51	58	196	320	301	655	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	659	1382	223	45	670	51	58	196	320	301	655	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	725	1382	223	50	670	51	58	196	352	331	655	209

Saturation Flow Module:													
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.52	0.48
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	2085	665

Capacity Analysis Module:													
Vol/Sat:	0.26	0.34	0.16	0.02	0.16	0.04	0.04	0.05	0.13	0.12	0.31	0.31
Crit Volume:	362				223			58			432	
Crit Moves:	****				****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - AM PEAK HOUR

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

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	75	Critical Vol./Cap.(X):	0.804	
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	88	Level Of Service:	D	

Street Name:	CENTINELA AVENUE				WASHINGTON BOULEVARD							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Permitted			
Rights:	Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0

Volume Module:													
Base Vol:	127	1343	122	85	680	23	59	516	106	77	431	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	1343	122	85	680	23	59	516	106	77	431	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	1343	122	85	680	23	59	516	106	77	431	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1343	122	85	680	23	59	516	106	77	431	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	1343	122	85	680	23	59	516	106	77	431	109

Saturation Flow Module:													
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.93	0.07	1.00	1.66	0.34	1.00	1.60	0.40
Final Sat.:	1500	2750	250	1500	2902	98	1500	2489	511	1500	2394	606

Capacity Analysis Module:													
Vol/Sat:	0.08	0.49	0.49	0.06	0.23	0.23	0.04	0.21	0.21	0.05	0.18	0.18
Crit Volume:		733		85				311		77		
Crit Moves:		****		****				****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - AM PEAK HOUR

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

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.790
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: C

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 2	0 1	1	0 2	0 1	1	0 2 0 1
Volume Module:												
Base Vol:	48	1364	95	66	660	84	188	652	52	63	391	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	1364	95	66	660	84	188	652	52	63	391	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	1364	95	66	660	84	188	652	52	63	391	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1364	95	66	660	84	188	652	52	63	391	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	1364	95	66	660	84	188	652	52	63	391	61
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2805	195	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.49	0.49	0.04	0.22	0.06	0.13	0.22	0.03	0.04	0.13	0.04
Crit Volume:			730	66				326		63		
Crit Moves:			****	****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - AM PEAK HOUR

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

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.616
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0	1	0	1 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	106	277	115	28	165	59	59	934	55	75	631	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	277	115	28	165	59	59	934	55	75	631	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	277	115	28	165	59	59	934	55	75	631	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	277	115	28	165	59	59	934	55	75	631	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	277	115	28	165	59	59	934	55	75	631	27
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2637	113
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.08	0.02	0.12	0.04	0.04	0.34	0.04	0.05	0.24	0.24
Crit Volume:			277	28				467		75		
Crit Moves:			****	****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - AM PEAK HOUR

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

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.139
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1 1	0	2	0 2 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	174	1554	132	123	531	128	300	862	61	101	554	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	1554	132	123	531	128	300	862	61	101	554	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	1554	132	123	531	128	300	862	61	101	554	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	1554	132	123	531	128	300	862	61	101	554	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	1554	132	135	531	128	300	862	61	101	554	157
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.84	0.16	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.56	0.44
Final Sat.:	2750	2535	215	2750	2750	1375	1375	2750	1375	1375	2143	607
Capacity Analysis Module:												
Vol/Sat:	0.07	0.61	0.61	0.05	0.19	0.09	0.22	0.31	0.04	0.07	0.26	0.26
Crit Volume:			843	68			300			356		
Crit Moves:			****	****			****			****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - AM PEAK HOUR

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

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: B

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1 1	0	1	0 2 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	43	255	154	178	273	72	114	982	61	181	541	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	255	154	178	273	72	114	982	61	181	541	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	255	154	178	273	72	114	982	61	181	541	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	255	154	178	273	72	114	982	61	181	541	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	255	154	178	273	72	114	982	61	181	541	140
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.25	0.75	1.00	1.58	0.42	1.00	2.82	0.18	1.00	1.59	0.41
Final Sat.:	1375	1715	1035	1375	2176	574	1375	3884	241	1375	2185	565
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.15	0.13	0.13	0.13	0.08	0.25	0.25	0.13	0.25	0.25
Crit Volume:			205	178				348		181		
Crit Moves:			****	****				****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - AM PEAK HOUR

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

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.749
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 113 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:																				
Base Vol:	118	784	142	33	371	69	266	1067	55	79	654	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	784	142	33	371	69	266	1067	55	79	654	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	784	142	33	371	69	266	1067	55	79	654	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	784	142	33	371	69	266	1067	55	79	654	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	130	784	142	33	371	69	293	1067	55	87	654	55
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.90	0.10	2.00	2.77	0.23
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2615	135	2750	3805	320
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.29	0.10	0.02	0.13	0.05	0.11	0.41	0.41	0.03	0.17	0.17
Crit Volume:		392			33				561	43		
Crit Moves:		****			****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - AM PEAK HOUR

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

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: A

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:																				
Base Vol:	8	15	7	205	14	142	315	781	6	6	600	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	15	7	205	14	142	315	781	6	6	600	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	15	7	205	14	142	315	781	6	6	600	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	15	7	205	14	142	315	781	6	6	600	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	15	7	205	14	142	315	781	6	6	600	255
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.09	0.91	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	128	1297	1425	2828	22	1425	2850	1425
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.01	0.00	0.14	0.11	0.11	0.22	0.28	0.28	0.00	0.21	0.18
Crit Volume:		15			205			315			300	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - AM PEAK HOUR

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

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.698
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: B

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	2	1	0	2	0	2	0	1
Volume Module:																				
Base Vol:	33	675	354	110	308	217	442	636	24	261	539	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	675	354	110	308	217	442	636	24	261	539	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	675	354	110	308	217	442	636	24	261	539	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	675	354	110	308	217	442	636	24	261	539	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	33	675	354	110	308	217	486	636	24	287	539	103
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.93	0.07	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2650	100	2750	2750	1375
Capacity Analysis Module:																				
Vol/Sat:	0.02	0.25	0.26	0.08	0.11	0.16	0.18	0.24	0.24	0.10	0.20	0.07
Crit Volume:		338			110			243			270	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - AM PEAK HOUR

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

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.459
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!!	0	0
Volume Module:																				
Base Vol:	0	1099	1097	0	431	4	0	0	0	774	2	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1099	1097	0	431	4	0	0	0	774	2	8
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1099	0	0	431	4	0	0	0	774	2	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1099	0	0	431	4	0	0	0	774	2	8
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1099	0	0	431	4	0	0	0	851	2	8
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.97	0.03	0.00	0.00	0.00	2.96	0.01	0.03
Final Sat.:	0	4275	1425	0	4236	39	0	0	0	4225	10	40
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.26	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.20	0.20	0.20
Crit Volume:		366			0				0	287		
Crit Moves:		****			****					****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - AM PEAK HOUR

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

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.744
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 111 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 1	0	1	0 2	0 2	2	0 1	1 0	2	0 2 1 0
Volume Module:												
Base Vol:	38	1526	133	52	702	475	430	233	14	89	241	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	1526	133	52	702	475	430	233	14	89	241	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	1526	133	52	702	475	430	233	14	89	241	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1526	133	52	702	475	430	233	14	89	241	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.00
FinalVolume:	38	1526	133	52	702	523	473	233	14	98	241	181
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.76	0.24	1.00	2.00	2.00	2.00	1.89	0.11	2.00	2.00	1.00
Final Sat.:	1375	3794	331	1375	2750	2750	2750	2594	156	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.40	0.04	0.26	0.19	0.17	0.09	0.09	0.04	0.09	0.13
Crit Volume:			553	52			236					181
Crit Moves:			****	****			****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - AM PEAK HOUR

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

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.354
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0 1	0	1	0 1	0 1	1	0 3	0 1	1	0 2 1 0
Volume Module:												
Base Vol:	329	17	25	4	14	36	39	633	163	14	687	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	329	17	25	4	14	36	39	633	163	14	687	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	329	17	25	4	14	36	39	633	163	14	687	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	329	17	25	4	14	36	39	633	163	14	687	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	362	17	25	4	14	36	39	633	163	14	687	5
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.40	0.60	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.98	0.02
Final Sat.:	2750	557	818	1375	1375	1375	1375	4125	1375	1375	4095	30
Capacity Analysis Module:												
Vol/Sat:	0.13	0.03	0.03	0.00	0.01	0.03	0.03	0.15	0.12	0.01	0.17	0.17
Crit Volume:	181					36	39					231
Crit Moves:	****					****	****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - AM PEAK HOUR

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

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.448
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0	0 0	2	0	2 0	0	0	2 1 1
Volume Module:												
Base Vol:	130	0	235	0	0	0	244	644	0	0	809	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	0	235	0	0	0	244	644	0	0	809	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	0	235	0	0	0	244	644	0	0	809	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	235	0	0	0	244	644	0	0	809	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	143	0	235	0	0	0	268	644	0	0	809	212
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.16	0.00	0.00	0.00	0.09	0.23	0.00	0.00	0.19	0.15
Crit Volume:			235		0		134				270	
Crit Moves:			****				****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - AM PEAK HOUR

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

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.374
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0 1	0	0	4 0 1	2	0	2 0 0
Volume Module:												
Base Vol:	0	0	0	128	0	293	0	723	190	331	488	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	128	0	293	0	723	190	331	488	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	128	0	293	0	723	190	331	488	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	128	0	293	0	723	190	331	488	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.00
FinalVolume:	0	0	0	141	0	322	0	723	190	364	488	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1425	0	2850	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.11	0.00	0.13	0.13	0.13	0.17	0.00
Crit Volume:			0			161			190	182		
Crit Moves:						****			****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - AM PEAK HOUR

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

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.809
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 119 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	9	512	120	576	197	14	13	66	8	169	15	283
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	512	120	576	197	14	13	66	8	169	15	283
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	512	120	576	197	14	13	66	8	169	15	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	512	120	576	197	14	13	66	8	169	15	283
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	512	120	576	197	14	13	66	8	169	15	283
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	1.60	0.37	1.00	0.96	0.04	0.15	0.76	0.09	0.92	0.08	1.00
Final Sat.:	40	2276	534	1425	1374	51	213	1081	131	1309	116	1425
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.40	0.14	0.28	0.06	0.06	0.06	0.13	0.13	0.20
Crit Volume:			321	576					87	169		
Crit Moves:			****	****					****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - AM PEAK HOUR

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

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.890
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	90	949	126	151	554	105	214	1348	114	271	1238	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	949	126	151	554	105	214	1348	114	271	1238	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	949	126	151	554	105	214	1348	114	271	1238	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	949	126	151	554	105	214	1348	114	271	1238	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	90	949	126	151	554	105	235	1348	114	298	1238	169
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.09	0.11	0.20	0.08	0.09	0.33	0.08	0.11	0.30	0.12
Crit Volume:		475		151				449		149		
Crit Moves:		****		****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[13.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	0	0	0	0	1	0	2	0	0
Volume Module:												
Base Vol:	0	0	187	0	0	0	0	775	53	115	480	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	187	0	0	0	0	775	53	115	480	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	187	0	0	0	0	775	53	115	480	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	187	0	0	0	0	775	53	115	480	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	388	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	828	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	617	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	812	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	617	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	812	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.30	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx
Control Del:	xxxxx	xxxx	13.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	13.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - AM PEAK HOUR

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

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.494
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	142	2050	18	41	1074	66	89	54	45	55	58	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	2050	18	41	1074	66	89	54	45	55	58	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	2050	18	41	1074	66	89	54	45	55	58	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	2050	18	41	1074	66	89	54	45	55	58	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	2050	18	41	1074	66	89	54	45	55	58	57
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.97	0.03	1.00	2.83	0.17	1.00	2.00	1.00	1.00	1.01	0.99
Final Sat.:	1425	5650	50	1425	4028	248	1425	2850	1425	1425	1437	1413
Capacity Analysis Module:												
Vol/Sat:	0.10	0.36	0.36	0.03	0.27	0.27	0.06	0.02	0.03	0.04	0.04	0.04
Crit Volume:			517	41			89				58	
Crit Moves:			****	****			****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - AM PEAK HOUR

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

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.964
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1 1	0	1	0 2 1	0	1	0 3 0 1
Volume Module:												
Base Vol:	150	547	182	117	362	48	153	1423	100	337	979	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	547	182	117	362	48	153	1423	100	337	979	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	547	182	117	362	48	153	1423	100	337	979	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	547	182	117	362	48	153	1423	100	337	979	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	547	182	117	362	48	153	1423	100	337	979	103
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.50	0.50	1.00	1.77	0.23	1.00	2.80	0.20	1.00	3.00	1.00
Final Sat.:	1375	2063	687	1375	2428	322	1375	3854	271	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.27	0.27	0.09	0.15	0.15	0.11	0.37	0.37	0.25	0.24	0.07
Crit Volume:		365			117				508	337		
Crit Moves:		****			****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - AM PEAK HOUR

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

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.546
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	0	1	0 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	145	371	118	25	152	68	77	780	58	58	510	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	371	118	25	152	68	77	780	58	58	510	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	371	118	25	152	68	77	780	58	58	510	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	371	118	25	152	68	77	780	58	58	510	33
PCE Adj:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	371	118	50	152	68	77	780	58	58	510	33
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.46	1.17	0.37	0.23	1.27	0.50	1.00	1.86	0.14	1.00	1.88	0.12
Final Sat.:	686	1756	558	341	1904	756	1500	2792	208	1500	2818	182
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.07	0.08	0.09	0.05	0.28	0.28	0.04	0.18	0.18
Crit Volume:		317			25				419	58		
Crit Moves:		****			****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - AM PEAK HOUR

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

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.489
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	0	1	1 0	1	0	2 0 1
Volume Module:												
Base Vol:	44	462	32	94	159	126	122	665	42	17	344	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	462	32	94	159	126	122	665	42	17	344	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	462	32	94	159	126	122	665	42	17	344	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	462	32	94	159	126	122	665	42	17	344	131
PCE Adj:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	462	32	188	159	126	122	665	42	17	344	131
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	1.72	0.12	0.66	0.81	0.53	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	245	2576	178	989	1211	799	1500	2822	178	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.10	0.13	0.16	0.08	0.24	0.24	0.01	0.11	0.09
Crit Volume:			269		94				354	17		
Crit Moves:			****		****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - AM PEAK HOUR

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

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 1	0	2	0 1 1	0	1	0 2	0	1	2 0 2 0 1
Volume Module:												
Base Vol:	115	1496	50	98	579	13	12	143	51	79	241	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	1496	50	98	579	13	12	143	51	79	241	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	1496	50	98	579	13	12	143	51	79	241	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1496	50	98	579	13	12	143	51	79	241	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	127	1496	50	108	579	13	12	143	51	87	241	190
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.90	0.10	2.00	1.96	0.04	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3992	133	2750	2690	60	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.37	0.37	0.04	0.22	0.22	0.01	0.05	0.04	0.03	0.09	0.14
Crit Volume:		515			54			12				190
Crit Moves:		****			****			****				****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - AM PEAK HOUR

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

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.837
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 140 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 3	1 0	1	0 3	1 0
Volume Module:												
Base Vol:	141	1189	215	69	313	73	167	835	335	153	1082	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	1189	215	69	313	73	167	835	335	153	1082	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	1189	215	69	313	73	167	835	335	153	1082	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	1189	215	69	313	73	167	835	335	153	1082	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	1189	215	69	313	73	167	835	335	153	1082	45
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.84	0.16
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5280	220
Capacity Analysis Module:												
Vol/Sat:	0.10	0.43	0.16	0.05	0.11	0.05	0.12	0.20	0.24	0.11	0.20	0.20
Crit Volume:		595			69				335	153		
Crit Moves:		****			****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - AM PEAK HOUR

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

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	83	945	87	20	355	70	195	616	75	75	441	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	945	87	20	355	70	195	616	75	75	441	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	945	87	20	355	70	195	616	75	75	441	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	945	87	20	355	70	195	616	75	75	441	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	945	87	20	355	70	195	616	75	75	441	45
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.67	0.33	1.00	1.78	0.22	1.00	1.81	0.19
Final Sat.:	1500	2747	253	1500	2506	494	1500	2674	326	1500	2722	278
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.34	0.01	0.14	0.14	0.13	0.23	0.23	0.05	0.16	0.16
Crit Volume:		516			20			195			243	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - AM PEAK HOUR

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

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.664
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	27	1082	21	10	396	63	241	493	29	19	387	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	1082	21	10	396	63	241	493	29	19	387	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	1082	21	10	396	63	241	493	29	19	387	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1082	21	10	396	63	241	493	29	19	387	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	1082	21	10	396	63	241	493	29	19	387	62
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.73	0.27	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2943	57	1500	2588	412	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.37	0.37	0.01	0.15	0.15	0.16	0.16	0.02	0.01	0.13	0.04
Crit Volume:		552			10			241			194	
Crit Moves:		****	****				****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - AM PEAK HOUR

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

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.854
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	0	0 2	0 1	1	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	530	1015	0	0	406	410	464	0	43	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	530	1015	0	0	406	410	464	0	43	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	530	1015	0	0	406	410	464	0	43	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	530	1015	0	0	406	410	464	0	43	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	530	1015	0	0	406	410	510	0	43	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.84	0.00	0.16	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2629	0	221	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.37	0.36	0.00	0.00	0.14	0.29	0.19	0.00	0.19	0.00	0.00	0.00
Crit Volume:	530					410	277				0	
Crit Moves:	****					****	****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - AM PEAK HOUR

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

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0 2	1	0	0 1	0	1	0 3	0 1	3 0 2 0 1
Volume Module:												
Base Vol:	130	0	981	0	0	0	0	326	169	1561	1011	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	0	981	0	0	0	0	326	169	1561	1011	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	130	0	981	0	0	0	0	326	0	1561	1011	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	981	0	0	0	0	326	0	1561	1011	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	143	0	1079	0	0	0	0	326	0	1717	1011	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.38	0.00	0.00	0.00	0.00	0.08	0.00	0.40	0.35	0.00
Crit Volume:	72				0			109		572		
Crit Moves:	****							****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - AM PEAK HOUR

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

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.506
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1	1	0	0 0	1! 0	0 0 1! 0 0
Volume Module:												
Base Vol:	17	1006	87	10	465	39	20	70	37	48	120	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	1006	87	10	465	39	20	70	37	48	120	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	1006	87	10	465	39	20	70	37	48	120	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1006	87	10	465	39	20	70	37	48	120	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	1006	87	10	465	39	20	70	37	48	120	14
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.85	0.15	0.16	0.55	0.29	0.26	0.66	0.08
Final Sat.:	1500	2761	239	1500	2768	232	236	827	437	396	989	115
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.36	0.01	0.17	0.17	0.08	0.08	0.08	0.12	0.12	0.12
Crit Volume:			547	10			20			182		
Crit Moves:			****	****			****			****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - AM PEAK HOUR

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

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1 1	1	0	0 1	1	2	0 3	0 1	2 0 2 1 0
Volume Module:												
Base Vol:	40	14	128	29	3	18	71	1018	18	331	2237	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	14	128	29	3	18	71	1018	18	331	2237	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	14	128	29	3	18	71	1018	18	331	2237	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	14	128	29	3	18	71	1018	18	331	2237	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	14	141	29	3	20	78	1018	18	364	2237	81
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.18	1.82	1.00	0.26	1.74	2.00	3.00	1.00	2.00	2.90	0.10
Final Sat.:	1425	258	2592	1425	375	2475	2850	4275	1425	2850	4126	149
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.02	0.01	0.01	0.03	0.24	0.01	0.13	0.54	0.54
Crit Volume:		77		29			39			773		
Crit Moves:		****		****			****			****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - AM PEAK HOUR

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

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.496
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1 0	1	0	0	1	0	1 0	1 1	0 1 0 1 1 0
Volume Module:												
Base Vol:	97	226	37	15	208	54	52	468	199	51	575	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	226	37	15	208	54	52	468	199	51	575	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	226	37	15	208	54	52	468	199	51	575	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	226	37	15	208	54	52	468	199	51	575	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	226	37	15	208	54	52	468	199	51	575	32
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.86	0.14	1.00	0.79	0.21	1.00	1.40	0.60	1.00	1.89	0.11
Final Sat.:	1500	1289	211	1500	1191	309	1500	2105	895	1500	2842	158
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.01	0.17	0.17	0.03	0.22	0.22	0.03	0.20	0.20
Crit Volume:	97				262				334	51		
Crit Moves:	****				****				****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec):	100			Critical Vol./Cap.(X):				0.804								
Loss Time (sec):	0			Average Delay (sec/veh):				21.8								
Optimal Cycle:	0			Level Of Service:				C								
Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R				
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	0	1 0	1 0	0	1 0	1 0	0	0 1!	0 0	0	1 0	0 1				
Volume Module:																
Base Vol:	2	967	32	15	566	4	0	0	0	76	1	63				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	2	967	32	15	566	4	0	0	0	76	1	63				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	2	967	32	15	566	4	0	0	0	76	1	63				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	2	967	32	15	566	4	0	0	0	76	1	63				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	2	967	32	15	566	4	0	0	0	76	1	63				
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.01	1.93	0.06	0.05	1.94	0.01	0.00	1.00	0.00	0.99	0.01	1.00				
Final Sat.:	2	1207	40	29	1092	8	0	449	0	416	5	489				
Capacity Analysis Module:																
Vol/Sat:	0.80	0.80	0.80	0.52	0.52	0.52	xxxx	0.00	xxxx	0.18	0.18	0.13				
Crit Moves:	****			****				****		****						
Delay/Veh:	27.4	27.0	26.7	15.3	15.2	15.1	0.0	0.0	0.0	12.4	12.4	10.5				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	27.4	27.0	26.7	15.3	15.2	15.1	0.0	0.0	0.0	12.4	12.4	10.5				
LOS by Move:	D	D	D	C	C	C	*	*	*	B	B	B				
ApproachDel:	27.0			15.2			xxxxxx			11.5						
Delay Adj:	1.00			1.00			xxxxx			1.00						
ApprAdjDel:	27.0			15.2			xxxxxx			11.5						
LOS by Appr:	D			C			*			B						
AllWayAvgQ:	3.3	3.2	3.2	1.0	1.0	1.0	0.0	0.0	0.0	0.2	0.2	0.1				

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec):	100			Critical Vol./Cap.(X):				0.784								
Loss Time (sec):	0			Average Delay (sec/veh):				20.3								
Optimal Cycle:	0			Level Of Service:				C								
Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R				
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	0 2	0 0	0	0 1	1 0	0	0 1!	0 0	0	0 0	0 0				
Volume Module:																
Base Vol:	34	1010	0	0	554	75	54	0	44	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	34	1010	0	0	554	75	54	0	44	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	34	1010	0	0	554	75	54	0	44	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	34	1010	0	0	554	75	54	0	44	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	34	1010	0	0	554	75	54	0	44	0	0	0				
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	0.00	0.00	1.76	0.24	0.55	0.00	0.45	0.00	0.00	0.00				
Final Sat.:	587	1288	0	0	1043	143	306	0	249	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.06	0.78	xxxx	xxxx	0.53	0.52	0.18	xxxx	0.18	xxxx	xxxx	xxxx				
Crit Moves:		****			****		****									
Delay/Veh:	9.1	25.0	0.0	0.0	14.9	14.6	10.6	0.0	10.6	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	9.1	25.0	0.0	0.0	14.9	14.6	10.6	0.0	10.6	0.0	0.0	0.0				
LOS by Move:	A	C	*	*	B	B	B	*	B	*	*	*				
ApproachDel:	24.5			14.9			10.6			xxxxxx						
Delay Adj:	1.00			1.00			1.00			xxxxx						
ApprAdjDel:	24.5			14.9			10.6			xxxxxx						
LOS by Appr:	C			B			B			*						
AllWayAvgQ:	0.1	3.0	0.0	0.0	1.1	1.0	0.2	0.2	0.2	0.0	0.0	0.0				

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - AM PEAK HOUR

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

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.764
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 Level Of Service: C

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	108	818	274	73	502	119	156	689	113	172	749	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	818	274	73	502	119	156	689	113	172	749	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	818	274	73	502	119	156	689	113	172	749	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	818	274	73	502	119	156	689	113	172	749	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	818	274	73	502	119	156	689	113	172	749	76
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.82	0.18
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2497	253
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.20	0.05	0.18	0.09	0.11	0.25	0.08	0.13	0.30	0.30
Crit Volume:		409			73			156				413
Crit Moves:		****			****			****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: C[18.7]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	0	0	1!	0	0	1	0	0	2	0	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	6	0	165	256	730	0	0	812	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	6	0	165	256	730	0	0	812	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	6	0	165	256	730	0	0	812	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	6	0	165	256	730	0	0	812	93
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1736	2101	453	905	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	80	52	560	760	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	59	35	560	760	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.10	0.00	0.29	0.34	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	432	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	18.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			18.7			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - MD PEAK HOUR

Scenario Report

Scenario:	MD
Command:	MD
Volume:	MD
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - MD PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	in
# 28 SEPULVEDA BOULEVARD & CENTINEL	B	xxxxx	0.637	B	xxxxx	0.637	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	B	xxxxx	0.696	B	xxxxx	0.696	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	B	xxxxx	0.660	B	xxxxx	0.660	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	A	xxxxx	0.436	A	xxxxx	0.436	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	B	xxxxx	0.644	B	xxxxx	0.644	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	A	xxxxx	0.477	A	xxxxx	0.477	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	A	xxxxx	0.547	A	xxxxx	0.547	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	A	xxxxx	0.548	A	xxxxx	0.548	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	A	xxxxx	0.536	A	xxxxx	0.536	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.419	A	xxxxx	0.419	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	B	xxxxx	0.678	B	xxxxx	0.678	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.471	A	xxxxx	0.471	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.451	A	xxxxx	0.451	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.415	A	xxxxx	0.415	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	A	xxxxx	0.577	A	xxxxx	0.577	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	C	xxxxx	0.726	C	xxxxx	0.726	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOULE	B	12.2	0.257	B	12.2	0.257	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	A	xxxxx	0.598	A	xxxxx	0.598	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	D	xxxxx	0.802	D	xxxxx	0.802	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.483	A	xxxxx	0.483	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.391	A	xxxxx	0.391	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	A	xxxxx	0.599	A	xxxxx	0.599	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	C	xxxxx	0.711	C	xxxxx	0.711	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	A	xxxxx	0.586	A	xxxxx	0.586	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	A	xxxxx	0.563	A	xxxxx	0.563	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	B	xxxxx	0.605	B	xxxxx	0.605	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx	0.432	A	xxxxx	0.432	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.453	A	xxxxx	0.453	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	A	xxxxx	0.450	A	xxxxx	0.450	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx	0.439	A	xxxxx	0.439	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	B	13.7	0.533	B	13.7	0.533	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	C	15.1	0.579	C	15.1	0.579	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	B	xxxxx	0.666	B	xxxxx	0.666	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	E	40.9	0.514	E	40.9	0.514	+ 0.000 D/V

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - MD PEAK HOUR

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

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:												
Base Vol:	476	1011	218	114	693	60	107	344	402	265	326	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	476	1011	218	114	693	60	107	344	402	265	326	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	476	1011	218	114	693	60	107	344	402	265	326	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	476	1011	218	114	693	60	107	344	402	265	326	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	524	1011	218	125	693	60	107	344	442	292	326	225
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.18	0.82
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	1627	1123
Capacity Analysis Module:												
Vol/Sat:	0.19	0.25	0.16	0.05	0.17	0.04	0.08	0.08	0.16	0.11	0.20	0.20
Crit Volume:	262				231		107				276	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - MD PEAK HOUR

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

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 75 Critical Vol./Cap.(X): 0.696
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Street Name:	CENTINELA AVENUE									WASHINGTON BOULEVARD		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	149	772	84	116	747	88	109	525	152	110	636	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	772	84	116	747	88	109	525	152	110	636	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	772	84	116	747	88	109	525	152	110	636	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	772	84	116	747	88	109	525	152	110	636	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	772	84	116	747	88	109	525	152	110	636	101
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.79	0.21	1.00	1.55	0.45	1.00	1.73	0.27
Final Sat.:	1500	2706	294	1500	2684	316	1500	2326	674	1500	2589	411
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.29	0.08	0.28	0.28	0.07	0.23	0.23	0.07	0.25	0.25
Crit Volume:	149					418	109				369	
Crit Moves:	****					****	****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - MD PEAK HOUR

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

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.660
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Street Name:	CENTINELA AVENUE									WASHINGTON PLACE		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	79	786	108	69	725	225	233	468	79	91	481	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	786	108	69	725	225	233	468	79	91	481	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	786	108	69	725	225	233	468	79	91	481	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	786	108	69	725	225	233	468	79	91	481	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	786	108	69	725	225	233	468	79	91	481	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2638	362	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.30	0.05	0.24	0.15	0.16	0.16	0.05	0.06	0.16	0.04
Crit Volume:		447			69			233			240	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - MD PEAK HOUR

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

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.436
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name:	DUQUESNE AVENUE									CULVER BOULEVARD		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	69	186	123	37	192	70	60	508	67	73	534	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	186	123	37	192	70	60	508	67	73	534	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	186	123	37	192	70	60	508	67	73	534	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	186	123	37	192	70	60	508	67	73	534	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	186	123	37	192	70	60	508	67	73	534	22
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2641	109
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.09	0.03	0.14	0.05	0.04	0.18	0.05	0.05	0.20	0.20
Crit Volume:	69				192		60				278	
Crit Moves:	****				****		****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - MD PEAK HOUR

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

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: B

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1 1	0	2	0 2	0 1	1	0 2	0 1	1	0 1 1 0
Volume Module:												
Base Vol:	130	621	117	167	647	146	144	464	68	153	432	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	621	117	167	647	146	144	464	68	153	432	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	621	117	167	647	146	144	464	68	153	432	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	621	117	167	647	146	144	464	68	153	432	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	621	117	184	647	146	144	464	68	153	432	129
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.68	0.32	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.54	0.46
Final Sat.:	2750	2314	436	2750	2750	1375	1375	2750	1375	1375	2118	632
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.07	0.24	0.11	0.10	0.17	0.05	0.11	0.20	0.20
Crit Volume:		369			92			144				281
Crit Moves:		****			****			****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - MD PEAK HOUR

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

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.477
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1	1 0	1	0 2	1 0	1	0 1 1 0
Volume Module:												
Base Vol:	40	201	102	133	379	126	41	509	64	181	499	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	201	102	133	379	126	41	509	64	181	499	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	201	102	133	379	126	41	509	64	181	499	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	201	102	133	379	126	41	509	64	181	499	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	201	102	133	379	126	41	509	64	181	499	89
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.33	0.67	1.00	1.50	0.50	1.00	2.66	0.34	1.00	1.70	0.30
Final Sat.:	1375	1824	926	1375	2064	686	1375	3664	461	1375	2334	416
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.10	0.18	0.18	0.03	0.14	0.14	0.13	0.21	0.21
Crit Volume:			152	133					191	181		
Crit Moves:			****	****					****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - MD PEAK HOUR

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

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 0 1	1	0	2 0 1	2	0	1 1 0	2	0	2 1 0
Volume Module:												
Base Vol:	126	674	126	27	541	137	184	519	140	106	491	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	674	126	27	541	137	184	519	140	106	491	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	674	126	27	541	137	184	519	140	106	491	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	674	126	27	541	137	184	519	140	106	491	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	139	674	126	27	541	137	202	519	140	117	491	64
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.58	0.42	2.00	2.65	0.35
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2166	584	2750	3649	476
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.09	0.02	0.20	0.10	0.07	0.24	0.24	0.04	0.13	0.13
Crit Volume:		337			27				330	58		
Crit Moves:		****			****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - MD PEAK HOUR

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

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.548
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: A

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0 1	1	0	0 1 0	1	0	1 1 0	1	0	2 0 1
Volume Module:												
Base Vol:	9	19	11	207	34	222	255	605	20	27	522	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	19	11	207	34	222	255	605	20	27	522	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	19	11	207	34	222	255	605	20	27	522	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	19	11	207	34	222	255	605	20	27	522	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	19	11	207	34	222	255	605	20	27	522	156
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.13	0.87	1.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	189	1236	1425	2759	91	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.15	0.18	0.18	0.18	0.22	0.22	0.02	0.18	0.11
Crit Volume:	9				256		255				261	
Crit Moves:	****				****		****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - MD PEAK HOUR

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

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.536
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: A

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	2	0	1
Volume Module:															
Base Vol:	57	424	229	76	350	340	346	540	46	234	518	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	424	229	76	350	340	346	540	46	234	518	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	424	229	76	350	340	346	540	46	234	518	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	424	229	76	350	340	346	540	46	234	518	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	57	424	229	76	350	340	381	540	46	257	518	127
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.84	0.16	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2534	216	2750	2750	1375
Capacity Analysis Module:															
Vol/Sat:	0.04	0.15	0.17	0.06	0.13	0.25	0.14	0.21	0.21	0.09	0.19	0.09
Crit Volume:		212			76			190			259	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - MD PEAK HOUR

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

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.419
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!	0	0
Volume Module:															
Base Vol:	0	803	940	0	615	15	0	0	0	868	7	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	803	940	0	615	15	0	0	0	868	7	25
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	803	0	0	615	15	0	0	0	868	7	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	803	0	0	615	15	0	0	0	868	7	25
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	803	0	0	615	15	0	0	0	955	7	25
Saturation Flow Module:															
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.93	0.07	0.00	0.00	0.00	2.90	0.02	0.08
Final Sat.:	0	4275	1425	0	4173	102	0	0	0	4136	30	108
Capacity Analysis Module:															
Vol/Sat:	0.00	0.19	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.23	0.23	0.23
Crit Volume:		268			0					0	329	
Crit Moves:		****			****						****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - MD PEAK HOUR

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

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	0	2	1	0	2	0	2	1	0
Volume Module:															
Base Vol:	76	1217	133	123	910	432	314	170	37	143	225	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	1217	133	123	910	432	314	170	37	143	225	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	1217	133	123	910	432	314	170	37	143	225	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1217	133	123	910	432	314	170	37	143	225	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	76	1217	133	123	910	475	345	170	37	157	225	187
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.70	0.30	1.00	2.00	2.00	2.00	1.64	0.36	2.00	2.00	1.00
Final Sat.:	1375	3719	406	1375	2750	2750	2750	2258	492	2750	2750	1375
Capacity Analysis Module:															
Vol/Sat:	0.06	0.33	0.33	0.09	0.33	0.17	0.13	0.08	0.08	0.06	0.08	0.14
Crit Volume:		450			123			173				187
Crit Moves:		****			****			****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - MD PEAK HOUR

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

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1	0	1	0	1	0	1	1	0	3	0	1	1	0	2	1	0
Volume Module:															
Base Vol:	523	54	40	4	16	59	57	736	226	56	597	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	523	54	40	4	16	59	57	736	226	56	597	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	523	54	40	4	16	59	57	736	226	56	597	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	523	54	40	4	16	59	57	736	226	56	597	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	575	54	40	4	16	59	57	736	226	56	597	17
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.57	0.43	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.92	0.08
Final Sat.:	2750	790	585	1375	1375	1375	1375	4125	1375	1375	4011	114
Capacity Analysis Module:															
Vol/Sat:	0.21	0.07	0.07	0.00	0.01	0.04	0.04	0.18	0.16	0.04	0.15	0.15
Crit Volume:	288					59		245		56		
Crit Moves:	****					****		****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - MD PEAK HOUR

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

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.451
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0 0	0 0	2	0	2 0	0	0 2	1 1
Volume Module:												
Base Vol:	83	0	150	0	0	0	289	909	0	0	997	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	0	150	0	0	0	289	909	0	0	997	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	0	150	0	0	0	289	909	0	0	997	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	0	150	0	0	0	289	909	0	0	997	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	91	0	150	0	0	0	318	909	0	0	997	337
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.99	1.01
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4261	1439
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.11	0.00	0.00	0.00	0.11	0.32	0.00	0.00	0.23	0.23
Crit Volume:			150			0		159				333
Crit Moves:			****					****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - MD PEAK HOUR

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

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.415
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0	1	0	4 0	1	2	0 2 0
Volume Module:												
Base Vol:	0	0	0	379	0	201	0	784	143	333	645	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	379	0	201	0	784	143	333	645	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	379	0	201	0	784	143	333	645	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	379	0	201	0	784	143	333	645	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	417	0	221	0	784	143	366	645	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.96	0.00	1.04	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2793	0	1482	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.15	0.00	0.14	0.10	0.13	0.23	0.00
Crit Volume:			0			213		196		183		
Crit Moves:						****		****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - MD PEAK HOUR

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

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.577
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	0 1	0 1	0	0	1! 0	0	1	0 0 1
Volume Module:												
Base Vol:	8	289	85	399	215	11	5	13	5	209	21	459
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	289	85	399	215	11	5	13	5	209	21	459
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	289	85	399	215	11	5	13	5	209	21	459
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	289	85	399	215	11	5	13	5	209	21	459
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	289	85	399	215	11	5	13	5	209	21	459
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	1.51	0.45	1.00	0.96	0.04	0.22	0.56	0.22	0.91	0.09	1.00
Final Sat.:	60	2156	634	1425	1375	50	310	805	310	1295	130	1425
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.28	0.16	0.22	0.02	0.02	0.02	0.16	0.16	0.32
Crit Volume:			191	399				23		209		
Crit Moves:			****	****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - MD PEAK HOUR

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

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.726
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 1	1	0	2 0 1	2	0	3 0 1	2	0	3 0 1
Volume Module:												
Base Vol:	146	678	185	127	557	134	250	1160	117	264	1188	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	678	185	127	557	134	250	1160	117	264	1188	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	678	185	127	557	134	250	1160	117	264	1188	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	678	185	127	557	134	250	1160	117	264	1188	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	146	678	185	127	557	134	275	1160	117	290	1188	109
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.13	0.09	0.20	0.10	0.10	0.28	0.09	0.11	0.29	0.08
Crit Volume:		339		127				387		145		
Crit Moves:		****		****				****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: B[12.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 0	0	0	2	0 1	1	0	2	0 0
Volume Module:																
Base Vol:	0	0	173		0	0	0		0	655	61		157	713	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	173		0	0	0		0	655	61		157	713	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	173		0	0	0		0	655	61		157	713	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	173		0	0	0		0	655	61		157	713	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	328		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		716	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	674		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		894	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	674		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		894	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	0.26		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.18	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	1.0		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.6	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	12.2		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		9.9	xxxx	xxxxx	
LOS by Move:	*	*	B		*	*	*		*	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	12.2				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	B				*				*				*			

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - MD PEAK HOUR

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

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.598
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD								SAWTELLE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1 0	1	0	2	1 0	1	0	2	0 1	1	0	1	1 0
Volume Module:																
Base Vol:	106	1473	58		116	1284	89		121	106	68		103	187	149	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	106	1473	58		116	1284	89		121	106	68		103	187	149	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	106	1473	58		116	1284	89		121	106	68		103	187	149	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	106	1473	58		116	1284	89		121	106	68		103	187	149	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	106	1473	58		116	1284	89		121	106	68		103	187	149	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.85	0.15		1.00	2.81	0.19		1.00	2.00	1.00		1.00	1.11	0.89	
Final Sat.:	1425	5484	216		1425	3998	277		1425	2850	1425		1425	1586	1264	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.27	0.27		0.08	0.32	0.32		0.08	0.04	0.05		0.07	0.12	0.12	
Crit Volume:	106						458		121					168		
Crit Moves:	****						****		****					****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - MD PEAK HOUR

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

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.802
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 143 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD								VENICE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	1 0	1	0	3	0 1
Volume Module:																
Base Vol:	231	256	184		85	310	66		91	1168	81		267	1088	90	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	231	256	184		85	310	66		91	1168	81		267	1088	90	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	231	256	184		85	310	66		91	1168	81		267	1088	90	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	231	256	184		85	310	66		91	1168	81		267	1088	90	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	231	256	184		85	310	66		91	1168	81		267	1088	90	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.16	0.84		1.00	1.65	0.35		1.00	2.81	0.19		1.00	3.00	1.00	
Final Sat.:	1375	1600	1150		1375	2267	483		1375	3857	268		1375	4125	1375	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.16	0.16		0.06	0.14	0.14		0.07	0.30	0.30		0.19	0.26	0.07	
Crit Volume:	231					188					416		267			
Crit Moves:	****					****					****		****			

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - MD PEAK HOUR

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

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.483
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD								WASHINGTON BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	1	0	1 0	0	1	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	142	232	80		27	138	86		72	649	97		71	621	34	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	142	232	80		27	138	86		72	649	97		71	621	34	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	142	232	80		27	138	86		72	649	97		71	621	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	142	232	80		27	138	86		72	649	97		71	621	34	
PCE Adj:	1.00	1.00	1.00		2.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	142	232	80		54	138	86		72	649	97		71	621	34	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.63	1.02	0.35		0.24	1.14	0.62		1.00	1.74	0.26		1.00	1.90	0.10	
Final Sat.:	938	1533	529		362	1710	928		1500	2610	390		1500	2844	156	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.15	0.15		0.07	0.08	0.09		0.05	0.25	0.25		0.05	0.22	0.22	
Crit Volume:	142						139			373			71			
Crit Moves:	****						****			****			****			

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - MD PEAK HOUR

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

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.391
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD							WASHINGTON PLACE							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	1	0	1	0	0	1	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:																
Base Vol:	25	233		41		110	165		174		94	537		59		17	424		89	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	25	233		41		110	165		174		94	537		59		17	424		89	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	25	233		41		110	165		174		94	537		59		17	424		89	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	25	233		41		110	165		174		94	537		59		17	424		89	
PCE Adj:	2.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
FinalVolume:	50	233		41		110	165		174		94	537		59		17	424		89	
Saturation Flow Module:																
Sat/Lane:	1500	1500		1500		1500	1500		1500		1500	1500		1500		1500	1500		1500	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	0.18	1.57		0.25		0.49	0.73		0.78		1.00	1.80		0.20		1.00	2.00		1.00	
Final Sat.:	274	2347		380		735	1102		1163		1500	2703		297		1500	3000		1500	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.10		0.11		0.15	0.15		0.15		0.06	0.20		0.20		0.01	0.14		0.06	
Crit Volume:				162		110						298				17				
Crit Moves:				****		****						****				****				

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - MD PEAK HOUR

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

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD							SLAUSON AVENUE							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	1	0	2	0	1	1	0	1	0	2	0	1	2	0	2	0	1
Volume Module:																
Base Vol:	296	1141		98		302	660		48		46	189		84		180	267		198	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	296	1141		98		302	660		48		46	189		84		180	267		198	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	296	1141		98		302	660		48		46	189		84		180	267		198	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	296	1141		98		302	660		48		46	189		84		180	267		198	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.10	1.00		1.00		1.10	1.00		1.00		1.00	1.00		1.00		1.10	1.00		1.00	
FinalVolume:	326	1141		98		332	660		48		46	189		84		198	267		198	
Saturation Flow Module:																
Sat/Lane:	1375	1375		1375		1375	1375		1375		1375	1375		1375		1375	1375		1375	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	2.00	2.76		0.24		2.00	1.86		0.14		1.00	2.00		1.00		2.00	2.00		1.00	
Final Sat.:	2750	3799		326		2750	2564		186		1375	2750		1375		2750	2750		1375	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.30		0.30		0.12	0.26		0.26		0.03	0.07		0.06		0.07	0.10		0.14	
Crit Volume:				413					166					46					198	
Crit Moves:				****					****										****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - MD PEAK HOUR

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

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.711
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD							VENICE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Prot+Permit				Prot+Permit				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	3	1	0	1	0	3	1	0
Volume Module:																
Base Vol:	242	836		324		73	452		80		180	1024		358		129	1110		67	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	242	836		324		73	452		80		180	1024		358		129	1110		67	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	242	836		324		73	452		80		180	1024		358		129	1110		67	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	242	836		324		73	452		80		180	1024		358		129	1110		67	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
FinalVolume:	242	836		324		73	452		80		180	1024		358		129	1110		67	
Saturation Flow Module:																
Sat/Lane:	1375	1375		1375		1375	1375		1375		1375	1375		1375		1375	1375		1375	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	1.00	2.00		1.00		1.00	2.00		1.00		3.00	1.00		1.00		3.77	0.23			
Final Sat.:	1375	2750		1375		1375	2750		1375		1375	4125		1375		1375	5187		313	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.30		0.24		0.05	0.16		0.06		0.13	0.25		0.26		0.09	0.21		0.21	
Crit Volume:		418				73								358		129				
Crit Moves:		****				****								****		****				

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - MD PEAK HOUR

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

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD							WASHINGTON PLACE							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																
Base Vol:	100	647		83		45	567		138		147	437		119		97	484		75	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	100	647		83		45	567		138		147	437		119		97	484		75	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	100	647		83		45	567		138		147	437		119		97	484		75	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	100	647		83		45	567		138		147	437		119		97	484		75	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
FinalVolume:	100	647		83		45	567		138		147	437		119		97	484		75	
Saturation Flow Module:																
Sat/Lane:	1500	1500		1500		1500	1500		1500		1500	1500		1500		1500	1500		1500	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	1.00	1.77		0.23		1.00	1.61		0.39		1.00	1.57		0.43		1.00	1.73		0.27	
Final Sat.:	1500	2659		341		1500	2413		587		1500	2358		642		1500	2597		403	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.24		0.24		0.03	0.23		0.24		0.10	0.19		0.19		0.06	0.19		0.19	
Crit Volume:	100								353		147								280	
Crit Moves:	****								****		****								****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - MD PEAK HOUR

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

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	1	0	1	0	2	0	1	
Volume Module:												
Base Vol:	71	761	50	29	555	77	211	346	104	15	397	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	761	50	29	555	77	211	346	104	15	397	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	761	50	29	555	77	211	346	104	15	397	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	761	50	29	555	77	211	346	104	15	397	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	761	50	29	555	77	211	346	104	15	397	68
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.88	0.12	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2815	185	1500	2634	366	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.02	0.21	0.21	0.14	0.12	0.07	0.01	0.13	0.05
Crit Volume:			406	29			211				199	
Crit Moves:			****	****			****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - MD PEAK HOUR

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

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: B

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1	0
Volume Module:												
Base Vol:	231	795	0	0	606	331	437	0	120	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	795	0	0	606	331	437	0	120	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	795	0	0	606	331	437	0	120	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	795	0	0	606	331	437	0	120	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	231	795	0	0	606	331	481	0	120	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.60	0.01	0.39	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2281	0	569	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.28	0.00	0.00	0.21	0.23	0.21	0.00	0.21	0.00	0.00	0.00
Crit Volume:	231					331	300				0	
Crit Moves:	****					****	****					

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - MD PEAK HOUR

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

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.432
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0	2	1	0	0	1	0	3	0	2	0	1
Volume Module:															
Base Vol:	220	0	744	0	0	0	0	619	159	619	752	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	0	744	0	0	0	0	619	159	619	752	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	220	0	744	0	0	0	0	619	0	619	752	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	0	744	0	0	0	0	619	0	619	752	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	242	0	818	0	0	0	0	619	0	681	752	0
Saturation Flow Module:															
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:															
Vol/Sat:	0.08	0.00	0.29	0.00	0.00	0.00	0.00	0.14	0.00	0.16	0.26	0.00
Crit Volume:			409			0			206			0
Crit Moves:			****						****		****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - MD PEAK HOUR

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

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	0	1!	0	0	0	1!	0	0
Volume Module:																		
Base Vol:	50	873	47	21	714	50	26	39	25	62	85	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	873	47	21	714	50	26	39	25	62	85	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	873	47	21	714	50	26	39	25	62	85	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	873	47	21	714	50	26	39	25	62	85	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	873	47	21	714	50	26	39	25	62	85	26
Saturation Flow Module:																		
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.87	0.13	0.29	0.43	0.28	0.36	0.49	0.15
Final Sat.:	1500	2847	153	1500	2804	196	433	650	417	538	737	225
Capacity Analysis Module:																		
Vol/Sat:	0.03	0.31	0.31	0.01	0.25	0.25	0.06	0.06	0.06	0.12	0.12	0.12
Crit Volume:		460			21			26			173	
Crit Moves:		****			****			****			****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - MD PEAK HOUR

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

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	0	0 1	1	2	0 3	0 1	2	0 2 1 0
Volume Module:												
Base Vol:	32	13	223	58	13	59	57	1056	55	186	1134	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	13	223	58	13	59	57	1056	55	186	1134	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	13	223	58	13	59	57	1056	55	186	1134	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	13	223	58	13	59	57	1056	55	186	1134	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	32	13	245	58	13	65	63	1056	55	205	1134	29
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.10	1.90	1.00	0.33	1.67	2.00	3.00	1.00	2.00	2.93	0.07
Final Sat.:	1425	143	2707	1425	476	2374	2850	4275	1425	2850	4168	107
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.09	0.04	0.03	0.03	0.02	0.25	0.04	0.07	0.27	0.27
Crit Volume:		129		58				352		102		
Crit Moves:		****		****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - MD PEAK HOUR

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

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.439
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0 1	0	1	0 1	1	1	0 1 1 0
Volume Module:												
Base Vol:	88	149	38	35	140	60	72	481	100	49	552	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	149	38	35	140	60	72	481	100	49	552	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	149	38	35	140	60	72	481	100	49	552	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	149	38	35	140	60	72	481	100	49	552	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	149	38	35	140	60	72	481	100	49	552	46
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.80	0.20	1.00	0.70	0.30	1.00	1.66	0.34	1.00	1.85	0.15
Final Sat.:	1500	1195	305	1500	1050	450	1500	2484	516	1500	2769	231
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.02	0.13	0.13	0.05	0.19	0.19	0.03	0.20	0.20
Crit Volume:	88				200		72					299
Crit Moves:	****				****		****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 0 Average Delay (sec/veh): 13.7
Optimal Cycle: 0 Level Of Service: B

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0 1	0	1	0 1	0	0	1! 0	0	1	0 0 1
Volume Module:												
Base Vol:	9	620	51	29	617	4	8	3	5	48	1	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	620	51	29	617	4	8	3	5	48	1	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	620	51	29	617	4	8	3	5	48	1	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	620	51	29	617	4	8	3	5	48	1	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	620	51	29	617	4	8	3	5	48	1	29
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	1.82	0.15	0.09	1.90	0.01	0.50	0.19	0.31	0.98	0.02	1.00
Final Sat.:	17	1174	98	56	1203	8	238	89	148	427	9	509
Capacity Analysis Module:												
Vol/Sat:	0.53	0.53	0.52	0.52	0.51	0.51	0.03	0.03	0.03	0.11	0.11	0.06
Crit Moves:	****			****				****		****		
Delay/Veh:	14.3	14.0	13.8	14.0	13.9	13.8	10.3	10.3	10.3	11.2	11.2	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.3	14.0	13.8	14.0	13.9	13.8	10.3	10.3	10.3	11.2	11.2	9.5
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	A
ApproachDel:		14.0			13.9			10.3			10.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.0			13.9			10.3			10.6	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	1.1	1.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.579
Loss Time (sec): 0 Average Delay (sec/veh): 15.1
Optimal Cycle: 0 Level Of Service: C

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 0	0	0	1 1 0	0	0	1! 0 0	0	0	0 0 0
Volume Module:												
Base Vol:	98	621	0	0	580	103	92	0	135	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	621	0	0	580	103	92	0	135	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	621	0	0	580	103	92	0	135	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	621	0	0	580	103	92	0	135	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	621	0	0	580	103	92	0	135	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.70	0.30	0.41	0.00	0.59	0.00	0.00	0.00
Final Sat.:	538	1171	0	0	1001	181	232	0	341	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.53	xxxx	xxxx	0.58	0.57	0.40	xxxx	0.40	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	10.7	15.2	0.0	0.0	16.4	15.8	12.8	0.0	12.8	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	15.2	0.0	0.0	16.4	15.8	12.8	0.0	12.8	0.0	0.0	0.0
LOS by Move:	B	C	*	*	C	C	B	*	B	*	*	*
ApproachDel:		14.6			16.3			12.8			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		14.6			16.3			12.8			xxxxxx	
LOS by Appr:		B			C			B			*	
AllWayAvgQ:	0.2	1.0	0.0	0.0	1.3	1.2	0.6	0.6	0.6	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - MD PEAK HOUR

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

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.666
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: B

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	175	629	216	90	656	162	132	547	112	90	531	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	629	216	90	656	162	132	547	112	90	531	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	629	216	90	656	162	132	547	112	90	531	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	629	216	90	656	162	132	547	112	90	531	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	629	216	90	656	162	132	547	112	90	531	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.89	0.11
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2603	147
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.16	0.07	0.24	0.12	0.10	0.20	0.08	0.07	0.20	0.20
Crit Volume:	175				328		132					281
Crit Moves:	****				****		****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: E[40.9]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0 0 0	0	0	1! 0 0	1	0	2 0 0	0	0	1 1 0
Volume Module:												
Base Vol:	0	0	0	7	0	231	223	976	0	0	1131	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	7	0	231	223	976	0	0	1131	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	7	0	231	223	976	0	0	1131	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	7	0	231	223	976	0	0	1131	67
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2099	2587	599	1198	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	46	26	450	590	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	32	16	450	590	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.22	0.00	0.51	0.38	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	326	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	5.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	40.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	E	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				40.9		xxxxxx			xxxxxx		
ApproachLOS:	*				E		*			*		

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - PM PEAK HOUR

Scenario Report

Scenario:	PM
Command:	PM
Volume:	PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - PM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	D	xxxxx	0.806	D	xxxxx	0.806	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	E	xxxxx	0.918	E	xxxxx	0.918	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	D	xxxxx	0.824	D	xxxxx	0.824	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	B	xxxxx	0.665	B	xxxxx	0.665	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	E	xxxxx	0.915	E	xxxxx	0.915	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	D	xxxxx	0.852	D	xxxxx	0.852	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	C	xxxxx	0.715	C	xxxxx	0.715	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	B	xxxxx	0.695	B	xxxxx	0.695	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	C	xxxxx	0.755	C	xxxxx	0.755	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.477	A	xxxxx	0.477	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	D	xxxxx	0.863	D	xxxxx	0.863	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.489	A	xxxxx	0.489	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	C	xxxxx	0.752	C	xxxxx	0.752	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.464	A	xxxxx	0.464	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	D	xxxxx	0.834	D	xxxxx	0.834	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	E	xxxxx	0.949	E	xxxxx	0.949	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOULE	B	12.8	0.378	B	12.8	0.378	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	B	xxxxx	0.668	B	xxxxx	0.668	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	E	xxxxx	0.950	E	xxxxx	0.950	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	B	xxxxx	0.624	B	xxxxx	0.624	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.584	A	xxxxx	0.584	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	C	xxxxx	0.778	C	xxxxx	0.778	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	E	xxxxx	0.991	E	xxxxx	0.991	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	C	xxxxx	0.702	C	xxxxx	0.702	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.652	B	xxxxx	0.652	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	D	xxxxx	0.803	D	xxxxx	0.803	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	C	xxxxx	0.712	C	xxxxx	0.712	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.568	A	xxxxx	0.568	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	C	xxxxx	0.777	C	xxxxx	0.777	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	B	xxxxx	0.609	B	xxxxx	0.609	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	D	28.5	0.820	D	28.5	0.820	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	D	27.2	0.840	D	27.2	0.840	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	E	xxxxx	0.984	E	xxxxx	0.984	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F	68.1	0.625	F	68.1	0.625	+ 0.000 D/V

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - PM PEAK HOUR

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

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec):	130	Critical Vol./Cap.(X):	0.806	
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	146	Level Of Service:	D	

Street Name:	SEPULVEDA BOULEVARD				CENTINELLA AVENUE							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected			
Rights:	Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0

Volume Module:													
Base Vol:	494	1278	252	159	1353	51	102	587	736	344	368	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	494	1278	252	159	1353	51	102	587	736	344	368	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	494	1278	252	159	1353	51	102	587	736	344	368	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	494	1278	252	159	1353	51	102	587	736	344	368	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	543	1278	252	175	1353	51	102	587	810	378	368	168

Saturation Flow Module:													
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.37	0.63
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	1888	862

Capacity Analysis Module:													
Vol/Sat:	0.20	0.31	0.18	0.06	0.33	0.04	0.07	0.14	0.29	0.14	0.19	0.19
Crit Volume:	272				451			196		189		
Crit Moves:	****				****			****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - PM PEAK HOUR

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

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	75	Critical Vol./Cap.(X):	0.918	
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	180	Level Of Service:	E	

Street Name:	CENTINELA AVENUE				WASHINGTON BOULEVARD							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Permitted			
Rights:	Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0

Volume Module:													
Base Vol:	133	1100	86	123	1339	84	86	643	177	123	641	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	1100	86	123	1339	84	86	643	177	123	641	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	1100	86	123	1339	84	86	643	177	123	641	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1100	86	123	1339	84	86	643	177	123	641	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	1100	86	123	1339	84	86	643	177	123	641	105

Saturation Flow Module:													
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.85	0.15	1.00	1.88	0.12	1.00	1.57	0.43	1.00	1.72	0.28
Final Sat.:	1500	2782	218	1500	2823	177	1500	2352	648	1500	2578	422

Capacity Analysis Module:													
Vol/Sat:	0.09	0.40	0.40	0.08	0.47	0.47	0.06	0.27	0.27	0.08	0.25	0.25
Crit Volume:	133					712		410		123		
Crit Moves:	****					****		****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - PM PEAK HOUR

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

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.824
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 Level Of Service: D

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	70	1060	165	63	1363	182	173	640	83	125	624	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1060	165	63	1363	182	173	640	83	125	624	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1060	165	63	1363	182	173	640	83	125	624	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1060	165	63	1363	182	173	640	83	125	624	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1060	165	63	1363	182	173	640	83	125	624	74
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.73	0.27	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2596	404	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.41	0.41	0.04	0.45	0.12	0.12	0.21	0.06	0.08	0.21	0.05
Crit Volume:	70				682		173				312	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - PM PEAK HOUR

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

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: B

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	92	238	143	100	285	165	74	900	93	87	737	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	238	143	100	285	165	74	900	93	87	737	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	238	143	100	285	165	74	900	93	87	737	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	238	143	100	285	165	74	900	93	87	737	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	238	143	100	285	165	74	900	93	87	737	23
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.94	0.06
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2667	83
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.10	0.07	0.21	0.12	0.05	0.33	0.07	0.06	0.28	0.28
Crit Volume:	92				285			450		87		
Crit Moves:	****				****			****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - PM PEAK HOUR

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

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.915
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	2	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	140	694	141	142	954	324	220	783	124	187	841	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	694	141	142	954	324	220	783	124	187	841	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	694	141	142	954	324	220	783	124	187	841	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	694	141	142	954	324	220	783	124	187	841	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	694	141	156	954	324	220	783	124	187	841	128
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.66	0.34	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.74	0.26
Final Sat.:	2750	2286	464	2750	2750	1375	1375	2750	1375	1375	2387	363
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.30	0.06	0.35	0.24	0.16	0.28	0.09	0.14	0.35	0.35
Crit Volume:	77				477		220					485
Crit Moves:	****				****		****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - PM PEAK HOUR

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

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.852
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 154 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	71	302	66	99	767	216	78	764	79	302	874	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	302	66	99	767	216	78	764	79	302	874	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	302	66	99	767	216	78	764	79	302	874	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	302	66	99	767	216	78	764	79	302	874	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	302	66	99	767	216	78	764	79	302	874	188
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.64	0.36	1.00	1.56	0.44	1.00	2.72	0.28	1.00	1.65	0.35
Final Sat.:	1375	2257	493	1375	2146	604	1375	3738	387	1375	2263	487
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.07	0.36	0.36	0.06	0.20	0.20	0.22	0.39	0.39
Crit Volume:	71					492	78				531	
Crit Moves:	****					****	****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - PM PEAK HOUR

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

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.715
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:												
Base Vol:	127	741	131	72	783	196	302	527	114	141	1025	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	741	131	72	783	196	302	527	114	141	1025	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	741	131	72	783	196	302	527	114	141	1025	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	741	131	72	783	196	302	527	114	141	1025	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	140	741	131	72	783	196	332	527	114	155	1025	44
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.64	0.36	2.00	2.88	0.12
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2261	489	2750	3955	170
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.10	0.05	0.28	0.14	0.12	0.23	0.23	0.06	0.26	0.26
Crit Volume:	70				392		166				356	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - PM PEAK HOUR

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

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.695
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: B

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	17	22	12	345	19	320	303	1045	15	10	640	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	22	12	345	19	320	303	1045	15	10	640	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	22	12	345	19	320	303	1045	15	10	640	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	22	12	345	19	320	303	1045	15	10	640	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	22	12	345	19	320	303	1045	15	10	640	148
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.06	0.94	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	80	1345	1425	2810	40	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.01	0.24	0.24	0.24	0.21	0.37	0.37	0.01	0.22	0.10
Crit Volume:		22			345			303			320	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - PM PEAK HOUR

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

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.755
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 116 Level Of Service: C

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	48	467	408	156	591	360	375	867	48	348	501	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	467	408	156	591	360	375	867	48	348	501	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	467	408	156	591	360	375	867	48	348	501	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	467	408	156	591	360	375	867	48	348	501	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	48	467	408	156	591	360	413	867	48	383	501	93
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.90	0.10	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2606	144	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.30	0.11	0.21	0.26	0.15	0.33	0.33	0.14	0.18	0.07
Crit Volume:		234			156			458		191		
Crit Moves:		****			****			****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - PM PEAK HOUR

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

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.477
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!	0	0
Volume Module:												
Base Vol:	0	1181	1238	0	983	10	0	0	0	743	14	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1181	1238	0	983	10	0	0	0	743	14	25
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1181	0	0	983	10	0	0	0	743	14	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1181	0	0	983	10	0	0	0	743	14	25
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1181	0	0	983	10	0	0	0	817	14	25
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.97	0.03	0.00	0.00	0.00	2.86	0.05	0.09
Final Sat.:	0	4275	1425	0	4232	43	0	0	0	4080	70	125
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.20	0.20	0.20
Crit Volume:		394			0				0	285		
Crit Moves:		****			****					****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - PM PEAK HOUR

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

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.863
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 1	0	1	0 2	0 2	2	0 1	1 0	2	0 2 1 0
Volume Module:												
Base Vol:	57	1709	192	98	1186	482	470	513	16	280	247	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	1709	192	98	1186	482	470	513	16	280	247	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	1709	192	98	1186	482	470	513	16	280	247	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1709	192	98	1186	482	470	513	16	280	247	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	57	1709	192	98	1186	530	517	513	16	308	247	196
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.70	0.30	1.00	2.00	2.00	2.00	1.94	0.06	2.00	2.00	1.00
Final Sat.:	1375	3708	417	1375	2750	2750	2750	2667	83	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.46	0.46	0.07	0.43	0.19	0.19	0.19	0.19	0.11	0.09	0.14
Crit Volume:			634	98			259					196
Crit Moves:			****	****			****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - PM PEAK HOUR

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

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.489
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0 1	0	1	0 1	0 1	1	0 3	0 1	1	0 2 1 0
Volume Module:												
Base Vol:	475	58	32	7	19	52	72	932	411	49	774	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	475	58	32	7	19	52	72	932	411	49	774	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	475	58	32	7	19	52	72	932	411	49	774	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	475	58	32	7	19	52	72	932	411	49	774	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	523	58	32	7	19	52	72	932	411	49	774	6
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.64	0.36	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.98	0.02
Final Sat.:	2750	886	489	1375	1375	1375	1375	4125	1375	1375	4093	32
Capacity Analysis Module:												
Vol/Sat:	0.19	0.07	0.07	0.01	0.01	0.04	0.05	0.23	0.30	0.04	0.19	0.19
Crit Volume:	261					52		311		49		
Crit Moves:	****					****		****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - PM PEAK HOUR

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

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.752
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: C

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0	0 0	2	0	2 0	0	0	2 1 1
Volume Module:												
Base Vol:	286	0	599	0	0	0	158	827	0	0	1156	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	286	0	599	0	0	0	158	827	0	0	1156	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	286	0	599	0	0	0	158	827	0	0	1156	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	0	599	0	0	0	158	827	0	0	1156	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	315	0	599	0	0	0	174	827	0	0	1156	206
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.42	0.00	0.00	0.00	0.06	0.29	0.00	0.00	0.27	0.14
Crit Volume:			599		0		87				385	
Crit Moves:			****				****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - PM PEAK HOUR

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

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.464
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0 1	0	0	4 0 1	2	0	2 0 0
Volume Module:												
Base Vol:	0	0	0	141	0	174	0	859	247	543	897	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	141	0	174	0	859	247	543	897	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	141	0	174	0	859	247	543	897	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	141	0	174	0	859	247	543	897	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.00
FinalVolume:	0	0	0	155	0	191	0	859	247	597	897	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.34	0.00	1.66	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1914	0	2361	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.00	0.15	0.17	0.21	0.31	0.00
Crit Volume:			0			116			247	299		
Crit Moves:						****			****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - PM PEAK HOUR

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

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.834
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 137 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	10	656	105	473	460	32	7	49	16	248	39	329
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	656	105	473	460	32	7	49	16	248	39	329
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	656	105	473	460	32	7	49	16	248	39	329
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	656	105	473	460	32	7	49	16	248	39	329
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	656	105	473	460	32	7	49	16	248	39	329
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	1.70	0.27	0.98	0.95	0.07	0.10	0.68	0.22	0.86	0.14	1.00
Final Sat.:	37	2425	388	1397	1359	95	139	970	317	1231	194	1425
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.34	0.34	0.34	0.05	0.05	0.05	0.20	0.20	0.23
Crit Volume:		386				483		72		248		
Crit Moves:		****				****		****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - PM PEAK HOUR

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

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.949
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	157	996	188	187	895	142	268	1367	158	298	1258	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	996	188	187	895	142	268	1367	158	298	1258	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	996	188	187	895	142	268	1367	158	298	1258	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	996	188	187	895	142	268	1367	158	298	1258	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	157	996	188	187	895	142	295	1367	158	328	1258	81
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.36	0.14	0.14	0.33	0.10	0.11	0.33	0.11	0.12	0.30	0.06
Crit Volume:		498		187				456		164		
Crit Moves:		****		****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: B[12.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1	0	0	0	0	0	2	0	1	1	0	2	0
Volume Module:																
Base Vol:	0	0	165		0	0	0		0	750	98		302	857	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	165		0	0	0		0	750	98		302	857	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	165		0	0	0		0	750	98		302	857	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	165		0	0	0		0	750	98		302	857	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	375		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		848	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	628		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		798	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	628		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		798	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	0.26		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.38	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	1.0		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1.8	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	12.8		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		12.2	xxxx	xxxxx	
LOS by Move:	*	*	B		*	*	*		*	*	*		B	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:		12.8				xxxxxx				xxxxxx				xxxxxx		
ApproachLOS:		B				*				*				*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - PM PEAK HOUR

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

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	124	2208	81	119	1576	148	115	151	132	82	170	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	2208	81	119	1576	148	115	151	132	82	170	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	2208	81	119	1576	148	115	151	132	82	170	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	2208	81	119	1576	148	115	151	132	82	170	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	2208	81	119	1576	148	115	151	132	82	170	106
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.86	0.14	1.00	2.74	0.26	1.00	2.00	1.00	1.00	1.23	0.77
Final Sat.:	1425	5498	202	1425	3908	367	1425	2850	1425	1425	1755	1095
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.40	0.08	0.40	0.40	0.08	0.05	0.09	0.06	0.10	0.10
Crit Volume:	124				575		115				138	
Crit Moves:	****				****		****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - PM PEAK HOUR

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

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.950
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1 1	0	1	0 2 1	0	1	0 3 0 1
Volume Module:												
Base Vol:	186	559	185	118	633	59	115	1559	110	218	1235	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	559	185	118	633	59	115	1559	110	218	1235	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	559	185	118	633	59	115	1559	110	218	1235	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	559	185	118	633	59	115	1559	110	218	1235	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	559	185	118	633	59	115	1559	110	218	1235	88
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.50	0.50	1.00	1.83	0.17	1.00	2.80	0.20	1.00	3.00	1.00
Final Sat.:	1375	2066	684	1375	2516	234	1375	3853	272	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.14	0.27	0.27	0.09	0.25	0.25	0.08	0.40	0.40	0.16	0.30	0.06
Crit Volume:	186				346				556	218		
Crit Moves:	****				****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - PM PEAK HOUR

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

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.624
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	0	1	0 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	106	503	39	26	513	86	78	752	100	79	758	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	503	39	26	513	86	78	752	100	79	758	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	503	39	26	513	86	78	752	100	79	758	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	503	39	26	513	86	78	752	100	79	758	45
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	503	39	52	513	86	78	752	100	79	758	45
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	1.51	0.10	0.09	1.65	0.26	1.00	1.77	0.23	1.00	1.89	0.11
Final Sat.:	587	2258	155	130	2473	396	1500	2648	352	1500	2832	168
Capacity Analysis Module:												
Vol/Sat:	0.18	0.22	0.25	0.20	0.21	0.22	0.05	0.28	0.28	0.05	0.27	0.27
Crit Volume:	106					326		426		79		
Crit Moves:	****					****		****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - PM PEAK HOUR

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

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	0	1 0 1 0	1	0	1 1 0	1	0	2 0 1
Volume Module:												
Base Vol:	41	460	30	69	517	208	78	687	78	21	512	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	460	30	69	517	208	78	687	78	21	512	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	460	30	69	517	208	78	687	78	21	512	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	460	30	69	517	208	78	687	78	21	512	137
PCE Adj:	4.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	460	30	138	517	208	78	687	78	21	512	137
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	1.71	0.09	0.19	1.33	0.48	1.00	1.80	0.20	1.00	2.00	1.00
Final Sat.:	301	2561	138	286	1991	723	1500	2694	306	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.22	0.24	0.26	0.29	0.05	0.25	0.26	0.01	0.17	0.09
Crit Volume:	41					431			383	21		
Crit Moves:	****					****			****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - PM PEAK HOUR

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

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.778
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 128 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 1	0	2	0 1 1 0	1	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	191	1637	94	339	1225	40	67	313	119	221	259	239
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	1637	94	339	1225	40	67	313	119	221	259	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	1637	94	339	1225	40	67	313	119	221	259	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	1637	94	339	1225	40	67	313	119	221	259	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	210	1637	94	373	1225	40	67	313	119	243	259	239
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.84	0.16	2.00	1.94	0.06	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3901	224	2750	2663	87	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.42	0.42	0.14	0.46	0.46	0.05	0.11	0.09	0.09	0.09	0.17
Crit Volume:	577			186			67					239
Crit Moves:	****			****			****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - PM PEAK HOUR

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

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.991
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	3	1	0	1	0	3	1	0
Volume Module:																				
Base Vol:	246	1492	354	85	759	73	219	1423	289	83	1205	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	1492	354	85	759	73	219	1423	289	83	1205	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	246	1492	354	85	759	73	219	1423	289	83	1205	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	1492	354	85	759	73	219	1423	289	83	1205	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	246	1492	354	85	759	73	219	1423	289	83	1205	45
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.32	0.68	1.00	3.86	0.14
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4572	928	1375	5302	198
Capacity Analysis Module:																				
Vol/Sat:	0.18	0.54	0.26	0.06	0.28	0.05	0.16	0.31	0.31	0.06	0.23	0.23
Crit Volume:		746			85			219			313	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - PM PEAK HOUR

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

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.702
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	107	916	96	47	825	127	147	576	110	112	568	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	916	96	47	825	127	147	576	110	112	568	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	916	96	47	825	127	147	576	110	112	568	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	916	96	47	825	127	147	576	110	112	568	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	916	96	47	825	127	147	576	110	112	568	79
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	1.73	0.27	1.00	1.68	0.32	1.00	1.76	0.24
Final Sat.:	1500	2715	285	1500	2600	400	1500	2519	481	1500	2634	366
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.34	0.34	0.03	0.32	0.32	0.10	0.23	0.23	0.07	0.22	0.22
Crit Volume:	107					476	147				324	
Crit Moves:	****					****	****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - PM PEAK HOUR

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

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.652
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	59	1018	34	19	902	81	173	530	66	27	508	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	1018	34	19	902	81	173	530	66	27	508	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	1018	34	19	902	81	173	530	66	27	508	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	1018	34	19	902	81	173	530	66	27	508	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	1018	34	19	902	81	173	530	66	27	508	54
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2903	97	1500	2753	247	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.35	0.35	0.01	0.33	0.33	0.12	0.18	0.04	0.02	0.17	0.04
Crit Volume:	59					492	173				254	
Crit Moves:	****					****	****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - PM PEAK HOUR

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

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.803
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 144 Level Of Service: D

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1	0	1!	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	127	1139	0	0	918	125	972	0	46	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	1139	0	0	918	125	972	0	46	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	1139	0	0	918	125	972	0	46	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1139	0	0	918	125	972	0	46	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	1139	0	0	918	125	1069	0	46	0	0	0
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.92	0.00	0.08	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2732	0	118	0	1425	0
Capacity Analysis Module:																				
Vol/Sat:	0.09	0.40	0.00	0.00	0.32	0.09	0.39	0.00	0.39	0.00	0.00	0.00
Crit Volume:	127					459	558				0	
Crit Moves:	****					****	****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - PM PEAK HOUR

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

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.712
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 Level Of Service: C

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0	2	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	208	0	1335	0	0	0	0	839	223	797	836	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	0	1335	0	0	0	0	839	223	797	836	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	208	0	1335	0	0	0	0	839	0	797	836	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	0	1335	0	0	0	0	839	0	797	836	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	229	0	1469	0	0	0	0	839	0	877	836	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.52	0.00	0.00	0.00	0.00	0.20	0.00	0.21	0.29	0.00
Crit Volume:			734			0			280		0	
Crit Moves:			****						****		****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - PM PEAK HOUR

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

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.568
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	0	1! 0
Volume Module:												
Base Vol:	64	1048	101	30	984	75	24	88	65	54	139	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1048	101	30	984	75	24	88	65	54	139	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	1048	101	30	984	75	24	88	65	54	139	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1048	101	30	984	75	24	88	65	54	139	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	1048	101	30	984	75	24	88	65	54	139	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.82	0.18	1.00	1.86	0.14	0.13	0.50	0.37	0.24	0.63	0.13
Final Sat.:	1500	2736	264	1500	2788	212	203	746	551	363	935	202
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.38	0.02	0.35	0.35	0.12	0.12	0.12	0.15	0.15	0.15
Crit Volume:			575		30			24				223
Crit Moves:			****		****			****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - PM PEAK HOUR

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

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 102 Level Of Service: C

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	1	1	0	0	1	1	2	0
Volume Module:												
Base Vol:	42	16	406	111	30	83	23	1985	60	188	1388	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	16	406	111	30	83	23	1985	60	188	1388	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	16	406	111	30	83	23	1985	60	188	1388	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	16	406	111	30	83	23	1985	60	188	1388	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	42	16	447	111	30	91	25	1985	60	207	1388	23
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	1.93	1.00	0.49	1.51	2.00	3.00	1.00	2.00	2.95	0.05
Final Sat.:	1425	99	2751	1425	705	2145	2850	4275	1425	2850	4205	70
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.08	0.04	0.04	0.01	0.46	0.04	0.07	0.33	0.33
Crit Volume:		231			111			662		103		
Crit Moves:		****			****			****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - PM PEAK HOUR

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

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.609
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: B

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	1	0	0	1	0	1	1 0
Volume Module:												
Base Vol:	83	220	27	35	284	74	75	653	136	78	596	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	220	27	35	284	74	75	653	136	78	596	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	220	27	35	284	74	75	653	136	78	596	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	220	27	35	284	74	75	653	136	78	596	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	220	27	35	284	74	75	653	136	78	596	68
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.89	0.11	1.00	0.79	0.21	1.00	1.66	0.34	1.00	1.80	0.20
Final Sat.:	1500	1336	164	1500	1190	310	1500	2483	517	1500	2693	307
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.16	0.02	0.24	0.24	0.05	0.26	0.26	0.05	0.22	0.22
Crit Volume:	83				358			395		78		
Crit Moves:	****				****			****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 0 Average Delay (sec/veh): 28.5
Optimal Cycle: 0 Level Of Service: D

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	8	867	60	39	871	6	6	2	5	80	1	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	867	60	39	871	6	6	2	5	80	1	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	867	60	39	871	6	6	2	5	80	1	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	867	60	39	871	6	6	2	5	80	1	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	867	60	39	871	6	6	2	5	80	1	37
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	1.85	0.13	0.09	1.90	0.01	0.47	0.15	0.38	0.99	0.01	1.00
Final Sat.:	10	1065	74	48	1080	7	208	69	173	381	5	441
Capacity Analysis Module:												
Vol/Sat:	0.82	0.81	0.81	0.81	0.81	0.80	0.03	0.03	0.03	0.21	0.21	0.08
Crit Moves:	****			****				****		****		
Delay/Veh:	30.6	29.9	29.0	29.8	29.4	29.0	11.0	11.0	11.0	13.3	13.3	10.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	29.9	29.0	29.8	29.4	29.0	11.0	11.0	11.0	13.3	13.3	10.7
LOS by Move:	D	D	D	D	D	D	B	B	B	B	B	B
ApproachDel:	29.8			29.4			11.0			12.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	29.8			29.4			11.0			12.5		
LOS by Appr:	D			D			B			B		
AllWayAvgQ:	3.4	3.2	3.2	3.3	3.2	3.2	0.0	0.0	0.0	0.2	0.2	0.1

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.840
Loss Time (sec): 0 Average Delay (sec/veh): 27.2
Optimal Cycle: 0 Level Of Service: D

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 1	1 0	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	73	822	0	0	831	119	110	0	102	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	822	0	0	831	119	110	0	102	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	822	0	0	831	119	110	0	102	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	822	0	0	831	119	110	0	102	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	822	0	0	831	119	110	0	102	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.75	0.25	0.52	0.00	0.48	0.00	0.00	0.00
Final Sat.:	507	1103	0	0	989	144	285	0	264	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.75	xxxx	xxxx	0.84	0.83	0.39	xxxx	0.39	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	10.8	25.3	0.0	0.0	33.3	31.5	13.4	0.0	13.4	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	25.3	0.0	0.0	33.3	31.5	13.4	0.0	13.4	0.0	0.0	0.0
LOS by Move:	B	D	*	*	D	D	B	*	B	*	*	*
ApproachDel:	24.1			33.1			13.4			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	24.1			33.1			13.4			xxxxxx		
LOS by Appr:	C			D			B			*		
AllWayAvgQ:	0.2	2.5	0.0	0.0	4.0	3.6	0.6	0.6	0.6	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - PM PEAK HOUR

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

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	105	Critical Vol./Cap.(X):	0.984
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	172	769	284	88	1011	184	134	756	149	297	626	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	172	769	284	88	1011	184	134	756	149	297	626	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	769	284	88	1011	184	134	756	149	297	626	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	769	284	88	1011	184	134	756	149	297	626	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	769	284	88	1011	184	134	756	149	297	626	21
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.94	0.06
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2661	89
Capacity Analysis Module:												
Vol/Sat:	0.13	0.28	0.21	0.06	0.37	0.13	0.10	0.27	0.11	0.22	0.24	0.24
Crit Volume:	172				506			378		297		
Crit Moves:	****				****			****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh):	7.6
Worst Case Level Of Service:	F[68.1]

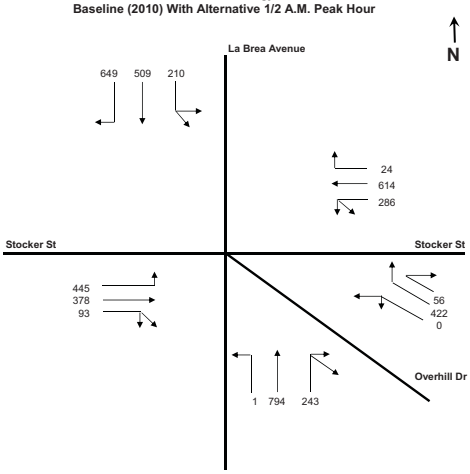
Street Name:	WALGROVE AVENUE									WASHINGTON BOULEVARD								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	T	LTR	RT	L	T	LTR	RT	L	T	LTR	RT	L	T	LTR	RT		
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled					
Rights:	Include				Include				Include				Include					
Lanes:	0	0	0	0	0	0	0	0	1!	0	0		1	0	2	0	0	
Volume Module:																		
Base Vol:	0	0	0		5	0	254		259	1095	0		0	1255	78			
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
Initial Bse:	0	0	0		5	0	254		259	1095	0		0	1255	78			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
PHF Volume:	0	0	0		5	0	254		259	1095	0		0	1255	78			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
FinalVolume:	0	0	0		5	0	254		259	1095	0		0	1255	78			
Critical Gap Module:																		
Critical Gp:	xxxxx	xxxx	xxxxx		6.8	6.5	6.9		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	4.0	3.3		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
Capacity Module:																		
Cnflict Vol:	xxxx	xxxx	xxxxx		2360	2907	667		1333	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx		30	16	406		524	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx		19	8	406		524	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx		0.27	0.00	0.63		0.49	xxxx	xxxx		xxxx	xxxx	xxxx			
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		2.7	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		18.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*		*	*	*		C	*	*		*	*	*			
Movement:	LT	-	LTR	RT	LT	-	LTR	RT	LT	-	LTR	RT	LT	-	LTR	RT		
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	290	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	8.1	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	68.1	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*		*	F	*		*	*	*		*	*	*			
ApproachDel:	xxxxxx					68.1			xxxxxx				xxxxxx					
ApproachLOS:	*					F			*				*					

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Manual Calculations

Intersection 86
CMA Methodology
Baseline (2010) With Alternative 1/2 A.M. Peak Hour



1) $\frac{445}{2}$ or $\frac{286}{2}$

= **223**

2) $\frac{614}{2}$ or $\frac{24}{1}$ or $\left\{\frac{378 + 93}{2}\right\}$

= **307**

3) $\frac{509}{2}$ or $\frac{794}{3}$ or $\frac{243}{2}$

= **265**

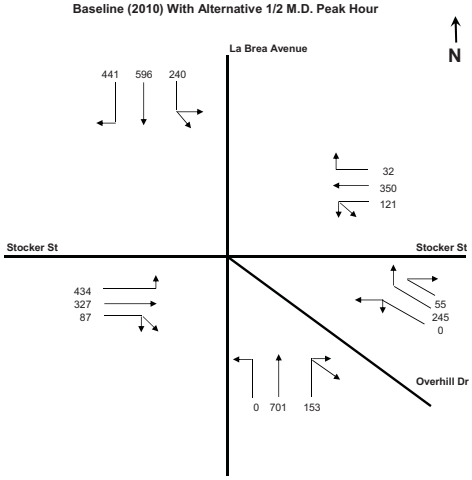
4) $\frac{210}{2}$ or $\left\{\frac{422 + 56}{3}\right\}$

= **159**

Critical Volumes = 223 + 307 + 265 + 159 = 954

V/C = $\frac{954}{1,375}$ – 0.00 = 0.694 LOS B

Intersection 86
CMA Methodology
Baseline (2010) With Alternative 1/2 M.D. Peak Hour



1) $\frac{434}{2}$ or $\frac{121}{2}$

= **217**

2) $\frac{350}{2}$ or $\frac{32}{1}$ or $\left\{\frac{327 + 87}{2}\right\}$

= **207**

3) $\frac{596}{2}$ or $\frac{701}{3}$ or $\frac{153}{2}$

= **298**

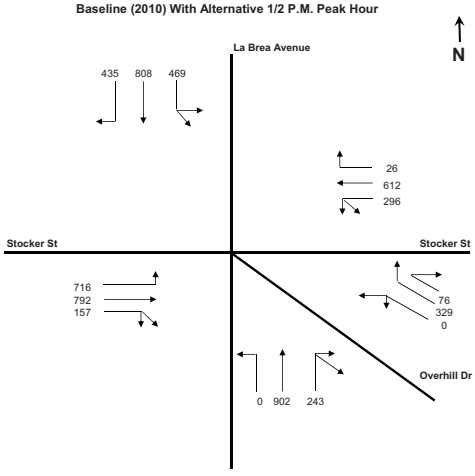
4) $\frac{240}{2}$ or $\left\{\frac{245 + 55}{3}\right\}$

= **120**

Critical Volumes = 217 + 207 + 298 + 120 = 842

V/C = $\frac{842}{1,375}$ – 0.00 = 0.612 LOS B

Intersection 86
CMA Methodology
Baseline (2010) With Alternative 1/2 P.M. Peak Hour



1) $\frac{716}{2}$ or $\frac{296}{2}$

= **358**

2) $\frac{612}{2}$ or $\frac{26}{1}$ or $\left\{\frac{792 + 157}{2}\right\}$

= **475**

3) $\frac{808}{2}$ or $\frac{902}{3}$ or $\frac{243}{2}$

= **404**

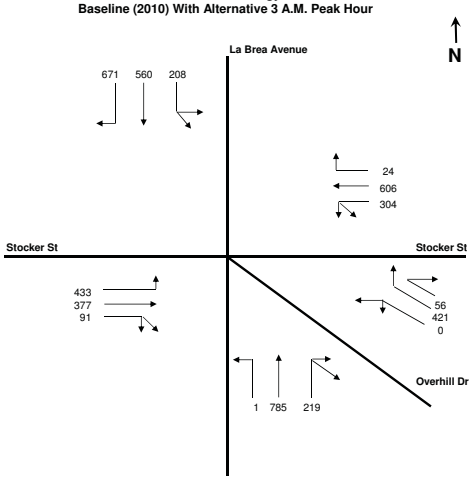
4) $\frac{469}{2}$ or $\left\{\frac{329 + 76}{3}\right\}$

= **235**

Critical Volumes = 358 + 475 + 404 + 235 = 1,472

V/C = $\frac{1,472}{1,375}$ – 0.00 = 1.071 LOS F

Intersection 86
CMA Methodology
Baseline (2010) With Alternative 3 A.M. Peak Hour



1) $\frac{433}{2}$ or $\frac{304}{2}$

= **217**

2) $\frac{606}{2}$ or $\frac{24}{1}$ or $\left\{\frac{377 + 91}{2}\right\}$

= **303**

3) $\frac{560}{2}$ or $\frac{785}{3}$ or $\frac{219}{2}$

= **280**

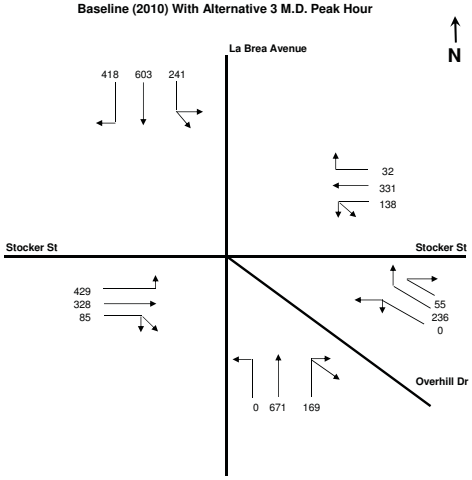
4) $\frac{208}{2}$ or $\left\{\frac{421 + 56}{3}\right\}$

= **159**

Critical Volumes = 217 + 303 + 280 + 159 = 959

V/C = $\frac{959}{1,375}$ – 0.00 = 0.697 LOS B

Intersection 86
CMA Methodology
Baseline (2010) With Alternative 3 M.D. Peak Hour



1) $\frac{429}{2}$ or $\frac{138}{2}$

= **215**

2) $\frac{331}{2}$ or $\frac{32}{1}$ or $\frac{328 + 85}{2}$

= **207**

3) $\frac{603}{2}$ or $\frac{671}{3}$ or $\frac{169}{2}$

= **302**

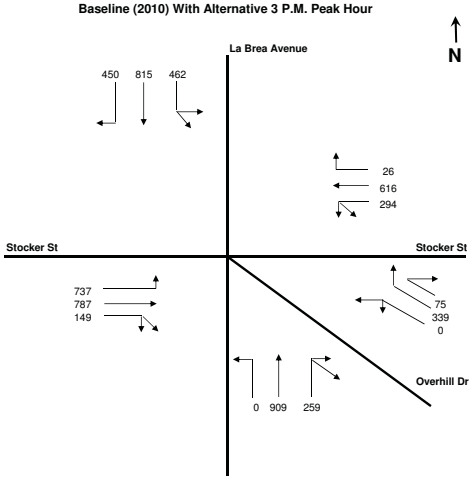
4) $\frac{241}{2}$ or $\frac{236 + 55}{3}$

= **121**

Critical Volumes = 215 + 207 + 302 + 121 = 845

V/C = $\frac{845}{1,375}$ – 0.00 = 0.615 LOS B

Intersection 86
CMA Methodology
Baseline (2010) With Alternative 3 P.M. Peak Hour



1) $\frac{737}{2}$ or $\frac{294}{2}$

= **369**

2) $\frac{616}{2}$ or $\frac{26}{1}$ or $\frac{787 + 149}{2}$

= **468**

3) $\frac{815}{2}$ or $\frac{909}{3}$ or $\frac{259}{2}$

= **408**

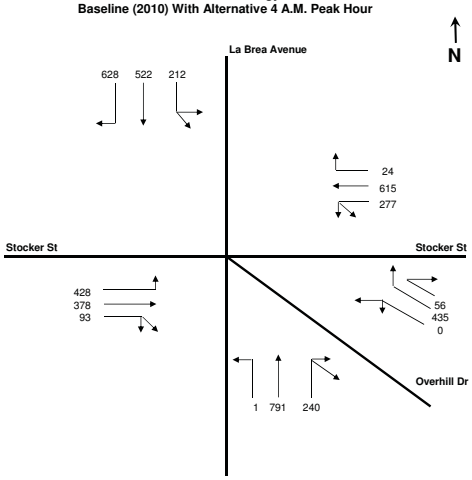
4) $\frac{462}{2}$ or $\frac{339 + 75}{3}$

= **231**

Critical Volumes = 369 + 468 + 408 + 231 = 1,476

V/C = $\frac{1,476}{1,375}$ – 0.00 = 1.073 LOS F

Intersection 86
CMA Methodology
Baseline (2010) With Alternative 4 A.M. Peak Hour



1) $\frac{428}{2}$ or $\frac{277}{2}$

= **214**

2) $\frac{615}{2}$ or $\frac{24}{1}$ or $\frac{378 + 93}{2}$

= **308**

3) $\frac{522}{2}$ or $\frac{791}{3}$ or $\frac{240}{2}$

= **264**

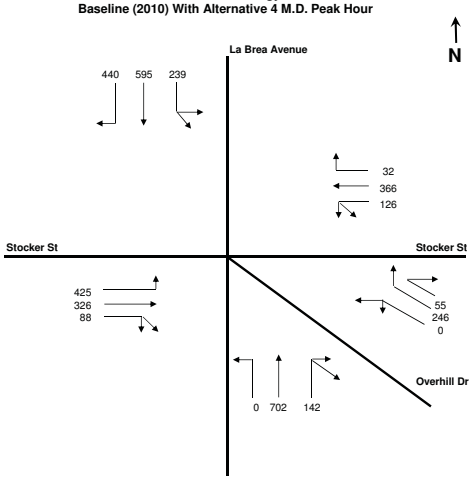
4) $\frac{212}{2}$ or $\frac{435 + 56}{3}$

= **164**

Critical Volumes = 214 + 308 + 264 + 164 = 950

V/C = $\frac{950}{1,375}$ – 0.00 = 0.691 LOS B

Intersection 86
CMA Methodology
Baseline (2010) With Alternative 4 M.D. Peak Hour



1) $\frac{425}{2}$ or $\frac{126}{2}$

= **213**

2) $\frac{366}{2}$ or $\frac{32}{1}$ or $\frac{326 + 88}{2}$

= **207**

3) $\frac{595}{2}$ or $\frac{702}{3}$ or $\frac{142}{2}$

= **298**

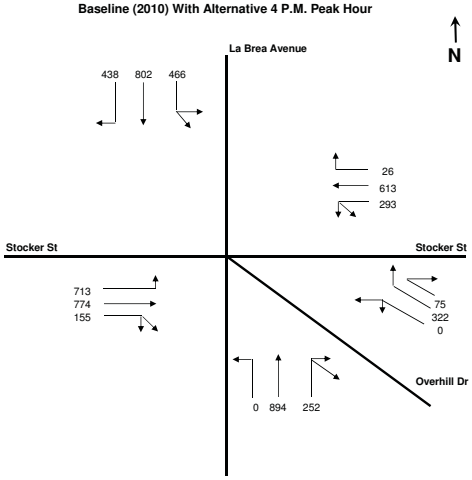
4) $\frac{239}{2}$ or $\frac{246 + 55}{3}$

= **120**

Critical Volumes = 213 + 207 + 298 + 120 = 838

V/C = $\frac{838}{1,375}$ – 0.00 = 0.609 LOS B

Intersection 86
CMA Methodology
Baseline (2010) With Alternative 4 P.M. Peak Hour



1) $\frac{713}{2}$ or $\frac{293}{2}$

= **357**

2) $\frac{613}{2}$ or $\frac{26}{1}$ or $\left\{\frac{774 + 155}{2}\right\}$

= **465**

3) $\frac{802}{2}$ or $\frac{894}{3}$ or $\frac{252}{2}$

= **401**

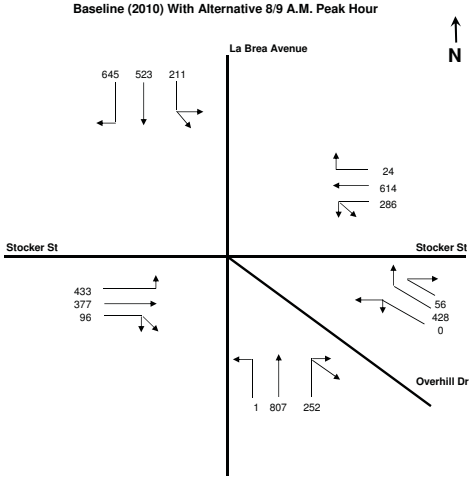
4) $\frac{466}{2}$ or $\left\{\frac{322 + 75}{3}\right\}$

= **233**

Critical Volumes = 357 + 465 + 401 + 233 = 1,456

V/C = $\frac{1,456}{1,375}$ – 0.00 = 1.059 LOS F

Intersection 86
CMA Methodology
Baseline (2010) With Alternative 8/9 A.M. Peak Hour



1) $\frac{433}{2}$ or $\frac{286}{2}$

= **217**

2) $\frac{614}{2}$ or $\frac{24}{1}$ or $\left\{\frac{377 + 96}{2}\right\}$

= **307**

3) $\frac{523}{2}$ or $\frac{807}{3}$ or $\frac{252}{2}$

= **269**

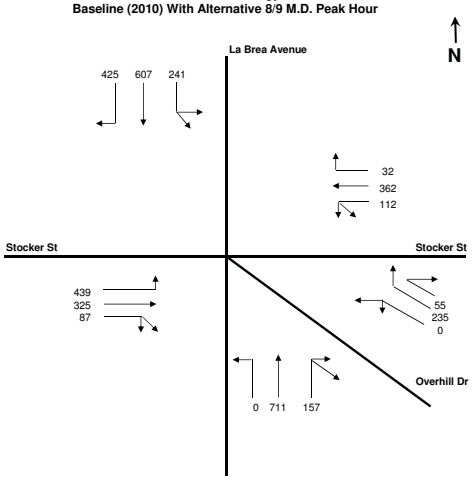
4) $\frac{211}{2}$ or $\left\{\frac{428 + 56}{3}\right\}$

= **161**

Critical Volumes = 217 + 307 + 269 + 161 = 954

V/C = $\frac{954}{1,375}$ – 0.00 = 0.694 LOS B

Intersection 86
CMA Methodology
Baseline (2010) With Alternative 8/9 M.D. Peak Hour



1) $\frac{439}{2}$ or $\frac{112}{2}$

= **220**

2) $\frac{362}{2}$ or $\frac{32}{1}$ or $\left\{\frac{325 + 87}{2}\right\}$

= **206**

3) $\frac{607}{2}$ or $\frac{711}{3}$ or $\frac{157}{2}$

= **304**

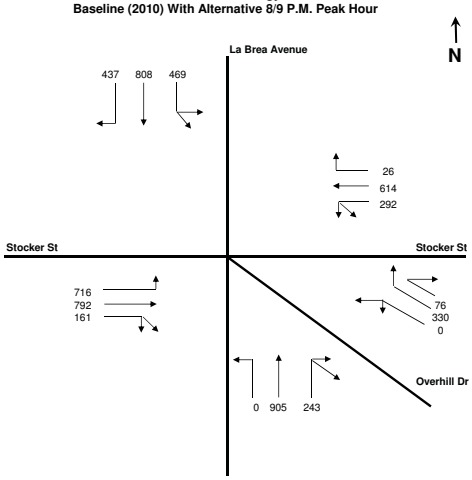
4) $\frac{241}{2}$ or $\left\{\frac{235 + 55}{3}\right\}$

= **121**

Critical Volumes = 220 + 206 + 304 + 121 = 851

V/C = $\frac{851}{1,375}$ – 0.00 = 0.619 LOS B

Intersection 86
CMA Methodology
Baseline (2010) With Alternative 8/9 P.M. Peak Hour



1) $\frac{716}{2}$ or $\frac{292}{2}$

= **358**

2) $\frac{614}{2}$ or $\frac{26}{1}$ or $\left\{\frac{792 + 161}{2}\right\}$

= **477**

3) $\frac{808}{2}$ or $\frac{905}{3}$ or $\frac{243}{2}$

= **404**

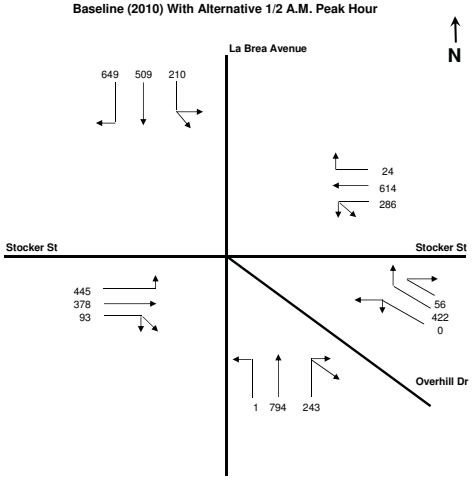
4) $\frac{469}{2}$ or $\left\{\frac{330 + 76}{3}\right\}$

= **235**

Critical Volumes = 358 + 477 + 404 + 235 = 1,474

V/C = $\frac{1,474}{1,375}$ – 0.00 = 1.072 LOS F

Intersection 86
ICU Methodology
Baseline (2010) With Alternative 1/2 A.M. Peak Hour



1) $\frac{445}{3200}$ or $\frac{286}{3200}$

= **0.139**

2) $\frac{614}{3200}$ or $\frac{24}{1600}$ or $\left\{\frac{378 + 93}{3200}\right\}$

= **0.192**

3) $\frac{509}{3200}$ or $\frac{794}{4800}$ or $\frac{243}{3200}$

= **0.165**

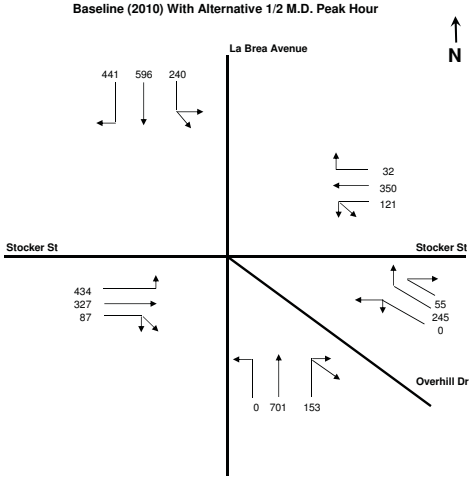
4) $\frac{210}{3200}$ or $\left\{\frac{422 + 56}{4800}\right\}$

= **0.1**

Critical Volumes = 0.139 + 0.192 + 0.165 + 0.1 = 0.596

V/C = 0.596 – 0.00 = 0.596 LOS A

Intersection 86
ICU Methodology
Baseline (2010) With Alternative 1/2 M.D. Peak Hour



1) $\frac{434}{3200}$ or $\frac{121}{3200}$

= **0.136**

2) $\frac{350}{3200}$ or $\frac{32}{1600}$ or $\left\{\frac{327 + 87}{3200}\right\}$

= **0.129**

3) $\frac{596}{3200}$ or $\frac{701}{4800}$ or $\frac{153}{3200}$

= **0.186**

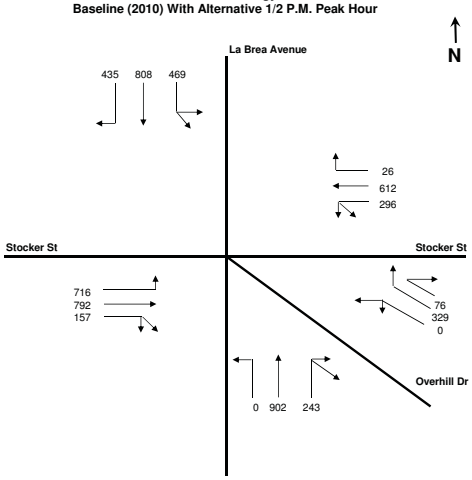
4) $\frac{240}{3200}$ or $\left\{\frac{245 + 55}{4800}\right\}$

= **0.075**

Critical Volumes = 0.136 + 0.129 + 0.186 + 0.075 = 0.526

V/C = 0.526 – 0.00 = 0.526 LOS A

Intersection 86
ICU Methodology
Baseline (2010) With Alternative 1/2 P.M. Peak Hour



1) $\frac{716}{3200}$ or $\frac{296}{3200}$

= **0.224**

2) $\frac{612}{3200}$ or $\frac{26}{1600}$ or $\left\{\frac{792 + 157}{3200}\right\}$

= **0.297**

3) $\frac{808}{3200}$ or $\frac{902}{4800}$ or $\frac{243}{3200}$

= **0.253**

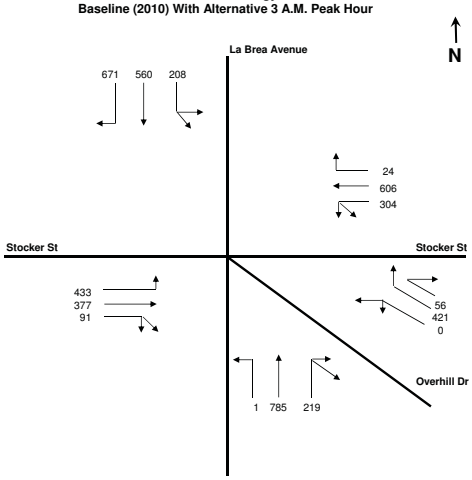
4) $\frac{469}{3200}$ or $\left\{\frac{329 + 76}{4800}\right\}$

= **0.147**

Critical Volumes = 0.224 + 0.297 + 0.253 + 0.147 = 0.921

V/C = 0.921 – 0.00 = 0.921 LOS E

Intersection 86
ICU Methodology
Baseline (2010) With Alternative 3 A.M. Peak Hour



1) $\frac{433}{3200}$ or $\frac{304}{3200}$

= **0.135**

2) $\frac{606}{3200}$ or $\frac{24}{1600}$ or $\left\{\frac{377 + 91}{3200}\right\}$

= **0.189**

3) $\frac{560}{3200}$ or $\frac{785}{4800}$ or $\frac{219}{3200}$

= **0.175**

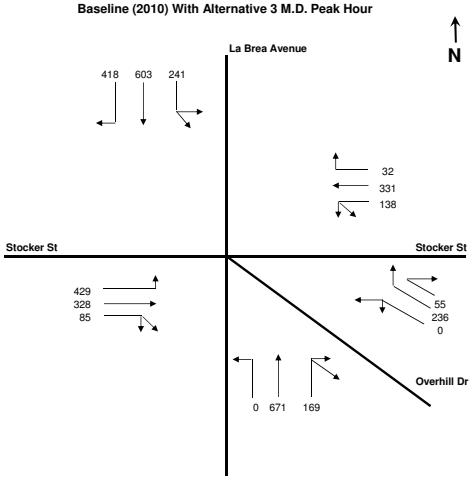
4) $\frac{208}{3200}$ or $\left\{\frac{421 + 56}{4800}\right\}$

= **0.099**

Critical Volumes = 0.135 + 0.189 + 0.175 + 0.099 = 0.598

V/C = 0.598 – 0.00 = 0.598 LOS A

Intersection 86
ICU Methodology
Baseline (2010) With Alternative 3 M.D. Peak Hour



1) $\frac{429}{3200}$ or $\frac{138}{3200}$

= **0.134**

2) $\frac{331}{3200}$ or $\frac{32}{1600}$ or $\left\{\frac{328 + 85}{3200}\right\}$

= **0.129**

3) $\frac{603}{3200}$ or $\frac{671}{4800}$ or $\frac{169}{3200}$

= **0.188**

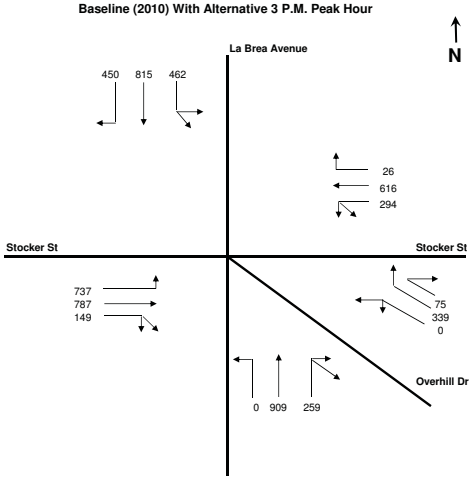
4) $\frac{241}{3200}$ or $\left\{\frac{236 + 55}{4800}\right\}$

= **0.075**

Critical Volumes = 0.134 + 0.129 + 0.188 + 0.075 = 0.526

V/C = 0.526 – 0.00 = 0.526 LOS A

Intersection 86
ICU Methodology
Baseline (2010) With Alternative 3 P.M. Peak Hour



1) $\frac{737}{3200}$ or $\frac{294}{3200}$

= **0.23**

2) $\frac{616}{3200}$ or $\frac{26}{1600}$ or $\left\{\frac{787 + 149}{3200}\right\}$

= **0.293**

3) $\frac{815}{3200}$ or $\frac{909}{4800}$ or $\frac{259}{3200}$

= **0.255**

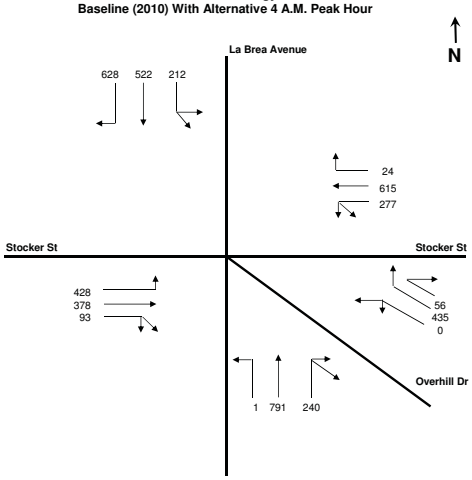
4) $\frac{462}{3200}$ or $\left\{\frac{339 + 75}{4800}\right\}$

= **0.144**

Critical Volumes = 0.23 + 0.293 + 0.255 + 0.144 = 0.922

V/C = 0.922 – 0.00 = 0.922 LOS E

Intersection 86
ICU Methodology
Baseline (2010) With Alternative 4 A.M. Peak Hour



1) $\frac{428}{3200}$ or $\frac{277}{3200}$

= **0.134**

2) $\frac{615}{3200}$ or $\frac{24}{1600}$ or $\left\{\frac{378 + 93}{3200}\right\}$

= **0.192**

3) $\frac{522}{3200}$ or $\frac{791}{4800}$ or $\frac{240}{3200}$

= **0.165**

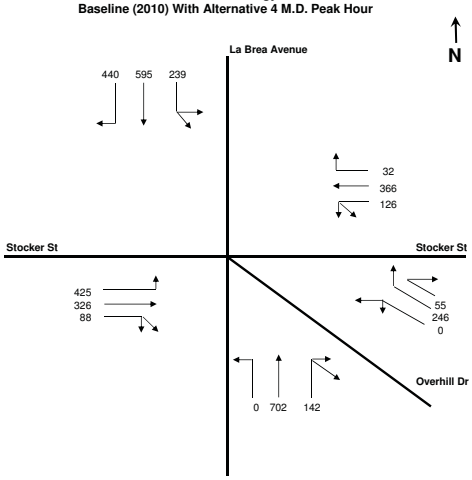
4) $\frac{212}{3200}$ or $\left\{\frac{435 + 56}{4800}\right\}$

= **0.102**

Critical Volumes = 0.134 + 0.192 + 0.165 + 0.102 = 0.593

V/C = 0.593 – 0.00 = 0.593 LOS A

Intersection 86
ICU Methodology
Baseline (2010) With Alternative 4 M.D. Peak Hour



1) $\frac{425}{3200}$ or $\frac{126}{3200}$

= **0.133**

2) $\frac{366}{3200}$ or $\frac{32}{1600}$ or $\left\{\frac{326 + 88}{3200}\right\}$

= **0.129**

3) $\frac{595}{3200}$ or $\frac{702}{4800}$ or $\frac{142}{3200}$

= **0.186**

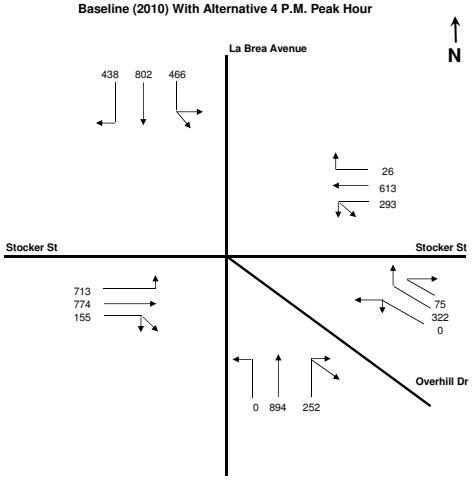
4) $\frac{239}{3200}$ or $\left\{\frac{246 + 55}{4800}\right\}$

= **0.075**

Critical Volumes = 0.133 + 0.129 + 0.186 + 0.075 = 0.523

V/C = 0.523 – 0.00 = 0.523 LOS A

Intersection 86
ICU Methodology
Baseline (2010) With Alternative 4 P.M. Peak Hour



1) $\frac{713}{3200}$ or $\frac{293}{3200}$

= **0.223**

2) $\frac{613}{3200}$ or $\frac{26}{1600}$ or $\left\{\frac{774 + 155}{3200}\right\}$

= **0.29**

3) $\frac{802}{3200}$ or $\frac{894}{4800}$ or $\frac{252}{3200}$

= **0.251**

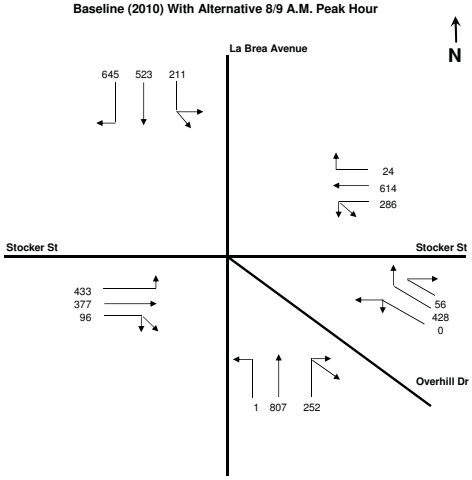
4) $\frac{466}{3200}$ or $\left\{\frac{322 + 75}{4800}\right\}$

= **0.146**

Critical Volumes = 0.223 + 0.29 + 0.251 + 0.146 = 0.910

V/C = 0.910 – 0.00 = 0.910 LOS E

Intersection 86
ICU Methodology
Baseline (2010) With Alternative 8/9 A.M. Peak Hour



1) $\frac{433}{3200}$ or $\frac{286}{3200}$

= **0.135**

2) $\frac{614}{3200}$ or $\frac{24}{1600}$ or $\left\{\frac{377 + 96}{3200}\right\}$

= **0.192**

3) $\frac{523}{3200}$ or $\frac{807}{4800}$ or $\frac{252}{3200}$

= **0.168**

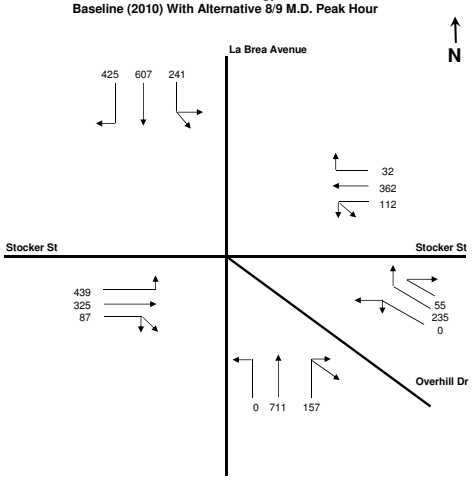
4) $\frac{211}{3200}$ or $\left\{\frac{428 + 56}{4800}\right\}$

= **0.101**

Critical Volumes = 0.135 + 0.192 + 0.168 + 0.101 = 0.596

V/C = 0.596 – 0.00 = 0.596 LOS A

Intersection 86
ICU Methodology
Baseline (2010) With Alternative 8/9 M.D. Peak Hour



1) $\frac{439}{3200}$ or $\frac{112}{3200}$

= **0.137**

2) $\frac{362}{3200}$ or $\frac{32}{1600}$ or $\left\{\frac{325 + 87}{3200}\right\}$

= **0.129**

3) $\frac{607}{3200}$ or $\frac{711}{4800}$ or $\frac{157}{3200}$

= **0.19**

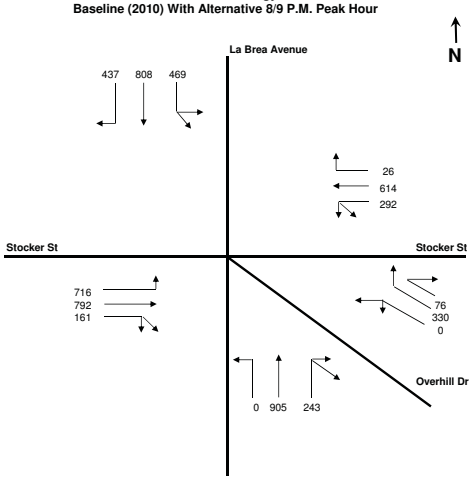
4) $\frac{241}{3200}$ or $\left\{\frac{235 + 55}{4800}\right\}$

= **0.075**

Critical Volumes = 0.137 + 0.129 + 0.19 + 0.075 = 0.531

V/C = 0.531 – 0.00 = 0.531 LOS A

Intersection 86
ICU Methodology
Baseline (2010) With Alternative 8/9 P.M. Peak Hour



1) $\frac{716}{3200}$ or $\frac{292}{3200}$

= **0.224**

2) $\frac{614}{3200}$ or $\frac{26}{1600}$ or $\left\{\frac{792 + 161}{3200}\right\}$

= **0.298**

3) $\frac{808}{3200}$ or $\frac{905}{4800}$ or $\frac{243}{3200}$

= **0.253**

4) $\frac{469}{3200}$ or $\left\{\frac{330 + 76}{4800}\right\}$

= **0.147**

Critical Volumes = 0.224 + 0.298 + 0.253 + 0.147 = 0.922

V/C = 0.922 – 0.00 = 0.922 LOS E

Attachment 3

Baseline (2010) with Alternative with Mitigation

Critical Movement Analysis

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	85	1	**85**	0	0	**0**
Left-Through		0			0	
Through	425	1	253	0	0	0
Through-Right		1			0	
Right	81	0	81	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	16	1	16	0	0	0
Left-Through		0			0	
Through	655	3	**218**	0	0	**0**
Through-Right		0			0	
Right	101	1	73	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	28	1	28	0	0	0
Left-Through		0			0	
Through	174	2	**87**	0	0	**0**
Through-Right		0			0	
Right	84	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	159	1	**159**	0	0	**0**
Left-Through		0			0	
Through	383	1	217	0	0	0
Through-Right		1			0	
Right	50	0	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	303		*North-South:*	0
		East-West:	246		*East-West:*	0
		SUM:	549		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.399			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.399			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	180	1	180	0	0	**0**
Left-Through		0			0	
Through	616	1	**361**	0	0	0
Through-Right		1			0	
Right	105	0	105	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	46	1	**46**	0	0	0
Left-Through		0			0	
Through	637	3	212	0	0	**0**
Through-Right		0			0	
Right	114	1	47	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	67	1	67	0	0	0
Left-Through		0			0	
Through	430	2	**215**	0	0	**0**
Through-Right		0			0	
Right	156	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	161	1	**161**	0	0	**0**
Left-Through		0			0	
Through	313	1	208	0	0	0
Through-Right		1			0	
Right	103	0	103	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	407		*North-South:*	0
		East-West:	376		*East-West:*	0
		SUM:	783		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.569			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.569			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	122	1	122	0	0	**0**
Left-Through		0			0	
Through	857	1	**493**	0	0	0
Through-Right		1			0	
Right	129	0	129	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	71	1	**71**	0	0	0
Left-Through		0			0	
Through	495	3	165	0	0	**0**
Through-Right		0			0	
Right	114	1	92	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	22	1	22	0	0	0
Left-Through		0			0	
Through	416	2	**208**	0	0	**0**
Through-Right		0			0	
Right	140	1	18	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	140	1	**140**	0	0	**0**
Left-Through		0			0	
Through	414	1	253	0	0	0
Through-Right		1			0	
Right	91	0	91	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	564		*North-South:*	0
		East-West:	348		*East-West:*	0
		SUM:	912		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.663			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.663			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	9	1	9	0	0	**0**
Left-Through		0			0	
Through	33	2	**17**	0	0	0
Through-Right		0			0	
Right	35	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	259	2	**91**	0	0	0
Left-Through		1			0	
Through	18	1	18	0	0	**0**
Through-Right		0			0	
Right	161	1	22	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	506	2	**278**	0	0	0
Left-Through		0			0	
Through	1336	4	334	0	0	**0**
Through-Right		0			0	
Right	13	1	9	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	82	1	82	0	0	**0**
Left-Through		0			0	
Through	2104	4	**526**	0	0	0
Through-Right		0			0	
Right	343	1	252	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	108		*North-South:*	0
		East-West:	804		*East-West:*	0
		SUM:	912		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.663			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.663			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 7

PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	22	1	22	0	0	**0**
Left-Through		0			0	
Through	34	2	17	0	0	0
Through-Right		0			0	
Right	40	1	**25**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	299	2	105	0	0	0
Left-Through		1			0	
Through	20	1	20	0	0	**0**
Through-Right		0			0	
Right	346	1	**162**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	670	2	**369**	0	0	0
Left-Through		0			0	
Through	1795	4	449	0	0	**0**
Through-Right		0			0	
Right	19	1	8	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	31	1	31	0	0	**0**
Left-Through		0			0	
Through	2033	4	**508**	0	0	0
Through-Right		0			0	
Right	222	1	117	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	187		*North-South:*	0
		East-West:	877		*East-West:*	0
		SUM:	1064		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.774			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.774			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 7

PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	17	1	17	0	0	**0**
Left-Through		0			0	
Through	37	2	19	0	0	0
Through-Right		0			0	
Right	65	1	**43**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	592	2	**207**	0	0	0
Left-Through		1			0	
Through	17	1	17	0	0	**0**
Through-Right		0			0	
Right	317	1	89	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	829	2	**456**	0	0	0
Left-Through		0			0	
Through	1837	4	459	0	0	**0**
Through-Right		0			0	
Right	17	1	9	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	45	1	45	0	0	**0**
Left-Through		0			0	
Through	1460	4	**365**	0	0	0
Through-Right		0			0	
Right	240	1	33	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	250		*North-South:*	0
		East-West:	821		*East-West:*	0
		SUM:	1071		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.779			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.779			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 8

PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	46	0	46	0	0	**0**
Left-Through		1			0	
Through	89	0	**135**	0	0	0
Through-Right		0			0	
Right	355	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	82	0	**82**	0	0	0
Left-Through		1			0	
Through	9	0	30	0	0	**0**
Through-Right		1			0	
Right	21	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	7	1	7	0	0	0
Left-Through		0			0	
Through	409	2	**139**	0	0	**0**
Through-Right		1			0	
Right	7	0	7	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	722	2	**397**	0	0	**0**
Left-Through		0			0	
Through	526	1	267	0	0	0
Through-Right		1			0	
Right	8	0	8	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	217		*North-South:*	0
		East-West:	536		*East-West:*	0
		SUM:	753		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.548			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.548			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 8

PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	37	0	37	0	0	**0**
Left-Through		1			0	
Through	41	0	**78**	0	0	0
Through-Right		0			0	
Right	556	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	29	0	29	0	0	0
Left-Through		1			0	
Through	28	0	**46**	0	0	**0**
Through-Right		1			0	
Right	18	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	17	1	17	0	0	0
Left-Through		0			0	
Through	520	2	**178**	0	0	**0**
Through-Right		1			0	
Right	14	0	14	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	634	2	**349**	0	0	**0**
Left-Through		0			0	
Through	457	1	238	0	0	0
Through-Right		1			0	
Right	18	0	18	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	124		*North-South:*	0
		East-West:	527		*East-West:*	0
		SUM:	651		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.473			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.473			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	24	0	24	0	0	**0**
	Left-Through		1			0	
	Through	22	0	**46**	0	0	0
	Through-Right		0			0	
	Right	600	2	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	44	0	44	0	0	0
	Left-Through		1			0	
	Through	49	0	**56**	0	0	**0**
	Through-Right		1			0	
	Right	7	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	15	1	15	0	0	0
	Left-Through		0			0	
	Through	672	2	**227**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	567	2	**312**	0	0	**0**
	Left-Through		0			0	
	Through	472	1	249	0	0	0
	Through-Right		1			0	
	Right	26	0	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	102		*North-South:*	0
			East-West:	539		*East-West:*	0
			SUM:	641		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.466			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.466			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	344	1	230	0	0	0
	Through-Right		1			0	
	Right	115	0	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	73	1	73	0	0	0
	Left-Through		0			0	
	Through	675	1	**343**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	15	1	**15**	0	0	0
	Left-Through		0			0	
	Through	570	1	290	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	168	1	168	0	0	**0**
	Left-Through		0			0	
	Through	926	1	**519**	0	0	0
	Through-Right		1			0	
	Right	112	0	112	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	423		*North-South:*	0
			East-West:	534		*East-West:*	0
			SUM:	957		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.696			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.696			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	39	1	39	0	0	**0**
	Left-Through		0			0	
	Through	542	1	**394**	0	0	0
	Through-Right		1			0	
	Right	245	0	245	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	93	1	**93**	0	0	0
	Left-Through		0			0	
	Through	576	1	293	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	27	1	27	0	0	0
	Left-Through		0			0	
	Through	915	1	**475**	0	0	**0**
	Through-Right		1			0	
	Right	34	0	34	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	157	1	**157**	0	0	**0**
	Left-Through		0			0	
	Through	905	1	491	0	0	0
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	487		*North-South:*	0
			East-West:	632		*East-West:*	0
			SUM:	1119		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.814			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.814			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	56	1	56	0	0	**0**
	Left-Through		0			0	
	Through	612	1	**416**	0	0	0
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	86	1	**86**	0	0	0
	Left-Through		0			0	
	Through	458	1	237	0	0	**0**
	Through-Right		1			0	
	Right	16	0	16	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	1148	1	**590**	0	0	**0**
	Through-Right		1			0	
	Right	31	0	31	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	126	1	**126**	0	0	**0**
	Left-Through		0			0	
	Through	749	1	411	0	0	0
	Through-Right		1			0	
	Right	73	0	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	502		*North-South:*	0
			East-West:	716		*East-West:*	0
			SUM:	1218		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.886			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.886			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	143	1	**143**	0	0	**0**
	Left-Through		0			0	
	Through	508	2	254	0	0	0
	Through-Right		0			0	
	Right	89	1	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	33	1	33	0	0	0
	Left-Through		0			0	
	Through	348	1	**211**	0	0	**0**
	Through-Right		1			0	
	Right	73	0	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	28	1	**28**	0	0	0
	Left-Through		0			0	
	Through	192	1	122	0	0	**0**
	Through-Right		1			0	
	Right	51	0	51	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	55	1	55	0	0	**0**
	Left-Through		0			0	
	Through	376	1	**212**	0	0	0
	Through-Right		1			0	
	Right	48	0	48	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	354		*North-South:*	0
			East-West:	240		*East-West:*	0
			SUM:	594		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.432			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.432			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	129	1	**129**	0	0	**0**
	Left-Through		0			0	
	Through	414	2	207	0	0	0
	Through-Right		0			0	
	Right	48	1	22	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	66	1	66	0	0	0
	Left-Through		0			0	
	Through	263	1	**179**	0	0	**0**
	Through-Right		1			0	
	Right	94	0	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	48	1	48	0	0	0
	Left-Through		0			0	
	Through	424	1	**267**	0	0	**0**
	Through-Right		1			0	
	Right	109	0	109	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	53	1	**53**	0	0	**0**
	Left-Through		0			0	
	Through	354	1	214	0	0	0
	Through-Right		1			0	
	Right	74	0	74	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	308		*North-South:*	0
			East-West:	320		*East-West:*	0
			SUM:	628		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.457			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.457			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	167	1	**167**	0	0	**0**
	Left-Through		0			0	
	Through	548	2	274	0	0	0
	Through-Right		0			0	
	Right	72	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	65	1	65	0	0	0
	Left-Through		0			0	
	Through	494	1	**327**	0	0	**0**
	Through-Right		1			0	
	Right	159	0	159	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	439	1	**273**	0	0	**0**
	Through-Right		1			0	
	Right	107	0	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	84	1	**84**	0	0	**0**
	Left-Through		0			0	
	Through	319	1	177	0	0	0
	Through-Right		1			0	
	Right	34	0	34	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	494		*North-South:*	0
			East-West:	357		*East-West:*	0
			SUM:	851		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.619			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.619			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	185	1	**185**	0	0	**0**
	Left-Through		0			0	
	Through	585	1	319	0	0	0
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	64	1	64	0	0	0
	Left-Through		0			0	
	Through	371	1	**203**	0	0	**0**
	Through-Right		1			0	
	Right	35	0	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	54	1	**54**	0	0	0
	Left-Through		0			0	
	Through	113	1	112	0	0	**0**
	Through-Right		1			0	
	Right	111	0	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	99	1	99	0	0	**0**
	Left-Through		0			0	
	Through	336	2	**168**	0	0	0
	Through-Right		0			0	
	Right	149	1	149	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	388		*North-South:*	0
			East-West:	222		*East-West:*	0
			SUM:	610		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.407			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.407			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 13

PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	120	1	120	0	0	**0**
Left-Through		0			0	
Through	584	1	**345**	0	0	0
Through-Right		1			0	
Right	106	0	106	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	103	1	**103**	0	0	0
Left-Through		0			0	
Through	470	1	273	0	0	**0**
Through-Right		1			0	
Right	76	0	76	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	63	1	63	0	0	0
Left-Through		0			0	
Through	236	1	**207**	0	0	**0**
Through-Right		1			0	
Right	178	0	178	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	70	1	**70**	0	0	**0**
Left-Through	0	0			0	
Through	241	2	121	0	0	0
Through-Right	0	0			0	
Right	79	1	79	0	0	0
Left-Through-Right	0	0			0	
Left-Right	0	0			0	
CRITICAL VOLUMES		*North-South:*	448		*North-South:*	0
		East-West:	277		*East-West:*	0
		SUM:	725		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.483			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.483			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 13

PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	106	1	106	0	0	**0**
Left-Through		0			0	
Through	494	1	**384**	0	0	0
Through-Right		1			0	
Right	274	0	274	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	156	1	**156**	0	0	0
Left-Through		0			0	
Through	750	1	400	0	0	**0**
Through-Right		1			0	
Right	49	0	49	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	44	1	44	0	0	0
Left-Through		0			0	
Through	365	1	**291**	0	0	**0**
Through-Right		1			0	
Right	216	0	216	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	61	1	**61**	0	0	**0**
Left-Through	0	0			0	
Through	216	2	108	0	0	0
Through-Right	0	0			0	
Right	75	1	75	0	0	0
Left-Through-Right	0	0			0	
Left-Right	0	0			0	
CRITICAL VOLUMES		*North-South:*	540		*North-South:*	0
		East-West:	352		*East-West:*	0
		SUM:	892		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.595			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.595			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 14

PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	725	2	**399**	0	0	**0**
Left-Through		0			0	
Through	789	1	433	0	0	0
Through-Right		1			0	
Right	76	0	76	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	13	2	7	0	0	0
Left-Through		0			0	
Through	304	2	**152**	0	0	**0**
Through-Right		0			0	
Right	138	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	210	1	**210**	0	0	0
Left-Through		0			0	
Through	1042	3	347	0	0	**0**
Through-Right		1			0	
Right	378	0	179	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	62	1	62	0	0	**0**
Left-Through		0			0	
Through	1666	3	**436**	0	0	0
Through-Right		1			0	
Right	79	0	79	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	551		*North-South:*	0
		East-West:	646		*East-West:*	0
		SUM:	1197		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.871			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.871			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 14

PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	468	2	257	0	0	**0**
Left-Through		0			0	
Through	638	1	**364**	0	0	0
Through-Right		1			0	
Right	89	0	89	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	64	2	**35**	0	0	0
Left-Through		0			0	
Through	247	2	124	0	0	**0**
Through-Right		0			0	
Right	158	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	260	1	**260**	0	0	0
Left-Through		0			0	
Through	1598	3	469	0	0	**0**
Through-Right		1			0	
Right	276	0	276	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	143	1	143	0	0	**0**
Left-Through		0			0	
Through	1660	3	**443**	0	0	0
Through-Right		1			0	
Right	111	0	111	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	399		*North-South:*	0
		East-West:	703		*East-West:*	0
		SUM:	1102		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.801			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.801			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--	3	NB-- 0 SB--			0
		EB-- 0 WB--	0	EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	484	2	266	0	0	**0**
	Left-Through		0			0	
	Through	1152	1	**633**	0	0	0
	Through-Right		1			0	
	Right	113	0	113	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	2	**28**	0	0	0
	Left-Through		0			0	
	Through	504	2	252	0	0	**0**
	Through-Right		0			0	
	Right	117	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	406	1	**406**	0	0	0
	Left-Through		0			0	
	Through	1688	3	522	0	0	**0**
	Through-Right		1			0	
	Right	400	0	400	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	102	1	102	0	0	**0**
	Left-Through		0			0	
	Through	1144	3	**301**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		661	North-South:		0
		East-West:		707	East-West:		0
		SUM:		1368	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.995			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.995			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB--	3	NB-- 0 SB--			0
		EB-- 0 WB--	3	EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	251	2	138	0	0	**0**
	Left-Through		0			0	
	Through	532	2	**266**	0	0	0
	Through-Right		0			0	
	Right	119	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	253	2	**139**	0	0	0
	Left-Through		0			0	
	Through	310	2	155	0	0	**0**
	Through-Right		0			0	
	Right	163	1	71	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	168	2	**92**	0	0	0
	Left-Through		0			0	
	Through	292	2	127	0	0	**0**
	Through-Right		1			0	
	Right	89	0	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	229	2	126	0	0	**0**
	Left-Through		0			0	
	Through	798	3	266	0	0	0
	Through-Right		0			0	
	Right	668	1	**529**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		405	North-South:		0
		East-West:		621	East-West:		0
		SUM:		1026	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.746			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.746			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB--	3	NB-- 0 SB--			0
		EB-- 0 WB--	3	EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	145	2	80	0	0	**0**
	Left-Through		0			0	
	Through	330	2	**165**	0	0	0
	Through-Right		0			0	
	Right	80	1	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	372	2	**205**	0	0	0
	Left-Through		0			0	
	Through	306	2	153	0	0	**0**
	Through-Right		0			0	
	Right	94	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	152	2	**84**	0	0	0
	Left-Through		0			0	
	Through	527	2	219	0	0	**0**
	Through-Right		1			0	
	Right	129	0	129	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	2	33	0	0	**0**
	Left-Through		0			0	
	Through	470	3	157	0	0	0
	Through-Right		0			0	
	Right	414	1	**209**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		370	North-South:		0
		East-West:		293	East-West:		0
		SUM:		663	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.482			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.482			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB--	3	NB-- 0 SB--			0
		EB-- 0 WB--	3	EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	176	2	**97**	0	0	**0**
	Left-Through		0			0	
	Through	385	2	193	0	0	0
	Through-Right		0			0	
	Right	228	1	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	208	2	114	0	0	0
	Left-Through		0			0	
	Through	624	2	**312**	0	0	**0**
	Through-Right		0			0	
	Right	147	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	203	2	112	0	0	0
	Left-Through		0			0	
	Through	1088	2	**452**	0	0	**0**
	Through-Right		1			0	
	Right	267	0	267	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	256	2	**141**	0	0	**0**
	Left-Through		0			0	
	Through	337	3	112	0	0	0
	Through-Right		0			0	
	Right	402	1	288	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		409	North-South:		0
		East-West:		593	East-West:		0
		SUM:		1002	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.729			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.729			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 2	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	1	25	0	0	**0**
	Left-Through		0			0	
	Through	1235	1	**646**	0	0	0
	Through-Right		1			0	
	Right	56	0	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	113	1	**113**	0	0	0
	Left-Through		0			0	
	Through	661	1	363	0	0	**0**
	Through-Right		1			0	
	Right	65	0	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	32	0	**52**	0	0	**0**
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	45	1	45	0	0	**0**
	Left-Through		0			0	
	Through	49	1	**49**	0	0	0
	Through-Right		1			0	
	Right	65	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	759		*North-South:*	0
			East-West:	101		*East-West:*	0
			SUM:	860		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.625			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.625			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 2	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	51	1	51	0	0	**0**
	Left-Through		0			0	
	Through	737	1	**423**	0	0	0
	Through-Right		1			0	
	Right	108	0	108	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	99	1	**99**	0	0	0
	Left-Through		0			0	
	Through	587	1	325	0	0	**0**
	Through-Right		1			0	
	Right	63	0	63	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	49	1	49	0	0	0
	Left-Through		0			0	
	Through	59	0	**96**	0	0	**0**
	Through-Right		1			0	
	Right	37	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	148	1	**148**	0	0	**0**
	Left-Through		0			0	
	Through	38	1	38	0	0	0
	Through-Right		1			0	
	Right	115	0	66	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	522		*North-South:*	0
			East-West:	244		*East-West:*	0
			SUM:	766		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.557			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.557			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 2	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	33	1	33	0	0	**0**
	Left-Through		0			0	
	Through	888	1	**479**	0	0	0
	Through-Right		1			0	
	Right	69	0	69	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	126	1	**126**	0	0	0
	Left-Through		0			0	
	Through	974	1	517	0	0	**0**
	Through-Right		1			0	
	Right	59	0	59	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	84	1	84	0	0	0
	Left-Through		0			0	
	Through	70	0	**101**	0	0	**0**
	Through-Right		1			0	
	Right	31	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	155	1	**155**	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		1			0	
	Right	119	0	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	605		*North-South:*	0
			East-West:	256		*East-West:*	0
			SUM:	861		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.626			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.626			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	98	1	**98**	0	0	**0**
	Left-Through		0			0	
	Through	1360	2	460	0	0	0
	Through-Right		1			0	
	Right	21	0	21	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	22	1	22	0	0	0
	Left-Through		0			0	
	Through	1151	2	**447**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	277	1	**140**	0	0	0
	Left-Through		1			0	
	Through	3	0	140	0	0	**0**
	Through-Right		0			0	
	Right	50	1	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	9	0	9	0	0	**0**
	Left-Through		0			0	
	Through	1	0	**18**	0	0	0
	Through-Right		0			0	
	Right	8	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	545		*North-South:*	0
			East-West:	158		*East-West:*	0
			SUM:	703		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.511			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.511			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	71	1	**71**	0	0	**0**
	Left-Through		0			0	
	Through	1356	2	456	0	0	0
	Through-Right		1			0	
	Right	11	0	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	43	1	43	0	0	0
	Left-Through		0			0	
	Through	1189	2	**482**	0	0	**0**
	Through-Right		1			0	
	Right	257	0	257	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	324	1	**165**	0	0	0
	Left-Through		1			0	
	Through	5	0	165	0	0	**0**
	Through-Right		0			0	
	Right	61	1	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	6	0	6	0	0	**0**
	Left-Through		0			0	
	Through	4	0	**37**	0	0	0
	Through-Right		0			0	
	Right	27	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	553		*North-South:*	0
			East-West:	202		*East-West:*	0
			SUM:	755		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.549			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.549			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	128	1	**128**	0	0	**0**
	Left-Through		0			0	
	Through	1467	2	492	0	0	0
	Through-Right		1			0	
	Right	9	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	39	1	39	0	0	0
	Left-Through		0			0	
	Through	1727	2	**700**	0	0	**0**
	Through-Right		1			0	
	Right	372	0	372	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	417	1	**209**	0	0	0
	Left-Through		1			0	
	Through	0	0	209	0	0	**0**
	Through-Right		0			0	
	Right	26	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	5	0	5	0	0	**0**
	Left-Through		0			0	
	Through	5	0	**46**	0	0	0
	Through-Right		0			0	
	Right	36	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	828		*North-South:*	0
			East-West:	255		*East-West:*	0
			SUM:	1083		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.788			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.788			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2210	4	**553**	0	0	0
	Through-Right		0			0	
	Right	83	1	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	2	**7**	0	0	0
	Left-Through		0			0	
	Through	1601	4	400	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	109	2	**60**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	560		*North-South:*	0
			East-West:	60		*East-West:*	0
			SUM:	620		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.435			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.435			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1563	4	**391**	0	0	0
	Through-Right		0			0	
	Right	75	1	37	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	2	**6**	0	0	0
	Left-Through		0			0	
	Through	1447	4	362	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	69	2	**38**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	15	1	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	397		*North-South:*	0
			East-West:	38		*East-West:*	0
			SUM:	435		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.305			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.305			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	NB-- 0	SB-- 0		0
	EB-- 0	WB-- 3	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1912	4	478	0	0	0
	Through-Right		0			0	
	Right	161	1	113	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	38	2	21	0	0	0
	Left-Through		0			0	
	Through	2285	4	**571**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	88	2	**48**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	33	1	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	571		*North-South:*	0
			East-West:	48		*East-West:*	0
			SUM:	619		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.434			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.434			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 3	NB-- 0	SB-- 0		0
	EB-- 3	WB-- 3	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	2	6	0	0	**0**
	Left-Through		0			0	
	Through	13	3	**4**	0	0	0
	Through-Right		0			0	
	Right	7	1	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	339	2	**186**	0	0	0
	Left-Through		0			0	
	Through	17	2	9	0	0	**0**
	Through-Right		0			0	
	Right	408	1	174	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	426	2	**234**	0	0	0
	Left-Through		0			0	
	Through	839	3	280	0	0	**0**
	Through-Right		0			0	
	Right	9	1	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	17	2	9	0	0	**0**
	Left-Through		0			0	
	Through	915	3	**305**	0	0	0
	Through-Right		0			0	
	Right	358	1	172	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	190		*North-South:*	0
			East-West:	539		*East-West:*	0
			SUM:	729		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.530			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.530			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 3	NB-- 0	SB-- 0		0
	EB-- 3	WB-- 3	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	2	**13**	0	0	**0**
	Left-Through		0			0	
	Through	16	3	5	0	0	0
	Through-Right		0			0	
	Right	22	1	19	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	337	2	185	0	0	0
	Left-Through		0			0	
	Through	20	2	10	0	0	**0**
	Through-Right		0			0	
	Right	369	1	**207**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	295	2	**162**	0	0	0
	Left-Through		0			0	
	Through	826	3	275	0	0	**0**
	Through-Right		0			0	
	Right	19	1	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	11	2	6	0	0	**0**
	Left-Through		0			0	
	Through	872	3	**291**	0	0	0
	Through-Right		0			0	
	Right	255	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	220		*North-South:*	0
			East-West:	453		*East-West:*	0
			SUM:	673		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.489			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.489			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 3	NB-- 0	SB-- 0		0
	EB-- 3	WB-- 3	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	2	8	0	0	**0**
	Left-Through		0			0	
	Through	15	3	5	0	0	0
	Through-Right		0			0	
	Right	19	1	**18**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	781	2	**430**	0	0	0
	Left-Through		0			0	
	Through	10	2	5	0	0	**0**
	Through-Right		0			0	
	Right	431	1	264	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	303	2	**167**	0	0	0
	Left-Through		0			0	
	Through	985	3	328	0	0	**0**
	Through-Right		0			0	
	Right	8	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	5	2	3	0	0	**0**
	Left-Through		0			0	
	Through	1030	3	**343**	0	0	0
	Through-Right		0			0	
	Right	317	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	448		*North-South:*	0
			East-West:	510		*East-West:*	0
			SUM:	958		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.697			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.697			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	1	8	0	0	**0**
	Left-Through		0			0	
	Through	1081	2	**541**	0	0	0
	Through-Right		0			0	
	Right	150	1	109	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	103	1	**103**	0	0	0
	Left-Through		0			0	
	Through	694	2	347	0	0	**0**
	Through-Right		0			0	
	Right	71	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	280	1	280	0	0	0
	Left-Through		0			0	
	Through	842	1	**428**	0	0	**0**
	Through-Right		1			0	
	Right	14	0	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	82	1	**82**	0	0	**0**
	Left-Through		0			0	
	Through	251	1	196	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	644		*North-South:*	0
			East-West:	510		*East-West:*	0
			SUM:	1154		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.769			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.769			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	17	0	0	**0**
	Left-Through		0			0	
	Through	705	2	**353**	0	0	0
	Through-Right		0			0	
	Right	78	1	57	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	137	1	**137**	0	0	0
	Left-Through		0			0	
	Through	742	2	371	0	0	**0**
	Through-Right		0			0	
	Right	95	1	33	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	125	1	**125**	0	0	0
	Left-Through		0			0	
	Through	250	1	134	0	0	**0**
	Through-Right		1			0	
	Right	18	0	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	43	1	43	0	0	**0**
	Left-Through		0			0	
	Through	250	1	**211**	0	0	0
	Through-Right		1			0	
	Right	171	0	171	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	490		*North-South:*	0
			East-West:	336		*East-West:*	0
			SUM:	826		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.551			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.551			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	28	0	0	**0**
	Left-Through		0			0	
	Through	1072	2	**536**	0	0	0
	Through-Right		0			0	
	Right	109	1	52	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	165	1	**165**	0	0	0
	Left-Through		0			0	
	Through	1269	2	635	0	0	**0**
	Through-Right		0			0	
	Right	163	1	109	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	109	1	**109**	0	0	0
	Left-Through		0			0	
	Through	490	1	254	0	0	**0**
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	114	1	114	0	0	**0**
	Left-Through		0			0	
	Through	580	1	**381**	0	0	0
	Through-Right		1			0	
	Right	181	0	181	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	701		*North-South:*	0
			East-West:	490		*East-West:*	0
			SUM:	1191		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.794			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.794			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	2	5	0	0	**0**
	Left-Through		0			0	
	Through	2257	2	**764**	0	0	0
	Through-Right		1			0	
	Right	35	0	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	106	1	**106**	0	0	0
	Left-Through		0			0	
	Through	2025	2	680	0	0	**0**
	Through-Right		1			0	
	Right	14	0	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	314	2	151	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	234	1	234	0	0	**0**
	Left-Through		0			0	
	Through	1104	2	**552**	0	0	0
	Through-Right		0			0	
	Right	195	1	142	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	870		*North-South:*	0
			East-West:	552		*East-West:*	0
			SUM:	1422		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.034			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.034			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	144	2	79	0	0	**0**
	Left-Through		0			0	
	Through	1189	2	**424**	0	0	0
	Through-Right		1			0	
	Right	83	0	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	134	1	**134**	0	0	0
	Left-Through		0			0	
	Through	1261	2	431	0	0	**0**
	Through-Right		1			0	
	Right	33	0	33	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	557	2	**231**	0	0	**0**
	Through-Right		1			0	
	Right	137	0	137	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	164	1	**164**	0	0	**0**
	Left-Through		0			0	
	Through	718	2	359	0	0	0
	Through-Right		0			0	
	Right	117	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	558		North-South:	0
			East-West:	395		East-West:	0
			SUM:	953		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.693			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.693			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	101	2	56	0	0	**0**
	Left-Through		0			0	
	Through	1967	2	**699**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	269	1	**269**	0	0	0
	Left-Through		0			0	
	Through	1962	2	660	0	0	**0**
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	905	2	**364**	0	0	**0**
	Through-Right		1			0	
	Right	186	0	186	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	147	1	**147**	0	0	**0**
	Left-Through		0			0	
	Through	798	2	399	0	0	0
	Through-Right		0			0	
	Right	115	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	968		North-South:	0
			East-West:	511		East-West:	0
			SUM:	1479		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.076			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.076			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	153	2	**84**	0	0	**0**
	Left-Through		0			0	
	Through	784	2	295	0	0	0
	Through-Right		1			0	
	Right	102	0	102	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	836	2	**325**	0	0	**0**
	Through-Right		1			0	
	Right	138	0	138	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	128	1	**128**	0	0	0
	Left-Through		0			0	
	Through	338	2	133	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	153	1	153	0	0	**0**
	Left-Through		0			0	
	Through	980	2	**330**	0	0	0
	Through-Right		1			0	
	Right	9	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	409		North-South:	0
			East-West:	458		East-West:	0
			SUM:	867		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.631			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.631			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	179	2	98	0	0	**0**
	Left-Through		0			0	
	Through	786	2	**323**	0	0	0
	Through-Right		1			0	
	Right	183	0	183	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	74	1	**74**	0	0	0
	Left-Through		0			0	
	Through	619	2	238	0	0	**0**
	Through-Right		1			0	
	Right	96	0	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	536	2	**205**	0	0	**0**
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	159	1	**159**	0	0	**0**
	Left-Through		0			0	
	Through	686	2	234	0	0	0
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	397		North-South:	0
			East-West:	364		East-West:	0
			SUM:	761		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.553			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.553			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	196	2	108	0	0	**0**
	Left-Through		0			0	
	Through	1213	2	**495**	0	0	0
	Through-Right		1			0	
	Right	271	0	271	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	121	1	**121**	0	0	0
	Left-Through		0			0	
	Through	806	2	303	0	0	**0**
	Through-Right		1			0	
	Right	104	0	104	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	202	1	**202**	0	0	0
	Left-Through		0			0	
	Through	737	2	262	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	158	1	158	0	0	**0**
	Left-Through		0			0	
	Through	831	2	**279**	0	0	0
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	616		*North-South:*	0
			East-West:	481		*East-West:*	0
			SUM:	1097		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.798			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.798			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	109	1	109	0	0	**0**
	Left-Through		0			0	
	Through	1466	1	**790**	0	0	0
	Through-Right		1			0	
	Right	114	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	74	1	**74**	0	0	0
	Left-Through		0			0	
	Through	570	2	285	0	0	**0**
	Through-Right		0			0	
	Right	65	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	199	1	**199**	0	0	0
	Left-Through		0			0	
	Through	1292	3	431	0	0	**0**
	Through-Right		0			0	
	Right	95	1	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	123	1	123	0	0	**0**
	Left-Through		0			0	
	Through	1014	2	**391**	0	0	0
	Through-Right		1			0	
	Right	158	0	158	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	864		*North-South:*	0
			East-West:	590		*East-West:*	0
			SUM:	1454		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.057			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.057			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	85	1	85	0	0	**0**
	Left-Through		0			0	
	Through	818	1	**487**	0	0	0
	Through-Right		1			0	
	Right	155	0	155	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	129	1	**129**	0	0	0
	Left-Through		0			0	
	Through	658	2	329	0	0	**0**
	Through-Right		0			0	
	Right	92	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	**200**	0	0	0
	Left-Through		0			0	
	Through	1039	3	346	0	0	**0**
	Through-Right		0			0	
	Right	110	1	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	195	1	195	0	0	**0**
	Left-Through		0			0	
	Through	1207	2	**429**	0	0	0
	Through-Right		1			0	
	Right	79	0	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	616		*North-South:*	0
			East-West:	629		*East-West:*	0
			SUM:	1245		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.905			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.905			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	71	1	71	0	0	**0**
	Left-Through		0			0	
	Through	1106	1	**607**	0	0	0
	Through-Right		1			0	
	Right	107	0	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1305	2	653	0	0	**0**
	Through-Right		0			0	
	Right	48	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	133	1	133	0	0	0
	Left-Through		0			0	
	Through	1204	3	**401**	0	0	**0**
	Through-Right		0			0	
	Right	160	1	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	237	1	**237**	0	0	**0**
	Left-Through		0			0	
	Through	1330	2	471	0	0	0
	Through-Right		1			0	
	Right	82	0	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	737		*North-South:*	0
			East-West:	638		*East-West:*	0
			SUM:	1375		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.000			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.000			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	48	1	48	0	0	**0**
Left-Through		0			0	
Through	1366	1	**730**	0	0	0
Through-Right		1			0	
Right	94	0	94	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	67	1	**67**	0	0	0
Left-Through		0			0	
Through	660	2	330	0	0	**0**
Through-Right		0			0	
Right	84	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	184	1	184	0	0	0
Left-Through		0			0	
Through	653	2	**327**	0	0	**0**
Through-Right		0			0	
Right	52	1	28	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	63	1	**63**	0	0	**0**
Left-Through		0			0	
Through	392	2	196	0	0	0
Through-Right		0			0	
Right	60	1	27	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	797		*North-South:*	0
		East-West:	390		*East-West:*	0
		SUM:	1187		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.791			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.791			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	79	1	79	0	0	**0**
Left-Through		0			0	
Through	785	1	**446**	0	0	0
Through-Right		1			0	
Right	107	0	107	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	69	1	**69**	0	0	0
Left-Through		0			0	
Through	724	2	362	0	0	**0**
Through-Right		0			0	
Right	226	1	109	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	235	1	**235**	0	0	0
Left-Through		0			0	
Through	470	2	235	0	0	**0**
Through-Right		0			0	
Right	79	1	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	89	1	89	0	0	**0**
Left-Through		0			0	
Through	483	2	**242**	0	0	0
Through-Right		0			0	
Right	59	1	25	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	515		*North-South:*	0
		East-West:	477		*East-West:*	0
		SUM:	992		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.661			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.661			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	70	1	**70**	0	0	**0**
Left-Through		0			0	
Through	1062	1	614	0	0	0
Through-Right		1			0	
Right	165	0	165	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	64	1	64	0	0	0
Left-Through		0			0	
Through	1369	2	**685**	0	0	**0**
Through-Right		0			0	
Right	179	1	94	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	170	1	**170**	0	0	0
Left-Through		0			0	
Through	642	2	321	0	0	**0**
Through-Right		0			0	
Right	82	1	47	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	126	1	126	0	0	**0**
Left-Through		0			0	
Through	622	2	**311**	0	0	0
Through-Right		0			0	
Right	74	1	42	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	755		*North-South:*	0
		East-West:	481		*East-West:*	0
		SUM:	1236		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.824			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.824			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	656	3	219	0	0	0
Through-Right		0			0	
Right	300	1	**300**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	351	2	**193**	0	0	0
Left-Through		0			0	
Through	784	2	392	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	12	0	12	0	0	0
Left-Through		0			0	
Through	0	0	12	0	0	**0**
Through-Right		0			0	
Right	65	1	**65**	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	493		*North-South:*	0
		East-West:	65		*East-West:*	0
		SUM:	558		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.392			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.392			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 32

PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD						PM					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	565	3	188	0	0	0	792	3	**264**	0	0	0
	Through-Right		0			0			0			0	
	Right	184	1	184	0	0	0	180	1	180	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	283	2	156	0	0	0	708	2	**389**	0	0	0
	Left-Through		0			0			0			0	
	Through	725	2	**363**	0	0	**0**	948	2	474	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	25	0	25	0	0	0	26	0	26	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	25	0	0	**0**	0	0	26	0	0	**0**
	Through-Right		0			0			0			0	
	Right	89	1	**89**	0	0	0	73	1	**73**	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	363		North-South:	0		North-South:	653		North-South:	0
			East-West:	89		East-West:	0		East-West:	73		East-West:	0
			SUM:	452		SUM:	0		SUM:	726		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.317			0.000			0.509			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.317			0.000			0.509			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 33

PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**	11	1	**11**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	614	2	**307**	0	0	0	519	2	260	0	0	0
	Through-Right		0			0			0			0	
	Right	44	1	0	0	0	0	60	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	859	2	288	0	0	**0**	787	2	**264**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	6	0	6	0	0	0	6	0	6	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	12	0	0	0	0	**0**	16	0	0	0	0	**0**
	Through-Right		0			0			0			0	
	Right	31	0	**31**	0	0	0	19	0	**19**	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		1			0			1			0	
WESTBOUND	Left	253	1	253	0	0	**0**	225	1	**158**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	7	0	**312**	0	0	0	13	0	158	0	0	0
	Through-Right		0			0			0			0	
	Right	617	1	0	0	0	0	235	1	0	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	307		North-South:	0		North-South:	275		North-South:	0
			East-West:	343		East-West:	0		East-West:	177		East-West:	0
			SUM:	650		SUM:	0		SUM:	452		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.456			0.000			0.317			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.456			0.000			0.317			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 2		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	18	1	**18**	0	0	**0**
	Left-Through		0			0	
	Through	704	2	352	0	0	0
	Through-Right		0			0	
	Right	86	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1399	2	**472**	0	0	**0**
	Through-Right		1			0	
	Right	18	0	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	15	0	0	0	0	**0**
	Through-Right		0			0	
	Right	25	0	**25**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
WESTBOUND	Left	204	1	204	0	0	**0**
	Left-Through		0			0	
	Through	14	0	**277**	0	0	0
	Through-Right		0			0	
	Right	540	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	490		North-South:	0
			East-West:	302		East-West:	0
			SUM:	792		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.556			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.556			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB-- 0	
		EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	233	1	**233**	0	0	**0**
	Left-Through		0			0	
	Through	262	2	131	0	0	0
	Through-Right		0			0	
	Right	146	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	89	1	89	0	0	0
	Left-Through		0			0	
	Through	374	2	**187**	0	0	**0**
	Through-Right		0			0	
	Right	626	2	156	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	188	1	**188**	0	0	0
	Left-Through		0			0	
	Through	724	3	241	0	0	**0**
	Through-Right		0			0	
	Right	350	1	117	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	234	1	234	0	0	**0**
	Left-Through		0			0	
	Through	1025	3	342	0	0	0
	Through-Right		1			0	
	Right	518	0	**474**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	420		North-South:	0
			East-West:	662		East-West:	0
			SUM:	1082		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.787			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.787			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB-- 0	
		EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	162	1	**162**	0	0	**0**
	Left-Through		0			0	
	Through	321	2	161	0	0	0
	Through-Right		0			0	
	Right	268	2	54	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	193	1	193	0	0	0
	Left-Through		0			0	
	Through	279	2	140	0	0	**0**
	Through-Right		0			0	
	Right	840	2	**258**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	204	1	204	0	0	0
	Left-Through		0			0	
	Through	1326	3	**442**	0	0	**0**
	Through-Right		0			0	
	Right	489	1	327	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	93	1	**93**	0	0	**0**
	Left-Through		0			0	
	Through	921	3	307	0	0	0
	Through-Right		1			0	
	Right	335	0	239	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	420		North-South:	0
			East-West:	535		East-West:	0
			SUM:	955		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.695			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.695			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB-- 0	
		EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	151	1	151	0	0	**0**
	Left-Through		0			0	
	Through	251	2	126	0	0	0
	Through-Right		0			0	
	Right	521	2	**229**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	376	1	**376**	0	0	0
	Left-Through		0			0	
	Through	620	2	310	0	0	**0**
	Through-Right		0			0	
	Right	508	2	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	145	1	145	0	0	0
	Left-Through		0			0	
	Through	1145	3	382	0	0	**0**
	Through-Right		0			0	
	Right	552	1	**401**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	58	1	**58**	0	0	**0**
	Left-Through		0			0	
	Through	745	3	248	0	0	0
	Through-Right		1			0	
	Right	302	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	605		North-South:	0
			East-West:	459		East-West:	0
			SUM:	1064		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.774			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.774			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3420	4	**855**	0	0	0
	Through-Right		0			0	
	Right	34	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1900	4	475	0	0	**0**
	Through-Right		0			0	
	Right	144	1	144	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	288	1	**165**	0	0	**0**
	Left-Through		1			0	
	Through	41	0	165	0	0	0
	Through-Right		0			0	
	Right	256	2	141	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	855		*North-South:*	0
			East-West:	165		*East-West:*	0
			SUM:	1020		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.680			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.680			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2940	4	**735**	0	0	0
	Through-Right		0			0	
	Right	44	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1476	4	369	0	0	**0**
	Through-Right		0			0	
	Right	194	1	194	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	333	1	**187**	0	0	**0**
	Left-Through		1			0	
	Through	40	0	187	0	0	0
	Through-Right		0			0	
	Right	168	2	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	735		*North-South:*	0
			East-West:	187		*East-West:*	0
			SUM:	922		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.615			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.615			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3500	4	**875**	0	0	0
	Through-Right		0			0	
	Right	4	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2460	4	615	0	0	**0**
	Through-Right		0			0	
	Right	171	1	171	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	512	1	**263**	0	0	**0**
	Left-Through		1			0	
	Through	14	0	263	0	0	0
	Through-Right		0			0	
	Right	97	2	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	875		*North-South:*	0
			East-West:	263		*East-West:*	0
			SUM:	1138		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.759			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.759			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2015	2	**1008**	0	0	0
	Through-Right		0			0	
	Right	526	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	21	0	**21**	0	0	0
	Left-Through		1			0	
	Through	311	1	219	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	268	2	**147**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1029		*North-South:*	0
			East-West:	147		*East-West:*	0
			SUM:	1176		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.784			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.784			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	687	2	**344**	0	0	0
	Through-Right		0			0	
	Right	168	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	32	0	**32**	0	0	0
	Left-Through		1			0	
	Through	334	1	231	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	388	2	**213**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	7	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	376		*North-South:*	0
			East-West:	213		*East-West:*	0
			SUM:	589		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.393			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.393			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	773	2	387	0	0	0
	Through-Right		0			0	
	Right	194	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	54	0	54	0	0	0
	Left-Through		1			0	
	Through	1194	1	**705**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	760	2	**418**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	8	1	8	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	705		*North-South:*	0
			East-West:	418		*East-West:*	0
			SUM:	1123		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.749			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.749			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	0	**21**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	21	0	0	0
	Through-Right		0			0	
	Right	1134	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	4	1	4	0	0	0
	Left-Through		0			0	
	Through	1251	1	**629**	0	0	**0**
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	248	1	**248**	0	0	**0**
	Left-Through		0			0	
	Through	336	1	168	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	21		*North-South:*	0
			East-West:	877		*East-West:*	0
			SUM:	898		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.630			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.630			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	**30**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	30	0	0	0
	Through-Right		0			0	
	Right	386	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	1	0	1	0	0	0
	Left-Through		0			0	
	Through	0	0	**1**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	4	1	4	0	0	0
	Left-Through		0			0	
	Through	504	1	**264**	0	0	**0**
	Through-Right		1			0	
	Right	23	0	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	318	1	**318**	0	0	**0**
	Left-Through		0			0	
	Through	370	1	186	0	0	0
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	31		*North-South:*	0
			East-West:	582		*East-West:*	0
			SUM:	613		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.430			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.430			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	42	0	**42**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	42	0	0	0
	Through-Right		0			0	
	Right	437	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**2**	0	0	**0**
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	1	1	1	0	0	0
	Left-Through		0			0	
	Through	537	1	**283**	0	0	**0**
	Through-Right		1			0	
	Right	28	0	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	864	1	**864**	0	0	**0**
	Left-Through		0			0	
	Through	1020	1	511	0	0	0
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	44		North-South:	0
			East-West:	1147		East-West:	0
			SUM:	1191		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.836			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.836			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	20	1	20	0	0	0
	Through-Right		0			0	
	Right	110	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**25**	0	0	0
	Left-Through		0			0	
	Through	20	0	25	0	0	**0**
	Through-Right		0			0	
	Right	20	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	**50**	0	0	0
	Left-Through		0			0	
	Through	380	2	190	0	0	**0**
	Through-Right		1			0	
	Right	190	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	2	121	0	0	**0**
	Left-Through		0			0	
	Through	960	2	**343**	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	105		North-South:	0
			East-West:	393		East-West:	0
			SUM:	498		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.362			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.362			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	20	1	20	0	0	0
	Through-Right		0			0	
	Right	180	2	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	**45**	0	0	0
	Left-Through		0			0	
	Through	30	0	45	0	0	**0**
	Through-Right		0			0	
	Right	40	1	10	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	500	2	**200**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	2	**50**	0	0	**0**
	Left-Through		0			0	
	Through	520	2	187	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	115		North-South:	0
			East-West:	250		East-West:	0
			SUM:	365		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.265			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.265			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	30	1	30	0	0	0
	Through-Right		0			0	
	Right	390	2	**176**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**50**	0	0	0
	Left-Through		0			0	
	Through	30	0	50	0	0	**0**
	Through-Right		0			0	
	Right	40	1	15	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	1010	2	**370**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	2	**39**	0	0	**0**
	Left-Through		0			0	
	Through	600	2	217	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	226		North-South:	0
			East-West:	409		East-West:	0
			SUM:	635		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.462			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.462			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 1	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	580	2	**319**	0	0	**0**
	Left-Through		0			0	
	Through	1798	2	613	0	0	0
	Through-Right		1			0	
	Right	41	0	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	57	1	57	0	0	0
	Left-Through		0			0	
	Through	1224	2	**433**	0	0	**0**
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	79	1	**79**	0	0	0
	Left-Through		0			0	
	Through	19	1	19	0	0	**0**
	Through-Right		0			0	
	Right	547	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	0	20	0	0	**0**
	Left-Through		1			0	
	Through	14	0	**49**	0	0	0
	Through-Right		1			0	
	Right	44	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	752		*North-South:*	0
			East-West:	128		*East-West:*	0
			SUM:	880		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.618			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.618			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 1	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	505	2	**278**	0	0	**0**
	Left-Through		0			0	
	Through	1685	2	571	0	0	0
	Through-Right		1			0	
	Right	29	0	29	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	62	1	62	0	0	0
	Left-Through		0			0	
	Through	1217	2	**449**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	104	1	**104**	0	0	0
	Left-Through		0			0	
	Through	12	1	12	0	0	**0**
	Through-Right		0			0	
	Right	425	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	26	0	26	0	0	**0**
	Left-Through		1			0	
	Through	11	0	**38**	0	0	0
	Through-Right		1			0	
	Right	27	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	727		*North-South:*	0
			East-West:	142		*East-West:*	0
			SUM:	869		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.610			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.610			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 1	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	727	2	**400**	0	0	**0**
	Left-Through		0			0	
	Through	1767	2	601	0	0	0
	Through-Right		1			0	
	Right	36	0	36	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	59	1	59	0	0	0
	Left-Through		0			0	
	Through	1771	2	**644**	0	0	**0**
	Through-Right		1			0	
	Right	161	0	161	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	119	1	**119**	0	0	0
	Left-Through		0			0	
	Through	21	1	21	0	0	**0**
	Through-Right		0			0	
	Right	882	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	34	0	34	0	0	**0**
	Left-Through		1			0	
	Through	18	0	**41**	0	0	0
	Through-Right		1			0	
	Right	23	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	1044		*North-South:*	0
			East-West:	160		*East-West:*	0
			SUM:	1204		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.845			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.845			0.000
	LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	1	2	0	0	**0**
	Left-Through		0			0	
	Through	1221	1	**690**	0	0	0
	Through-Right		1			0	
	Right	159	0	159	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	337	1	170	0	0	**0**
	Through-Right		1			0	
	Right	2	0	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**2**	0	0	**0**
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	74	1	41	0	0	**0**
	Left-Through		1			0	
	Through	8	0	41	0	0	0
	Through-Right		0			0	
	Right	113	1	**78**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	760		*North-South:*	0
			East-West:	80		*East-West:*	0
			SUM:	840		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.589			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.589			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	1	5	0	0	**0**
	Left-Through		0			0	
	Through	516	1	**323**	0	0	0
	Through-Right		1			0	
	Right	129	0	129	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	65	1	**65**	0	0	0
	Left-Through		0			0	
	Through	416	1	214	0	0	**0**
	Through-Right		1			0	
	Right	12	0	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1	0	1	0	0	0
	Left-Through		0			0	
	Through	8	0	**15**	0	0	**0**
	Through-Right		0			0	
	Right	6	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	111	1	**61**	0	0	**0**
	Left-Through		1			0	
	Through	11	0	61	0	0	0
	Through-Right		0			0	
	Right	73	1	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		388	North-South:		0
		East-West:		76	East-West:		0
		SUM:		464	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.326			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.326			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	1	**2**	0	0	**0**
	Left-Through		0			0	
	Through	584	1	376	0	0	0
	Through-Right		1			0	
	Right	167	0	167	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	97	1	97	0	0	0
	Left-Through		0			0	
	Through	1009	1	**507**	0	0	**0**
	Through-Right		1			0	
	Right	4	0	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	2	0	2	0	0	0
	Left-Through		0			0	
	Through	9	0	**15**	0	0	**0**
	Through-Right		0			0	
	Right	4	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**83**	0	0	**0**
	Left-Through		1			0	
	Through	6	0	83	0	0	0
	Through-Right		0			0	
	Right	87	1	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		509	North-South:		0
		East-West:		98	East-West:		0
		SUM:		607	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.426			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.426			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1798	4	**450**	0	0	0
	Through-Right		0			0	
	Right	707	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	158	2	**87**	0	0	0
	Left-Through		0			0	
	Through	663	3	221	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	462	3	**162**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	239	1	152	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		537	North-South:		0
		East-West:		162	East-West:		0
		SUM:		699	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.491			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.491			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1086	4	**272**	0	0	0
	Through-Right		0			0	
	Right	507	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	298	2	**164**	0	0	0
	Left-Through		0			0	
	Through	950	3	317	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	646	3	**226**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	205	1	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		436	North-South:		0
		East-West:		226	East-West:		0
		SUM:		662	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.465			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.465			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	1411	4	353	0	0	0
Through-Right		0			0	
Right	332	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	516	2	284	0	0	0
Left-Through		0			0	
Through	2064	3	**688**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	650	3	**227**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	168	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	688		*North-South:*	0
		East-West:	227		*East-West:*	0
		SUM:	915		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.642			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.642			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	84	2	**46**	0	0	**0**
Left-Through		0			0	
Through	215	1	110	0	0	0
Through-Right		1			0	
Right	116	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	57	2	31	0	0	0
Left-Through		0			0	
Through	210	1	**158**	0	0	**0**
Through-Right		1			0	
Right	263	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	298	2	**164**	0	0	0
Left-Through		0			0	
Through	218	3	73	0	0	**0**
Through-Right		0			0	
Right	193	2	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	88	2	48	0	0	**0**
Left-Through		0			0	
Through	663	3	221	0	0	0
Through-Right		0			0	
Right	503	2	**246**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	204		*North-South:*	0
		East-West:	410		*East-West:*	0
		SUM:	614		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.447			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.447			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	109	2	**60**	0	0	**0**
Left-Through		0			0	
Through	178	1	102	0	0	0
Through-Right		1			0	
Right	129	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	145	2	80	0	0	0
Left-Through		0			0	
Through	177	1	**126**	0	0	**0**
Through-Right		1			0	
Right	202	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	149	2	**82**	0	0	0
Left-Through		0			0	
Through	372	3	124	0	0	**0**
Through-Right		0			0	
Right	150	2	23	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	45	2	25	0	0	**0**
Left-Through		0			0	
Through	312	3	**104**	0	0	0
Through-Right		0			0	
Right	268	2	67	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	186		*North-South:*	0
		East-West:	186		*East-West:*	0
		SUM:	372		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.271			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.271			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	68	2	37	0	0	**0**
Left-Through		0			0	
Through	105	1	105	0	0	0
Through-Right		1			0	
Right	529	1	**284**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	343	2	**189**	0	0	0
Left-Through		0			0	
Through	503	1	276	0	0	**0**
Through-Right		1			0	
Right	326	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	190	2	105	0	0	0
Left-Through		0			0	
Through	1153	3	**384**	0	0	**0**
Through-Right		0			0	
Right	208	2	77	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	26	2	**14**	0	0	**0**
Left-Through		0			0	
Through	282	3	94	0	0	0
Through-Right		0			0	
Right	251	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	473		*North-South:*	0
		East-West:	398		*East-West:*	0
		SUM:	871		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.633			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.633			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	277	1	139	0	0	**0**
	Left-Through		1			0	
	Through	0	0	139	0	0	0
	Through-Right		0			0	
	Right	597	1	**503**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	826	2	**413**	0	0	**0**
	Through-Right		0			0	
	Right	129	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	341	2	**188**	0	0	**0**
	Left-Through		0			0	
	Through	716	1	359	0	0	0
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	503		*North-South:*	0
			East-West:	601		*East-West:*	0
			SUM:	1104		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.803			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.803			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	290	1	145	0	0	**0**
	Left-Through		1			0	
	Through	0	0	145	0	0	0
	Through-Right		0			0	
	Right	300	1	**176**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**4**	0	0	**0**
	Through-Right		0			0	
	Right	4	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	561	2	**281**	0	0	**0**
	Through-Right		0			0	
	Right	73	1	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	452	2	**249**	0	0	**0**
	Left-Through		0			0	
	Through	656	1	330	0	0	0
	Through-Right		1			0	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	180		*North-South:*	0
			East-West:	530		*East-West:*	0
			SUM:	710		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.516			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.516			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	357	1	179	0	0	**0**
	Left-Through		1			0	
	Through	0	0	179	0	0	0
	Through-Right		0			0	
	Right	348	1	**198**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	1	0	1	0	0	0
	Left-Through		0			0	
	Through	0	0	**4**	0	0	**0**
	Through-Right		0			0	
	Right	3	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	741	2	**371**	0	0	**0**
	Through-Right		0			0	
	Right	345	1	256	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	547	2	**301**	0	0	**0**
	Left-Through		0			0	
	Through	552	1	276	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	202		*North-South:*	0
			East-West:	672		*East-West:*	0
			SUM:	874		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.636			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.636			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0	
	EB-- 0	WB--	3	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	2	0	0	**0**
	Left-Through		0			0	
	Through	2	0	**5**	0	0	0
	Through-Right		0			0	
	Right	1	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	546	1	**274**	0	0	0
	Left-Through		1			0	
	Through	1	0	274	0	0	**0**
	Through-Right		0			0	
	Right	74	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	161	2	**89**	0	0	0
	Left-Through		0			0	
	Through	408	1	205	0	0	**0**
	Through-Right		1			0	
	Right	2	0	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	2	1	2	0	0	**0**
	Left-Through		0			0	
	Through	265	2	133	0	0	0
	Through-Right		0			0	
	Right	726	1	**452**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	279		*North-South:*	0
			East-West:	541		*East-West:*	0
			SUM:	820		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.596			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.596			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		3	NB-- 0	SB--	0
	EB-- 0	WB--		3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	2	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**4**	0	0	0
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	388	1	**194**	0	0	0
	Left-Through		1			0	
	Through	0	0	194	0	0	**0**
	Through-Right		0			0	
	Right	92	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	95	2	**52**	0	0	0
	Left-Through		0			0	
	Through	244	1	125	0	0	**0**
	Through-Right		1			0	
	Right	5	0	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	6	1	6	0	0	**0**
	Left-Through		0			0	
	Through	396	2	198	0	0	0
	Through-Right		0			0	
	Right	548	1	**354**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	198		*North-South:*	0
			East-West:	406		*East-West:*	0
			SUM:	604		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.439			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.439			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		3	NB-- 0	SB--	0
	EB-- 0	WB--		3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	2	0	0	**0**
	Left-Through		0			0	
	Through	1	0	**9**	0	0	0
	Through-Right		0			0	
	Right	6	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	640	1	**321**	0	0	0
	Left-Through		1			0	
	Through	1	0	321	0	0	**0**
	Through-Right		0			0	
	Right	182	1	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	124	2	**68**	0	0	0
	Left-Through		0			0	
	Through	398	1	201	0	0	**0**
	Through-Right		1			0	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	375	2	188	0	0	0
	Through-Right		0			0	
	Right	537	1	**216**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	330		*North-South:*	0
			East-West:	284		*East-West:*	0
			SUM:	614		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.447			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.447			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	108	1	108	0	0	**0**
	Left-Through		0			0	
	Through	1488	3	496	0	0	0
	Through-Right		0			0	
	Right	598	1	**541**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	323	2	**178**	0	0	0
	Left-Through		0			0	
	Through	2298	3	579	0	0	**0**
	Through-Right		1			0	
	Right	16	0	16	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	214	2	**118**	0	0	0
	Left-Through		0			0	
	Through	257	3	86	0	0	**0**
	Through-Right		0			0	
	Right	176	1	122	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	207	2	114	0	0	**0**
	Left-Through		0			0	
	Through	211	3	70	0	0	0
	Through-Right		0			0	
	Right	405	1	**227**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	719		*North-South:*	0
			East-West:	345		*East-West:*	0
			SUM:	1064		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.774			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.774			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	153	1	153	0	0	**0**
	Left-Through		0			0	
	Through	1312	3	437	0	0	0
	Through-Right		0			0	
	Right	719	1	**670**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	233	2	**128**	0	0	0
	Left-Through		0			0	
	Through	1910	3	485	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	145	2	**80**	0	0	0
	Left-Through		0			0	
	Through	190	3	63	0	0	**0**
	Through-Right		0			0	
	Right	191	1	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	178	2	98	0	0	**0**
	Left-Through		0			0	
	Through	261	3	87	0	0	0
	Through-Right		0			0	
	Right	318	1	**190**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	798		*North-South:*	0
			East-West:	270		*East-West:*	0
			SUM:	1068		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.777			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.777			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	169	1	169	0	0	**0**
	Left-Through		0			0	
	Through	1914	3	638	0	0	0
	Through-Right		0			0	
	Right	992	1	**944**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	426	2	**234**	0	0	0
	Left-Through		0			0	
	Through	2377	3	601	0	0	**0**
	Through-Right		1			0	
	Right	28	0	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	193	2	**106**	0	0	0
	Left-Through		0			0	
	Through	359	3	120	0	0	**0**
	Through-Right		0			0	
	Right	158	1	74	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	177	2	97	0	0	**0**
	Left-Through		0			0	
	Through	300	3	100	0	0	0
	Through-Right		0			0	
	Right	487	1	**253**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1178		*North-South:*	0
			East-West:	359		*East-West:*	0
			SUM:	1537		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.118			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.118			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	4	1	4	0	0	**0**
	Left-Through		0			0	
	Through	1025	2	**513**	0	0	0
	Through-Right		0			0	
	Right	513	1	415	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	62	1	**62**	0	0	0
	Left-Through		0			0	
	Through	246	1	127	0	0	**0**
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	1	5	0	0	0
	Left-Through		0			0	
	Through	10	1	**10**	0	0	**0**
	Through-Right		0			0	
	Right	1	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	183	1	**98**	0	0	**0**
	Left-Through		1			0	
	Through	12	0	98	0	0	0
	Through-Right		0			0	
	Right	78	1	16	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	575		*North-South:*	0
			East-West:	108		*East-West:*	0
			SUM:	683		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.497			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.497			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	1	6	0	0	**0**
	Left-Through		0			0	
	Through	324	2	**162**	0	0	0
	Through-Right		0			0	
	Right	268	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	76	1	**76**	0	0	0
	Left-Through		0			0	
	Through	240	1	123	0	0	**0**
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	15	1	**15**	0	0	**0**
	Through-Right		0			0	
	Right	3	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	258	1	**148**	0	0	**0**
	Left-Through		1			0	
	Through	38	0	148	0	0	0
	Through-Right		0			0	
	Right	112	1	36	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	238		*North-South:*	0
			East-West:	163		*East-West:*	0
			SUM:	401		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.292			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.292			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	1	**5**	0	0	**0**
	Left-Through		0			0	
	Through	376	2	188	0	0	0
	Through-Right		0			0	
	Right	247	1	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	149	1	149	0	0	0
	Left-Through		0			0	
	Through	771	1	**389**	0	0	**0**
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	7	1	7	0	0	0
	Left-Through		0			0	
	Through	37	1	**37**	0	0	**0**
	Through-Right		0			0	
	Right	6	1	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	365	1	**201**	0	0	**0**
	Left-Through		1			0	
	Through	37	0	201	0	0	0
	Through-Right		0			0	
	Right	150	1	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	394		*North-South:*	0
			East-West:	238		*East-West:*	0
			SUM:	632		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.460			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.460			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	51	1	**51**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	26	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	439	1	**404**	0	0	0
	Left-Through		1			0	
	Through	1175	0	404	0	0	**0**
	Through-Right		1			0	
	Right	556	1	404	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	466	2	**194**	0	0	**0**
	Through-Right		1			0	
	Right	117	0	117	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	212	2	**117**	0	0	**0**
	Left-Through		0			0	
	Through	743	2	248	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	455		*North-South:*	0
			East-West:	311		*East-West:*	0
			SUM:	766		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.557			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.557			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	59	1	**59**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	71	2	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	126	1	**106**	0	0	0
	Left-Through		1			0	
	Through	299	0	106	0	0	**0**
	Through-Right		1			0	
	Right	193	1	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	478	2	**193**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	59	2	**32**	0	0	**0**
	Left-Through		0			0	
	Through	609	2	203	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	165		*North-South:*	0
			East-West:	225		*East-West:*	0
			SUM:	390		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.284			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.284			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	94	1	**94**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	193	2	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	151	1	**91**	0	0	0
	Left-Through		1			0	
	Through	212	0	91	0	0	**0**
	Through-Right		1			0	
	Right	171	1	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	725	2	**261**	0	0	**0**
	Through-Right		1			0	
	Right	58	0	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	59	2	**32**	0	0	**0**
	Left-Through		0			0	
	Through	755	2	252	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	185		*North-South:*	0
			East-West:	293		*East-West:*	0
			SUM:	478		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.348			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.348			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	769	2	**423**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	493	2	183	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	269	3	90	0	0	**0**
	Through-Right		0			0	
	Right	306	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	2	88	0	0	**0**
	Left-Through		0			0	
	Through	977	1	**496**	0	0	0
	Through-Right		1			0	
	Right	14	0	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	423		*North-South:*	0
			East-West:	496		*East-West:*	0
			SUM:	919		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.645			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.645			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB-- 0	
		EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	390	2	**215**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	186	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	413	3	138	0	0	**0**
	Through-Right		0			0	
	Right	427	1	**212**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	335	2	**184**	0	0	**0**
	Left-Through		0			0	
	Through	400	1	200	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	215		*North-South:*	0
			East-West:	396		*East-West:*	0
			SUM:	611		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.429			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.429			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB-- 0	
		EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	542	2	**298**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	252	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1233	3	**411**	0	0	**0**
	Through-Right		0			0	
	Right	504	1	206	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	365	2	**201**	0	0	**0**
	Left-Through		0			0	
	Through	319	1	160	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	298		*North-South:*	0
			East-West:	612		*East-West:*	0
			SUM:	910		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.639			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.639			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB-- 0	
		EB-- 0	WB-- 3		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	16	1	16	0	0	**0**
	Left-Through		0			0	
	Through	1789	4	**447**	0	0	0
	Through-Right		0			0	
	Right	405	1	216	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	381	2	**210**	0	0	0
	Left-Through		0			0	
	Through	1230	4	308	0	0	**0**
	Through-Right		0			0	
	Right	192	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	167	1	167	0	0	0
	Left-Through		0			0	
	Through	346	2	**129**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	344	2	**189**	0	0	**0**
	Left-Through		0			0	
	Through	90	2	45	0	0	0
	Through-Right		0			0	
	Right	426	2	24	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	657		*North-South:*	0
			East-West:	318		*East-West:*	0
			SUM:	975		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.709			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.709			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB-- 0	
		EB-- 0	WB-- 3		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	26	1	26	0	0	**0**
	Left-Through		0			0	
	Through	1336	4	**334**	0	0	0
	Through-Right		0			0	
	Right	216	1	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	406	2	**223**	0	0	0
	Left-Through		0			0	
	Through	1051	4	263	0	0	**0**
	Through-Right		0			0	
	Right	221	1	177	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	44	1	44	0	0	0
	Left-Through		0			0	
	Through	108	2	**54**	0	0	**0**
	Through-Right		1			0	
	Right	56	0	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	350	2	**193**	0	0	**0**
	Left-Through		0			0	
	Through	136	2	68	0	0	0
	Through-Right		0			0	
	Right	608	2	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	557		*North-South:*	0
			East-West:	247		*East-West:*	0
			SUM:	804		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.585			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.585			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 EB-- 0	SB-- WB--	3 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	28	0	0	**0**
	Left-Through		0			0	
	Through	1630	4	**408**	0	0	0
	Through-Right		0			0	
	Right	287	1	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	448	2	**246**	0	0	0
	Left-Through		0			0	
	Through	1808	4	452	0	0	**0**
	Through-Right		0			0	
	Right	436	1	354	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	82	1	82	0	0	0
	Left-Through		0			0	
	Through	154	2	**76**	0	0	**0**
	Through-Right		1			0	
	Right	73	0	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	463	2	**255**	0	0	**0**
	Left-Through		0			0	
	Through	207	2	104	0	0	0
	Through-Right		0			0	
	Right	465	2	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	654		*North-South:*	0
			East-West:	331		*East-West:*	0
			SUM:	985		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.716			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.716			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	131	1	131	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**234**	0	0	0
	Through-Right		0			0	
	Right	234	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	239	2	**131**	0	0	0
	Left-Through		0			0	
	Through	643	2	322	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	812	2	**271**	0	0	0
	Through-Right		1			0	
	Right	199	1	199	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	234		*North-South:*	0
			East-West:	402		*East-West:*	0
			SUM:	636		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.446			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.446			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	85	1	85	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**145**	0	0	0
	Through-Right		0			0	
	Right	145	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	294	2	**162**	0	0	0
	Left-Through		0			0	
	Through	907	2	454	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	998	2	**333**	0	0	0
	Through-Right		1			0	
	Right	307	1	307	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	145		*North-South:*	0
			East-West:	495		*East-West:*	0
			SUM:	640		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.449			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.449			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	288	1	288	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**597**	0	0	0
	Through-Right		0			0	
	Right	597	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	157	2	**86**	0	0	0
	Left-Through		0			0	
	Through	829	2	415	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1153	2	**384**	0	0	0
	Through-Right		1			0	
	Right	192	1	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	597		*North-South:*	0
			East-West:	470		*East-West:*	0
			SUM:	1067		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.749			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.749			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84

PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	125	1	125	0	0	0
	Left-Through		0			0	
	Through	0	0	**148**	0	0	**0**
	Through-Right		0			0	
	Right	295	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	719	4	180	0	0	**0**
	Through-Right		0			0	
	Right	189	1	**189**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	332	2	**183**	0	0	**0**
	Left-Through		0			0	
	Through	491	2	246	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	148		*North-South:*	0
			East-West:	372		*East-West:*	0
			SUM:	520		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.365			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.365			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84

PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	379	1	194	0	0	0
	Left-Through		0			0	
	Through	0	0	**194**	0	0	**0**
	Through-Right		0			0	
	Right	202	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	788	4	**197**	0	0	**0**
	Through-Right		0			0	
	Right	143	1	143	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	331	2	**182**	0	0	**0**
	Left-Through		0			0	
	Through	649	2	325	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	194		*North-South:*	0
			East-West:	379		*East-West:*	0
			SUM:	573		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.402			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.402			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84

PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	141	1	105	0	0	0
	Left-Through		0			0	
	Through	0	0	**105**	0	0	**0**
	Through-Right		0			0	
	Right	175	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	860	4	215	0	0	**0**
	Through-Right		0			0	
	Right	248	1	**248**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	538	2	**296**	0	0	**0**
	Left-Through		0			0	
	Through	902	2	451	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	105		*North-South:*	0
			East-West:	544		*East-West:*	0
			SUM:	649		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.455			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.455			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88

PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2430	2	**838**	0	0	0
	Through-Right		1			0	
	Right	83	0	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2157	3	719	0	0	**0**
	Through-Right		0			0	
	Right	951	1	679	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	776	3	**272**	0	0	0
	Left-Through		0			0	
	Through	115	0	124	0	0	**0**
	Through-Right		1			0	
	Right	9	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	838		*North-South:*	0
			East-West:	272		*East-West:*	0
			SUM:	1110		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.740			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.740			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1305	2	466	0	0	0
	Through-Right		1			0	
	Right	93	0	93	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1404	3	468	0	0	**0**
	Through-Right		0			0	
	Right	801	1	**554**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	705	3	**247**	0	0	0
	Left-Through		0			0	
	Through	154	0	174	0	0	**0**
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	554		*North-South:*	0
			East-West:	247		*East-West:*	0
			SUM:	801		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.534			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.534			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1750	2	654	0	0	0
	Through-Right		1			0	
	Right	212	0	212	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2227	3	**742**	0	0	**0**
	Through-Right		0			0	
	Right	968	1	583	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1100	3	**385**	0	0	0
	Left-Through		0			0	
	Through	251	0	292	0	0	**0**
	Through-Right		1			0	
	Right	41	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	742		*North-South:*	0
			East-West:	385		*East-West:*	0
			SUM:	1127		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.751			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.751			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	728	1	**387**	0	0	0
	Through-Right		1			0	
	Right	46	0	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	48	1	**48**	0	0	0
	Left-Through		0			0	
	Through	422	3	141	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	105	1	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	435		*North-South:*	0
			East-West:	130		*East-West:*	0
			SUM:	565		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.377			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.377			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	566	1	**318**	0	0	0
	Through-Right		1			0	
	Right	69	0	69	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	78	1	**78**	0	0	0
	Left-Through		0			0	
	Through	416	3	139	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	83	1	**83**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	40	1	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	396		*North-South:*	0
			East-West:	83		*East-West:*	0
			SUM:	479		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.319			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.319			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	515	1	**350**	0	0	0
	Through-Right		1			0	
	Right	184	0	184	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	205	1	**205**	0	0	0
	Left-Through		0			0	
	Through	919	3	306	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	58	1	**58**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	43	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	555		*North-South:*	0
			East-West:	58		*East-West:*	0
			SUM:	613		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.409			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.409			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	205	1	205	0	0	**0**
	Left-Through		0			0	
	Through	760	2	**380**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	367	2	159	0	0	**0**
	Through-Right		1			0	
	Right	111	0	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	89	2	**49**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	94	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	380		*North-South:*	0
			East-West:	49		*East-West:*	0
			SUM:	429		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.286			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.286			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	156	1	**156**	0	0	**0**
	Left-Through		0			0	
	Through	482	2	241	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	419	2	**177**	0	0	**0**
	Through-Right		1			0	
	Right	113	0	113	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	174	2	96	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	176	1	**98**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	333		*North-South:*	0
			East-West:	98		*East-West:*	0
			SUM:	431		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.287			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.287			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	107	1	**107**	0	0	**0**
	Left-Through		0			0	
	Through	498	2	249	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	868	2	**319**	0	0	**0**
	Through-Right		1			0	
	Right	89	0	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	238	2	131	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	206	1	**153**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	426		*North-South:*	0
			East-West:	153		*East-West:*	0
			SUM:	579		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.386			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.386			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	176	1	176	0	0	**0**
	Left-Through		0			0	
	Through	768	1	**384**	0	0	0
	Through-Right		1			0	
	Right	135	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	421	2	**232**	0	0	0
	Left-Through		0			0	
	Through	416	2	156	0	0	**0**
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	1	**28**	0	0	0
	Left-Through		1			0	
	Through	19	0	19	0	0	**0**
	Through-Right		1			0	
	Right	3	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	439	1	**286**	0	0	**0**
	Left-Through		0			0	
	Through	65	0	286	0	0	0
	Through-Right		0			0	
	Right	67	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	616		*North-South:*	0
			East-West:	314		*East-West:*	0
			SUM:	930		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.653			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.653			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	122	1	122	0	0	**0**
	Left-Through		0			0	
	Through	598	1	**299**	0	0	0
	Through-Right		1			0	
	Right	122	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	409	2	**225**	0	0	0
	Left-Through		0			0	
	Through	509	2	203	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	105	1	**58**	0	0	0
	Left-Through		1			0	
	Through	43	0	43	0	0	**0**
	Through-Right		1			0	
	Right	12	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	432	1	**282**	0	0	**0**
	Left-Through		0			0	
	Through	47	0	282	0	0	0
	Through-Right		0			0	
	Right	84	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	524		*North-South:*	0
			East-West:	340		*East-West:*	0
			SUM:	864		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.606			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.606			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	176	1	176	0	0	**0**
	Left-Through		0			0	
	Through	572	1	**286**	0	0	0
	Through-Right		1			0	
	Right	85	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	470	2	**259**	0	0	0
	Left-Through		0			0	
	Through	446	2	199	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	229	1	**126**	0	0	0
	Left-Through		1			0	
	Through	109	0	109	0	0	**0**
	Through-Right		1			0	
	Right	72	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	423	1	**299**	0	0	**0**
	Left-Through		0			0	
	Through	7	0	299	0	0	0
	Through-Right		0			0	
	Right	167	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	545		*North-South:*	0
			East-West:	425		*East-West:*	0
			SUM:	970		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.681			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.681			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	528	1	**280**	0	0	0
	Through-Right		1			0	
	Right	32	0	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	427	2	**235**	0	0	0
	Left-Through		0			0	
	Through	489	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	125	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	515		*North-South:*	0
			East-West:	0		*East-West:*	0
			SUM:	515		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.343			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.343			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 97

PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	558	1	**295**	0	0	0
	Through-Right		1			0	
	Right	32	0	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	520	2	**286**	0	0	0
	Left-Through		0			0	
	Through	427	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	184	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	581		*North-South:*	0
			East-West:	0		*East-West:*	0
			SUM:	581		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.387			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.387			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 97

PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	600	1	**315**	0	0	0
	Through-Right		1			0	
	Right	29	0	29	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	499	2	**274**	0	0	0
	Left-Through		0			0	
	Through	877	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	356	2	**59**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	589		*North-South:*	0
			East-West:	59		*East-West:*	0
			SUM:	648		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.432			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.432			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 98

PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	857	2	**429**	0	0	0
	Through-Right		0			0	
	Right	105	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	73	1	**73**	0	0	0
	Left-Through		0			0	
	Through	373	2	124	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	164	2	**90**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	83	1	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	502		*North-South:*	0
			East-West:	90		*East-West:*	0
			SUM:	592		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.431			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.431			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 98

PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	497	2	**249**	0	0	0
	Through-Right		0			0	
	Right	79	1	51	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	144	1	**144**	0	0	0
	Left-Through		0			0	
	Through	509	2	170	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	51	2	**28**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	89	1	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	393		*North-South:*	0
			East-West:	28		*East-West:*	0
			SUM:	421		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.306			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.306			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	514	2	**257**	0	0	0
	Through-Right		0			0	
	Right	51	1	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	77	1	**77**	0	0	0
	Left-Through		0			0	
	Through	964	2	321	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	76	2	**42**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	73	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	334		*North-South:*	0
			East-West:	42		*East-West:*	0
			SUM:	376		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.273			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.273			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	13	2	7	0	0	**0**
	Left-Through		0			0	
	Through	1607	2	**539**	0	0	0
	Through-Right		1			0	
	Right	11	0	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	18	1	**18**	0	0	0
	Left-Through		0			0	
	Through	1281	2	450	0	0	**0**
	Through-Right		1			0	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	36	1	20	0	0	0
	Left-Through		1			0	
	Through	4	0	20	0	0	**0**
	Through-Right		0			0	
	Right	61	1	**54**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	3	0	**15**	0	0	0
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	557		*North-South:*	0
			East-West:	69		*East-West:*	0
			SUM:	626		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.455			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.455			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	42	2	23	0	0	**0**
	Left-Through		0			0	
	Through	1141	2	**383**	0	0	0
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	34	1	**34**	0	0	0
	Left-Through		0			0	
	Through	891	2	308	0	0	**0**
	Through-Right		1			0	
	Right	33	0	33	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	44	1	**25**	0	0	0
	Left-Through		1			0	
	Through	5	0	25	0	0	**0**
	Through-Right		0			0	
	Right	39	1	16	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	3	0	3	0	0	**0**
	Left-Through		0			0	
	Through	2	0	**9**	0	0	0
	Through-Right		0			0	
	Right	4	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	417		*North-South:*	0
			East-West:	34		*East-West:*	0
			SUM:	451		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.328			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.328			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	13	2	7	0	0	**0**
	Left-Through		0			0	
	Through	1565	2	**527**	0	0	0
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	38	1	**38**	0	0	0
	Left-Through		0			0	
	Through	1552	2	531	0	0	**0**
	Through-Right		1			0	
	Right	41	0	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	76	1	42	0	0	0
	Left-Through		1			0	
	Through	8	0	42	0	0	**0**
	Through-Right		0			0	
	Right	66	1	**59**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	2	0	**17**	0	0	0
	Through-Right		0			0	
	Right	5	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	565		*North-South:*	0
			East-West:	76		*East-West:*	0
			SUM:	641		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.466			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.466			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet (Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	34	1	**34**	0	0	**0**	22	1	22	0	0	**0**
	Left-Through		0			0			0			0	
	Through	196	2	98	0	0	0	323	2	**162**	0	0	0
	Through-Right		0			0			0			0	
	Right	61	1	0	0	0	0	186	1	107	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	23	1	23	0	0	0	50	1	**50**	0	0	0
	Left-Through		0			0			0			0	
	Through	286	2	143	0	0	**0**	197	2	99	0	0	**0**
	Through-Right		0			0			0			0	
	Right	215	1	**153**	0	0	0	230	1	119	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	125	1	**125**	0	0	0	223	1	**223**	0	0	0
	Left-Through		0			0			0			0	
	Through	487	2	244	0	0	**0**	672	2	336	0	0	**0**
	Through-Right		0			0			0			0	
	Right	23	1	6	0	0	0	62	1	51	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	137	1	137	0	0	**0**	158	1	158	0	0	**0**
	Left-Through		0			0			0			0	
	Through	841	2	**421**	0	0	0	680	2	**340**	0	0	0
	Through-Right		0			0			0			0	
	Right	13	1	2	0	0	0	13	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	187		North-South:	0		North-South:	212		North-South:	0
			East-West:	546		East-West:	0		East-West:	563		East-West:	0
			SUM:	733		SUM:	0		SUM:	775		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.514			0.000			0.544			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.514			0.000			0.544			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	30	1	30	0	0	**0**						
	Left-Through		0			0							
	Through	382	2	**191**	0	0	0						
	Through-Right		0			0							
	Right	231	1	174	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	26	1	**26**	0	0	0						
	Left-Through		0			0							
	Through	290	2	145	0	0	**0**						
	Through-Right		0			0							
	Right	175	1	38	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	275	1	**275**	0	0	0						
	Left-Through		0			0							
	Through	887	2	444	0	0	**0**						
	Through-Right		0			0							
	Right	33	1	18	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	115	1	115	0	0	**0**						
	Left-Through		0			0							
	Through	688	2	**344**	0	0	0						
	Through-Right		0			0							
	Right	17	1	4	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	217		North-South:	0						
			East-West:	619		East-West:	0						
			SUM:	836		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.587			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.587			0.000						
LEVEL OF SERVICE (LOS):				A			A						

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0						
		EB-- 3	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	38	1	38	0	0	**0**						
	Left-Through		0			0							
	Through	1414	3	**471**	0	0	0						
	Through-Right		0			0							
	Right	95	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	61	1	**61**	0	0	0						
	Left-Through		0			0							
	Through	1003	3	334	0	0	**0**						
	Through-Right		0			0							
	Right	53	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	54	1	54	0	0	0						
	Left-Through		0			0							
	Through	128	2	**64**	0	0	**0**						
	Through-Right		0			0							
	Right	55	1	17	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	149	1	**149**	0	0	**0**						
	Left-Through		0			0							
	Through	183	1	113	0	0	0						
	Through-Right		1			0							
	Right	42	0	42	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	532		North-South:	0						
			East-West:	213		East-West:	0						
			SUM:	745		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.542			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.542			0.000						
LEVEL OF SERVICE (LOS):				A			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3		NB-- 0	SB-- 0	
		EB-- 3	WB-- 0		EB-- 0	WB-- 0	
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	102	1	**102**	0	0	**0**
	Left-Through		0			0	
	Through	942	3	314	0	0	0
	Through-Right		0			0	
	Right	159	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	64	1	64	0	0	0
	Left-Through		0			0	
	Through	1005	3	**335**	0	0	**0**
	Through-Right		0			0	
	Right	93	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	86	1	86	0	0	0
	Left-Through		0			0	
	Through	307	2	**154**	0	0	**0**
	Through-Right		0			0	
	Right	79	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	199	1	**199**	0	0	**0**
	Left-Through		0			0	
	Through	281	1	208	0	0	0
	Through-Right		1			0	
	Right	134	0	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	437		*North-South:*	0
			East-West:	353		*East-West:*	0
			SUM:	790		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.575			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.575			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3		NB-- 0	SB-- 0	
		EB-- 3	WB-- 0		EB-- 0	WB-- 0	
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	97	1	**97**	0	0	**0**
	Left-Through		0			0	
	Through	1415	3	472	0	0	0
	Through-Right		0			0	
	Right	86	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	92	1	92	0	0	0
	Left-Through		0			0	
	Through	1486	3	**495**	0	0	**0**
	Through-Right		0			0	
	Right	113	1	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	387	2	**194**	0	0	**0**
	Through-Right		0			0	
	Right	44	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	147	1	**147**	0	0	**0**
	Left-Through		0			0	
	Through	269	1	175	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	592		*North-South:*	0
			East-West:	341		*East-West:*	0
			SUM:	933		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.679			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.679			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	103	1	103	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	201	1	**201**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	349	1	**349**	0	0	0
	Left-Through		0			0	
	Through	730	3	243	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1146	3	**358**	0	0	0
	Through-Right		1			0	
	Right	284	0	284	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	201		*North-South:*	0
			East-West:	707		*East-West:*	0
			SUM:	908		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.637			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.637			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	294	1	294	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	366	1	**366**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	425	1	**425**	0	0	0
	Left-Through		0			0	
	Through	929	3	310	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1019	3	**317**	0	0	0
	Through-Right		1			0	
	Right	248	0	248	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	366		*North-South:*	0
			East-West:	742		*East-West:*	0
			SUM:	1108		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.778			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.778			0.000
	LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	183	1	183	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	312	1	**312**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	314	1	**314**	0	0	0
	Left-Through		0			0	
	Through	1441	3	480	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1068	3	**295**	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	312		*North-South:*	0
			East-West:	609		*East-West:*	0
			SUM:	921		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.646			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.646			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	2	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	103	0	103	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	379	1	**241**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	994	3	**300**	0	0	**0**
	Through-Right		1			0	
	Right	206	0	206	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	217	1	**217**	0	0	**0**
	Left-Through		0			0	
	Through	1005	3	335	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	241		*North-South:*	0
			East-West:	517		*East-West:*	0
			SUM:	758		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.532			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.532			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	2	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	0	130	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	370	1	**250**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1224	3	**346**	0	0	**0**
	Through-Right		1			0	
	Right	159	0	159	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	285	1	**285**	0	0	**0**
	Left-Through		0			0	
	Through	1028	3	343	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	250		*North-South:*	0
			East-West:	631		*East-West:*	0
			SUM:	881		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.618			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.618			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	2	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	236	0	236	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	430	1	**333**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1519	3	**424**	0	0	**0**
	Through-Right		1			0	
	Right	178	0	178	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	199	1	**199**	0	0	**0**
	Left-Through		0			0	
	Through	1052	3	351	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	333		*North-South:*	0
			East-West:	623		*East-West:*	0
			SUM:	956		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.671			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.671			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0	NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	1	8	0	0	0	13	1	13	0	0	0
	Left-Through		0			0			0			0	
	Through	2262	4	566	0	0	0	1508	4	377	0	0	0
	Through-Right		0			0			0			0	
	Right	193	1	171	0	0	0	154	1	76	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	201	2	111	0	0	0	23	2	13	0	0	0
	Left-Through		0			0			0			0	
	Through	1296	3	432	0	0	0	1423	3	474	0	0	0
	Through-Right		0			0			0			0	
	Right	10	1	0	0	0	0	13	1	7	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	24	1	24	0	0	0	13	1	13	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	14	0	0	0	0	0	13	0	0	0
	Through-Right		1			0			1			0	
	Right	14	0	0	0	0	0	13	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	31	1	22	0	0	0	115	1	78	0	0	0
	Left-Through		0			0			0			0	
	Through	2	0	22	0	0	0	0	0	78	0	0	0
	Through-Right		0			0			0			0	
	Right	32	1	0	0	0	0	118	1	0	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	677		North-South:	0		North-South:	487		North-South:	0
			East-West:	46		East-West:	0		East-West:	91		East-West:	0
			SUM:	723		SUM:	0		SUM:	578		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.526			0.000			0.420			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.526			0.000			0.420			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	16	1	16	0	0	0						
	Left-Through		0			0							
	Through	1906	4	477	0	0	0						
	Through-Right		0			0							
	Right	98	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	103	2	57	0	0	0						
	Left-Through		0			0							
	Through	2131	3	710	0	0	0						
	Through-Right		0			0							
	Right	19	1	10	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	19	1	19	0	0	0						
	Left-Through		0			0							
	Through	1	0	14	0	0	0						
	Through-Right		1			0							
	Right	13	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	137	1	111	0	0	0						
	Left-Through		0			0							
	Through	1	0	111	0	0	0						
	Through-Right		0			0							
	Right	196	1	0	0	0	0						
	Left-Through-Right		1			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	726		North-South:	0						
			East-West:	130		East-West:	0						
			SUM:	856		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.623			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.623			0.000						
LEVEL OF SERVICE (LOS):				B			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 3	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	74	1	74	0	0	0						
	Left-Through		0			0							
	Through	1432	3	381	0	0	0						
	Through-Right		1			0							
	Right	91	0	91	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	159	1	159	0	0	0						
	Left-Through		0			0							
	Through	1148	2	398	0	0	0						
	Through-Right		1			0							
	Right	45	0	45	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	245	1	245	0	0	0						
	Left-Through		0			0							
	Through	338	2	169	0	0	0						
	Through-Right		0			0							
	Right	122	1	48	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	148	1	148	0	0	0						
	Left-Through		0			0							
	Through	332	2	166	0	0	0						
	Through-Right		0			0							
	Right	249	1	90	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	540		North-South:	0						
			East-West:	411		East-West:	0						
			SUM:	951		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.692			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.692			0.000						
LEVEL OF SERVICE (LOS):				B			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	86	1	86	0	0	**0**
	Left-Through		0			0	
	Through	961	3	**268**	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	203	1	**203**	0	0	0
	Left-Through		0			0	
	Through	727	2	270	0	0	**0**
	Through-Right		1			0	
	Right	83	0	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	136	1	**136**	0	0	0
	Left-Through		0			0	
	Through	253	2	127	0	0	**0**
	Through-Right		0			0	
	Right	69	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	138	1	138	0	0	**0**
	Left-Through		0			0	
	Through	366	2	**183**	0	0	0
	Through-Right		0			0	
	Right	239	1	36	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	471		*North-South:*	0
			East-West:	319		*East-West:*	0
			SUM:	790		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.575			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.575			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	138	1	138	0	0	**0**
	Left-Through		0			0	
	Through	1472	3	**407**	0	0	0
	Through-Right		1			0	
	Right	156	0	156	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	274	1	**274**	0	0	0
	Left-Through		0			0	
	Through	1392	2	512	0	0	**0**
	Through-Right		1			0	
	Right	143	0	143	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	127	1	**127**	0	0	0
	Left-Through		0			0	
	Through	263	2	132	0	0	**0**
	Through-Right		0			0	
	Right	77	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	168	1	168	0	0	**0**
	Left-Through		0			0	
	Through	348	2	**174**	0	0	0
	Through-Right		0			0	
	Right	252	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	681		*North-South:*	0
			East-West:	301		*East-West:*	0
			SUM:	982		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.714			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.714			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	2	36	0	0	**0**
	Left-Through		0			0	
	Through	1808	3	**603**	0	0	0
	Through-Right		0			0	
	Right	195	1	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	105	2	**58**	0	0	0
	Left-Through		0			0	
	Through	1542	3	393	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	78	1	78	0	0	0
	Left-Through		0			0	
	Through	78	1	78	0	0	**0**
	Through-Right		0			0	
	Right	185	1	**149**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	148	1	**88**	0	0	**0**
	Left-Through		1			0	
	Through	27	0	88	0	0	0
	Through-Right		0			0	
	Right	122	1	64	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	661		*North-South:*	0
			East-West:	237		*East-West:*	0
			SUM:	898		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.653			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.653			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	117	2	64	0	0	**0**
	Left-Through		0			0	
	Through	1708	3	**569**	0	0	0
	Through-Right		0			0	
	Right	304	1	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	176	2	**97**	0	0	0
	Left-Through		0			0	
	Through	1729	3	448	0	0	**0**
	Through-Right		1			0	
	Right	64	0	64	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	63	1	**63**	0	0	0
	Left-Through		0			0	
	Through	63	1	63	0	0	**0**
	Through-Right		0			0	
	Right	55	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	281	1	**164**	0	0	**0**
	Left-Through		1			0	
	Through	47	0	164	0	0	0
	Through-Right		0			0	
	Right	180	1	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	666		*North-South:*	0
			East-West:	227		*East-West:*	0
			SUM:	893		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.649			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.649			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	145	2	80	0	0	**0**
	Left-Through		0			0	
	Through	1852	3	**617**	0	0	0
	Through-Right		0			0	
	Right	352	1	161	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	109	2	**60**	0	0	0
	Left-Through		0			0	
	Through	2139	3	563	0	0	**0**
	Through-Right		1			0	
	Right	114	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	66	1	66	0	0	0
	Left-Through		0			0	
	Through	77	1	**77**	0	0	**0**
	Through-Right		0			0	
	Right	97	1	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	283	1	**191**	0	0	**0**
	Left-Through		1			0	
	Through	99	0	191	0	0	0
	Through-Right		0			0	
	Right	165	1	105	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		677	North-South:		0
		East-West:		268	East-West:		0
		SUM:		945	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.687			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.687			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 0	SB-- WB--	0 2	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	124	1	124	0	0	**0**
	Left-Through		0			0	
	Through	1412	3	**471**	0	0	0
	Through-Right		0			0	
	Right	322	1	195	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	131	1	**131**	0	0	0
	Left-Through		0			0	
	Through	1082	2	372	0	0	**0**
	Through-Right		1			0	
	Right	34	0	34	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	491	1	**265**	0	0	**0**
	Through-Right		1			0	
	Right	39	0	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	2	**127**	0	0	**0**
	Left-Through		0			0	
	Through	419	1	246	0	0	0
	Through-Right		1			0	
	Right	72	0	72	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		602	North-South:		0
		East-West:		392	East-West:		0
		SUM:		994	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.723			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.723			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 0	SB-- WB--	0 2	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	77	1	77	0	0	**0**
	Left-Through		0			0	
	Through	1360	3	**453**	0	0	0
	Through-Right		0			0	
	Right	274	1	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	158	1	**158**	0	0	0
	Left-Through		0			0	
	Through	1028	2	372	0	0	**0**
	Through-Right		1			0	
	Right	87	0	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	2	0	0	0	0	0
	Left-Through		0			0	
	Through	490	1	**294**	0	0	**0**
	Through-Right		1			0	
	Right	98	0	98	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	331	2	**182**	0	0	**0**
	Left-Through		0			0	
	Through	496	1	281	0	0	0
	Through-Right		1			0	
	Right	65	0	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		611	North-South:		0
		East-West:		476	East-West:		0
		SUM:		1087	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.791			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.791			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 0	SB-- WB--	0 2	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	97	1	97	0	0	**0**
	Left-Through		0			0	
	Through	1466	3	**489**	0	0	0
	Through-Right		0			0	
	Right	281	1	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	201	1	**201**	0	0	0
	Left-Through		0			0	
	Through	1455	2	513	0	0	**0**
	Through-Right		1			0	
	Right	83	0	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	2	0	0	0	0	0
	Left-Through		0			0	
	Through	480	1	**295**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	387	2	**213**	0	0	**0**
	Left-Through		0			0	
	Through	630	1	349	0	0	0
	Through-Right		1			0	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		690	North-South:		0
		East-West:		508	East-West:		0
		SUM:		1198	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.871			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.871			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1535	4	**537**	0	0	**0**
	Left-Through		0			0	
	Through	1528	0	0	0	0	0
	Through-Right		0			0	
	Right	158	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1176	4	**294**	0	0	**0**
	Through-Right		0			0	
	Right	13	1	13	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	1434	4	**234**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	10	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	831		*North-South:*	0
			East-West:	234		*East-West:*	0
			SUM:	1065		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.710			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.710			0.000
LEVEL OF SERVICE (LOS):				C			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1105	4	**387**	0	0	**0**
	Left-Through		0			0	
	Through	1224	0	0	0	0	0
	Through-Right		0			0	
	Right	161	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1368	4	**342**	0	0	**0**
	Through-Right		0			0	
	Right	36	1	36	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	921	4	**129**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	34	1	34	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	729		*North-South:*	0
			East-West:	129		*East-West:*	0
			SUM:	858		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.572			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.572			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1775	4	**621**	0	0	**0**
	Left-Through		0			0	
	Through	1685	0	0	0	0	0
	Through-Right		0			0	
	Right	271	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1694	4	**424**	0	0	**0**
	Through-Right		0			0	
	Right	27	1	27	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	1591	4	**247**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	25	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1045		*North-South:*	0
			East-West:	247		*East-West:*	0
			SUM:	1292		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.861			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.861			0.000
LEVEL OF SERVICE (LOS):				D			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	3	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	134	2	74	0	0	**0**
	Left-Through		0			0	
	Through	1377	1	**749**	0	0	0
	Through-Right		1			0	
	Right	121	0	121	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	187	2	**103**	0	0	0
	Left-Through		0			0	
	Through	1284	1	664	0	0	**0**
	Through-Right		1			0	
	Right	43	0	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	64	2	35	0	0	0
	Left-Through		0			0	
	Through	755	3	**252**	0	0	**0**
	Through-Right		0			0	
	Right	125	1	51	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	277	2	**152**	0	0	**0**
	Left-Through		0			0	
	Through	594	2	297	0	0	0
	Through-Right		0			0	
	Right	238	1	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	852		*North-South:*	0
			East-West:	404		*East-West:*	0
			SUM:	1256		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.913			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.913			0.000
LEVEL OF SERVICE (LOS):				E			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	208	2	114	0	0	**0**
	Left-Through		0			0	
	Through	1330	1	**728**	0	0	0
	Through-Right		1			0	
	Right	126	0	126	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	219	2	**120**	0	0	0
	Left-Through		0			0	
	Through	1323	1	715	0	0	**0**
	Through-Right		1			0	
	Right	106	0	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	106	2	**58**	0	0	0
	Left-Through		0			0	
	Through	586	3	195	0	0	**0**
	Through-Right		0			0	
	Right	149	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	258	2	142	0	0	**0**
	Left-Through		0			0	
	Through	692	2	**346**	0	0	0
	Through-Right		0			0	
	Right	198	1	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	848		*North-South:*	0
			East-West:	404		*East-West:*	0
			SUM:	1252		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.911			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.911			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	175	2	**96**	0	0	**0**
	Left-Through		0			0	
	Through	1275	1	695	0	0	0
	Through-Right		1			0	
	Right	115	0	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	2	149	0	0	0
	Left-Through		0			0	
	Through	1549	1	**801**	0	0	**0**
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	86	2	**47**	0	0	0
	Left-Through		0			0	
	Through	842	3	281	0	0	**0**
	Through-Right		0			0	
	Right	212	1	116	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	292	2	161	0	0	**0**
	Left-Through		0			0	
	Through	837	2	**419**	0	0	0
	Through-Right		0			0	
	Right	190	1	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	897		*North-South:*	0
			East-West:	466		*East-West:*	0
			SUM:	1363		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.991			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.991			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	428	2	**235**	0	0	**0**
	Left-Through		0			0	
	Through	1526	2	546	0	0	0
	Through-Right		1			0	
	Right	113	0	113	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	258	2	142	0	0	0
	Left-Through		0			0	
	Through	1376	2	**508**	0	0	**0**
	Through-Right		1			0	
	Right	149	0	149	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	95	2	**52**	0	0	0
	Left-Through		0			0	
	Through	613	2	307	0	0	**0**
	Through-Right		0			0	
	Right	391	1	156	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	189	2	104	0	0	**0**
	Left-Through		0			0	
	Through	730	2	**365**	0	0	0
	Through-Right		0			0	
	Right	223	1	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	743		*North-South:*	0
			East-West:	417		*East-West:*	0
			SUM:	1160		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.844			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.844			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	471	2	259	0	0	**0**
	Left-Through		0			0	
	Through	1245	2	**491**	0	0	0
	Through-Right		1			0	
	Right	227	0	227	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	399	2	**219**	0	0	0
	Left-Through		0			0	
	Through	1131	2	436	0	0	**0**
	Through-Right		1			0	
	Right	178	0	178	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	134	2	74	0	0	0
	Left-Through		0			0	
	Through	569	2	**285**	0	0	**0**
	Through-Right		0			0	
	Right	360	1	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	480	2	**264**	0	0	**0**
	Left-Through		0			0	
	Through	885	2	443	0	0	0
	Through-Right		0			0	
	Right	399	1	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	710		*North-South:*	0
			East-West:	549		*East-West:*	0
			SUM:	1259		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.916			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.916			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	433	2	**238**	0	0	**0**
	Left-Through		0			0	
	Through	1169	2	452	0	0	0
	Through-Right		1			0	
	Right	186	0	186	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	260	2	143	0	0	0
	Left-Through		0			0	
	Through	1467	2	**535**	0	0	**0**
	Through-Right		1			0	
	Right	138	0	138	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	129	2	71	0	0	0
	Left-Through		0			0	
	Through	717	2	**359**	0	0	**0**
	Through-Right		0			0	
	Right	410	1	172	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	531	2	**292**	0	0	**0**
	Left-Through		0			0	
	Through	683	2	342	0	0	0
	Through-Right		0			0	
	Right	360	1	217	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	773		*North-South:*	0
			East-West:	651		*East-West:*	0
			SUM:	1424		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.036			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.036			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	1860	3	**468**	0	0	0
	Through-Right		1			0	
	Right	13	0	13	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	96	1	**96**	0	0	0
	Left-Through		0			0	
	Through	1285	2	448	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	303	2	**167**	0	0	0
	Left-Through		0			0	
	Through	34	0	69	0	0	**0**
	Through-Right		1			0	
	Right	35	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	16	1	16	0	0	0
	Through-Right		0			0	
	Right	246	1	**150**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	564		*North-South:*	0
			East-West:	317		*East-West:*	0
			SUM:	881		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.641			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.641			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	46	1	46	0	0	**0**
	Left-Through		0			0	
	Through	1384	3	**352**	0	0	0
	Through-Right		1			0	
	Right	25	0	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	158	1	**158**	0	0	0
	Left-Through		0			0	
	Through	1175	2	436	0	0	**0**
	Through-Right		1			0	
	Right	132	0	132	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	123	2	68	0	0	0
	Left-Through		0			0	
	Through	52	0	**108**	0	0	**0**
	Through-Right		1			0	
	Right	56	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	**40**	0	0	**0**
	Left-Through		0			0	
	Through	38	1	38	0	0	0
	Through-Right		0			0	
	Right	183	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	510		*North-South:*	0
			East-West:	148		*East-West:*	0
			SUM:	658		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.479			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.479			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	37	1	**37**	0	0	**0**
	Left-Through		0			0	
	Through	1758	3	450	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	273	1	273	0	0	0
	Left-Through		0			0	
	Through	1912	2	**699**	0	0	**0**
	Through-Right		1			0	
	Right	185	0	185	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	107	2	59	0	0	0
	Left-Through		0			0	
	Through	67	0	**97**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	51	1	**51**	0	0	**0**
	Left-Through		0			0	
	Through	47	1	47	0	0	0
	Through-Right		0			0	
	Right	160	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	736		*North-South:*	0
			East-West:	148		*East-West:*	0
			SUM:	884		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.643			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.643			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1449	3	**483**	0	0	0
	Through-Right		0			0	
	Right	252	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	756	2	**416**	0	0	0
	Left-Through		0			0	
	Through	1166	3	389	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	159	2	**87**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	770	2	8	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	899		*North-South:*	0
			East-West:	87		*East-West:*	0
			SUM:	986		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.692			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.692			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1527	3	**509**	0	0	0
	Through-Right		0			0	
	Right	168	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	706	2	**388**	0	0	0
	Left-Through		0			0	
	Through	1402	3	467	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	166	2	**91**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	730	2	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	897		*North-South:*	0
			East-West:	91		*East-West:*	0
			SUM:	988		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.693			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.693			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1658	3	**553**	0	0	0
	Through-Right		0			0	
	Right	238	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	826	2	**454**	0	0	0
	Left-Through		0			0	
	Through	1797	3	599	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	2	**132**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	718	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1007		*North-South:*	0
			East-West:	132		*East-West:*	0
			SUM:	1139		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.799			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.799			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	22	1	22	0	0	**0**
	Left-Through		0			0	
	Through	773	2	**387**	0	0	0
	Through-Right		0			0	
	Right	132	1	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	158	1	84	0	0	**0**
	Through-Right		1			0	
	Right	9	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	31	1	**31**	0	0	0
	Left-Through		0			0	
	Through	9	1	9	0	0	**0**
	Through-Right		1			0	
	Right	17	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	134	1	134	0	0	**0**
	Left-Through		0			0	
	Through	25	1	25	0	0	0
	Through-Right		0			0	
	Right	339	1	**259**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	467		*North-South:*	0
			East-West:	290		*East-West:*	0
			SUM:	757		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.551			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.551			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	25	1	25	0	0	**0**
Left-Through		0			0	
Through	261	2	**131**	0	0	0
Through-Right		0			0	
Right	88	1	31	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	31	1	**31**	0	0	0
Left-Through		0			0	
Through	22	1	19	0	0	**0**
Through-Right		1			0	
Right	15	0	15	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	173	1	**173**	0	0	0
Left-Through		0			0	
Through	219	1	116	0	0	**0**
Through-Right		1			0	
Right	12	0	12	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	114	1	114	0	0	**0**
Left-Through		0			0	
Through	54	1	54	0	0	0
Through-Right		0			0	
Right	229	1	**198**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	162		*North-South:*	0
		East-West:	371		*East-West:*	0
		SUM:	533		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.388			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.388			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	29	1	29	0	0	**0**
Left-Through		0			0	
Through	339	2	**170**	0	0	0
Through-Right		0			0	
Right	128	1	79	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	21	1	**21**	0	0	0
Left-Through		0			0	
Through	30	1	26	0	0	**0**
Through-Right		1			0	
Right	22	0	22	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	265	1	265	0	0	0
Left-Through		0			0	
Through	594	1	**303**	0	0	**0**
Through-Right		1			0	
Right	12	0	12	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	98	1	98	0	0	**0**
Left-Through		0			0	
Through	38	1	38	0	0	0
Through-Right		0			0	
Right	175	1	**154**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	191		*North-South:*	0
		East-West:	457		*East-West:*	0
		SUM:	648		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.471			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.471			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	77	1	77	0	0	**0**
Left-Through		0			0	
Through	1216	3	**405**	0	0	0
Through-Right		0			0	
Right	56	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	114	1	**114**	0	0	0
Left-Through		0			0	
Through	901	3	300	0	0	**0**
Through-Right		0			0	
Right	129	1	87	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	154	2	**85**	0	0	0
Left-Through		0			0	
Through	489	2	245	0	0	**0**
Through-Right		0			0	
Right	59	1	21	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	70	1	70	0	0	**0**
Left-Through		0			0	
Through	788	1	**556**	0	0	0
Through-Right		1			0	
Right	323	0	323	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	519		*North-South:*	0
		East-West:	641		*East-West:*	0
		SUM:	1160		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.844			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.844			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	140	1	140	0	0	**0**
Left-Through		0			0	
Through	903	3	**301**	0	0	0
Through-Right		0			0	
Right	110	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	186	1	**186**	0	0	0
Left-Through		0			0	
Through	859	3	286	0	0	**0**
Through-Right		0			0	
Right	241	1	185	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	206	2	**113**	0	0	0
Left-Through		0			0	
Through	646	2	323	0	0	**0**
Through-Right		0			0	
Right	71	1	1	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	120	1	120	0	0	**0**
Left-Through		0			0	
Through	608	1	**405**	0	0	0
Through-Right		1			0	
Right	202	0	202	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	487		*North-South:*	0
		East-West:	518		*East-West:*	0
		SUM:	1005		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.731			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.731			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	138	1	138	0	0	**0**
	Left-Through		0			0	
	Through	1369	3	**456**	0	0	0
	Through-Right		0			0	
	Right	101	1	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	217	1	**217**	0	0	0
	Left-Through		0			0	
	Through	1486	3	495	0	0	**0**
	Through-Right		0			0	
	Right	274	1	222	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	2	**105**	0	0	0
	Left-Through		0			0	
	Through	779	2	390	0	0	**0**
	Through-Right		0			0	
	Right	75	1	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	1	87	0	0	**0**
	Left-Through		0			0	
	Through	573	1	**377**	0	0	0
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	673		*North-South:*	0
			East-West:	482		*East-West:*	0
			SUM:	1155		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.840			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.840			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	394	2	217	0	0	**0**
	Left-Through		0			0	
	Through	328	1	**328**	0	0	0
	Through-Right		0			0	
	Right	281	1	218	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	45	1	45	0	0	0
	Left-Through		0			0	
	Through	128	0	**136**	0	0	**0**
	Through-Right		1			0	
	Right	8	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	1	51	0	0	0
	Left-Through		0			0	
	Through	507	2	**254**	0	0	**0**
	Through-Right		0			0	
	Right	204	1	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	127	1	**127**	0	0	**0**
	Left-Through		0			0	
	Through	377	1	214	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	464		*North-South:*	0
			East-West:	381		*East-West:*	0
			SUM:	845		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.593			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.593			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	247	2	136	0	0	**0**
	Left-Through		0			0	
	Through	193	1	**193**	0	0	0
	Through-Right		0			0	
	Right	193	1	112	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	146	0	**184**	0	0	**0**
	Through-Right		1			0	
	Right	38	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	41	1	41	0	0	0
	Left-Through		0			0	
	Through	441	2	**221**	0	0	**0**
	Through-Right		0			0	
	Right	163	1	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	163	1	**163**	0	0	**0**
	Left-Through		0			0	
	Through	504	1	274	0	0	0
	Through-Right		1			0	
	Right	44	0	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	377		*North-South:*	0
			East-West:	384		*East-West:*	0
			SUM:	761		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.534			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.534			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	394	2	217	0	0	**0**
	Left-Through		0			0	
	Through	220	1	**220**	0	0	0
	Through-Right		0			0	
	Right	184	1	108	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	438	0	**475**	0	0	**0**
	Through-Right		1			0	
	Right	37	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	31	1	31	0	0	0
	Left-Through		0			0	
	Through	523	2	**262**	0	0	**0**
	Through-Right		0			0	
	Right	296	1	188	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	153	1	**153**	0	0	**0**
	Left-Through		0			0	
	Through	657	1	350	0	0	0
	Through-Right		1			0	
	Right	42	0	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	695		*North-South:*	0
			East-West:	415		*East-West:*	0
			SUM:	1110		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.779			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.779			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	89	1	89	0	0	0
Left-Through		0			0	
Through	940	2	470	0	0	0
Through-Right		0			0	
Right	130	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	149	1	149	0	0	0
Left-Through		0			0	
Through	555	2	278	0	0	0
Through-Right		0			0	
Right	104	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	215	2	118	0	0	0
Left-Through		0			0	
Through	1349	3	450	0	0	0
Through-Right		0			0	
Right	113	1	69	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	275	2	151	0	0	0
Left-Through		0			0	
Through	1238	3	413	0	0	0
Through-Right		0			0	
Right	169	1	95	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	619		North-South:	0
		East-West:	601		East-West:	0
		SUM:	1220		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.856			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.856			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	144	1	144	0	0	0
Left-Through		0			0	
Through	679	2	340	0	0	0
Through-Right		0			0	
Right	182	1	37	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	125	1	125	0	0	0
Left-Through		0			0	
Through	555	2	278	0	0	0
Through-Right		0			0	
Right	134	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	248	2	136	0	0	0
Left-Through		0			0	
Through	1163	3	388	0	0	0
Through-Right		0			0	
Right	117	1	45	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	263	2	145	0	0	0
Left-Through		0			0	
Through	1190	3	397	0	0	0
Through-Right		0			0	
Right	109	1	47	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	465		North-South:	0
		East-West:	533		East-West:	0
		SUM:	998		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.700			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.700			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	156	1	156	0	0	0
Left-Through		0			0	
Through	995	2	498	0	0	0
Through-Right		0			0	
Right	197	1	36	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	183	1	183	0	0	0
Left-Through		0			0	
Through	900	2	450	0	0	0
Through-Right		0			0	
Right	142	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	268	2	147	0	0	0
Left-Through		0			0	
Through	1368	3	456	0	0	0
Through-Right		0			0	
Right	155	1	77	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	292	2	161	0	0	0
Left-Through		0			0	
Through	1257	3	419	0	0	0
Through-Right		0			0	
Right	82	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	681		North-South:	0
		East-West:	617		East-West:	0
		SUM:	1298		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.911			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.911			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	NB-- 0	SB-- 0		
	EB-- 0	WB-- 3	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	568	2	284	0	0	0
Through-Right		0			0	
Right	243	1	145	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	56	1	56	0	0	0
Left-Through		0			0	
Through	402	2	201	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	178	2	98	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	39	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	340		North-South:	0
		East-West:	98		East-West:	0
		SUM:	438		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.307			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.307			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	284	2	**142**	0	0	0
	Through-Right		0			0	
	Right	224	1	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	272	2	136	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	153	2	**84**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	77	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	212		*North-South:*	0
			East-West:	84		*East-West:*	0
			SUM:	296		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.208			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.208			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	498	2	**249**	0	0	0
	Through-Right		0			0	
	Right	201	1	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	61	1	**61**	0	0	0
	Left-Through		0			0	
	Through	431	2	216	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	158	2	**87**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	106	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	310		*North-South:*	0
			East-West:	87		*East-West:*	0
			SUM:	397		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.279			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.279			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	535	1	**364**	0	0	0
	Through-Right		1			0	
	Right	192	0	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	115	1	**115**	0	0	0
	Left-Through		0			0	
	Through	367	1	208	0	0	**0**
	Through-Right		1			0	
	Right	48	0	48	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	161	1	161	0	0	0
	Left-Through		0			0	
	Through	1414	2	**502**	0	0	**0**
	Through-Right		1			0	
	Right	93	0	93	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	338	1	**338**	0	0	**0**
	Left-Through		0			0	
	Through	988	3	271	0	0	0
	Through-Right		1			0	
	Right	97	0	97	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	479		*North-South:*	0
			East-West:	840		*East-West:*	0
			SUM:	1319		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.959			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.959			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	232	1	**232**	0	0	**0**
	Left-Through		0			0	
	Through	253	1	219	0	0	0
	Through-Right		1			0	
	Right	185	0	185	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	85	1	85	0	0	0
	Left-Through		0			0	
	Through	312	1	**189**	0	0	**0**
	Through-Right		1			0	
	Right	66	0	66	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	91	1	91	0	0	0
	Left-Through		0			0	
	Through	1164	2	**416**	0	0	**0**
	Through-Right		1			0	
	Right	85	0	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	265	1	**265**	0	0	**0**
	Left-Through		0			0	
	Through	1085	3	295	0	0	0
	Through-Right		1			0	
	Right	93	0	93	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	421		*North-South:*	0
			East-West:	681		*East-West:*	0
			SUM:	1102		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.801			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.801			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	**190**	0	0	**0**
	Left-Through		0			0	
	Through	564	1	374	0	0	0
	Through-Right		1			0	
	Right	184	0	184	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	109	1	109	0	0	0
	Left-Through		0			0	
	Through	634	1	**343**	0	0	**0**
	Through-Right		1			0	
	Right	52	0	52	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	111	1	111	0	0	0
	Left-Through		0			0	
	Through	1572	2	**559**	0	0	**0**
	Through-Right		1			0	
	Right	106	0	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	213	1	**213**	0	0	**0**
	Left-Through		0			0	
	Through	1248	3	334	0	0	0
	Through-Right		1			0	
	Right	89	0	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	533		*North-South:*	0
			East-West:	772		*East-West:*	0
			SUM:	1305		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.949			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.949			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	143	1	143	0	0	**0**
	Left-Through		0			0	
	Through	1188	2	**594**	0	0	0
	Through-Right		0			0	
	Right	215	1	139	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	69	1	**69**	0	0	0
	Left-Through		0			0	
	Through	309	2	155	0	0	**0**
	Through-Right		0			0	
	Right	76	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	164	1	**164**	0	0	0
	Left-Through		0			0	
	Through	835	3	278	0	0	**0**
	Through-Right		0			0	
	Right	337	1	266	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	153	1	153	0	0	**0**
	Left-Through		0			0	
	Through	1080	3	**360**	0	0	0
	Through-Right		0			0	
	Right	46	1	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	663		*North-South:*	0
			East-West:	524		*East-West:*	0
			SUM:	1187		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.863			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.863			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	241	1	241	0	0	**0**
	Left-Through		0			0	
	Through	838	2	**419**	0	0	0
	Through-Right		0			0	
	Right	323	1	259	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	73	1	**73**	0	0	0
	Left-Through		0			0	
	Through	454	2	227	0	0	**0**
	Through-Right		0			0	
	Right	77	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	176	1	**176**	0	0	0
	Left-Through		0			0	
	Through	1026	3	342	0	0	**0**
	Through-Right		0			0	
	Right	357	1	237	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	129	1	129	0	0	**0**
	Left-Through		0			0	
	Through	1111	3	**370**	0	0	0
	Through-Right		0			0	
	Right	67	1	31	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	492		*North-South:*	0
			East-West:	546		*East-West:*	0
			SUM:	1038		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.755			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.755			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	247	1	247	0	0	**0**
	Left-Through		0			0	
	Through	1493	2	**747**	0	0	0
	Through-Right		0			0	
	Right	355	1	314	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	85	1	**85**	0	0	0
	Left-Through		0			0	
	Through	758	2	379	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	223	1	**223**	0	0	0
	Left-Through		0			0	
	Through	1423	3	474	0	0	**0**
	Through-Right		0			0	
	Right	288	1	165	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	83	1	83	0	0	**0**
	Left-Through		0			0	
	Through	1204	3	**401**	0	0	0
	Through-Right		0			0	
	Right	44	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	832		*North-South:*	0
			East-West:	624		*East-West:*	0
			SUM:	1456		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.059			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.059			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	135	1	135	0	0	**0**
	Left-Through		0			0	
	Through	1374	3	**458**	0	0	0
	Through-Right		0			0	
	Right	29	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	87	1	**87**	0	0	0
	Left-Through		0			0	
	Through	967	3	322	0	0	**0**
	Through-Right		0			0	
	Right	57	1	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	15	1	**15**	0	0	0
	Left-Through		0			0	
	Through	135	1	92	0	0	**0**
	Through-Right		1			0	
	Right	49	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	209	1	**160**	0	0	0
	Through-Right		1			0	
	Right	111	0	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	545		*North-South:*	0
			East-West:	175		*East-West:*	0
			SUM:	720		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.524			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.524			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	14	1	14	0	0	**0**
	Left-Through		0			0	
	Through	1155	3	**385**	0	0	0
	Through-Right		0			0	
	Right	89	1	22	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	129	1	**129**	0	0	0
	Left-Through		0			0	
	Through	1137	3	379	0	0	**0**
	Through-Right		0			0	
	Right	68	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	66	1	**66**	0	0	0
	Left-Through		0			0	
	Through	153	1	153	0	0	**0**
	Through-Right		1			0	
	Right	153	0	146	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	67	1	67	0	0	**0**
	Left-Through		0			0	
	Through	216	1	**169**	0	0	0
	Through-Right		1			0	
	Right	122	0	122	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	514		*North-South:*	0
			East-West:	235		*East-West:*	0
			SUM:	749		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.545			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.545			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	260	1	**260**	0	0	**0**
	Left-Through		0			0	
	Through	1390	3	463	0	0	0
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	136	1	136	0	0	0
	Left-Through		0			0	
	Through	1508	3	**503**	0	0	**0**
	Through-Right		0			0	
	Right	83	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	33	1	**33**	0	0	0
	Left-Through		0			0	
	Through	146	1	123	0	0	**0**
	Through-Right		1			0	
	Right	99	0	99	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	94	1	94	0	0	**0**
	Left-Through		0			0	
	Through	231	1	**186**	0	0	0
	Through-Right		1			0	
	Right	141	0	141	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	763		*North-South:*	0
			East-West:	219		*East-West:*	0
			SUM:	982		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.714			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.714			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	1	32	0	0	**0**
	Left-Through		0			0	
	Through	1885	2	**632**	0	0	0
	Through-Right		1			0	
	Right	11	0	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	55	1	**55**	0	0	0
	Left-Through		0			0	
	Through	1076	2	405	0	0	**0**
	Through-Right		1			0	
	Right	139	0	139	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	491	2	**270**	0	0	0
	Left-Through		0			0	
	Through	32	1	32	0	0	**0**
	Through-Right		0			0	
	Right	70	1	54	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	27	1	27	0	0	0
	Through-Right		0			0	
	Right	148	1	**121**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	687		*North-South:*	0
			East-West:	391		*East-West:*	0
			SUM:	1078		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.756			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.756			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	55	1	55	0	0	**0**
	Left-Through		0			0	
	Through	1343	2	**456**	0	0	0
	Through-Right		1			0	
	Right	25	0	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	1268	2	485	0	0	**0**
	Through-Right		1			0	
	Right	186	0	186	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	219	2	**120**	0	0	0
	Left-Through		0			0	
	Through	26	1	26	0	0	**0**
	Through-Right		0			0	
	Right	64	1	37	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	41	1	**41**	0	0	**0**
	Left-Through		0			0	
	Through	38	1	38	0	0	0
	Through-Right		0			0	
	Right	74	1	29	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	546		*North-South:*	0
			East-West:	161		*East-West:*	0
			SUM:	707		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.496			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.496			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	57	1	**57**	0	0	**0**
	Left-Through		0			0	
	Through	1615	2	548	0	0	0
	Through-Right		1			0	
	Right	29	0	29	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	151	1	151	0	0	0
	Left-Through		0			0	
	Through	2142	2	**826**	0	0	**0**
	Through-Right		1			0	
	Right	337	0	337	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	197	2	**108**	0	0	0
	Left-Through		0			0	
	Through	41	1	41	0	0	**0**
	Through-Right		0			0	
	Right	47	1	19	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	38	1	38	0	0	**0**
	Left-Through		0			0	
	Through	46	1	**46**	0	0	0
	Through-Right		0			0	
	Right	55	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	883		*North-South:*	0
			East-West:	154		*East-West:*	0
			SUM:	1037		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.728			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.728			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	44	1	44	0	0	**0**
	Left-Through		0			0	
	Through	1685	2	**563**	0	0	0
	Through-Right		1			0	
	Right	5	0	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	5	1	**5**	0	0	0
	Left-Through		0			0	
	Through	1136	3	379	0	0	**0**
	Through-Right		0			0	
	Right	79	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	118	1	**118**	0	0	0
	Left-Through		0			0	
	Through	21	1	21	0	0	**0**
	Through-Right		0			0	
	Right	65	1	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	13	1	13	0	0	**0**
	Left-Through		0			0	
	Through	41	0	**110**	0	0	0
	Through-Right		1			0	
	Right	69	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	568		*North-South:*	0
			East-West:	228		*East-West:*	0
			SUM:	796		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.531			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.531			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	54	1	**54**	0	0	**0**
	Left-Through		0			0	
	Through	1312	2	440	0	0	0
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	1258	3	**419**	0	0	**0**
	Through-Right		0			0	
	Right	109	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	98	1	**98**	0	0	0
	Left-Through		0			0	
	Through	34	1	34	0	0	**0**
	Through-Right		0			0	
	Right	66	1	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	18	1	18	0	0	**0**
	Left-Through		0			0	
	Through	26	0	**70**	0	0	0
	Through-Right		1			0	
	Right	44	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	473		*North-South:*	0
			East-West:	168		*East-West:*	0
			SUM:	641		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.427			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.427			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	101	1	**101**	0	0	**0**
	Left-Through		0			0	
	Through	1556	2	527	0	0	0
	Through-Right		1			0	
	Right	26	0	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	38	1	38	0	0	0
	Left-Through		0			0	
	Through	1969	3	**656**	0	0	**0**
	Through-Right		0			0	
	Right	159	1	118	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	83	1	**83**	0	0	0
	Left-Through		0			0	
	Through	58	1	58	0	0	**0**
	Through-Right		0			0	
	Right	119	1	69	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	16	1	16	0	0	**0**
	Left-Through		0			0	
	Through	40	0	**69**	0	0	0
	Through-Right		1			0	
	Right	29	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	757		*North-South:*	0
			East-West:	152		*East-West:*	0
			SUM:	909		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.606			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.606			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	17	0	0	**0**
	Left-Through		0			0	
	Through	1567	2	**526**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	19	1	**19**	0	0	0
	Left-Through		0			0	
	Through	1179	2	401	0	0	**0**
	Through-Right		1			0	
	Right	23	0	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	82	0	**82**	0	0	0
	Left-Through		0			0	
	Through	32	0	150	0	0	**0**
	Through-Right		0			0	
	Right	36	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	5	1	5	0	0	**0**
	Left-Through		0			0	
	Through	16	0	**97**	0	0	0
	Through-Right		1			0	
	Right	81	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	545		*North-South:*	0
			East-West:	179		*East-West:*	0
			SUM:	724		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.483			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.483			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	1	**21**	0	0	**0**
	Left-Through		0			0	
	Through	1250	2	422	0	0	0
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	32	1	32	0	0	0
	Left-Through		0			0	
	Through	1289	2	**441**	0	0	**0**
	Through-Right		1			0	
	Right	34	0	34	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	0	51	0	0	0
	Left-Through		0			0	
	Through	38	0	**121**	0	0	**0**
	Through-Right		0			0	
	Right	32	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	1	1	**1**	0	0	**0**
	Left-Through		0			0	
	Through	24	0	67	0	0	0
	Through-Right		1			0	
	Right	43	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	462		*North-South:*	0
			East-West:	122		*East-West:*	0
			SUM:	584		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.389			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.389			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	54	1	**54**	0	0	**0**
	Left-Through		0			0	
	Through	1585	2	533	0	0	0
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	68	1	68	0	0	0
	Left-Through		0			0	
	Through	1949	2	**665**	0	0	**0**
	Through-Right		1			0	
	Right	45	0	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	0	30	0	0	0
	Left-Through		0			0	
	Through	45	0	**109**	0	0	**0**
	Through-Right		0			0	
	Right	34	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	2	1	**2**	0	0	**0**
	Left-Through		0			0	
	Through	11	0	36	0	0	0
	Through-Right		1			0	
	Right	25	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	719		*North-South:*	0
			East-West:	111		*East-West:*	0
			SUM:	830		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.553			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.553			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** I-105 WB RAMPS N/O IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2019	3	**673**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	1767	0	0	0	0	**0**
Through-Right		0			0	
Right	1378	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	754	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	2044	3	**715**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	673		*North-South:*	0
		East-West:	715		*East-West:*	0
		SUM:	1388		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.925			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.925			0.000
LEVEL OF SERVICE (LOS):			E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** I-105 WB RAMPS N/O IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1820	3	**607**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	1506	0	0	0	0	**0**
Through-Right		0			0	
Right	1806	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	469	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	2056	3	**720**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	607		*North-South:*	0
		East-West:	720		*East-West:*	0
		SUM:	1327		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.885			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.885			0.000
LEVEL OF SERVICE (LOS):			D			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** I-105 WB RAMPS N/O IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2451	3	**817**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	2253	0	0	0	0	**0**
Through-Right		0			0	
Right	2038	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	686	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	1737	3	**608**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	817		*North-South:*	0
		East-West:	608		*East-West:*	0
		SUM:	1425		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.950			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.950			0.000
LEVEL OF SERVICE (LOS):			E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	108	1	108	0	0	**0**
Left-Through		0			0	
Through	576	2	**288**	0	0	0
Through-Right		0			0	
Right	26	1	13	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	45	1	**45**	0	0	0
Left-Through		0			0	
Through	530	3	177	0	0	**0**
Through-Right		0			0	
Right	340	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	10	2	6	0	0	0
Left-Through		0			0	
Through	32	1	**32**	0	0	**0**
Through-Right		0			0	
Right	43	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	26	1	**26**	0	0	**0**
Left-Through		0			0	
Through	22	1	22	0	0	0
Through-Right		0			0	
Right	49	1	27	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	333		*North-South:*	0
		East-West:	58		*East-West:*	0
		SUM:	391		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.284			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.284			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	117	1	117	0	0	**0**
Left-Through		0			0	
Through	848	2	**424**	0	0	0
Through-Right		0			0	
Right	26	1	14	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	1	**20**	0	0	0
Left-Through		0			0	
Through	633	3	211	0	0	**0**
Through-Right		0			0	
Right	307	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	42	2	**23**	0	0	0
Left-Through		0			0	
Through	42	1	42	0	0	**0**
Through-Right		0			0	
Right	76	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	25	1	25	0	0	**0**
Left-Through		0			0	
Through	37	1	37	0	0	0
Through-Right		0			0	
Right	80	1	**70**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	444		*North-South:*	0
		East-West:	93		*East-West:*	0
		SUM:	537		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.391			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.391			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	106	1	106	0	0	**0**
Left-Through		0			0	
Through	1144	2	**572**	0	0	0
Through-Right		0			0	
Right	23	1	8	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	10	1	**10**	0	0	0
Left-Through		0			0	
Through	527	3	176	0	0	**0**
Through-Right		0			0	
Right	301	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	10	2	**6**	0	0	0
Left-Through		0			0	
Through	43	1	43	0	0	**0**
Through-Right		0			0	
Right	76	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	30	1	30	0	0	**0**
Left-Through		0			0	
Through	40	1	40	0	0	0
Through-Right		0			0	
Right	79	1	**74**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	582		*North-South:*	0
		East-West:	80		*East-West:*	0
		SUM:	662		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.481			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.481			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	11	2	6	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	157	1	**133**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	49	1	**49**	0	0	0
Left-Through		0			0	
Through	19	2	10	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	456	1	**240**	0	0	0
Through-Right		1			0	
Right	24	0	24	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	133		*North-South:*	0
		East-West:	289		*East-West:*	0
		SUM:	422		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.281			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.281			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	60	2	33	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	190	1	**166**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	48	1	**48**	0	0	0
Left-Through		0			0	
Through	100	2	50	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	427	1	**222**	0	0	0
Through-Right		1			0	
Right	16	0	16	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	166		*North-South:*	0
		East-West:	270		*East-West:*	0
		SUM:	436		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.291			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.291			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE East-West Street: 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: Analyst: Date:

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	61	2	34	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	181	1	**166**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	31	1	**31**	0	0	0
	Left-Through		0			0	
	Through	10	2	5	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	410	1	**212**	0	0	0
	Through-Right		1			0	
	Right	13	0	13	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	166		North-South:	0
			East-West:	243		East-West:	0
			SUM:	409		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.273			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.273			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE East-West Street: 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: Analyst: Date:

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	0	0	**0**
	Left-Through		1			0	
	Through	17	0	**27**	0	0	0
	Through-Right		0			0	
	Right	35	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	168	1	**168**	0	0	**0**
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	**10**	0	0	0
	Left-Through		0			0	
	Through	141	1	75	0	0	**0**
	Through-Right		1			0	
	Right	9	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	41	1	41	0	0	**0**
	Left-Through		0			0	
	Through	91	1	91	0	0	0
	Through-Right		0			0	
	Right	437	1	**427**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	195		North-South:	0
			East-West:	437		East-West:	0
			SUM:	632		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.444			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.444			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE East-West Street: 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: Analyst: Date:

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	0	16	0	0	**0**
	Left-Through		1			0	
	Through	41	0	**57**	0	0	0
	Through-Right		0			0	
	Right	29	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	29	1	**29**	0	0	**0**
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	92	1	**92**	0	0	0
	Left-Through		0			0	
	Through	180	1	102	0	0	**0**
	Through-Right		1			0	
	Right	24	0	24	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	61	1	61	0	0	**0**
	Left-Through		0			0	
	Through	109	1	109	0	0	0
	Through-Right		0			0	
	Right	429	1	**419**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	86		North-South:	0
			East-West:	511		East-West:	0
			SUM:	597		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.419			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.419			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE East-West Street: 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: Analyst: Date:

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	36	0	36	0	0	**0**
	Left-Through		1			0	
	Through	46	0	**82**	0	0	0
	Through-Right		0			0	
	Right	59	1	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	210	1	**210**	0	0	**0**
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	74	1	**74**	0	0	0
	Left-Through		0			0	
	Through	173	1	94	0	0	**0**
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	67	1	67	0	0	**0**
	Left-Through		0			0	
	Through	140	1	140	0	0	0
	Through-Right		0			0	
	Right	396	1	**386**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	292		North-South:	0
			East-West:	460		East-West:	0
			SUM:	752		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.528			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.528			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet (Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: 98TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: Analyst: Date:

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	76	1	76	0	0	**0**
	Left-Through		0			0	
	Through	700	2	**350**	0	0	0
	Through-Right		0			0	
	Right	99	1	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	115	1	**115**	0	0	0
	Left-Through		0			0	
	Through	374	2	184	0	0	**0**
	Through-Right		1			0	
	Right	178	0	178	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	41	1	41	0	0	**0**
	Through-Right		0			0	
	Right	117	1	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	24	1	24	0	0	**0**
	Left-Through		0			0	
	Through	28	0	**87**	0	0	0
	Through-Right		1			0	
	Right	59	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	465		North-South:	0
			East-West:	147		East-West:	0
			SUM:	612		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.408			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.408			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: 98TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: Analyst: Date:

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	37	1	37	0	0	**0**
	Left-Through		0			0	
	Through	818	2	**409**	0	0	0
	Through-Right		0			0	
	Right	87	1	66	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	554	2	219	0	0	**0**
	Through-Right		1			0	
	Right	104	0	104	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	134	1	**134**	0	0	0
	Left-Through		0			0	
	Through	44	1	44	0	0	**0**
	Through-Right		0			0	
	Right	82	1	64	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	43	1	43	0	0	**0**
	Left-Through		0			0	
	Through	44	0	**163**	0	0	0
	Through-Right		1			0	
	Right	119	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	519		North-South:	0
			East-West:	297		East-West:	0
			SUM:	816		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.544			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.544			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: 98TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: Analyst: Date:

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	13	1	13	0	0	**0**
	Left-Through		0			0	
	Through	974	2	**487**	0	0	0
	Through-Right		0			0	
	Right	136	1	93	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	565	2	219	0	0	**0**
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	146	1	**146**	0	0	0
	Left-Through		0			0	
	Through	54	1	54	0	0	**0**
	Through-Right		0			0	
	Right	259	1	253	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	1	87	0	0	**0**
	Left-Through		0			0	
	Through	36	0	**221**	0	0	0
	Through-Right		1			0	
	Right	185	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	557		North-South:	0
			East-West:	367		East-West:	0
			SUM:	924		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.616			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.616			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE East-West Street: WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: Analyst: Date:

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	1	6	0	0	**0**
	Left-Through		0			0	
	Through	22	1	**22**	0	0	0
	Through-Right		0			0	
	Right	20	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	11	1	**11**	0	0	0
	Left-Through		0			0	
	Through	19	1	11	0	0	**0**
	Through-Right		1			0	
	Right	2	0	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	2	1	2	0	0	0
	Left-Through		0			0	
	Through	244	2	**122**	0	0	**0**
	Through-Right		0			0	
	Right	69	1	66	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	55	1	**55**	0	0	0
	Left-Through		0			0	
	Through	346	2	173	0	0	0
	Through-Right		0			0	
	Right	7	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	33		North-South:	0
			East-West:	177		East-West:	0
			SUM:	210		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.140			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.140			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	35	1	35	0	0	**0**
	Left-Through		0			0	
	Through	14	1	14	0	0	0
	Through-Right		0			0	
	Right	109	1	**68**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	24	1	**24**	0	0	0
	Left-Through		0			0	
	Through	14	1	9	0	0	**0**
	Through-Right		1			0	
	Right	4	0	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	6	1	6	0	0	0
	Left-Through		0			0	
	Through	400	2	**200**	0	0	**0**
	Through-Right		0			0	
	Right	68	1	51	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	82	1	**82**	0	0	**0**
	Left-Through		0			0	
	Through	431	2	216	0	0	0
	Through-Right		0			0	
	Right	24	1	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	92		*North-South:*	0
			East-West:	282		*East-West:*	0
			SUM:	374		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.249			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.249			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	47	1	**47**	0	0	**0**
	Left-Through		0			0	
	Through	22	1	22	0	0	0
	Through-Right		0			0	
	Right	26	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	19	1	**11**	0	0	**0**
	Through-Right		1			0	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	3	1	3	0	0	0
	Left-Through		0			0	
	Through	413	2	**207**	0	0	**0**
	Through-Right		0			0	
	Right	52	1	29	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	77	1	**77**	0	0	**0**
	Left-Through		0			0	
	Through	423	2	212	0	0	0
	Through-Right		0			0	
	Right	40	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	58		*North-South:*	0
			East-West:	284		*East-West:*	0
			SUM:	342		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.228			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.228			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	0	19	0	0	**0**
	Left-Through		0			0	
	Through	94	0	**160**	0	0	0
	Through-Right		0			0	
	Right	47	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	38	0	**38**	0	0	0
	Left-Through		0			0	
	Through	16	0	56	0	0	**0**
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	53	1	**53**	0	0	0
	Left-Through		0			0	
	Through	245	1	124	0	0	**0**
	Through-Right		1			0	
	Right	2	0	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	7	1	7	0	0	**0**
	Left-Through		0			0	
	Through	340	1	**206**	0	0	0
	Through-Right		1			0	
	Right	72	0	72	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	198		*North-South:*	0
			East-West:	259		*East-West:*	0
			SUM:	457		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.305			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.305			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	0	15	0	0	**0**
	Left-Through		0			0	
	Through	105	0	**174**	0	0	0
	Through-Right		0			0	
	Right	54	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	137	0	**137**	0	0	0
	Left-Through		0			0	
	Through	13	0	152	0	0	**0**
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	44	1	**44**	0	0	0
	Left-Through		0			0	
	Through	297	1	151	0	0	**0**
	Through-Right		1			0	
	Right	5	0	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	4	1	4	0	0	**0**
	Left-Through		0			0	
	Through	377	1	**256**	0	0	0
	Through-Right		1			0	
	Right	134	0	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	311		*North-South:*	0
			East-West:	300		*East-West:*	0
			SUM:	611		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.407			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.407			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	0	25	0	0	**0**
	Left-Through		0			0	
	Through	178	0	**295**	0	0	0
	Through-Right		0			0	
	Right	92	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	154	0	**154**	0	0	0
	Left-Through		0			0	
	Through	24	0	247	0	0	**0**
	Through-Right		0			0	
	Right	69	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	35	1	**35**	0	0	0
	Left-Through		0			0	
	Through	309	1	155	0	0	**0**
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	407	1	**247**	0	0	0
	Through-Right		1			0	
	Right	86	0	86	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	449		*North-South:*	0
			East-West:	282		*East-West:*	0
			SUM:	731		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.487			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.487			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3084	2	**1038**	0	0	0
	Through-Right		1			0	
	Right	29	0	29	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2770	3	706	0	0	**0**
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	84	1	**70**	0	0	0
	Left-Through		0			0	
	Through	56	0	70	0	0	**0**
	Through-Right		0			0	
	Right	62	1	62	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	276	1	**190**	0	0	**0**
	Left-Through		1			0	
	Through	104	0	190	0	0	0
	Through-Right		0			0	
	Right	46	1	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1038		*North-South:*	0
			East-West:	260		*East-West:*	0
			SUM:	1298		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.911			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.911			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1978	2	**670**	0	0	0
	Through-Right		1			0	
	Right	32	0	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1972	3	529	0	0	**0**
	Through-Right		1			0	
	Right	144	0	144	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	148	1	**124**	0	0	0
	Left-Through		0			0	
	Through	100	0	124	0	0	**0**
	Through-Right		0			0	
	Right	77	1	77	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	156	1	**121**	0	0	**0**
	Left-Through		1			0	
	Through	86	0	121	0	0	0
	Through-Right		0			0	
	Right	36	1	36	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	670		*North-South:*	0
			East-West:	245		*East-West:*	0
			SUM:	915		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.642			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.642			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2750	2	**950**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2901	3	757	0	0	**0**
	Through-Right		1			0	
	Right	125	0	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	176	1	**167**	0	0	0
	Left-Through		0			0	
	Through	158	0	167	0	0	**0**
	Through-Right		0			0	
	Right	75	1	75	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	219	1	**178**	0	0	**0**
	Left-Through		1			0	
	Through	136	0	178	0	0	0
	Through-Right		0			0	
	Right	24	1	24	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	950		*North-South:*	0
			East-West:	345		*East-West:*	0
			SUM:	1295		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.909			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.909			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	97	1	**97**	0	0	**0**
	Left-Through		0			0	
	Through	228	0	265	0	0	0
	Through-Right		1			0	
	Right	37	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	16	1	16	0	0	0
	Left-Through		0			0	
	Through	207	0	**262**	0	0	**0**
	Through-Right		1			0	
	Right	55	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	52	1	52	0	0	0
	Left-Through		0			0	
	Through	467	1	**332**	0	0	**0**
	Through-Right		1			0	
	Right	197	0	197	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	51	1	**51**	0	0	**0**
	Left-Through		0			0	
	Through	578	1	305	0	0	0
	Through-Right		1			0	
	Right	32	0	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	359		*North-South:*	0
			East-West:	383		*East-West:*	0
			SUM:	742		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.495			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.495			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	86	1	**86**	0	0	**0**
	Left-Through		0			0	
	Through	149	0	187	0	0	0
	Through-Right		1			0	
	Right	38	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	33	1	33	0	0	0
	Left-Through		0			0	
	Through	138	0	**198**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	72	1	**72**	0	0	0
	Left-Through		0			0	
	Through	481	1	291	0	0	**0**
	Through-Right		1			0	
	Right	101	0	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	49	1	49	0	0	**0**
	Left-Through		0			0	
	Through	553	1	**300**	0	0	0
	Through-Right		1			0	
	Right	46	0	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	284		*North-South:*	0
			East-West:	372		*East-West:*	0
			SUM:	656		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.437			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.437			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	83	1	**83**	0	0	**0**
	Left-Through		0			0	
	Through	222	0	249	0	0	0
	Through-Right		1			0	
	Right	27	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	36	1	36	0	0	0
	Left-Through		0			0	
	Through	293	0	**367**	0	0	**0**
	Through-Right		1			0	
	Right	74	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	77	1	77	0	0	0
	Left-Through		0			0	
	Through	654	1	**394**	0	0	**0**
	Through-Right		1			0	
	Right	134	0	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	79	1	**79**	0	0	**0**
	Left-Through		0			0	
	Through	600	1	335	0	0	0
	Through-Right		1			0	
	Right	69	0	69	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	450		*North-South:*	0
			East-West:	473		*East-West:*	0
			SUM:	923		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.615			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.615			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	108	1	108	0	0	**0**
	Left-Through		0			0	
	Through	808	2	**404**	0	0	0
	Through-Right		0			0	
	Right	287	1	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	73	1	**73**	0	0	0
	Left-Through		0			0	
	Through	504	2	252	0	0	**0**
	Through-Right		0			0	
	Right	126	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	162	1	**162**	0	0	0
	Left-Through		0			0	
	Through	677	2	339	0	0	**0**
	Through-Right		0			0	
	Right	114	1	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	172	1	172	0	0	**0**
	Left-Through		0			0	
	Through	741	1	**409**	0	0	0
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	477		*North-South:*	0
			East-West:	571		*East-West:*	0
			SUM:	1048		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.762			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.762			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3		NB-- 0	SB-- 0	
	EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	175	1	**175**	0	0	**0**
Left-Through		0			0	
Through	630	2	315	0	0	0
Through-Right		0			0	
Right	214	1	126	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	90	1	90	0	0	0
Left-Through		0			0	
Through	659	2	**330**	0	0	**0**
Through-Right		0			0	
Right	157	1	39	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	118	1	**118**	0	0	0
Left-Through		0			0	
Through	548	2	274	0	0	**0**
Through-Right		0			0	
Right	113	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	88	1	88	0	0	**0**
Left-Through		0			0	
Through	537	1	**284**	0	0	0
Through-Right		1			0	
Right	30	0	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	505		*North-South:*	0
		East-West:	402		*East-West:*	0
		SUM:	907		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.660			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.660			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3		NB-- 0	SB-- 0	
	EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	170	1	**170**	0	0	**0**
Left-Through		0			0	
Through	775	2	388	0	0	0
Through-Right		0			0	
Right	278	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	88	1	88	0	0	0
Left-Through		0			0	
Through	1011	2	**506**	0	0	**0**
Through-Right		0			0	
Right	183	1	45	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	138	1	138	0	0	0
Left-Through		0			0	
Through	744	2	**372**	0	0	**0**
Through-Right		0			0	
Right	149	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	297	1	**297**	0	0	**0**
Left-Through		0			0	
Through	623	1	322	0	0	0
Through-Right		1			0	
Right	21	0	21	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	676		*North-South:*	0
		East-West:	669		*East-West:*	0
		SUM:	1345		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.978			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.978			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0		NB-- 0	SB-- 0	
	EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	230	1	**230**	0	0	**0**
Left-Through		0			0	
Through	588	1	302	0	0	0
Through-Right		1			0	
Right	15	0	15	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	14	1	14	0	0	0
Left-Through		0			0	
Through	375	2	**152**	0	0	**0**
Through-Right		1			0	
Right	80	0	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	27	1	**27**	0	0	0
Left-Through		0			0	
Through	2	1	2	0	0	**0**
Through-Right		0			0	
Right	83	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	4	0	4	0	0	**0**
Left-Through		0			0	
Through	1	0	**5**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	382		*North-South:*	0
		East-West:	32		*East-West:*	0
		SUM:	414		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.291			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.291			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0		NB-- 0	SB-- 0	
	EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	120	1	120	0	0	**0**
Left-Through		0			0	
Through	506	1	**262**	0	0	0
Through-Right		1			0	
Right	17	0	17	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	19	1	**19**	0	0	0
Left-Through		0			0	
Through	384	2	137	0	0	**0**
Through-Right		1			0	
Right	27	0	27	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	80	1	**80**	0	0	0
Left-Through		0			0	
Through	6	1	6	0	0	**0**
Through-Right		0			0	
Right	118	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	5	0	5	0	0	**0**
Left-Through		0			0	
Through	8	0	**25**	0	0	0
Through-Right		0			0	
Right	12	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	281		*North-South:*	0
		East-West:	105		*East-West:*	0
		SUM:	386		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.271			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.271			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	55	1	**55**	0	0	**0**
	Left-Through		0			0	
	Through	515	1	261	0	0	0
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	45	1	45	0	0	0
	Left-Through		0			0	
	Through	851	2	**301**	0	0	**0**
	Through-Right		1			0	
	Right	52	0	52	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	62	1	62	0	0	0
	Left-Through		0			0	
	Through	3	1	3	0	0	**0**
	Through-Right		0			0	
	Right	157	1	**102**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	11	0	**11**	0	0	**0**
	Left-Through		0			0	
	Through	1	0	22	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	356		North-South:	0
			East-West:	113		East-West:	0
			SUM:	469		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.329			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.329			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1129	1	**565**	0	0	0
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	1	**14**	0	0	0
	Left-Through		0			0	
	Through	341	2	171	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	13	0	13	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**21**	0	0	0
	Through-Right		0			0	
	Right	8	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	579		North-South:	0
			East-West:	21		East-West:	0
			SUM:	600		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.400			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.400			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	399	1	**202**	0	0	0
	Through-Right		1			0	
	Right	4	0	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	1	**13**	0	0	0
	Left-Through		0			0	
	Through	261	2	131	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	5	0	5	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**15**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	215		North-South:	0
			East-West:	15		East-West:	0
			SUM:	230		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.153			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.153			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	481	1	243	0	0	0
	Through-Right		1			0	
	Right	4	0	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	15	1	15	0	0	0
	Left-Through		0			0	
	Through	962	2	**481**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	7	0	7	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**21**	0	0	0
	Through-Right		0			0	
	Right	14	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	481		North-South:	0
			East-West:	21		East-West:	0
			SUM:	502		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.335			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.335			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	110	1	110	0	0	0
Left-Through		0			0	
Through	1581	1	811	0	0	0
Through-Right		1			0	
Right	41	0	41	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	86	1	86	0	0	0
Left-Through		0			0	
Through	1381	2	691	0	0	0
Through-Right		0			0	
Right	73	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	187	1	187	0	0	0
Left-Through		0			0	
Through	222	1	222	0	0	0
Through-Right		0			0	
Right	113	1	58	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	48	1	48	0	0	0
Left-Through		0			0	
Through	372	1	372	0	0	0
Through-Right		0			0	
Right	150	1	107	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	897		North-South:	0
		East-West:	559		East-West:	0
		SUM:	1456		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.971			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.971			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	92	1	92	0	0	0
Left-Through		0			0	
Through	1391	1	721	0	0	0
Through-Right		1			0	
Right	50	0	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	107	1	107	0	0	0
Left-Through		0			0	
Through	1504	2	752	0	0	0
Through-Right		0			0	
Right	137	1	31	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	213	1	213	0	0	0
Left-Through		0			0	
Through	227	1	227	0	0	0
Through-Right		0			0	
Right	180	1	134	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	71	1	71	0	0	0
Left-Through		0			0	
Through	251	1	251	0	0	0
Through-Right		0			0	
Right	134	1	81	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	844		North-South:	0
		East-West:	464		East-West:	0
		SUM:	1308		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.872			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.872			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	98	1	98	0	0	0
Left-Through		0			0	
Through	1182	1	613	0	0	0
Through-Right		1			0	
Right	43	0	43	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	84	1	84	0	0	0
Left-Through		0			0	
Through	1670	2	835	0	0	0
Through-Right		0			0	
Right	103	1	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	166	1	166	0	0	0
Left-Through		0			0	
Through	353	1	353	0	0	0
Through-Right		0			0	
Right	133	1	84	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	53	1	53	0	0	0
Left-Through		0			0	
Through	192	1	192	0	0	0
Through-Right		0			0	
Right	73	1	31	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	933		North-South:	0
		East-West:	406		East-West:	0
		SUM:	1339		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.893			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.893			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	115	1	115	0	0	0
Left-Through		0			0	
Through	587	2	294	0	0	0
Through-Right		0			0	
Right	90	1	16	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	58	1	58	0	0	0
Left-Through		0			0	
Through	525	1	295	0	0	0
Through-Right		1			0	
Right	64	0	64	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	87	1	87	0	0	0
Left-Through		0			0	
Through	450	2	185	0	0	0
Through-Right		1			0	
Right	104	0	104	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	74	1	74	0	0	0
Left-Through		0			0	
Through	680	2	256	0	0	0
Through-Right		1			0	
Right	88	0	88	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	410		North-South:	0
		East-West:	343		East-West:	0
		SUM:	753		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.548			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.548			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	125	1	125	0	0	**0**
	Left-Through		0			0	
	Through	725	2	**363**	0	0	0
	Through-Right		0			0	
	Right	116	1	48	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	82	1	**82**	0	0	0
	Left-Through		0			0	
	Through	436	1	270	0	0	**0**
	Through-Right		1			0	
	Right	104	0	104	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	141	1	**141**	0	0	0
	Left-Through		0			0	
	Through	741	2	280	0	0	**0**
	Through-Right		1			0	
	Right	98	0	98	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	68	1	68	0	0	**0**
	Left-Through		0			0	
	Through	709	2	**265**	0	0	0
	Through-Right		1			0	
	Right	87	0	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	445		*North-South:*	0
			East-West:	406		*East-West:*	0
			SUM:	851		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.619			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.619			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	137	1	137	0	0	**0**
	Left-Through		0			0	
	Through	798	2	**399**	0	0	0
	Through-Right		0			0	
	Right	144	1	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	121	1	**121**	0	0	0
	Left-Through		0			0	
	Through	634	1	371	0	0	**0**
	Through-Right		1			0	
	Right	108	0	108	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	1054	2	**396**	0	0	**0**
	Through-Right		1			0	
	Right	134	0	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	98	1	**98**	0	0	**0**
	Left-Through		0			0	
	Through	782	2	292	0	0	0
	Through-Right		1			0	
	Right	93	0	93	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	520		*North-South:*	0
			East-West:	494		*East-West:*	0
			SUM:	1014		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.737			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.737			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2486	2	**875**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2060	3	687	0	0	**0**
	Through-Right		0			0	
	Right	425	1	258	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	303	2	**167**	0	0	0
	Left-Through		0			0	
	Through	263	0	303	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	337	2	185	0	0	**0**
	Left-Through		0			0	
	Through	675	2	**338**	0	0	0
	Through-Right		0			0	
	Right	184	1	184	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	875		*North-South:*	0
			East-West:	505		*East-West:*	0
			SUM:	1380		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.968			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.968			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1822	2	**664**	0	0	0
	Through-Right		1			0	
	Right	171	0	171	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1587	3	529	0	0	**0**
	Through-Right		0			0	
	Right	218	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	288	2	158	0	0	0
	Left-Through		0			0	
	Through	215	0	**278**	0	0	**0**
	Through-Right		1			0	
	Right	63	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	2	**127**	0	0	**0**
	Left-Through		0			0	
	Through	311	2	156	0	0	0
	Through-Right		0			0	
	Right	109	1	109	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	664		*North-South:*	0
			East-West:	405		*East-West:*	0
			SUM:	1069		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.750			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.750			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

PM

No. of Phases				3				0			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	3	NB--	0	SB--	0			
	EB--	0	WB--	0	EB--	0	WB--	0			
ATSAC-1 or ATSAC+ATCS-2?				0				0			
Override Capacity				0				0			

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	2104	2	796	0	0	0
	Through-Right		1			0	
	Right	283	0	283	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2549	3	**850**	0	0	**0**
	Through-Right		0			0	
	Right	192	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	553	2	304	0	0	0
	Left-Through		0			0	
	Through	428	0	**530**	0	0	**0**
	Through-Right		1			0	
	Right	102	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	306	2	**168**	0	0	**0**
	Left-Through		0			0	
	Through	292	2	146	0	0	0
	Through-Right		0			0	
	Right	117	1	117	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	850		*North-South:*	0
			East-West:	698		*East-West:*	0
			SUM:	1548		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.086			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.086			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

AM

No. of Phases				4				0			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0			
	EB--	3	WB--	3	EB--	0	WB--	0			
ATSAC-1 or ATSAC+ATCS-2?				0				0			
Override Capacity				0				0			

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	360	2	**198**	0	0	**0**
	Left-Through		0			0	
	Through	1473	2	503	0	0	0
	Through-Right		1			0	
	Right	35	0	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	152	2	84	0	0	0
	Left-Through		0			0	
	Through	1360	2	**518**	0	0	**0**
	Through-Right		1			0	
	Right	193	0	193	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	93	1	**93**	0	0	0
	Left-Through		0			0	
	Through	396	2	198	0	0	**0**
	Through-Right		0			0	
	Right	167	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1162	2	**581**	0	0	0
	Through-Right		0			0	
	Right	335	1	251	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	716		*North-South:*	0
			East-West:	674		*East-West:*	0
			SUM:	1390		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.011			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.011			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

MD

No. of Phases				4				0			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0			
	EB--	3	WB--	3	EB--	0	WB--	0			
ATSAC-1 or ATSAC+ATCS-2?				0				0			
Override Capacity				0				0			

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	177	2	**97**	0	0	**0**
	Left-Through		0			0	
	Through	1223	2	428	0	0	0
	Through-Right		1			0	
	Right	62	0	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	204	2	112	0	0	0
	Left-Through		0			0	
	Through	1282	2	**480**	0	0	**0**
	Through-Right		1			0	
	Right	157	0	157	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	183	1	**183**	0	0	0
	Left-Through		0			0	
	Through	437	2	219	0	0	**0**
	Through-Right		0			0	
	Right	191	1	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	157	1	157	0	0	**0**
	Left-Through		0			0	
	Through	467	2	**234**	0	0	0
	Through-Right		0			0	
	Right	171	1	59	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	577		*North-South:*	0
			East-West:	417		*East-West:*	0
			SUM:	994		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.723			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.723			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

PM

No. of Phases				4				0			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0			
	EB--	3	WB--	3	EB--	0	WB--	0			
ATSAC-1 or ATSAC+ATCS-2?				0				0			
Override Capacity				0				0			

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	138	2	**76**	0	0	**0**
	Left-Through		0			0	
	Through	1194	2	428	0	0	0
	Through-Right		1			0	
	Right	89	0	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	346	2	190	0	0	0
	Left-Through		0			0	
	Through	2059	2	**719**	0	0	**0**
	Through-Right		1			0	
	Right	99	0	99	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	139	1	139	0	0	0
	Left-Through		0			0	
	Through	856	2	**428**	0	0	**0**
	Through-Right		0			0	
	Right	279	1	203	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	548	2	274	0	0	0
	Through-Right		0			0	
	Right	206	1	16	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	795		*North-South:*	0
			East-West:	608		*East-West:*	0
			SUM:	1403		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.020			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.020			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	3 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	179	1	179	0	0	**0**
Left-Through		0			0	
Through	2070	2	**703**	0	0	0
Through-Right		1			0	
Right	39	0	39	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	126	1	**126**	0	0	0
Left-Through		0			0	
Through	1490	3	497	0	0	**0**
Through-Right		0			0	
Right	131	1	53	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	78	1	**78**	0	0	0
Left-Through		0			0	
Through	526	2	204	0	0	**0**
Through-Right		1			0	
Right	87	0	87	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	156	1	156	0	0	**0**
Left-Through		0			0	
Through	1004	2	**502**	0	0	0
Through-Right		0			0	
Right	341	1	215	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	829		*North-South:*	0
		East-West:	580		*East-West:*	0
		SUM:	1409		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.025			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.025			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	3 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	92	1	92	0	0	**0**
Left-Through		0			0	
Through	1178	2	**409**	0	0	0
Through-Right		1			0	
Right	49	0	49	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	165	1	**165**	0	0	0
Left-Through		0			0	
Through	1139	3	380	0	0	**0**
Through-Right		0			0	
Right	109	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	174	1	**174**	0	0	0
Left-Through		0			0	
Through	469	2	170	0	0	**0**
Through-Right		1			0	
Right	41	0	41	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	121	1	121	0	0	**0**
Left-Through		0			0	
Through	483	2	**242**	0	0	0
Through-Right		0			0	
Right	205	1	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	574		*North-South:*	0
		East-West:	416		*East-West:*	0
		SUM:	990		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.720			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.720			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	3 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	112	1	**112**	0	0	**0**
Left-Through		0			0	
Through	1612	2	570	0	0	0
Through-Right		1			0	
Right	99	0	99	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	180	1	180	0	0	0
Left-Through		0			0	
Through	2001	3	**667**	0	0	**0**
Through-Right		0			0	
Right	152	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	181	1	**181**	0	0	0
Left-Through		0			0	
Through	857	2	304	0	0	**0**
Through-Right		1			0	
Right	56	0	56	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	154	1	154	0	0	**0**
Left-Through		0			0	
Through	614	2	**307**	0	0	0
Through-Right		0			0	
Right	207	1	27	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	779		*North-South:*	0
		East-West:	488		*East-West:*	0
		SUM:	1267		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.921			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.921			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	378	1	**378**	0	0	**0**
Left-Through		0			0	
Through	2146	2	739	0	0	0
Through-Right		1			0	
Right	70	0	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	60	1	60	0	0	0
Left-Through		0			0	
Through	1482	2	**553**	0	0	**0**
Through-Right		1			0	
Right	177	0	177	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	53	1	**53**	0	0	0
Left-Through		0			0	
Through	369	2	185	0	0	**0**
Through-Right		0			0	
Right	229	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	126	1	126	0	0	**0**
Left-Through		0			0	
Through	983	1	**512**	0	0	0
Through-Right		1			0	
Right	41	0	41	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	931		*North-South:*	0
		East-West:	565		*East-West:*	0
		SUM:	1496		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.050			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.050			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	211	1	**211**	0	0	**0**
	Left-Through		0			0	
	Through	1263	2	450	0	0	0
	Through-Right		1			0	
	Right	86	0	86	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	89	1	89	0	0	0
	Left-Through		0			0	
	Through	1172	2	**430**	0	0	**0**
	Through-Right		1			0	
	Right	119	0	119	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	74	1	**74**	0	0	0
	Left-Through		0			0	
	Through	305	2	153	0	0	**0**
	Through-Right		0			0	
	Right	222	1	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	94	1	94	0	0	**0**
	Left-Through		0			0	
	Through	326	1	**202**	0	0	0
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	641		*North-South:*	0
			East-West:	276		*East-West:*	0
			SUM:	917		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.644			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.644			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	238	1	**238**	0	0	**0**
	Left-Through		0			0	
	Through	1784	2	638	0	0	0
	Through-Right		1			0	
	Right	131	0	131	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	77	1	77	0	0	0
	Left-Through		0			0	
	Through	1750	2	**607**	0	0	**0**
	Through-Right		1			0	
	Right	71	0	71	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	105	1	105	0	0	0
	Left-Through		0			0	
	Through	803	2	**402**	0	0	**0**
	Through-Right		0			0	
	Right	487	1	249	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	78	1	**78**	0	0	**0**
	Left-Through		0			0	
	Through	374	1	214	0	0	0
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	845		*North-South:*	0
			East-West:	480		*East-West:*	0
			SUM:	1325		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.930			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.930			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	187	1	187	0	0	**0**
	Left-Through		0			0	
	Through	965	2	**333**	0	0	0
	Through-Right		1			0	
	Right	35	0	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	188	1	**188**	0	0	0
	Left-Through		0			0	
	Through	687	2	293	0	0	**0**
	Through-Right		1			0	
	Right	193	0	193	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	126	1	**126**	0	0	0
	Left-Through		0			0	
	Through	819	2	319	0	0	**0**
	Through-Right		1			0	
	Right	137	0	137	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	129	1	129	0	0	**0**
	Left-Through		0			0	
	Through	1186	2	**412**	0	0	0
	Through-Right		1			0	
	Right	51	0	51	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	521		*North-South:*	0
			East-West:	538		*East-West:*	0
			SUM:	1059		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.770			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.770			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	91	1	91	0	0	**0**
	Left-Through		0			0	
	Through	577	2	**212**	0	0	0
	Through-Right		1			0	
	Right	58	0	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	184	1	**184**	0	0	0
	Left-Through		0			0	
	Through	632	2	251	0	0	**0**
	Through-Right		1			0	
	Right	121	0	121	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	136	1	136	0	0	0
	Left-Through		0			0	
	Through	760	2	**305**	0	0	**0**
	Through-Right		1			0	
	Right	155	0	155	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	134	1	**134**	0	0	**0**
	Left-Through		0			0	
	Through	616	2	233	0	0	0
	Through-Right		1			0	
	Right	82	0	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	396		*North-South:*	0
			East-West:	439		*East-West:*	0
			SUM:	835		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.607			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.607			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--	0	NB-- 0 SB--			0
		EB-- 0 WB--	0	EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	125	1	125	0	0	**0**
	Left-Through		0			0	
	Through	737	2	**263**	0	0	0
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	235	1	**235**	0	0	0
	Left-Through		0			0	
	Through	957	2	365	0	0	**0**
	Through-Right		1			0	
	Right	137	0	137	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1326	2	**494**	0	0	**0**
	Through-Right		1			0	
	Right	157	0	157	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	166	1	**166**	0	0	**0**
	Left-Through		0			0	
	Through	781	2	292	0	0	0
	Through-Right		1			0	
	Right	96	0	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	498		*North-South:*	0
			East-West:	660		*East-West:*	0
			SUM:	1158		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.842			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.842			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases			2				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--	0	NB-- 0 SB--			0
		EB-- 3 WB--	0	EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	667	1	**441**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	656	1	441	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	866	3	289	0	0	**0**
	Through-Right		0			0	
	Right	323	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1335	2	**543**	0	0	0
	Through-Right		1			0	
	Right	294	0	294	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	441		*North-South:*	0
			East-West:	543		*East-West:*	0
			SUM:	984		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.656			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.656			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases			2				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--	0	NB-- 0 SB--			0
		EB-- 3 WB--	0	EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	414	1	**273**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	404	1	273	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1035	3	345	0	0	**0**
	Through-Right		0			0	
	Right	346	1	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1096	2	**523**	0	0	0
	Through-Right		1			0	
	Right	474	0	474	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	273		*North-South:*	0
			East-West:	523		*East-West:*	0
			SUM:	796		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.531			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.531			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases			2				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--	0	NB-- 0 SB--			0
		EB-- 3 WB--	0	EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	468	1	**375**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	657	1	375	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	12	0	0	0	0	0
	Left-Through		0			0	
	Through	1439	3	**480**	0	0	**0**
	Through-Right		0			0	
	Right	332	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1104	2	478	0	0	0
	Through-Right		1			0	
	Right	330	0	330	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	375		*North-South:*	0
			East-West:	480		*East-West:*	0
			SUM:	855		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.570			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.570			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0
Override Capacity			0			0			0			0
MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND Left	194	1	194	0	0	**0**	93	1	93	0	0	**0**
Left-Through		0			0			0			0	
Through	796	1	**426**	0	0	0	508	1	**286**	0	0	0
Through-Right		1			0			1			0	
Right	55	0	55	0	0	0	63	0	63	0	0	0
Left-Through-Right		0			0			0			0	
Left-Right		0			0			0			0	
SOUTHBOUND Left	157	1	**157**	0	0	0	119	1	**119**	0	0	0
Left-Through		0			0			0			0	
Through	635	1	366	0	0	**0**	516	1	302	0	0	**0**
Through-Right		1			0			1			0	
Right	96	0	96	0	0	0	88	0	88	0	0	0
Left-Through-Right		0			0			0			0	
Left-Right		0			0			0			0	
EASTBOUND Left	115	1	**115**	0	0	0	93	1	**93**	0	0	0
Left-Through		0			0			0			0	
Through	967	2	349	0	0	**0**	727	2	271	0	0	**0**
Through-Right		1			0			1			0	
Right	79	0	79	0	0	0	85	0	85	0	0	0
Left-Through-Right		0			0			0			0	
Left-Right		0			0			0			0	
WESTBOUND Left	61	1	61	0	0	**0**	80	1	80	0	0	**0**
Left-Through		0			0			0			0	
Through	1306	2	**477**	0	0	0	667	2	**260**	0	0	0
Through-Right		1			0			1			0	
Right	124	0	124	0	0	0	112	0	112	0	0	0
Left-Through-Right		0			0			0			0	
Left-Right		0			0			0			0	
CRITICAL VOLUMES		*North-South:*	583		*North-South:*	0		*North-South:*	405		*North-South:*	0
		East-West:	592		*East-West:*	0		*East-West:*	353		*East-West:*	0
		SUM:	1175		*SUM:*	0		*SUM:*	758		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.855			0.000			0.551			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.855			0.000			0.551			0.000
LEVEL OF SERVICE (LOS):			D			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM						AM					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0
Override Capacity			0			0			0			0
MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND Left	128	1	**128**	0	0	**0**	139	1	139	0	0	**0**
Left-Through		0			0			0			0	
Through	619	1	337	0	0	0	728	1	**401**	0	0	0
Through-Right		1			0			1			0	
Right	54	0	54	0	0	0	74	0	74	0	0	0
Left-Through-Right		0			0			0			0	
Left-Right		0			0			0			0	
SOUTHBOUND Left	146	1	146	0	0	0	174	1	**174**	0	0	0
Left-Through		0			0			0			0	
Through	766	1	**445**	0	0	**0**	666	1	361	0	0	**0**
Through-Right		1			0			1			0	
Right	123	0	123	0	0	0	56	0	56	0	0	0
Left-Through-Right		0			0			0			0	
Left-Right		0			0			0			0	
EASTBOUND Left	124	1	124	0	0	0	62	1	**62**	0	0	0
Left-Through		0			0			0			0	
Through	1327	2	**482**	0	0	**0**	880	2	328	0	0	**0**
Through-Right		1			0			1			0	
Right	118	0	118	0	0	0	104	0	104	0	0	0
Left-Through-Right		0			0			0			0	
Left-Right		0			0			0			0	
WESTBOUND Left	90	1	**90**	0	0	**0**	93	1	93	0	0	**0**
Left-Through		0			0			0			0	
Through	935	2	349	0	0	0	1101	2	**406**	0	0	0
Through-Right		1			0			1			0	
Right	112	0	112	0	0	0	118	0	118	0	0	0
Left-Through-Right		0			0			0			0	
Left-Right		0			0			0			0	
CRITICAL VOLUMES		*North-South:*	573		*North-South:*	0		*North-South:*	575		*North-South:*	0
		East-West:	572		*East-West:*	0		*East-West:*	468		*East-West:*	0
		SUM:	1145		*SUM:*	0		*SUM:*	1043		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.833			0.000			0.759			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.833			0.000			0.759			0.000
LEVEL OF SERVICE (LOS):			D			A			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0						
	EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?			0			0						
Override Capacity			0			0						
MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**						
NORTHBOUND Left	139	1	139	0	0	**0**						
Left-Through		0			0							
Through	728	1	**401**	0	0	0						
Through-Right		1			0							
Right	74	0	74	0	0	0						
Left-Through-Right		0			0							
Left-Right		0			0							
SOUTHBOUND Left	174	1	**174**	0	0	0						
Left-Through		0			0							
Through	666	1	361	0	0	**0**						
Through-Right		1			0							
Right	56	0	56	0	0	0						
Left-Through-Right		0			0							
Left-Right		0			0							
EASTBOUND Left	62	1	**62**	0	0	0						
Left-Through		0			0							
Through	880	2	328	0	0	**0**						
Through-Right		1			0							
Right	104	0	104	0	0	0						
Left-Through-Right		0			0							
Left-Right		0			0							
WESTBOUND Left	93	1	93	0	0	**0**						
Left-Through		0			0							
Through	1101	2	**406**	0	0	0						
Through-Right		1			0							
Right	118	0	118	0	0	0						
Left-Through-Right		0			0							
Left-Right		0			0							
CRITICAL VOLUMES		*North-South:*	575		*North-South:*	0						
		East-West:	468		*East-West:*	0						
		SUM:	1043		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:			0.759			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.759			0.000						
LEVEL OF SERVICE (LOS):			C			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	99	1	**99**	0	0	**0**
	Left-Through		0			0	
	Through	471	1	277	0	0	0
	Through-Right		1			0	
	Right	83	0	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	128	1	128	0	0	0
	Left-Through		0			0	
	Through	559	1	**325**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	104	1	104	0	0	0
	Left-Through		0			0	
	Through	684	2	**263**	0	0	**0**
	Through-Right		1			0	
	Right	104	0	104	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	141	1	**141**	0	0	**0**
	Left-Through		0			0	
	Through	640	2	239	0	0	0
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	424		*North-South:*	0
			East-West:	404		*East-West:*	0
			SUM:	828		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.602			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.602			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	134	1	**134**	0	0	**0**
	Left-Through		0			0	
	Through	640	1	371	0	0	0
	Through-Right		1			0	
	Right	102	0	102	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	156	1	156	0	0	0
	Left-Through		0			0	
	Through	791	1	**450**	0	0	**0**
	Through-Right		1			0	
	Right	108	0	108	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	121	1	121	0	0	0
	Left-Through		0			0	
	Through	1084	2	**418**	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	181	1	**181**	0	0	**0**
	Left-Through		0			0	
	Through	798	2	301	0	0	0
	Through-Right		1			0	
	Right	105	0	105	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	584		*North-South:*	0
			East-West:	599		*East-West:*	0
			SUM:	1183		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.860			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.860			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	205	1	205	0	0	**0**
	Left-Through		0			0	
	Through	1154	2	**431**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	67	1	**67**	0	0	0
	Left-Through		0			0	
	Through	477	2	187	0	0	**0**
	Through-Right		1			0	
	Right	83	0	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	103	1	103	0	0	0
	Left-Through		0			0	
	Through	1124	2	**413**	0	0	**0**
	Through-Right		1			0	
	Right	115	0	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	86	1	**86**	0	0	**0**
	Left-Through		0			0	
	Through	1081	2	393	0	0	0
	Through-Right		1			0	
	Right	99	0	99	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	498		*North-South:*	0
			East-West:	499		*East-West:*	0
			SUM:	997		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.725			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.725			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	142	1	**142**	0	0	**0**
	Left-Through		0			0	
	Through	475	2	195	0	0	0
	Through-Right		1			0	
	Right	111	0	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	79	1	79	0	0	0
	Left-Through		0			0	
	Through	373	2	**148**	0	0	**0**
	Through-Right		1			0	
	Right	72	0	72	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	55	1	55	0	0	0
	Left-Through		0			0	
	Through	868	2	**327**	0	0	**0**
	Through-Right		1			0	
	Right	114	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	139	1	**139**	0	0	**0**
	Left-Through		0			0	
	Through	741	2	270	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	290		*North-South:*	0
			East-West:	466		*East-West:*	0
			SUM:	756		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.550			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.550			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	179	1	**179**	0	0	**0**
	Left-Through		0			0	
	Through	706	2	273	0	0	0
	Through-Right		1			0	
	Right	112	0	112	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	96	1	96	0	0	0
	Left-Through		0			0	
	Through	688	2	**247**	0	0	**0**
	Through-Right		1			0	
	Right	52	0	52	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	99	1	99	0	0	0
	Left-Through		0			0	
	Through	1192	2	**440**	0	0	**0**
	Through-Right		1			0	
	Right	127	0	127	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	107	1	**107**	0	0	**0**
	Left-Through		0			0	
	Through	1042	2	364	0	0	0
	Through-Right		1			0	
	Right	49	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	426		*North-South:*	0
			East-West:	547		*East-West:*	0
			SUM:	973		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.708			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.708			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	212	2	117	0	0	**0**
	Left-Through		0			0	
	Through	1217	2	**444**	0	0	0
	Through-Right		1			0	
	Right	114	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	133	2	**73**	0	0	0
	Left-Through		0			0	
	Through	457	2	183	0	0	**0**
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	134	1	**134**	0	0	0
	Left-Through		0			0	
	Through	1145	2	407	0	0	**0**
	Through-Right		1			0	
	Right	77	0	77	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	91	1	91	0	0	**0**
	Left-Through		0			0	
	Through	1106	2	**411**	0	0	0
	Through-Right		1			0	
	Right	128	0	128	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	517		*North-South:*	0
			East-West:	545		*East-West:*	0
			SUM:	1062		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.772			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.772			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	123	2	68	0	0	**0**
	Left-Through		0			0	
	Through	516	2	**217**	0	0	0
	Through-Right		1			0	
	Right	135	0	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	166	2	**91**	0	0	0
	Left-Through		0			0	
	Through	477	2	205	0	0	**0**
	Through-Right		1			0	
	Right	137	0	137	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	107	1	107	0	0	0
	Left-Through		0			0	
	Through	895	2	**341**	0	0	**0**
	Through-Right		1			0	
	Right	127	0	127	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	105	1	**105**	0	0	**0**
	Left-Through		0			0	
	Through	866	2	339	0	0	0
	Through-Right		1			0	
	Right	152	0	152	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	308		*North-South:*	0
			East-West:	446		*East-West:*	0
			SUM:	754		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.548			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.548			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	171	2	94	0	0	**0**
	Left-Through		0			0	
	Through	802	2	**309**	0	0	0
	Through-Right		1			0	
	Right	124	0	124	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	182	2	**100**	0	0	0
	Left-Through		0			0	
	Through	763	2	299	0	0	**0**
	Through-Right		1			0	
	Right	133	0	133	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	126	1	126	0	0	0
	Left-Through		0			0	
	Through	1272	2	**467**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	966	2	369	0	0	0
	Through-Right		1			0	
	Right	142	0	142	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	409		*North-South:*	0
			East-West:	567		*East-West:*	0
			SUM:	976		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.710			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.710			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 176 | **PROJECT TITLE:** LAX SPAS
North-South Street: VERMONT AVENUE | **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: | **Analyst:** | **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	161	2	89	0	0	**0**
	Left-Through		0			0	
	Through	1281	3	**427**	0	0	0
	Through-Right		0			0	
	Right	132	1	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	92	2	**51**	0	0	0
	Left-Through		0			0	
	Through	655	2	256	0	0	**0**
	Through-Right		1			0	
	Right	113	0	113	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	139	1	**139**	0	0	0
	Left-Through		0			0	
	Through	668	2	239	0	0	**0**
	Through-Right		1			0	
	Right	49	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	178	1	178	0	0	**0**
	Left-Through		0			0	
	Through	913	2	**342**	0	0	0
	Through-Right		1			0	
	Right	113	0	113	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	478		North-South:	0
			East-West:	481		East-West:	0
			SUM:	959		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.697			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.697			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 176 | **PROJECT TITLE:** LAX SPAS
North-South Street: VERMONT AVENUE | **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: | **Analyst:** | **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	127	2	**70**	0	0	**0**
	Left-Through		0			0	
	Through	553	3	184	0	0	0
	Through-Right		0			0	
	Right	67	1	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	2	61	0	0	0
	Left-Through		0			0	
	Through	502	2	**208**	0	0	**0**
	Through-Right		1			0	
	Right	121	0	121	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	136	1	**136**	0	0	0
	Left-Through		0			0	
	Through	602	2	230	0	0	**0**
	Through-Right		1			0	
	Right	87	0	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	603	2	**219**	0	0	0
	Through-Right		1			0	
	Right	55	0	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	278		North-South:	0
			East-West:	355		East-West:	0
			SUM:	633		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.460			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.460			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 176 | **PROJECT TITLE:** LAX SPAS
North-South Street: VERMONT AVENUE | **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: | **Analyst:** | **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	2	99	0	0	**0**
	Left-Through		0			0	
	Through	989	3	**330**	0	0	0
	Through-Right		0			0	
	Right	112	1	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	158	2	**87**	0	0	0
	Left-Through		0			0	
	Through	787	2	308	0	0	**0**
	Through-Right		1			0	
	Right	137	0	137	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	146	1	146	0	0	0
	Left-Through		0			0	
	Through	946	2	**350**	0	0	**0**
	Through-Right		1			0	
	Right	105	0	105	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	132	1	**132**	0	0	**0**
	Left-Through		0			0	
	Through	706	2	244	0	0	0
	Through-Right		1			0	
	Right	27	0	27	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	417		North-South:	0
			East-West:	482		East-West:	0
			SUM:	899		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.654			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.654			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 177 | **PROJECT TITLE:** LAX SPAS
North-South Street: VERMONT AVENUE | **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: | **Analyst:** | **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	380	2	209	0	0	**0**
	Left-Through		0			0	
	Through	1197	2	**449**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	232	2	**128**	0	0	0
	Left-Through		0			0	
	Through	734	3	245	0	0	**0**
	Through-Right		0			0	
	Right	41	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	549	2	235	0	0	**0**
	Through-Right		1			0	
	Right	157	0	157	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	236	1	236	0	0	**0**
	Left-Through		0			0	
	Through	1209	2	**470**	0	0	0
	Through-Right		1			0	
	Right	201	0	201	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	577		North-South:	0
			East-West:	570		East-West:	0
			SUM:	1147		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.834			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.834			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	350	2	**193**	0	0	**0**
	Left-Through		0			0	
	Through	661	2	264	0	0	0
	Through-Right		1			0	
	Right	132	0	132	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	148	2	81	0	0	0
	Left-Through		0			0	
	Through	500	3	**167**	0	0	**0**
	Through-Right		0			0	
	Right	43	1	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	68	1	68	0	0	0
	Left-Through		0			0	
	Through	510	2	**223**	0	0	**0**
	Through-Right		1			0	
	Right	158	0	158	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	149	1	**149**	0	0	**0**
	Left-Through		0			0	
	Through	448	2	180	0	0	0
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	360		*North-South:*	0
			East-West:	372		*East-West:*	0
			SUM:	732		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.532			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.532			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	331	2	182	0	0	**0**
	Left-Through		0			0	
	Through	1123	2	**449**	0	0	0
	Through-Right		1			0	
	Right	224	0	224	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	211	2	**116**	0	0	0
	Left-Through		0			0	
	Through	707	3	236	0	0	**0**
	Through-Right		0			0	
	Right	114	1	52	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	124	1	124	0	0	0
	Left-Through		0			0	
	Through	1171	2	**453**	0	0	**0**
	Through-Right		1			0	
	Right	188	0	188	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	206	1	**206**	0	0	**0**
	Left-Through		0			0	
	Through	645	2	248	0	0	0
	Through-Right		1			0	
	Right	99	0	99	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	565		*North-South:*	0
			East-West:	659		*East-West:*	0
			SUM:	1224		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.890			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.890			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	103	1	103	0	0	**0**
	Left-Through		0			0	
	Through	1333	2	**470**	0	0	0
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	139	1	**139**	0	0	0
	Left-Through		0			0	
	Through	472	2	179	0	0	**0**
	Through-Right		1			0	
	Right	65	0	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	93	1	**93**	0	0	0
	Left-Through		0			0	
	Through	1004	2	366	0	0	**0**
	Through-Right		1			0	
	Right	94	0	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	49	1	49	0	0	**0**
	Left-Through		0			0	
	Through	1088	2	**403**	0	0	0
	Through-Right		1			0	
	Right	122	0	122	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	609		*North-South:*	0
			East-West:	496		*East-West:*	0
			SUM:	1105		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.804			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.804			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	121	1	121	0	0	**0**
	Left-Through		0			0	
	Through	479	2	**192**	0	0	0
	Through-Right		1			0	
	Right	98	0	98	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	126	1	**126**	0	0	0
	Left-Through		0			0	
	Through	433	2	165	0	0	**0**
	Through-Right		1			0	
	Right	61	0	61	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	69	1	69	0	0	0
	Left-Through		0			0	
	Through	900	2	**326**	0	0	**0**
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	1	**87**	0	0	**0**
	Left-Through		0			0	
	Through	791	2	278	0	0	0
	Through-Right		1			0	
	Right	43	0	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	318		*North-South:*	0
			East-West:	413		*East-West:*	0
			SUM:	731		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.532			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.532			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	82	1	**82**	0	0	**0**
	Left-Through		0			0	
	Through	626	2	243	0	0	0
	Through-Right		1			0	
	Right	102	0	102	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	994	2	**377**	0	0	**0**
	Through-Right		1			0	
	Right	136	0	136	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	75	1	75	0	0	0
	Left-Through		0			0	
	Through	1199	2	**428**	0	0	**0**
	Through-Right		1			0	
	Right	84	0	84	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	999	2	349	0	0	0
	Through-Right		1			0	
	Right	47	0	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	459		*North-South:*	0
			East-West:	528		*East-West:*	0
			SUM:	987		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.718			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.718			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	200	1	200	0	0	**0**
	Left-Through		0			0	
	Through	1163	2	**430**	0	0	0
	Through-Right		1			0	
	Right	127	0	127	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	171	1	**171**	0	0	0
	Left-Through		0			0	
	Through	486	2	185	0	0	**0**
	Through-Right		1			0	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	122	1	122	0	0	0
	Left-Through		0			0	
	Through	1335	2	**460**	0	0	**0**
	Through-Right		1			0	
	Right	46	0	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	145	1	**145**	0	0	**0**
	Left-Through		0			0	
	Through	1294	3	431	0	0	0
	Through-Right		0			0	
	Right	332	1	161	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	601		*North-South:*	0
			East-West:	605		*East-West:*	0
			SUM:	1206		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.877			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.877			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	111	1	111	0	0	**0**
	Left-Through		0			0	
	Through	408	2	**162**	0	0	0
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	187	1	**187**	0	0	0
	Left-Through		0			0	
	Through	416	2	170	0	0	**0**
	Through-Right		1			0	
	Right	94	0	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	81	1	81	0	0	0
	Left-Through		0			0	
	Through	1162	2	**411**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	144	1	**144**	0	0	**0**
	Left-Through		0			0	
	Through	1041	3	347	0	0	0
	Through-Right		0			0	
	Right	186	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	349		*North-South:*	0
			East-West:	555		*East-West:*	0
			SUM:	904		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.657			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.657			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	719	2	270	0	0	0
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	177	1	177	0	0	0
	Left-Through		0			0	
	Through	938	2	**360**	0	0	**0**
	Through-Right		1			0	
	Right	142	0	142	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	102	1	102	0	0	0
	Left-Through		0			0	
	Through	1563	2	**542**	0	0	**0**
	Through-Right		1			0	
	Right	63	0	63	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	176	1	**176**	0	0	**0**
	Left-Through		0			0	
	Through	1160	3	387	0	0	0
	Through-Right		0			0	
	Right	199	1	22	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	530		*North-South:*	0
			East-West:	718		*East-West:*	0
			SUM:	1248		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.908			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.908			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 180
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	88	1	88	0	0	**0**
Left-Through		0			0	
Through	1044	1	**553**	0	0	0
Through-Right		1			0	
Right	61	0	61	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	128	1	**128**	0	0	0
Left-Through		0			0	
Through	661	2	331	0	0	**0**
Through-Right		0			0	
Right	161	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	174	1	**174**	0	0	0
Left-Through		0			0	
Through	773	2	276	0	0	**0**
Through-Right		1			0	
Right	56	0	56	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	131	1	131	0	0	**0**
Left-Through		0			0	
Through	1136	2	**449**	0	0	0
Through-Right		1			0	
Right	211	0	211	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	681		*North-South:*	0
		East-West:	623		*East-West:*	0
		SUM:	1304		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.948			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.948			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 180
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	61	1	61	0	0	**0**
Left-Through		0			0	
Through	415	1	**258**	0	0	0
Through-Right		1			0	
Right	101	0	101	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	101	1	**101**	0	0	0
Left-Through		0			0	
Through	428	2	214	0	0	**0**
Through-Right		0			0	
Right	74	1	24	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	50	1	50	0	0	0
Left-Through		0			0	
Through	727	2	**266**	0	0	**0**
Through-Right		1			0	
Right	71	0	71	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	77	1	**77**	0	0	**0**
Left-Through		0			0	
Through	727	2	282	0	0	0
Through-Right		1			0	
Right	120	0	120	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	359		*North-South:*	0
		East-West:	343		*East-West:*	0
		SUM:	702		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.511			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.511			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 180
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	87	1	87	0	0	**0**
Left-Through		0			0	
Through	696	1	**389**	0	0	0
Through-Right		1			0	
Right	82	0	82	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	131	1	**131**	0	0	0
Left-Through		0			0	
Through	828	2	414	0	0	**0**
Through-Right		0			0	
Right	174	1	62	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	112	1	112	0	0	0
Left-Through		0			0	
Through	1089	2	**395**	0	0	**0**
Through-Right		1			0	
Right	96	0	96	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	139	1	**139**	0	0	**0**
Left-Through		0			0	
Through	946	2	348	0	0	0
Through-Right		1			0	
Right	98	0	98	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	520		*North-South:*	0
		East-West:	534		*East-West:*	0
		SUM:	1054		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.767			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.767			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	55	1	55	0	0	**0**
Left-Through		0			0	
Through	591	2	**296**	0	0	0
Through-Right		0			0	
Right	85	1	12	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	184	1	**184**	0	0	0
Left-Through		0			0	
Through	408	1	265	0	0	**0**
Through-Right		1			0	
Right	122	0	122	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	96	1	**96**	0	0	0
Left-Through		0			0	
Through	882	2	309	0	0	**0**
Through-Right		1			0	
Right	45	0	45	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	73	1	73	0	0	**0**
Left-Through		0			0	
Through	1554	2	**616**	0	0	0
Through-Right		1			0	
Right	295	0	295	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	480		*North-South:*	0
		East-West:	712		*East-West:*	0
		SUM:	1192		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.867			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.867			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	61	1	61	0	0	**0**
	Left-Through		0			0	
	Through	258	2	**129**	0	0	0
	Through-Right		0			0	
	Right	88	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	135	1	**135**	0	0	0
	Left-Through		0			0	
	Through	239	1	161	0	0	**0**
	Through-Right		1			0	
	Right	82	0	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	83	1	**83**	0	0	0
	Left-Through		0			0	
	Through	668	2	235	0	0	**0**
	Through-Right		1			0	
	Right	38	0	38	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	78	1	78	0	0	**0**
	Left-Through		0			0	
	Through	591	2	**238**	0	0	0
	Through-Right		1			0	
	Right	123	0	123	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	264		*North-South:*	0
			East-West:	321		*East-West:*	0
			SUM:	585		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.425			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.425			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	85	1	85	0	0	**0**
	Left-Through		0			0	
	Through	509	2	**255**	0	0	0
	Through-Right		0			0	
	Right	84	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	185	1	**185**	0	0	0
	Left-Through		0			0	
	Through	416	1	273	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	115	1	115	0	0	0
	Left-Through		0			0	
	Through	1526	2	**530**	0	0	**0**
	Through-Right		1			0	
	Right	65	0	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	125	1	**125**	0	0	**0**
	Left-Through		0			0	
	Through	824	2	339	0	0	0
	Through-Right		1			0	
	Right	192	0	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	440		*North-South:*	0
			East-West:	655		*East-West:*	0
			SUM:	1095		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.796			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.796			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	148	1	148	0	0	**0**
	Left-Through		0			0	
	Through	554	2	**222**	0	0	0
	Through-Right		1			0	
	Right	113	0	113	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	204	1	**204**	0	0	0
	Left-Through		0			0	
	Through	487	3	162	0	0	**0**
	Through-Right		0			0	
	Right	108	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	106	1	**106**	0	0	0
	Left-Through		0			0	
	Through	1041	2	368	0	0	**0**
	Through-Right		1			0	
	Right	64	0	64	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	128	1	128	0	0	**0**
	Left-Through		0			0	
	Through	1423	2	**529**	0	0	0
	Through-Right		1			0	
	Right	165	0	165	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	426		*North-South:*	0
			East-West:	635		*East-West:*	0
			SUM:	1061		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.772			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.772			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	105	1	105	0	0	**0**
	Left-Through		0			0	
	Through	322	2	**149**	0	0	0
	Through-Right		1			0	
	Right	126	0	126	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	217	1	**217**	0	0	0
	Left-Through		0			0	
	Through	322	3	107	0	0	**0**
	Through-Right		0			0	
	Right	94	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	98	1	98	0	0	0
	Left-Through		0			0	
	Through	939	2	**336**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	136	1	**136**	0	0	**0**
	Left-Through		0			0	
	Through	941	2	359	0	0	0
	Through-Right		1			0	
	Right	136	0	136	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	366		*North-South:*	0
			East-West:	472		*East-West:*	0
			SUM:	838		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.609			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.609			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	139	1	139	0	0	**0**
	Left-Through		0			0	
	Through	679	2	**286**	0	0	0
	Through-Right		1			0	
	Right	179	0	179	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	241	1	**241**	0	0	0
	Left-Through		0			0	
	Through	742	3	247	0	0	**0**
	Through-Right		0			0	
	Right	99	1	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	146	1	146	0	0	0
	Left-Through		0			0	
	Through	1210	2	**443**	0	0	**0**
	Through-Right		1			0	
	Right	118	0	118	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	158	1	**158**	0	0	**0**
	Left-Through		0			0	
	Through	1155	2	448	0	0	0
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	527		*North-South:*	0
			East-West:	601		*East-West:*	0
			SUM:	1128		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.820			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.820			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	71	1	71	0	0	**0**
	Left-Through		0			0	
	Through	421	3	**140**	0	0	0
	Through-Right		0			0	
	Right	102	1	52	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	155	1	**155**	0	0	0
	Left-Through		0			0	
	Through	363	3	121	0	0	**0**
	Through-Right		0			0	
	Right	89	1	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	55	1	**55**	0	0	0
	Left-Through		0			0	
	Through	682	2	246	0	0	**0**
	Through-Right		1			0	
	Right	56	0	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1721	2	**617**	0	0	0
	Through-Right		1			0	
	Right	129	0	129	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	295		*North-South:*	0
			East-West:	672		*East-West:*	0
			SUM:	967		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.703			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.703			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	52	1	**52**	0	0	**0**
	Left-Through		0			0	
	Through	283	3	94	0	0	0
	Through-Right		0			0	
	Right	44	1	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	314	3	105	0	0	**0**
	Through-Right		0			0	
	Right	158	1	**136**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	45	1	45	0	0	0
	Left-Through		0			0	
	Through	633	2	**227**	0	0	**0**
	Through-Right		1			0	
	Right	47	0	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	66	1	**66**	0	0	**0**
	Left-Through		0			0	
	Through	656	2	239	0	0	0
	Through-Right		1			0	
	Right	62	0	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	188		*North-South:*	0
			East-West:	293		*East-West:*	0
			SUM:	481		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.350			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.350			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	71	1	71	0	0	**0**
	Left-Through		0			0	
	Through	469	3	**156**	0	0	0
	Through-Right		0			0	
	Right	85	1	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	129	1	**129**	0	0	0
	Left-Through		0			0	
	Through	404	3	135	0	0	**0**
	Through-Right		0			0	
	Right	50	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	106	1	106	0	0	0
	Left-Through		0			0	
	Through	1317	2	**469**	0	0	**0**
	Through-Right		1			0	
	Right	89	0	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	76	1	**76**	0	0	**0**
	Left-Through		0			0	
	Through	769	2	278	0	0	0
	Through-Right		1			0	
	Right	64	0	64	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	285		*North-South:*	0
			East-West:	545		*East-West:*	0
			SUM:	830		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.604			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.604			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	181	1	181	0	0	**0**
	Left-Through		0			0	
	Through	1278	2	**639**	0	0	0
	Through-Right		0			0	
	Right	137	1	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	347	1	216	0	0	**0**
	Through-Right		1			0	
	Right	84	0	84	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	102	1	**102**	0	0	0
	Left-Through		0			0	
	Through	799	1	422	0	0	**0**
	Through-Right		1			0	
	Right	45	0	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	105	1	105	0	0	**0**
	Left-Through		0			0	
	Through	929	2	**465**	0	0	0
	Through-Right		0			0	
	Right	162	1	127	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	709		*North-South:*	0
			East-West:	567		*East-West:*	0
			SUM:	1276		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.851			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.851			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	125	1	125	0	0	**0**
	Left-Through		0			0	
	Through	962	2	**481**	0	0	0
	Through-Right		0			0	
	Right	112	1	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	494	1	294	0	0	**0**
	Through-Right		1			0	
	Right	94	0	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	123	1	**123**	0	0	0
	Left-Through		0			0	
	Through	461	1	261	0	0	**0**
	Through-Right		1			0	
	Right	61	0	61	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	517	2	**259**	0	0	0
	Through-Right		0			0	
	Right	107	1	67	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	561		*North-South:*	0
			East-West:	382		*East-West:*	0
			SUM:	943		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.629			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.629			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	126	1	126	0	0	**0**
	Left-Through		0			0	
	Through	1353	2	**677**	0	0	0
	Through-Right		0			0	
	Right	178	1	117	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	1017	1	582	0	0	**0**
	Through-Right		1			0	
	Right	146	0	146	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1103	1	**600**	0	0	**0**
	Through-Right		1			0	
	Right	97	0	97	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	122	1	**122**	0	0	**0**
	Left-Through		0			0	
	Through	875	2	438	0	0	0
	Through-Right		0			0	
	Right	139	1	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	777		*North-South:*	0
			East-West:	722		*East-West:*	0
			SUM:	1499		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.999			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.999			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	94	1	94	0	0	**0**
	Left-Through		0			0	
	Through	973	1	**582**	0	0	0
	Through-Right		1			0	
	Right	191	0	191	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	135	1	**135**	0	0	0
	Left-Through		0			0	
	Through	297	1	173	0	0	**0**
	Through-Right		1			0	
	Right	48	0	48	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	72	1	72	0	0	0
	Left-Through		0			0	
	Through	629	1	**354**	0	0	**0**
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	168	1	**168**	0	0	**0**
	Left-Through		0			0	
	Through	770	2	385	0	0	0
	Through-Right		0			0	
	Right	246	1	179	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	717		*North-South:*	0
			East-West:	522		*East-West:*	0
			SUM:	1239		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.826			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.826			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	58	1	58	0	0	**0**
	Left-Through		0			0	
	Through	372	1	**230**	0	0	0
	Through-Right		1			0	
	Right	88	0	88	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	106	1	**106**	0	0	0
	Left-Through		0			0	
	Through	313	1	175	0	0	**0**
	Through-Right		1			0	
	Right	36	0	36	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	38	1	38	0	0	0
	Left-Through		0			0	
	Through	450	1	**247**	0	0	**0**
	Through-Right		1			0	
	Right	43	0	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	112	1	**112**	0	0	**0**
	Left-Through		0			0	
	Through	487	2	244	0	0	0
	Through-Right		0			0	
	Right	132	1	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	336		*North-South:*	0
			East-West:	359		*East-West:*	0
			SUM:	695		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.463			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.463			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	1	65	0	0	**0**
	Left-Through		0			0	
	Through	601	1	**373**	0	0	0
	Through-Right		1			0	
	Right	144	0	144	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	241	1	**241**	0	0	0
	Left-Through		0			0	
	Through	807	1	430	0	0	**0**
	Through-Right		1			0	
	Right	52	0	52	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	46	1	46	0	0	0
	Left-Through		0			0	
	Through	936	1	**504**	0	0	**0**
	Through-Right		1			0	
	Right	72	0	72	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	98	1	**98**	0	0	**0**
	Left-Through		0			0	
	Through	855	2	428	0	0	0
	Through-Right		0			0	
	Right	184	1	64	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	614		*North-South:*	0
			East-West:	602		*East-West:*	0
			SUM:	1216		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.811			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.811			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	248	1	169	0	0	0
	Left-Through		0			0	
	Through	52	0	0	0	0	**0**
	Through-Right		0			0	
	Right	260	1	**169**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	968	2	**429**	0	0	**0**
	Through-Right		1			0	
	Right	320	0	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	219	1	**219**	0	0	**0**
	Left-Through		0			0	
	Through	1045	3	348	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	169		*North-South:*	0
			East-West:	648		*East-West:*	0
			SUM:	817		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.545			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.545			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	316	1	199	0	0	0
	Left-Through		0			0	
	Through	70	0	0	0	0	**0**
	Through-Right		0			0	
	Right	282	1	**199**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	937	2	**386**	0	0	**0**
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	211	1	**211**	0	0	**0**
	Left-Through		0			0	
	Through	673	3	224	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	199		*North-South:*	0
			East-West:	597		*East-West:*	0
			SUM:	796		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.531			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.531			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	237	1	150	0	0	0
	Left-Through		0			0	
	Through	76	0	0	0	0	**0**
	Through-Right		0			0	
	Right	212	1	**150**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1199	2	**490**	0	0	**0**
	Through-Right		1			0	
	Right	270	0	270	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	217	1	**217**	0	0	**0**
	Left-Through		0			0	
	Through	956	3	319	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	150		North-South:	0
			East-West:	707		East-West:	0
			SUM:	857		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.571			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.571			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	0	110	0	0	**0**
	Left-Through		1			0	
	Through	177	0	**193**	0	0	0
	Through-Right		1			0	
	Right	99	0	193	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	254	1	**254**	0	0	0
	Left-Through		0			0	
	Through	975	3	325	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1149	2	**468**	0	0	0
	Through-Right		1			0	
	Right	256	0	256	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	193		North-South:	0
			East-West:	722		East-West:	0
			SUM:	915		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.642			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.642			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	84	0	84	0	0	**0**
	Left-Through		1			0	
	Through	69	0	153	0	0	0
	Through-Right		1			0	
	Right	178	0	**178**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	321	1	**321**	0	0	0
	Left-Through		0			0	
	Through	1032	3	344	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	817	2	**379**	0	0	0
	Through-Right		1			0	
	Right	319	0	319	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	178		North-South:	0
			East-West:	700		East-West:	0
			SUM:	878		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.616			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.616			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	165	0	165	0	0	**0**
	Left-Through		1			0	
	Through	85	0	**232**	0	0	0
	Through-Right		1			0	
	Right	214	0	232	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	273	1	**273**	0	0	0
	Left-Through		0			0	
	Through	1232	3	411	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1058	2	**444**	0	0	0
	Through-Right		1			0	
	Right	273	0	273	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	232		North-South:	0
			East-West:	717		East-West:	0
			SUM:	949		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.666			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.666			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200

PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	330	1	217	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	322	1	**217**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	2	0	0	0	0	0
Left-Through		0			0	
Through	956	2	478	0	0	**0**
Through-Right		1			0	
Right	643	0	**643**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	1391	3	464	0	0	0
Through-Right		0			0	
Right	595	1	378	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	217		*North-South:*	0
		East-West:	643		*East-West:*	0
		SUM:	860		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.573			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.573			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200

PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	418	1	262	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	368	1	**262**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	994	2	**491**	0	0	**0**
Through-Right		1			0	
Right	480	0	480	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	982	3	327	0	0	0
Through-Right		0			0	
Right	388	1	126	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	262		*North-South:*	0
		East-West:	491		*East-West:*	0
		SUM:	753		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.502			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.502			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200

PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	458	1	255	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	306	1	**255**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	4	0	0	0	0	0
Left-Through		0			0	
Through	1313	2	**606**	0	0	**0**
Through-Right		1			0	
Right	505	0	505	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	1126	3	375	0	0	0
Through-Right		0			0	
Right	389	1	134	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	255		*North-South:*	0
		East-West:	606		*East-West:*	0
		SUM:	861		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.574			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.574			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0	NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	84	1	**84**	0	0	**0**	125	1	125	0	0	**0**
	Left-Through		0			0			0			0	
	Through	316	1	191	0	0	0	379	1	**206**	0	0	0
	Through-Right		1			0			1			0	
	Right	65	0	65	0	0	0	32	0	32	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	87	1	87	0	0	0	109	1	**109**	0	0	0
	Left-Through		0			0			0			0	
	Through	620	3	**207**	0	0	**0**	351	3	117	0	0	**0**
	Through-Right		0			0			0			0	
	Right	77	1	20	0	0	0	135	1	46	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	57	1	57	0	0	0	89	1	89	0	0	0
	Left-Through		0			0			0			0	
	Through	281	2	**141**	0	0	**0**	479	2	**240**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	165	1	81	0	0	0	104	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	69	1	**69**	0	0	**0**	105	1	**105**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	186	1	125	0	0	0	322	1	225	0	0	0
	Through-Right		1			0			1			0	
	Right	64	0	64	0	0	0	127	0	127	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	291		North-South:	0		North-South:	315		North-South:	0
			East-West:	210		East-West:	0		East-West:	345		East-West:	0
			SUM:	501		SUM:	0		SUM:	660		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.364			0.000			0.480			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.364			0.000			0.480			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0						
		EB-- 3	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	97	1	97	0	0	**0**						
	Left-Through		0			0							
	Through	807	1	**461**	0	0	0						
	Through-Right		1			0							
	Right	115	0	115	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	99	1	**99**	0	0	0						
	Left-Through		0			0							
	Through	448	3	149	0	0	**0**						
	Through-Right		0			0							
	Right	106	1	39	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	67	1	**67**	0	0	0						
	Left-Through		0			0							
	Through	350	2	175	0	0	**0**						
	Through-Right		0			0							
	Right	241	1	144	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	38	1	38	0	0	**0**						
	Left-Through		0			0							
	Through	481	1	**284**	0	0	0						
	Through-Right		1			0							
	Right	86	0	86	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	560		North-South:	0						
			East-West:	351		East-West:	0						
			SUM:	911		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.663			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.663			0.000						
LEVEL OF SERVICE (LOS):				B			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	9	1	9	0	0	**0**						
	Left-Through		0			0							
	Through	33	2	**17**	0	0	0						
	Through-Right		0			0							
	Right	35	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	452	2	**158**	0	0	0						
	Left-Through		1			0							
	Through	18	1	18	0	0	**0**						
	Through-Right		0			0							
	Right	87	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	351	2	**193**	0	0	0						
	Left-Through		0			0							
	Through	363	4	91	0	0	**0**						
	Through-Right		0			0							
	Right	13	1	9	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	82	1	82	0	0	**0**						
	Left-Through		0			0							
	Through	1218	4	**305**	0	0	0						
	Through-Right		0			0							
	Right	455	1	297	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	175		North-South:	0						
			East-West:	498		East-West:	0						
			SUM:	673		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.489			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.489			0.000						
LEVEL OF SERVICE (LOS):				A			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	22	1	22	0	0	**0**
Left-Through		0			0	
Through	34	2	17	0	0	0
Through-Right		0			0	
Right	40	1	**25**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	583	2	**204**	0	0	0
Left-Through		1			0	
Through	20	1	20	0	0	**0**
Through-Right		0			0	
Right	252	1	138	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	417	2	**229**	0	0	0
Left-Through		0			0	
Through	243	4	61	0	0	**0**
Through-Right		0			0	
Right	19	1	8	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	31	1	31	0	0	**0**
Left-Through		0			0	
Through	504	4	**126**	0	0	0
Through-Right		0			0	
Right	320	1	116	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	229		*North-South:*	0
		East-West:	355		*East-West:*	0
		SUM:	584		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.425			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.425			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	17	1	17	0	0	**0**
Left-Through		0			0	
Through	37	2	19	0	0	0
Through-Right		0			0	
Right	65	1	**43**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	789	2	**276**	0	0	0
Left-Through		1			0	
Through	17	1	17	0	0	**0**
Through-Right		0			0	
Right	260	1	92	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	610	2	**336**	0	0	0
Left-Through		0			0	
Through	357	4	89	0	0	**0**
Through-Right		0			0	
Right	17	1	9	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	45	1	45	0	0	**0**
Left-Through		0			0	
Through	620	4	**155**	0	0	0
Through-Right		0			0	
Right	283	1	7	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	319		*North-South:*	0
		East-West:	491		*East-West:*	0
		SUM:	810		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.589			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.589			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	26	0	26	0	0	**0**
Left-Through		1			0	
Through	101	0	**127**	0	0	0
Through-Right		0			0	
Right	209	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	43	0	43	0	0	0
Left-Through		1			0	
Through	88	0	**95**	0	0	**0**
Through-Right		1			0	
Right	16	0	95	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	6	1	6	0	0	0
Left-Through		0			0	
Through	371	2	**126**	0	0	**0**
Through-Right		1			0	
Right	7	0	7	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	555	2	**305**	0	0	**0**
Left-Through		0			0	
Through	592	1	298	0	0	0
Through-Right		1			0	
Right	4	0	4	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	222		*North-South:*	0
		East-West:	431		*East-West:*	0
		SUM:	653		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.475			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.475			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	20	0	20	0	0	**0**
Left-Through		1			0	
Through	58	0	**78**	0	0	0
Through-Right		0			0	
Right	390	2	24	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	29	0	29	0	0	0
Left-Through		1			0	
Through	86	0	**79**	0	0	**0**
Through-Right		1			0	
Right	14	0	79	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	11	1	11	0	0	0
Left-Through		0			0	
Through	481	2	**164**	0	0	**0**
Through-Right		1			0	
Right	12	0	12	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	347	2	**191**	0	0	**0**
Left-Through		0			0	
Through	533	1	285	0	0	0
Through-Right		1			0	
Right	37	0	37	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	157		*North-South:*	0
		East-West:	355		*East-West:*	0
		SUM:	512		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.372			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.372			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	0	25	0	0	**0**
	Left-Through		1			0	
	Through	47	0	**72**	0	0	0
	Through-Right		0			0	
	Right	560	2	69	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		1			0	
	Through	110	0	**76**	0	0	**0**
	Through-Right		1			0	
	Right	2	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	1	5	0	0	0
	Left-Through		0			0	
	Through	642	2	**217**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	435	2	**239**	0	0	**0**
	Left-Through		0			0	
	Through	558	1	295	0	0	0
	Through-Right		1			0	
	Right	32	0	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	148		North-South:	0
			East-West:	456		East-West:	0
			SUM:	604		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.439			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.439			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	92	1	**92**	0	0	**0**
	Left-Through		0			0	
	Through	237	1	167	0	0	0
	Through-Right		1			0	
	Right	96	0	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	111	1	111	0	0	0
	Left-Through		0			0	
	Through	512	1	**280**	0	0	**0**
	Through-Right		1			0	
	Right	48	0	48	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	46	1	**46**	0	0	0
	Left-Through		0			0	
	Through	446	1	295	0	0	**0**
	Through-Right		1			0	
	Right	144	0	144	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	79	1	79	0	0	**0**
	Left-Through		0			0	
	Through	873	1	**491**	0	0	0
	Through-Right		1			0	
	Right	108	0	108	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	372		North-South:	0
			East-West:	537		East-West:	0
			SUM:	909		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.661			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.661			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	393	1	**280**	0	0	0
	Through-Right		1			0	
	Right	167	0	167	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	101	1	**101**	0	0	0
	Left-Through		0			0	
	Through	282	1	147	0	0	**0**
	Through-Right		1			0	
	Right	12	0	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	6	1	6	0	0	0
	Left-Through		0			0	
	Through	822	1	**485**	0	0	**0**
	Through-Right		1			0	
	Right	147	0	147	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	61	1	**61**	0	0	**0**
	Left-Through		0			0	
	Through	789	1	436	0	0	0
	Through-Right		1			0	
	Right	83	0	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	381		North-South:	0
			East-West:	546		East-West:	0
			SUM:	927		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.674			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.674			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	85	1	85	0	0	**0**
	Left-Through		0			0	
	Through	573	1	**368**	0	0	0
	Through-Right		1			0	
	Right	162	0	162	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	117	1	**117**	0	0	0
	Left-Through		0			0	
	Through	393	1	210	0	0	**0**
	Through-Right		1			0	
	Right	26	0	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	43	1	43	0	0	0
	Left-Through		0			0	
	Through	991	1	**551**	0	0	**0**
	Through-Right		1			0	
	Right	111	0	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	63	1	**63**	0	0	**0**
	Left-Through		0			0	
	Through	733	1	406	0	0	0
	Through-Right		1			0	
	Right	79	0	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	485		North-South:	0
			East-West:	614		East-West:	0
			SUM:	1099		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.799			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.799			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	202	1	**202**	0	0	**0**
	Left-Through		0			0	
	Through	508	2	254	0	0	0
	Through-Right		0			0	
	Right	187	1	161	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	33	1	33	0	0	0
	Left-Through		0			0	
	Through	459	1	**235**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	535	2	**189**	0	0	**0**
	Through-Right		1			0	
	Right	32	0	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	52	1	**52**	0	0	**0**
	Left-Through		0			0	
	Through	211	2	106	0	0	0
	Through-Right		0			0	
	Right	47	1	31	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	437		*North-South:*	0
			East-West:	241		*East-West:*	0
			SUM:	678		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.493			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.493			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	167	1	**167**	0	0	**0**
	Left-Through		0			0	
	Through	315	2	158	0	0	0
	Through-Right		0			0	
	Right	96	1	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	66	1	66	0	0	0
	Left-Through		0			0	
	Through	263	1	**145**	0	0	**0**
	Through-Right		1			0	
	Right	26	0	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	15	1	15	0	0	0
	Left-Through		0			0	
	Through	435	2	**163**	0	0	**0**
	Through-Right		1			0	
	Right	55	0	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	34	1	**34**	0	0	**0**
	Left-Through		0			0	
	Through	241	2	121	0	0	0
	Through-Right		0			0	
	Right	74	1	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	312		*North-South:*	0
			East-West:	197		*East-West:*	0
			SUM:	509		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.370			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.370			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	168	1	**168**	0	0	**0**
	Left-Through		0			0	
	Through	588	2	294	0	0	0
	Through-Right		0			0	
	Right	109	1	69	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	65	1	65	0	0	0
	Left-Through		0			0	
	Through	503	1	**257**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	**10**	0	0	0
	Left-Through		0			0	
	Through	426	2	210	0	0	**0**
	Through-Right		1			0	
	Right	203	0	203	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	80	0	0	**0**
	Left-Through		0			0	
	Through	605	2	**303**	0	0	0
	Through-Right		0			0	
	Right	34	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	425		*North-South:*	0
			East-West:	313		*East-West:*	0
			SUM:	738		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.537			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.537			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	977	1	**977**	0	0	**0**
	Left-Through		0			0	
	Through	287	2	144	0	0	0
	Through-Right		0			0	
	Right	51	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	26	1	26	0	0	0
	Left-Through		0			0	
	Through	10	1	10	0	0	**0**
	Through-Right		1			0	
	Right	899	0	**801**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	197	1	**197**	0	0	0
	Left-Through		0			0	
	Through	131	3	44	0	0	**0**
	Through-Right		0			0	
	Right	88	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	107	1	107	0	0	**0**
	Left-Through		0			0	
	Through	475	2	**158**	0	0	0
	Through-Right		1			0	
	Right	137	1	137	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1778		*North-South:*	0
			East-West:	355		*East-West:*	0
			SUM:	2133		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.422			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.422			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	168	1	**168**	0	0	**0**
Left-Through		0			0	
Through	291	2	146	0	0	0
Through-Right		0			0	
Right	95	1	63	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	80	1	80	0	0	0
Left-Through		0			0	
Through	238	1	238	0	0	**0**
Through-Right		1			0	
Right	626	0	**402**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	448	1	**448**	0	0	0
Left-Through		0			0	
Through	383	3	128	0	0	**0**
Through-Right		0			0	
Right	64	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	64	1	64	0	0	**0**
Left-Through		0			0	
Through	398	2	**133**	0	0	0
Through-Right		1			0	
Right	77	1	77	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	570		*North-South:*	0
		East-West:	581		*East-West:*	0
		SUM:	1151		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.767			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.767			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	668	1	**668**	0	0	**0**
Left-Through		0			0	
Through	10	2	5	0	0	0
Through-Right		0			0	
Right	223	1	194	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	114	1	114	0	0	0
Left-Through		0			0	
Through	229	1	**229**	0	0	**0**
Through-Right		1			0	
Right	640	0	133	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	1014	1	**1014**	0	0	0
Left-Through		0			0	
Through	605	3	202	0	0	**0**
Through-Right		0			0	
Right	721	1	387	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	59	1	59	0	0	**0**
Left-Through		0			0	
Through	337	2	**112**	0	0	0
Through-Right		1			0	
Right	33	1	33	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	897		*North-South:*	0
		East-West:	1126		*East-West:*	0
		SUM:	2023		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.349			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.349			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	646	2	**355**	0	0	**0**
Left-Through		0			0	
Through	1150	3	383	0	0	0
Through-Right		0			0	
Right	318	1	261	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	47	2	26	0	0	0
Left-Through		0			0	
Through	437	2	**176**	0	0	**0**
Through-Right		1			0	
Right	92	0	92	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	92	1	92	0	0	0
Left-Through		0			0	
Through	715	3	**232**	0	0	**0**
Through-Right		1			0	
Right	211	0	211	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	208	2	**114**	0	0	**0**
Left-Through		0			0	
Through	823	4	206	0	0	0
Through-Right		0			0	
Right	158	1	145	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	531		*North-South:*	0
		East-West:	346		*East-West:*	0
		SUM:	877		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.638			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.638			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	90	2	50	0	0	**0**
Left-Through		0			0	
Through	910	3	**303**	0	0	0
Through-Right		0			0	
Right	294	1	211	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	82	2	**45**	0	0	0
Left-Through		0			0	
Through	252	2	109	0	0	**0**
Through-Right		1			0	
Right	74	0	74	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	10	1	10	0	0	0
Left-Through		0			0	
Through	818	3	**234**	0	0	**0**
Through-Right		1			0	
Right	116	0	116	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	304	2	**167**	0	0	**0**
Left-Through		0			0	
Through	706	4	177	0	0	0
Through-Right		0			0	
Right	152	1	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	348		*North-South:*	0
		East-West:	401		*East-West:*	0
		SUM:	749		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.545			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.545			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--	3	NB-- 0 SB--			0
		EB-- 0 WB--	0	EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	462	2	**254**	0	0	**0**
	Left-Through		0			0	
	Through	1406	3	469	0	0	0
	Through-Right		0			0	
	Right	312	1	231	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	121	2	67	0	0	0
	Left-Through		0			0	
	Through	772	2	**288**	0	0	**0**
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	295	1	295	0	0	0
	Left-Through		0			0	
	Through	673	3	224	0	0	**0**
	Through-Right		1			0	
	Right	416	0	**289**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	294	2	**162**	0	0	**0**
	Left-Through		0			0	
	Through	74	4	19	0	0	0
	Through-Right		0			0	
	Right	84	1	51	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	542		*North-South:*	0
			East-West:	451		*East-West:*	0
			SUM:	993		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.722			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.722			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB--	3	NB-- 0 SB--			0
		EB-- 0 WB--	3	EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	245	2	**135**	0	0	**0**
	Left-Through		0			0	
	Through	557	2	279	0	0	0
	Through-Right		0			0	
	Right	244	1	175	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	119	2	65	0	0	0
	Left-Through		0			0	
	Through	478	1	**283**	0	0	**0**
	Through-Right		1			0	
	Right	370	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	466	2	**256**	0	0	0
	Left-Through		0			0	
	Through	192	2	90	0	0	**0**
	Through-Right		1			0	
	Right	77	0	77	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	126	2	69	0	0	**0**
	Left-Through		0			0	
	Through	531	3	**177**	0	0	0
	Through-Right		0			0	
	Right	124	1	59	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	418		*North-South:*	0
			East-West:	433		*East-West:*	0
			SUM:	851		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.619			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.619			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB--	3	NB-- 0 SB--			0
		EB-- 0 WB--	3	EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	143	2	79	0	0	**0**
	Left-Through		0			0	
	Through	314	2	**157**	0	0	0
	Through-Right		0			0	
	Right	160	1	119	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	219	2	**120**	0	0	0
	Left-Through		0			0	
	Through	285	1	143	0	0	**0**
	Through-Right		1			0	
	Right	126	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	233	2	**128**	0	0	0
	Left-Through		0			0	
	Through	531	2	221	0	0	**0**
	Through-Right		1			0	
	Right	131	0	131	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	74	2	41	0	0	**0**
	Left-Through		0			0	
	Through	445	3	**148**	0	0	0
	Through-Right		0			0	
	Right	103	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	277		*North-South:*	0
			East-West:	276		*East-West:*	0
			SUM:	553		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.402			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.402			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB--	3	NB-- 0 SB--			0
		EB-- 0 WB--	3	EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	164	2	**90**	0	0	**0**
	Left-Through		0			0	
	Through	602	2	301	0	0	0
	Through-Right		0			0	
	Right	261	1	123	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	2	72	0	0	0
	Left-Through		0			0	
	Through	596	1	**374**	0	0	**0**
	Through-Right		1			0	
	Right	526	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	607	2	334	0	0	0
	Left-Through		0			0	
	Through	799	2	**350**	0	0	**0**
	Through-Right		1			0	
	Right	251	0	251	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	2	**138**	0	0	**0**
	Left-Through		0			0	
	Through	167	3	56	0	0	0
	Through-Right		0			0	
	Right	25	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	464		*North-South:*	0
			East-West:	488		*East-West:*	0
			SUM:	952		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.692			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.692			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	25	1	25	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	1863	3	**621**	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	213	1	187	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	112	2	**62**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	737	2	267	0	0	**0**
SOUTHBOUND Through-Right		1			0	
SOUTHBOUND Right	65	0	65	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	30	1	30	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	32	0	**52**	0	0	**0**
EASTBOUND Through-Right		1			0	
EASTBOUND Right	20	0	0	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	52	1	**52**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	49	1	49	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	39	2	0	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	683		*North-South:*	0
		East-West:	104		*East-West:*	0
		SUM:	787		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.572			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.572			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	51	1	51	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	669	3	**223**	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	114	1	67	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	112	2	**62**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	633	2	232	0	0	**0**
SOUTHBOUND Through-Right		1			0	
SOUTHBOUND Right	63	0	63	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	49	1	49	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	59	0	**96**	0	0	**0**
EASTBOUND Through-Right		1			0	
EASTBOUND Right	37	0	0	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	95	1	**95**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	38	1	38	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	203	2	81	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	285		*North-South:*	0
		East-West:	191		*East-West:*	0
		SUM:	476		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.346			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.346			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	33	1	**33**	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	1030	3	343	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	141	1	74	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	176	2	97	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	1487	2	**515**	0	0	**0**
SOUTHBOUND Through-Right		1			0	
SOUTHBOUND Right	59	0	59	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	84	1	84	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	70	0	**101**	0	0	**0**
EASTBOUND Through-Right		1			0	
EASTBOUND Right	31	0	0	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	135	1	**135**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	50	1	50	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	288	2	110	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	548		*North-South:*	0
		East-West:	236		*East-West:*	0
		SUM:	784		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.570			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.570			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	98	1	**98**	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	1379	2	467	0	0	0
NORTHBOUND Through-Right		1			0	
NORTHBOUND Right	21	0	21	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	22	1	22	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	1147	2	**455**	0	0	**0**
SOUTHBOUND Through-Right		1			0	
SOUTHBOUND Right	217	0	217	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	282	1	**143**	0	0	0
EASTBOUND Left-Through		1			0	
EASTBOUND Through	3	0	143	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	44	1	0	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	9	0	9	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	1	0	**18**	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	8	0	0	0	0	0
WESTBOUND Left-Through-Right		1			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	553		*North-South:*	0
		East-West:	161		*East-West:*	0
		SUM:	714		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.519			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.519			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	73	1	**73**	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	1347	2	453	0	0	0
NORTHBOUND Through-Right		1			0	
NORTHBOUND Right	11	0	11	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	43	1	43	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	1212	2	**485**	0	0	**0**
SOUTHBOUND Through-Right		1			0	
SOUTHBOUND Right	243	0	243	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	359	1	**182**	0	0	0
EASTBOUND Left-Through		1			0	
EASTBOUND Through	5	0	182	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	46	1	10	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	6	0	6	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	4	0	**37**	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	27	0	0	0	0	0
WESTBOUND Left-Through-Right		1			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	558		*North-South:*	0
		East-West:	219		*East-West:*	0
		SUM:	777		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.565			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.565			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	154	1	**154**	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	1480	2	496	0	0	0
NORTHBOUND Through-Right		1			0	
NORTHBOUND Right	9	0	9	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	39	1	39	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	1786	2	**709**	0	0	**0**
SOUTHBOUND Through-Right		1			0	
SOUTHBOUND Right	341	0	341	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	428	1	**214**	0	0	0
EASTBOUND Left-Through		1			0	
EASTBOUND Through	0	0	214	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	5	1	0	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	5	0	5	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	5	0	**46**	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	36	0	0	0	0	0
WESTBOUND Left-Through-Right		1			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	863		*North-South:*	0
		East-West:	260		*East-West:*	0
		SUM:	1123		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.817			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.817			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	2309	4	**577**	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	81	1	21	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	13	2	**7**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	1664	4	416	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	0	0	0	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	0	0	**0**	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	0	0	0	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	109	2	**60**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	0	0	0	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	0	1	0	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	584		*North-South:*	0
		East-West:	60		*East-West:*	0
		SUM:	644		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.452			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.452			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	1596	4	**399**	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	78	1	40	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	10	2	**6**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	1488	4	372	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	0	0	0	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	0	0	**0**	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	0	0	0	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	69	2	**38**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	0	0	0	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	15	1	9	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	405		*North-South:*	0
		East-West:	38		*East-West:*	0
		SUM:	443		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.311			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.311			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases			3				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB--	0		NB-- 0 SB--		0
		EB-- 0 WB--	3		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	2047	4	512	0	0	0
	Through-Right		0			0	
	Right	166	1	117	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	38	2	21	0	0	0
	Left-Through		0			0	
	Through	2358	4	**590**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	89	2	**49**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	33	1	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	590		*North-South:*	0
			East-West:	49		*East-West:*	0
			SUM:	639		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.448			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.448			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--	3		NB-- 0 SB--		0
		EB-- 3 WB--	3		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	2	6	0	0	**0**
	Left-Through		0			0	
	Through	13	3	**4**	0	0	0
	Through-Right		0			0	
	Right	7	1	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	364	2	**200**	0	0	0
	Left-Through		0			0	
	Through	17	2	9	0	0	**0**
	Through-Right		0			0	
	Right	390	1	173	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	394	2	**217**	0	0	0
	Left-Through		0			0	
	Through	829	3	276	0	0	**0**
	Through-Right		0			0	
	Right	9	1	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	17	2	9	0	0	**0**
	Left-Through		0			0	
	Through	931	3	**310**	0	0	0
	Through-Right		0			0	
	Right	344	1	144	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	204		*North-South:*	0
			East-West:	527		*East-West:*	0
			SUM:	731		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.532			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.532			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--	3		NB-- 0 SB--		0
		EB-- 3 WB--	3		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	2	13	0	0	**0**
	Left-Through		0			0	
	Through	16	3	5	0	0	0
	Through-Right		0			0	
	Right	22	1	**19**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	374	2	**206**	0	0	0
	Left-Through		0			0	
	Through	20	2	10	0	0	**0**
	Through-Right		0			0	
	Right	320	1	169	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	274	2	**151**	0	0	0
	Left-Through		0			0	
	Through	809	3	270	0	0	**0**
	Through-Right		0			0	
	Right	19	1	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	11	2	6	0	0	**0**
	Left-Through		0			0	
	Through	887	3	**296**	0	0	0
	Through-Right		0			0	
	Right	260	1	54	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	225		*North-South:*	0
			East-West:	447		*East-West:*	0
			SUM:	672		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.489			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.489			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--	3		NB-- 0 SB--		0
		EB-- 3 WB--	3		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	2	8	0	0	**0**
	Left-Through		0			0	
	Through	15	3	5	0	0	0
	Through-Right		0			0	
	Right	19	1	**18**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	829	2	**456**	0	0	0
	Left-Through		0			0	
	Through	10	2	5	0	0	**0**
	Through-Right		0			0	
	Right	364	1	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	244	2	**134**	0	0	0
	Left-Through		0			0	
	Through	1009	3	336	0	0	**0**
	Through-Right		0			0	
	Right	8	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	5	2	3	0	0	**0**
	Left-Through		0			0	
	Through	1048	3	**349**	0	0	0
	Through-Right		0			0	
	Right	344	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	474		*North-South:*	0
			East-West:	483		*East-West:*	0
			SUM:	957		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.696			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.696			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	1	8	0	0	**0**
	Left-Through		0			0	
	Through	1081	2	**541**	0	0	0
	Through-Right		0			0	
	Right	143	1	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	105	1	**105**	0	0	0
	Left-Through		0			0	
	Through	718	2	359	0	0	**0**
	Through-Right		0			0	
	Right	64	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	255	1	255	0	0	0
	Left-Through		0			0	
	Through	831	1	**423**	0	0	**0**
	Through-Right		1			0	
	Right	14	0	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	95	1	**95**	0	0	**0**
	Left-Through		0			0	
	Through	236	1	188	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	646		*North-South:*	0
			East-West:	518		*East-West:*	0
			SUM:	1164		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.776			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.776			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	17	0	0	**0**
	Left-Through		0			0	
	Through	722	2	**361**	0	0	0
	Through-Right		0			0	
	Right	76	1	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	137	1	**137**	0	0	0
	Left-Through		0			0	
	Through	764	2	382	0	0	**0**
	Through-Right		0			0	
	Right	87	1	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	129	1	**129**	0	0	0
	Left-Through		0			0	
	Through	257	1	138	0	0	**0**
	Through-Right		1			0	
	Right	18	0	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	232	1	**204**	0	0	0
	Through-Right		1			0	
	Right	175	0	175	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	498		*North-South:*	0
			East-West:	333		*East-West:*	0
			SUM:	831		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.554			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.554			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	28	0	0	**0**
	Left-Through		0			0	
	Through	1090	2	**545**	0	0	0
	Through-Right		0			0	
	Right	104	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	165	1	**165**	0	0	0
	Left-Through		0			0	
	Through	1283	2	642	0	0	**0**
	Through-Right		0			0	
	Right	156	1	102	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	108	1	**108**	0	0	0
	Left-Through		0			0	
	Through	490	1	254	0	0	**0**
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	108	1	108	0	0	**0**
	Left-Through		0			0	
	Through	577	1	**381**	0	0	0
	Through-Right		1			0	
	Right	184	0	184	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	710		*North-South:*	0
			East-West:	489		*East-West:*	0
			SUM:	1199		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.799			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.799			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	2	4	0	0	**0**
	Left-Through		0			0	
	Through	2256	2	**764**	0	0	0
	Through-Right		1			0	
	Right	36	0	36	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	132	2	**73**	0	0	0
	Left-Through		0			0	
	Through	2104	2	706	0	0	**0**
	Through-Right		1			0	
	Right	14	0	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	342	2	165	0	0	**0**
	Through-Right		1			0	
	Right	152	0	152	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	234	1	234	0	0	**0**
	Left-Through		0			0	
	Through	1071	2	**536**	0	0	0
	Through-Right		0			0	
	Right	200	1	164	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	837		*North-South:*	0
			East-West:	536		*East-West:*	0
			SUM:	1373		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.999			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.999			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	169	2	**93**	0	0	**0**
	Left-Through		0			0	
	Through	1210	2	431	0	0	0
	Through-Right		1			0	
	Right	83	0	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	134	2	74	0	0	0
	Left-Through		0			0	
	Through	1344	2	**459**	0	0	**0**
	Through-Right		1			0	
	Right	33	0	33	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	579	2	**246**	0	0	**0**
	Through-Right		1			0	
	Right	158	0	158	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	164	1	**164**	0	0	**0**
	Left-Through		0			0	
	Through	720	2	360	0	0	0
	Through-Right		0			0	
	Right	105	1	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	552		North-South:	0
			East-West:	410		East-West:	0
			SUM:	962		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.700			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.700			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	77	2	42	0	0	**0**
	Left-Through		0			0	
	Through	2054	2	**726**	0	0	0
	Through-Right		1			0	
	Right	125	0	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	291	2	**160**	0	0	0
	Left-Through		0			0	
	Through	1958	2	658	0	0	**0**
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	893	2	**366**	0	0	**0**
	Through-Right		1			0	
	Right	204	0	204	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	149	1	**149**	0	0	**0**
	Left-Through		0			0	
	Through	811	2	406	0	0	0
	Through-Right		0			0	
	Right	118	1	38	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	886		North-South:	0
			East-West:	515		East-West:	0
			SUM:	1401		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.019			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.019			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	153	2	**84**	0	0	**0**
	Left-Through		0			0	
	Through	723	2	278	0	0	0
	Through-Right		1			0	
	Right	112	0	112	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	864	2	**334**	0	0	**0**
	Through-Right		1			0	
	Right	137	0	137	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	125	1	**125**	0	0	0
	Left-Through		0			0	
	Through	368	2	143	0	0	**0**
	Through-Right		1			0	
	Right	62	0	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	119	1	119	0	0	**0**
	Left-Through		0			0	
	Through	961	2	**323**	0	0	0
	Through-Right		1			0	
	Right	9	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	418		North-South:	0
			East-West:	448		East-West:	0
			SUM:	866		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.630			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.630			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	179	2	98	0	0	**0**
	Left-Through		0			0	
	Through	684	2	**295**	0	0	0
	Through-Right		1			0	
	Right	202	0	202	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	74	1	**74**	0	0	0
	Left-Through		0			0	
	Through	535	2	209	0	0	**0**
	Through-Right		1			0	
	Right	93	0	93	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	118	1	118	0	0	0
	Left-Through		0			0	
	Through	560	2	**213**	0	0	**0**
	Through-Right		1			0	
	Right	79	0	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	691	2	236	0	0	0
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	369		North-South:	0
			East-West:	393		East-West:	0
			SUM:	762		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.554			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.554			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	196	2	108	0	0	**0**
	Left-Through		0			0	
	Through	1187	2	**494**	0	0	0
	Through-Right		1			0	
	Right	295	0	295	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	124	1	**124**	0	0	0
	Left-Through		0			0	
	Through	803	2	303	0	0	**0**
	Through-Right		1			0	
	Right	106	0	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	196	1	**196**	0	0	0
	Left-Through		0			0	
	Through	727	2	259	0	0	**0**
	Through-Right		1			0	
	Right	51	0	51	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	166	1	166	0	0	**0**
	Left-Through		0			0	
	Through	809	2	**272**	0	0	0
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	618		North-South:	0
			East-West:	468		East-West:	0
			SUM:	1086		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.790			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.790			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1441	1	**779**	0	0	0
	Through-Right		1			0	
	Right	116	0	116	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	73	1	**73**	0	0	0
	Left-Through		0			0	
	Through	593	2	297	0	0	**0**
	Through-Right		0			0	
	Right	67	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	213	1	**213**	0	0	0
	Left-Through		0			0	
	Through	1267	3	422	0	0	**0**
	Through-Right		0			0	
	Right	92	1	37	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	123	1	123	0	0	**0**
	Left-Through		0			0	
	Through	1014	2	**391**	0	0	0
	Through-Right		1			0	
	Right	158	0	158	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	852		North-South:	0
			East-West:	604		East-West:	0
			SUM:	1456		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.059			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.059			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	78	1	78	0	0	**0**
	Left-Through		0			0	
	Through	825	1	**488**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	676	2	338	0	0	**0**
	Through-Right		0			0	
	Right	94	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	195	1	**195**	0	0	0
	Left-Through		0			0	
	Through	1039	3	346	0	0	**0**
	Through-Right		0			0	
	Right	110	1	71	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	185	1	185	0	0	**0**
	Left-Through		0			0	
	Through	1202	2	**429**	0	0	0
	Through-Right		1			0	
	Right	85	0	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	618		North-South:	0
			East-West:	624		East-West:	0
			SUM:	1242		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.903			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.903			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	67	1	67	0	0	**0**
	Left-Through		0			0	
	Through	1113	1	**609**	0	0	0
	Through-Right		1			0	
	Right	105	0	105	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	129	1	**129**	0	0	0
	Left-Through		0			0	
	Through	1315	2	658	0	0	**0**
	Through-Right		0			0	
	Right	48	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	127	1	127	0	0	0
	Left-Through		0			0	
	Through	1196	3	**399**	0	0	**0**
	Through-Right		0			0	
	Right	157	1	124	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	235	1	**235**	0	0	**0**
	Left-Through		0			0	
	Through	1336	2	472	0	0	0
	Through-Right		1			0	
	Right	81	0	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	738		North-South:	0
			East-West:	634		East-West:	0
			SUM:	1372		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.998			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.998			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

AM

No. of Phases			2					0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0					0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--			0
	EB-- 0	WB--	0	EB-- 0	WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0					0
Override Capacity			0					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	48	1	48	0	0	**0**
	Left-Through		0			0	
	Through	1364	1	**728**	0	0	0
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	66	1	**66**	0	0	0
	Left-Through		0			0	
	Through	690	2	345	0	0	**0**
	Through-Right		0			0	
	Right	76	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	186	1	186	0	0	0
	Left-Through		0			0	
	Through	657	2	**329**	0	0	**0**
	Through-Right		0			0	
	Right	52	1	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	64	1	**64**	0	0	**0**
	Left-Through		0			0	
	Through	400	2	200	0	0	0
	Through-Right		0			0	
	Right	60	1	27	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	794		North-South:	0
			East-West:	393		East-West:	0
			SUM:	1187		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.791			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.791			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

MD

No. of Phases			2					0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0					0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--			0
	EB-- 0	WB--	0	EB-- 0	WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0					0
Override Capacity			0					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	79	1	79	0	0	**0**
	Left-Through		0			0	
	Through	786	1	**447**	0	0	0
	Through-Right		1			0	
	Right	108	0	108	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	69	1	**69**	0	0	0
	Left-Through		0			0	
	Through	748	2	374	0	0	**0**
	Through-Right		0			0	
	Right	215	1	98	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	234	1	**234**	0	0	0
	Left-Through		0			0	
	Through	474	2	237	0	0	**0**
	Through-Right		0			0	
	Right	79	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	96	1	96	0	0	**0**
	Left-Through		0			0	
	Through	485	2	**243**	0	0	0
	Through-Right		0			0	
	Right	59	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	516		North-South:	0
			East-West:	477		East-West:	0
			SUM:	993		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.662			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.662			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

PM

No. of Phases			2					0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0					0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--			0
	EB-- 0	WB--	0	EB-- 0	WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0					0
Override Capacity			0					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	1056	1	612	0	0	0
	Through-Right		1			0	
	Right	168	0	168	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	62	1	62	0	0	0
	Left-Through		0			0	
	Through	1392	2	**696**	0	0	**0**
	Through-Right		0			0	
	Right	163	1	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	176	1	**176**	0	0	0
	Left-Through		0			0	
	Through	635	2	318	0	0	**0**
	Through-Right		0			0	
	Right	81	1	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	125	1	125	0	0	**0**
	Left-Through		0			0	
	Through	623	2	**312**	0	0	0
	Through-Right		0			0	
	Right	77	1	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	766		North-South:	0
			East-West:	488		East-West:	0
			SUM:	1254		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.836			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.836			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

AM

No. of Phases			3					0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0					0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--			0
	EB-- 0	WB--	0	EB-- 0	WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0					0
Override Capacity			0					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	635	3	212	0	0	0
	Through-Right		0			0	
	Right	302	1	**302**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	358	2	**197**	0	0	0
	Left-Through		0			0	
	Through	794	2	397	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	12	0	12	0	0	0
	Left-Through		0			0	
	Through	0	0	12	0	0	**0**
	Through-Right		0			0	
	Right	61	1	**61**	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	499		North-South:	0
			East-West:	61		East-West:	0
			SUM:	560		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.393			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.393			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	574	3	191	0	0	0
	Through-Right		0			0	
	Right	184	1	184	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	294	2	162	0	0	0
	Left-Through		0			0	
	Through	718	2	**359**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	25	0	25	0	0	0
	Left-Through		0			0	
	Through	0	0	25	0	0	**0**
	Through-Right		0			0	
	Right	93	1	**93**	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	359		North-South:	0
			East-West:	93		East-West:	0
			SUM:	452		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.317			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.317			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	792	3	**264**	0	0	0
	Through-Right		0			0	
	Right	158	1	158	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	718	2	**395**	0	0	0
	Left-Through		0			0	
	Through	920	2	460	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	26	0	26	0	0	0
	Left-Through		0			0	
	Through	0	0	26	0	0	**0**
	Through-Right		0			0	
	Right	74	1	**74**	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	659		North-South:	0
			East-West:	74		East-West:	0
			SUM:	733		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.514			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.514			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	588	2	294	0	0	0
	Through-Right		0			0	
	Right	49	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	876	2	**294**	0	0	**0**
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	12	0	0	0	0	**0**
	Through-Right		0			0	
	Right	31	0	**31**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
WESTBOUND	Left	225	1	225	0	0	**0**
	Left-Through		0			0	
	Through	7	0	**324**	0	0	0
	Through-Right		0			0	
	Right	641	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	304		North-South:	0
			East-West:	355		East-West:	0
			SUM:	659		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.462			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.462			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	1	**11**	0	0	**0**
	Left-Through		0			0	
	Through	501	2	251	0	0	0
	Through-Right		0			0	
	Right	62	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	787	2	**264**	0	0	**0**
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	16	0	0	0	0	**0**
	Through-Right		0			0	
	Right	19	0	**19**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
WESTBOUND	Left	225	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	13	0	160	0	0	0
	Through-Right		0			0	
	Right	241	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	275		North-South:	0
			East-West:	179		East-West:	0
			SUM:	454		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.319			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.319			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 2		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	18	1	**18**	0	0	**0**
	Left-Through		0			0	
	Through	714	2	357	0	0	0
	Through-Right		0			0	
	Right	86	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1381	2	**466**	0	0	**0**
	Through-Right		1			0	
	Right	18	0	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	15	0	0	0	0	**0**
	Through-Right		0			0	
	Right	25	0	**25**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
WESTBOUND	Left	184	1	184	0	0	**0**
	Left-Through		0			0	
	Through	14	0	**283**	0	0	0
	Through-Right		0			0	
	Right	551	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	484		North-South:	0
			East-West:	308		East-West:	0
			SUM:	792		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.556			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.556			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB-- 0	
		EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	361	1	**361**	0	0	**0**
	Left-Through		0			0	
	Through	10	2	5	0	0	0
	Through-Right		1			0	
	Right	195	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	67	1	67	0	0	0
	Left-Through		0			0	
	Through	102	2	51	0	0	**0**
	Through-Right		1			0	
	Right	658	1	**187**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	175	1	**175**	0	0	0
	Left-Through		0			0	
	Through	509	3	170	0	0	**0**
	Through-Right		0			0	
	Right	244	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	440	1	440	0	0	**0**
	Left-Through		0			0	
	Through	383	3	128	0	0	0
	Through-Right		1			0	
	Right	976	0	**943**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	548		North-South:	0
			East-West:	1118		East-West:	0
			SUM:	1666		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.212			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.212			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB-- 0	
		EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	128	1	**128**	0	0	**0**
	Left-Through		0			0	
	Through	111	2	56	0	0	0
	Through-Right		1			0	
	Right	262	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	231	1	231	0	0	0
	Left-Through		0			0	
	Through	227	2	114	0	0	**0**
	Through-Right		1			0	
	Right	865	1	**287**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	189	1	189	0	0	0
	Left-Through		0			0	
	Through	1054	3	**351**	0	0	**0**
	Through-Right		0			0	
	Right	336	2	57	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	198	1	**198**	0	0	**0**
	Left-Through		0			0	
	Through	627	3	209	0	0	0
	Through-Right		1			0	
	Right	278	0	163	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	415		North-South:	0
			East-West:	549		East-West:	0
			SUM:	964		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.701			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.701			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB-- 0	
		EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	48	1	48	0	0	**0**
	Left-Through		0			0	
	Through	10	2	5	0	0	0
	Through-Right		1			0	
	Right	850	1	**299**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	423	1	**423**	0	0	0
	Left-Through		0			0	
	Through	594	2	276	0	0	**0**
	Through-Right		1			0	
	Right	509	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	24	1	**24**	0	0	0
	Left-Through		0			0	
	Through	845	3	282	0	0	**0**
	Through-Right		0			0	
	Right	416	2	181	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	169	1	169	0	0	**0**
	Left-Through		0			0	
	Through	194	3	65	0	0	0
	Through-Right		1			0	
	Right	679	0	**468**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	722		North-South:	0
			East-West:	492		East-West:	0
			SUM:	1214		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.883			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.883			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 2	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2909	4	**727**	0	0	0
Through-Right		0			0	
Right	10	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	2462	4	616	0	0	**0**
Through-Right		0			0	
Right	144	1	144	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	244	1	140	0	0	**0**
Left-Through		1			0	
Through	35	0	140	0	0	0
Through-Right		0			0	
Right	490	2	**270**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	727		*North-South:*	0
		East-West:	270		*East-West:*	0
		SUM:	997		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.665			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.665			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 2	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2552	4	**638**	0	0	0
Through-Right		0			0	
Right	10	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	2378	4	595	0	0	**0**
Through-Right		0			0	
Right	194	1	194	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	405	1	**222**	0	0	**0**
Left-Through		1			0	
Through	38	0	222	0	0	0
Through-Right		0			0	
Right	356	2	196	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	638		*North-South:*	0
		East-West:	222		*East-West:*	0
		SUM:	860		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.573			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.573			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 2	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	2720	4	680	0	0	0
Through-Right		0			0	
Right	8	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	3235	4	**809**	0	0	**0**
Through-Right		0			0	
Right	171	1	171	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	411	1	210	0	0	**0**
Left-Through		1			0	
Through	8	0	210	0	0	0
Through-Right		0			0	
Right	508	2	**279**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	809		*North-South:*	0
		East-West:	279		*East-West:*	0
		SUM:	1088		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.725			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.725			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 2	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2001	2	**1001**	0	0	0
Through-Right		0			0	
Right	518	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	0	**20**	0	0	0
Left-Through		1			0	
Through	332	1	226	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	290	2	**160**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	2	1	2	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	1021		*North-South:*	0
		East-West:	160		*East-West:*	0
		SUM:	1181		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.787			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.787			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	714	2	**357**	0	0	0
	Through-Right		0			0	
	Right	178	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	32	0	**32**	0	0	0
	Left-Through		1			0	
	Through	332	1	230	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	393	2	**216**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	7	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	389		*North-South:*	0
			East-West:	216		*East-West:*	0
			SUM:	605		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.403			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.403			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	791	2	396	0	0	0
	Through-Right		0			0	
	Right	204	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	54	0	54	0	0	0
	Left-Through		1			0	
	Through	1207	1	**712**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	763	2	**420**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	8	1	8	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	712		*North-South:*	0
			East-West:	420		*East-West:*	0
			SUM:	1132		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.755			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.755			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	0	**21**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	21	0	0	0
	Through-Right		0			0	
	Right	1156	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	4	1	4	0	0	0
	Left-Through		0			0	
	Through	1208	1	**607**	0	0	**0**
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	311	1	**311**	0	0	**0**
	Left-Through		0			0	
	Through	316	1	158	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	21		*North-South:*	0
			East-West:	918		*East-West:*	0
			SUM:	939		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.659			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.659			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	**30**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	30	0	0	0
	Through-Right		0			0	
	Right	444	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	1	0	1	0	0	0
	Left-Through		0			0	
	Through	0	0	**1**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	4	1	4	0	0	0
	Left-Through		0			0	
	Through	483	1	**253**	0	0	**0**
	Through-Right		1			0	
	Right	23	0	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	341	1	**341**	0	0	**0**
	Left-Through		0			0	
	Through	351	1	176	0	0	0
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	31		*North-South:*	0
			East-West:	594		*East-West:*	0
			SUM:	625		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.439			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.439			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	42	0	**42**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	42	0	0	0
	Through-Right		0			0	
	Right	501	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**2**	0	0	**0**
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	1	1	1	0	0	0
	Left-Through		0			0	
	Through	501	1	**265**	0	0	**0**
	Through-Right		1			0	
	Right	28	0	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	891	1	**891**	0	0	**0**
	Left-Through		0			0	
	Through	977	1	489	0	0	0
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	44		*North-South:*	0
			East-West:	1156		*East-West:*	0
			SUM:	1200		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.842			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.842			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	1	**65**	0	0	**0**
	Left-Through		0			0	
	Through	18	1	18	0	0	0
	Through-Right		0			0	
	Right	95	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	19	1	**18**	0	0	0
	Left-Through		0			0	
	Through	16	0	18	0	0	**0**
	Through-Right		0			0	
	Right	11	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	38	1	**38**	0	0	0
	Left-Through		0			0	
	Through	343	2	170	0	0	**0**
	Through-Right		1			0	
	Right	166	0	166	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	194	2	107	0	0	**0**
	Left-Through		0			0	
	Through	881	2	**312**	0	0	0
	Through-Right		1			0	
	Right	56	0	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	83		*North-South:*	0
			East-West:	350		*East-West:*	0
			SUM:	433		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.315			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.315			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	16	1	16	0	0	0
	Through-Right		0			0	
	Right	153	2	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	51	1	**36**	0	0	0
	Left-Through		0			0	
	Through	21	0	36	0	0	**0**
	Through-Right		0			0	
	Right	29	1	4	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	**50**	0	0	0
	Left-Through		0			0	
	Through	438	2	173	0	0	**0**
	Through-Right		1			0	
	Right	82	0	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	73	2	40	0	0	**0**
	Left-Through		0			0	
	Through	461	2	**165**	0	0	0
	Through-Right		1			0	
	Right	33	0	33	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	96		*North-South:*	0
			East-West:	215		*East-West:*	0
			SUM:	311		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.226			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.226			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	26	1	26	0	0	0
	Through-Right		0			0	
	Right	345	2	**158**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	**43**	0	0	0
	Left-Through		0			0	
	Through	25	0	43	0	0	**0**
	Through-Right		0			0	
	Right	30	1	9	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	42	1	42	0	0	0
	Left-Through		0			0	
	Through	898	2	**329**	0	0	**0**
	Through-Right		1			0	
	Right	89	0	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	59	2	**32**	0	0	**0**
	Left-Through		0			0	
	Through	531	2	190	0	0	0
	Through-Right		1			0	
	Right	38	0	38	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	201		*North-South:*	0
			East-West:	361		*East-West:*	0
			SUM:	562		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.409			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.409			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 1	SB-- WB--		0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	560	2	**308**	0	0	**0**
	Left-Through		0			0	
	Through	1826	2	622	0	0	0
	Through-Right		1			0	
	Right	41	0	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	57	1	57	0	0	0
	Left-Through		0			0	
	Through	1268	2	**448**	0	0	**0**
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	79	1	**79**	0	0	0
	Left-Through		0			0	
	Through	16	1	16	0	0	**0**
	Through-Right		0			0	
	Right	560	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	27	0	27	0	0	**0**
	Left-Through		1			0	
	Through	14	0	**56**	0	0	0
	Through-Right		1			0	
	Right	44	0	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	756		*North-South:*	0
			East-West:	135		*East-West:*	0
			SUM:	891		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.625			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.625			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 1	SB-- WB--		0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	514	2	**283**	0	0	**0**
	Left-Through		0			0	
	Through	1633	2	556	0	0	0
	Through-Right		1			0	
	Right	35	0	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	62	1	62	0	0	0
	Left-Through		0			0	
	Through	1241	2	**457**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	104	1	**104**	0	0	0
	Left-Through		0			0	
	Through	12	1	12	0	0	**0**
	Through-Right		0			0	
	Right	440	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	33	0	33	0	0	**0**
	Left-Through		1			0	
	Through	11	0	**38**	0	0	0
	Through-Right		1			0	
	Right	27	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	740		*North-South:*	0
			East-West:	142		*East-West:*	0
			SUM:	882		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.619			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.619			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 1	SB-- WB--		0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	764	2	**420**	0	0	**0**
	Left-Through		0			0	
	Through	1827	2	623	0	0	0
	Through-Right		1			0	
	Right	43	0	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	59	1	59	0	0	0
	Left-Through		0			0	
	Through	1821	2	**661**	0	0	**0**
	Through-Right		1			0	
	Right	161	0	161	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	119	1	**119**	0	0	0
	Left-Through		0			0	
	Through	20	1	20	0	0	**0**
	Through-Right		0			0	
	Right	898	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	34	0	34	0	0	**0**
	Left-Through		1			0	
	Through	18	0	**41**	0	0	0
	Through-Right		1			0	
	Right	23	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1081		*North-South:*	0
			East-West:	160		*East-West:*	0
			SUM:	1241		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.871			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.871			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--		0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	1	2	0	0	**0**
	Left-Through		0			0	
	Through	1194	1	**691**	0	0	0
	Through-Right		1			0	
	Right	187	0	187	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	55	1	**55**	0	0	0
	Left-Through		0			0	
	Through	322	1	162	0	0	**0**
	Through-Right		1			0	
	Right	2	0	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**2**	0	0	**0**
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	76	1	42	0	0	**0**
	Left-Through		1			0	
	Through	8	0	42	0	0	0
	Through-Right		0			0	
	Right	145	1	**118**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	746		*North-South:*	0
			East-West:	120		*East-West:*	0
			SUM:	866		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.608			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.608			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	5	1	5	0	0	**0**
Left-Through		0			0	
Through	484	1	**311**	0	0	0
Through-Right		1			0	
Right	137	0	137	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	63	1	**63**	0	0	0
Left-Through		0			0	
Through	406	1	209	0	0	**0**
Through-Right		1			0	
Right	12	0	12	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	1	0	1	0	0	0
Left-Through		0			0	
Through	8	0	**15**	0	0	**0**
Through-Right		0			0	
Right	6	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
WESTBOUND Left	111	1	61	0	0	**0**
Left-Through		1			0	
Through	11	0	61	0	0	0
Through-Right		0			0	
Right	114	1	**83**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	374		*North-South:*	0
		East-West:	98		*East-West:*	0
		SUM:	472		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.331			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.331			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	2	1	**2**	0	0	**0**
Left-Through		0			0	
Through	560	1	357	0	0	0
Through-Right		1			0	
Right	153	0	153	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	132	1	132	0	0	0
Left-Through		0			0	
Through	997	1	**501**	0	0	**0**
Through-Right		1			0	
Right	4	0	4	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	2	0	2	0	0	0
Left-Through		0			0	
Through	9	0	**15**	0	0	**0**
Through-Right		0			0	
Right	4	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
WESTBOUND Left	172	1	**89**	0	0	**0**
Left-Through		1			0	
Through	6	0	89	0	0	0
Through-Right		0			0	
Right	72	1	6	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	503		*North-South:*	0
		East-West:	104		*East-West:*	0
		SUM:	607		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.426			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.426			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1794	4	**449**	0	0	0
Through-Right		0			0	
Right	657	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	154	2	**85**	0	0	0
Left-Through		0			0	
Through	722	3	241	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	460	3	**161**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	229	1	144	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	534		*North-South:*	0
		East-West:	161		*East-West:*	0
		SUM:	695		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.488			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.488			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1106	4	**277**	0	0	0
Through-Right		0			0	
Right	495	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	295	2	**162**	0	0	0
Left-Through		0			0	
Through	961	3	320	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	641	3	**224**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	195	1	33	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	439		*North-South:*	0
		East-West:	224		*East-West:*	0
		SUM:	663		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.465			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.465			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	1441	4	360	0	0	0
Through-Right		0			0	
Right	272	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	517	2	284	0	0	0
Left-Through		0			0	
Through	2103	3	**701**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	624	3	**218**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	168	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	701		*North-South:*	0
		East-West:	218		*East-West:*	0
		SUM:	919		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.645			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.645			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	370	2	**204**	0	0	**0**
Left-Through		0			0	
Through	258	1	129	0	0	0
Through-Right		1			0	
Right	92	1	72	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	29	2	16	0	0	0
Left-Through		0			0	
Through	83	1	**42**	0	0	**0**
Through-Right		1			0	
Right	10	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	201	2	**111**	0	0	0
Left-Through		0			0	
Through	232	3	77	0	0	**0**
Through-Right		0			0	
Right	321	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	74	2	41	0	0	**0**
Left-Through		0			0	
Through	1225	3	**408**	0	0	0
Through-Right		0			0	
Right	477	2	246	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	246		*North-South:*	0
		East-West:	519		*East-West:*	0
		SUM:	765		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.556			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.556			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	342	2	**188**	0	0	**0**
Left-Through		0			0	
Through	89	1	72	0	0	0
Through-Right		1			0	
Right	126	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	133	2	73	0	0	0
Left-Through		0			0	
Through	106	1	**71**	0	0	**0**
Through-Right		1			0	
Right	106	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	98	2	**54**	0	0	0
Left-Through		0			0	
Through	459	3	153	0	0	**0**
Through-Right		0			0	
Right	360	2	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	39	2	21	0	0	**0**
Left-Through		0			0	
Through	816	3	**272**	0	0	0
Through-Right		0			0	
Right	49	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	259		*North-South:*	0
		East-West:	326		*East-West:*	0
		SUM:	585		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.425			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.425			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	325	2	179	0	0	**0**
Left-Through		0			0	
Through	50	1	50	0	0	0
Through-Right		1			0	
Right	494	1	**265**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	468	2	**257**	0	0	0
Left-Through		0			0	
Through	323	1	162	0	0	**0**
Through-Right		1			0	
Right	54	1	39	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	56	2	31	0	0	0
Left-Through		0			0	
Through	1252	3	**417**	0	0	**0**
Through-Right		0			0	
Right	642	2	174	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	26	2	**14**	0	0	**0**
Left-Through		0			0	
Through	820	3	273	0	0	0
Through-Right		0			0	
Right	184	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	522		*North-South:*	0
		East-West:	431		*East-West:*	0
		SUM:	953		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.693			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.693			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	223	1	112	0	0	**0**	219	1	**110**	0	0	**0**
	Left-Through		1			0			1			0	
	Through	0	0	112	0	0	0	0	0	110	0	0	0
	Through-Right		0			0			0			0	
	Right	558	1	**485**	0	0	0	187	1	80	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	**0**	0	0	**0**	0	0	**4**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	4	0	0	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	905	2	**453**	0	0	**0**	824	2	**412**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	95	1	39	0	0	0	2	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	267	2	**147**	0	0	**0**	391	2	**215**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	891	1	446	0	0	0	872	1	438	0	0	0
	Through-Right		1			0			1			0	
	Right	1	0	1	0	0	0	3	0	3	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	485		North-South:	0		North-South:	114		North-South:	0
			East-West:	600		East-West:	0		East-West:	627		East-West:	0
			SUM:	1085		SUM:	0		SUM:	741		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.789			0.000			0.539			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.789			0.000			0.539			0.000
LEVEL OF SERVICE (LOS):				C			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	348	1	**174**	0	0	**0**						
	Left-Through		1			0							
	Through	0	0	174	0	0	0						
	Through-Right		0			0							
	Right	281	1	123	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	1	0	1	0	0	0						
	Left-Through		0			0							
	Through	0	0	**4**	0	0	**0**						
	Through-Right		0			0							
	Right	3	0	0	0	0	0						
	Left-Through-Right		1			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	807	2	**404**	0	0	**0**						
	Through-Right		0			0							
	Right	280	1	193	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	576	2	**317**	0	0	**0**						
	Left-Through		0			0							
	Through	549	1	275	0	0	0						
	Through-Right		1			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	178		North-South:	0						
			East-West:	721		East-West:	0						
			SUM:	899		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.654			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.654			0.000						
LEVEL OF SERVICE (LOS):				B			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0						
		EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	2	0	2	0	0	**0**						
	Left-Through		0			0							
	Through	2	0	**5**	0	0	0						
	Through-Right		0			0							
	Right	1	0	0	0	0	0						
	Left-Through-Right		1			0							
	Left-Right		0			0							
SOUTHBOUND	Left	573	1	**287**	0	0	0						
	Left-Through		1			0							
	Through	1	0	287	0	0	**0**						
	Through-Right		0			0							
	Right	82	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	182	2	**100**	0	0	0						
	Left-Through		0			0							
	Through	426	1	214	0	0	**0**						
	Through-Right		1			0							
	Right	2	0	2	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	2	1	2	0	0	**0**						
	Left-Through		0			0							
	Through	255	2	128	0	0	0						
	Through-Right		0			0							
	Right	857	1	**570**	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	292		North-South:	0						
			East-West:	670		East-West:	0						
			SUM:	962		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.700			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.700			0.000						
LEVEL OF SERVICE (LOS):				B			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	2	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**4**	0	0	0
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	566	1	**283**	0	0	0
	Left-Through		1			0	
	Through	0	0	283	0	0	**0**
	Through-Right		0			0	
	Right	108	1	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	118	2	**65**	0	0	0
	Left-Through		0			0	
	Through	258	1	132	0	0	**0**
	Through-Right		1			0	
	Right	5	0	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	6	1	6	0	0	**0**
	Left-Through		0			0	
	Through	399	2	200	0	0	0
	Through-Right		0			0	
	Right	690	1	**407**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	287		North-South:	0
			East-West:	472		East-West:	0
			SUM:	759		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.552			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.552			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	2	0	0	**0**
	Left-Through		0			0	
	Through	1	0	**9**	0	0	0
	Through-Right		0			0	
	Right	6	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	704	1	**353**	0	0	0
	Left-Through		1			0	
	Through	1	0	353	0	0	**0**
	Through-Right		0			0	
	Right	188	1	116	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	131	2	**72**	0	0	0
	Left-Through		0			0	
	Through	377	1	190	0	0	**0**
	Through-Right		1			0	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	380	2	**190**	0	0	0
	Through-Right		0			0	
	Right	520	1	167	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	362		North-South:	0
			East-West:	262		East-West:	0
			SUM:	624		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.454			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.454			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	107	1	**107**	0	0	**0**
	Left-Through		0			0	
	Through	1486	3	495	0	0	0
	Through-Right		0			0	
	Right	720	2	296	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	48	2	26	0	0	0
	Left-Through		0			0	
	Through	2371	3	**611**	0	0	**0**
	Through-Right		1			0	
	Right	72	0	72	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	226	2	**124**	0	0	0
	Left-Through		0			0	
	Through	286	3	95	0	0	**0**
	Through-Right		0			0	
	Right	151	1	98	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	181	2	100	0	0	**0**
	Left-Through		0			0	
	Through	212	3	71	0	0	0
	Through-Right		0			0	
	Right	293	2	**135**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	718		North-South:	0
			East-West:	259		East-West:	0
			SUM:	977		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.711			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.711			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	148	1	**148**	0	0	**0**
	Left-Through		0			0	
	Through	1342	3	447	0	0	0
	Through-Right		0			0	
	Right	932	2	416	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	2	6	0	0	0
	Left-Through		0			0	
	Through	2009	3	**538**	0	0	**0**
	Through-Right		1			0	
	Right	143	0	143	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	171	2	**94**	0	0	0
	Left-Through		0			0	
	Through	219	3	73	0	0	**0**
	Through-Right		0			0	
	Right	181	1	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	176	2	97	0	0	**0**
	Left-Through		0			0	
	Through	250	3	83	0	0	0
	Through-Right		0			0	
	Right	293	2	**155**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	686		North-South:	0
			East-West:	249		East-West:	0
			SUM:	935		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.680			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.680			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	159	1	**159**	0	0	**0**
Left-Through		0			0	
Through	1951	3	650	0	0	0
Through-Right		0			0	
Right	1153	2	543	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	10	2	6	0	0	0
Left-Through		0			0	
Through	2510	3	**657**	0	0	**0**
Through-Right		1			0	
Right	117	0	117	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	210	2	**116**	0	0	0
Left-Through		0			0	
Through	363	3	121	0	0	**0**
Through-Right		0			0	
Right	122	1	43	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	165	2	91	0	0	**0**
Left-Through		0			0	
Through	293	3	98	0	0	0
Through-Right		0			0	
Right	420	2	**225**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	816		*North-South:*	0
		East-West:	341		*East-West:*	0
		SUM:	1157		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.841			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.841			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	4	1	4	0	0	**0**
Left-Through		0			0	
Through	1014	2	**507**	0	0	0
Through-Right		0			0	
Right	535	1	437	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	79	1	**79**	0	0	0
Left-Through		0			0	
Through	230	1	119	0	0	**0**
Through-Right		1			0	
Right	7	0	7	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	5	1	5	0	0	0
Left-Through		0			0	
Through	10	1	**10**	0	0	**0**
Through-Right		0			0	
Right	1	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	184	1	**98**	0	0	**0**
Left-Through		1			0	
Through	12	0	98	0	0	0
Through-Right		0			0	
Right	86	1	7	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	586		*North-South:*	0
		East-West:	108		*East-West:*	0
		SUM:	694		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.505			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.505			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	6	1	6	0	0	**0**
Left-Through		0			0	
Through	327	2	**164**	0	0	0
Through-Right		0			0	
Right	292	1	136	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	90	1	**90**	0	0	0
Left-Through		0			0	
Through	230	1	118	0	0	**0**
Through-Right		1			0	
Right	6	0	6	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	10	1	10	0	0	0
Left-Through		0			0	
Through	15	1	**15**	0	0	**0**
Through-Right		0			0	
Right	3	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	274	1	**156**	0	0	**0**
Left-Through		1			0	
Through	38	0	156	0	0	0
Through-Right		0			0	
Right	115	1	25	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	254		*North-South:*	0
		East-West:	171		*East-West:*	0
		SUM:	425		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.309			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.309			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	5	1	**5**	0	0	**0**
Left-Through		0			0	
Through	372	2	186	0	0	0
Through-Right		0			0	
Right	250	1	44	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	132	1	132	0	0	0
Left-Through		0			0	
Through	774	1	**391**	0	0	**0**
Through-Right		1			0	
Right	7	0	7	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	7	1	7	0	0	0
Left-Through		0			0	
Through	37	1	**37**	0	0	**0**
Through-Right		0			0	
Right	6	1	4	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	374	1	**206**	0	0	**0**
Left-Through		1			0	
Through	37	0	206	0	0	0
Through-Right		0			0	
Right	152	1	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	396		*North-South:*	0
		East-West:	243		*East-West:*	0
		SUM:	639		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.465			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.465			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	35	1	**35**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	26	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	482	1	**415**	0	0	0
	Left-Through		1			0	
	Through	1176	0	415	0	0	**0**
	Through-Right		1			0	
	Right	543	1	415	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	547	2	**203**	0	0	**0**
	Through-Right		1			0	
	Right	61	0	61	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	186	2	**102**	0	0	**0**
	Left-Through		0			0	
	Through	722	2	241	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	450		*North-South:*	0
			East-West:	305		*East-West:*	0
			SUM:	755		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.549			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.549			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	1	**65**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	71	2	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	154	1	**119**	0	0	0
	Left-Through		1			0	
	Through	321	0	119	0	0	**0**
	Through-Right		1			0	
	Right	193	1	119	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	494	2	**182**	0	0	**0**
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	59	2	**32**	0	0	**0**
	Left-Through		0			0	
	Through	609	2	203	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	184		*North-South:*	0
			East-West:	214		*East-West:*	0
			SUM:	398		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.289			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.289			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	97	1	**97**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	181	2	61	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	232	1	128	0	0	0
	Left-Through		1			0	
	Through	170	0	**171**	0	0	**0**
	Through-Right		1			0	
	Right	171	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	651	2	**220**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	142	2	**78**	0	0	**0**
	Left-Through		0			0	
	Through	742	2	247	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	268		*North-South:*	0
			East-West:	298		*East-West:*	0
			SUM:	566		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.412			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.412			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	1	65	0	0	**0**
	Left-Through		1			0	
	Through	456	0	**315**	0	0	0
	Through-Right		1			0	
	Right	488	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	199	2	**109**	0	0	0
	Left-Through		0			0	
	Through	456	2	228	0	0	**0**
	Through-Right		0			0	
	Right	129	1	52	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	280	2	**154**	0	0	0
	Left-Through		0			0	
	Through	109	3	36	0	0	**0**
	Through-Right		0			0	
	Right	102	1	37	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	2	42	0	0	**0**
	Left-Through		0			0	
	Through	539	1	539	0	0	0
	Through-Right		1			0	
	Right	1220	0	**1111**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	424		*North-South:*	0
			East-West:	1265		*East-West:*	0
			SUM:	1689		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.185			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.185			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	81	1	81	0	0	**0**
NORTHBOUND Left-Through		1			0	
NORTHBOUND Through	496	0	**248**	0	0	0
NORTHBOUND Through-Right		1			0	
NORTHBOUND Right	184	1	83	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	476	2	**262**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	479	2	240	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	182	1	127	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	202	2	**111**	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	112	3	37	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	221	1	140	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	334	2	101	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	170	1	170	0	0	0
WESTBOUND Through-Right		1			0	
WESTBOUND Right	826	0	**564**	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	510		*North-South:*	0
		East-West:	675		*East-West:*	0
		SUM:	1185		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.832			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.832			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	17	1	17	0	0	**0**
NORTHBOUND Left-Through		1			0	
NORTHBOUND Through	508	0	**254**	0	0	0
NORTHBOUND Through-Right		1			0	
NORTHBOUND Right	239	1	130	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	952	2	**524**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	655	2	328	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	230	1	187	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	157	2	**86**	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	485	3	162	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	89	1	72	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	362	2	109	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	222	1	222	0	0	0
WESTBOUND Through-Right		1			0	
WESTBOUND Right	848	0	**324**	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	778		*North-South:*	0
		East-West:	410		*East-West:*	0
		SUM:	1188		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.834			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.834			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	16	1	16	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	1897	4	**474**	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	396	1	197	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	367	2	**202**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	1276	4	319	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	212	1	40	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	172	1	172	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	333	2	**124**	0	0	**0**
EASTBOUND Through-Right		1			0	
EASTBOUND Right	40	0	40	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	361	2	**199**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	92	2	46	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	413	2	25	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	676		*North-South:*	0
		East-West:	323		*East-West:*	0
		SUM:	999		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.727			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.727			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	27	1	27	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	1334	4	**334**	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	218	1	21	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	406	2	**223**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	1083	4	271	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	231	1	177	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	54	1	54	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	108	2	**54**	0	0	**0**
EASTBOUND Through-Right		1			0	
EASTBOUND Right	56	0	43	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	359	2	**197**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	131	2	66	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	606	2	110	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	557		*North-South:*	0
		East-West:	251		*East-West:*	0
		SUM:	808		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.588			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.588			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		0
	EB-- 0	WB-- 3	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	28	1	28	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	1759	4	**440**	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	293	1	53	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	440	2	**242**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	1886	4	472	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	427	1	337	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	90	1	90	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	156	2	**76**	0	0	**0**
EASTBOUND Through-Right		1			0	
EASTBOUND Right	73	0	73	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	437	2	**240**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	207	2	104	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	460	2	11	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		North-South:	682		North-South:	0
		East-West:	316		East-West:	0
		SUM:	998		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.726			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.726			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	NB-- 0	SB-- 0		0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	124	1	124	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	0	0	**237**	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	237	0	0	0	0	0
NORTHBOUND Left-Through-Right		1			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	0	0	0	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	0	0	0	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	239	2	**131**	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	630	2	315	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	0	0	0	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	799	2	**266**	0	0	0
WESTBOUND Through-Right		1			0	
WESTBOUND Right	168	1	168	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		North-South:	237		North-South:	0
		East-West:	397		East-West:	0
		SUM:	634		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.445			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.445			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	NB-- 0	SB-- 0		0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	83	1	83	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	0	0	**146**	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	146	0	0	0	0	0
NORTHBOUND Left-Through-Right		1			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	0	0	0	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	0	0	0	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	265	2	**146**	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	898	2	449	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	0	0	0	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	982	2	**327**	0	0	0
WESTBOUND Through-Right		1			0	
WESTBOUND Right	272	1	272	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		North-South:	146		North-South:	0
		East-West:	473		East-West:	0
		SUM:	619		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.434			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.434			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	NB-- 0	SB-- 0		0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	257	1	257	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	0	0	**602**	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	602	0	0	0	0	0
NORTHBOUND Left-Through-Right		1			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	0	0	0	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	0	0	0	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	155	2	**85**	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	841	2	421	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	0	0	0	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	1175	2	**392**	0	0	0
WESTBOUND Through-Right		1			0	
WESTBOUND Right	149	1	149	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		North-South:	602		North-South:	0
		East-West:	477		East-West:	0
		SUM:	1079		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.757			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.757			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	134	1	132	0	0	0
	Left-Through		0			0	
	Through	0	0	**132**	0	0	**0**
	Through-Right		0			0	
	Right	263	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	697	4	**174**	0	0	**0**
	Through-Right		0			0	
	Right	173	1	173	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	329	2	**181**	0	0	**0**
	Left-Through		0			0	
	Through	480	2	240	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	132		*North-South:*	0
			East-West:	355		*East-West:*	0
			SUM:	487		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.342			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.342			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	383	1	192	0	0	0
	Left-Through		0			0	
	Through	0	0	**192**	0	0	**0**
	Through-Right		0			0	
	Right	149	1	149	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	745	4	**186**	0	0	**0**
	Through-Right		0			0	
	Right	118	1	118	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	332	2	**183**	0	0	**0**
	Left-Through		0			0	
	Through	632	2	316	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	192		*North-South:*	0
			East-West:	369		*East-West:*	0
			SUM:	561		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.394			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.394			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	154	1	100	0	0	0
	Left-Through		0			0	
	Through	0	0	**100**	0	0	**0**
	Through-Right		0			0	
	Right	147	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	858	4	215	0	0	**0**
	Through-Right		0			0	
	Right	246	1	**246**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	543	2	**299**	0	0	**0**
	Left-Through		0			0	
	Through	868	2	434	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	100		*North-South:*	0
			East-West:	545		*East-West:*	0
			SUM:	645		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.453			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.453			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2436	2	**839**	0	0	0
	Through-Right		1			0	
	Right	81	0	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2259	3	753	0	0	**0**
	Through-Right		0			0	
	Right	962	1	682	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	800	3	**280**	0	0	0
	Left-Through		0			0	
	Through	105	0	114	0	0	**0**
	Through-Right		1			0	
	Right	9	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	839		*North-South:*	0
			East-West:	280		*East-West:*	0
			SUM:	1119		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.746			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.746			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	1331	2	469	0	0	0
Through-Right		1			0	
Right	75	0	75	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1432	3	477	0	0	**0**
Through-Right		0			0	
Right	816	1	**545**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	775	3	**271**	0	0	0
Left-Through		0			0	
Through	140	0	160	0	0	**0**
Through-Right		1			0	
Right	20	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	**0**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	545		*North-South:*	0
		East-West:	271		*East-West:*	0
		SUM:	816		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.544			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.544			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	1864	2	699	0	0	0
Through-Right		1			0	
Right	234	0	234	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	2238	3	**746**	0	0	**0**
Through-Right		0			0	
Right	1000	1	620	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	1086	3	**380**	0	0	0
Left-Through		0			0	
Through	228	0	269	0	0	**0**
Through-Right		1			0	
Right	41	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	**0**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	746		*North-South:*	0
		East-West:	380		*East-West:*	0
		SUM:	1126		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.751			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.751			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	7	0	0	0	0	**0**
Left-Through		0			0	
Through	834	2	**417**	0	0	0
Through-Right		0			0	
Right	36	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	127	1	**127**	0	0	0
Left-Through		0			0	
Through	602	3	201	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	10	2	**6**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	426	2	234	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	440	1	**377**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	544		*North-South:*	0
		East-West:	383		*East-West:*	0
		SUM:	927		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.618			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.618			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	8	0	0	0	0	**0**
Left-Through		0			0	
Through	353	2	**177**	0	0	0
Through-Right		0			0	
Right	86	1	36	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	143	1	**143**	0	0	0
Left-Through		0			0	
Through	368	3	123	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	10	2	**6**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	184	2	101	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	240	1	**169**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	320		*North-South:*	0
		East-West:	175		*East-West:*	0
		SUM:	495		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.330			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.330			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: LENNOX BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: Analyst: Date:

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	8	0	0	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	787	2	**394**	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	293	1	252	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	300	1	**300**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	1217	3	406	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	0	0	0	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	10	2	**6**	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	0	0	0	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	0	0	0	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	151	2	83	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	0	0	0	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	288	1	**138**	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		North-South: East-West: SUM:	694 144 838		North-South: East-West: SUM:	0 0 0
VOLUME/CAPACITY (V/C) RATIO:			0.559			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.559			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: Analyst: Date:

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	310	1	**310**	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	623	3	208	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	0	0	0	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	221	2	**103**	0	0	**0**
SOUTHBOUND Through-Right		1			0	
SOUTHBOUND Right	89	0	89	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	81	2	**45**	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	0	0	0	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	20	2	0	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	0	0	**0**	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	0	0	0	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		North-South: East-West: SUM:	413 45 458		North-South: East-West: SUM:	0 0 0
VOLUME/CAPACITY (V/C) RATIO:			0.305			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.305			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: Analyst: Date:

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	166	1	**166**	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	122	3	41	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	0	0	0	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	251	2	**94**	0	0	**0**
SOUTHBOUND Through-Right		1			0	
SOUTHBOUND Right	31	0	31	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	96	2	**53**	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	0	0	0	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	113	2	0	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	0	0	**0**	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	0	0	0	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		North-South: East-West: SUM:	260 53 313		North-South: East-West: SUM:	0 0 0
VOLUME/CAPACITY (V/C) RATIO:			0.209			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.209			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: Analyst: Date:

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	114	1	**114**	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	232	3	77	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	0	0	0	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	742	2	**277**	0	0	**0**
SOUTHBOUND Through-Right		1			0	
SOUTHBOUND Right	88	0	88	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	428	2	**235**	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	0	0	0	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	189	2	47	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	0	0	**0**	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	0	0	0	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		North-South: East-West: SUM:	391 235 626		North-South: East-West: SUM:	0 0 0
VOLUME/CAPACITY (V/C) RATIO:			0.417			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.417			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1124	3	**375**	0	0	0
Through-Right		0			0	
Right	135	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	190	1	**190**	0	0	0
Left-Through		0			0	
Through	198	3	66	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	682	1	**468**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	253	0	468	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
CRITICAL VOLUMES		North-South:	565		North-South:	0
		East-West:	468		East-West:	0
		SUM:	1033		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.689			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.689			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	620	3	**207**	0	0	0
Through-Right		0			0	
Right	122	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	220	1	**220**	0	0	0
Left-Through		0			0	
Through	493	3	164	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	801	1	**448**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	94	0	448	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
CRITICAL VOLUMES		North-South:	427		North-South:	0
		East-West:	448		East-West:	0
		SUM:	875		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.583			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.583			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	671	3	**224**	0	0	0
Through-Right		0			0	
Right	83	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	288	1	**288**	0	0	0
Left-Through		0			0	
Through	767	3	256	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	681	1	**429**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	177	0	429	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
CRITICAL VOLUMES		North-South:	512		North-South:	0
		East-West:	429		East-West:	0
		SUM:	941		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.627			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.627			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	419	2	**151**	0	0	0
Through-Right		1			0	
Right	33	0	33	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	343	2	**189**	0	0	0
Left-Through		0			0	
Through	401	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	149	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	340		North-South:	0
		East-West:	0		East-West:	0
		SUM:	340		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.227			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.227			0.000
LEVEL OF SERVICE (LOS):			A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	155	2	**66**	0	0	0
Through-Right		1			0	
Right	42	0	42	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	348	2	**191**	0	0	0
Left-Through		0			0	
Through	370	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	0	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	184	2	**6**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	257		*North-South:*	0
		East-West:	6		*East-West:*	0
		SUM:	263		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.175			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.175			0.000
LEVEL OF SERVICE (LOS):			A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	473	2	**168**	0	0	0
Through-Right		1			0	
Right	30	0	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	326	2	**179**	0	0	0
Left-Through		0			0	
Through	942	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	0	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	363	2	**111**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	347		*North-South:*	0
		East-West:	111		*East-West:*	0
		SUM:	458		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.305			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.305			0.000
LEVEL OF SERVICE (LOS):			A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	1	0	0	0	**0**
Left-Through		0			0	
Through	777	2	**389**	0	0	0
Through-Right		0			0	
Right	105	1	92	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	10	1	**10**	0	0	0
Left-Through		0			0	
Through	21	2	7	0	0	**0**
Through-Right		1			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
WESTBOUND Left	24	2	13	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	141	1	**136**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	399		*North-South:*	0
		East-West:	136		*East-West:*	0
		SUM:	535		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.389			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.389			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	1	**0**	0	0	**0**
Left-Through		0			0	
Through	139	2	70	0	0	0
Through-Right		0			0	
Right	79	1	73	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	10	1	10	0	0	0
Left-Through		0			0	
Through	431	2	**144**	0	0	**0**
Through-Right		1			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
WESTBOUND Left	10	2	6	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	94	1	**89**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	144		*North-South:*	0
		East-West:	89		*East-West:*	0
		SUM:	233		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.169			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.169			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	258	2	**129**	0	0	0
	Through-Right		0			0	
	Right	51	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	131	1	**131**	0	0	0
	Left-Through		0			0	
	Through	766	2	255	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	10	2	**6**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	70	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	260		North-South:	0
			East-West:	6		East-West:	0
			SUM:	266		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.193			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.193			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	2	14	0	0	**0**
	Left-Through		0			0	
	Through	1704	2	**572**	0	0	0
	Through-Right		1			0	
	Right	11	0	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	17	1	**17**	0	0	0
	Left-Through		0			0	
	Through	1379	2	482	0	0	**0**
	Through-Right		1			0	
	Right	66	0	66	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	38	1	21	0	0	0
	Left-Through		1			0	
	Through	4	0	21	0	0	**0**
	Through-Right		0			0	
	Right	104	1	**90**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	3	0	**15**	0	0	0
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	589		North-South:	0
			East-West:	105		East-West:	0
			SUM:	694		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.505			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.505			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	38	2	21	0	0	**0**
	Left-Through		0			0	
	Through	1137	2	**381**	0	0	0
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	33	1	**33**	0	0	0
	Left-Through		0			0	
	Through	962	2	334	0	0	**0**
	Through-Right		1			0	
	Right	41	0	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	44	1	25	0	0	0
	Left-Through		1			0	
	Through	5	0	25	0	0	**0**
	Through-Right		0			0	
	Right	53	1	**32**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	3	0	3	0	0	**0**
	Left-Through		0			0	
	Through	2	0	**9**	0	0	0
	Through-Right		0			0	
	Right	4	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	414		North-South:	0
			East-West:	41		East-West:	0
			SUM:	455		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.331			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.331			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	39	2	21	0	0	**0**
	Left-Through		0			0	
	Through	1676	2	**564**	0	0	0
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	38	1	**38**	0	0	0
	Left-Through		0			0	
	Through	1689	2	580	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	77	1	43	0	0	0
	Left-Through		1			0	
	Through	8	0	43	0	0	**0**
	Through-Right		0			0	
	Right	78	1	**57**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	2	0	**17**	0	0	0
	Through-Right		0			0	
	Right	5	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	602		North-South:	0
			East-West:	74		East-West:	0
			SUM:	676		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.492			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.492			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	34	1	**34**	0	0	**0**
	Left-Through		0			0	
	Through	217	2	109	0	0	0
	Through-Right		0			0	
	Right	59	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	23	1	23	0	0	0
	Left-Through		0			0	
	Through	391	2	**196**	0	0	**0**
	Through-Right		0			0	
	Right	228	1	161	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	134	1	**134**	0	0	0
	Left-Through		0			0	
	Through	468	2	234	0	0	**0**
	Through-Right		0			0	
	Right	24	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	114	1	114	0	0	**0**
	Left-Through		0			0	
	Through	834	2	**417**	0	0	0
	Through-Right		0			0	
	Right	13	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	230		*North-South:*	0
			East-West:	551		*East-West:*	0
			SUM:	781		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.548			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.548			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	1	15	0	0	**0**
	Left-Through		0			0	
	Through	355	2	**178**	0	0	0
	Through-Right		0			0	
	Right	190	1	119	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	**50**	0	0	0
	Left-Through		0			0	
	Through	378	2	189	0	0	**0**
	Through-Right		0			0	
	Right	249	1	127	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	245	1	**245**	0	0	0
	Left-Through		0			0	
	Through	667	2	334	0	0	**0**
	Through-Right		0			0	
	Right	15	1	8	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	142	1	142	0	0	**0**
	Left-Through		0			0	
	Through	657	2	**329**	0	0	0
	Through-Right		0			0	
	Right	13	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	228		*North-South:*	0
			East-West:	574		*East-West:*	0
			SUM:	802		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.563			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.563			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	**30**	0	0	**0**
	Left-Through		0			0	
	Through	360	2	180	0	0	0
	Through-Right		0			0	
	Right	214	1	159	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	26	1	26	0	0	0
	Left-Through		0			0	
	Through	395	2	**198**	0	0	**0**
	Through-Right		0			0	
	Right	179	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	299	1	**299**	0	0	0
	Left-Through		0			0	
	Through	808	2	404	0	0	**0**
	Through-Right		0			0	
	Right	33	1	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	681	2	**341**	0	0	0
	Through-Right		0			0	
	Right	17	1	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	228		*North-South:*	0
			East-West:	640		*East-West:*	0
			SUM:	868		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.609			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.609			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	52	1	52	0	0	**0**
	Left-Through		0			0	
	Through	1342	3	**447**	0	0	0
	Through-Right		0			0	
	Right	94	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	125	1	**125**	0	0	0
	Left-Through		0			0	
	Through	903	3	301	0	0	**0**
	Through-Right		0			0	
	Right	57	1	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	56	1	56	0	0	0
	Left-Through		0			0	
	Through	133	2	**67**	0	0	**0**
	Through-Right		0			0	
	Right	62	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	259	1	**259**	0	0	**0**
	Left-Through		0			0	
	Through	164	1	88	0	0	0
	Through-Right		1			0	
	Right	12	0	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	572		*North-South:*	0
			East-West:	326		*East-West:*	0
			SUM:	898		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.653			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.653			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	113	1	113	0	0	**0**
Left-Through		0			0	
Through	729	3	**243**	0	0	0
Through-Right		0			0	
Right	160	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	186	1	**186**	0	0	0
Left-Through		0			0	
Through	723	3	241	0	0	**0**
Through-Right		0			0	
Right	96	1	7	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	89	1	89	0	0	0
Left-Through		0			0	
Through	327	2	**164**	0	0	**0**
Through-Right		0			0	
Right	84	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	344	1	**344**	0	0	**0**
Left-Through		0			0	
Through	265	1	206	0	0	0
Through-Right		1			0	
Right	146	0	146	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	429		*North-South:*	0
		East-West:	508		*East-West:*	0
		SUM:	937		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.681			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.681			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	102	1	102	0	0	**0**
Left-Through		0			0	
Through	1381	3	**460**	0	0	0
Through-Right		0			0	
Right	61	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	136	1	**136**	0	0	0
Left-Through		0			0	
Through	1461	3	487	0	0	**0**
Through-Right		0			0	
Right	113	1	42	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	71	1	71	0	0	0
Left-Through		0			0	
Through	363	2	**182**	0	0	**0**
Through-Right		0			0	
Right	60	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	249	1	**249**	0	0	**0**
Left-Through		0			0	
Through	244	1	176	0	0	0
Through-Right		1			0	
Right	107	0	107	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	596		*North-South:*	0
		East-West:	431		*East-West:*	0
		SUM:	1027		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.747			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.747			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	56	1	56	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	225	1	**225**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	375	1	**375**	0	0	0
Left-Through		0			0	
Through	638	3	213	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1175	3	**356**	0	0	0
Through-Right		1			0	
Right	249	0	249	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	225		*North-South:*	0
		East-West:	731		*East-West:*	0
		SUM:	956		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.671			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.671			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	297	1	297	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	369	1	**369**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	386	1	**386**	0	0	0
Left-Through		0			0	
Through	890	3	297	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	964	3	**303**	0	0	0
Through-Right		1			0	
Right	248	0	248	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	369		*North-South:*	0
		East-West:	689		*East-West:*	0
		SUM:	1058		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.742			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.742			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	152	1	152	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	345	1	**345**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	366	1	**366**	0	0	0
Left-Through		0			0	
Through	1392	3	464	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1059	3	**293**	0	0	0
Through-Right		1			0	
Right	111	0	111	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	345		*North-South:*	0
		East-West:	659		*East-West:*	0
		SUM:	1004		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.705			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.705			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	2	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	103	0	103	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	414	1	**259**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	910	3	**271**	0	0	**0**
Through-Right		1			0	
Right	172	0	172	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	240	1	**240**	0	0	**0**
Left-Through		0			0	
Through	991	3	330	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	259		*North-South:*	0
		East-West:	511		*East-West:*	0
		SUM:	770		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.540			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.540			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	2	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	132	0	132	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	427	1	**280**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1144	3	**319**	0	0	**0**
Through-Right		1			0	
Right	133	0	133	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	354	1	**354**	0	0	**0**
Left-Through		0			0	
Through	877	3	292	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	280		*North-South:*	0
		East-West:	673		*East-West:*	0
		SUM:	953		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.669			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.669			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	2	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	233	0	233	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	483	1	**358**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1525	3	**409**	0	0	**0**
Through-Right		1			0	
Right	112	0	112	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	208	1	**208**	0	0	**0**
Left-Through		0			0	
Through	1003	3	334	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	358		*North-South:*	0
		East-West:	617		*East-West:*	0
		SUM:	975		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.684			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.684			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0
Override Capacity			0			0			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	1	8	0	0	**0**	13	1	**13**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	2336	4	**584**	0	0	0	1485	4	371	0	0	0
	Through-Right		0			0			0			0	
	Right	190	1	169	0	0	0	153	1	77	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	204	2	**112**	0	0	0	12	2	7	0	0	0
	Left-Through		0			0			0			0	
	Through	1556	3	519	0	0	**0**	1532	3	**511**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	10	1	0	0	0	0	13	1	7	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	24	1	**24**	0	0	0	13	1	**13**	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	14	0	0	**0**	0	0	13	0	0	**0**
	Through-Right		1			0			1			0	
	Right	14	0	0	0	0	0	13	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	32	1	**21**	0	0	**0**	110	1	**76**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	2	0	21	0	0	0	0	0	76	0	0	0
	Through-Right		0			0			0			0	
	Right	30	1	0	0	0	0	117	1	0	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES		North-South:		696	North-South:		0	North-South:		524	North-South:		0
		East-West:		45	East-West:		0	East-West:		89	East-West:		0
		SUM:		741	SUM:		0	SUM:		613	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.539			0.000			0.446			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.539			0.000			0.446			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM						AM					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0
Override Capacity			0			0			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	1	**16**	0	0	**0**	106	1	106	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1998	4	500	0	0	0	1494	3	**397**	0	0	0
	Through-Right		0			0			1			0	
	Right	98	1	0	0	0	0	93	0	93	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	103	2	57	0	0	0	189	1	**189**	0	0	0
	Left-Through		0			0			0			0	
	Through	2325	3	**775**	0	0	**0**	1171	2	405	0	0	**0**
	Through-Right		0			0			1			0	
	Right	19	1	10	0	0	0	45	0	45	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	19	1	**19**	0	0	0	228	1	**228**	0	0	0
	Left-Through		0			0			0			0	
	Through	1	0	14	0	0	**0**	353	2	177	0	0	**0**
	Through-Right		1			0			0			0	
	Right	13	0	0	0	0	0	191	1	85	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	138	1	**112**	0	0	**0**	152	1	152	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1	0	112	0	0	0	382	2	**191**	0	0	0
	Through-Right		0			0			0			0	
	Right	196	1	0	0	0	0	208	1	19	0	0	0
	Left-Through-Right		1			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES		North-South:		791	North-South:		0	North-South:		586	North-South:		0
		East-West:		131	East-West:		0	East-West:		419	East-West:		0
		SUM:		922	SUM:		0	SUM:		1005	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.671			0.000			0.731			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.671			0.000			0.731			0.000
LEVEL OF SERVICE (LOS):				B			A			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0
Override Capacity			0			0			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	106	1	106	0	0	**0**	13	1	**13**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1494	3	**397**	0	0	0	1485	4	371	0	0	0
	Through-Right		1			0			0			0	
	Right	93	0	93	0	0	0	153	1	77	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	189	1	**189**	0	0	0	12	2	7	0	0	0
	Left-Through		0			0			0			0	
	Through	1171	2	405	0	0	**0**	1532	3	**511**	0	0	**0**
	Through-Right		1			0			0			0	
	Right	45	0	45	0	0	0	13	1	7	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	228	1	**228**	0	0	0	13	1	**13**	0	0	0
	Left-Through		0			0			0			0	
	Through	353	2	177	0	0	**0**	0	0	13	0	0	**0**
	Through-Right		0			0			1			0	
	Right	191	1	85	0	0	0	13	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	152	1	152	0	0	**0**	110	1	**76**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	382	2	**191**	0	0	0	0	0	76	0	0	0
	Through-Right		0			0			0			0	
	Right	208	1	19	0	0	0	117	1	0	0	0	0
	Left-Through-Right		0			0			1			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES		North-South:		586	North-South:		0	North-South:		524	North-South:		0
		East-West:		419	East-West:		0	East-West:		89	East-West:		0
		SUM:		1005	SUM:		0	SUM:		613	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.731			0.000			0.446			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.731			0.000			0.446			0.000
LEVEL OF SERVICE (LOS):				C			A			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	116	1	116	0	0	0
	Left-Through		0			0	
	Through	934	3	262	0	0	0
	Through-Right		1			0	
	Right	112	0	112	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	217	1	217	0	0	0
	Left-Through		0			0	
	Through	764	2	282	0	0	0
	Through-Right		1			0	
	Right	83	0	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	136	1	136	0	0	0
	Left-Through		0			0	
	Through	266	2	133	0	0	0
	Through-Right		0			0	
	Right	108	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	142	1	142	0	0	0
	Left-Through		0			0	
	Through	375	2	188	0	0	0
	Through-Right		0			0	
	Right	218	1	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	479		North-South:	0
			East-West:	324		East-West:	0
			SUM:	803		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.584			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.584			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	193	1	193	0	0	0
	Left-Through		0			0	
	Through	1523	3	421	0	0	0
	Through-Right		1			0	
	Right	159	0	159	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	265	1	265	0	0	0
	Left-Through		0			0	
	Through	1504	2	535	0	0	0
	Through-Right		1			0	
	Right	101	0	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	294	2	147	0	0	0
	Through-Right		0			0	
	Right	93	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	187	1	187	0	0	0
	Left-Through		0			0	
	Through	366	2	183	0	0	0
	Through-Right		0			0	
	Right	274	1	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	728		North-South:	0
			East-West:	334		East-West:	0
			SUM:	1062		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.772			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.772			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	2	36	0	0	0
	Left-Through		0			0	
	Through	1799	3	600	0	0	0
	Through-Right		0			0	
	Right	187	1	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	105	2	58	0	0	0
	Left-Through		0			0	
	Through	1546	3	394	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	78	1	78	0	0	0
	Left-Through		0			0	
	Through	78	1	78	0	0	0
	Through-Right		0			0	
	Right	185	1	149	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	156	1	92	0	0	0
	Left-Through		1			0	
	Through	27	0	92	0	0	0
	Through-Right		0			0	
	Right	113	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	658		North-South:	0
			East-West:	241		East-West:	0
			SUM:	899		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.654			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.654			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	117	2	64	0	0	0
	Left-Through		0			0	
	Through	1716	3	572	0	0	0
	Through-Right		0			0	
	Right	298	1	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	176	2	97	0	0	0
	Left-Through		0			0	
	Through	1729	3	448	0	0	0
	Through-Right		1			0	
	Right	64	0	64	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	63	1	63	0	0	0
	Left-Through		0			0	
	Through	63	1	63	0	0	0
	Through-Right		0			0	
	Right	55	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	288	1	168	0	0	0
	Left-Through		1			0	
	Through	47	0	168	0	0	0
	Through-Right		0			0	
	Right	180	1	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	669		North-South:	0
			East-West:	231		East-West:	0
			SUM:	900		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.655			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.655			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	145	2	80	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	1895	3	**632**	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	352	1	160	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	110	2	**61**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	2153	3	567	0	0	**0**
SOUTHBOUND Through-Right		1			0	
SOUTHBOUND Right	114	0	114	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	66	1	66	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	77	1	**77**	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	97	1	17	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	285	1	**192**	0	0	**0**
WESTBOUND Left-Through		1			0	
WESTBOUND Through	99	0	192	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	144	1	83	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	693		*North-South:*	0
		East-West:	269		*East-West:*	0
		SUM:	962		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.700			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.700			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 2	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	110	1	110	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	1448	3	**483**	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	324	1	196	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	119	1	**119**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	1081	2	370	0	0	**0**
SOUTHBOUND Through-Right		1			0	
SOUTHBOUND Right	30	0	30	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	465	1	**272**	0	0	**0**
EASTBOUND Through-Right		1			0	
EASTBOUND Right	79	0	79	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	232	2	**128**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	443	1	239	0	0	0
WESTBOUND Through-Right		1			0	
WESTBOUND Right	34	0	34	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	602		*North-South:*	0
		East-West:	400		*East-West:*	0
		SUM:	1002		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.729			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.729			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 2	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	88	1	88	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	1360	3	**453**	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	276	1	92	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	162	1	**162**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	1028	2	374	0	0	**0**
SOUTHBOUND Through-Right		1			0	
SOUTHBOUND Right	95	0	95	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	11	0	0	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	471	1	**299**	0	0	**0**
EASTBOUND Through-Right		1			0	
EASTBOUND Right	126	0	126	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	334	2	**184**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	480	1	273	0	0	0
WESTBOUND Through-Right		1			0	
WESTBOUND Right	66	0	66	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	615		*North-South:*	0
		East-West:	483		*East-West:*	0
		SUM:	1098		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.799			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.799			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 2	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	118	1	118	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	1502	3	**501**	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	284	1	73	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	208	1	**208**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	1497	2	524	0	0	**0**
SOUTHBOUND Through-Right		1			0	
SOUTHBOUND Right	75	0	75	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	3	0	0	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	473	1	**296**	0	0	**0**
EASTBOUND Through-Right		1			0	
EASTBOUND Right	118	0	118	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	383	2	**211**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	615	1	343	0	0	0
WESTBOUND Through-Right		1			0	
WESTBOUND Right	71	0	71	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	709		*North-South:*	0
		East-West:	507		*East-West:*	0
		SUM:	1216		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.884			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.884			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 108 | **PROJECT TITLE:** LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1661	4	**581**	0	0	**0**
	Left-Through		0			0	
	Through	1362	0	0	0	0	0
	Through-Right		0			0	
	Right	157	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1002	4	**251**	0	0	**0**
	Through-Right		0			0	
	Right	13	1	13	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	1515	4	**240**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	10	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	832		*North-South:*	0
			East-West:	240		*East-West:*	0
			SUM:	1072		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.715			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.715			0.000
LEVEL OF SERVICE (LOS):				C			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 108 | **PROJECT TITLE:** LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1104	4	**386**	0	0	**0**
	Left-Through		0			0	
	Through	981	0	0	0	0	0
	Through-Right		0			0	
	Right	111	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1147	4	**287**	0	0	**0**
	Through-Right		0			0	
	Right	35	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	932	4	**133**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	34	1	34	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	673		*North-South:*	0
			East-West:	133		*East-West:*	0
			SUM:	806		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.537			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.537			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 108 | **PROJECT TITLE:** LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1741	4	**609**	0	0	**0**
	Left-Through		0			0	
	Through	1652	0	0	0	0	0
	Through-Right		0			0	
	Right	273	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1627	4	**407**	0	0	**0**
	Through-Right		0			0	
	Right	27	1	27	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	1690	4	**288**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	31	1	31	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1016		*North-South:*	0
			East-West:	288		*East-West:*	0
			SUM:	1304		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.869			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.869			0.000
LEVEL OF SERVICE (LOS):				D			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 109 | **PROJECT TITLE:** LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	138	2	76	0	0	**0**
	Left-Through		0			0	
	Through	1377	1	**748**	0	0	0
	Through-Right		1			0	
	Right	119	0	119	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	2	**105**	0	0	0
	Left-Through		0			0	
	Through	1292	1	668	0	0	**0**
	Through-Right		1			0	
	Right	43	0	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	64	2	35	0	0	0
	Left-Through		0			0	
	Through	755	3	**252**	0	0	**0**
	Through-Right		0			0	
	Right	127	1	51	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	279	2	**153**	0	0	**0**
	Left-Through		0			0	
	Through	596	2	298	0	0	0
	Through-Right		0			0	
	Right	226	1	121	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	853		*North-South:*	0
			East-West:	405		*East-West:*	0
			SUM:	1258		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.915			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.915			0.000
LEVEL OF SERVICE (LOS):				E			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB--	0
		EB-- 3	WB-- 3	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	213	2	117	0	0	**0**
	Left-Through		0			0	
	Through	1332	1	**729**	0	0	0
	Through-Right		1			0	
	Right	126	0	126	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	219	2	**120**	0	0	0
	Left-Through		0			0	
	Through	1323	1	715	0	0	**0**
	Through-Right		1			0	
	Right	106	0	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	107	2	**59**	0	0	0
	Left-Through		0			0	
	Through	588	3	196	0	0	**0**
	Through-Right		0			0	
	Right	149	1	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	259	2	142	0	0	**0**
	Left-Through		0			0	
	Through	693	2	**347**	0	0	0
	Through-Right		0			0	
	Right	202	1	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	849		*North-South:*	0
			East-West:	406		*East-West:*	0
			SUM:	1255		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.913			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.913			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB--	0
		EB-- 3	WB-- 3	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	182	2	**100**	0	0	**0**
	Left-Through		0			0	
	Through	1286	1	702	0	0	0
	Through-Right		1			0	
	Right	118	0	118	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	2	132	0	0	0
	Left-Through		0			0	
	Through	1559	1	**807**	0	0	**0**
	Through-Right		1			0	
	Right	54	0	54	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	86	2	**47**	0	0	0
	Left-Through		0			0	
	Through	851	3	284	0	0	**0**
	Through-Right		0			0	
	Right	219	1	119	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	295	2	162	0	0	**0**
	Left-Through		0			0	
	Through	837	2	**419**	0	0	0
	Through-Right		0			0	
	Right	187	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	907		*North-South:*	0
			East-West:	466		*East-West:*	0
			SUM:	1373		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.999			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.999			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB--	0
		EB-- 3	WB-- 3	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	429	2	**236**	0	0	**0**
	Left-Through		0			0	
	Through	1522	2	541	0	0	0
	Through-Right		1			0	
	Right	101	0	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	258	2	142	0	0	0
	Left-Through		0			0	
	Through	1380	2	**510**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	94	2	**52**	0	0	0
	Left-Through		0			0	
	Through	609	2	305	0	0	**0**
	Through-Right		0			0	
	Right	388	1	152	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	195	2	107	0	0	**0**
	Left-Through		0			0	
	Through	729	2	**365**	0	0	0
	Through-Right		0			0	
	Right	223	1	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	746		*North-South:*	0
			East-West:	417		*East-West:*	0
			SUM:	1163		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.846			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.846			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB--	0
		EB-- 3	WB-- 3	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	472	2	260	0	0	**0**
	Left-Through		0			0	
	Through	1243	2	**488**	0	0	0
	Through-Right		1			0	
	Right	222	0	222	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	402	2	**221**	0	0	0
	Left-Through		0			0	
	Through	1131	2	437	0	0	**0**
	Through-Right		1			0	
	Right	179	0	179	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	132	2	73	0	0	0
	Left-Through		0			0	
	Through	567	2	**284**	0	0	**0**
	Through-Right		0			0	
	Right	352	1	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	483	2	**266**	0	0	**0**
	Left-Through		0			0	
	Through	883	2	442	0	0	0
	Through-Right		0			0	
	Right	401	1	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	709		*North-South:*	0
			East-West:	550		*East-West:*	0
			SUM:	1259		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.916			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.916			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	440	2	**242**	0	0	**0**
	Left-Through		0			0	
	Through	1183	2	456	0	0	0
	Through-Right		1			0	
	Right	184	0	184	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	259	2	142	0	0	0
	Left-Through		0			0	
	Through	1492	2	**543**	0	0	**0**
	Through-Right		1			0	
	Right	137	0	137	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	128	2	70	0	0	0
	Left-Through		0			0	
	Through	719	2	**360**	0	0	**0**
	Through-Right		0			0	
	Right	411	1	169	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	515	2	**283**	0	0	**0**
	Left-Through		0			0	
	Through	687	2	344	0	0	0
	Through-Right		0			0	
	Right	359	1	217	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	785		*North-South:*	0
			East-West:	643		*East-West:*	0
			SUM:	1428		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.039			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.039			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	1866	3	**470**	0	0	0
	Through-Right		1			0	
	Right	13	0	13	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	97	1	**97**	0	0	0
	Left-Through		0			0	
	Through	1339	2	467	0	0	**0**
	Through-Right		1			0	
	Right	62	0	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	318	2	**175**	0	0	0
	Left-Through		0			0	
	Through	35	0	70	0	0	**0**
	Through-Right		1			0	
	Right	35	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	36	1	36	0	0	0
	Through-Right		0			0	
	Right	240	1	**143**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	567		*North-South:*	0
			East-West:	318		*East-West:*	0
			SUM:	885		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.644			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.644			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	46	1	**46**	0	0	**0**
	Left-Through		0			0	
	Through	1335	3	340	0	0	0
	Through-Right		1			0	
	Right	25	0	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	158	1	158	0	0	0
	Left-Through		0			0	
	Through	1224	2	**452**	0	0	**0**
	Through-Right		1			0	
	Right	131	0	131	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	115	2	63	0	0	0
	Left-Through		0			0	
	Through	64	0	**120**	0	0	**0**
	Through-Right		1			0	
	Right	56	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	**40**	0	0	**0**
	Left-Through		0			0	
	Through	38	1	38	0	0	0
	Through-Right		0			0	
	Right	182	1	24	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	498		*North-South:*	0
			East-West:	160		*East-West:*	0
			SUM:	658		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.479			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.479			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	37	1	**37**	0	0	**0**
	Left-Through		0			0	
	Through	1824	3	466	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	272	1	272	0	0	0
	Left-Through		0			0	
	Through	1973	2	**717**	0	0	**0**
	Through-Right		1			0	
	Right	177	0	177	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	112	2	62	0	0	0
	Left-Through		0			0	
	Through	71	0	**101**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	51	1	**51**	0	0	**0**
	Left-Through		0			0	
	Through	57	1	57	0	0	0
	Through-Right		0			0	
	Right	161	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	754		*North-South:*	0
			East-West:	152		*East-West:*	0
			SUM:	906		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.659			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.659			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0
Override Capacity			0			0			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**	0	0	0	0	0	**0**
NORTHBOUND Left-Through		0			0			0			0	
NORTHBOUND Through	1474	3	**491**	0	0	0	1479	3	**493**	0	0	0
NORTHBOUND Through-Right		0			0			0			0	
NORTHBOUND Right	252	1	0	0	0	0	171	1	0	0	0	0
NORTHBOUND Left-Through-Right		0			0			0			0	
NORTHBOUND Left-Right		0			0			0			0	
SOUTHBOUND Left	764	2	**420**	0	0	0	740	2	**407**	0	0	0
SOUTHBOUND Left-Through		0			0			0			0	
SOUTHBOUND Through	1150	3	383	0	0	**0**	1368	3	456	0	0	**0**
SOUTHBOUND Through-Right		0			0			0			0	
SOUTHBOUND Right	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND Left-Through-Right		0			0			0			0	
SOUTHBOUND Left-Right		0			0			0			0	
EASTBOUND Left	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND Left-Through		0			0			0			0	
EASTBOUND Through	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
EASTBOUND Through-Right		0			0			0			0	
EASTBOUND Right	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND Left-Through-Right		0			0			0			0	
EASTBOUND Left-Right		0			0			0			0	
WESTBOUND Left	159	2	**87**	0	0	**0**	166	2	**91**	0	0	**0**
WESTBOUND Left-Through		0			0			0			0	
WESTBOUND Through	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND Through-Right		0			0			0			0	
WESTBOUND Right	714	2	0	0	0	0	710	2	0	0	0	0
WESTBOUND Left-Through-Right		0			0			0			0	
WESTBOUND Left-Right		0			0			0			0	
CRITICAL VOLUMES		*North-South:*	911		*North-South:*	0		*North-South:*	900		*North-South:*	0
		East-West:	87		*East-West:*	0		*East-West:*	91		*East-West:*	0
		SUM:	998		*SUM:*	0		*SUM:*	991		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.700			0.000			0.695			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.700			0.000			0.695			0.000
LEVEL OF SERVICE (LOS):			C			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0						
	EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?			0			0						
Override Capacity			0			0						

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	1676	3	**559**	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	243	1	0	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	826	2	**454**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	1817	3	606	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	0	0	0	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	0	0	**0**	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	0	0	0	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	240	2	**132**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	0	0	0	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	745	2	0	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	1013		*North-South:*	0
		East-West:	132		*East-West:*	0
		SUM:	1145		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.804			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.804			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	3	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0	
Override Capacity			0			0	

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	22	1	22	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	779	2	**390**	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	74	1	33	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	78	1	**78**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	223	1	116	0	0	**0**
SOUTHBOUND Through-Right		1			0	
SOUTHBOUND Right	9	0	9	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	31	1	**31**	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	18	1	17	0	0	**0**
EASTBOUND Through-Right		1			0	
EASTBOUND Right	16	0	16	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	83	1	83	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	29	1	29	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	341	1	**263**	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	468		*North-South:*	0
		East-West:	294		*East-West:*	0
		SUM:	762		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.554			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.554			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	3	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0	
Override Capacity			0			0	

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	24	1	24	0	0	**0**
	Left-Through		0			0	
	Through	329	2	**165**	0	0	0
	Through-Right		0			0	
	Right	24	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	31	1	**31**	0	0	0
	Left-Through		0			0	
	Through	45	1	30	0	0	**0**
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	173	1	**173**	0	0	0
	Left-Through		0			0	
	Through	216	1	114	0	0	**0**
	Through-Right		1			0	
	Right	12	0	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	60	1	60	0	0	0
	Through-Right		0			0	
	Right	217	1	**186**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	196		*North-South:*	0
			East-West:	359		*East-West:*	0
			SUM:	555		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.404			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.404			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	3	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0	
Override Capacity			0			0	

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	28	0	0	**0**
	Left-Through		0			0	
	Through	404	2	**202**	0	0	0
	Through-Right		0			0	
	Right	56	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	69	1	**69**	0	0	0
	Left-Through		0			0	
	Through	3	1	3	0	0	**0**
	Through-Right		1			0	
	Right	22	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	265	1	265	0	0	0
	Left-Through		0			0	
	Through	587	1	**301**	0	0	**0**
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	42	1	42	0	0	**0**
	Left-Through		0			0	
	Through	41	1	41	0	0	0
	Through-Right		0			0	
	Right	176	1	**107**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	271		*North-South:*	0
			East-West:	408		*East-West:*	0
			SUM:	679		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.494			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.494			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0	
Override Capacity			0			0	

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	82	1	82	0	0	**0**
	Left-Through		0			0	
	Through	1204	3	**401**	0	0	0
	Through-Right		0			0	
	Right	62	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	115	1	**115**	0	0	0
	Left-Through		0			0	
	Through	857	3	286	0	0	**0**
	Through-Right		0			0	
	Right	129	1	86	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	158	2	**87**	0	0	0
	Left-Through		0			0	
	Through	487	2	244	0	0	**0**
	Through-Right		0			0	
	Right	73	1	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	78	1	78	0	0	**0**
	Left-Through		0			0	
	Through	802	1	**562**	0	0	0
	Through-Right		1			0	
	Right	321	0	321	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	516		*North-South:*	0
			East-West:	649		*East-West:*	0
			SUM:	1165		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.847			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.847			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0	
Override Capacity			0			0	

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	146	1	146	0	0	**0**
	Left-Through		0			0	
	Through	988	3	**329**	0	0	0
	Through-Right		0			0	
	Right	126	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	174	1	**174**	0	0	0
	Left-Through		0			0	
	Through	861	3	287	0	0	**0**
	Through-Right		0			0	
	Right	242	1	185	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	209	2	**115**	0	0	0
	Left-Through		0			0	
	Through	630	2	315	0	0	**0**
	Through-Right		0			0	
	Right	97	1	24	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	126	1	126	0	0	**0**
	Left-Through		0			0	
	Through	610	1	**410**	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	503		*North-South:*	0
			East-West:	525		*East-West:*	0
			SUM:	1028		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.748			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.748			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	145	1	145	0	0	**0**
	Left-Through		0			0	
	Through	1365	3	**455**	0	0	0
	Through-Right		0			0	
	Right	111	1	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	233	1	**233**	0	0	0
	Left-Through		0			0	
	Through	1488	3	496	0	0	**0**
	Through-Right		0			0	
	Right	270	1	218	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	2	**105**	0	0	0
	Left-Through		0			0	
	Through	772	2	386	0	0	**0**
	Through-Right		0			0	
	Right	84	1	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	94	1	94	0	0	**0**
	Left-Through		0			0	
	Through	582	1	**381**	0	0	0
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	688		*North-South:*	0
			East-West:	486		*East-West:*	0
			SUM:	1174		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.854			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.854			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	374	2	206	0	0	**0**
	Left-Through		0			0	
	Through	330	1	**330**	0	0	0
	Through-Right		0			0	
	Right	284	1	221	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	42	1	42	0	0	0
	Left-Through		0			0	
	Through	130	0	**138**	0	0	**0**
	Through-Right		1			0	
	Right	8	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	1	51	0	0	0
	Left-Through		0			0	
	Through	516	2	**258**	0	0	**0**
	Through-Right		0			0	
	Right	201	1	98	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	126	1	**126**	0	0	**0**
	Left-Through		0			0	
	Through	378	1	214	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	468		*North-South:*	0
			East-West:	384		*East-West:*	0
			SUM:	852		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.598			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.598			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	238	2	131	0	0	**0**
	Left-Through		0			0	
	Through	193	1	**193**	0	0	0
	Through-Right		0			0	
	Right	194	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	146	0	**184**	0	0	**0**
	Through-Right		1			0	
	Right	38	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	41	1	41	0	0	0
	Left-Through		0			0	
	Through	441	2	**221**	0	0	**0**
	Through-Right		0			0	
	Right	164	1	99	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	169	1	**169**	0	0	**0**
	Left-Through		0			0	
	Through	500	1	272	0	0	0
	Through-Right		1			0	
	Right	44	0	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	377		*North-South:*	0
			East-West:	390		*East-West:*	0
			SUM:	767		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.538			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.538			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	406	2	223	0	0	**0**
	Left-Through		0			0	
	Through	231	1	**231**	0	0	0
	Through-Right		0			0	
	Right	183	1	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	119	1	119	0	0	0
	Left-Through		0			0	
	Through	438	0	**475**	0	0	**0**
	Through-Right		1			0	
	Right	37	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	31	1	31	0	0	0
	Left-Through		0			0	
	Through	523	2	**262**	0	0	**0**
	Through-Right		0			0	
	Right	266	1	155	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	152	1	**152**	0	0	**0**
	Left-Through		0			0	
	Through	666	1	355	0	0	0
	Through-Right		1			0	
	Right	43	0	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	706		*North-South:*	0
			East-West:	414		*East-West:*	0
			SUM:	1120		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.786			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.786			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	90	1	90	0	0	**0**
Left-Through		0			0	
Through	949	2	**475**	0	0	0
Through-Right		0			0	
Right	138	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	153	1	**153**	0	0	0
Left-Through		0			0	
Through	557	2	279	0	0	**0**
Through-Right		0			0	
Right	104	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	215	2	118	0	0	0
Left-Through		0			0	
Through	1355	3	**452**	0	0	**0**
Through-Right		0			0	
Right	116	1	71	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	271	2	**149**	0	0	**0**
Left-Through		0			0	
Through	1238	3	413	0	0	0
Through-Right		0			0	
Right	184	1	108	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	628		*North-South:*	0
		East-West:	601		*East-West:*	0
		SUM:	1229		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.862			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.862			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	145	1	145	0	0	**0**
Left-Through		0			0	
Through	692	2	**346**	0	0	0
Through-Right		0			0	
Right	183	1	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	128	1	**128**	0	0	0
Left-Through		0			0	
Through	557	2	279	0	0	**0**
Through-Right		0			0	
Right	133	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	250	2	138	0	0	0
Left-Through		0			0	
Through	1156	3	**385**	0	0	**0**
Through-Right		0			0	
Right	117	1	45	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	278	2	**153**	0	0	**0**
Left-Through		0			0	
Through	1185	3	395	0	0	0
Through-Right		0			0	
Right	106	1	42	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	474		*North-South:*	0
		East-West:	538		*East-West:*	0
		SUM:	1012		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.710			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.710			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	156	1	156	0	0	**0**
Left-Through		0			0	
Through	997	2	**499**	0	0	0
Through-Right		0			0	
Right	193	1	31	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	193	1	**193**	0	0	0
Left-Through		0			0	
Through	907	2	454	0	0	**0**
Through-Right		0			0	
Right	141	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	268	2	147	0	0	0
Left-Through		0			0	
Through	1363	3	**454**	0	0	**0**
Through-Right		0			0	
Right	157	1	79	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	295	2	**162**	0	0	**0**
Left-Through		0			0	
Through	1258	3	419	0	0	0
Through-Right		0			0	
Right	89	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	692		*North-South:*	0
		East-West:	616		*East-West:*	0
		SUM:	1308		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.918			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.918			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	NB-- 0	SB-- 0		
	EB-- 0	WB-- 3	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	554	2	**277**	0	0	0
Through-Right		0			0	
Right	229	1	123	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	60	1	**60**	0	0	0
Left-Through		0			0	
Through	420	2	210	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	193	2	**106**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	34	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	337		*North-South:*	0
		East-West:	106		*East-West:*	0
		SUM:	443		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.311			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.311			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	283	2	142	0	0	0
	Through-Right		0			0	
	Right	253	1	**164**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	66	1	**66**	0	0	0
	Left-Through		0			0	
	Through	242	2	121	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	162	2	**89**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	66	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	230		*North-South:*	0
			East-West:	89		*East-West:*	0
			SUM:	319		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.224			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.224			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	492	2	**246**	0	0	0
	Through-Right		0			0	
	Right	181	1	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	72	1	**72**	0	0	0
	Left-Through		0			0	
	Through	366	2	183	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	167	2	**92**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	106	1	34	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	318		*North-South:*	0
			East-West:	92		*East-West:*	0
			SUM:	410		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.288			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.288			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	138	1	138	0	0	**0**
	Left-Through		0			0	
	Through	558	1	**373**	0	0	0
	Through-Right		1			0	
	Right	187	0	187	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	114	1	**114**	0	0	0
	Left-Through		0			0	
	Through	382	1	216	0	0	**0**
	Through-Right		1			0	
	Right	49	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	156	1	156	0	0	0
	Left-Through		0			0	
	Through	1420	2	**510**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	339	1	**339**	0	0	**0**
	Left-Through		0			0	
	Through	980	3	270	0	0	0
	Through-Right		1			0	
	Right	99	0	99	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	487		*North-South:*	0
			East-West:	849		*East-West:*	0
			SUM:	1336		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.972			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.972			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	234	1	**234**	0	0	**0**
	Left-Through		0			0	
	Through	266	1	226	0	0	0
	Through-Right		1			0	
	Right	186	0	186	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	84	1	84	0	0	0
	Left-Through		0			0	
	Through	323	1	**194**	0	0	**0**
	Through-Right		1			0	
	Right	65	0	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	91	1	91	0	0	0
	Left-Through		0			0	
	Through	1165	2	**412**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	276	1	**276**	0	0	**0**
	Left-Through		0			0	
	Through	1091	3	296	0	0	0
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	428		*North-South:*	0
			East-West:	688		*East-West:*	0
			SUM:	1116		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.812			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.812			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	187	1	**187**	0	0	**0**
	Left-Through		0			0	
	Through	572	1	375	0	0	0
	Through-Right		1			0	
	Right	177	0	177	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	124	1	124	0	0	0
	Left-Through		0			0	
	Through	632	1	**346**	0	0	**0**
	Through-Right		1			0	
	Right	59	0	59	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	113	1	113	0	0	0
	Left-Through		0			0	
	Through	1560	2	**556**	0	0	**0**
	Through-Right		1			0	
	Right	107	0	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	219	1	**219**	0	0	**0**
	Left-Through		0			0	
	Through	1240	3	331	0	0	0
	Through-Right		1			0	
	Right	85	0	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	533		North-South:	0
			East-West:	775		East-West:	0
			SUM:	1308		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.951			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.951			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	131	1	131	0	0	**0**
	Left-Through		0			0	
	Through	1164	2	**582**	0	0	0
	Through-Right		0			0	
	Right	215	1	136	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	69	1	**69**	0	0	0
	Left-Through		0			0	
	Through	331	2	166	0	0	**0**
	Through-Right		0			0	
	Right	75	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	168	1	**168**	0	0	0
	Left-Through		0			0	
	Through	828	3	276	0	0	**0**
	Through-Right		0			0	
	Right	330	1	265	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	158	1	158	0	0	**0**
	Left-Through		0			0	
	Through	1082	3	**361**	0	0	0
	Through-Right		0			0	
	Right	44	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	651		North-South:	0
			East-West:	529		East-West:	0
			SUM:	1180		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.858			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.858			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	246	1	246	0	0	**0**
	Left-Through		0			0	
	Through	832	2	**416**	0	0	0
	Through-Right		0			0	
	Right	321	1	256	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	73	1	**73**	0	0	0
	Left-Through		0			0	
	Through	443	2	222	0	0	**0**
	Through-Right		0			0	
	Right	77	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	182	1	**182**	0	0	0
	Left-Through		0			0	
	Through	1018	3	339	0	0	**0**
	Through-Right		0			0	
	Right	361	1	238	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1105	3	**368**	0	0	0
	Through-Right		0			0	
	Right	68	1	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	489		North-South:	0
			East-West:	550		East-West:	0
			SUM:	1039		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.756			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.756			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	247	1	247	0	0	**0**
	Left-Through		0			0	
	Through	1489	2	**745**	0	0	0
	Through-Right		0			0	
	Right	356	1	315	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	86	1	**86**	0	0	0
	Left-Through		0			0	
	Through	755	2	378	0	0	**0**
	Through-Right		0			0	
	Right	84	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	225	1	**225**	0	0	0
	Left-Through		0			0	
	Through	1416	3	472	0	0	**0**
	Through-Right		0			0	
	Right	288	1	165	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	82	1	82	0	0	**0**
	Left-Through		0			0	
	Through	1199	3	**400**	0	0	0
	Through-Right		0			0	
	Right	45	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	831		North-South:	0
			East-West:	625		East-West:	0
			SUM:	1456		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.059			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.059			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	164	1	164	0	0	**0**
Left-Through		0			0	
Through	1179	3	**393**	0	0	0
Through-Right		0			0	
Right	28	1	22	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	217	1	**217**	0	0	0
Left-Through		0			0	
Through	855	3	285	0	0	**0**
Through-Right		0			0	
Right	57	1	42	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	15	1	**15**	0	0	0
Left-Through		0			0	
Through	285	1	160	0	0	**0**
Through-Right		1			0	
Right	34	0	34	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	6	1	6	0	0	**0**
Left-Through		0			0	
Through	193	1	**193**	0	0	0
Through-Right		1			0	
Right	248	0	140	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	610		*North-South:*	0
		East-West:	208		*East-West:*	0
		SUM:	818		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.595			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.595			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	12	1	12	0	0	**0**
Left-Through		0			0	
Through	1289	3	**430**	0	0	0
Through-Right		0			0	
Right	49	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	242	1	**242**	0	0	0
Left-Through		0			0	
Through	997	3	332	0	0	**0**
Through-Right		0			0	
Right	68	1	2	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	66	1	66	0	0	0
Left-Through		0			0	
Through	288	1	**227**	0	0	**0**
Through-Right		1			0	
Right	165	0	165	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	52	1	**52**	0	0	**0**
Left-Through		0			0	
Through	245	1	184	0	0	0
Through-Right		1			0	
Right	122	0	122	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	672		*North-South:*	0
		East-West:	279		*East-West:*	0
		SUM:	951		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.692			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.692			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	296	1	**296**	0	0	**0**
Left-Through		0			0	
Through	1308	3	436	0	0	0
Through-Right		0			0	
Right	9	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	294	1	294	0	0	0
Left-Through		0			0	
Through	1442	3	**481**	0	0	**0**
Through-Right		0			0	
Right	83	1	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	33	1	**33**	0	0	0
Left-Through		0			0	
Through	223	1	169	0	0	**0**
Through-Right		1			0	
Right	115	0	115	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	76	1	76	0	0	**0**
Left-Through		0			0	
Through	377	1	**273**	0	0	0
Through-Right		1			0	
Right	169	0	169	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	777		*North-South:*	0
		East-West:	306		*East-West:*	0
		SUM:	1083		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.788			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.788			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	54	1	54	0	0	**0**
Left-Through		0			0	
Through	1856	2	**623**	0	0	0
Through-Right		1			0	
Right	12	0	12	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	72	1	**72**	0	0	0
Left-Through		0			0	
Through	1059	2	396	0	0	**0**
Through-Right		1			0	
Right	129	0	129	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	495	2	**272**	0	0	0
Left-Through		0			0	
Through	25	1	25	0	0	**0**
Through-Right		0			0	
Right	74	1	47	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	37	1	37	0	0	**0**
Left-Through		0			0	
Through	13	1	13	0	0	0
Through-Right		0			0	
Right	166	1	**130**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	695		*North-South:*	0
		East-West:	402		*East-West:*	0
		SUM:	1097		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.770			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.770			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	57	1	57	0	0	0
	Left-Through		0			0	
	Through	1414	2	480	0	0	0
	Through-Right		1			0	
	Right	26	0	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	104	1	104	0	0	0
	Left-Through		0			0	
	Through	1254	2	476	0	0	0
	Through-Right		1			0	
	Right	175	0	175	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	2	121	0	0	0
	Left-Through		0			0	
	Through	5	1	5	0	0	0
	Through-Right		0			0	
	Right	65	1	37	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	43	1	43	0	0	0
	Left-Through		0			0	
	Through	35	1	35	0	0	0
	Through-Right		0			0	
	Right	78	1	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	584		North-South:	0
			East-West:	164		East-West:	0
			SUM:	748		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.525			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.525			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	74	1	74	0	0	0
	Left-Through		0			0	
	Through	1569	2	533	0	0	0
	Through-Right		1			0	
	Right	29	0	29	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	189	1	189	0	0	0
	Left-Through		0			0	
	Through	2140	2	824	0	0	0
	Through-Right		1			0	
	Right	331	0	331	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	199	2	109	0	0	0
	Left-Through		0			0	
	Through	24	1	24	0	0	0
	Through-Right		0			0	
	Right	68	1	31	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	39	1	39	0	0	0
	Left-Through		0			0	
	Through	41	1	41	0	0	0
	Through-Right		0			0	
	Right	69	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	898		North-South:	0
			East-West:	150		East-West:	0
			SUM:	1048		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.735			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.735			0.000
	LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	43	1	43	0	0	0
	Left-Through		0			0	
	Through	1670	2	558	0	0	0
	Through-Right		1			0	
	Right	5	0	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	51	1	51	0	0	0
	Left-Through		0			0	
	Through	1085	3	362	0	0	0
	Through-Right		0			0	
	Right	78	1	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	17	1	17	0	0	0
	Through-Right		0			0	
	Right	86	1	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	9	1	9	0	0	0
	Left-Through		0			0	
	Through	42	0	118	0	0	0
	Through-Right		1			0	
	Right	76	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	609		North-South:	0
			East-West:	238		East-West:	0
			SUM:	847		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.565			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.565			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	61	1	61	0	0	0
	Left-Through		0			0	
	Through	1385	2	464	0	0	0
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	1248	3	416	0	0	0
	Through-Right		0			0	
	Right	108	1	59	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	98	1	98	0	0	0
	Left-Through		0			0	
	Through	27	1	27	0	0	0
	Through-Right		0			0	
	Right	76	1	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	25	0	68	0	0	0
	Through-Right		1			0	
	Right	43	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	524		North-South:	0
			East-West:	166		East-West:	0
			SUM:	690		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.460			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.460			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	114	1	**114**	0	0	**0**
	Left-Through		0			0	
	Through	1518	2	515	0	0	0
	Through-Right		1			0	
	Right	27	0	27	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	92	1	92	0	0	0
	Left-Through		0			0	
	Through	1960	3	**653**	0	0	**0**
	Through-Right		0			0	
	Right	147	1	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	83	1	**83**	0	0	0
	Left-Through		0			0	
	Through	46	1	46	0	0	**0**
	Through-Right		0			0	
	Right	131	1	74	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	17	1	17	0	0	**0**
	Left-Through		0			0	
	Through	39	0	**72**	0	0	0
	Through-Right		1			0	
	Right	33	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	767		*North-South:*	0
			East-West:	155		*East-West:*	0
			SUM:	922		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.615			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.615			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	18	1	18	0	0	**0**
	Left-Through		0			0	
	Through	1556	2	**522**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	38	1	**38**	0	0	0
	Left-Through		0			0	
	Through	1136	2	385	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	85	0	**85**	0	0	0
	Left-Through		0			0	
	Through	26	0	147	0	0	**0**
	Through-Right		0			0	
	Right	36	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	5	1	5	0	0	**0**
	Left-Through		0			0	
	Through	21	0	**96**	0	0	0
	Through-Right		1			0	
	Right	75	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	560		*North-South:*	0
			East-West:	181		*East-West:*	0
			SUM:	741		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.494			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.494			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	1	21	0	0	**0**
	Left-Through		0			0	
	Through	1329	2	**448**	0	0	0
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	48	1	**48**	0	0	0
	Left-Through		0			0	
	Through	1271	2	435	0	0	**0**
	Through-Right		1			0	
	Right	35	0	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	58	0	58	0	0	0
	Left-Through		0			0	
	Through	36	0	**126**	0	0	**0**
	Through-Right		0			0	
	Right	32	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	1	1	**1**	0	0	**0**
	Left-Through		0			0	
	Through	27	0	67	0	0	0
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	496		*North-South:*	0
			East-West:	127		*East-West:*	0
			SUM:	623		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.415			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.415			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	54	1	**54**	0	0	**0**
	Left-Through		0			0	
	Through	1561	2	525	0	0	0
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	1972	2	**671**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	33	0	33	0	0	0
	Left-Through		0			0	
	Through	39	0	**106**	0	0	**0**
	Through-Right		0			0	
	Right	34	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	3	1	**3**	0	0	**0**
	Left-Through		0			0	
	Through	19	0	44	0	0	0
	Through-Right		1			0	
	Right	25	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	725		*North-South:*	0
			East-West:	109		*East-West:*	0
			SUM:	834		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.556			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.556			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** I-105 WB RAMPS N/O IMPERIAL HIGHWA
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1857	3	**619**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1580	0	0	0	0	**0**
	Through-Right		0			0	
	Right	1385	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	766	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	1928	3	**675**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	619		*North-South:*	0
			East-West:	675		*East-West:*	0
			SUM:	1294		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.863			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.863			0.000
LEVEL OF SERVICE (LOS):				D			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** I-105 WB RAMPS N/O IMPERIAL HIGHWA
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1847	3	**616**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1001	0	0	0	0	**0**
	Through-Right		0			0	
	Right	1832	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	491	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	1512	3	**529**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	616		*North-South:*	0
			East-West:	529		*East-West:*	0
			SUM:	1145		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.763			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.763			0.000
LEVEL OF SERVICE (LOS):				C			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** I-105 WB RAMPS N/O IMPERIAL HIGHWA
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2446	3	**815**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1938	0	0	0	0	**0**
	Through-Right		0			0	
	Right	2036	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	702	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	1445	3	**506**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	815		*North-South:*	0
			East-West:	506		*East-West:*	0
			SUM:	1321		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.881			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.881			0.000
LEVEL OF SERVICE (LOS):				D			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	428	2	**214**	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	364	1	**364**	0	0	0
	Left-Through		0			0	
	Through	561	3	187	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	164	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
CRITICAL VOLUMES			*North-South:*	578		*North-South:*	0
			East-West:	0		*East-West:*	0
			SUM:	578		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.420			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.420			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	597	2	**299**	0	0	0
Through-Right		0			0	
Right	1	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	298	1	**298**	0	0	0
Left-Through		0			0	
Through	306	3	102	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	4	1	**4**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	159	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
CRITICAL VOLUMES		*North-South:*	597		*North-South:*	0
		East-West:	4		*East-West:*	0
		SUM:	601		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.437			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.437			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	972	2	**486**	0	0	0
Through-Right		0			0	
Right	1	1	1	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	251	1	**251**	0	0	0
Left-Through		0			0	
Through	675	3	225	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	1	0	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	306	1	**43**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
CRITICAL VOLUMES		*North-South:*	737		*North-South:*	0
		East-West:	43		*East-West:*	0
		SUM:	780		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.567			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.567			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	1	0	0	0	**0**
Left-Through		0			0	
Through	0	1	0	0	0	0
Through-Right		0			0	
Right	195	1	**91**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	207	2	**114**	0	0	0
Left-Through		0			0	
Through	40	0	48	0	0	**0**
Through-Right		1			0	
Right	8	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	1	1	1	0	0	0
Left-Through		0			0	
Through	112	1	**56**	0	0	**0**
Through-Right		1			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	208	1	**208**	0	0	**0**
Left-Through		0			0	
Through	27	1	27	0	0	0
Through-Right		1			0	
Right	106	0	49	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	205		*North-South:*	0
		East-West:	264		*East-West:*	0
		SUM:	469		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.313			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.313			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	1	0	0	0	**0**
Left-Through		0			0	
Through	0	1	0	0	0	0
Through-Right		0			0	
Right	256	1	**102**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	282	2	**155**	0	0	0
Left-Through		0			0	
Through	0	0	3	0	0	**0**
Through-Right		1			0	
Right	3	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	1	0	0	0	0
Left-Through		0			0	
Through	134	1	**67**	0	0	**0**
Through-Right		1			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	309	1	**309**	0	0	**0**
Left-Through		0			0	
Through	135	1	135	0	0	0
Through-Right		1			0	
Right	262	0	185	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	257		*North-South:*	0
		East-West:	376		*East-West:*	0
		SUM:	633		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.422			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.422			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	1	2	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	179	1	**64**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	159	2	**87**	0	0	0
	Left-Through		0			0	
	Through	68	0	71	0	0	**0**
	Through-Right		1			0	
	Right	3	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1	1	1	0	0	0
	Left-Through		0			0	
	Through	91	1	**46**	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	1	**230**	0	0	**0**
	Left-Through		0			0	
	Through	35	1	35	0	0	0
	Through-Right		1			0	
	Right	124	0	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	151		*North-South:*	0
			East-West:	276		*East-West:*	0
			SUM:	427		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.285			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.285			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	0	6	0	0	**0**
	Left-Through		1			0	
	Through	0	0	6	0	0	0
	Through-Right		0			0	
	Right	112	1	**112**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	1	0	0	0	0
	Left-Through		0			0	
	Through	0	1	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	1	**0**	0	0	0
	Left-Through		0			0	
	Through	1	1	1	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	35	1	**35**	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	112		*North-South:*	0
			East-West:	35		*East-West:*	0
			SUM:	147		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.103			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.103			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		1			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	134	1	**134**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	1	0	0	0	0
	Left-Through		0			0	
	Through	0	1	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	1	**0**	0	0	0
	Left-Through		0			0	
	Through	0	1	0	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	137	1	**137**	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	134		*North-South:*	0
			East-West:	137		*East-West:*	0
			SUM:	271		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.190			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.190			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	67	0	67	0	0	**0**
	Left-Through		1			0	
	Through	0	0	67	0	0	0
	Through-Right		0			0	
	Right	90	1	**90**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	1	0	0	0	0
	Left-Through		0			0	
	Through	0	1	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	1	**0**	0	0	0
	Left-Through		0			0	
	Through	2	1	1	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	39	1	**39**	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	90		*North-South:*	0
			East-West:	39		*East-West:*	0
			SUM:	129		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.091			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.091			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 98TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	77	1	77	0	0	**0**
	Left-Through		0			0	
	Through	631	2	**316**	0	0	0
	Through-Right		0			0	
	Right	125	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	105	1	**105**	0	0	0
	Left-Through		0			0	
	Through	422	2	199	0	0	**0**
	Through-Right		1			0	
	Right	176	0	176	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	57	1	57	0	0	0
	Left-Through		0			0	
	Through	20	1	20	0	0	**0**
	Through-Right		0			0	
	Right	229	1	**191**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	4	0	57	0	0	0
	Through-Right		1			0	
	Right	53	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	421		*North-South:*	0
			East-West:	201		*East-West:*	0
			SUM:	622		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.415			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.415			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 98TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	53	1	53	0	0	**0**
	Left-Through		0			0	
	Through	630	2	**315**	0	0	0
	Through-Right		0			0	
	Right	106	1	98	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	79	1	**79**	0	0	0
	Left-Through		0			0	
	Through	505	2	203	0	0	**0**
	Through-Right		1			0	
	Right	104	0	104	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	95	1	95	0	0	0
	Left-Through		0			0	
	Through	16	1	16	0	0	**0**
	Through-Right		0			0	
	Right	348	1	**322**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	16	1	**16**	0	0	**0**
	Left-Through		0			0	
	Through	14	0	111	0	0	0
	Through-Right		1			0	
	Right	97	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	394		*North-South:*	0
			East-West:	338		*East-West:*	0
			SUM:	732		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.488			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.488			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 98TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	1	2	0	0	**0**
	Left-Through		0			0	
	Through	825	2	**413**	0	0	0
	Through-Right		0			0	
	Right	117	1	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	66	1	**66**	0	0	0
	Left-Through		0			0	
	Through	686	2	259	0	0	**0**
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	146	1	146	0	0	0
	Left-Through		0			0	
	Through	57	1	57	0	0	**0**
	Through-Right		0			0	
	Right	314	1	**313**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	51	1	**51**	0	0	**0**
	Left-Through		0			0	
	Through	48	0	210	0	0	0
	Through-Right		1			0	
	Right	162	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	479		*North-South:*	0
			East-West:	364		*East-West:*	0
			SUM:	843		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.562			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.562			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	41	1	41	0	0	**0**
	Left-Through		0			0	
	Through	22	1	22	0	0	0
	Through-Right		0			0	
	Right	71	1	**66**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	11	1	**11**	0	0	0
	Left-Through		0			0	
	Through	19	1	11	0	0	**0**
	Through-Right		1			0	
	Right	2	0	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	2	1	2	0	0	0
	Left-Through		0			0	
	Through	544	2	**272**	0	0	**0**
	Through-Right		0			0	
	Right	174	1	154	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	446	2	223	0	0	0
	Through-Right		0			0	
	Right	7	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	77		*North-South:*	0
			East-West:	282		*East-West:*	0
			SUM:	359		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.239			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.239			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	1	26	0	0	**0**
	Left-Through		0			0	
	Through	14	1	14	0	0	0
	Through-Right		0			0	
	Right	320	1	**270**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	24	1	**24**	0	0	0
	Left-Through		0			0	
	Through	14	1	9	0	0	**0**
	Through-Right		1			0	
	Right	4	0	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	6	1	6	0	0	0
	Left-Through		0			0	
	Through	568	2	**284**	0	0	**0**
	Through-Right		0			0	
	Right	170	1	157	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	101	1	**101**	0	0	**0**
	Left-Through		0			0	
	Through	535	2	268	0	0	0
	Through-Right		0			0	
	Right	24	1	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	294		North-South:	0
			East-West:	385		East-West:	0
			SUM:	679		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.453			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.453			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	12	1	12	0	0	**0**
	Left-Through		0			0	
	Through	22	1	22	0	0	0
	Through-Right		0			0	
	Right	88	1	**79**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**20**	0	0	0
	Left-Through		0			0	
	Through	19	1	11	0	0	**0**
	Through-Right		1			0	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	3	1	**3**	0	0	0
	Left-Through		0			0	
	Through	646	2	323	0	0	**0**
	Through-Right		0			0	
	Right	168	1	162	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	19	1	19	0	0	**0**
	Left-Through		0			0	
	Through	712	2	**356**	0	0	0
	Through-Right		0			0	
	Right	40	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	99		North-South:	0
			East-West:	359		East-West:	0
			SUM:	458		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.305			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.305			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	30	0	0	**0**
	Left-Through		0			0	
	Through	110	0	**150**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	94	0	**94**	0	0	0
	Left-Through		0			0	
	Through	9	0	113	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	52	1	**52**	0	0	0
	Left-Through		0			0	
	Through	518	1	264	0	0	**0**
	Through-Right		1			0	
	Right	9	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	7	1	7	0	0	**0**
	Left-Through		0			0	
	Through	444	1	**241**	0	0	0
	Through-Right		1			0	
	Right	38	0	38	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	244		North-South:	0
			East-West:	293		East-West:	0
			SUM:	537		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.358			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.358			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	101	0	**138**	0	0	0
	Through-Right		0			0	
	Right	27	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	203	0	**203**	0	0	0
	Left-Through		0			0	
	Through	14	0	227	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	56	1	**56**	0	0	0
	Left-Through		0			0	
	Through	432	1	219	0	0	**0**
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	430	1	**274**	0	0	0
	Through-Right		1			0	
	Right	117	0	117	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	341		North-South:	0
			East-West:	330		East-West:	0
			SUM:	671		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.447			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.447			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	0	5	0	0	**0**
	Left-Through		0			0	
	Through	188	0	**286**	0	0	0
	Through-Right		0			0	
	Right	93	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	194	0	**194**	0	0	0
	Left-Through		0			0	
	Through	16	0	273	0	0	**0**
	Through-Right		0			0	
	Right	63	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	**10**	0	0	0
	Left-Through		0			0	
	Through	531	1	270	0	0	**0**
	Through-Right		1			0	
	Right	9	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	588	1	**348**	0	0	0
	Through-Right		1			0	
	Right	108	0	108	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	480		*North-South:*	0
			East-West:	358		*East-West:*	0
			SUM:	838		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.559			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.559			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3136	2	**1054**	0	0	0
	Through-Right		1			0	
	Right	26	0	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2857	3	728	0	0	**0**
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	84	1	**70**	0	0	0
	Left-Through		0			0	
	Through	56	0	70	0	0	**0**
	Through-Right		0			0	
	Right	62	1	62	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	302	1	**203**	0	0	**0**
	Left-Through		1			0	
	Through	104	0	203	0	0	0
	Through-Right		0			0	
	Right	41	1	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1054		*North-South:*	0
			East-West:	273		*East-West:*	0
			SUM:	1327		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.931			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.931			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2021	2	**681**	0	0	0
	Through-Right		1			0	
	Right	23	0	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1971	3	529	0	0	**0**
	Through-Right		1			0	
	Right	144	0	144	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	148	1	**124**	0	0	0
	Left-Through		0			0	
	Through	100	0	124	0	0	**0**
	Through-Right		0			0	
	Right	77	1	77	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	184	1	**135**	0	0	**0**
	Left-Through		1			0	
	Through	86	0	135	0	0	0
	Through-Right		0			0	
	Right	36	1	36	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	681		*North-South:*	0
			East-West:	259		*East-West:*	0
			SUM:	940		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.660			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.660			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2838	2	**983**	0	0	0
	Through-Right		1			0	
	Right	112	0	112	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2922	3	762	0	0	**0**
	Through-Right		1			0	
	Right	125	0	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	176	1	**167**	0	0	0
	Left-Through		0			0	
	Through	158	0	167	0	0	**0**
	Through-Right		0			0	
	Right	75	1	75	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	231	1	**184**	0	0	**0**
	Left-Through		1			0	
	Through	136	0	184	0	0	0
	Through-Right		0			0	
	Right	17	1	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	983		*North-South:*	0
			East-West:	351		*East-West:*	0
			SUM:	1334		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.936			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.936			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	102	1	**102**	0	0	**0**
Left-Through		0			0	
Through	225	0	263	0	0	0
Through-Right		1			0	
Right	38	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	16	1	16	0	0	0
Left-Through		0			0	
Through	212	0	**264**	0	0	**0**
Through-Right		1			0	
Right	52	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	52	1	52	0	0	0
Left-Through		0			0	
Through	468	1	**334**	0	0	**0**
Through-Right		1			0	
Right	200	0	200	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	51	1	**51**	0	0	**0**
Left-Through		0			0	
Through	575	1	304	0	0	0
Through-Right		1			0	
Right	32	0	32	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	366		*North-South:*	0
		East-West:	385		*East-West:*	0
		SUM:	751		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.501			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.501			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	86	1	**86**	0	0	**0**
Left-Through		0			0	
Through	147	0	185	0	0	0
Through-Right		1			0	
Right	38	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	34	1	34	0	0	0
Left-Through		0			0	
Through	137	0	**198**	0	0	**0**
Through-Right		1			0	
Right	61	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	72	1	**72**	0	0	0
Left-Through		0			0	
Through	478	1	288	0	0	**0**
Through-Right		1			0	
Right	98	0	98	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	49	1	49	0	0	**0**
Left-Through		0			0	
Through	551	1	**299**	0	0	0
Through-Right		1			0	
Right	46	0	46	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	284		*North-South:*	0
		East-West:	371		*East-West:*	0
		SUM:	655		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.437			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.437			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	84	1	**84**	0	0	**0**
Left-Through		0			0	
Through	224	0	251	0	0	0
Through-Right		1			0	
Right	27	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	35	1	35	0	0	0
Left-Through		0			0	
Through	284	0	**357**	0	0	**0**
Through-Right		1			0	
Right	73	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	80	1	80	0	0	0
Left-Through		0			0	
Through	651	1	**393**	0	0	**0**
Through-Right		1			0	
Right	135	0	135	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	78	1	**78**	0	0	**0**
Left-Through		0			0	
Through	593	1	331	0	0	0
Through-Right		1			0	
Right	68	0	68	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	441		*North-South:*	0
		East-West:	471		*East-West:*	0
		SUM:	912		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.608			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.608			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	108	1	108	0	0	**0**
Left-Through		0			0	
Through	804	2	**402**	0	0	0
Through-Right		0			0	
Right	278	1	104	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	76	1	**76**	0	0	0
Left-Through		0			0	
Through	516	2	258	0	0	**0**
Through-Right		0			0	
Right	121	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	158	1	**158**	0	0	0
Left-Through		0			0	
Through	672	2	336	0	0	**0**
Through-Right		0			0	
Right	114	1	6	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	174	1	174	0	0	**0**
Left-Through		0			0	
Through	758	1	**418**	0	0	0
Through-Right		1			0	
Right	77	0	77	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	478		*North-South:*	0
		East-West:	576		*East-West:*	0
		SUM:	1054		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.767			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.767			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	175	1	**175**	0	0	**0**
Left-Through		0			0	
Through	625	2	313	0	0	0
Through-Right		0			0	
Right	202	1	112	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	90	1	90	0	0	0
Left-Through		0			0	
Through	663	2	**332**	0	0	**0**
Through-Right		0			0	
Right	163	1	34	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	129	1	**129**	0	0	0
Left-Through		0			0	
Through	533	2	267	0	0	**0**
Through-Right		0			0	
Right	112	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	90	1	90	0	0	**0**
Left-Through		0			0	
Through	528	1	**279**	0	0	0
Through-Right		1			0	
Right	30	0	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	507		*North-South:*	0
		East-West:	408		*East-West:*	0
		SUM:	915		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.665			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.665			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	168	1	**168**	0	0	**0**
Left-Through		0			0	
Through	771	2	386	0	0	0
Through-Right		0			0	
Right	290	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	81	1	81	0	0	0
Left-Through		0			0	
Through	1008	2	**504**	0	0	**0**
Through-Right		0			0	
Right	200	1	62	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	138	1	138	0	0	0
Left-Through		0			0	
Through	752	2	**376**	0	0	**0**
Through-Right		0			0	
Right	148	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	301	1	**301**	0	0	**0**
Left-Through		0			0	
Through	614	1	318	0	0	0
Through-Right		1			0	
Right	21	0	21	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	672		*North-South:*	0
		East-West:	677		*East-West:*	0
		SUM:	1349		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.981			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.981			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	127	1	**127**	0	0	**0**
Left-Through		0			0	
Through	466	2	160	0	0	0
Through-Right		1			0	
Right	15	0	15	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	14	1	14	0	0	0
Left-Through		0			0	
Through	319	2	**123**	0	0	**0**
Through-Right		1			0	
Right	49	0	49	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	39	1	**39**	0	0	0
Left-Through		0			0	
Through	2	1	2	0	0	**0**
Through-Right		0			0	
Right	10	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	4	0	4	0	0	**0**
Left-Through		0			0	
Through	1	0	**5**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	250		*North-South:*	0
		East-West:	44		*East-West:*	0
		SUM:	294		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.206			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.206			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	48	1	**48**	0	0	**0**
Left-Through		0			0	
Through	123	2	47	0	0	0
Through-Right		1			0	
Right	17	0	17	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	19	1	19	0	0	0
Left-Through		0			0	
Through	343	2	**118**	0	0	**0**
Through-Right		1			0	
Right	12	0	12	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	86	1	**86**	0	0	0
Left-Through		0			0	
Through	6	1	6	0	0	**0**
Through-Right		0			0	
Right	10	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	5	0	5	0	0	**0**
Left-Through		0			0	
Through	8	0	**25**	0	0	0
Through-Right		0			0	
Right	12	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	166		*North-South:*	0
		East-West:	111		*East-West:*	0
		SUM:	277		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.194			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.194			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases			3				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--	0	NB-- 0 SB--			0
		EB-- 3 WB--	0	EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	47	1	**47**	0	0	**0**
	Left-Through		0			0	
	Through	332	2	113	0	0	0
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	45	1	45	0	0	0
	Left-Through		0			0	
	Through	805	2	**323**	0	0	**0**
	Through-Right		1			0	
	Right	164	0	164	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	68	1	**68**	0	0	0
	Left-Through		0			0	
	Through	3	1	3	0	0	**0**
	Through-Right		0			0	
	Right	60	1	13	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	11	0	11	0	0	**0**
	Left-Through		0			0	
	Through	1	0	**22**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		370	North-South:		0
		East-West:		90	East-West:		0
		SUM:		460	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.323			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.323			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases			2				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2 SB--	0	NB-- 0 SB--			0
		EB-- 0 WB--	0	EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1138	1	**574**	0	0	0
	Through-Right		1			0	
	Right	9	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	1	**13**	0	0	0
	Left-Through		0			0	
	Through	360	2	180	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	14	0	14	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**24**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		587	North-South:		0
		East-West:		24	East-West:		0
		SUM:		611	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.407			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.407			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases			2				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--	0	NB-- 0 SB--			0
		EB-- 0 WB--	0	EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	414	1	**210**	0	0	0
	Through-Right		1			0	
	Right	5	0	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	1	**14**	0	0	0
	Left-Through		0			0	
	Through	280	2	140	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	6	0	6	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**17**	0	0	0
	Through-Right		0			0	
	Right	11	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		224	North-South:		0
		East-West:		17	East-West:		0
		SUM:		241	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.161			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.161			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases			2				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--	0	NB-- 0 SB--			0
		EB-- 0 WB--	0	EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	492	1	249	0	0	0
	Through-Right		1			0	
	Right	5	0	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	15	1	15	0	0	0
	Left-Through		0			0	
	Through	973	2	**487**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	7	0	7	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**21**	0	0	0
	Through-Right		0			0	
	Right	14	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		487	North-South:		0
		East-West:		21	East-West:		0
		SUM:		508	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.339			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.339			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	109	1	109	0	0	**0**	98	1	**98**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1589	1	**815**	0	0	0	1388	1	721	0	0	0
	Through-Right		1			0			1			0	
	Right	41	0	41	0	0	0	54	0	54	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	87	1	**87**	0	0	0	108	1	108	0	0	0
	Left-Through		0			0			0			0	
	Through	1378	2	689	0	0	**0**	1513	2	**757**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	74	1	0	0	0	0	138	1	30	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	184	1	**184**	0	0	0	216	1	**216**	0	0	0
	Left-Through		0			0			0			0	
	Through	229	1	229	0	0	**0**	230	1	230	0	0	**0**
	Through-Right		0			0			0			0	
	Right	114	1	60	0	0	0	181	1	132	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	48	1	48	0	0	**0**	72	1	72	0	0	**0**
	Left-Through		0			0			0			0	
	Through	380	1	**380**	0	0	0	257	1	**257**	0	0	0
	Through-Right		0			0			0			0	
	Right	149	1	106	0	0	0	137	1	83	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	902		North-South:	0		North-South:	855		North-South:	0
			East-West:	564		East-West:	0		East-West:	473		East-West:	0
			SUM:	1466		SUM:	0		SUM:	1328		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.977			0.000			0.885			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.977			0.000			0.885			0.000
LEVEL OF SERVICE (LOS):				E			A			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				2			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	103	1	**103**	0	0	**0**						
	Left-Through		0			0							
	Through	1191	1	618	0	0	0						
	Through-Right		1			0							
	Right	44	0	44	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	84	1	84	0	0	0						
	Left-Through		0			0							
	Through	1670	2	**835**	0	0	**0**						
	Through-Right		0			0							
	Right	101	1	19	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	165	1	165	0	0	0						
	Left-Through		0			0							
	Through	357	1	**357**	0	0	**0**						
	Through-Right		0			0							
	Right	134	1	83	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	53	1	**53**	0	0	**0**						
	Left-Through		0			0							
	Through	203	1	203	0	0	0						
	Through-Right		0			0							
	Right	71	1	29	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	938		North-South:	0						
			East-West:	410		East-West:	0						
			SUM:	1348		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.899			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.899			0.000						
LEVEL OF SERVICE (LOS):				D			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	98	1	**98**	0	0	**0**						
	Left-Through		0			0							
	Through	572	2	286	0	0	0						
	Through-Right		0			0							
	Right	89	1	24	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	61	1	61	0	0	0						
	Left-Through		0			0							
	Through	501	1	**290**	0	0	**0**						
	Through-Right		1			0							
	Right	78	0	78	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	85	1	**85**	0	0	0						
	Left-Through		0			0							
	Through	335	2	149	0	0	**0**						
	Through-Right		1			0							
	Right	111	0	111	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	65	1	65	0	0	**0**						
	Left-Through		0			0							
	Through	712	2	**269**	0	0	0						
	Through-Right		1			0							
	Right	94	0	94	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	388		North-South:	0						
			East-West:	354		East-West:	0						
			SUM:	742		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.540			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.540			0.000						
LEVEL OF SERVICE (LOS):				A			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	129	1	129	0	0	**0**
	Left-Through		0			0	
	Through	713	2	**357**	0	0	0
	Through-Right		0			0	
	Right	107	1	38	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	94	1	**94**	0	0	0
	Left-Through		0			0	
	Through	417	1	266	0	0	**0**
	Through-Right		1			0	
	Right	115	0	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	147	1	**147**	0	0	0
	Left-Through		0			0	
	Through	650	2	252	0	0	**0**
	Through-Right		1			0	
	Right	105	0	105	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	69	1	69	0	0	**0**
	Left-Through		0			0	
	Through	671	2	**253**	0	0	0
	Through-Right		1			0	
	Right	89	0	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	451		*North-South:*	0
			East-West:	400		*East-West:*	0
			SUM:	851		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.619			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.619			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	803	2	**402**	0	0	0
	Through-Right		0			0	
	Right	150	1	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	128	1	**128**	0	0	0
	Left-Through		0			0	
	Through	626	1	373	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	1056	2	**395**	0	0	**0**
	Through-Right		1			0	
	Right	128	0	128	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	101	1	**101**	0	0	**0**
	Left-Through		0			0	
	Through	788	2	294	0	0	0
	Through-Right		1			0	
	Right	95	0	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	530		*North-South:*	0
			East-West:	496		*East-West:*	0
			SUM:	1026		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.746			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.746			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2484	2	**871**	0	0	0
	Through-Right		1			0	
	Right	129	0	129	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2098	3	699	0	0	**0**
	Through-Right		0			0	
	Right	413	1	243	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	309	2	**170**	0	0	0
	Left-Through		0			0	
	Through	256	0	295	0	0	**0**
	Through-Right		1			0	
	Right	39	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	336	2	185	0	0	**0**
	Left-Through		0			0	
	Through	676	2	**338**	0	0	0
	Through-Right		0			0	
	Right	177	1	177	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	871		*North-South:*	0
			East-West:	508		*East-West:*	0
			SUM:	1379		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.968			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.968			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1830	2	**667**	0	0	0
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1618	3	539	0	0	**0**
	Through-Right		0			0	
	Right	203	1	51	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	277	2	152	0	0	0
	Left-Through		0			0	
	Through	217	0	**279**	0	0	**0**
	Through-Right		1			0	
	Right	62	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	229	2	**126**	0	0	**0**
	Left-Through		0			0	
	Through	314	2	157	0	0	0
	Through-Right		0			0	
	Right	112	1	112	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	667		*North-South:*	0
			East-West:	405		*East-West:*	0
			SUM:	1072		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.752			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.752			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	2120	2	805	0	0	0
	Through-Right		1			0	
	Right	294	0	294	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2552	3	**851**	0	0	**0**
	Through-Right		0			0	
	Right	190	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	564	2	310	0	0	0
	Left-Through		0			0	
	Through	429	0	**531**	0	0	**0**
	Through-Right		1			0	
	Right	102	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	308	2	**169**	0	0	**0**
	Left-Through		0			0	
	Through	306	2	153	0	0	0
	Through-Right		0			0	
	Right	105	1	105	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	851		*North-South:*	0
			East-West:	700		*East-West:*	0
			SUM:	1551		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.088			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.088			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	358	2	**197**	0	0	**0**
	Left-Through		0			0	
	Through	1460	2	498	0	0	0
	Through-Right		1			0	
	Right	35	0	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	141	2	78	0	0	0
	Left-Through		0			0	
	Through	1410	2	**534**	0	0	**0**
	Through-Right		1			0	
	Right	193	0	193	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	88	1	**88**	0	0	0
	Left-Through		0			0	
	Through	404	2	202	0	0	**0**
	Through-Right		0			0	
	Right	168	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	131	1	131	0	0	**0**
	Left-Through		0			0	
	Through	1155	2	**578**	0	0	0
	Through-Right		0			0	
	Right	334	1	256	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	731		*North-South:*	0
			East-West:	666		*East-West:*	0
			SUM:	1397		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.016			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.016			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	176	2	**97**	0	0	**0**
	Left-Through		0			0	
	Through	1237	2	432	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	195	2	107	0	0	0
	Left-Through		0			0	
	Through	1319	2	**493**	0	0	**0**
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	189	1	**189**	0	0	0
	Left-Through		0			0	
	Through	436	2	218	0	0	**0**
	Through-Right		0			0	
	Right	195	1	98	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	161	1	161	0	0	**0**
	Left-Through		0			0	
	Through	465	2	**233**	0	0	0
	Through-Right		0			0	
	Right	155	1	48	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	590		*North-South:*	0
			East-West:	422		*East-West:*	0
			SUM:	1012		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.736			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.736			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	146	2	**80**	0	0	**0**
	Left-Through		0			0	
	Through	1226	2	438	0	0	0
	Through-Right		1			0	
	Right	89	0	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	358	2	197	0	0	0
	Left-Through		0			0	
	Through	2053	2	**717**	0	0	**0**
	Through-Right		1			0	
	Right	98	0	98	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	138	1	138	0	0	0
	Left-Through		0			0	
	Through	853	2	**427**	0	0	**0**
	Through-Right		0			0	
	Right	287	1	207	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	556	2	278	0	0	0
	Through-Right		0			0	
	Right	193	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	797		*North-South:*	0
			East-West:	607		*East-West:*	0
			SUM:	1404		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.021			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.021			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	179	1	179	0	0	**0**
Left-Through		0			0	
Through	2029	2	**689**	0	0	0
Through-Right		1			0	
Right	39	0	39	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	137	1	**137**	0	0	0
Left-Through		0			0	
Through	1514	3	505	0	0	**0**
Through-Right		0			0	
Right	132	1	33	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	99	1	**99**	0	0	0
Left-Through		0			0	
Through	522	2	203	0	0	**0**
Through-Right		1			0	
Right	87	0	87	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	164	1	164	0	0	**0**
Left-Through		0			0	
Through	1010	2	**505**	0	0	0
Through-Right		0			0	
Right	321	1	184	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	826		*North-South:*	0
		East-West:	604		*East-West:*	0
		SUM:	1430		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.040			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.040			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	92	1	92	0	0	**0**
Left-Through		0			0	
Through	1172	2	**407**	0	0	0
Through-Right		1			0	
Right	49	0	49	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	167	1	**167**	0	0	0
Left-Through		0			0	
Through	1159	3	386	0	0	**0**
Through-Right		0			0	
Right	117	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	175	1	**175**	0	0	0
Left-Through		0			0	
Through	481	2	174	0	0	**0**
Through-Right		1			0	
Right	41	0	41	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	121	1	121	0	0	**0**
Left-Through		0			0	
Through	488	2	**244**	0	0	0
Through-Right		0			0	
Right	200	1	33	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	574		*North-South:*	0
		East-West:	419		*East-West:*	0
		SUM:	993		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.722			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.722			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	112	1	**112**	0	0	**0**
Left-Through		0			0	
Through	1640	2	582	0	0	0
Through-Right		1			0	
Right	105	0	105	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	166	1	166	0	0	0
Left-Through		0			0	
Through	2022	3	**674**	0	0	**0**
Through-Right		0			0	
Right	151	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	181	1	**181**	0	0	0
Left-Through		0			0	
Through	868	2	308	0	0	**0**
Through-Right		1			0	
Right	56	0	56	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	155	1	155	0	0	**0**
Left-Through		0			0	
Through	613	2	**307**	0	0	0
Through-Right		0			0	
Right	206	1	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	786		*North-South:*	0
		East-West:	488		*East-West:*	0
		SUM:	1274		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.927			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.927			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	371	1	**371**	0	0	**0**
Left-Through		0			0	
Through	2118	2	728	0	0	0
Through-Right		1			0	
Right	67	0	67	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	61	1	61	0	0	0
Left-Through		0			0	
Through	1506	2	**562**	0	0	**0**
Through-Right		1			0	
Right	179	0	179	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	53	1	**53**	0	0	0
Left-Through		0			0	
Through	362	2	181	0	0	**0**
Through-Right		0			0	
Right	254	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	138	1	138	0	0	**0**
Left-Through		0			0	
Through	986	1	**511**	0	0	0
Through-Right		1			0	
Right	36	0	36	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	933		*North-South:*	0
		East-West:	564		*East-West:*	0
		SUM:	1497		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.051			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.051			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	220	1	**220**	0	0	**0**
Left-Through		0			0	
Through	1239	2	442	0	0	0
Through-Right		1			0	
Right	86	0	86	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	89	1	89	0	0	0
Left-Through		0			0	
Through	1185	2	**435**	0	0	**0**
Through-Right		1			0	
Right	119	0	119	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	74	1	**74**	0	0	0
Left-Through		0			0	
Through	304	2	152	0	0	**0**
Through-Right		0			0	
Right	224	1	4	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	93	1	93	0	0	**0**
Left-Through		0			0	
Through	327	1	**203**	0	0	0
Through-Right		1			0	
Right	78	0	78	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	655		North-South:	0
		East-West:	277		East-West:	0
		SUM:	932		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.654			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.654			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	240	1	**240**	0	0	**0**
Left-Through		0			0	
Through	1795	2	644	0	0	0
Through-Right		1			0	
Right	138	0	138	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	55	1	55	0	0	0
Left-Through		0			0	
Through	1788	2	**620**	0	0	**0**
Through-Right		1			0	
Right	71	0	71	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	105	1	105	0	0	0
Left-Through		0			0	
Through	827	2	**414**	0	0	**0**
Through-Right		0			0	
Right	462	1	222	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	73	1	**73**	0	0	**0**
Left-Through		0			0	
Through	377	1	215	0	0	0
Through-Right		1			0	
Right	53	0	53	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	860		North-South:	0
		East-West:	487		East-West:	0
		SUM:	1347		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.945			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.945			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	169	1	169	0	0	**0**
Left-Through		0			0	
Through	932	2	**322**	0	0	0
Through-Right		1			0	
Right	35	0	35	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	191	1	**191**	0	0	0
Left-Through		0			0	
Through	691	2	309	0	0	**0**
Through-Right		1			0	
Right	235	0	235	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	136	1	**136**	0	0	0
Left-Through		0			0	
Through	763	2	305	0	0	**0**
Through-Right		1			0	
Right	153	0	153	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	129	1	129	0	0	**0**
Left-Through		0			0	
Through	1228	2	**433**	0	0	0
Through-Right		1			0	
Right	70	0	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	513		North-South:	0
		East-West:	569		East-West:	0
		SUM:	1082		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.787			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.787			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	86	1	86	0	0	**0**
Left-Through		0			0	
Through	547	2	**199**	0	0	0
Through-Right		1			0	
Right	49	0	49	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	176	1	**176**	0	0	0
Left-Through		0			0	
Through	637	2	256	0	0	**0**
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	130	1	130	0	0	0
Left-Through		0			0	
Through	803	2	**320**	0	0	**0**
Through-Right		1			0	
Right	156	0	156	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	134	1	**134**	0	0	**0**
Left-Through		0			0	
Through	676	2	253	0	0	0
Through-Right		1			0	
Right	83	0	83	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	375		North-South:	0
		East-West:	454		East-West:	0
		SUM:	829		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.603			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.603			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	102	1	102	0	0	**0**
	Left-Through		0			0	
	Through	754	2	**269**	0	0	0
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	228	1	**228**	0	0	0
	Left-Through		0			0	
	Through	973	2	370	0	0	**0**
	Through-Right		1			0	
	Right	137	0	137	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	156	1	156	0	0	0
	Left-Through		0			0	
	Through	1407	2	**514**	0	0	**0**
	Through-Right		1			0	
	Right	134	0	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	166	1	**166**	0	0	**0**
	Left-Through		0			0	
	Through	818	2	297	0	0	0
	Through-Right		1			0	
	Right	74	0	74	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	497		*North-South:*	0
			East-West:	680		*East-West:*	0
			SUM:	1177		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.856			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.856			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	664	1	**440**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	657	1	440	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	872	3	291	0	0	**0**
	Through-Right		0			0	
	Right	321	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1364	2	**552**	0	0	0
	Through-Right		1			0	
	Right	291	0	291	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	440		*North-South:*	0
			East-West:	552		*East-West:*	0
			SUM:	992		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.661			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.661			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	414	1	**275**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	411	1	275	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1017	3	339	0	0	**0**
	Through-Right		0			0	
	Right	350	1	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1110	2	**526**	0	0	0
	Through-Right		1			0	
	Right	469	0	469	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	275		*North-South:*	0
			East-West:	526		*East-West:*	0
			SUM:	801		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.534			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.534			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	463	1	**376**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	664	1	376	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	82	0	0	0	0	0
	Left-Through		0			0	
	Through	1468	3	**489**	0	0	**0**
	Through-Right		0			0	
	Right	332	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1123	2	480	0	0	0
	Through-Right		1			0	
	Right	318	0	318	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	376		*North-South:*	0
			East-West:	489		*East-West:*	0
			SUM:	865		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.577			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.577			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	191	1	191	0	0	**0**	93	1	93	0	0	**0**
	Left-Through		0			0			0			0	
	Through	821	1	**420**	0	0	0	519	1	**281**	0	0	0
	Through-Right		1			0			1			0	
	Right	18	0	18	0	0	0	42	0	42	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	185	1	**185**	0	0	0	123	1	**123**	0	0	0
	Left-Through		0			0			0			0	
	Through	617	1	356	0	0	**0**	520	1	303	0	0	**0**
	Through-Right		1			0			1			0	
	Right	95	0	95	0	0	0	86	0	86	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	115	1	**115**	0	0	0	93	1	**93**	0	0	0
	Left-Through		0			0			0			0	
	Through	915	2	332	0	0	**0**	746	2	277	0	0	**0**
	Through-Right		1			0			1			0	
	Right	81	0	81	0	0	0	85	0	85	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	114	1	114	0	0	**0**	75	1	75	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1361	2	**482**	0	0	0	725	2	**273**	0	0	0
	Through-Right		1			0			1			0	
	Right	84	0	84	0	0	0	95	0	95	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	605		North-South:	0		North-South:	404		North-South:	0
			East-West:	597		East-West:	0		East-West:	366		East-West:	0
			SUM:	1202		SUM:	0		SUM:	770		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.874			0.000			0.560			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.874			0.000			0.560			0.000
LEVEL OF SERVICE (LOS):				D			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	123	1	**123**	0	0	**0**						
	Left-Through		0			0							
	Through	637	1	343	0	0	0						
	Through-Right		1			0							
	Right	48	0	48	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	143	1	143	0	0	0						
	Left-Through		0			0							
	Through	772	1	**446**	0	0	**0**						
	Through-Right		1			0							
	Right	120	0	120	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	124	1	124	0	0	0						
	Left-Through		0			0							
	Through	1425	2	**508**	0	0	**0**						
	Through-Right		1			0							
	Right	99	0	99	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	98	1	**98**	0	0	**0**						
	Left-Through		0			0							
	Through	962	2	356	0	0	0						
	Through-Right		1			0							
	Right	105	0	105	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	569		North-South:	0						
			East-West:	606		East-West:	0						
			SUM:	1175		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.855			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.855			0.000						
LEVEL OF SERVICE (LOS):				D			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	132	1	132	0	0	**0**						
	Left-Through		0			0							
	Through	744	1	**408**	0	0	0						
	Through-Right		1			0							
	Right	72	0	72	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	185	1	**185**	0	0	0						
	Left-Through		0			0							
	Through	664	1	360	0	0	**0**						
	Through-Right		1			0							
	Right	56	0	56	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	64	1	**64**	0	0	0						
	Left-Through		0			0							
	Through	829	2	310	0	0	**0**						
	Through-Right		1			0							
	Right	102	0	102	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	96	1	96	0	0	**0**						
	Left-Through		0			0							
	Through	1206	2	**428**	0	0	0						
	Through-Right		1			0							
	Right	78	0	78	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	593		North-South:	0						
			East-West:	492		East-West:	0						
			SUM:	1085		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.789			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.789			0.000						
LEVEL OF SERVICE (LOS):				C			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	108	1	**108**	0	0	**0**
	Left-Through		0			0	
	Through	469	1	275	0	0	0
	Through-Right		1			0	
	Right	81	0	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	128	1	128	0	0	0
	Left-Through		0			0	
	Through	547	1	**319**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	104	1	104	0	0	0
	Left-Through		0			0	
	Through	639	2	**249**	0	0	**0**
	Through-Right		1			0	
	Right	108	0	108	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	156	1	**156**	0	0	**0**
	Left-Through		0			0	
	Through	652	2	238	0	0	0
	Through-Right		1			0	
	Right	63	0	63	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		427	North-South:		0
		East-West:		405	East-West:		0
		SUM:		832	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.605			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.605			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	134	1	**134**	0	0	**0**
	Left-Through		0			0	
	Through	637	1	374	0	0	0
	Through-Right		1			0	
	Right	111	0	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	124	1	124	0	0	0
	Left-Through		0			0	
	Through	827	1	**464**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	121	1	121	0	0	0
	Left-Through		0			0	
	Through	1156	2	**436**	0	0	**0**
	Through-Right		1			0	
	Right	151	0	151	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	181	1	**181**	0	0	**0**
	Left-Through		0			0	
	Through	844	2	315	0	0	0
	Through-Right		1			0	
	Right	102	0	102	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		598	North-South:		0
		East-West:		617	East-West:		0
		SUM:		1215	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.884			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.884			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	194	1	194	0	0	**0**
	Left-Through		0			0	
	Through	1148	2	**430**	0	0	0
	Through-Right		1			0	
	Right	141	0	141	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	69	1	**69**	0	0	0
	Left-Through		0			0	
	Through	465	2	195	0	0	**0**
	Through-Right		1			0	
	Right	119	0	119	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	87	1	**87**	0	0	0
	Left-Through		0			0	
	Through	1089	2	404	0	0	**0**
	Through-Right		1			0	
	Right	124	0	124	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	88	1	88	0	0	**0**
	Left-Through		0			0	
	Through	1126	2	**410**	0	0	0
	Through-Right		1			0	
	Right	103	0	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		499	North-South:		0
		East-West:		497	East-West:		0
		SUM:		996	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.724			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.724			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	143	1	**143**	0	0	**0**
	Left-Through		0			0	
	Through	478	2	192	0	0	0
	Through-Right		1			0	
	Right	98	0	98	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	85	1	85	0	0	0
	Left-Through		0			0	
	Through	376	2	**148**	0	0	**0**
	Through-Right		1			0	
	Right	67	0	67	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	33	1	33	0	0	0
	Left-Through		0			0	
	Through	895	2	**336**	0	0	**0**
	Through-Right		1			0	
	Right	114	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	145	1	**145**	0	0	**0**
	Left-Through		0			0	
	Through	780	2	284	0	0	0
	Through-Right		1			0	
	Right	72	0	72	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		291	North-South:		0
		East-West:		481	East-West:		0
		SUM:		772	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.561			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.561			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 0 WB-- 0			0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND Left	186	1	**186**	0	0	**0**
Left-Through		0			0	
Through	699	2	270	0	0	0
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	105	1	105	0	0	0
Left-Through		0			0	
Through	715	2	**253**	0	0	**0**
Through-Right		1			0	
Right	44	0	44	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	133	1	133	0	0	0
Left-Through		0			0	
Through	1264	2	**451**	0	0	**0**
Through-Right		1			0	
Right	88	0	88	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	118	1	**118**	0	0	**0**
Left-Through		0			0	
Through	1065	2	369	0	0	0
Through-Right		1			0	
Right	42	0	42	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	439		*North-South:*	0
		East-West:	569		*East-West:*	0
		SUM:	1008		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.733			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.733			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 0 WB-- 0			0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND Left	134	2	74	0	0	**0**
Left-Through		0			0	
Through	1264	2	**459**	0	0	0
Through-Right		1			0	
Right	114	0	114	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	146	2	**80**	0	0	0
Left-Through		0			0	
Through	434	2	175	0	0	**0**
Through-Right		1			0	
Right	91	0	91	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	126	1	**126**	0	0	0
Left-Through		0			0	
Through	1116	2	398	0	0	**0**
Through-Right		1			0	
Right	77	0	77	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	90	1	90	0	0	**0**
Left-Through		0			0	
Through	1218	2	**427**	0	0	0
Through-Right		1			0	
Right	64	0	64	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	539		*North-South:*	0
		East-West:	553		*East-West:*	0
		SUM:	1092		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.794			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.794			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 0 WB-- 0			0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND Left	87	2	48	0	0	**0**
Left-Through		0			0	
Through	507	2	**214**	0	0	0
Through-Right		1			0	
Right	135	0	135	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	162	2	**89**	0	0	0
Left-Through		0			0	
Through	462	2	202	0	0	**0**
Through-Right		1			0	
Right	143	0	143	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	98	1	**98**	0	0	0
Left-Through		0			0	
Through	919	2	339	0	0	**0**
Through-Right		1			0	
Right	98	0	98	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	104	1	104	0	0	**0**
Left-Through		0			0	
Through	915	2	**356**	0	0	0
Through-Right		1			0	
Right	152	0	152	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	303		*North-South:*	0
		East-West:	454		*East-West:*	0
		SUM:	757		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.551			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.551			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 0 WB-- 0			0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND Left	130	2	72	0	0	**0**
Left-Through		0			0	
Through	841	2	**321**	0	0	0
Through-Right		1			0	
Right	121	0	121	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	195	2	**107**	0	0	0
Left-Through		0			0	
Through	745	2	292	0	0	**0**
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	125	1	125	0	0	0
Left-Through		0			0	
Through	1369	2	**477**	0	0	**0**
Through-Right		1			0	
Right	63	0	63	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	100	1	**100**	0	0	**0**
Left-Through		0			0	
Through	1044	2	377	0	0	0
Through-Right		1			0	
Right	88	0	88	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	428		*North-South:*	0
		East-West:	577		*East-West:*	0
		SUM:	1005		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.731			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.731			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	2	121	0	0	**0**	156	2	**86**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1199	3	**400**	0	0	0	523	3	174	0	0	0
	Through-Right		0			0			0			0	
	Right	130	1	40	0	0	0	70	1	14	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	124	2	**68**	0	0	0	117	2	64	0	0	0
	Left-Through		0			0			0			0	
	Through	613	2	236	0	0	**0**	499	2	**203**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	94	0	94	0	0	0	109	0	109	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	142	1	**142**	0	0	0	140	1	**140**	0	0	0
	Left-Through		0			0			0			0	
	Through	612	2	219	0	0	**0**	555	2	214	0	0	**0**
	Through-Right		1			0			1			0	
	Right	46	0	46	0	0	0	88	0	88	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	181	1	181	0	0	**0**	112	1	112	0	0	**0**
	Left-Through		0			0			0			0	
	Through	948	2	**368**	0	0	0	614	2	**223**	0	0	0
	Through-Right		1			0			1			0	
	Right	156	0	156	0	0	0	56	0	56	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	468		North-South:	0		North-South:	289		North-South:	0
			East-West:	510		East-West:	0		East-West:	363		East-West:	0
			SUM:	978		SUM:	0		SUM:	652		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.711			0.000			0.474			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.711			0.000			0.474			0.000
LEVEL OF SERVICE (LOS):				C			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	222	2	**122**	0	0	**0**						
	Left-Through		0			0							
	Through	913	3	304	0	0	0						
	Through-Right		0			0							
	Right	110	1	44	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	162	2	89	0	0	0						
	Left-Through		0			0							
	Through	751	2	**293**	0	0	**0**						
	Through-Right		1			0							
	Right	127	0	127	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	123	1	123	0	0	0						
	Left-Through		0			0							
	Through	900	2	**352**	0	0	**0**						
	Through-Right		1			0							
	Right	155	0	155	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	132	1	**132**	0	0	**0**						
	Left-Through		0			0							
	Through	682	2	254	0	0	0						
	Through-Right		1			0							
	Right	80	0	80	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	415		North-South:	0						
			East-West:	484		East-West:	0						
			SUM:	899		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.654			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.654			0.000						
LEVEL OF SERVICE (LOS):				B			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	380	2	209	0	0	**0**						
	Left-Through		0			0							
	Through	1195	2	**449**	0	0	0						
	Through-Right		1			0							
	Right	152	0	152	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	220	2	**121**	0	0	0						
	Left-Through		0			0							
	Through	761	3	254	0	0	**0**						
	Through-Right		0			0							
	Right	44	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	96	1	**96**	0	0	0						
	Left-Through		0			0							
	Through	501	2	219	0	0	**0**						
	Through-Right		1			0							
	Right	157	0	157	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	217	1	217	0	0	**0**						
	Left-Through		0			0							
	Through	1276	2	**492**	0	0	0						
	Through-Right		1			0							
	Right	201	0	201	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	570		North-South:	0						
			East-West:	588		East-West:	0						
			SUM:	1158		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.842			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.842			0.000						
LEVEL OF SERVICE (LOS):				D			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	352	2	**194**	0	0	**0**
	Left-Through		0			0	
	Through	660	2	267	0	0	0
	Through-Right		1			0	
	Right	142	0	142	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	2	77	0	0	0
	Left-Through		0			0	
	Through	498	3	**166**	0	0	**0**
	Through-Right		0			0	
	Right	50	1	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	67	1	67	0	0	0
	Left-Through		0			0	
	Through	486	2	**211**	0	0	**0**
	Through-Right		1			0	
	Right	147	0	147	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	163	1	**163**	0	0	**0**
	Left-Through		0			0	
	Through	440	2	177	0	0	0
	Through-Right		1			0	
	Right	92	0	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	360		*North-South:*	0
			East-West:	374		*East-West:*	0
			SUM:	734		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.534			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.534			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	357	2	196	0	0	**0**
	Left-Through		0			0	
	Through	1104	2	**442**	0	0	0
	Through-Right		1			0	
	Right	222	0	222	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	218	2	**120**	0	0	0
	Left-Through		0			0	
	Through	718	3	239	0	0	**0**
	Through-Right		0			0	
	Right	103	1	37	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	132	1	132	0	0	0
	Left-Through		0			0	
	Through	1194	2	**454**	0	0	**0**
	Through-Right		1			0	
	Right	168	0	168	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	175	1	**175**	0	0	**0**
	Left-Through		0			0	
	Through	742	2	280	0	0	0
	Through-Right		1			0	
	Right	99	0	99	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	562		*North-South:*	0
			East-West:	629		*East-West:*	0
			SUM:	1191		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.866			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.866			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	111	1	111	0	0	**0**
	Left-Through		0			0	
	Through	1299	2	**462**	0	0	0
	Through-Right		1			0	
	Right	88	0	88	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	125	1	**125**	0	0	0
	Left-Through		0			0	
	Through	487	2	188	0	0	**0**
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	101	1	**101**	0	0	0
	Left-Through		0			0	
	Through	1001	2	356	0	0	**0**
	Through-Right		1			0	
	Right	67	0	67	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	68	1	68	0	0	**0**
	Left-Through		0			0	
	Through	1089	2	**411**	0	0	0
	Through-Right		1			0	
	Right	145	0	145	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	587		*North-South:*	0
			East-West:	512		*East-West:*	0
			SUM:	1099		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.799			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.799			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	146	1	**146**	0	0	**0**
	Left-Through		0			0	
	Through	476	2	178	0	0	0
	Through-Right		1			0	
	Right	58	0	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	116	1	116	0	0	0
	Left-Through		0			0	
	Through	420	2	**166**	0	0	**0**
	Through-Right		1			0	
	Right	79	0	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	59	1	59	0	0	0
	Left-Through		0			0	
	Through	924	2	**335**	0	0	**0**
	Through-Right		1			0	
	Right	81	0	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	93	1	**93**	0	0	**0**
	Left-Through		0			0	
	Through	784	2	276	0	0	0
	Through-Right		1			0	
	Right	44	0	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	312		*North-South:*	0
			East-West:	428		*East-West:*	0
			SUM:	740		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.538			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.538			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET East-West Street: FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: Analyst: Date:

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	88	1	**88**	0	0	**0**
	Left-Through		0			0	
	Through	628	2	240	0	0	0
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	155	1	155	0	0	0
	Left-Through		0			0	
	Through	979	2	**376**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	83	1	83	0	0	0
	Left-Through		0			0	
	Through	1262	2	**447**	0	0	**0**
	Through-Right		1			0	
	Right	79	0	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	114	1	**114**	0	0	**0**
	Left-Through		0			0	
	Through	1001	2	349	0	0	0
	Through-Right		1			0	
	Right	45	0	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	464		North-South:	0
			East-West:	561		East-West:	0
			SUM:	1025		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.745			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.745			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET East-West Street: MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: Analyst: Date:

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	1165	2	**430**	0	0	0
	Through-Right		1			0	
	Right	124	0	124	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	168	1	**168**	0	0	0
	Left-Through		0			0	
	Through	486	2	189	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1354	2	**469**	0	0	**0**
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	138	1	**138**	0	0	**0**
	Left-Through		0			0	
	Through	1312	3	437	0	0	0
	Through-Right		0			0	
	Right	378	1	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	598		North-South:	0
			East-West:	607		East-West:	0
			SUM:	1205		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.876			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.876			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET East-West Street: MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: Analyst: Date:

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	91	1	91	0	0	**0**
	Left-Through		0			0	
	Through	412	2	**163**	0	0	0
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	187	1	**187**	0	0	0
	Left-Through		0			0	
	Through	435	2	165	0	0	**0**
	Through-Right		1			0	
	Right	61	0	61	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	82	1	82	0	0	0
	Left-Through		0			0	
	Through	1179	2	**416**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	135	1	**135**	0	0	**0**
	Left-Through		0			0	
	Through	1057	3	352	0	0	0
	Through-Right		0			0	
	Right	196	1	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	350		North-South:	0
			East-West:	551		East-West:	0
			SUM:	901		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.655			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.655			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET East-West Street: MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: Analyst: Date:

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	147	1	**147**	0	0	**0**
	Left-Through		0			0	
	Through	715	2	262	0	0	0
	Through-Right		1			0	
	Right	71	0	71	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	173	1	173	0	0	0
	Left-Through		0			0	
	Through	934	2	**359**	0	0	**0**
	Through-Right		1			0	
	Right	142	0	142	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	107	1	107	0	0	0
	Left-Through		0			0	
	Through	1633	2	**565**	0	0	**0**
	Through-Right		1			0	
	Right	62	0	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	168	1	**168**	0	0	**0**
	Left-Through		0			0	
	Through	1188	3	396	0	0	0
	Through-Right		0			0	
	Right	210	1	37	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	506		North-South:	0
			East-West:	733		East-West:	0
			SUM:	1239		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.901			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.901			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 180 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** FIGUEROA STREET | **East-West Street:** CENTURY BOULEVARD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION | **Count Date:** | **Analyst:** | **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	78	1	78	0	0	**0**
	Left-Through		0			0	
	Through	1051	1	**559**	0	0	0
	Through-Right		1			0	
	Right	67	0	67	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	667	2	334	0	0	**0**
	Through-Right		0			0	
	Right	130	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	157	1	**157**	0	0	0
	Left-Through		0			0	
	Through	694	2	257	0	0	**0**
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	129	1	129	0	0	**0**
	Left-Through		0			0	
	Through	1210	2	**457**	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	689		*North-South:*	0
			East-West:	614		*East-West:*	0
			SUM:	1303		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.948			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.948			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 180 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** FIGUEROA STREET | **East-West Street:** CENTURY BOULEVARD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION | **Count Date:** | **Analyst:** | **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	74	1	74	0	0	**0**
	Left-Through		0			0	
	Through	415	1	**257**	0	0	0
	Through-Right		1			0	
	Right	98	0	98	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	141	1	**141**	0	0	0
	Left-Through		0			0	
	Through	421	2	211	0	0	**0**
	Through-Right		0			0	
	Right	11	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	4	1	4	0	0	0
	Left-Through		0			0	
	Through	606	2	**237**	0	0	**0**
	Through-Right		1			0	
	Right	106	0	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	76	1	**76**	0	0	**0**
	Left-Through		0			0	
	Through	690	2	273	0	0	0
	Through-Right		1			0	
	Right	128	0	128	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	398		*North-South:*	0
			East-West:	313		*East-West:*	0
			SUM:	711		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.517			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.517			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 180 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** FIGUEROA STREET | **East-West Street:** CENTURY BOULEVARD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION | **Count Date:** | **Analyst:** | **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	117	1	**117**	0	0	**0**
	Left-Through		0			0	
	Through	677	1	382	0	0	0
	Through-Right		1			0	
	Right	87	0	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	821	2	**411**	0	0	**0**
	Through-Right		0			0	
	Right	131	1	27	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	104	1	104	0	0	0
	Left-Through		0			0	
	Through	1043	2	**380**	0	0	**0**
	Through-Right		1			0	
	Right	96	0	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	134	1	**134**	0	0	**0**
	Left-Through		0			0	
	Through	935	2	347	0	0	0
	Through-Right		1			0	
	Right	107	0	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	528		*North-South:*	0
			East-West:	514		*East-West:*	0
			SUM:	1042		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.758			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.758			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 181 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** FIGUEROA STREET | **East-West Street:** IMPERIAL HIGHWAY | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION | **Count Date:** | **Analyst:** | **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	577	2	**289**	0	0	0
	Through-Right		0			0	
	Right	90	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	193	1	**193**	0	0	0
	Left-Through		0			0	
	Through	392	1	257	0	0	**0**
	Through-Right		1			0	
	Right	122	0	122	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	96	1	**96**	0	0	0
	Left-Through		0			0	
	Through	867	2	299	0	0	**0**
	Through-Right		1			0	
	Right	31	0	31	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	93	1	93	0	0	**0**
	Left-Through		0			0	
	Through	1621	2	**640**	0	0	0
	Through-Right		1			0	
	Right	300	0	300	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	482		*North-South:*	0
			East-West:	736		*East-West:*	0
			SUM:	1218		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.886			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.886			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	53	1	53	0	0	**0**
	Left-Through		0			0	
	Through	255	2	**128**	0	0	0
	Through-Right		0			0	
	Right	92	1	8	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	138	1	**138**	0	0	0
	Left-Through		0			0	
	Through	245	1	162	0	0	**0**
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	81	1	**81**	0	0	0
	Left-Through		0			0	
	Through	645	2	228	0	0	**0**
	Through-Right		1			0	
	Right	38	0	38	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	84	1	84	0	0	**0**
	Left-Through		0			0	
	Through	599	2	**243**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	266		North-South:	0
			East-West:	324		East-West:	0
			SUM:	590		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.429			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.429			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	92	1	92	0	0	**0**
	Left-Through		0			0	
	Through	503	2	**252**	0	0	0
	Through-Right		0			0	
	Right	88	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	184	1	**184**	0	0	0
	Left-Through		0			0	
	Through	416	1	273	0	0	**0**
	Through-Right		1			0	
	Right	129	0	129	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	115	1	115	0	0	0
	Left-Through		0			0	
	Through	1543	2	**535**	0	0	**0**
	Through-Right		1			0	
	Right	62	0	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	128	1	**128**	0	0	**0**
	Left-Through		0			0	
	Through	845	2	349	0	0	0
	Through-Right		1			0	
	Right	201	0	201	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	436		North-South:	0
			East-West:	663		East-West:	0
			SUM:	1099		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.799			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.799			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	167	1	167	0	0	**0**
	Left-Through		0			0	
	Through	556	2	**225**	0	0	0
	Through-Right		1			0	
	Right	119	0	119	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	203	1	**203**	0	0	0
	Left-Through		0			0	
	Through	461	3	154	0	0	**0**
	Through-Right		0			0	
	Right	108	1	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	1013	2	356	0	0	**0**
	Through-Right		1			0	
	Right	56	0	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	131	1	131	0	0	**0**
	Left-Through		0			0	
	Through	1448	2	**536**	0	0	0
	Through-Right		1			0	
	Right	161	0	161	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	428		North-South:	0
			East-West:	636		East-West:	0
			SUM:	1064		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.774			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.774			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	111	1	111	0	0	**0**
	Left-Through		0			0	
	Through	323	2	**150**	0	0	0
	Through-Right		1			0	
	Right	126	0	126	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	214	1	**214**	0	0	0
	Left-Through		0			0	
	Through	294	3	98	0	0	**0**
	Through-Right		0			0	
	Right	95	1	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	97	1	97	0	0	0
	Left-Through		0			0	
	Through	944	2	**339**	0	0	**0**
	Through-Right		1			0	
	Right	74	0	74	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	136	1	**136**	0	0	**0**
	Left-Through		0			0	
	Through	953	2	364	0	0	0
	Through-Right		1			0	
	Right	139	0	139	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	364		North-South:	0
			East-West:	475		East-West:	0
			SUM:	839		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.610			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.610			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	143	1	143	0	0	**0**
	Left-Through		0			0	
	Through	698	2	**292**	0	0	0
	Through-Right		1			0	
	Right	177	0	177	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	245	1	**245**	0	0	0
	Left-Through		0			0	
	Through	752	3	251	0	0	**0**
	Through-Right		0			0	
	Right	94	1	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	132	1	132	0	0	0
	Left-Through		0			0	
	Through	1217	2	**448**	0	0	**0**
	Through-Right		1			0	
	Right	126	0	126	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	155	1	**155**	0	0	**0**
	Left-Through		0			0	
	Through	1170	2	457	0	0	0
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	537		*North-South:*	0
			East-West:	603		*East-West:*	0
			SUM:	1140		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.829			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.829			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	89	1	89	0	0	**0**
	Left-Through		0			0	
	Through	426	3	**142**	0	0	0
	Through-Right		0			0	
	Right	101	1	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	155	1	**155**	0	0	0
	Left-Through		0			0	
	Through	384	3	128	0	0	**0**
	Through-Right		0			0	
	Right	81	1	54	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	55	1	**55**	0	0	0
	Left-Through		0			0	
	Through	656	2	233	0	0	**0**
	Through-Right		1			0	
	Right	43	0	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	1	87	0	0	**0**
	Left-Through		0			0	
	Through	1780	2	**641**	0	0	0
	Through-Right		1			0	
	Right	144	0	144	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	297		*North-South:*	0
			East-West:	696		*East-West:*	0
			SUM:	993		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.722			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.722			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	259	3	86	0	0	0
	Through-Right		0			0	
	Right	46	1	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	57	1	57	0	0	0
	Left-Through		0			0	
	Through	303	3	101	0	0	**0**
	Through-Right		0			0	
	Right	156	1	**132**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	48	1	**48**	0	0	0
	Left-Through		0			0	
	Through	612	2	216	0	0	**0**
	Through-Right		1			0	
	Right	35	0	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	64	1	64	0	0	**0**
	Left-Through		0			0	
	Through	668	2	**243**	0	0	0
	Through-Right		1			0	
	Right	62	0	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	192		*North-South:*	0
			East-West:	291		*East-West:*	0
			SUM:	483		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.351			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.351			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	476	3	**159**	0	0	0
	Through-Right		0			0	
	Right	83	1	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	153	1	**153**	0	0	0
	Left-Through		0			0	
	Through	399	3	133	0	0	**0**
	Through-Right		0			0	
	Right	38	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	113	1	113	0	0	0
	Left-Through		0			0	
	Through	1325	2	**474**	0	0	**0**
	Through-Right		1			0	
	Right	98	0	98	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	82	1	**82**	0	0	**0**
	Left-Through		0			0	
	Through	794	2	284	0	0	0
	Through-Right		1			0	
	Right	59	0	59	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	312		*North-South:*	0
			East-West:	556		*East-West:*	0
			SUM:	868		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.631			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.631			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 194 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** SEPULVEDA BLVD | **East-West Street:** PALMS BOULEVARD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION | **Count Date:** | **Analyst:** | **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	183	1	183	0	0	**0**
Left-Through		0			0	
Through	1232	2	**616**	0	0	0
Through-Right		0			0	
Right	163	1	111	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	71	1	**71**	0	0	0
Left-Through		0			0	
Through	371	1	224	0	0	**0**
Through-Right		1			0	
Right	76	0	76	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	120	1	**120**	0	0	0
Left-Through		0			0	
Through	774	1	408	0	0	**0**
Through-Right		1			0	
Right	42	0	42	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	104	1	104	0	0	**0**
Left-Through		0			0	
Through	930	2	**465**	0	0	0
Through-Right		0			0	
Right	162	1	127	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	687		*North-South:*	0
		East-West:	585		*East-West:*	0
		SUM:	1272		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.848			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.848			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 194 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** SEPULVEDA BLVD | **East-West Street:** PALMS BOULEVARD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION | **Count Date:** | **Analyst:** | **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	126	1	126	0	0	**0**
Left-Through		0			0	
Through	954	2	**477**	0	0	0
Through-Right		0			0	
Right	113	1	65	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	83	1	**83**	0	0	0
Left-Through		0			0	
Through	492	1	293	0	0	**0**
Through-Right		1			0	
Right	94	0	94	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	126	1	**126**	0	0	0
Left-Through		0			0	
Through	456	1	255	0	0	**0**
Through-Right		1			0	
Right	54	0	54	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	97	1	97	0	0	**0**
Left-Through		0			0	
Through	516	2	**258**	0	0	0
Through-Right		0			0	
Right	109	1	68	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	560		*North-South:*	0
		East-West:	384		*East-West:*	0
		SUM:	944		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.629			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.629			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 194 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** SEPULVEDA BLVD | **East-West Street:** PALMS BOULEVARD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION | **Count Date:** | **Analyst:** | **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	124	1	124	0	0	**0**
Left-Through		0			0	
Through	1375	2	**688**	0	0	0
Through-Right		0			0	
Right	166	1	107	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	96	1	**96**	0	0	0
Left-Through		0			0	
Through	1027	1	589	0	0	**0**
Through-Right		1			0	
Right	150	0	150	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	117	1	117	0	0	0
Left-Through		0			0	
Through	1095	1	**600**	0	0	**0**
Through-Right		1			0	
Right	104	0	104	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	118	1	**118**	0	0	**0**
Left-Through		0			0	
Through	865	2	433	0	0	0
Through-Right		0			0	
Right	136	1	88	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	784		*North-South:*	0
		East-West:	718		*East-West:*	0
		SUM:	1502		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.001			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.001			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 195 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** SAWTELLE BOULEVARD | **East-West Street:** PALMS | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION | **Count Date:** | **Analyst:** | **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	77	1	77	0	0	**0**
Left-Through		0			0	
Through	991	1	**584**	0	0	0
Through-Right		1			0	
Right	177	0	177	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	149	1	**149**	0	0	0
Left-Through		0			0	
Through	316	1	184	0	0	**0**
Through-Right		1			0	
Right	52	0	52	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	54	1	54	0	0	0
Left-Through		0			0	
Through	640	1	**359**	0	0	**0**
Through-Right		1			0	
Right	78	0	78	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	167	1	**167**	0	0	**0**
Left-Through		0			0	
Through	785	2	393	0	0	0
Through-Right		0			0	
Right	231	1	157	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	733		*North-South:*	0
		East-West:	526		*East-West:*	0
		SUM:	1259		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.839			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.839			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	58	1	58	0	0	**0**
	Left-Through		0			0	
	Through	374	1	**233**	0	0	0
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	115	1	**115**	0	0	0
	Left-Through		0			0	
	Through	323	1	180	0	0	**0**
	Through-Right		1			0	
	Right	37	0	37	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	32	1	32	0	0	0
	Left-Through		0			0	
	Through	451	1	**248**	0	0	**0**
	Through-Right		1			0	
	Right	44	0	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	112	1	**112**	0	0	**0**
	Left-Through		0			0	
	Through	488	2	244	0	0	0
	Through-Right		0			0	
	Right	132	1	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	348		North-South:	0
			East-West:	360		East-West:	0
			SUM:	708		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.472			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.472			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	64	1	64	0	0	**0**
	Left-Through		0			0	
	Through	612	1	**378**	0	0	0
	Through-Right		1			0	
	Right	143	0	143	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	253	1	**253**	0	0	0
	Left-Through		0			0	
	Through	806	1	426	0	0	**0**
	Through-Right		1			0	
	Right	46	0	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	37	1	37	0	0	0
	Left-Through		0			0	
	Through	933	1	**512**	0	0	**0**
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	102	1	**102**	0	0	**0**
	Left-Through		0			0	
	Through	861	2	431	0	0	0
	Through-Right		0			0	
	Right	182	1	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	631		North-South:	0
			East-West:	614		East-West:	0
			SUM:	1245		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.830			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.830			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	225	1	173	0	0	0
	Left-Through		0			0	
	Through	52	0	0	0	0	**0**
	Through-Right		0			0	
	Right	294	1	**173**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	994	2	**442**	0	0	**0**
	Through-Right		1			0	
	Right	332	0	332	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	208	1	**208**	0	0	**0**
	Left-Through		0			0	
	Through	1054	3	351	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	173		North-South:	0
			East-West:	650		East-West:	0
			SUM:	823		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.549			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.549			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	319	1	207	0	0	0
	Left-Through		0			0	
	Through	70	0	0	0	0	**0**
	Through-Right		0			0	
	Right	303	1	**207**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	906	2	**377**	0	0	**0**
	Through-Right		1			0	
	Right	225	0	225	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	209	1	**209**	0	0	**0**
	Left-Through		0			0	
	Through	653	3	218	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	207		North-South:	0
			East-West:	586		East-West:	0
			SUM:	793		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.529			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.529			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	221	1	152	0	0	0
	Left-Through		0			0	
	Through	76	0	0	0	0	**0**
	Through-Right		0			0	
	Right	234	1	**152**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1300	2	**516**	0	0	**0**
	Through-Right		1			0	
	Right	247	0	247	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	234	1	**234**	0	0	**0**
	Left-Through		0			0	
	Through	949	3	316	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	152		North-South:	0
			East-West:	750		East-West:	0
			SUM:	902		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.601			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.601			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	69	0	69	0	0	**0**
	Left-Through		1			0	
	Through	177	0	**192**	0	0	0
	Through-Right		1			0	
	Right	137	0	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	243	1	**243**	0	0	0
	Left-Through		0			0	
	Through	921	3	307	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1194	2	**484**	0	0	0
	Through-Right		1			0	
	Right	257	0	257	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	192		North-South:	0
			East-West:	727		East-West:	0
			SUM:	919		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.645			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.645			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	75	0	75	0	0	**0**
	Left-Through		1			0	
	Through	69	0	144	0	0	0
	Through-Right		1			0	
	Right	182	0	**182**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	332	1	**332**	0	0	0
	Left-Through		0			0	
	Through	991	3	330	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	804	2	**375**	0	0	0
	Through-Right		1			0	
	Right	320	0	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	182		North-South:	0
			East-West:	707		East-West:	0
			SUM:	889		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.624			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.624			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	162	0	162	0	0	**0**
	Left-Through		1			0	
	Through	85	0	**233**	0	0	0
	Through-Right		1			0	
	Right	218	0	233	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	310	1	**310**	0	0	0
	Left-Through		0			0	
	Through	1280	3	427	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1071	2	**449**	0	0	0
	Through-Right		1			0	
	Right	275	0	275	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	233		North-South:	0
			East-West:	759		East-West:	0
			SUM:	992		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.696			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.696			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200

PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	330	1	222	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	337	1	**222**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	955	2	478	0	0	**0**
Through-Right		1			0	
Right	643	0	**643**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	1436	3	479	0	0	0
Through-Right		0			0	
Right	607	1	385	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	222		*North-South:*	0
		East-West:	643		*East-West:*	0
		SUM:	865		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.577			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.577			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200

PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	420	1	263	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	369	1	**263**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	3	0	0	0	0	0
Left-Through		0			0	
Through	989	2	**490**	0	0	**0**
Through-Right		1			0	
Right	480	0	480	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	975	3	325	0	0	0
Through-Right		0			0	
Right	383	1	120	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	263		*North-South:*	0
		East-West:	490		*East-West:*	0
		SUM:	753		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.502			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.502			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200

PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	456	1	257	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	314	1	**257**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	9	0	0	0	0	0
Left-Through		0			0	
Through	1414	2	**640**	0	0	**0**
Through-Right		1			0	
Right	505	0	505	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	1148	3	383	0	0	0
Through-Right		0			0	
Right	383	1	126	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	257		*North-South:*	0
		East-West:	640		*East-West:*	0
		SUM:	897		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.598			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.598			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	446	1	256	0	0	0
	Through-Right		1			0	
	Right	65	0	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	11	1	11	0	0	0
	Left-Through		0			0	
	Through	573	3	191	0	0	0
	Through-Right		0			0	
	Right	164	1	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	82	1	82	0	0	0
	Left-Through		0			0	
	Through	115	2	58	0	0	0
	Through-Right		0			0	
	Right	68	1	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	114	1	114	0	0	0
	Left-Through		0			0	
	Through	278	1	160	0	0	0
	Through-Right		1			0	
	Right	41	0	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	267		North-South:	0
			East-West:	242		East-West:	0
			SUM:	509		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.370			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.370			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	157	1	157	0	0	0
	Left-Through		0			0	
	Through	599	1	326	0	0	0
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	1	13	0	0	0
	Left-Through		0			0	
	Through	424	3	141	0	0	0
	Through-Right		0			0	
	Right	241	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	254	1	254	0	0	0
	Left-Through		0			0	
	Through	391	2	196	0	0	0
	Through-Right		0			0	
	Right	113	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	131	1	131	0	0	0
	Left-Through		0			0	
	Through	317	1	208	0	0	0
	Through-Right		1			0	
	Right	99	0	99	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	339		North-South:	0
			East-West:	462		East-West:	0
			SUM:	801		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.583			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.583			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	122	1	122	0	0	0
	Left-Through		0			0	
	Through	827	1	475	0	0	0
	Through-Right		1			0	
	Right	122	0	122	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	54	1	54	0	0	0
	Left-Through		0			0	
	Through	479	3	160	0	0	0
	Through-Right		0			0	
	Right	85	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	127	1	127	0	0	0
	Left-Through		0			0	
	Through	372	2	186	0	0	0
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	85	1	85	0	0	0
	Left-Through		0			0	
	Through	387	1	237	0	0	0
	Through-Right		1			0	
	Right	86	0	86	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	529		North-South:	0
			East-West:	364		East-West:	0
			SUM:	893		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.649			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.649			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	1	9	0	0	0
	Left-Through		0			0	
	Through	33	2	17	0	0	0
	Through-Right		0			0	
	Right	35	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	2	84	0	0	0
	Left-Through		1			0	
	Through	18	1	18	0	0	0
	Through-Right		0			0	
	Right	302	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	546	2	300	0	0	0
	Left-Through		0			0	
	Through	1132	4	283	0	0	0
	Through-Right		0			0	
	Right	13	1	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	82	1	82	0	0	0
	Left-Through		0			0	
	Through	2232	4	558	0	0	0
	Through-Right		0			0	
	Right	241	1	157	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	101		North-South:	0
			East-West:	858		East-West:	0
			SUM:	959		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.697			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.697			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	22	1	22	0	0	0
	Left-Through		0			0	
	Through	34	2	17	0	0	0
	Through-Right		0			0	
	Right	40	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	420	2	147	0	0	0
	Left-Through		1			0	
	Through	20	1	20	0	0	0
	Through-Right		0			0	
	Right	480	1	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	767	2	422	0	0	0
	Left-Through		0			0	
	Through	1611	4	403	0	0	0
	Through-Right		0			0	
	Right	19	1	8	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	31	1	31	0	0	0
	Left-Through		0			0	
	Through	1972	4	493	0	0	0
	Through-Right		0			0	
	Right	156	1	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	172		North-South:	0
			East-West:	915		East-West:	0
			SUM:	1087		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.791			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.791			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	17	0	0	0
	Left-Through		0			0	
	Through	37	2	19	0	0	0
	Through-Right		0			0	
	Right	65	1	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	449	2	157	0	0	0
	Left-Through		1			0	
	Through	17	1	17	0	0	0
	Through-Right		0			0	
	Right	453	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	844	2	464	0	0	0
	Left-Through		0			0	
	Through	1634	4	409	0	0	0
	Through-Right		0			0	
	Right	17	1	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	45	1	45	0	0	0
	Left-Through		0			0	
	Through	1591	4	398	0	0	0
	Through-Right		0			0	
	Right	165	1	8	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	200		North-South:	0
			East-West:	862		East-West:	0
			SUM:	1062		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.772			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.772			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	42	0	42	0	0	0
	Left-Through		1			0	
	Through	85	0	127	0	0	0
	Through-Right		0			0	
	Right	328	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	58	0	58	0	0	0
	Left-Through		1			0	
	Through	53	0	78	0	0	0
	Through-Right		1			0	
	Right	25	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	6	1	6	0	0	0
	Left-Through		0			0	
	Through	405	2	139	0	0	0
	Through-Right		1			0	
	Right	12	0	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	528	2	290	0	0	0
	Left-Through		0			0	
	Through	670	1	344	0	0	0
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	205		North-South:	0
			East-West:	429		East-West:	0
			SUM:	634		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.461			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.461			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	36	0	36	0	0	0
	Left-Through		1			0	
	Through	26	0	62	0	0	0
	Through-Right		0			0	
	Right	524	2	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	28	0	28	0	0	0
	Left-Through		1			0	
	Through	35	0	57	0	0	0
	Through-Right		1			0	
	Right	22	0	57	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	17	1	17	0	0	0
	Left-Through		0			0	
	Through	537	2	184	0	0	0
	Through-Right		1			0	
	Right	14	0	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	387	2	213	0	0	0
	Left-Through		0			0	
	Through	733	1	376	0	0	0
	Through-Right		1			0	
	Right	19	0	19	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	132		North-South:	0
			East-West:	397		East-West:	0
			SUM:	529		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.385			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.385			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	0	26	0	0	**0**
	Left-Through		1			0	
	Through	33	0	59	0	0	0
	Through-Right		0			0	
	Right	567	2	**71**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	41	0	41	0	0	0
	Left-Through		1			0	
	Through	66	0	**75**	0	0	**0**
	Through-Right		1			0	
	Right	9	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	15	1	15	0	0	0
	Left-Through		0			0	
	Through	681	2	**233**	0	0	**0**
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	439	2	**241**	0	0	**0**
	Left-Through		0			0	
	Through	617	1	322	0	0	0
	Through-Right		1			0	
	Right	26	0	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	146		*North-South:*	0
			East-West:	474		*East-West:*	0
			SUM:	620		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.451			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.451			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	323	1	215	0	0	0
	Through-Right		1			0	
	Right	107	0	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	42	1	42	0	0	0
	Left-Through		0			0	
	Through	498	1	**283**	0	0	**0**
	Through-Right		1			0	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	3	1	**3**	0	0	0
	Left-Through		0			0	
	Through	498	1	302	0	0	**0**
	Through-Right		1			0	
	Right	106	0	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	119	1	119	0	0	**0**
	Left-Through		0			0	
	Through	961	1	**536**	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	363		*North-South:*	0
			East-West:	539		*East-West:*	0
			SUM:	902		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.656			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.656			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	49	1	49	0	0	**0**
	Left-Through		0			0	
	Through	514	1	**381**	0	0	0
	Through-Right		1			0	
	Right	248	0	248	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	68	1	**68**	0	0	0
	Left-Through		0			0	
	Through	336	1	195	0	0	**0**
	Through-Right		1			0	
	Right	54	0	54	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	24	1	24	0	0	0
	Left-Through		0			0	
	Through	897	1	**494**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	131	1	**131**	0	0	**0**
	Left-Through		0			0	
	Through	937	1	498	0	0	0
	Through-Right		1			0	
	Right	59	0	59	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	449		*North-South:*	0
			East-West:	625		*East-West:*	0
			SUM:	1074		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.781			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.781			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	77	1	77	0	0	**0**
	Left-Through		0			0	
	Through	622	1	**410**	0	0	0
	Through-Right		1			0	
	Right	198	0	198	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	84	1	**84**	0	0	0
	Left-Through		0			0	
	Through	362	1	201	0	0	**0**
	Through-Right		1			0	
	Right	39	0	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	26	1	26	0	0	0
	Left-Through		0			0	
	Through	1168	1	**620**	0	0	**0**
	Through-Right		1			0	
	Right	72	0	72	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	36	1	**36**	0	0	**0**
	Left-Through		0			0	
	Through	864	1	459	0	0	0
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	494		*North-South:*	0
			East-West:	656		*East-West:*	0
			SUM:	1150		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.836			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.836			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	98	1	**98**	0	0	**0**
	Left-Through		0			0	
	Through	379	2	190	0	0	0
	Through-Right		0			0	
	Right	29	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	33	1	33	0	0	0
	Left-Through		0			0	
	Through	415	1	**224**	0	0	**0**
	Through-Right		1			0	
	Right	32	0	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	28	1	**28**	0	0	0
	Left-Through		0			0	
	Through	175	1	93	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	383	1	**215**	0	0	0
	Through-Right		1			0	
	Right	47	0	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	322		*North-South:*	0
			East-West:	243		*East-West:*	0
			SUM:	565		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.411			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.411			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	63	1	63	0	0	**0**
	Left-Through		0			0	
	Through	424	2	**212**	0	0	0
	Through-Right		0			0	
	Right	89	1	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	66	1	**66**	0	0	0
	Left-Through		0			0	
	Through	235	1	152	0	0	**0**
	Through-Right		1			0	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	32	1	32	0	0	0
	Left-Through		0			0	
	Through	266	1	**162**	0	0	**0**
	Through-Right		1			0	
	Right	58	0	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	54	1	**54**	0	0	**0**
	Left-Through		0			0	
	Through	266	1	170	0	0	0
	Through-Right		1			0	
	Right	74	0	74	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	278		*North-South:*	0
			East-West:	216		*East-West:*	0
			SUM:	494		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.359			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.359			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	107	1	**107**	0	0	**0**
	Left-Through		0			0	
	Through	534	2	267	0	0	0
	Through-Right		0			0	
	Right	80	1	37	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	65	1	65	0	0	0
	Left-Through		0			0	
	Through	378	1	**235**	0	0	**0**
	Through-Right		1			0	
	Right	92	0	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	69	1	69	0	0	0
	Left-Through		0			0	
	Through	429	1	**242**	0	0	**0**
	Through-Right		1			0	
	Right	55	0	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	1	**87**	0	0	**0**
	Left-Through		0			0	
	Through	324	1	179	0	0	0
	Through-Right		1			0	
	Right	34	0	34	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	342		*North-South:*	0
			East-West:	329		*East-West:*	0
			SUM:	671		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.488			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.488			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	175	1	175	0	0	**0**
	Left-Through		0			0	
	Through	541	1	**297**	0	0	0
	Through-Right		1			0	
	Right	52	0	52	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	63	1	**63**	0	0	0
	Left-Through		0			0	
	Through	288	1	160	0	0	**0**
	Through-Right		1			0	
	Right	32	0	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	53	1	**53**	0	0	0
	Left-Through		0			0	
	Through	125	1	108	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	334	2	**167**	0	0	0
	Through-Right		0			0	
	Right	151	1	151	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	360		*North-South:*	0
			East-West:	220		*East-West:*	0
			SUM:	580		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.387			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.387			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet (Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	122	1	122	0	0	0
Left-Through		0			0	
Through	467	1	285	0	0	0
Through-Right		1			0	
Right	103	0	103	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	92	1	92	0	0	0
Left-Through		0			0	
Through	355	1	214	0	0	0
Through-Right		1			0	
Right	73	0	73	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	63	1	63	0	0	0
Left-Through		0			0	
Through	261	1	189	0	0	0
Through-Right		1			0	
Right	116	0	116	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	68	1	68	0	0	0
Left-Through		0			0	
Through	207	2	104	0	0	0
Through-Right		0			0	
Right	87	1	87	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	377		North-South:	0
		East-West:	257		East-West:	0
		SUM:	634		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.423			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.423			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	102	1	102	0	0	0
Left-Through		0			0	
Through	331	1	278	0	0	0
Through-Right		1			0	
Right	225	0	225	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	164	1	164	0	0	0
Left-Through		0			0	
Through	629	1	338	0	0	0
Through-Right		1			0	
Right	47	0	47	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	43	1	43	0	0	0
Left-Through		0			0	
Through	398	1	282	0	0	0
Through-Right		1			0	
Right	166	0	166	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	61	1	61	0	0	0
Left-Through		0			0	
Through	214	2	107	0	0	0
Through-Right		0			0	
Right	75	1	75	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	442		North-South:	0
		East-West:	343		East-West:	0
		SUM:	785		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.523			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.523			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD East-West Street: CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	644	2	354	0	0	0
Left-Through		0			0	
Through	797	1	429	0	0	0
Through-Right		1			0	
Right	60	0	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	10	2	6	0	0	0
Left-Through		0			0	
Through	401	2	201	0	0	0
Through-Right		0			0	
Right	94	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	163	1	163	0	0	0
Left-Through		0			0	
Through	1052	3	351	0	0	0
Through-Right		1			0	
Right	431	0	254	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	35	1	35	0	0	0
Left-Through		0			0	
Through	1660	3	428	0	0	0
Through-Right		1			0	
Right	50	0	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	555		North-South:	0
		East-West:	591		East-West:	0
		SUM:	1146		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.833			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.833			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD East-West Street: CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	489	2	269	0	0	0
Left-Through		0			0	
Through	628	1	351	0	0	0
Through-Right		1			0	
Right	74	0	74	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	61	2	34	0	0	0
Left-Through		0			0	
Through	259	2	130	0	0	0
Through-Right		0			0	
Right	82	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	304	1	304	0	0	0
Left-Through		0			0	
Through	1625	3	478	0	0	0
Through-Right		1			0	
Right	288	0	288	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	147	1	147	0	0	0
Left-Through		0			0	
Through	1744	3	455	0	0	0
Through-Right		1			0	
Right	76	0	76	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	399		North-South:	0
		East-West:	759		East-West:	0
		SUM:	1158		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.842			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.842			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD East-West Street: CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	410	2	226	0	0	**0**
	Left-Through		0			0	
	Through	1247	1	**681**	0	0	0
	Through-Right		1			0	
	Right	114	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	47	2	**26**	0	0	0
	Left-Through		0			0	
	Through	577	2	289	0	0	**0**
	Through-Right		0			0	
	Right	95	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	364	1	**364**	0	0	0
	Left-Through		0			0	
	Through	1670	3	484	0	0	**0**
	Through-Right		1			0	
	Right	267	0	267	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	86	1	86	0	0	**0**
	Left-Through		0			0	
	Through	1260	3	**323**	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	707		North-South:	0
			East-West:	687		East-West:	0
			SUM:	1394		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.014			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.014			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD East-West Street: IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	252	2	139	0	0	**0**
	Left-Through		0			0	
	Through	551	2	**276**	0	0	0
	Through-Right		0			0	
	Right	116	1	19	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	245	2	**135**	0	0	0
	Left-Through		0			0	
	Through	292	2	146	0	0	**0**
	Through-Right		0			0	
	Right	135	1	77	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	192	2	**58**	0	0	0
	Left-Through		0			0	
	Through	187	2	94	0	0	**0**
	Through-Right		1			0	
	Right	100	0	31	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	177	2	97	0	0	**0**
	Left-Through		0			0	
	Through	789	3	263	0	0	0
	Through-Right		0			0	
	Right	671	1	**536**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	411		North-South:	0
			East-West:	594		East-West:	0
			SUM:	1005		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.731			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.731			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD East-West Street: IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	154	2	85	0	0	**0**
	Left-Through		0			0	
	Through	346	2	**173**	0	0	0
	Through-Right		0			0	
	Right	82	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	375	2	**206**	0	0	0
	Left-Through		0			0	
	Through	269	2	135	0	0	**0**
	Through-Right		0			0	
	Right	100	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	155	2	**85**	0	0	0
	Left-Through		0			0	
	Through	518	2	216	0	0	**0**
	Through-Right		1			0	
	Right	129	0	129	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	67	2	37	0	0	**0**
	Left-Through		0			0	
	Through	474	3	158	0	0	0
	Through-Right		0			0	
	Right	440	1	**234**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	379		North-South:	0
			East-West:	319		East-West:	0
			SUM:	698		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.508			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.508			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD East-West Street: IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	181	2	**100**	0	0	**0**
	Left-Through		0			0	
	Through	381	2	191	0	0	0
	Through-Right		0			0	
	Right	231	1	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	233	2	128	0	0	0
	Left-Through		0			0	
	Through	552	2	**276**	0	0	**0**
	Through-Right		0			0	
	Right	140	1	29	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	201	2	111	0	0	0
	Left-Through		0			0	
	Through	1060	2	**443**	0	0	**0**
	Through-Right		1			0	
	Right	270	0	270	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	248	2	**136**	0	0	**0**
	Left-Through		0			0	
	Through	349	3	116	0	0	0
	Through-Right		0			0	
	Right	397	1	269	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	376		North-South:	0
			East-West:	579		East-West:	0
			SUM:	955		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.695			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.695			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	25	1	25	0	0	0
Left-Through		0			0	
Through	1247	1	681	0	0	0
Through-Right		1			0	
Right	115	0	115	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	138	1	138	0	0	0
Left-Through		0			0	
Through	693	1	379	0	0	0
Through-Right		1			0	
Right	65	0	65	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	30	1	30	0	0	0
Left-Through		0			0	
Through	32	0	52	0	0	0
Through-Right		1			0	
Right	20	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	32	1	32	0	0	0
Left-Through		0			0	
Through	49	1	49	0	0	0
Through-Right		1			0	
Right	82	0	13	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	819		North-South:	0
		East-West:	101		East-West:	0
		SUM:	920		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.669			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.669			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	51	1	51	0	0	0
Left-Through		0			0	
Through	624	1	416	0	0	0
Through-Right		1			0	
Right	207	0	207	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	106	1	106	0	0	0
Left-Through		0			0	
Through	573	1	318	0	0	0
Through-Right		1			0	
Right	63	0	63	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	49	1	49	0	0	0
Left-Through		0			0	
Through	59	0	96	0	0	0
Through-Right		1			0	
Right	37	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	168	1	168	0	0	0
Left-Through		0			0	
Through	38	1	38	0	0	0
Through-Right		1			0	
Right	127	0	74	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	522		North-South:	0
		East-West:	264		East-West:	0
		SUM:	786		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.572			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.572			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	33	1	33	0	0	0
Left-Through		0			0	
Through	716	1	479	0	0	0
Through-Right		1			0	
Right	242	0	242	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	130	1	130	0	0	0
Left-Through		0			0	
Through	1129	1	594	0	0	0
Through-Right		1			0	
Right	59	0	59	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	84	1	84	0	0	0
Left-Through		0			0	
Through	70	0	101	0	0	0
Through-Right		1			0	
Right	31	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	106	1	106	0	0	0
Left-Through		0			0	
Through	50	1	50	0	0	0
Through-Right		1			0	
Right	248	0	183	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	627		North-South:	0
		East-West:	284		East-West:	0
		SUM:	911		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.663			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.663			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	100	1	100	0	0	0
Left-Through		0			0	
Through	1368	2	463	0	0	0
Through-Right		1			0	
Right	21	0	21	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	22	1	22	0	0	0
Left-Through		0			0	
Through	1153	2	447	0	0	0
Through-Right		1			0	
Right	188	0	188	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	277	1	140	0	0	0
Left-Through		1			0	
Through	3	0	140	0	0	0
Through-Right		0			0	
Right	48	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	9	0	9	0	0	0
Left-Through		0			0	
Through	1	0	18	0	0	0
Through-Right		0			0	
Right	8	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	547		North-South:	0
		East-West:	158		East-West:	0
		SUM:	705		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.513			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.513			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	82	1	**82**	0	0	**0**
	Left-Through		0			0	
	Through	1346	2	452	0	0	0
	Through-Right		1			0	
	Right	11	0	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	43	1	43	0	0	0
	Left-Through		0			0	
	Through	1203	2	**487**	0	0	**0**
	Through-Right		1			0	
	Right	258	0	258	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	341	1	**173**	0	0	0
	Left-Through		1			0	
	Through	5	0	173	0	0	**0**
	Through-Right		0			0	
	Right	38	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	6	0	6	0	0	**0**
	Left-Through		0			0	
	Through	4	0	**37**	0	0	0
	Through-Right		0			0	
	Right	27	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	569		*North-South:*	0
			East-West:	210		*East-West:*	0
			SUM:	779		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.567			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.567			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	143	1	**143**	0	0	**0**
	Left-Through		0			0	
	Through	1460	2	490	0	0	0
	Through-Right		1			0	
	Right	9	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	39	1	39	0	0	0
	Left-Through		0			0	
	Through	1729	2	**697**	0	0	**0**
	Through-Right		1			0	
	Right	363	0	363	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	418	1	**209**	0	0	0
	Left-Through		1			0	
	Through	0	0	209	0	0	**0**
	Through-Right		0			0	
	Right	22	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	5	0	5	0	0	**0**
	Left-Through		0			0	
	Through	5	0	**46**	0	0	0
	Through-Right		0			0	
	Right	36	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	840		*North-South:*	0
			East-West:	255		*East-West:*	0
			SUM:	1095		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.796			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.796			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2221	4	**555**	0	0	0
	Through-Right		0			0	
	Right	83	1	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	2	**7**	0	0	0
	Left-Through		0			0	
	Through	1571	4	393	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	109	2	**60**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	562		*North-South:*	0
			East-West:	60		*East-West:*	0
			SUM:	622		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.436			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.436			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1570	4	**393**	0	0	0
	Through-Right		0			0	
	Right	77	1	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	2	**6**	0	0	0
	Left-Through		0			0	
	Through	1467	4	367	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	69	2	**38**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	15	1	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	399		*North-South:*	0
			East-West:	38		*East-West:*	0
			SUM:	437		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.307			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.307			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1949	4	487	0	0	0
	Through-Right		0			0	
	Right	162	1	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	38	2	21	0	0	0
	Left-Through		0			0	
	Through	2285	4	**571**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	88	2	**48**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	33	1	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	571		*North-South:*	0
			East-West:	48		*East-West:*	0
			SUM:	619		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.434			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.434			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	2	6	0	0	**0**
	Left-Through		0			0	
	Through	13	3	**4**	0	0	0
	Through-Right		0			0	
	Right	7	1	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	331	2	**182**	0	0	0
	Left-Through		0			0	
	Through	17	2	9	0	0	**0**
	Through-Right		0			0	
	Right	414	1	178	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	429	2	**236**	0	0	0
	Left-Through		0			0	
	Through	839	3	280	0	0	**0**
	Through-Right		0			0	
	Right	9	1	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	17	2	9	0	0	**0**
	Left-Through		0			0	
	Through	917	3	**306**	0	0	0
	Through-Right		0			0	
	Right	352	1	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	186		*North-South:*	0
			East-West:	542		*East-West:*	0
			SUM:	728		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.529			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.529			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	2	**13**	0	0	**0**
	Left-Through		0			0	
	Through	16	3	5	0	0	0
	Through-Right		0			0	
	Right	22	1	19	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	338	2	186	0	0	0
	Left-Through		0			0	
	Through	20	2	10	0	0	**0**
	Through-Right		0			0	
	Right	365	1	**201**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	298	2	**164**	0	0	0
	Left-Through		0			0	
	Through	819	3	273	0	0	**0**
	Through-Right		0			0	
	Right	19	1	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	11	2	6	0	0	**0**
	Left-Through		0			0	
	Through	872	3	**291**	0	0	0
	Through-Right		0			0	
	Right	255	1	69	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	214		*North-South:*	0
			East-West:	455		*East-West:*	0
			SUM:	669		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.487			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.487			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	2	8	0	0	**0**
	Left-Through		0			0	
	Through	15	3	5	0	0	0
	Through-Right		0			0	
	Right	19	1	**18**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	768	2	**422**	0	0	0
	Left-Through		0			0	
	Through	10	2	5	0	0	**0**
	Through-Right		0			0	
	Right	444	1	276	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	306	2	**168**	0	0	0
	Left-Through		0			0	
	Through	983	3	328	0	0	**0**
	Through-Right		0			0	
	Right	8	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	5	2	3	0	0	**0**
	Left-Through		0			0	
	Through	1025	3	**342**	0	0	0
	Through-Right		0			0	
	Right	318	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	440		*North-South:*	0
			East-West:	510		*East-West:*	0
			SUM:	950		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.691			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.691			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0
Override Capacity			0			0			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	1	8	0	0	**0**	17	1	17	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1080	2	**540**	0	0	0	706	2	**353**	0	0	0
	Through-Right		0			0			0			0	
	Right	150	1	109	0	0	0	78	1	58	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	104	1	**104**	0	0	0	132	1	**132**	0	0	0
	Left-Through		0			0			0			0	
	Through	689	2	345	0	0	**0**	747	2	374	0	0	**0**
	Through-Right		0			0			0			0	
	Right	71	1	0	0	0	0	95	1	32	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	280	1	280	0	0	0	126	1	**126**	0	0	0
	Left-Through		0			0			0			0	
	Through	840	1	**427**	0	0	**0**	247	1	133	0	0	**0**
	Through-Right		1			0			1			0	
	Right	14	0	14	0	0	0	18	0	18	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	82	1	**82**	0	0	**0**	41	1	41	0	0	**0**
	Left-Through		0			0			0			0	
	Through	252	1	195	0	0	0	258	1	**214**	0	0	0
	Through-Right		1			0			1			0	
	Right	138	0	138	0	0	0	170	0	170	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	644		*North-South:*	0		*North-South:*	485		*North-South:*	0
			East-West:	509		*East-West:*	0		*East-West:*	340		*East-West:*	0
			SUM:	1153		*SUM:*	0		*SUM:*	825		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.769			0.000			0.550			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.769			0.000			0.550			0.000
LEVEL OF SERVICE (LOS):				C			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM						AM					
No. of Phases				2			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0
Override Capacity			0			0			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	28	0	0	**0**	13	2	7	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1071	2	**536**	0	0	0	2245	2	**760**	0	0	0
	Through-Right		0			0			1			0	
	Right	110	1	54	0	0	0	36	0	36	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	165	1	**165**	0	0	0	107	1	**107**	0	0	0
	Left-Through		0			0			0			0	
	Through	1266	2	633	0	0	**0**	2033	2	682	0	0	**0**
	Through-Right		0			0			1			0	
	Right	160	1	106	0	0	0	14	0	14	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	109	1	**109**	0	0	0	0	0	**0**	0	0	0
	Left-Through		0			0			0			0	
	Through	488	1	253	0	0	**0**	314	2	149	0	0	**0**
	Through-Right		1			0			1			0	
	Right	17	0	17	0	0	0	133	0	133	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	113	1	113	0	0	**0**	234	1	234	0	0	**0**
	Left-Through		0			0			0			0	
	Through	583	1	**382**	0	0	0	1117	2	**559**	0	0	0
	Through-Right		1			0			0			0	
	Right	180	0	180	0	0	0	188	1	135	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	701		*North-South:*	0		*North-South:*	867		*North-South:*	0
			East-West:	491		*East-West:*	0		*East-West:*	559		*East-West:*	0
			SUM:	1192		*SUM:*	0		*SUM:*	1426		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.795			0.000			1.037			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.795			0.000			1.037			0.000
LEVEL OF SERVICE (LOS):				C			A			F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	142	2	78	0	0	**0**
	Left-Through		0			0	
	Through	1176	2	**420**	0	0	0
	Through-Right		1			0	
	Right	83	0	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	136	1	**136**	0	0	0
	Left-Through		0			0	
	Through	1256	2	430	0	0	**0**
	Through-Right		1			0	
	Right	33	0	33	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	558	2	**230**	0	0	**0**
	Through-Right		1			0	
	Right	132	0	132	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	164	1	**164**	0	0	**0**
	Left-Through		0			0	
	Through	720	2	360	0	0	0
	Through-Right		0			0	
	Right	114	1	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	556		*North-South:*	0
			East-West:	394		*East-West:*	0
			SUM:	950		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.691			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.691			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	2	55	0	0	**0**
	Left-Through		0			0	
	Through	1945	2	**691**	0	0	0
	Through-Right		1			0	
	Right	128	0	128	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	273	1	**273**	0	0	0
	Left-Through		0			0	
	Through	1951	2	656	0	0	**0**
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	908	2	**365**	0	0	**0**
	Through-Right		1			0	
	Right	187	0	187	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	147	1	**147**	0	0	**0**
	Left-Through		0			0	
	Through	803	2	402	0	0	0
	Through-Right		0			0	
	Right	113	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	964		*North-South:*	0
			East-West:	512		*East-West:*	0
			SUM:	1476		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.073			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.073			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	153	2	**84**	0	0	**0**
	Left-Through		0			0	
	Through	788	2	296	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	805	2	**314**	0	0	**0**
	Through-Right		1			0	
	Right	137	0	137	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	128	1	**128**	0	0	0
	Left-Through		0			0	
	Through	333	2	131	0	0	**0**
	Through-Right		1			0	
	Right	61	0	61	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	187	1	187	0	0	**0**
	Left-Through		0			0	
	Through	963	2	**324**	0	0	0
	Through-Right		1			0	
	Right	9	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	398		*North-South:*	0
			East-West:	452		*East-West:*	0
			SUM:	850		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.618			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.618			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	179	2	98	0	0	**0**
	Left-Through		0			0	
	Through	742	2	**307**	0	0	0
	Through-Right		1			0	
	Right	179	0	179	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	74	1	**74**	0	0	0
	Left-Through		0			0	
	Through	647	2	246	0	0	**0**
	Through-Right		1			0	
	Right	92	0	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	121	1	121	0	0	0
	Left-Through		0			0	
	Through	536	2	**204**	0	0	**0**
	Through-Right		1			0	
	Right	77	0	77	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	158	1	**158**	0	0	**0**
	Left-Through		0			0	
	Through	686	2	234	0	0	0
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	381		*North-South:*	0
			East-West:	362		*East-West:*	0
			SUM:	743		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.540			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.540			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	196	2	108	0	0	**0**
	Left-Through		0			0	
	Through	1203	2	**493**	0	0	0
	Through-Right		1			0	
	Right	276	0	276	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	122	1	**122**	0	0	0
	Left-Through		0			0	
	Through	813	2	305	0	0	**0**
	Through-Right		1			0	
	Right	102	0	102	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	196	1	**196**	0	0	0
	Left-Through		0			0	
	Through	741	2	264	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	162	1	162	0	0	**0**
	Left-Through		0			0	
	Through	821	2	**276**	0	0	0
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	615		*North-South:*	0
			East-West:	472		*East-West:*	0
			SUM:	1087		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.791			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.791			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	111	1	111	0	0	**0**
	Left-Through		0			0	
	Through	1463	1	**788**	0	0	0
	Through-Right		1			0	
	Right	113	0	113	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	73	1	**73**	0	0	0
	Left-Through		0			0	
	Through	570	2	285	0	0	**0**
	Through-Right		0			0	
	Right	63	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	201	1	**201**	0	0	0
	Left-Through		0			0	
	Through	1283	3	428	0	0	**0**
	Through-Right		0			0	
	Right	95	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	121	1	121	0	0	**0**
	Left-Through		0			0	
	Through	1014	2	**391**	0	0	0
	Through-Right		1			0	
	Right	158	0	158	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	861		*North-South:*	0
			East-West:	592		*East-West:*	0
			SUM:	1453		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.057			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.057			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	84	1	84	0	0	**0**
	Left-Through		0			0	
	Through	820	1	**486**	0	0	0
	Through-Right		1			0	
	Right	152	0	152	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	658	2	329	0	0	**0**
	Through-Right		0			0	
	Right	91	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	197	1	**197**	0	0	0
	Left-Through		0			0	
	Through	1040	3	347	0	0	**0**
	Through-Right		0			0	
	Right	110	1	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	196	1	196	0	0	**0**
	Left-Through		0			0	
	Through	1205	2	**428**	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	616		*North-South:*	0
			East-West:	625		*East-West:*	0
			SUM:	1241		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.903			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.903			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	73	1	73	0	0	**0**
	Left-Through		0			0	
	Through	1104	1	**607**	0	0	0
	Through-Right		1			0	
	Right	109	0	109	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1303	2	652	0	0	**0**
	Through-Right		0			0	
	Right	45	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	137	1	137	0	0	0
	Left-Through		0			0	
	Through	1200	3	**400**	0	0	**0**
	Through-Right		0			0	
	Right	160	1	124	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	234	1	**234**	0	0	**0**
	Left-Through		0			0	
	Through	1332	2	472	0	0	0
	Through-Right		1			0	
	Right	84	0	84	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	737		*North-South:*	0
			East-West:	634		*East-West:*	0
			SUM:	1371		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.997			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.997			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	48	1	48	0	0	**0**
	Left-Through		0			0	
	Through	1368	1	**730**	0	0	0
	Through-Right		1			0	
	Right	92	0	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	67	1	**67**	0	0	0
	Left-Through		0			0	
	Through	658	2	329	0	0	**0**
	Through-Right		0			0	
	Right	85	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	186	1	186	0	0	0
	Left-Through		0			0	
	Through	651	2	**326**	0	0	**0**
	Through-Right		0			0	
	Right	52	1	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	63	1	**63**	0	0	**0**
	Left-Through		0			0	
	Through	391	2	196	0	0	0
	Through-Right		0			0	
	Right	60	1	27	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	797		*North-South:*	0
			East-West:	389		*East-West:*	0
			SUM:	1186		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.791			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.791			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	79	1	79	0	0	**0**
	Left-Through		0			0	
	Through	784	1	**446**	0	0	0
	Through-Right		1			0	
	Right	107	0	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	69	1	**69**	0	0	0
	Left-Through		0			0	
	Through	722	2	361	0	0	**0**
	Through-Right		0			0	
	Right	227	1	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	233	1	**233**	0	0	0
	Left-Through		0			0	
	Through	471	2	236	0	0	**0**
	Through-Right		0			0	
	Right	79	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	89	1	89	0	0	**0**
	Left-Through		0			0	
	Through	482	2	**241**	0	0	0
	Through-Right		0			0	
	Right	60	1	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	515		*North-South:*	0
			East-West:	474		*East-West:*	0
			SUM:	989		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.659			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.659			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	1059	1	612	0	0	0
	Through-Right		1			0	
	Right	164	0	164	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	63	1	63	0	0	0
	Left-Through		0			0	
	Through	1369	2	**685**	0	0	**0**
	Through-Right		0			0	
	Right	175	1	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	173	1	**173**	0	0	0
	Left-Through		0			0	
	Through	642	2	321	0	0	**0**
	Through-Right		0			0	
	Right	82	1	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	122	1	122	0	0	**0**
	Left-Through		0			0	
	Through	628	2	**314**	0	0	0
	Through-Right		0			0	
	Right	74	1	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	755		*North-South:*	0
			East-West:	487		*East-West:*	0
			SUM:	1242		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.828			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.828			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	652	3	217	0	0	0
	Through-Right		0			0	
	Right	301	1	**301**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	351	2	**193**	0	0	0
	Left-Through		0			0	
	Through	782	2	391	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	12	0	12	0	0	0
	Left-Through		0			0	
	Through	0	0	12	0	0	**0**
	Through-Right		0			0	
	Right	61	1	**61**	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	494		*North-South:*	0
			East-West:	61		*East-West:*	0
			SUM:	555		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.389			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.389			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet (Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	569	3	190	0	0	0
	Through-Right		0			0	
	Right	184	1	184	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	282	2	155	0	0	0
	Left-Through		0			0	
	Through	723	2	**362**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	25	0	25	0	0	0
	Left-Through		0			0	
	Through	0	0	25	0	0	**0**
	Through-Right		0			0	
	Right	88	1	**88**	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		362	*North-South:*		0
		East-West:		88	*East-West:*		0
		SUM:		450	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.316			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.316			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	786	3	**262**	0	0	0
	Through-Right		0			0	
	Right	181	1	181	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	702	2	**386**	0	0	0
	Left-Through		0			0	
	Through	939	2	470	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	26	0	26	0	0	0
	Left-Through		0			0	
	Through	0	0	26	0	0	**0**
	Through-Right		0			0	
	Right	73	1	**73**	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		648	*North-South:*		0
		East-West:		73	*East-West:*		0
		SUM:		721	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.506			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.506			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	613	2	**307**	0	0	0
	Through-Right		0			0	
	Right	41	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	858	2	288	0	0	**0**
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	12	0	0	0	0	**0**
	Through-Right		0			0	
	Right	31	0	**31**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
WESTBOUND	Left	254	1	254	0	0	**0**
	Left-Through		0			0	
	Through	7	0	**312**	0	0	0
	Through-Right		0			0	
	Right	617	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		307	*North-South:*		0
		East-West:		343	*East-West:*		0
		SUM:		650	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.456			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.456			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	1	**11**	0	0	**0**
	Left-Through		0			0	
	Through	523	2	262	0	0	0
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	781	2	**262**	0	0	**0**
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	16	0	0	0	0	**0**
	Through-Right		0			0	
	Right	19	0	**19**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
WESTBOUND	Left	225	1	**158**	0	0	**0**
	Left-Through		0			0	
	Through	13	0	158	0	0	0
	Through-Right		0			0	
	Right	236	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		273	*North-South:*		0
		East-West:		177	*East-West:*		0
		SUM:		450	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.316			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.316			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	18	1	**18**	0	0	**0**
	Left-Through		0			0	
	Through	708	2	354	0	0	0
	Through-Right		0			0	
	Right	86	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1394	2	**471**	0	0	**0**
	Through-Right		1			0	
	Right	18	0	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	15	0	0	0	0	**0**
	Through-Right		0			0	
	Right	25	0	**25**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
WESTBOUND	Left	200	1	200	0	0	**0**
	Left-Through		0			0	
	Through	14	0	**275**	0	0	0
	Through-Right		0			0	
	Right	536	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	489		*North-South:*	0
			East-West:	300		*East-West:*	0
			SUM:	789		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.554			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.554			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	1	**200**	0	0	**0**
	Left-Through		0			0	
	Through	236	2	118	0	0	0
	Through-Right		0			0	
	Right	147	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	103	1	103	0	0	0
	Left-Through		0			0	
	Through	389	2	**195**	0	0	**0**
	Through-Right		0			0	
	Right	610	2	148	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	188	1	**188**	0	0	0
	Left-Through		0			0	
	Through	695	3	232	0	0	**0**
	Through-Right		0			0	
	Right	376	1	176	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	270	1	270	0	0	**0**
	Left-Through		0			0	
	Through	1246	3	**402**	0	0	0
	Through-Right		1			0	
	Right	362	0	362	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	395		*North-South:*	0
			East-West:	590		*East-West:*	0
			SUM:	985		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.716			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.716			0.000
	LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	330	2	**165**	0	0	0
	Through-Right		0			0	
	Right	244	2	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	204	1	**204**	0	0	0
	Left-Through		0			0	
	Through	298	2	149	0	0	**0**
	Through-Right		0			0	
	Right	825	2	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	204	1	204	0	0	0
	Left-Through		0			0	
	Through	1282	3	427	0	0	**0**
	Through-Right		0			0	
	Right	561	1	**461**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	95	1	**95**	0	0	**0**
	Left-Through		0			0	
	Through	1050	3	319	0	0	0
	Through-Right		1			0	
	Right	226	0	226	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	369		*North-South:*	0
			East-West:	556		*East-West:*	0
			SUM:	925		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.673			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.673			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	108	1	108	0	0	**0**
	Left-Through		0			0	
	Through	226	2	113	0	0	0
	Through-Right		0			0	
	Right	534	2	**226**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	353	1	**353**	0	0	0
	Left-Through		0			0	
	Through	616	2	308	0	0	**0**
	Through-Right		0			0	
	Right	480	2	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	214	1	214	0	0	0
	Left-Through		0			0	
	Through	1280	3	427	0	0	**0**
	Through-Right		0			0	
	Right	557	1	**449**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	68	1	**68**	0	0	**0**
	Left-Through		0			0	
	Through	885	3	260	0	0	0
	Through-Right		1			0	
	Right	154	0	154	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	579		*North-South:*	0
			East-West:	517		*East-West:*	0
			SUM:	1096		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.797			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.797			0.000
	LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet (Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**	0	0	0	0	0	**0**
	Left-Through		0			0			0			0	
	Through	3329	4	**832**	0	0	0	2715	4	**679**	0	0	0
	Through-Right		0			0			0			0	
	Right	2	1	0	0	0	0	10	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0	0	0	**0**	0	0	0
	Left-Through		0			0			0			0	
	Through	1921	4	480	0	0	**0**	1350	4	338	0	0	**0**
	Through-Right		0			0			0			0	
	Right	263	1	263	0	0	0	432	1	432	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	291	1	**163**	0	0	**0**	324	1	**181**	0	0	**0**
	Left-Through		1			0			1			0	
	Through	35	0	163	0	0	0	38	0	181	0	0	0
	Through-Right		0			0			0			0	
	Right	176	2	97	0	0	0	127	2	70	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	832		*North-South:*	0		*North-South:*	679		*North-South:*	0
			East-West:	163		*East-West:*	0		*East-West:*	181		*East-West:*	0
			SUM:	995		*SUM:*	0		*SUM:*	860		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.663			0.000			0.573			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.663			0.000			0.573			0.000
LEVEL OF SERVICE (LOS):				B			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM						AM					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**	0	0	0	0	0	**0**
	Left-Through		0			0			0			0	
	Through	3412	4	**853**	0	0	0	2015	2	**1008**	0	0	0
	Through-Right		0			0			0			0	
	Right	8	1	0	0	0	0	526	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0	20	0	**20**	0	0	0
	Left-Through		0			0			1			0	
	Through	2490	4	623	0	0	**0**	316	1	218	0	0	**0**
	Through-Right		0			0			0			0	
	Right	283	1	283	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	526	1	**267**	0	0	**0**	266	2	**146**	0	0	**0**
	Left-Through		1			0			0			0	
	Through	8	0	267	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	44	2	24	0	0	0	2	1	2	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	853		*North-South:*	0		*North-South:*	1028		*North-South:*	0
			East-West:	267		*East-West:*	0		*East-West:*	146		*East-West:*	0
			SUM:	1120		*SUM:*	0		*SUM:*	1174		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.747			0.000			0.783			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.747			0.000			0.783			0.000
LEVEL OF SERVICE (LOS):				C			A			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet (Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**	0	0	0	0	0	**0**
	Left-Through		0			0			0			0	
	Through	2015	2	**1008**	0	0	0	2015	2	**1008**	0	0	0
	Through-Right		0			0			0			0	
	Right	526	1	0	0	0	0	526	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	20	0	**20**	0	0	0	20	0	**20**	0	0	0
	Left-Through		1			0			1			0	
	Through	316	1	218	0	0	**0**	316	1	218	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	266	2	**146**	0	0	**0**	266	2	**146**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	2	1	2	0	0	0	2	1	2	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	1028		*North-South:*	0		*North-South:*	1028		*North-South:*	0
			East-West:	146		*East-West:*	0		*East-West:*	146		*East-West:*	0
			SUM:	1174		*SUM:*	0		*SUM:*	1174		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.783			0.000			0.783			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.783			0.000			0.783			0.000
LEVEL OF SERVICE (LOS):				C			A			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	683	2	**342**	0	0	0
	Through-Right		0			0	
	Right	168	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	32	0	**32**	0	0	0
	Left-Through		1			0	
	Through	342	1	235	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	384	2	**211**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	7	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	374		*North-South:*	0
			East-West:	211		*East-West:*	0
			SUM:	585		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.390			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.390			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	775	2	388	0	0	0
	Through-Right		0			0	
	Right	195	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	54	0	54	0	0	0
	Left-Through		1			0	
	Through	1196	1	**706**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	761	2	**419**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	8	1	8	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	706		*North-South:*	0
			East-West:	419		*East-West:*	0
			SUM:	1125		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.750			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.750			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	0	**21**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	21	0	0	0
	Through-Right		0			0	
	Right	1145	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	4	1	4	0	0	0
	Left-Through		0			0	
	Through	1240	1	**623**	0	0	**0**
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	256	1	**256**	0	0	**0**
	Left-Through		0			0	
	Through	330	1	165	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	21		*North-South:*	0
			East-West:	879		*East-West:*	0
			SUM:	900		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.632			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.632			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	**30**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	30	0	0	0
	Through-Right		0			0	
	Right	386	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	1	0	1	0	0	0
	Left-Through		0			0	
	Through	0	0	**1**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	4	1	4	0	0	0
	Left-Through		0			0	
	Through	500	1	**262**	0	0	**0**
	Through-Right		1			0	
	Right	23	0	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	324	1	**324**	0	0	**0**
	Left-Through		0			0	
	Through	369	1	185	0	0	0
	Through-Right		1			0	
	Right	1	1	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	31		*North-South:*	0
			East-West:	586		*East-West:*	0
			SUM:	617		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.433			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.433			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

PM

No. of Phases			3					0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0					0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--			0
	EB-- 0	WB--	0	EB-- 0	WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0					0
Override Capacity			0					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	42	0	**42**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	42	0	0	0
	Through-Right		0			0	
	Right	452	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**2**	0	0	**0**
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	1	1	1	0	0	0
	Left-Through		0			0	
	Through	524	1	**276**	0	0	**0**
	Through-Right		1			0	
	Right	28	0	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	866	1	**866**	0	0	**0**
	Left-Through		0			0	
	Through	1020	1	511	0	0	0
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	44		*North-South:*	0
			East-West:	1142		*East-West:*	0
			SUM:	1186		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.832			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.832			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

AM

No. of Phases			4					0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1					0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--			0
	EB-- 0	WB--	0	EB-- 0	WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0					0
Override Capacity			0					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	71	1	**71**	0	0	**0**
	Left-Through		0			0	
	Through	19	1	19	0	0	0
	Through-Right		0			0	
	Right	108	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**19**	0	0	0
	Left-Through		0			0	
	Through	17	0	19	0	0	**0**
	Through-Right		0			0	
	Right	12	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	41	1	41	0	0	0
	Left-Through		0			0	
	Through	636	2	**274**	0	0	**0**
	Through-Right		1			0	
	Right	185	0	185	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	189	2	**104**	0	0	**0**
	Left-Through		0			0	
	Through	881	2	312	0	0	0
	Through-Right		1			0	
	Right	56	0	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	90		*North-South:*	0
			East-West:	378		*East-West:*	0
			SUM:	468		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.340			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.340			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

MD

No. of Phases			4					0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1					0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--			0
	EB-- 0	WB--	0	EB-- 0	WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0					0
Override Capacity			0					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	1	**65**	0	0	**0**
	Left-Through		0			0	
	Through	18	1	18	0	0	0
	Through-Right		0			0	
	Right	156	2	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	**43**	0	0	0
	Left-Through		0			0	
	Through	25	0	43	0	0	**0**
	Through-Right		0			0	
	Right	34	1	5	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	58	1	58	0	0	0
	Left-Through		0			0	
	Through	712	2	**272**	0	0	**0**
	Through-Right		1			0	
	Right	104	0	104	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	75	2	**41**	0	0	**0**
	Left-Through		0			0	
	Through	511	2	182	0	0	0
	Through-Right		1			0	
	Right	36	0	36	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	108		*North-South:*	0
			East-West:	313		*East-West:*	0
			SUM:	421		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.306			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.306			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

PM

No. of Phases			4					0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1					0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--			0
	EB-- 0	WB--	0	EB-- 0	WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0					0
Override Capacity			0					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	151	1	151	0	0	**0**
	Left-Through		0			0	
	Through	28	1	28	0	0	0
	Through-Right		0			0	
	Right	360	2	**172**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	68	1	**48**	0	0	0
	Left-Through		0			0	
	Through	28	0	48	0	0	**0**
	Through-Right		0			0	
	Right	34	1	11	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	47	1	47	0	0	0
	Left-Through		0			0	
	Through	1443	2	**518**	0	0	**0**
	Through-Right		1			0	
	Right	111	0	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	48	2	**26**	0	0	**0**
	Left-Through		0			0	
	Through	581	2	208	0	0	0
	Through-Right		1			0	
	Right	42	0	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	220		*North-South:*	0
			East-West:	544		*East-West:*	0
			SUM:	764		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.556			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.556			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	581	2	**320**	0	0	**0**
Left-Through		0			0	
Through	1807	2	616	0	0	0
Through-Right		1			0	
Right	41	0	41	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	57	1	57	0	0	0
Left-Through		0			0	
Through	1230	2	**435**	0	0	**0**
Through-Right		1			0	
Right	76	0	76	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	79	1	**79**	0	0	0
Left-Through		0			0	
Through	19	1	19	0	0	**0**
Through-Right		0			0	
Right	547	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	20	0	20	0	0	**0**
Left-Through		1			0	
Through	14	0	**49**	0	0	0
Through-Right		1			0	
Right	44	0	49	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	755		*North-South:*	0
		East-West:	128		*East-West:*	0
		SUM:	883		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.620			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.620			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	506	2	**278**	0	0	**0**
Left-Through		0			0	
Through	1685	2	572	0	0	0
Through-Right		1			0	
Right	30	0	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	62	1	62	0	0	0
Left-Through		0			0	
Through	1232	2	**454**	0	0	**0**
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	104	1	**104**	0	0	0
Left-Through		0			0	
Through	12	1	12	0	0	**0**
Through-Right		0			0	
Right	438	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	27	0	27	0	0	**0**
Left-Through		1			0	
Through	11	0	**38**	0	0	0
Through-Right		1			0	
Right	27	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	732		*North-South:*	0
		East-West:	142		*East-West:*	0
		SUM:	874		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.613			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.613			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	732	2	**403**	0	0	**0**
Left-Through		0			0	
Through	1768	2	602	0	0	0
Through-Right		1			0	
Right	37	0	37	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	59	1	59	0	0	0
Left-Through		0			0	
Through	1774	2	**645**	0	0	**0**
Through-Right		1			0	
Right	161	0	161	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	119	1	**119**	0	0	0
Left-Through		0			0	
Through	21	1	21	0	0	**0**
Through-Right		0			0	
Right	885	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	34	0	34	0	0	**0**
Left-Through		1			0	
Through	18	0	**41**	0	0	0
Through-Right		1			0	
Right	23	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	1048		*North-South:*	0
		East-West:	160		*East-West:*	0
		SUM:	1208		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.848			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.848			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	2	1	2	0	0	**0**
Left-Through		0			0	
Through	1220	1	**689**	0	0	0
Through-Right		1			0	
Right	158	0	158	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	77	1	**77**	0	0	0
Left-Through		0			0	
Through	331	1	167	0	0	**0**
Through-Right		1			0	
Right	2	0	2	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**2**	0	0	**0**
Through-Right		0			0	
Right	2	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
WESTBOUND Left	74	1	41	0	0	**0**
Left-Through		1			0	
Through	8	0	41	0	0	0
Through-Right		0			0	
Right	103	1	**65**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	766		*North-South:*	0
		East-West:	67		*East-West:*	0
		SUM:	833		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.585			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.585			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	1	5	0	0	0
	Left-Through		0			0	
	Through	510	1	322	0	0	0
	Through-Right		1			0	
	Right	133	0	133	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	65	1	65	0	0	0
	Left-Through		0			0	
	Through	411	1	212	0	0	0
	Through-Right		1			0	
	Right	12	0	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1	0	1	0	0	0
	Left-Through		0			0	
	Through	8	0	15	0	0	0
	Through-Right		0			0	
	Right	6	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	111	1	61	0	0	0
	Left-Through		1			0	
	Through	11	0	61	0	0	0
	Through-Right		0			0	
	Right	74	1	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		387	North-South:		0
		East-West:		76	East-West:		0
		SUM:		463	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.325			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.325			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	1	2	0	0	0
	Left-Through		0			0	
	Through	586	1	376	0	0	0
	Through-Right		1			0	
	Right	165	0	165	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1003	1	504	0	0	0
	Through-Right		1			0	
	Right	4	0	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	2	0	2	0	0	0
	Left-Through		0			0	
	Through	9	0	15	0	0	0
	Through-Right		0			0	
	Right	4	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	161	1	84	0	0	0
	Left-Through		1			0	
	Through	6	0	84	0	0	0
	Through-Right		0			0	
	Right	76	1	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		506	North-South:		0
		East-West:		99	East-West:		0
		SUM:		605	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.425			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.425			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1812	4	453	0	0	0
	Through-Right		0			0	
	Right	723	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	152	2	84	0	0	0
	Left-Through		0			0	
	Through	683	3	228	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	459	3	161	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	238	1	154	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		537	North-South:		0
		East-West:		161	East-West:		0
		SUM:		698	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.490			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.490			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1092	4	273	0	0	0
	Through-Right		0			0	
	Right	521	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	299	2	164	0	0	0
	Left-Through		0			0	
	Through	949	3	316	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	646	3	226	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	199	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		437	North-South:		0
		East-West:		226	East-West:		0
		SUM:		663	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.465			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.465			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1412	4	353	0	0	0
	Through-Right		0			0	
	Right	349	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	516	2	284	0	0	0
	Left-Through		0			0	
	Through	2051	3	**684**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	654	3	**229**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	169	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	684		*North-South:*	0
			East-West:	229		*East-West:*	0
			SUM:	913		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.641			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.641			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	96	2	**53**	0	0	**0**
	Left-Through		0			0	
	Through	190	1	105	0	0	0
	Through-Right		1			0	
	Right	124	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	33	2	18	0	0	0
	Left-Through		0			0	
	Through	231	1	**181**	0	0	**0**
	Through-Right		1			0	
	Right	311	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	287	2	**158**	0	0	0
	Left-Through		0			0	
	Through	221	3	74	0	0	**0**
	Through-Right		0			0	
	Right	194	2	54	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	85	2	47	0	0	**0**
	Left-Through		0			0	
	Through	613	3	204	0	0	0
	Through-Right		0			0	
	Right	581	2	**302**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	234		*North-South:*	0
			East-West:	460		*East-West:*	0
			SUM:	694		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.505			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.505			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	114	2	**63**	0	0	**0**
	Left-Through		0			0	
	Through	192	1	106	0	0	0
	Through-Right		1			0	
	Right	125	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	154	2	85	0	0	0
	Left-Through		0			0	
	Through	157	1	**136**	0	0	**0**
	Through-Right		1			0	
	Right	252	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	146	2	**80**	0	0	0
	Left-Through		0			0	
	Through	372	3	124	0	0	**0**
	Through-Right		0			0	
	Right	164	2	27	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	45	2	25	0	0	**0**
	Left-Through		0			0	
	Through	337	3	**112**	0	0	0
	Through-Right		0			0	
	Right	285	2	72	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	199		*North-South:*	0
			East-West:	192		*East-West:*	0
			SUM:	391		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.284			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.284			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	2	44	0	0	**0**
	Left-Through		0			0	
	Through	124	1	124	0	0	0
	Through-Right		1			0	
	Right	525	1	**282**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	384	2	**211**	0	0	0
	Left-Through		0			0	
	Through	488	1	274	0	0	**0**
	Through-Right		1			0	
	Right	334	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	224	2	123	0	0	0
	Left-Through		0			0	
	Through	1141	3	**380**	0	0	**0**
	Through-Right		0			0	
	Right	243	2	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	27	2	**15**	0	0	**0**
	Left-Through		0			0	
	Through	298	3	99	0	0	0
	Through-Right		0			0	
	Right	285	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	493		*North-South:*	0
			East-West:	395		*East-West:*	0
			SUM:	888		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.646			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.646			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet (Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET
East-West Street: IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	287	1	144	0	0	**0**
	Left-Through		1			0	
	Through	0	0	144	0	0	0
	Through-Right		0			0	
	Right	594	1	**496**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	832	2	**416**	0	0	**0**
	Through-Right		0			0	
	Right	121	1	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	357	2	**196**	0	0	**0**
	Left-Through		0			0	
	Through	684	1	343	0	0	0
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	496		North-South:	0
			East-West:	612		East-West:	0
			SUM:	1108		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.806			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.806			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET
East-West Street: IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	288	1	144	0	0	**0**
	Left-Through		1			0	
	Through	0	0	144	0	0	0
	Through-Right		0			0	
	Right	299	1	**174**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**4**	0	0	**0**
	Through-Right		0			0	
	Right	4	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	564	2	**282**	0	0	**0**
	Through-Right		0			0	
	Right	80	1	8	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	457	2	**251**	0	0	**0**
	Left-Through		0			0	
	Through	652	1	328	0	0	0
	Through-Right		1			0	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	178		North-South:	0
			East-West:	533		East-West:	0
			SUM:	711		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.517			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.517			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET
East-West Street: IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	371	1	186	0	0	**0**
	Left-Through		1			0	
	Through	0	0	186	0	0	0
	Through-Right		0			0	
	Right	345	1	**191**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	1	0	1	0	0	0
	Left-Through		0			0	
	Through	0	0	**4**	0	0	**0**
	Through-Right		0			0	
	Right	3	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	709	2	**355**	0	0	**0**
	Through-Right		0			0	
	Right	343	1	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	560	2	**308**	0	0	**0**
	Left-Through		0			0	
	Through	519	1	260	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	195		North-South:	0
			East-West:	663		East-West:	0
			SUM:	858		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.624			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.624			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE
East-West Street: IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	2	0	0	**0**
	Left-Through		0			0	
	Through	2	0	**5**	0	0	0
	Through-Right		0			0	
	Right	1	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	551	1	**276**	0	0	0
	Left-Through		1			0	
	Through	1	0	276	0	0	**0**
	Through-Right		0			0	
	Right	74	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	161	2	**89**	0	0	0
	Left-Through		0			0	
	Through	401	1	202	0	0	**0**
	Through-Right		1			0	
	Right	2	0	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	2	1	2	0	0	**0**
	Left-Through		0			0	
	Through	264	2	132	0	0	0
	Through-Right		0			0	
	Right	705	1	**429**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	281		North-South:	0
			East-West:	518		East-West:	0
			SUM:	799		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.581			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.581			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	2	0	2	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**4**	0	0	0
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	394	1	**197**	0	0	0
	Left-Through		1			0	
	Through	0	0	197	0	0	**0**
	Through-Right		0			0	
	Right	91	1	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	95	2	**52**	0	0	0
	Left-Through		0			0	
	Through	248	1	127	0	0	**0**
	Through-Right		1			0	
	Right	5	0	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	6	1	6	0	0	**0**
	Left-Through		0			0	
	Through	396	2	198	0	0	0
	Through-Right		0			0	
	Right	542	1	**345**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	201		*North-South:*	0
			East-West:	397		*East-West:*	0
			SUM:	598		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.435			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.435			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	2	0	2	0	0	**0**
	Left-Through		0			0	
	Through	1	0	**9**	0	0	0
	Through-Right		0			0	
	Right	6	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	639	1	**320**	0	0	0
	Left-Through		1			0	
	Through	1	0	320	0	0	**0**
	Through-Right		0			0	
	Right	182	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	131	2	**72**	0	0	0
	Left-Through		0			0	
	Through	397	1	200	0	0	**0**
	Through-Right		1			0	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	376	2	188	0	0	0
	Through-Right		0			0	
	Right	517	1	**197**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	329		*North-South:*	0
			East-West:	269		*East-West:*	0
			SUM:	598		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.435			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.435			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	107	1	107	0	0	**0**
	Left-Through		0			0	
	Through	1482	3	494	0	0	0
	Through-Right		0			0	
	Right	596	1	**537**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	357	2	**196**	0	0	0
	Left-Through		0			0	
	Through	2258	3	569	0	0	**0**
	Through-Right		1			0	
	Right	16	0	16	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	214	2	**118**	0	0	0
	Left-Through		0			0	
	Through	260	3	87	0	0	**0**
	Through-Right		0			0	
	Right	177	1	124	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	215	2	118	0	0	**0**
	Left-Through		0			0	
	Through	203	3	68	0	0	0
	Through-Right		0			0	
	Right	424	1	**228**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	733		*North-South:*	0
			East-West:	346		*East-West:*	0
			SUM:	1079		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.785			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.785			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	152	1	152	0	0	**0**
	Left-Through		0			0	
	Through	1330	3	443	0	0	0
	Through-Right		0			0	
	Right	715	1	**664**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	247	2	**136**	0	0	0
	Left-Through		0			0	
	Through	1851	3	470	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	146	2	**80**	0	0	0
	Left-Through		0			0	
	Through	192	3	64	0	0	**0**
	Through-Right		0			0	
	Right	192	1	116	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	188	2	103	0	0	**0**
	Left-Through		0			0	
	Through	260	3	87	0	0	0
	Through-Right		0			0	
	Right	327	1	**191**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	800		*North-South:*	0
			East-West:	271		*East-West:*	0
			SUM:	1071		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.779			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.779			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	169	1	169	0	0	**0**
	Left-Through		0			0	
	Through	1912	3	637	0	0	0
	Through-Right		0			0	
	Right	988	1	**934**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	438	2	**241**	0	0	0
	Left-Through		0			0	
	Through	2367	3	599	0	0	**0**
	Through-Right		1			0	
	Right	28	0	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	195	2	**107**	0	0	0
	Left-Through		0			0	
	Through	361	3	120	0	0	**0**
	Through-Right		0			0	
	Right	155	1	71	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	197	2	108	0	0	**0**
	Left-Through		0			0	
	Through	301	3	100	0	0	0
	Through-Right		0			0	
	Right	493	1	**252**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1175		*North-South:*	0
			East-West:	359		*East-West:*	0
			SUM:	1534		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.116			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.116			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	4	1	4	0	0	**0**
	Left-Through		0			0	
	Through	1014	2	**507**	0	0	0
	Through-Right		0			0	
	Right	513	1	415	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	55	1	**55**	0	0	0
	Left-Through		0			0	
	Through	247	1	127	0	0	**0**
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	1	5	0	0	0
	Left-Through		0			0	
	Through	10	1	**10**	0	0	**0**
	Through-Right		0			0	
	Right	1	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	183	1	**98**	0	0	**0**
	Left-Through		1			0	
	Through	12	0	98	0	0	0
	Through-Right		0			0	
	Right	77	1	22	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	562		*North-South:*	0
			East-West:	108		*East-West:*	0
			SUM:	670		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.487			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.487			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	1	6	0	0	**0**
	Left-Through		0			0	
	Through	319	2	**160**	0	0	0
	Through-Right		0			0	
	Right	268	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	79	1	**79**	0	0	0
	Left-Through		0			0	
	Through	236	1	121	0	0	**0**
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	15	1	**15**	0	0	**0**
	Through-Right		0			0	
	Right	3	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	257	1	**148**	0	0	**0**
	Left-Through		1			0	
	Through	38	0	148	0	0	0
	Through-Right		0			0	
	Right	111	1	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	239		*North-South:*	0
			East-West:	163		*East-West:*	0
			SUM:	402		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.292			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.292			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	1	**5**	0	0	**0**
	Left-Through		0			0	
	Through	361	2	181	0	0	0
	Through-Right		0			0	
	Right	253	1	52	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	149	1	149	0	0	0
	Left-Through		0			0	
	Through	768	1	**388**	0	0	**0**
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	7	1	7	0	0	0
	Left-Through		0			0	
	Through	37	1	**37**	0	0	**0**
	Through-Right		0			0	
	Right	6	1	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	365	1	**201**	0	0	**0**
	Left-Through		1			0	
	Through	37	0	201	0	0	0
	Through-Right		0			0	
	Right	151	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	393		*North-South:*	0
			East-West:	238		*East-West:*	0
			SUM:	631		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.459			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.459			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	69	1	**69**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	25	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	447	1	**405**	0	0	0
	Left-Through		1			0	
	Through	1172	0	405	0	0	**0**
	Through-Right		1			0	
	Right	556	1	405	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	484	2	**205**	0	0	**0**
	Through-Right		1			0	
	Right	131	0	131	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	201	2	**111**	0	0	**0**
	Left-Through		0			0	
	Through	745	2	248	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	474		*North-South:*	0
			East-West:	316		*East-West:*	0
			SUM:	790		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.575			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.575			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	63	1	**63**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	71	2	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	129	1	**107**	0	0	0
	Left-Through		1			0	
	Through	299	0	107	0	0	**0**
	Through-Right		1			0	
	Right	186	1	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	480	2	**193**	0	0	**0**
	Through-Right		1			0	
	Right	98	0	98	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	59	2	**32**	0	0	**0**
	Left-Through		0			0	
	Through	617	2	206	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	170		*North-South:*	0
			East-West:	225		*East-West:*	0
			SUM:	395		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.287			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.287			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	95	1	**95**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	192	2	93	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	156	1	**91**	0	0	0
	Left-Through		1			0	
	Through	206	0	91	0	0	**0**
	Through-Right		1			0	
	Right	179	1	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	705	2	**260**	0	0	**0**
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	48	2	**26**	0	0	**0**
	Left-Through		0			0	
	Through	785	2	262	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	186		*North-South:*	0
			East-West:	286		*East-West:*	0
			SUM:	472		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.343			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.343			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	783	2	**431**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	491	2	185	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	241	3	80	0	0	**0**
	Through-Right		0			0	
	Right	303	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	154	2	85	0	0	**0**
	Left-Through		0			0	
	Through	972	1	**486**	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	431		*North-South:*	0
			East-West:	486		*East-West:*	0
			SUM:	917		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.644			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.644			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	433	2	**238**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	188	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	423	3	141	0	0	**0**
Through-Right		0			0	
Right	444	1	**206**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	334	2	**184**	0	0	**0**
Left-Through		0			0	
Through	482	1	241	0	0	0
Through-Right		1			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	238		*North-South:*	0
		East-West:	390		*East-West:*	0
		SUM:	628		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.441			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.441			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	571	2	**314**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	253	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1289	3	**430**	0	0	**0**
Through-Right		0			0	
Right	546	1	232	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	362	2	**199**	0	0	**0**
Left-Through		0			0	
Through	358	1	179	0	0	0
Through-Right		1			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	314		*North-South:*	0
		East-West:	629		*East-West:*	0
		SUM:	943		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.662			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.662			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	16	1	16	0	0	**0**
Left-Through		0			0	
Through	1800	4	**450**	0	0	0
Through-Right		0			0	
Right	405	1	215	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	382	2	**210**	0	0	0
Left-Through		0			0	
Through	1228	4	307	0	0	**0**
Through-Right		0			0	
Right	187	1	19	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	168	1	168	0	0	0
Left-Through		0			0	
Through	345	2	**128**	0	0	**0**
Through-Right		1			0	
Right	40	0	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	346	2	**190**	0	0	**0**
Left-Through		0			0	
Through	93	2	47	0	0	0
Through-Right		0			0	
Right	425	2	24	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	660		*North-South:*	0
		East-West:	318		*East-West:*	0
		SUM:	978		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.711			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.711			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	26	1	26	0	0	**0**
Left-Through		0			0	
Through	1339	4	**335**	0	0	0
Through-Right		0			0	
Right	220	1	26	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	406	2	**223**	0	0	0
Left-Through		0			0	
Through	1068	4	267	0	0	**0**
Through-Right		0			0	
Right	216	1	173	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	43	1	43	0	0	0
Left-Through		0			0	
Through	109	2	**55**	0	0	**0**
Through-Right		1			0	
Right	56	0	43	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	353	2	**194**	0	0	**0**
Left-Through		0			0	
Through	138	2	69	0	0	0
Through-Right		0			0	
Right	608	2	111	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	558		*North-South:*	0
		East-West:	249		*East-West:*	0
		SUM:	807		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.587			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.587			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	28	1	28	0	0	**0**
	Left-Through		0			0	
	Through	1640	4	**410**	0	0	0
	Through-Right		0			0	
	Right	283	1	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	449	2	**247**	0	0	0
	Left-Through		0			0	
	Through	1811	4	453	0	0	**0**
	Through-Right		0			0	
	Right	433	1	355	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	78	1	78	0	0	0
	Left-Through		0			0	
	Through	162	2	**78**	0	0	**0**
	Through-Right		1			0	
	Right	73	0	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	473	2	**260**	0	0	**0**
	Left-Through		0			0	
	Through	211	2	106	0	0	0
	Through-Right		0			0	
	Right	463	2	8	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	657		*North-South:*	0
			East-West:	338		*East-West:*	0
			SUM:	995		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.724			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.724			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**237**	0	0	0
	Through-Right		0			0	
	Right	237	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	235	2	**129**	0	0	0
	Left-Through		0			0	
	Through	641	2	321	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	805	2	**268**	0	0	0
	Through-Right		1			0	
	Right	195	1	195	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	237		*North-South:*	0
			East-West:	397		*East-West:*	0
			SUM:	634		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.445			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.445			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	85	1	85	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**151**	0	0	0
	Through-Right		0			0	
	Right	151	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	307	2	**169**	0	0	0
	Left-Through		0			0	
	Through	906	2	453	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1001	2	**334**	0	0	0
	Through-Right		1			0	
	Right	303	1	303	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	151		*North-South:*	0
			East-West:	503		*East-West:*	0
			SUM:	654		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.459			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.459			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	287	1	287	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**595**	0	0	0
	Through-Right		0			0	
	Right	595	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	161	2	**89**	0	0	0
	Left-Through		0			0	
	Through	827	2	414	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1160	2	**387**	0	0	0
	Through-Right		1			0	
	Right	186	1	186	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	595		*North-South:*	0
			East-West:	476		*East-West:*	0
			SUM:	1071		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.752			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.752			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet (Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	125	1	125	0	0	0
	Left-Through		0			0	
	Through	0	0	**149**	0	0	**0**
	Through-Right		0			0	
	Right	297	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	713	4	178	0	0	**0**
	Through-Right		0			0	
	Right	193	1	**193**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	331	2	**182**	0	0	**0**
	Left-Through		0			0	
	Through	483	2	242	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	149		*North-South:*	0
			East-West:	375		*East-West:*	0
			SUM:	524		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.368			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.368			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	379	1	197	0	0	0
	Left-Through		0			0	
	Through	0	0	**197**	0	0	**0**
	Through-Right		0			0	
	Right	213	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	799	4	**200**	0	0	**0**
	Through-Right		0			0	
	Right	143	1	143	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	337	2	**185**	0	0	**0**
	Left-Through		0			0	
	Through	646	2	323	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	197		*North-South:*	0
			East-West:	385		*East-West:*	0
			SUM:	582		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.408			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.408			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	107	0	0	0
	Left-Through		0			0	
	Through	0	0	**107**	0	0	**0**
	Through-Right		0			0	
	Right	180	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	865	4	216	0	0	**0**
	Through-Right		0			0	
	Right	247	1	**247**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	546	2	**300**	0	0	**0**
	Left-Through		0			0	
	Through	900	2	450	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	107		*North-South:*	0
			East-West:	547		*East-West:*	0
			SUM:	654		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.459			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.459			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2411	2	**831**	0	0	0
	Through-Right		1			0	
	Right	83	0	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2178	3	726	0	0	**0**
	Through-Right		0			0	
	Right	913	1	638	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	785	3	**275**	0	0	0
	Left-Through		0			0	
	Through	111	0	120	0	0	**0**
	Through-Right		1			0	
	Right	9	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	831		*North-South:*	0
			East-West:	275		*East-West:*	0
			SUM:	1106		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.737			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.737			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1275	2	461	0	0	0
	Through-Right		1			0	
	Right	107	0	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1413	3	471	0	0	**0**
	Through-Right		0			0	
	Right	813	1	**554**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	739	3	**259**	0	0	0
	Left-Through		0			0	
	Through	128	0	148	0	0	**0**
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	554		*North-South:*	0
			East-West:	259		*East-West:*	0
			SUM:	813		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.542			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.542			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1764	2	658	0	0	0
	Through-Right		1			0	
	Right	209	0	209	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2244	3	**748**	0	0	**0**
	Through-Right		0			0	
	Right	955	1	568	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1105	3	**387**	0	0	0
	Left-Through		0			0	
	Through	238	0	279	0	0	**0**
	Through-Right		1			0	
	Right	41	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	748		*North-South:*	0
			East-West:	387		*East-West:*	0
			SUM:	1135		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.757			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.757			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	650	1	**353**	0	0	0
	Through-Right		1			0	
	Right	56	0	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	45	1	**45**	0	0	0
	Left-Through		0			0	
	Through	476	3	159	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	98	1	98	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	144	1	**122**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	398		*North-South:*	0
			East-West:	122		*East-West:*	0
			SUM:	520		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.347			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.347			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	519	1	**291**	0	0	0
	Through-Right		1			0	
	Right	63	0	63	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	66	1	**66**	0	0	0
	Left-Through		0			0	
	Through	450	3	150	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	74	1	**74**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	63	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	357		*North-South:*	0
			East-West:	74		*East-West:*	0
			SUM:	431		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.287			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.287			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet (Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	456	1	305	0	0	0
	Through-Right		1			0	
	Right	153	0	153	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	230	0	0	0
	Left-Through		0			0	
	Through	834	3	278	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	48	1	48	0	0	0
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	48	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		535	North-South:		0
		East-West:		48	East-West:		0
		SUM:		583	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.389			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.389			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	312	1	312	0	0	0
	Left-Through		0			0	
	Through	692	2	346	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	404	2	167	0	0	0
	Through-Right		1			0	
	Right	97	0	97	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	89	2	49	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		479	North-South:		0
		East-West:		49	East-West:		0
		SUM:		528	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.352			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.352			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	234	1	234	0	0	0
	Left-Through		0			0	
	Through	420	2	210	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	381	2	186	0	0	0
	Through-Right		1			0	
	Right	177	0	177	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	186	2	102	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	218	1	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		420	North-South:		0
		East-West:		102	East-West:		0
		SUM:		522	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.348			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.348			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	230	1	230	0	0	0
	Left-Through		0			0	
	Through	465	2	233	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	771	2	287	0	0	0
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	181	2	100	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	332	1	217	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		517	North-South:		0
		East-West:		217	East-West:		0
		SUM:		734	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.489			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.489			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet (Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: SB I-405 RAMPS (N/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	763	1	**382**	0	0	0
	Through-Right		1			0	
	Right	135	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	113	1	**113**	0	0	0
	Left-Through		0			0	
	Through	340	2	170	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	813	1	**440**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	66	0	440	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
CRITICAL VOLUMES			North-South:	495		North-South:	0
			East-West:	440		East-West:	0
			SUM:	935		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.623			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.623			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: SB I-405 RAMPS (N/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	585	1	**293**	0	0	0
	Through-Right		1			0	
	Right	122	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	53	1	**53**	0	0	0
	Left-Through		0			0	
	Through	519	2	260	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	779	1	**432**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	84	0	432	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
CRITICAL VOLUMES			North-South:	346		North-South:	0
			East-West:	432		East-West:	0
			SUM:	778		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.519			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.519			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: SB I-405 RAMPS (N/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	586	1	**293**	0	0	0
	Through-Right		1			0	
	Right	142	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	141	1	**141**	0	0	0
	Left-Through		0			0	
	Through	761	2	381	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	611	1	**389**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	166	0	389	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
CRITICAL VOLUMES			North-South:	434		North-South:	0
			East-West:	389		East-West:	0
			SUM:	823		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.549			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.549			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: SB I-405 RAMPS (S/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	472	1	**252**	0	0	0
	Through-Right		1			0	
	Right	32	0	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	454	2	**250**	0	0	0
	Left-Through		0			0	
	Through	538	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	126	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	502		North-South:	0
			East-West:	0		East-West:	0
			SUM:	502		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.335			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.335			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	511	1	**273**	0	0	0
	Through-Right		1			0	
	Right	34	0	34	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	561	2	**309**	0	0	0
	Left-Through		0			0	
	Through	430	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	184	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	582		*North-South:*	0
			East-West:	0		*East-West:*	0
			SUM:	582		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.388			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.388			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	565	1	**298**	0	0	0
	Through-Right		1			0	
	Right	31	0	31	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	505	2	**278**	0	0	0
	Left-Through		0			0	
	Through	827	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	356	2	**57**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	576		*North-South:*	0
			East-West:	57		*East-West:*	0
			SUM:	633		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.422			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.422			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	900	2	**450**	0	0	0
	Through-Right		0			0	
	Right	105	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	380	2	127	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	203	2	**112**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	80	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	530		*North-South:*	0
			East-West:	112		*East-West:*	0
			SUM:	642		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.467			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.467			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	515	2	**258**	0	0	0
	Through-Right		0			0	
	Right	79	1	21	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	149	1	**149**	0	0	0
	Left-Through		0			0	
	Through	494	2	165	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	105	2	**58**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	85	1	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	407		*North-South:*	0
			East-West:	58		*East-West:*	0
			SUM:	465		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.338			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.338			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet (Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB--	0		NB-- 0 SB--		0
		EB-- 0 WB--	0		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	601	2	**301**	0	0	0
	Through-Right		0			0	
	Right	51	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	124	1	**124**	0	0	0
	Left-Through		0			0	
	Through	947	2	316	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	127	2	**70**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	76	1	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	425		*North-South:*	0
			East-West:	70		*East-West:*	0
			SUM:	495		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.360			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.360			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--	0		NB-- 0 SB--		0
		EB-- 3 WB--	0		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	14	2	8	0	0	**0**
	Left-Through		0			0	
	Through	1621	2	**544**	0	0	0
	Through-Right		1			0	
	Right	11	0	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	18	1	**18**	0	0	0
	Left-Through		0			0	
	Through	1256	2	446	0	0	**0**
	Through-Right		1			0	
	Right	83	0	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	36	1	20	0	0	0
	Left-Through		1			0	
	Through	4	0	20	0	0	**0**
	Through-Right		0			0	
	Right	50	1	**42**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	3	0	**15**	0	0	0
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	562		*North-South:*	0
			East-West:	57		*East-West:*	0
			SUM:	619		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.450			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.450			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--	0		NB-- 0 SB--		0
		EB-- 3 WB--	0		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	2	14	0	0	**0**
	Left-Through		0			0	
	Through	1161	2	**389**	0	0	0
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	34	1	**34**	0	0	0
	Left-Through		0			0	
	Through	899	2	316	0	0	**0**
	Through-Right		1			0	
	Right	49	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	45	1	**25**	0	0	0
	Left-Through		1			0	
	Through	5	0	25	0	0	**0**
	Through-Right		0			0	
	Right	26	1	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	3	0	3	0	0	**0**
	Left-Through		0			0	
	Through	2	0	**9**	0	0	0
	Through-Right		0			0	
	Right	4	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	423		*North-South:*	0
			East-West:	34		*East-West:*	0
			SUM:	457		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.332			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.332			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--	0		NB-- 0 SB--		0
		EB-- 3 WB--	0		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	3	2	2	0	0	**0**
	Left-Through		0			0	
	Through	1586	2	**534**	0	0	0
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	37	1	**37**	0	0	0
	Left-Through		0			0	
	Through	1502	2	537	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	75	1	42	0	0	0
	Left-Through		1			0	
	Through	8	0	42	0	0	**0**
	Through-Right		0			0	
	Right	66	1	**64**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	2	0	**17**	0	0	0
	Through-Right		0			0	
	Right	5	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	571		*North-South:*	0
			East-West:	81		*East-West:*	0
			SUM:	652		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.474			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.474			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	35	1	**35**	0	0	**0**	49	1	**49**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	193	2	97	0	0	0	340	2	170	0	0	0
	Through-Right		0			0			0			0	
	Right	57	1	0	0	0	0	185	1	117	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	23	1	23	0	0	0	50	1	50	0	0	0
	Left-Through		0			0			0			0	
	Through	445	2	**223**	0	0	**0**	515	2	**258**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	223	1	158	0	0	0	224	1	113	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	130	1	**130**	0	0	0	222	1	**222**	0	0	0
	Left-Through		0			0			0			0	
	Through	482	2	241	0	0	**0**	669	2	335	0	0	**0**
	Through-Right		0			0			0			0	
	Right	22	1	5	0	0	0	21	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	124	1	124	0	0	**0**	137	1	137	0	0	**0**
	Left-Through		0			0			0			0	
	Through	857	2	**429**	0	0	0	682	2	**341**	0	0	0
	Through-Right		0			0			0			0	
	Right	13	1	2	0	0	0	13	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	258		North-South:	0		North-South:	307		North-South:	0
			East-West:	559		East-West:	0		East-West:	563		East-West:	0
			SUM:	817		SUM:	0		SUM:	870		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.573			0.000			0.611			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.573			0.000			0.611			0.000
LEVEL OF SERVICE (LOS):				A			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM						AM					
No. of Phases				3			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	**30**	0	0	**0**	42	1	42	0	0	**0**
	Left-Through		0			0			0			0	
	Through	419	2	210	0	0	0	1455	3	**485**	0	0	0
	Through-Right		0			0			0			0	
	Right	219	1	162	0	0	0	95	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	26	1	26	0	0	0	48	1	**48**	0	0	0
	Left-Through		0			0			0			0	
	Through	432	2	**216**	0	0	**0**	975	3	325	0	0	**0**
	Through-Right		0			0			0			0	
	Right	184	1	40	0	0	0	54	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	288	1	**288**	0	0	0	54	1	54	0	0	0
	Left-Through		0			0			0			0	
	Through	886	2	443	0	0	**0**	115	2	**58**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	32	1	17	0	0	0	58	1	16	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	115	1	115	0	0	**0**	311	1	**311**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	689	2	**345**	0	0	0	126	1	73	0	0	0
	Through-Right		0			0			1			0	
	Right	17	1	4	0	0	0	20	0	20	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	246		North-South:	0		North-South:	533		North-South:	0
			East-West:	633		East-West:	0		East-West:	369		East-West:	0
			SUM:	879		SUM:	0		SUM:	902		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.617			0.000			0.656			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.617			0.000			0.656			0.000
LEVEL OF SERVICE (LOS):				B			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0	NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	42	1	42	0	0	**0**	42	1	42	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1455	3	**485**	0	0	0	1455	3	**485**	0	0	0
	Through-Right		0			0			0			0	
	Right	95	1	0	0	0	0	95	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	48	1	**48**	0	0	0	48	1	**48**	0	0	0
	Left-Through		0			0			0			0	
	Through	975	3	325	0	0	**0**	975	3	325	0	0	**0**
	Through-Right		0			0			0			0	
	Right	54	1	0	0	0	0	54	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	54	1	54	0	0	0	54	1	54	0	0	0
	Left-Through		0			0			0			0	
	Through	115	2	**58**	0	0	**0**	115	2	**58**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	58	1	16	0	0	0	58	1	16	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	311	1	**311**	0	0	**0**	311	1	**311**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	126	1	73	0	0	0	126	1	73	0	0	0
	Through-Right		1			0			1			0	
	Right	20	0	20	0	0	0	20	0	20	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	533		North-South:	0		North-South:	533		North-South:	0
			East-West:	369		East-West:	0		East-West:	369		East-West:	0
			SUM:	902		SUM:	0		SUM:	902		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.656			0.000			0.656			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.656			0.000			0.656			0.000
LEVEL OF SERVICE (LOS):				B			A			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	103	1	**103**	0	0	**0**
	Left-Through		0			0	
	Through	950	3	317	0	0	0
	Through-Right		0			0	
	Right	198	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	107	1	107	0	0	0
	Left-Through		0			0	
	Through	992	3	**331**	0	0	**0**
	Through-Right		0			0	
	Right	92	1	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	86	1	86	0	0	0
	Left-Through		0			0	
	Through	313	2	**157**	0	0	**0**
	Through-Right		0			0	
	Right	76	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	448	1	**448**	0	0	**0**
	Left-Through		0			0	
	Through	234	1	196	0	0	0
	Through-Right		1			0	
	Right	157	0	157	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	434		*North-South:*	0
			East-West:	605		*East-West:*	0
			SUM:	1039		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.756			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.756			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	96	1	**96**	0	0	**0**
	Left-Through		0			0	
	Through	1414	3	471	0	0	0
	Through-Right		0			0	
	Right	125	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	71	1	71	0	0	0
	Left-Through		0			0	
	Through	1447	3	**482**	0	0	**0**
	Through-Right		0			0	
	Right	113	1	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	71	1	71	0	0	0
	Left-Through		0			0	
	Through	367	2	**184**	0	0	**0**
	Through-Right		0			0	
	Right	44	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	293	1	**293**	0	0	**0**
	Left-Through		0			0	
	Through	225	1	160	0	0	0
	Through-Right		1			0	
	Right	94	0	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	578		*North-South:*	0
			East-West:	477		*East-West:*	0
			SUM:	1055		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.767			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.767			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	95	1	95	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	204	1	**204**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	340	1	**340**	0	0	0
	Left-Through		0			0	
	Through	712	3	237	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1141	3	**366**	0	0	0
	Through-Right		1			0	
	Right	321	0	321	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	204		*North-South:*	0
			East-West:	706		*East-West:*	0
			SUM:	910		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.639			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.639			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	293	1	293	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	368	1	**368**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	389	1	**389**	0	0	0
	Left-Through		0			0	
	Through	933	3	311	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1049	3	**324**	0	0	0
	Through-Right		1			0	
	Right	248	0	248	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	368		*North-South:*	0
			East-West:	713		*East-West:*	0
			SUM:	1081		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.759			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.759			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	183	1	183	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	312	1	**312**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	298	1	**298**	0	0	0
	Left-Through		0			0	
	Through	1446	3	482	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1079	3	**297**	0	0	0
	Through-Right		1			0	
	Right	107	0	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	312		*North-South:*	0
			East-West:	595		*East-West:*	0
			SUM:	907		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.636			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.636			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	2	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	103	0	103	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	377	1	**240**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	994	3	**301**	0	0	**0**
	Through-Right		1			0	
	Right	208	0	208	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	217	1	**217**	0	0	**0**
	Left-Through		0			0	
	Through	1000	3	333	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	240		*North-South:*	0
			East-West:	518		*East-West:*	0
			SUM:	758		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.532			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.532			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	2	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	131	0	131	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	372	1	**252**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1191	3	**337**	0	0	**0**
	Through-Right		1			0	
	Right	157	0	157	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	311	1	**311**	0	0	**0**
	Left-Through		0			0	
	Through	1031	3	344	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	252		*North-South:*	0
			East-West:	648		*East-West:*	0
			SUM:	900		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.632			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.632			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	2	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	244	0	244	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	413	1	**329**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1499	3	**417**	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	198	1	**198**	0	0	**0**
	Left-Through		0			0	
	Through	1062	3	354	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	329		*North-South:*	0
			East-West:	615		*East-West:*	0
			SUM:	944		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.662			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.662			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	1	8	0	0	0
	Left-Through		0			0	
	Through	2271	4	568	0	0	0
	Through-Right		0			0	
	Right	190	1	168	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	203	2	112	0	0	0
	Left-Through		0			0	
	Through	1497	3	499	0	0	0
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	24	1	24	0	0	0
	Left-Through		0			0	
	Through	0	0	14	0	0	0
	Through-Right		1			0	
	Right	14	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	31	1	22	0	0	0
	Left-Through		0			0	
	Through	2	0	22	0	0	0
	Through-Right		0			0	
	Right	32	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	680		North-South:	0
			East-West:	46		East-West:	0
			SUM:	726		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.528			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.528			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	13	1	13	0	0	0
	Left-Through		0			0	
	Through	1516	4	379	0	0	0
	Through-Right		0			0	
	Right	154	1	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	25	2	14	0	0	0
	Left-Through		0			0	
	Through	1498	3	499	0	0	0
	Through-Right		0			0	
	Right	13	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	13	1	13	0	0	0
	Left-Through		0			0	
	Through	0	0	13	0	0	0
	Through-Right		1			0	
	Right	13	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	111	1	76	0	0	0
	Left-Through		0			0	
	Through	0	0	76	0	0	0
	Through-Right		0			0	
	Right	118	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	512		North-South:	0
			East-West:	89		East-West:	0
			SUM:	601		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.437			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.437			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	1	16	0	0	0
	Left-Through		0			0	
	Through	1864	4	466	0	0	0
	Through-Right		0			0	
	Right	98	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	2	55	0	0	0
	Left-Through		0			0	
	Through	2286	3	762	0	0	0
	Through-Right		0			0	
	Right	19	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	19	1	19	0	0	0
	Left-Through		0			0	
	Through	1	0	14	0	0	0
	Through-Right		1			0	
	Right	13	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	137	1	112	0	0	0
	Left-Through		0			0	
	Through	1	0	112	0	0	0
	Through-Right		0			0	
	Right	197	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	778		North-South:	0
			East-West:	131		East-West:	0
			SUM:	909		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.661			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.661			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	69	1	69	0	0	0
	Left-Through		0			0	
	Through	1448	3	386	0	0	0
	Through-Right		1			0	
	Right	94	0	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	158	1	158	0	0	0
	Left-Through		0			0	
	Through	1143	2	396	0	0	0
	Through-Right		1			0	
	Right	45	0	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	247	1	247	0	0	0
	Left-Through		0			0	
	Through	351	2	176	0	0	0
	Through-Right		0			0	
	Right	116	1	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	149	1	149	0	0	0
	Left-Through		0			0	
	Through	359	2	180	0	0	0
	Through-Right		0			0	
	Right	240	1	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	544		North-South:	0
			East-West:	427		East-West:	0
			SUM:	971		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.706			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.706			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	96	1	96	0	0	0
	Left-Through		0			0	
	Through	997	3	277	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	198	1	198	0	0	0
	Left-Through		0			0	
	Through	750	2	278	0	0	0
	Through-Right		1			0	
	Right	83	0	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	136	1	136	0	0	0
	Left-Through		0			0	
	Through	251	2	126	0	0	0
	Through-Right		0			0	
	Right	72	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	138	1	138	0	0	0
	Left-Through		0			0	
	Through	371	2	186	0	0	0
	Through-Right		0			0	
	Right	215	1	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	475		North-South:	0
			East-West:	322		East-West:	0
			SUM:	797		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.580			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.580			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	135	1	135	0	0	0
	Left-Through		0			0	
	Through	1495	3	413	0	0	0
	Through-Right		1			0	
	Right	155	0	155	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	268	1	268	0	0	0
	Left-Through		0			0	
	Through	1413	2	516	0	0	0
	Through-Right		1			0	
	Right	134	0	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	125	1	125	0	0	0
	Left-Through		0			0	
	Through	284	2	142	0	0	0
	Through-Right		0			0	
	Right	72	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	171	1	171	0	0	0
	Left-Through		0			0	
	Through	386	2	193	0	0	0
	Through-Right		0			0	
	Right	236	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	681		North-South:	0
			East-West:	318		East-West:	0
			SUM:	999		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.727			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.727			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	2	36	0	0	0
	Left-Through		0			0	
	Through	1812	3	604	0	0	0
	Through-Right		0			0	
	Right	193	1	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	104	2	57	0	0	0
	Left-Through		0			0	
	Through	1542	3	393	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	78	1	78	0	0	0
	Left-Through		0			0	
	Through	78	1	78	0	0	0
	Through-Right		0			0	
	Right	185	1	149	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	156	1	92	0	0	0
	Left-Through		1			0	
	Through	27	0	92	0	0	0
	Through-Right		0			0	
	Right	114	1	57	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	661		North-South:	0
			East-West:	241		East-West:	0
			SUM:	902		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.656			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.656			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	117	2	64	0	0	0
	Left-Through		0			0	
	Through	1705	3	568	0	0	0
	Through-Right		0			0	
	Right	304	1	138	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	177	2	97	0	0	0
	Left-Through		0			0	
	Through	1738	3	451	0	0	0
	Through-Right		1			0	
	Right	64	0	64	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	63	1	63	0	0	0
	Left-Through		0			0	
	Through	63	1	63	0	0	0
	Through-Right		0			0	
	Right	55	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	284	1	166	0	0	0
	Left-Through		1			0	
	Through	47	0	166	0	0	0
	Through-Right		0			0	
	Right	180	1	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	665		North-South:	0
			East-West:	229		East-West:	0
			SUM:	894		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.650			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.650			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	145	2	80	0	0	**0**
	Left-Through		0			0	
	Through	1863	3	**621**	0	0	0
	Through-Right		0			0	
	Right	350	1	158	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	2	**61**	0	0	0
	Left-Through		0			0	
	Through	2137	3	563	0	0	**0**
	Through-Right		1			0	
	Right	114	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	66	1	66	0	0	0
	Left-Through		0			0	
	Through	77	1	**77**	0	0	**0**
	Through-Right		0			0	
	Right	97	1	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	285	1	**192**	0	0	**0**
	Left-Through		1			0	
	Through	99	0	192	0	0	0
	Through-Right		0			0	
	Right	160	1	99	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	682		*North-South:*	0
			East-West:	269		*East-West:*	0
			SUM:	951		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.692			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.692			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	113	1	113	0	0	**0**
	Left-Through		0			0	
	Through	1429	3	**476**	0	0	0
	Through-Right		0			0	
	Right	321	1	194	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	123	1	**123**	0	0	0
	Left-Through		0			0	
	Through	1082	2	372	0	0	**0**
	Through-Right		1			0	
	Right	35	0	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	500	1	**271**	0	0	**0**
	Through-Right		1			0	
	Right	42	0	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	2	**127**	0	0	**0**
	Left-Through		0			0	
	Through	432	1	248	0	0	0
	Through-Right		1			0	
	Right	64	0	64	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	599		*North-South:*	0
			East-West:	398		*East-West:*	0
			SUM:	997		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.725			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.725			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	72	1	72	0	0	**0**
	Left-Through		0			0	
	Through	1383	3	**461**	0	0	0
	Through-Right		0			0	
	Right	274	1	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	1031	2	374	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	7	0	0	0	0	0
	Left-Through		0			0	
	Through	494	1	**298**	0	0	**0**
	Through-Right		1			0	
	Right	102	0	102	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	331	2	**182**	0	0	**0**
	Left-Through		0			0	
	Through	510	1	286	0	0	0
	Through-Right		1			0	
	Right	62	0	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	621		*North-South:*	0
			East-West:	480		*East-West:*	0
			SUM:	1101		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.801			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.801			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	92	1	92	0	0	**0**
	Left-Through		0			0	
	Through	1472	3	**491**	0	0	0
	Through-Right		0			0	
	Right	281	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	200	1	**200**	0	0	0
	Left-Through		0			0	
	Through	1453	2	513	0	0	**0**
	Through-Right		1			0	
	Right	85	0	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	0	0	0	0	0
	Left-Through		0			0	
	Through	483	1	**301**	0	0	**0**
	Through-Right		1			0	
	Right	118	0	118	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	384	2	**211**	0	0	**0**
	Left-Through		0			0	
	Through	633	1	351	0	0	0
	Through-Right		1			0	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	691		*North-South:*	0
			East-West:	512		*East-West:*	0
			SUM:	1203		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.875			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.875			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 108 | **PROJECT TITLE:** LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1634	4	**572**	0	0	**0**
	Left-Through		0			0	
	Through	1543	0	0	0	0	0
	Through-Right		0			0	
	Right	153	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1464	4	**366**	0	0	**0**
	Through-Right		0			0	
	Right	13	1	13	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	1397	4	**203**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	10	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	938		*North-South:*	0
			East-West:	203		*East-West:*	0
			SUM:	1141		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.761			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.761			0.000
LEVEL OF SERVICE (LOS):				C			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 108 | **PROJECT TITLE:** LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1308	4	**458**	0	0	**0**
	Left-Through		0			0	
	Through	1239	0	0	0	0	0
	Through-Right		0			0	
	Right	159	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1785	4	**446**	0	0	**0**
	Through-Right		0			0	
	Right	35	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	916	4	**92**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	34	1	34	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	904		*North-South:*	0
			East-West:	92		*East-West:*	0
			SUM:	996		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.664			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.664			0.000
LEVEL OF SERVICE (LOS):				B			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 108 | **PROJECT TITLE:** LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1846	4	**646**	0	0	**0**
	Left-Through		0			0	
	Through	1756	0	0	0	0	0
	Through-Right		0			0	
	Right	267	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1949	4	**487**	0	0	**0**
	Through-Right		0			0	
	Right	71	1	71	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	1540	4	**216**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	38	1	38	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1133		*North-South:*	0
			East-West:	216		*East-West:*	0
			SUM:	1349		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.899			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.899			0.000
LEVEL OF SERVICE (LOS):				D			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 109 | **PROJECT TITLE:** LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	2	83	0	0	**0**
	Left-Through		0			0	
	Through	1380	1	**751**	0	0	0
	Through-Right		1			0	
	Right	122	0	122	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	188	2	**103**	0	0	0
	Left-Through		0			0	
	Through	1285	1	664	0	0	**0**
	Through-Right		1			0	
	Right	43	0	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	65	2	36	0	0	0
	Left-Through		0			0	
	Through	756	3	**252**	0	0	**0**
	Through-Right		0			0	
	Right	126	1	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	279	2	**153**	0	0	**0**
	Left-Through		0			0	
	Through	592	2	296	0	0	0
	Through-Right		0			0	
	Right	241	1	138	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	854		*North-South:*	0
			East-West:	405		*East-West:*	0
			SUM:	1259		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.916			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.916			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	209	2	115	0	0	**0**
	Left-Through		0			0	
	Through	1330	1	**728**	0	0	0
	Through-Right		1			0	
	Right	126	0	126	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	219	2	**120**	0	0	0
	Left-Through		0			0	
	Through	1329	1	718	0	0	**0**
	Through-Right		1			0	
	Right	106	0	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	107	2	**59**	0	0	0
	Left-Through		0			0	
	Through	585	3	195	0	0	**0**
	Through-Right		0			0	
	Right	149	1	34	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	258	2	142	0	0	**0**
	Left-Through		0			0	
	Through	693	2	**347**	0	0	0
	Through-Right		0			0	
	Right	200	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	848		*North-South:*	0
			East-West:	406		*East-West:*	0
			SUM:	1254		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.912			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.912			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	177	2	**97**	0	0	**0**
	Left-Through		0			0	
	Through	1279	1	696	0	0	0
	Through-Right		1			0	
	Right	113	0	113	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	271	2	149	0	0	0
	Left-Through		0			0	
	Through	1554	1	**803**	0	0	**0**
	Through-Right		1			0	
	Right	52	0	52	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	87	2	**48**	0	0	0
	Left-Through		0			0	
	Through	850	3	283	0	0	**0**
	Through-Right		0			0	
	Right	214	1	117	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	296	2	163	0	0	**0**
	Left-Through		0			0	
	Through	842	2	**421**	0	0	0
	Through-Right		0			0	
	Right	186	1	37	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	900		*North-South:*	0
			East-West:	469		*East-West:*	0
			SUM:	1369		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.996			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.996			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	429	2	**236**	0	0	**0**
	Left-Through		0			0	
	Through	1526	2	546	0	0	0
	Through-Right		1			0	
	Right	111	0	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	257	2	141	0	0	0
	Left-Through		0			0	
	Through	1377	2	**509**	0	0	**0**
	Through-Right		1			0	
	Right	149	0	149	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	95	2	**52**	0	0	0
	Left-Through		0			0	
	Through	615	2	308	0	0	**0**
	Through-Right		0			0	
	Right	391	1	155	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	188	2	103	0	0	**0**
	Left-Through		0			0	
	Through	731	2	**366**	0	0	0
	Through-Right		0			0	
	Right	223	1	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	745		*North-South:*	0
			East-West:	418		*East-West:*	0
			SUM:	1163		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.846			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.846			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	471	2	259	0	0	**0**
	Left-Through		0			0	
	Through	1239	2	**489**	0	0	0
	Through-Right		1			0	
	Right	227	0	227	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	401	2	**221**	0	0	0
	Left-Through		0			0	
	Through	1134	2	437	0	0	**0**
	Through-Right		1			0	
	Right	178	0	178	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	135	2	74	0	0	0
	Left-Through		0			0	
	Through	570	2	**285**	0	0	**0**
	Through-Right		0			0	
	Right	359	1	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	481	2	**265**	0	0	**0**
	Left-Through		0			0	
	Through	883	2	442	0	0	0
	Through-Right		0			0	
	Right	399	1	178	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	710		*North-South:*	0
			East-West:	550		*East-West:*	0
			SUM:	1260		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.916			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.916			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	434	2	**239**	0	0	**0**
	Left-Through		0			0	
	Through	1172	2	453	0	0	0
	Through-Right		1			0	
	Right	188	0	188	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	259	2	142	0	0	0
	Left-Through		0			0	
	Through	1466	2	**534**	0	0	**0**
	Through-Right		1			0	
	Right	137	0	137	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	128	2	70	0	0	0
	Left-Through		0			0	
	Through	718	2	**359**	0	0	**0**
	Through-Right		0			0	
	Right	409	1	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	532	2	**293**	0	0	**0**
	Left-Through		0			0	
	Through	685	2	343	0	0	0
	Through-Right		0			0	
	Right	359	1	217	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		773	North-South:		0
		East-West:		652	East-West:		0
		SUM:		1425	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				1.036			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.036			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	1869	3	**471**	0	0	0
	Through-Right		1			0	
	Right	13	0	13	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	97	1	**97**	0	0	0
	Left-Through		0			0	
	Through	1279	2	444	0	0	**0**
	Through-Right		1			0	
	Right	54	0	54	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	307	2	**169**	0	0	0
	Left-Through		0			0	
	Through	34	0	69	0	0	**0**
	Through-Right		1			0	
	Right	35	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	30	1	30	0	0	0
	Through-Right		0			0	
	Right	245	1	**148**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		568	North-South:		0
		East-West:		317	East-West:		0
		SUM:		885	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.644			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.644			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	46	1	46	0	0	**0**
	Left-Through		0			0	
	Through	1396	3	**355**	0	0	0
	Through-Right		1			0	
	Right	25	0	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	158	1	**158**	0	0	0
	Left-Through		0			0	
	Through	1190	2	441	0	0	**0**
	Through-Right		1			0	
	Right	132	0	132	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	119	2	65	0	0	0
	Left-Through		0			0	
	Through	53	0	**109**	0	0	**0**
	Through-Right		1			0	
	Right	56	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	**40**	0	0	**0**
	Left-Through		0			0	
	Through	38	1	38	0	0	0
	Through-Right		0			0	
	Right	183	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		513	North-South:		0
		East-West:		149	East-West:		0
		SUM:		662	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.481			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.481			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	37	1	**37**	0	0	**0**
	Left-Through		0			0	
	Through	1763	3	451	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	274	1	274	0	0	0
	Left-Through		0			0	
	Through	1919	2	**702**	0	0	**0**
	Through-Right		1			0	
	Right	187	0	187	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	108	2	59	0	0	0
	Left-Through		0			0	
	Through	70	0	**100**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	**50**	0	0	**0**
	Left-Through		0			0	
	Through	49	1	49	0	0	0
	Through-Right		0			0	
	Right	160	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		739	North-South:		0
		East-West:		150	East-West:		0
		SUM:		889	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.647			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.647			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet (Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1459	3	**486**	0	0	0
	Through-Right		0			0	
	Right	251	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	762	2	**419**	0	0	0
	Left-Through		0			0	
	Through	1161	3	387	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	159	2	**87**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	763	2	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	905		*North-South:*	0
			East-West:	87		*East-West:*	0
			SUM:	992		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.696			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.696			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1523	3	**508**	0	0	0
	Through-Right		0			0	
	Right	169	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	722	2	**397**	0	0	0
	Left-Through		0			0	
	Through	1413	3	471	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	166	2	**91**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	733	2	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	905		*North-South:*	0
			East-West:	91		*East-West:*	0
			SUM:	996		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.699			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.699			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1659	3	**553**	0	0	0
	Through-Right		0			0	
	Right	237	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	830	2	**457**	0	0	0
	Left-Through		0			0	
	Through	1796	3	599	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	2	**132**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	730	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1010		*North-South:*	0
			East-West:	132		*East-West:*	0
			SUM:	1142		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.801			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.801			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	22	1	22	0	0	**0**
	Left-Through		0			0	
	Through	786	2	**393**	0	0	0
	Through-Right		0			0	
	Right	116	1	48	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	86	1	**86**	0	0	0
	Left-Through		0			0	
	Through	160	1	85	0	0	**0**
	Through-Right		1			0	
	Right	9	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	31	1	**31**	0	0	0
	Left-Through		0			0	
	Through	7	1	7	0	0	**0**
	Through-Right		1			0	
	Right	18	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	137	1	137	0	0	**0**
	Left-Through		0			0	
	Through	28	1	28	0	0	0
	Through-Right		0			0	
	Right	338	1	**252**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	479		*North-South:*	0
			East-West:	283		*East-West:*	0
			SUM:	762		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.554			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.554			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--		0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	1	25	0	0	**0**
	Left-Through		0			0	
	Through	281	2	**141**	0	0	0
	Through-Right		0			0	
	Right	79	1	24	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	31	1	**31**	0	0	0
	Left-Through		0			0	
	Through	28	1	22	0	0	**0**
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	173	1	**173**	0	0	0
	Left-Through		0			0	
	Through	217	1	115	0	0	**0**
	Through-Right		1			0	
	Right	12	0	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	111	1	111	0	0	**0**
	Left-Through		0			0	
	Through	55	1	55	0	0	0
	Through-Right		0			0	
	Right	229	1	**198**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	172		*North-South:*	0
			East-West:	371		*East-West:*	0
			SUM:	543		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.395			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.395			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--		0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	355	2	**178**	0	0	0
	Through-Right		0			0	
	Right	116	1	71	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	26	1	**26**	0	0	0
	Left-Through		0			0	
	Through	28	1	25	0	0	**0**
	Through-Right		1			0	
	Right	22	0	22	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	265	1	265	0	0	0
	Left-Through		0			0	
	Through	589	1	**302**	0	0	**0**
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	36	1	36	0	0	0
	Through-Right		0			0	
	Right	174	1	**148**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	204		*North-South:*	0
			East-West:	450		*East-West:*	0
			SUM:	654		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.476			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.476			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 0	SB-- WB--		0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	77	1	77	0	0	**0**
	Left-Through		0			0	
	Through	1235	3	**412**	0	0	0
	Through-Right		0			0	
	Right	58	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	116	1	**116**	0	0	0
	Left-Through		0			0	
	Through	862	3	287	0	0	**0**
	Through-Right		0			0	
	Right	129	1	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	154	2	**85**	0	0	0
	Left-Through		0			0	
	Through	486	2	243	0	0	**0**
	Through-Right		0			0	
	Right	59	1	21	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	68	1	68	0	0	**0**
	Left-Through		0			0	
	Through	816	1	**570**	0	0	0
	Through-Right		1			0	
	Right	323	0	323	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	528		*North-South:*	0
			East-West:	655		*East-West:*	0
			SUM:	1183		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.860			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.860			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 0	SB-- WB--		0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	135	1	135	0	0	**0**
	Left-Through		0			0	
	Through	997	3	**332**	0	0	0
	Through-Right		0			0	
	Right	116	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	165	1	**165**	0	0	0
	Left-Through		0			0	
	Through	875	3	292	0	0	**0**
	Through-Right		0			0	
	Right	242	1	186	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	206	2	**113**	0	0	0
	Left-Through		0			0	
	Through	622	2	311	0	0	**0**
	Through-Right		0			0	
	Right	86	1	19	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	119	1	119	0	0	**0**
	Left-Through		0			0	
	Through	623	1	**420**	0	0	0
	Through-Right		1			0	
	Right	217	0	217	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	497		*North-South:*	0
			East-West:	533		*East-West:*	0
			SUM:	1030		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.749			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.749			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet (Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB--	0		NB-- 0 SB--		0
		EB-- 0 WB--	0		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	139	1	139	0	0	**0**
	Left-Through		0			0	
	Through	1382	3	**461**	0	0	0
	Through-Right		0			0	
	Right	101	1	13	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	226	1	**226**	0	0	0
	Left-Through		0			0	
	Through	1423	3	474	0	0	**0**
	Through-Right		0			0	
	Right	274	1	222	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	2	**105**	0	0	0
	Left-Through		0			0	
	Through	782	2	391	0	0	**0**
	Through-Right		0			0	
	Right	76	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	88	1	88	0	0	**0**
	Left-Through		0			0	
	Through	586	1	**382**	0	0	0
	Through-Right		1			0	
	Right	178	0	178	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	687		*North-South:*	0
			East-West:	487		*East-West:*	0
			SUM:	1174		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.854			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.854			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases			3				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--	0		NB-- 0 SB--		0
		EB-- 0 WB--	0		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	390	2	215	0	0	**0**
	Left-Through		0			0	
	Through	338	1	**338**	0	0	0
	Through-Right		0			0	
	Right	281	1	218	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	38	1	38	0	0	0
	Left-Through		0			0	
	Through	136	0	**144**	0	0	**0**
	Through-Right		1			0	
	Right	8	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	1	51	0	0	0
	Left-Through		0			0	
	Through	512	2	**256**	0	0	**0**
	Through-Right		0			0	
	Right	200	1	93	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	127	1	**127**	0	0	**0**
	Left-Through		0			0	
	Through	377	1	214	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	482		*North-South:*	0
			East-West:	383		*East-West:*	0
			SUM:	865		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.607			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.607			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases			3				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--	0		NB-- 0 SB--		0
		EB-- 0 WB--	0		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	249	2	137	0	0	**0**
	Left-Through		0			0	
	Through	199	1	**199**	0	0	0
	Through-Right		0			0	
	Right	193	1	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	143	0	**181**	0	0	**0**
	Through-Right		1			0	
	Right	38	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	41	1	41	0	0	0
	Left-Through		0			0	
	Through	441	2	**221**	0	0	**0**
	Through-Right		0			0	
	Right	171	1	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	164	1	**164**	0	0	**0**
	Left-Through		0			0	
	Through	506	1	275	0	0	0
	Through-Right		1			0	
	Right	44	0	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	380		*North-South:*	0
			East-West:	385		*East-West:*	0
			SUM:	765		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.537			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.537			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases			3				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--	0		NB-- 0 SB--		0
		EB-- 0 WB--	0		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	398	2	219	0	0	**0**
	Left-Through		0			0	
	Through	225	1	**225**	0	0	0
	Through-Right		0			0	
	Right	185	1	109	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	124	1	124	0	0	0
	Left-Through		0			0	
	Through	438	0	**475**	0	0	**0**
	Through-Right		1			0	
	Right	37	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	31	1	31	0	0	0
	Left-Through		0			0	
	Through	523	2	**262**	0	0	**0**
	Through-Right		0			0	
	Right	297	1	188	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	153	1	**153**	0	0	**0**
	Left-Through		0			0	
	Through	657	1	350	0	0	0
	Through-Right		1			0	
	Right	42	0	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	700		*North-South:*	0
			East-West:	415		*East-West:*	0
			SUM:	1115		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.782			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.782			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 121 — **PROJECT TITLE:** LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

AM

No. of Phases			3					0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0					0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB-- 3	NB--	0	SB--		0
	EB--	0	WB-- 0	EB--	0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0					0
Override Capacity			0					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	91	1	91	0	0	0
	Left-Through		0			0	
	Through	945	2	473	0	0	0
	Through-Right		0			0	
	Right	129	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	151	1	151	0	0	0
	Left-Through		0			0	
	Through	555	2	278	0	0	0
	Through-Right		0			0	
	Right	104	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	218	2	120	0	0	0
	Left-Through		0			0	
	Through	1347	3	449	0	0	0
	Through-Right		0			0	
	Right	114	1	69	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	272	2	150	0	0	0
	Left-Through		0			0	
	Through	1235	3	412	0	0	0
	Through-Right		0			0	
	Right	166	1	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	624		North-South:	0
			East-West:	599		East-West:	0
			SUM:	1223		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.858			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.858			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 121 — **PROJECT TITLE:** LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

MD

No. of Phases			3					0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0					0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB-- 3	NB--	0	SB--		0
	EB--	0	WB-- 0	EB--	0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0					0
Override Capacity			0					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	143	1	143	0	0	0
	Left-Through		0			0	
	Through	677	2	339	0	0	0
	Through-Right		0			0	
	Right	185	1	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	126	1	126	0	0	0
	Left-Through		0			0	
	Through	557	2	279	0	0	0
	Through-Right		0			0	
	Right	134	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	252	2	139	0	0	0
	Left-Through		0			0	
	Through	1156	3	385	0	0	0
	Through-Right		0			0	
	Right	117	1	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	262	2	144	0	0	0
	Left-Through		0			0	
	Through	1193	3	398	0	0	0
	Through-Right		0			0	
	Right	110	1	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	465		North-South:	0
			East-West:	537		East-West:	0
			SUM:	1002		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.703			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.703			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 121 — **PROJECT TITLE:** LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

PM

No. of Phases			3					0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0					0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB-- 3	NB--	0	SB--		0
	EB--	0	WB-- 0	EB--	0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0					0
Override Capacity			0					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	156	1	156	0	0	0
	Left-Through		0			0	
	Through	996	2	498	0	0	0
	Through-Right		0			0	
	Right	188	1	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	191	1	191	0	0	0
	Left-Through		0			0	
	Through	897	2	449	0	0	0
	Through-Right		0			0	
	Right	141	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	267	2	147	0	0	0
	Left-Through		0			0	
	Through	1365	3	455	0	0	0
	Through-Right		0			0	
	Right	160	1	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	294	2	162	0	0	0
	Left-Through		0			0	
	Through	1258	3	419	0	0	0
	Through-Right		0			0	
	Right	82	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	689		North-South:	0
			East-West:	617		East-West:	0
			SUM:	1306		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.916			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.916			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 123 — **PROJECT TITLE:** LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

AM

No. of Phases			3					0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0					0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB-- 0	NB--	0	SB--		0
	EB--	0	WB-- 3	EB--	0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0					0
Override Capacity			0					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	566	2	283	0	0	0
	Through-Right		0			0	
	Right	224	1	121	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	57	1	57	0	0	0
	Left-Through		0			0	
	Through	405	2	203	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	187	2	103	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	40	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	340		North-South:	0
			East-West:	103		East-West:	0
			SUM:	443		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.311			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.311			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet (Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	294	2	**147**	0	0	0
	Through-Right		0			0	
	Right	225	1	136	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	275	2	138	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	161	2	**89**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	77	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	217		*North-South:*	0
			East-West:	89		*East-West:*	0
			SUM:	306		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.215			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.215			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	502	2	**251**	0	0	0
	Through-Right		0			0	
	Right	184	1	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	67	1	**67**	0	0	0
	Left-Through		0			0	
	Through	419	2	210	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	167	2	**92**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	105	1	38	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	318		*North-South:*	0
			East-West:	92		*East-West:*	0
			SUM:	410		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.288			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.288			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	139	1	139	0	0	**0**
	Left-Through		0			0	
	Through	542	1	**364**	0	0	0
	Through-Right		1			0	
	Right	186	0	186	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	117	1	**117**	0	0	0
	Left-Through		0			0	
	Through	366	1	207	0	0	**0**
	Through-Right		1			0	
	Right	48	0	48	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	156	1	156	0	0	0
	Left-Through		0			0	
	Through	1419	2	**505**	0	0	**0**
	Through-Right		1			0	
	Right	95	0	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	337	1	**337**	0	0	**0**
	Left-Through		0			0	
	Through	989	3	271	0	0	0
	Through-Right		1			0	
	Right	94	0	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	481		*North-South:*	0
			East-West:	842		*East-West:*	0
			SUM:	1323		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.962			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.962			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	230	1	**230**	0	0	**0**
	Left-Through		0			0	
	Through	252	1	219	0	0	0
	Through-Right		1			0	
	Right	185	0	185	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	85	1	85	0	0	0
	Left-Through		0			0	
	Through	311	1	**189**	0	0	**0**
	Through-Right		1			0	
	Right	66	0	66	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	91	1	91	0	0	0
	Left-Through		0			0	
	Through	1167	2	**417**	0	0	**0**
	Through-Right		1			0	
	Right	84	0	84	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	270	1	**270**	0	0	**0**
	Left-Through		0			0	
	Through	1086	3	296	0	0	0
	Through-Right		1			0	
	Right	96	0	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	419		*North-South:*	0
			East-West:	687		*East-West:*	0
			SUM:	1106		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.804			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.804			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	186	1	**186**	0	0	**0**
	Left-Through		0			0	
	Through	570	1	377	0	0	0
	Through-Right		1			0	
	Right	184	0	184	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	116	1	116	0	0	0
	Left-Through		0			0	
	Through	611	1	**342**	0	0	**0**
	Through-Right		1			0	
	Right	72	0	72	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	111	1	111	0	0	0
	Left-Through		0			0	
	Through	1559	2	**559**	0	0	**0**
	Through-Right		1			0	
	Right	117	0	117	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	218	1	**218**	0	0	**0**
	Left-Through		0			0	
	Through	1235	3	332	0	0	0
	Through-Right		1			0	
	Right	93	0	93	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		528	*North-South:*		0
		East-West:		777	*East-West:*		0
		SUM:		1305	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.949			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.949			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	139	1	139	0	0	**0**
	Left-Through		0			0	
	Through	1175	2	**588**	0	0	0
	Through-Right		0			0	
	Right	217	1	141	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	69	1	**69**	0	0	0
	Left-Through		0			0	
	Through	311	2	156	0	0	**0**
	Through-Right		0			0	
	Right	78	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	166	1	**166**	0	0	0
	Left-Through		0			0	
	Through	834	3	278	0	0	**0**
	Through-Right		0			0	
	Right	337	1	268	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	152	1	152	0	0	**0**
	Left-Through		0			0	
	Through	1080	3	**360**	0	0	0
	Through-Right		0			0	
	Right	47	1	13	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		657	*North-South:*		0
		East-West:		526	*East-West:*		0
		SUM:		1183	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.860			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.860			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	246	1	246	0	0	**0**
	Left-Through		0			0	
	Through	844	2	**422**	0	0	0
	Through-Right		0			0	
	Right	324	1	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	73	1	**73**	0	0	0
	Left-Through		0			0	
	Through	452	2	226	0	0	**0**
	Through-Right		0			0	
	Right	81	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	181	1	**181**	0	0	0
	Left-Through		0			0	
	Through	1023	3	341	0	0	**0**
	Through-Right		0			0	
	Right	358	1	235	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	129	1	129	0	0	**0**
	Left-Through		0			0	
	Through	1112	3	**371**	0	0	0
	Through-Right		0			0	
	Right	67	1	31	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		495	*North-South:*		0
		East-West:		552	*East-West:*		0
		SUM:		1047	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.761			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.761			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	250	1	250	0	0	**0**
	Left-Through		0			0	
	Through	1491	2	**746**	0	0	0
	Through-Right		0			0	
	Right	355	1	313	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	85	1	**85**	0	0	0
	Left-Through		0			0	
	Through	756	2	378	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	223	1	**223**	0	0	0
	Left-Through		0			0	
	Through	1422	3	474	0	0	**0**
	Through-Right		0			0	
	Right	288	1	163	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	84	1	84	0	0	**0**
	Left-Through		0			0	
	Through	1203	3	**401**	0	0	0
	Through-Right		0			0	
	Right	44	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		831	*North-South:*		0
		East-West:		624	*East-West:*		0
		SUM:		1455	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				1.058			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.058			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 135 — **PROJECT TITLE:** LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	138	1	138	0	0	**0**
	Left-Through		0			0	
	Through	1387	3	**462**	0	0	0
	Through-Right		0			0	
	Right	28	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	51	1	**51**	0	0	0
	Left-Through		0			0	
	Through	1075	3	358	0	0	**0**
	Through-Right		0			0	
	Right	57	1	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	15	1	15	0	0	0
	Left-Through		0			0	
	Through	189	1	**119**	0	0	**0**
	Through-Right		1			0	
	Right	48	0	48	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	224	1	184	0	0	0
	Through-Right		1			0	
	Right	144	0	144	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		513	*North-South:*		0
		East-West:		289	*East-West:*		0
		SUM:		802	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.583			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.583			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 135 — **PROJECT TITLE:** LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	7	1	7	0	0	**0**
	Left-Through		0			0	
	Through	1202	3	**401**	0	0	0
	Through-Right		0			0	
	Right	64	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	133	1	**133**	0	0	0
	Left-Through		0			0	
	Through	1350	3	450	0	0	**0**
	Through-Right		0			0	
	Right	68	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	66	1	66	0	0	0
	Left-Through		0			0	
	Through	197	1	**171**	0	0	**0**
	Through-Right		1			0	
	Right	144	0	144	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	264	1	**264**	0	0	**0**
	Left-Through		0			0	
	Through	207	1	165	0	0	0
	Through-Right		1			0	
	Right	122	0	122	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		534	*North-South:*		0
		East-West:		435	*East-West:*		0
		SUM:		969	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.705			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.705			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 135 — **PROJECT TITLE:** LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	266	1	**266**	0	0	**0**
	Left-Through		0			0	
	Through	1363	3	454	0	0	0
	Through-Right		0			0	
	Right	66	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	113	1	113	0	0	0
	Left-Through		0			0	
	Through	1638	3	**546**	0	0	**0**
	Through-Right		0			0	
	Right	83	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	33	1	33	0	0	0
	Left-Through		0			0	
	Through	242	1	**169**	0	0	**0**
	Through-Right		1			0	
	Right	95	0	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	274	1	**274**	0	0	**0**
	Left-Through		0			0	
	Through	276	1	208	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		812	*North-South:*		0
		East-West:		443	*East-West:*		0
		SUM:		1255	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.913			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.913			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 136 — **PROJECT TITLE:** LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	1	31	0	0	**0**
	Left-Through		0			0	
	Through	1899	2	**637**	0	0	0
	Through-Right		1			0	
	Right	11	0	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	59	1	**59**	0	0	0
	Left-Through		0			0	
	Through	1062	2	399	0	0	**0**
	Through-Right		1			0	
	Right	135	0	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	495	2	**272**	0	0	0
	Left-Through		0			0	
	Through	35	1	35	0	0	**0**
	Through-Right		0			0	
	Right	64	1	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	30	1	30	0	0	0
	Through-Right		0			0	
	Right	154	1	**125**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		696	*North-South:*		0
		East-West:		397	*East-West:*		0
		SUM:		1093	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.767			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.767			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	55	1	55	0	0	0
	Left-Through		0			0	
	Through	1431	2	485	0	0	0
	Through-Right		1			0	
	Right	25	0	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	98	1	98	0	0	0
	Left-Through		0			0	
	Through	1257	2	481	0	0	0
	Through-Right		1			0	
	Right	186	0	186	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	219	2	120	0	0	0
	Left-Through		0			0	
	Through	27	1	27	0	0	0
	Through-Right		0			0	
	Right	64	1	37	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	41	1	41	0	0	0
	Left-Through		0			0	
	Through	38	1	38	0	0	0
	Through-Right		0			0	
	Right	73	1	24	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	583		North-South:	0
			East-West:	161		East-West:	0
			SUM:	744		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.522			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.522			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	62	1	62	0	0	0
	Left-Through		0			0	
	Through	1625	2	551	0	0	0
	Through-Right		1			0	
	Right	29	0	29	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	162	1	162	0	0	0
	Left-Through		0			0	
	Through	2133	2	822	0	0	0
	Through-Right		1			0	
	Right	334	0	334	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	198	2	109	0	0	0
	Left-Through		0			0	
	Through	47	1	47	0	0	0
	Through-Right		0			0	
	Right	45	1	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	39	1	39	0	0	0
	Left-Through		0			0	
	Through	51	1	51	0	0	0
	Through-Right		0			0	
	Right	57	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	884		North-South:	0
			East-West:	160		East-West:	0
			SUM:	1044		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.733			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.733			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	44	1	44	0	0	0
	Left-Through		0			0	
	Through	1703	2	569	0	0	0
	Through-Right		1			0	
	Right	5	0	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	28	1	28	0	0	0
	Left-Through		0			0	
	Through	1094	3	365	0	0	0
	Through-Right		0			0	
	Right	79	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	118	1	118	0	0	0
	Left-Through		0			0	
	Through	22	1	22	0	0	0
	Through-Right		0			0	
	Right	64	1	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	47	0	111	0	0	0
	Through-Right		1			0	
	Right	64	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	597		North-South:	0
			East-West:	229		East-West:	0
			SUM:	826		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.551			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.551			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	54	1	54	0	0	0
	Left-Through		0			0	
	Through	1402	2	470	0	0	0
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	33	1	33	0	0	0
	Left-Through		0			0	
	Through	1248	3	416	0	0	0
	Through-Right		0			0	
	Right	109	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	98	1	98	0	0	0
	Left-Through		0			0	
	Through	29	1	29	0	0	0
	Through-Right		0			0	
	Right	71	1	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	22	1	22	0	0	0
	Left-Through		0			0	
	Through	36	0	79	0	0	0
	Through-Right		1			0	
	Right	43	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	503		North-South:	0
			East-West:	177		East-West:	0
			SUM:	680		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.453			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.453			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet (Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: 79TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

		PM					
No. of Phases			2				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--	0	NB-- 0 SB--			0
		EB-- 0 WB--	0	EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	1563	2	529	0	0	0
	Through-Right		1			0	
	Right	25	0	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	57	1	57	0	0	0
	Left-Through		0			0	
	Through	1969	3	**656**	0	0	**0**
	Through-Right		0			0	
	Right	164	1	122	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	85	1	**85**	0	0	0
	Left-Through		0			0	
	Through	60	1	60	0	0	**0**
	Through-Right		0			0	
	Right	117	1	67	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	28	1	28	0	0	**0**
	Left-Through		0			0	
	Through	44	0	**74**	0	0	0
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	756		North-South:	0
			East-West:	159		East-West:	0
			SUM:	915		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.610			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.610			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

		AM					
No. of Phases			2				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--	0	NB-- 0 SB--			0
		EB-- 0 WB--	0	EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	17	0	0	**0**
	Left-Through		0			0	
	Through	1586	2	**532**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	22	1	**22**	0	0	0
	Left-Through		0			0	
	Through	1142	2	388	0	0	**0**
	Through-Right		1			0	
	Right	23	0	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	82	0	**82**	0	0	0
	Left-Through		0			0	
	Through	33	0	151	0	0	**0**
	Through-Right		0			0	
	Right	36	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	5	1	5	0	0	**0**
	Left-Through		0			0	
	Through	29	0	**100**	0	0	0
	Through-Right		1			0	
	Right	71	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	554		North-South:	0
			East-West:	182		East-West:	0
			SUM:	736		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.491			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.491			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

		MD					
No. of Phases			2				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--	0	NB-- 0 SB--			0
		EB-- 0 WB--	0	EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	1	21	0	0	**0**
	Left-Through		0			0	
	Through	1353	2	**456**	0	0	0
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	39	1	**39**	0	0	0
	Left-Through		0			0	
	Through	1283	2	439	0	0	**0**
	Through-Right		1			0	
	Right	34	0	34	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	0	51	0	0	0
	Left-Through		0			0	
	Through	39	0	**122**	0	0	**0**
	Through-Right		0			0	
	Right	32	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	1	1	**1**	0	0	**0**
	Left-Through		0			0	
	Through	25	0	65	0	0	0
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	495		North-South:	0
			East-West:	123		East-West:	0
			SUM:	618		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.412			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.412			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

		PM					
No. of Phases			2				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--	0	NB-- 0 SB--			0
		EB-- 0 WB--	0	EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	54	1	**54**	0	0	**0**
	Left-Through		0			0	
	Through	1595	2	537	0	0	0
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	68	1	68	0	0	0
	Left-Through		0			0	
	Through	1949	2	**666**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	0	30	0	0	0
	Left-Through		0			0	
	Through	49	0	**113**	0	0	**0**
	Through-Right		0			0	
	Right	34	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	2	1	**2**	0	0	**0**
	Left-Through		0			0	
	Through	23	0	41	0	0	0
	Through-Right		1			0	
	Right	18	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	720		North-South:	0
			East-West:	115		East-West:	0
			SUM:	835		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.557			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.557			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: I-105 WB RAMPS N/O IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	2028	3	676	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1749	0	0	0	0	0
Through-Right		0			0	
Right	1376	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	756	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	2015	3	705	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	676		North-South:	0
		East-West:	705		East-West:	0
		SUM:	1381		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.921			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.921			0.000
LEVEL OF SERVICE (LOS):			E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: I-105 WB RAMPS N/O IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1848	3	616	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1439	0	0	0	0	0
Through-Right		0			0	
Right	1804	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	485	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	1948	3	682	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	616		North-South:	0
		East-West:	682		East-West:	0
		SUM:	1298		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.865			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.865			0.000
LEVEL OF SERVICE (LOS):			D			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: I-105 WB RAMPS N/O IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	2470	3	823	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	2240	0	0	0	0	0
Through-Right		0			0	
Right	2020	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	690	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	1707	3	597	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	823		North-South:	0
		East-West:	597		East-West:	0
		SUM:	1420		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.947			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.947			0.000
LEVEL OF SERVICE (LOS):			E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	385	2	193	0	0	0
Through-Right		0			0	
Right	0	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	297	1	297	0	0	0
Left-Through		0			0	
Through	528	3	176	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	1	0	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	253	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
CRITICAL VOLUMES		North-South:	490		North-South:	0
		East-West:	0		East-West:	0
		SUM:	490		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.356			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.356			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	1	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	488	2	**244**	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	356	1	**356**	0	0	0
	Left-Through		0			0	
	Through	326	3	109	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	272	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
CRITICAL VOLUMES			*North-South:*	600		*North-South:*	0
			East-West:	0		*East-West:*	0
			SUM:	600		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.436			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.436			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	1	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	624	2	**312**	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	323	1	**323**	0	0	0
	Left-Through		0			0	
	Through	520	3	173	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	267	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
CRITICAL VOLUMES			*North-South:*	635		*North-South:*	0
			East-West:	0		*East-West:*	0
			SUM:	635		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.462			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.462			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	1	1	0	0	**0**
	Left-Through		0			0	
	Through	1	1	1	0	0	0
	Through-Right		0			0	
	Right	239	1	**97**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	257	2	**141**	0	0	0
	Left-Through		0			0	
	Through	4	0	14	0	0	**0**
	Through-Right		1			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	2	1	2	0	0	0
	Left-Through		0			0	
	Through	149	1	**75**	0	0	**0**
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	284	1	**284**	0	0	**0**
	Left-Through		0			0	
	Through	54	1	54	0	0	0
	Through-Right		1			0	
	Right	119	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	238		*North-South:*	0
			East-West:	359		*East-West:*	0
			SUM:	597		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.398			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.398			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	1	1	0	0	**0**
	Left-Through		0			0	
	Through	1	1	1	0	0	0
	Through-Right		0			0	
	Right	279	1	**86**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	328	2	**180**	0	0	0
	Left-Through		0			0	
	Through	1	0	3	0	0	**0**
	Through-Right		1			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1	1	1	0	0	0
	Left-Through		0			0	
	Through	205	1	**103**	0	0	**0**
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	387	1	**387**	0	0	**0**
	Left-Through		0			0	
	Through	134	1	134	0	0	0
	Through-Right		1			0	
	Right	336	0	246	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	266		*North-South:*	0
			East-West:	490		*East-West:*	0
			SUM:	756		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.504			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.504			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE East-West Street: 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	1	1	0	0	0
	Left-Through		0			0	
	Through	1	1	1	0	0	0
	Through-Right		0			0	
	Right	226	1	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	178	2	98	0	0	0
	Left-Through		0			0	
	Through	2	0	6	0	0	0
	Through-Right		1			0	
	Right	4	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	3	1	3	0	0	0
	Left-Through		0			0	
	Through	157	1	79	0	0	0
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	262	1	262	0	0	0
	Left-Through		0			0	
	Through	68	1	68	0	0	0
	Through-Right		1			0	
	Right	201	0	152	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	193		North-South:	0
			East-West:	341		East-West:	0
			SUM:	534		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.356			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.356			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE East-West Street: 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	0	8	0	0	0
	Left-Through		1			0	
	Through	0	0	8	0	0	0
	Through-Right		0			0	
	Right	151	1	131	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	1	0	0	0	0
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	1	0	0	0	0
	Left-Through		0			0	
	Through	88	1	49	0	0	0
	Through-Right		1			0	
	Right	9	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	41	1	41	0	0	0
	Left-Through		0			0	
	Through	158	1	158	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	131		North-South:	0
			East-West:	158		East-West:	0
			SUM:	289		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.203			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.203			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE East-West Street: 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	0	15	0	0	0
	Left-Through		1			0	
	Through	0	0	15	0	0	0
	Through-Right		0			0	
	Right	206	1	176	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	1	0	0	0	0
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	1	0	0	0	0
	Left-Through		0			0	
	Through	115	1	70	0	0	0
	Through-Right		1			0	
	Right	24	0	24	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	61	1	61	0	0	0
	Left-Through		0			0	
	Through	254	1	254	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	176		North-South:	0
			East-West:	254		East-West:	0
			SUM:	430		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.302			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.302			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE East-West Street: 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	33	0	33	0	0	0
	Left-Through		1			0	
	Through	0	0	33	0	0	0
	Through-Right		0			0	
	Right	160	1	127	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	1	0	0	0	0
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	1	0	0	0	0
	Left-Through		0			0	
	Through	102	1	59	0	0	0
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	67	1	67	0	0	0
	Left-Through		0			0	
	Through	181	1	181	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	127		North-South:	0
			East-West:	181		East-West:	0
			SUM:	308		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.216			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.216			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet (Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: 98TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	141	1	141	0	0	0
	Left-Through		0			0	
	Through	578	2	289	0	0	0
	Through-Right		0			0	
	Right	96	1	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	374	2	183	0	0	0
	Through-Right		1			0	
	Right	176	0	176	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	62	1	62	0	0	0
	Left-Through		0			0	
	Through	60	1	60	0	0	0
	Through-Right		0			0	
	Right	237	1	167	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	26	1	26	0	0	0
	Left-Through		0			0	
	Through	33	0	91	0	0	0
	Through-Right		1			0	
	Right	58	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	409		North-South:	0
			East-West:	193		East-West:	0
			SUM:	602		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.401			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.401			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: 98TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	128	1	128	0	0	0
	Left-Through		0			0	
	Through	759	2	380	0	0	0
	Through-Right		0			0	
	Right	89	1	66	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	81	1	81	0	0	0
	Left-Through		0			0	
	Through	518	2	208	0	0	0
	Through-Right		1			0	
	Right	106	0	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	126	1	126	0	0	0
	Left-Through		0			0	
	Through	111	1	111	0	0	0
	Through-Right		0			0	
	Right	371	1	307	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	47	1	47	0	0	0
	Left-Through		0			0	
	Through	59	0	157	0	0	0
	Through-Right		1			0	
	Right	98	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	461		North-South:	0
			East-West:	354		East-West:	0
			SUM:	815		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.543			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.543			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: 98TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	72	1	72	0	0	0
	Left-Through		0			0	
	Through	875	2	438	0	0	0
	Through-Right		0			0	
	Right	117	1	72	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	67	1	67	0	0	0
	Left-Through		0			0	
	Through	530	2	207	0	0	0
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	164	1	164	0	0	0
	Left-Through		0			0	
	Through	77	1	77	0	0	0
	Through-Right		0			0	
	Right	285	1	249	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	91	1	91	0	0	0
	Left-Through		0			0	
	Through	33	0	217	0	0	0
	Through-Right		1			0	
	Right	184	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	505		North-South:	0
			East-West:	381		East-West:	0
			SUM:	886		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.591			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.591			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE East-West Street: WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	41	1	41	0	0	0
	Left-Through		0			0	
	Through	22	1	22	0	0	0
	Through-Right		0			0	
	Right	85	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	11	1	11	0	0	0
	Left-Through		0			0	
	Through	19	1	11	0	0	0
	Through-Right		1			0	
	Right	2	0	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	2	1	2	0	0	0
	Left-Through		0			0	
	Through	292	2	146	0	0	0
	Through-Right		0			0	
	Right	91	1	71	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	440	2	220	0	0	0
	Through-Right		0			0	
	Right	7	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	52		North-South:	0
			East-West:	256		East-West:	0
			SUM:	308		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.205			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.205			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet (Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE
East-West Street: WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	75	1	75	0	0	0
	Left-Through		0			0	
	Through	14	1	14	0	0	0
	Through-Right		0			0	
	Right	344	1	237	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	24	1	24	0	0	0
	Left-Through		0			0	
	Through	14	1	9	0	0	0
	Through-Right		1			0	
	Right	4	0	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	6	1	6	0	0	0
	Left-Through		0			0	
	Through	467	2	234	0	0	0
	Through-Right		0			0	
	Right	102	1	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	214	1	214	0	0	0
	Left-Through		0			0	
	Through	521	2	261	0	0	0
	Through-Right		0			0	
	Right	24	1	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		261	North-South:		0
		East-West:		448	East-West:		0
		SUM:		709	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.473			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.473			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE
East-West Street: WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	22	1	22	0	0	0
	Left-Through		0			0	
	Through	22	1	22	0	0	0
	Through-Right		0			0	
	Right	158	1	132	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	19	1	11	0	0	0
	Through-Right		1			0	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	3	1	3	0	0	0
	Left-Through		0			0	
	Through	497	2	249	0	0	0
	Through-Right		0			0	
	Right	87	1	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	52	1	52	0	0	0
	Left-Through		0			0	
	Through	589	2	295	0	0	0
	Through-Right		0			0	
	Right	40	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		152	North-South:		0
		East-West:		301	East-West:		0
		SUM:		453	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.302			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.302			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY
East-West Street: WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	24	0	24	0	0	0
	Left-Through		0			0	
	Through	120	0	179	0	0	0
	Through-Right		0			0	
	Right	35	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	0	20	0	0	0
	Left-Through		0			0	
	Through	5	0	86	0	0	0
	Through-Right		0			0	
	Right	61	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	52	1	52	0	0	0
	Left-Through		0			0	
	Through	254	1	133	0	0	0
	Through-Right		1			0	
	Right	11	0	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	6	1	6	0	0	0
	Left-Through		0			0	
	Through	445	1	249	0	0	0
	Through-Right		1			0	
	Right	52	0	52	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		199	North-South:		0
		East-West:		301	East-West:		0
		SUM:		500	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.333			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.333			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY
East-West Street: WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	0	16	0	0	0
	Left-Through		0			0	
	Through	105	0	185	0	0	0
	Through-Right		0			0	
	Right	64	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	139	0	139	0	0	0
	Left-Through		0			0	
	Through	10	0	256	0	0	0
	Through-Right		0			0	
	Right	107	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	22	1	22	0	0	0
	Left-Through		0			0	
	Through	342	1	174	0	0	0
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	19	1	19	0	0	0
	Left-Through		0			0	
	Through	461	1	322	0	0	0
	Through-Right		1			0	
	Right	183	0	183	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		324	North-South:		0
		East-West:		344	East-West:		0
		SUM:		668	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.445			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.445			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	0	8	0	0	**0**
	Left-Through		0			0	
	Through	188	0	**290**	0	0	0
	Through-Right		0			0	
	Right	94	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	134	0	**134**	0	0	0
	Left-Through		0			0	
	Through	24	0	276	0	0	**0**
	Through-Right		0			0	
	Right	118	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	18	1	**18**	0	0	0
	Left-Through		0			0	
	Through	406	1	204	0	0	**0**
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	9	1	9	0	0	**0**
	Left-Through		0			0	
	Through	598	1	**348**	0	0	0
	Through-Right		1			0	
	Right	98	0	98	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	424		*North-South:*	0
			East-West:	366		*East-West:*	0
			SUM:	790		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.527			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.527			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3169	2	**1065**	0	0	0
	Through-Right		1			0	
	Right	27	0	27	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2741	3	699	0	0	**0**
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	84	1	**70**	0	0	0
	Left-Through		0			0	
	Through	56	0	70	0	0	**0**
	Through-Right		0			0	
	Right	62	1	62	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	288	1	**196**	0	0	**0**
	Left-Through		1			0	
	Through	104	0	196	0	0	0
	Through-Right		0			0	
	Right	46	1	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1065		*North-South:*	0
			East-West:	266		*East-West:*	0
			SUM:	1331		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.934			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.934			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1995	2	**677**	0	0	0
	Through-Right		1			0	
	Right	37	0	37	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1947	3	523	0	0	**0**
	Through-Right		1			0	
	Right	144	0	144	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	148	1	**124**	0	0	0
	Left-Through		0			0	
	Through	100	0	124	0	0	**0**
	Through-Right		0			0	
	Right	77	1	77	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	184	1	**135**	0	0	**0**
	Left-Through		1			0	
	Through	86	0	135	0	0	0
	Through-Right		0			0	
	Right	36	1	36	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	677		*North-South:*	0
			East-West:	259		*East-West:*	0
			SUM:	936		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.657			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.657			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2784	2	**966**	0	0	0
	Through-Right		1			0	
	Right	114	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2874	3	750	0	0	**0**
	Through-Right		1			0	
	Right	125	0	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	176	1	**167**	0	0	0
	Left-Through		0			0	
	Through	158	0	167	0	0	**0**
	Through-Right		0			0	
	Right	75	1	75	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	**188**	0	0	**0**
	Left-Through		1			0	
	Through	136	0	188	0	0	0
	Through-Right		0			0	
	Right	23	1	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	966		*North-South:*	0
			East-West:	355		*East-West:*	0
			SUM:	1321		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.927			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.927			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 152 — **PROJECT TITLE:** LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	98	1	**98**	0	0	**0**
	Left-Through		0			0	
	Through	227	0	264	0	0	0
	Through-Right		1			0	
	Right	37	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	16	1	16	0	0	0
	Left-Through		0			0	
	Through	209	0	**264**	0	0	**0**
	Through-Right		1			0	
	Right	55	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	52	1	52	0	0	0
	Left-Through		0			0	
	Through	467	1	**332**	0	0	**0**
	Through-Right		1			0	
	Right	196	0	196	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	51	1	**51**	0	0	**0**
	Left-Through		0			0	
	Through	575	1	303	0	0	0
	Through-Right		1			0	
	Right	31	0	31	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	362		*North-South:*	0
			East-West:	383		*East-West:*	0
			SUM:	745		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.497			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.497			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 152 — **PROJECT TITLE:** LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	87	1	**87**	0	0	**0**
	Left-Through		0			0	
	Through	149	0	187	0	0	0
	Through-Right		1			0	
	Right	38	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	33	1	33	0	0	0
	Left-Through		0			0	
	Through	140	0	**200**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	72	1	**72**	0	0	0
	Left-Through		0			0	
	Through	482	1	291	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	49	1	49	0	0	**0**
	Left-Through		0			0	
	Through	554	1	**301**	0	0	0
	Through-Right		1			0	
	Right	47	0	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	287		*North-South:*	0
			East-West:	373		*East-West:*	0
			SUM:	660		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.440			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.440			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 152 — **PROJECT TITLE:** LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	83	1	**83**	0	0	**0**
	Left-Through		0			0	
	Through	216	0	243	0	0	0
	Through-Right		1			0	
	Right	27	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	35	1	35	0	0	0
	Left-Through		0			0	
	Through	283	0	**355**	0	0	**0**
	Through-Right		1			0	
	Right	72	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	75	1	75	0	0	0
	Left-Through		0			0	
	Through	654	1	**395**	0	0	**0**
	Through-Right		1			0	
	Right	136	0	136	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	78	1	**78**	0	0	**0**
	Left-Through		0			0	
	Through	599	1	334	0	0	0
	Through-Right		1			0	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	438		*North-South:*	0
			East-West:	473		*East-West:*	0
			SUM:	911		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.607			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.607			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 155 — **PROJECT TITLE:** LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	108	1	108	0	0	**0**
	Left-Through		0			0	
	Through	815	2	**408**	0	0	0
	Through-Right		0			0	
	Right	279	1	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	73	1	**73**	0	0	0
	Left-Through		0			0	
	Through	508	2	254	0	0	**0**
	Through-Right		0			0	
	Right	118	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	682	2	341	0	0	**0**
	Through-Right		0			0	
	Right	113	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	172	1	172	0	0	**0**
	Left-Through		0			0	
	Through	750	1	**413**	0	0	0
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	481		*North-South:*	0
			East-West:	573		*East-West:*	0
			SUM:	1054		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.767			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.767			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	175	1	**175**	0	0	**0**
	Left-Through		0			0	
	Through	633	2	317	0	0	0
	Through-Right		0			0	
	Right	208	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	658	2	**329**	0	0	**0**
	Through-Right		0			0	
	Right	158	1	27	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	131	1	**131**	0	0	0
	Left-Through		0			0	
	Through	535	2	268	0	0	**0**
	Through-Right		0			0	
	Right	113	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	88	1	88	0	0	**0**
	Left-Through		0			0	
	Through	535	1	**283**	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	504		*North-South:*	0
			East-West:	414		*East-West:*	0
			SUM:	918		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.668			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.668			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	171	1	**171**	0	0	**0**
	Left-Through		0			0	
	Through	781	2	391	0	0	0
	Through-Right		0			0	
	Right	276	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	88	1	88	0	0	0
	Left-Through		0			0	
	Through	1009	2	**505**	0	0	**0**
	Through-Right		0			0	
	Right	187	1	64	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	123	1	123	0	0	0
	Left-Through		0			0	
	Through	769	2	**385**	0	0	**0**
	Through-Right		0			0	
	Right	148	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	299	1	**299**	0	0	**0**
	Left-Through		0			0	
	Through	622	1	322	0	0	0
	Through-Right		1			0	
	Right	21	0	21	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	676		*North-South:*	0
			East-West:	684		*East-West:*	0
			SUM:	1360		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.989			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.989			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	250	1	**250**	0	0	**0**
	Left-Through		0			0	
	Through	531	1	273	0	0	0
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	1	14	0	0	0
	Left-Through		0			0	
	Through	408	2	**168**	0	0	**0**
	Through-Right		1			0	
	Right	96	0	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	27	1	**27**	0	0	0
	Left-Through		0			0	
	Through	2	1	2	0	0	**0**
	Through-Right		0			0	
	Right	101	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	4	0	4	0	0	**0**
	Left-Through		0			0	
	Through	1	0	**5**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	418		*North-South:*	0
			East-West:	32		*East-West:*	0
			SUM:	450		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.316			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.316			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	117	1	117	0	0	**0**
	Left-Through		0			0	
	Through	491	1	**254**	0	0	0
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	19	1	**19**	0	0	0
	Left-Through		0			0	
	Through	425	2	145	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	86	1	**86**	0	0	0
	Left-Through		0			0	
	Through	6	1	6	0	0	**0**
	Through-Right		0			0	
	Right	111	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	5	0	5	0	0	**0**
	Left-Through		0			0	
	Through	8	0	**25**	0	0	0
	Through-Right		0			0	
	Right	12	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	273		*North-South:*	0
			East-West:	111		*East-West:*	0
			SUM:	384		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.269			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.269			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	57	1	**57**	0	0	**0**
	Left-Through		0			0	
	Through	459	1	233	0	0	0
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	45	1	45	0	0	0
	Left-Through		0			0	
	Through	791	2	**284**	0	0	**0**
	Through-Right		1			0	
	Right	62	0	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	64	1	64	0	0	0
	Left-Through		0			0	
	Through	3	1	3	0	0	**0**
	Through-Right		0			0	
	Right	156	1	**99**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	11	0	**11**	0	0	**0**
	Left-Through		0			0	
	Through	1	0	22	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	341		North-South:	0
			East-West:	110		East-West:	0
			SUM:	451		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.316			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.316			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1118	1	**560**	0	0	0
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	1	**13**	0	0	0
	Left-Through		0			0	
	Through	335	2	168	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	13	0	13	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**21**	0	0	0
	Through-Right		0			0	
	Right	8	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	573		North-South:	0
			East-West:	21		East-West:	0
			SUM:	594		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.396			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.396			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	395	1	**200**	0	0	0
	Through-Right		1			0	
	Right	4	0	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	1	**13**	0	0	0
	Left-Through		0			0	
	Through	259	2	130	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	6	0	6	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**16**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	213		North-South:	0
			East-West:	16		East-West:	0
			SUM:	229		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.153			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.153			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	468	1	236	0	0	0
	Through-Right		1			0	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	15	1	15	0	0	0
	Left-Through		0			0	
	Through	961	2	**481**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	3	0	3	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**17**	0	0	0
	Through-Right		0			0	
	Right	14	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	481		North-South:	0
			East-West:	17		East-West:	0
			SUM:	498		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.332			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.332			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 160 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** LINCOLN BOULEVARD | **East-West Street:** ROSE AVENUE | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION | **Count Date:** | **Analyst:** | **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	109	1	109	0	0	0
	Left-Through		0			0	
	Through	1581	1	811	0	0	0
	Through-Right		1			0	
	Right	41	0	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	87	1	87	0	0	0
	Left-Through		0			0	
	Through	1382	2	691	0	0	0
	Through-Right		0			0	
	Right	73	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	187	1	187	0	0	0
	Left-Through		0			0	
	Through	221	1	221	0	0	0
	Through-Right		0			0	
	Right	112	1	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	48	1	48	0	0	0
	Left-Through		0			0	
	Through	372	1	372	0	0	0
	Through-Right		0			0	
	Right	149	1	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	898		North-South:	0
			East-West:	559		East-West:	0
			SUM:	1457		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.971			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.971			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 160 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** LINCOLN BOULEVARD | **East-West Street:** ROSE AVENUE | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION | **Count Date:** | **Analyst:** | **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	92	1	92	0	0	0
	Left-Through		0			0	
	Through	1384	1	718	0	0	0
	Through-Right		1			0	
	Right	51	0	51	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	107	1	107	0	0	0
	Left-Through		0			0	
	Through	1508	2	754	0	0	0
	Through-Right		0			0	
	Right	137	1	31	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	213	1	213	0	0	0
	Left-Through		0			0	
	Through	227	1	227	0	0	0
	Through-Right		0			0	
	Right	181	1	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	72	1	72	0	0	0
	Left-Through		0			0	
	Through	252	1	252	0	0	0
	Through-Right		0			0	
	Right	134	1	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	846		North-South:	0
			East-West:	465		East-West:	0
			SUM:	1311		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.874			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.874			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 160 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** LINCOLN BOULEVARD | **East-West Street:** ROSE AVENUE | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION | **Count Date:** | **Analyst:** | **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	98	1	98	0	0	0
	Left-Through		0			0	
	Through	1184	1	614	0	0	0
	Through-Right		1			0	
	Right	43	0	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	85	1	85	0	0	0
	Left-Through		0			0	
	Through	1669	2	835	0	0	0
	Through-Right		0			0	
	Right	103	1	21	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	165	1	165	0	0	0
	Left-Through		0			0	
	Through	352	1	352	0	0	0
	Through-Right		0			0	
	Right	134	1	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	53	1	53	0	0	0
	Left-Through		0			0	
	Through	194	1	194	0	0	0
	Through-Right		0			0	
	Right	72	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	933		North-South:	0
			East-West:	405		East-West:	0
			SUM:	1338		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.892			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.892			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 161 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** WESTERN AVENUE | **East-West Street:** CENTURY BOULEVARD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION | **Count Date:** | **Analyst:** | **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	103	1	103	0	0	0
	Left-Through		0			0	
	Through	578	2	289	0	0	0
	Through-Right		0			0	
	Right	100	1	31	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	526	1	295	0	0	0
	Through-Right		1			0	
	Right	64	0	64	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	83	1	83	0	0	0
	Left-Through		0			0	
	Through	432	2	176	0	0	0
	Through-Right		1			0	
	Right	95	0	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	69	1	69	0	0	0
	Left-Through		0			0	
	Through	654	2	250	0	0	0
	Through-Right		1			0	
	Right	96	0	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	398		North-South:	0
			East-West:	333		East-West:	0
			SUM:	731		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.532			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.532			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	128	1	128	0	0	**0**
	Left-Through		0			0	
	Through	722	2	**361**	0	0	0
	Through-Right		0			0	
	Right	114	1	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	83	1	**83**	0	0	0
	Left-Through		0			0	
	Through	430	1	268	0	0	**0**
	Through-Right		1			0	
	Right	106	0	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	142	1	**142**	0	0	0
	Left-Through		0			0	
	Through	730	2	276	0	0	**0**
	Through-Right		1			0	
	Right	97	0	97	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	71	1	71	0	0	**0**
	Left-Through		0			0	
	Through	649	2	**246**	0	0	0
	Through-Right		1			0	
	Right	88	0	88	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	444		*North-South:*	0
			East-West:	388		*East-West:*	0
			SUM:	832		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.605			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.605			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	133	1	133	0	0	**0**
	Left-Through		0			0	
	Through	791	2	**396**	0	0	0
	Through-Right		0			0	
	Right	151	1	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	116	1	**116**	0	0	0
	Left-Through		0			0	
	Through	627	1	369	0	0	**0**
	Through-Right		1			0	
	Right	111	0	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	183	1	183	0	0	0
	Left-Through		0			0	
	Through	1054	2	**389**	0	0	**0**
	Through-Right		1			0	
	Right	113	0	113	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	107	1	**107**	0	0	**0**
	Left-Through		0			0	
	Through	743	2	279	0	0	0
	Through-Right		1			0	
	Right	93	0	93	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	512		*North-South:*	0
			East-West:	496		*East-West:*	0
			SUM:	1008		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.733			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.733			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2494	2	**875**	0	0	0
	Through-Right		1			0	
	Right	132	0	132	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2055	3	685	0	0	**0**
	Through-Right		0			0	
	Right	425	1	259	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	302	2	**166**	0	0	0
	Left-Through		0			0	
	Through	263	0	302	0	0	**0**
	Through-Right		1			0	
	Right	39	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	336	2	185	0	0	**0**
	Left-Through		0			0	
	Through	662	2	**331**	0	0	0
	Through-Right		0			0	
	Right	184	1	184	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	875		*North-South:*	0
			East-West:	497		*East-West:*	0
			SUM:	1372		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.963			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.963			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1816	2	**662**	0	0	0
	Through-Right		1			0	
	Right	171	0	171	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1584	3	528	0	0	**0**
	Through-Right		0			0	
	Right	217	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	286	2	157	0	0	0
	Left-Through		0			0	
	Through	206	0	**269**	0	0	**0**
	Through-Right		1			0	
	Right	63	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	229	2	**126**	0	0	**0**
	Left-Through		0			0	
	Through	305	2	153	0	0	0
	Through-Right		0			0	
	Right	105	1	105	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	662		*North-South:*	0
			East-West:	395		*East-West:*	0
			SUM:	1057		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.742			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.742			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases			3				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--		0
	EB-- 0	WB--	0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	2099	2	800	0	0	0
	Through-Right		1			0	
	Right	300	0	300	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2543	3	**848**	0	0	**0**
	Through-Right		0			0	
	Right	194	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	569	2	313	0	0	0
	Left-Through		0			0	
	Through	408	0	**510**	0	0	**0**
	Through-Right		1			0	
	Right	102	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	308	2	**169**	0	0	**0**
	Left-Through		0			0	
	Through	293	2	147	0	0	0
	Through-Right		0			0	
	Right	110	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		848	North-South:		0
		East-West:		679	East-West:		0
		SUM:		1527	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				1.072			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.072			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--		0
	EB-- 3	WB--	3	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	364	2	**200**	0	0	**0**
	Left-Through		0			0	
	Through	1478	2	504	0	0	0
	Through-Right		1			0	
	Right	35	0	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	153	2	84	0	0	0
	Left-Through		0			0	
	Through	1356	2	**516**	0	0	**0**
	Through-Right		1			0	
	Right	193	0	193	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	397	2	199	0	0	**0**
	Through-Right		0			0	
	Right	167	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	129	1	129	0	0	**0**
	Left-Through		0			0	
	Through	1156	2	**578**	0	0	0
	Through-Right		0			0	
	Right	337	1	253	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		716	North-South:		0
		East-West:		668	East-West:		0
		SUM:		1384	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				1.007			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.007			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--		0
	EB-- 3	WB--	3	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	177	2	**97**	0	0	**0**
	Left-Through		0			0	
	Through	1225	2	429	0	0	0
	Through-Right		1			0	
	Right	62	0	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	205	2	113	0	0	0
	Left-Through		0			0	
	Through	1276	2	**478**	0	0	**0**
	Through-Right		1			0	
	Right	159	0	159	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	186	1	**186**	0	0	0
	Left-Through		0			0	
	Through	433	2	217	0	0	**0**
	Through-Right		0			0	
	Right	189	1	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	159	1	159	0	0	**0**
	Left-Through		0			0	
	Through	467	2	**234**	0	0	0
	Through-Right		0			0	
	Right	167	1	54	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		575	North-South:		0
		East-West:		420	East-West:		0
		SUM:		995	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.724			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.724			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--		0
	EB-- 3	WB--	3	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	138	2	**76**	0	0	**0**
	Left-Through		0			0	
	Through	1209	2	433	0	0	0
	Through-Right		1			0	
	Right	89	0	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	348	2	191	0	0	0
	Left-Through		0			0	
	Through	2056	2	**718**	0	0	**0**
	Through-Right		1			0	
	Right	98	0	98	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	146	1	146	0	0	0
	Left-Through		0			0	
	Through	859	2	**430**	0	0	**0**
	Through-Right		0			0	
	Right	282	1	206	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	178	1	**178**	0	0	**0**
	Left-Through		0			0	
	Through	553	2	277	0	0	0
	Through-Right		0			0	
	Right	198	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		794	North-South:		0
		East-West:		608	East-West:		0
		SUM:		1402	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				1.020			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.020			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet (Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE
East-West Street: RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0	NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	179	1	179	0	0	0	92	1	92	0	0	0
	Left-Through		0			0			0			0	
	Through	2061	2	700	0	0	0	1173	2	407	0	0	0
	Through-Right		1			0			1			0	
	Right	38	0	38	0	0	0	49	0	49	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	132	1	132	0	0	0	168	1	168	0	0	0
	Left-Through		0			0			0			0	
	Through	1483	3	494	0	0	0	1136	3	379	0	0	0
	Through-Right		0			0			0			0	
	Right	130	1	52	0	0	0	113	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	78	1	78	0	0	0	171	1	171	0	0	0
	Left-Through		0			0			0			0	
	Through	520	2	202	0	0	0	470	2	170	0	0	0
	Through-Right		1			0			1			0	
	Right	87	0	87	0	0	0	41	0	41	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	155	1	155	0	0	0	121	1	121	0	0	0
	Left-Through		0			0			0			0	
	Through	996	2	498	0	0	0	480	2	240	0	0	0
	Through-Right		0			0			0			0	
	Right	339	1	207	0	0	0	204	1	36	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	832		North-South:	0		North-South:	575		North-South:	0
			East-West:	576		East-West:	0		East-West:	411		East-West:	0
			SUM:	1408		SUM:	0		SUM:	986		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.024			0.000			0.717			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.024			0.000			0.717			0.000
LEVEL OF SERVICE (LOS):				F			A			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE
East-West Street: RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

		PM						AM					
No. of Phases				4			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	112	1	112	0	0	0	376	1	376	0	0	0
	Left-Through		0			0			0			0	
	Through	1601	2	567	0	0	0	2148	2	739	0	0	0
	Through-Right		1			0			1			0	
	Right	100	0	100	0	0	0	69	0	69	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	186	1	186	0	0	0	58	1	58	0	0	0
	Left-Through		0			0			0			0	
	Through	2002	3	667	0	0	0	1480	2	553	0	0	0
	Through-Right		0			0			1			0	
	Right	150	1	0	0	0	0	178	0	178	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	183	1	183	0	0	0	52	1	52	0	0	0
	Left-Through		0			0			0			0	
	Through	851	2	302	0	0	0	371	2	186	0	0	0
	Through-Right		1			0			0			0	
	Right	56	0	56	0	0	0	229	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	153	1	153	0	0	0	126	1	126	0	0	0
	Left-Through		0			0			0			0	
	Through	620	2	310	0	0	0	982	1	511	0	0	0
	Through-Right		0			0			1			0	
	Right	208	1	22	0	0	0	39	0	39	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	779		North-South:	0		North-South:	929		North-South:	0
			East-West:	493		East-West:	0		East-West:	563		East-West:	0
			SUM:	1272		SUM:	0		SUM:	1492		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.925			0.000			1.047			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.925			0.000			1.047			0.000
LEVEL OF SERVICE (LOS):				E			A			F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 167 — **PROJECT TITLE:** LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	207	1	**207**	0	0	**0**
	Left-Through		0			0	
	Through	1257	2	448	0	0	0
	Through-Right		1			0	
	Right	88	0	88	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	89	1	89	0	0	0
	Left-Through		0			0	
	Through	1166	2	**428**	0	0	**0**
	Through-Right		1			0	
	Right	119	0	119	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	74	1	**74**	0	0	0
	Left-Through		0			0	
	Through	305	2	153	0	0	**0**
	Through-Right		0			0	
	Right	226	1	19	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	96	1	96	0	0	**0**
	Left-Through		0			0	
	Through	327	1	**203**	0	0	0
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	635		*North-South:*	0
			East-West:	277		*East-West:*	0
			SUM:	912		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.640			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.640			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 167 — **PROJECT TITLE:** LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	242	1	**242**	0	0	**0**
	Left-Through		0			0	
	Through	1766	2	633	0	0	0
	Through-Right		1			0	
	Right	134	0	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	89	1	89	0	0	0
	Left-Through		0			0	
	Through	1751	2	**607**	0	0	**0**
	Through-Right		1			0	
	Right	71	0	71	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	105	1	105	0	0	0
	Left-Through		0			0	
	Through	785	2	**393**	0	0	**0**
	Through-Right		0			0	
	Right	493	1	251	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	78	1	**78**	0	0	**0**
	Left-Through		0			0	
	Through	373	1	214	0	0	0
	Through-Right		1			0	
	Right	54	0	54	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	849		*North-South:*	0
			East-West:	471		*East-West:*	0
			SUM:	1320		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.926			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.926			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 168 — **PROJECT TITLE:** LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	178	1	178	0	0	**0**
	Left-Through		0			0	
	Through	960	2	**332**	0	0	0
	Through-Right		1			0	
	Right	35	0	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	200	1	**200**	0	0	0
	Left-Through		0			0	
	Through	676	2	293	0	0	**0**
	Through-Right		1			0	
	Right	204	0	204	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	131	1	**131**	0	0	0
	Left-Through		0			0	
	Through	807	2	316	0	0	**0**
	Through-Right		1			0	
	Right	141	0	141	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	129	1	129	0	0	**0**
	Left-Through		0			0	
	Through	1164	2	**405**	0	0	0
	Through-Right		1			0	
	Right	52	0	52	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	532		*North-South:*	0
			East-West:	536		*East-West:*	0
			SUM:	1068		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.777			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.777			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 168 — **PROJECT TITLE:** LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	92	1	92	0	0	**0**
	Left-Through		0			0	
	Through	565	2	**210**	0	0	0
	Through-Right		1			0	
	Right	64	0	64	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	186	1	**186**	0	0	0
	Left-Through		0			0	
	Through	628	2	252	0	0	**0**
	Through-Right		1			0	
	Right	127	0	127	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	143	1	143	0	0	0
	Left-Through		0			0	
	Through	743	2	**299**	0	0	**0**
	Through-Right		1			0	
	Right	155	0	155	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	136	1	**136**	0	0	**0**
	Left-Through		0			0	
	Through	619	2	233	0	0	0
	Through-Right		1			0	
	Right	81	0	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	396		*North-South:*	0
			East-West:	435		*East-West:*	0
			SUM:	831		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.604			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.604			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	125	1	125	0	0	0
	Left-Through		0			0	
	Through	733	2	262	0	0	0
	Through-Right		1			0	
	Right	52	0	52	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	244	1	244	0	0	0
	Left-Through		0			0	
	Through	959	2	361	0	0	0
	Through-Right		1			0	
	Right	124	0	124	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	1302	2	486	0	0	0
	Through-Right		1			0	
	Right	157	0	157	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	166	1	166	0	0	0
	Left-Through		0			0	
	Through	802	2	291	0	0	0
	Through-Right		1			0	
	Right	72	0	72	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	506		North-South:	0
			East-West:	652		East-West:	0
			SUM:	1158		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.842			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.842			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	674	1	440	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	647	1	440	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	868	3	289	0	0	0
	Through-Right		0			0	
	Right	320	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1328	2	541	0	0	0
	Through-Right		1			0	
	Right	295	0	295	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	440		North-South:	0
			East-West:	541		East-West:	0
			SUM:	981		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.654			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.654			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	412	1	273	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	407	1	273	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1023	3	341	0	0	0
	Through-Right		0			0	
	Right	355	1	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1106	2	526	0	0	0
	Through-Right		1			0	
	Right	472	0	472	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	273		North-South:	0
			East-West:	526		East-West:	0
			SUM:	799		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.533			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.533			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	470	1	375	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	654	1	375	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	0	0	0	0	0
	Left-Through		0			0	
	Through	1436	3	479	0	0	0
	Through-Right		0			0	
	Right	331	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1106	2	479	0	0	0
	Through-Right		1			0	
	Right	331	0	331	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	375		North-South:	0
			East-West:	479		East-West:	0
			SUM:	854		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.569			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.569			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	204	1	204	0	0	0	93	1	93	0	0	0
	Left-Through		0			0			0			0	
	Through	797	1	421	0	0	0	513	1	287	0	0	0
	Through-Right		1			0			1			0	
	Right	44	0	44	0	0	0	61	0	61	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	162	1	162	0	0	0	121	1	121	0	0	0
	Left-Through		0			0			0			0	
	Through	628	1	362	0	0	0	516	1	301	0	0	0
	Through-Right		1			0			1			0	
	Right	95	0	95	0	0	0	85	0	85	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	115	1	115	0	0	0	93	1	93	0	0	0
	Left-Through		0			0			0			0	
	Through	965	2	349	0	0	0	724	2	270	0	0	0
	Through-Right		1			0			1			0	
	Right	81	0	81	0	0	0	85	0	85	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	66	1	66	0	0	0	81	1	81	0	0	0
	Left-Through		0			0			0			0	
	Through	1285	2	468	0	0	0	681	2	262	0	0	0
	Through-Right		1			0			1			0	
	Right	118	0	118	0	0	0	105	0	105	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	583		North-South:	0		North-South:	408		North-South:	0
			East-West:	583		East-West:	0		East-West:	355		East-West:	0
			SUM:	1166		SUM:	0		SUM:	763		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.848			0.000			0.555			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.848			0.000			0.555			0.000
LEVEL OF SERVICE (LOS):				D			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	137	1	137	0	0	0						
	Left-Through		0			0							
	Through	618	1	332	0	0	0						
	Through-Right		1			0							
	Right	46	0	46	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	168	1	168	0	0	0						
	Left-Through		0			0							
	Through	740	1	432	0	0	0						
	Through-Right		1			0							
	Right	124	0	124	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	124	1	124	0	0	0						
	Left-Through		0			0							
	Through	1308	2	477	0	0	0						
	Through-Right		1			0							
	Right	123	0	123	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	103	1	103	0	0	0						
	Left-Through		0			0							
	Through	927	2	346	0	0	0						
	Through-Right		1			0							
	Right	111	0	111	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	569		North-South:	0						
			East-West:	580		East-West:	0						
			SUM:	1149		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.836			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.836			0.000						
LEVEL OF SERVICE (LOS):				D			A						

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	138	1	138	0	0	0						
	Left-Through		0			0							
	Through	727	1	401	0	0	0						
	Through-Right		1			0							
	Right	74	0	74	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	171	1	171	0	0	0						
	Left-Through		0			0							
	Through	667	1	362	0	0	0						
	Through-Right		1			0							
	Right	56	0	56	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	63	1	63	0	0	0						
	Left-Through		0			0							
	Through	878	2	325	0	0	0						
	Through-Right		1			0							
	Right	98	0	98	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	95	1	95	0	0	0						
	Left-Through		0			0							
	Through	1088	2	403	0	0	0						
	Through-Right		1			0							
	Right	122	0	122	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	572		North-South:	0						
			East-West:	466		East-West:	0						
			SUM:	1038		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.755			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.755			0.000						
LEVEL OF SERVICE (LOS):				C			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	99	1	**99**	0	0	**0**
	Left-Through		0			0	
	Through	473	1	279	0	0	0
	Through-Right		1			0	
	Right	84	0	84	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	556	1	**323**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	104	1	104	0	0	0
	Left-Through		0			0	
	Through	680	2	**262**	0	0	**0**
	Through-Right		1			0	
	Right	106	0	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	142	1	**142**	0	0	**0**
	Left-Through		0			0	
	Through	641	2	239	0	0	0
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		422	*North-South:*		0
		East-West:		404	*East-West:*		0
		SUM:		826	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.601			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.601			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	144	1	**144**	0	0	**0**
	Left-Through		0			0	
	Through	639	1	368	0	0	0
	Through-Right		1			0	
	Right	97	0	97	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	176	1	176	0	0	0
	Left-Through		0			0	
	Through	764	1	**434**	0	0	**0**
	Through-Right		1			0	
	Right	104	0	104	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	121	1	121	0	0	0
	Left-Through		0			0	
	Through	1068	2	**414**	0	0	**0**
	Through-Right		1			0	
	Right	175	0	175	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	195	1	**195**	0	0	**0**
	Left-Through		0			0	
	Through	791	2	298	0	0	0
	Through-Right		1			0	
	Right	103	0	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		578	*North-South:*		0
		East-West:		609	*East-West:*		0
		SUM:		1187	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.863			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.863			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	1	220	0	0	**0**
	Left-Through		0			0	
	Through	1148	2	**430**	0	0	0
	Through-Right		1			0	
	Right	142	0	142	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	75	1	**75**	0	0	0
	Left-Through		0			0	
	Through	478	2	184	0	0	**0**
	Through-Right		1			0	
	Right	73	0	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	112	1	**112**	0	0	0
	Left-Through		0			0	
	Through	1102	2	407	0	0	**0**
	Through-Right		1			0	
	Right	118	0	118	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	86	1	86	0	0	**0**
	Left-Through		0			0	
	Through	1060	2	**385**	0	0	0
	Through-Right		1			0	
	Right	94	0	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		505	*North-South:*		0
		East-West:		497	*East-West:*		0
		SUM:		1002	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.729			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.729			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	143	1	**143**	0	0	**0**
	Left-Through		0			0	
	Through	481	2	193	0	0	0
	Through-Right		1			0	
	Right	97	0	97	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	87	1	87	0	0	0
	Left-Through		0			0	
	Through	378	2	**146**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	47	1	47	0	0	0
	Left-Through		0			0	
	Through	871	2	**328**	0	0	**0**
	Through-Right		1			0	
	Right	114	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	129	1	**129**	0	0	**0**
	Left-Through		0			0	
	Through	754	2	277	0	0	0
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		289	*North-South:*		0
		East-West:		457	*East-West:*		0
		SUM:		746	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.543			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.543			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	174	1	**174**	0	0	**0**
	Left-Through		0			0	
	Through	710	2	275	0	0	0
	Through-Right		1			0	
	Right	115	0	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	116	1	116	0	0	0
	Left-Through		0			0	
	Through	658	2	**240**	0	0	**0**
	Through-Right		1			0	
	Right	63	0	63	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	93	1	93	0	0	0
	Left-Through		0			0	
	Through	1163	2	**441**	0	0	**0**
	Through-Right		1			0	
	Right	159	0	159	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	108	1	**108**	0	0	**0**
	Left-Through		0			0	
	Through	1036	2	362	0	0	0
	Through-Right		1			0	
	Right	49	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	414		*North-South:*	0
			East-West:	549		*East-West:*	0
			SUM:	963		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.700			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.700			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	206	2	113	0	0	**0**
	Left-Through		0			0	
	Through	1220	2	**445**	0	0	0
	Through-Right		1			0	
	Right	114	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	2	**77**	0	0	0
	Left-Through		0			0	
	Through	452	2	181	0	0	**0**
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	127	1	**127**	0	0	0
	Left-Through		0			0	
	Through	1139	2	406	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	1098	2	**408**	0	0	0
	Through-Right		1			0	
	Right	127	0	127	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	522		*North-South:*	0
			East-West:	535		*East-West:*	0
			SUM:	1057		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.769			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.769			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	117	2	64	0	0	**0**
	Left-Through		0			0	
	Through	514	2	**216**	0	0	0
	Through-Right		1			0	
	Right	135	0	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	166	2	**91**	0	0	0
	Left-Through		0			0	
	Through	471	2	203	0	0	**0**
	Through-Right		1			0	
	Right	138	0	138	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	106	1	**106**	0	0	0
	Left-Through		0			0	
	Through	896	2	341	0	0	**0**
	Through-Right		1			0	
	Right	127	0	127	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	105	1	105	0	0	**0**
	Left-Through		0			0	
	Through	870	2	**341**	0	0	0
	Through-Right		1			0	
	Right	154	0	154	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	307		*North-South:*	0
			East-West:	447		*East-West:*	0
			SUM:	754		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.548			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.548			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	156	2	86	0	0	**0**
	Left-Through		0			0	
	Through	825	2	**315**	0	0	0
	Through-Right		1			0	
	Right	121	0	121	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	179	2	**98**	0	0	0
	Left-Through		0			0	
	Through	764	2	299	0	0	**0**
	Through-Right		1			0	
	Right	133	0	133	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	125	1	125	0	0	0
	Left-Through		0			0	
	Through	1269	2	**467**	0	0	**0**
	Through-Right		1			0	
	Right	133	0	133	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	977	2	366	0	0	0
	Through-Right		1			0	
	Right	122	0	122	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	413		*North-South:*	0
			East-West:	567		*East-West:*	0
			SUM:	980		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.713			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.713			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 176 — **PROJECT TITLE:** LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0
Override Capacity			0			0			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	181	2	100	0	0	**0**	152	2	**84**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1254	3	**418**	0	0	0	513	3	171	0	0	0
	Through-Right		0			0			0			0	
	Right	132	1	42	0	0	0	67	1	12	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	111	2	**61**	0	0	0	112	2	62	0	0	0
	Left-Through		0			0			0			0	
	Through	638	2	251	0	0	**0**	497	2	**204**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	115	0	115	0	0	0	115	0	115	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	142	1	**142**	0	0	0	138	1	**138**	0	0	0
	Left-Through		0			0			0			0	
	Through	669	2	234	0	0	**0**	587	2	225	0	0	**0**
	Through-Right		1			0			1			0	
	Right	33	0	33	0	0	0	89	0	89	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	180	1	180	0	0	**0**	110	1	110	0	0	**0**
	Left-Through		0			0			0			0	
	Through	899	2	**346**	0	0	0	565	2	**217**	0	0	0
	Through-Right		1			0			1			0	
	Right	139	0	139	0	0	0	85	0	85	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	479		North-South:	0		North-South:	288		North-South:	0
			East-West:	488		East-West:	0		East-West:	355		East-West:	0
			SUM:	967		SUM:	0		SUM:	643		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.703			0.000			0.468			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.703			0.000			0.468			0.000
LEVEL OF SERVICE (LOS):				C			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 176 — **PROJECT TITLE:** LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM						AM					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0
Override Capacity			0			0			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	209	2	**115**	0	0	**0**	367	2	202	0	0	**0**
	Left-Through		0			0			0			0	
	Through	959	3	320	0	0	0	1197	2	**451**	0	0	0
	Through-Right		0			0			1			0	
	Right	109	1	35	0	0	0	156	0	156	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	155	2	85	0	0	0	232	2	**128**	0	0	0
	Left-Through		0			0			0			0	
	Through	814	2	**312**	0	0	**0**	748	3	249	0	0	**0**
	Through-Right		1			0			0			0	
	Right	123	0	123	0	0	0	41	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	164	1	164	0	0	0	106	1	**106**	0	0	0
	Left-Through		0			0			0			0	
	Through	944	2	**341**	0	0	**0**	539	2	234	0	0	**0**
	Through-Right		1			0			1			0	
	Right	79	0	79	0	0	0	162	0	162	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	148	1	**148**	0	0	**0**	224	1	224	0	0	**0**
	Left-Through		0			0			0			0	
	Through	697	2	245	0	0	0	1216	2	**472**	0	0	0
	Through-Right		1			0			1			0	
	Right	37	0	37	0	0	0	201	0	201	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	427		North-South:	0		North-South:	579		North-South:	0
			East-West:	489		East-West:	0		East-West:	578		East-West:	0
			SUM:	916		SUM:	0		SUM:	1157		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.666			0.000			0.841			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.666			0.000			0.841			0.000
LEVEL OF SERVICE (LOS):				B			A			D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	351	2	**193**	0	0	**0**
	Left-Through		0			0	
	Through	666	2	266	0	0	0
	Through-Right		1			0	
	Right	133	0	133	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	147	2	81	0	0	0
	Left-Through		0			0	
	Through	501	3	**167**	0	0	**0**
	Through-Right		0			0	
	Right	49	1	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	507	2	**222**	0	0	**0**
	Through-Right		1			0	
	Right	159	0	159	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	148	1	**148**	0	0	**0**
	Left-Through		0			0	
	Through	451	2	181	0	0	0
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	360		*North-South:*	0
			East-West:	370		*East-West:*	0
			SUM:	730		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.531			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.531			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	339	2	186	0	0	**0**
	Left-Through		0			0	
	Through	1116	2	**450**	0	0	0
	Through-Right		1			0	
	Right	234	0	234	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	203	2	**112**	0	0	0
	Left-Through		0			0	
	Through	749	3	250	0	0	**0**
	Through-Right		0			0	
	Right	94	1	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	132	1	132	0	0	0
	Left-Through		0			0	
	Through	1179	2	**450**	0	0	**0**
	Through-Right		1			0	
	Right	172	0	172	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	186	1	**186**	0	0	**0**
	Left-Through		0			0	
	Through	675	2	258	0	0	0
	Through-Right		1			0	
	Right	99	0	99	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	562		*North-South:*	0
			East-West:	636		*East-West:*	0
			SUM:	1198		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.871			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.871			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	115	1	115	0	0	**0**
	Left-Through		0			0	
	Through	1318	2	**465**	0	0	0
	Through-Right		1			0	
	Right	77	0	77	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	124	1	**124**	0	0	0
	Left-Through		0			0	
	Through	482	2	184	0	0	**0**
	Through-Right		1			0	
	Right	69	0	69	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	1022	2	367	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	1062	2	**402**	0	0	0
	Through-Right		1			0	
	Right	143	0	143	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	589		*North-South:*	0
			East-West:	502		*East-West:*	0
			SUM:	1091		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.793			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.793			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	124	1	124	0	0	**0**
	Left-Through		0			0	
	Through	457	2	**190**	0	0	0
	Through-Right		1			0	
	Right	112	0	112	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	129	1	**129**	0	0	0
	Left-Through		0			0	
	Through	426	2	164	0	0	**0**
	Through-Right		1			0	
	Right	66	0	66	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	69	1	69	0	0	0
	Left-Through		0			0	
	Through	896	2	**324**	0	0	**0**
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	92	1	**92**	0	0	**0**
	Left-Through		0			0	
	Through	792	2	284	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	319		*North-South:*	0
			East-West:	416		*East-West:*	0
			SUM:	735		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.535			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.535			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	98	1	**98**	0	0	**0**
	Left-Through		0			0	
	Through	599	2	240	0	0	0
	Through-Right		1			0	
	Right	121	0	121	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	132	1	132	0	0	0
	Left-Through		0			0	
	Through	990	2	**375**	0	0	**0**
	Through-Right		1			0	
	Right	135	0	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	68	1	68	0	0	0
	Left-Through		0			0	
	Through	1181	2	**428**	0	0	**0**
	Through-Right		1			0	
	Right	103	0	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	75	1	**75**	0	0	**0**
	Left-Through		0			0	
	Through	981	2	353	0	0	0
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	473		*North-South:*	0
			East-West:	503		*East-West:*	0
			SUM:	976		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.710			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.710			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	204	1	204	0	0	**0**
	Left-Through		0			0	
	Through	1151	2	**426**	0	0	0
	Through-Right		1			0	
	Right	128	0	128	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	171	1	**171**	0	0	0
	Left-Through		0			0	
	Through	474	2	182	0	0	**0**
	Through-Right		1			0	
	Right	72	0	72	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	128	1	128	0	0	0
	Left-Through		0			0	
	Through	1318	2	**454**	0	0	**0**
	Through-Right		1			0	
	Right	43	0	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	152	1	**152**	0	0	**0**
	Left-Through		0			0	
	Through	1287	3	429	0	0	0
	Through-Right		0			0	
	Right	328	1	157	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	597		*North-South:*	0
			East-West:	606		*East-West:*	0
			SUM:	1203		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.875			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.875			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	108	1	108	0	0	**0**
	Left-Through		0			0	
	Through	381	2	**159**	0	0	0
	Through-Right		1			0	
	Right	97	0	97	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	184	1	**184**	0	0	0
	Left-Through		0			0	
	Through	419	2	168	0	0	**0**
	Through-Right		1			0	
	Right	85	0	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	97	1	97	0	0	0
	Left-Through		0			0	
	Through	1142	2	**405**	0	0	**0**
	Through-Right		1			0	
	Right	72	0	72	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	131	1	**131**	0	0	**0**
	Left-Through		0			0	
	Through	1054	3	351	0	0	0
	Through-Right		0			0	
	Right	188	1	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	343		*North-South:*	0
			East-West:	536		*East-West:*	0
			SUM:	879		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.639			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.639			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	145	1	**145**	0	0	**0**
	Left-Through		0			0	
	Through	718	2	272	0	0	0
	Through-Right		1			0	
	Right	98	0	98	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	187	1	187	0	0	0
	Left-Through		0			0	
	Through	946	2	**355**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	107	1	107	0	0	0
	Left-Through		0			0	
	Through	1541	2	**538**	0	0	**0**
	Through-Right		1			0	
	Right	73	0	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	147	1	**147**	0	0	**0**
	Left-Through		0			0	
	Through	1200	3	400	0	0	0
	Through-Right		0			0	
	Right	194	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	500		*North-South:*	0
			East-West:	685		*East-West:*	0
			SUM:	1185		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.862			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.862			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet (Circular 212 Method)

I/S #: 180 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** FIGUEROA STREET | **East-West Street:** CENTURY BOULEVARD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION | **Count Date:** | **Analyst:** | **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	113	1	113	0	0	**0**
	Left-Through		0			0	
	Through	1031	1	**541**	0	0	0
	Through-Right		1			0	
	Right	51	0	51	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	677	2	339	0	0	**0**
	Through-Right		0			0	
	Right	142	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	187	1	**187**	0	0	0
	Left-Through		0			0	
	Through	755	2	270	0	0	**0**
	Through-Right		1			0	
	Right	56	0	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	124	1	124	0	0	**0**
	Left-Through		0			0	
	Through	1143	2	**450**	0	0	0
	Through-Right		1			0	
	Right	208	0	208	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	671		*North-South:*	0
			East-West:	637		*East-West:*	0
			SUM:	1308		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.951			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.951			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 180 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** FIGUEROA STREET | **East-West Street:** CENTURY BOULEVARD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION | **Count Date:** | **Analyst:** | **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	56	1	56	0	0	**0**
	Left-Through		0			0	
	Through	423	1	**263**	0	0	0
	Through-Right		1			0	
	Right	103	0	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	103	1	**103**	0	0	0
	Left-Through		0			0	
	Through	433	2	217	0	0	**0**
	Through-Right		0			0	
	Right	71	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	46	1	46	0	0	0
	Left-Through		0			0	
	Through	710	2	**263**	0	0	**0**
	Through-Right		1			0	
	Right	79	0	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	77	1	**77**	0	0	**0**
	Left-Through		0			0	
	Through	701	2	271	0	0	0
	Through-Right		1			0	
	Right	113	0	113	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	366		*North-South:*	0
			East-West:	340		*East-West:*	0
			SUM:	706		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.513			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.513			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 180 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** FIGUEROA STREET | **East-West Street:** CENTURY BOULEVARD | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION | **Count Date:** | **Analyst:** | **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	115	1	**115**	0	0	**0**
	Left-Through		0			0	
	Through	674	1	378	0	0	0
	Through-Right		1			0	
	Right	82	0	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	154	1	154	0	0	0
	Left-Through		0			0	
	Through	839	2	**420**	0	0	**0**
	Through-Right		0			0	
	Right	127	1	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	121	1	121	0	0	0
	Left-Through		0			0	
	Through	1079	2	**392**	0	0	**0**
	Through-Right		1			0	
	Right	96	0	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	135	1	**135**	0	0	**0**
	Left-Through		0			0	
	Through	947	2	352	0	0	0
	Through-Right		1			0	
	Right	109	0	109	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	535		*North-South:*	0
			East-West:	527		*East-West:*	0
			SUM:	1062		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.772			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.772			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 181 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** FIGUEROA STREET | **East-West Street:** IMPERIAL HIGHWAY | **Scenario:** BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION | **Count Date:** | **Analyst:** | **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	54	1	54	0	0	**0**
	Left-Through		0			0	
	Through	596	2	**298**	0	0	0
	Through-Right		0			0	
	Right	80	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	194	1	**194**	0	0	0
	Left-Through		0			0	
	Through	398	1	260	0	0	**0**
	Through-Right		1			0	
	Right	122	0	122	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	96	1	**96**	0	0	0
	Left-Through		0			0	
	Through	884	2	309	0	0	**0**
	Through-Right		1			0	
	Right	42	0	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	78	1	78	0	0	**0**
	Left-Through		0			0	
	Through	1564	2	**619**	0	0	0
	Through-Right		1			0	
	Right	292	0	292	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	492		*North-South:*	0
			East-West:	715		*East-West:*	0
			SUM:	1207		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.878			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.878			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 181 — **PROJECT TITLE:** LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	59	1	59	0	0	0
	Left-Through		0			0	
	Through	258	2	129	0	0	0
	Through-Right		0			0	
	Right	89	1	8	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	135	1	135	0	0	0
	Left-Through		0			0	
	Through	241	1	161	0	0	0
	Through-Right		1			0	
	Right	81	0	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	81	1	81	0	0	0
	Left-Through		0			0	
	Through	668	2	235	0	0	0
	Through-Right		1			0	
	Right	38	0	38	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	81	1	81	0	0	0
	Left-Through		0			0	
	Through	592	2	241	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	264		North-South:	0
			East-West:	322		East-West:	0
			SUM:	586		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.426			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.426			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 181 — **PROJECT TITLE:** LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	77	1	77	0	0	0
	Left-Through		0			0	
	Through	519	2	260	0	0	0
	Through-Right		0			0	
	Right	85	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	189	1	189	0	0	0
	Left-Through		0			0	
	Through	416	1	273	0	0	0
	Through-Right		1			0	
	Right	129	0	129	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	115	1	115	0	0	0
	Left-Through		0			0	
	Through	1538	2	532	0	0	0
	Through-Right		1			0	
	Right	57	0	57	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	117	1	117	0	0	0
	Left-Through		0			0	
	Through	832	2	341	0	0	0
	Through-Right		1			0	
	Right	192	0	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	449		North-South:	0
			East-West:	649		East-West:	0
			SUM:	1098		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.799			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.799			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 187 — **PROJECT TITLE:** LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	155	1	155	0	0	0
	Left-Through		0			0	
	Through	552	2	221	0	0	0
	Through-Right		1			0	
	Right	112	0	112	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	203	1	203	0	0	0
	Left-Through		0			0	
	Through	486	3	162	0	0	0
	Through-Right		0			0	
	Right	108	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	106	1	106	0	0	0
	Left-Through		0			0	
	Through	1029	2	364	0	0	0
	Through-Right		1			0	
	Right	63	0	63	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	128	1	128	0	0	0
	Left-Through		0			0	
	Through	1432	2	533	0	0	0
	Through-Right		1			0	
	Right	166	0	166	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	424		North-South:	0
			East-West:	639		East-West:	0
			SUM:	1063		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.773			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.773			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 187 — **PROJECT TITLE:** LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	117	1	117	0	0	0
	Left-Through		0			0	
	Through	320	2	149	0	0	0
	Through-Right		1			0	
	Right	128	0	128	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	215	1	215	0	0	0
	Left-Through		0			0	
	Through	320	3	107	0	0	0
	Through-Right		0			0	
	Right	94	1	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	96	1	96	0	0	0
	Left-Through		0			0	
	Through	940	2	337	0	0	0
	Through-Right		1			0	
	Right	71	0	71	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	136	1	136	0	0	0
	Left-Through		0			0	
	Through	951	2	363	0	0	0
	Through-Right		1			0	
	Right	138	0	138	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	364		North-South:	0
			East-West:	473		East-West:	0
			SUM:	837		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.609			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.609			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet (Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--		0
	EB-- 0	WB--	0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	137	1	137	0	0	0
	Left-Through		0			0	
	Through	683	2	286	0	0	0
	Through-Right		1			0	
	Right	176	0	176	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	242	1	242	0	0	0
	Left-Through		0			0	
	Through	751	3	250	0	0	0
	Through-Right		0			0	
	Right	95	1	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	144	1	144	0	0	0
	Left-Through		0			0	
	Through	1220	2	445	0	0	0
	Through-Right		1			0	
	Right	116	0	116	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	153	1	153	0	0	0
	Left-Through		0			0	
	Through	1163	2	451	0	0	0
	Through-Right		1			0	
	Right	191	0	191	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		528	North-South:		0
		East-West:		598	East-West:		0
		SUM:		1126	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.819			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.819			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--		0
	EB-- 0	WB--	0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	68	1	68	0	0	0
	Left-Through		0			0	
	Through	426	3	142	0	0	0
	Through-Right		0			0	
	Right	99	1	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	155	1	155	0	0	0
	Left-Through		0			0	
	Through	358	3	119	0	0	0
	Through-Right		0			0	
	Right	82	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	55	1	55	0	0	0
	Left-Through		0			0	
	Through	684	2	247	0	0	0
	Through-Right		1			0	
	Right	56	0	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	101	1	101	0	0	0
	Left-Through		0			0	
	Through	1728	2	616	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		297	North-South:		0
		East-West:		671	East-West:		0
		SUM:		968	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.704			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.704			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--		0
	EB-- 0	WB--	0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	54	1	54	0	0	0
	Left-Through		0			0	
	Through	281	3	94	0	0	0
	Through-Right		0			0	
	Right	43	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	68	1	68	0	0	0
	Left-Through		0			0	
	Through	312	3	104	0	0	0
	Through-Right		0			0	
	Right	156	1	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	44	1	44	0	0	0
	Left-Through		0			0	
	Through	633	2	227	0	0	0
	Through-Right		1			0	
	Right	47	0	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	67	1	67	0	0	0
	Left-Through		0			0	
	Through	674	2	243	0	0	0
	Through-Right		1			0	
	Right	55	0	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		188	North-South:		0
		East-West:		294	East-West:		0
		SUM:		482	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.351			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.351			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--		0
	EB-- 0	WB--	0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	78	1	78	0	0	0
	Left-Through		0			0	
	Through	465	3	155	0	0	0
	Through-Right		0			0	
	Right	85	1	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	129	1	129	0	0	0
	Left-Through		0			0	
	Through	404	3	135	0	0	0
	Through-Right		0			0	
	Right	48	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	101	1	101	0	0	0
	Left-Through		0			0	
	Through	1321	2	470	0	0	0
	Through-Right		1			0	
	Right	89	0	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	76	1	76	0	0	0
	Left-Through		0			0	
	Through	769	2	282	0	0	0
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		284	North-South:		0
		East-West:		546	East-West:		0
		SUM:		830	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.604			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.604			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet (Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	183	1	183	0	0	0
	Left-Through		0			0	
	Through	1257	2	629	0	0	0
	Through-Right		0			0	
	Right	150	1	98	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	69	1	69	0	0	0
	Left-Through		0			0	
	Through	351	1	217	0	0	0
	Through-Right		1			0	
	Right	82	0	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	113	1	113	0	0	0
	Left-Through		0			0	
	Through	791	1	419	0	0	0
	Through-Right		1			0	
	Right	46	0	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	104	1	104	0	0	0
	Left-Through		0			0	
	Through	928	2	464	0	0	0
	Through-Right		0			0	
	Right	166	1	132	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	698		North-South:	0
			East-West:	577		East-West:	0
			SUM:	1275		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.850			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.850			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	125	1	125	0	0	0
	Left-Through		0			0	
	Through	971	2	486	0	0	0
	Through-Right		0			0	
	Right	108	1	59	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	81	1	81	0	0	0
	Left-Through		0			0	
	Through	496	1	295	0	0	0
	Through-Right		1			0	
	Right	94	0	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	124	1	124	0	0	0
	Left-Through		0			0	
	Through	462	1	262	0	0	0
	Through-Right		1			0	
	Right	61	0	61	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	99	1	99	0	0	0
	Left-Through		0			0	
	Through	517	2	259	0	0	0
	Through-Right		0			0	
	Right	107	1	67	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	567		North-South:	0
			East-West:	383		East-West:	0
			SUM:	950		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.633			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.633			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	126	1	126	0	0	0
	Left-Through		0			0	
	Through	1350	2	675	0	0	0
	Through-Right		0			0	
	Right	182	1	121	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1016	1	583	0	0	0
	Through-Right		1			0	
	Right	149	0	149	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	118	1	118	0	0	0
	Left-Through		0			0	
	Through	1105	1	601	0	0	0
	Through-Right		1			0	
	Right	97	0	97	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	122	1	122	0	0	0
	Left-Through		0			0	
	Through	871	2	436	0	0	0
	Through-Right		0			0	
	Right	138	1	88	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	775		North-South:	0
			East-West:	723		East-West:	0
			SUM:	1498		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.999			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.999			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	92	1	92	0	0	0
	Left-Through		0			0	
	Through	977	1	584	0	0	0
	Through-Right		1			0	
	Right	191	0	191	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	133	1	133	0	0	0
	Left-Through		0			0	
	Through	296	1	173	0	0	0
	Through-Right		1			0	
	Right	49	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	69	1	69	0	0	0
	Left-Through		0			0	
	Through	636	1	357	0	0	0
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	168	1	168	0	0	0
	Left-Through		0			0	
	Through	775	2	388	0	0	0
	Through-Right		0			0	
	Right	242	1	176	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	717		North-South:	0
			East-West:	525		East-West:	0
			SUM:	1242		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.828			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.828			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet (Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	58	1	58	0	0	**0**
	Left-Through		0			0	
	Through	375	1	**232**	0	0	0
	Through-Right		1			0	
	Right	89	0	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	106	1	**106**	0	0	0
	Left-Through		0			0	
	Through	312	1	175	0	0	**0**
	Through-Right		1			0	
	Right	37	0	37	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	36	1	36	0	0	0
	Left-Through		0			0	
	Through	450	1	**247**	0	0	**0**
	Through-Right		1			0	
	Right	44	0	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	112	1	**112**	0	0	**0**
	Left-Through		0			0	
	Through	487	2	244	0	0	0
	Through-Right		0			0	
	Right	132	1	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	338		*North-South:*	0
			East-West:	359		*East-West:*	0
			SUM:	697		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.465			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.465			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	64	1	64	0	0	**0**
	Left-Through		0			0	
	Through	608	1	**373**	0	0	0
	Through-Right		1			0	
	Right	137	0	137	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	229	1	**229**	0	0	0
	Left-Through		0			0	
	Through	824	1	435	0	0	**0**
	Through-Right		1			0	
	Right	45	0	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	32	1	32	0	0	0
	Left-Through		0			0	
	Through	957	1	**511**	0	0	**0**
	Through-Right		1			0	
	Right	64	0	64	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	1	**87**	0	0	**0**
	Left-Through		0			0	
	Through	864	2	432	0	0	0
	Through-Right		0			0	
	Right	185	1	71	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	602		*North-South:*	0
			East-West:	598		*East-West:*	0
			SUM:	1200		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.800			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.800			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	166	0	0	0
	Left-Through		0			0	
	Through	52	0	0	0	0	**0**
	Through-Right		0			0	
	Right	249	1	**166**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	969	2	**429**	0	0	**0**
	Through-Right		1			0	
	Right	318	0	318	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	219	1	**219**	0	0	**0**
	Left-Through		0			0	
	Through	1047	3	349	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	166		*North-South:*	0
			East-West:	648		*East-West:*	0
			SUM:	814		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.543			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.543			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	309	1	202	0	0	0
	Left-Through		0			0	
	Through	70	0	0	0	0	**0**
	Through-Right		0			0	
	Right	296	1	**202**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	949	2	**390**	0	0	**0**
	Through-Right		1			0	
	Right	221	0	221	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	211	1	**211**	0	0	**0**
	Left-Through		0			0	
	Through	682	3	227	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	202		*North-South:*	0
			East-West:	601		*East-West:*	0
			SUM:	803		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.535			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.535			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet (Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	246	1	151	0	0	0
	Left-Through		0			0	
	Through	76	0	0	0	0	**0**
	Through-Right		0			0	
	Right	207	1	**151**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1194	2	**488**	0	0	**0**
	Through-Right		1			0	
	Right	270	0	270	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	215	1	**215**	0	0	**0**
	Left-Through		0			0	
	Through	949	3	316	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	151		*North-South:*	0
			East-West:	703		*East-West:*	0
			SUM:	854		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.569			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.569			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	0	110	0	0	**0**
	Left-Through		1			0	
	Through	177	0	**193**	0	0	0
	Through-Right		1			0	
	Right	99	0	193	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	260	1	**260**	0	0	0
	Left-Through		0			0	
	Through	967	3	322	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1152	2	**469**	0	0	0
	Through-Right		1			0	
	Right	255	0	255	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	193		*North-South:*	0
			East-West:	729		*East-West:*	0
			SUM:	922		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.647			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.647			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	88	0	88	0	0	**0**
	Left-Through		1			0	
	Through	69	0	157	0	0	0
	Through-Right		1			0	
	Right	174	0	**174**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	316	1	**316**	0	0	0
	Left-Through		0			0	
	Through	1041	3	347	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	823	2	**380**	0	0	0
	Through-Right		1			0	
	Right	318	0	318	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	174		*North-South:*	0
			East-West:	696		*East-West:*	0
			SUM:	870		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.611			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.611			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	169	0	169	0	0	**0**
	Left-Through		1			0	
	Through	85	0	**231**	0	0	0
	Through-Right		1			0	
	Right	208	0	231	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	279	1	**279**	0	0	0
	Left-Through		0			0	
	Through	1229	3	410	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1046	2	**440**	0	0	0
	Through-Right		1			0	
	Right	273	0	273	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	231		*North-South:*	0
			East-West:	719		*East-West:*	0
			SUM:	950		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.667			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.667			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	329	1	216	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	319	1	**216**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	953	2	477	0	0	**0**
Through-Right		1			0	
Right	643	0	**643**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	1393	3	464	0	0	0
Through-Right		0			0	
Right	594	1	378	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	216		*North-South:*	0
		East-West:	643		*East-West:*	0
		SUM:	859		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.573			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.573			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	417	1	261	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	365	1	**261**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	994	2	**491**	0	0	**0**
Through-Right		1			0	
Right	480	0	480	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	990	3	330	0	0	0
Through-Right		0			0	
Right	388	1	127	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	261		*North-South:*	0
		East-West:	491		*East-West:*	0
		SUM:	752		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.501			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.501			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	455	1	254	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	306	1	**254**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1306	2	**604**	0	0	**0**
Through-Right		1			0	
Right	505	0	505	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	1133	3	378	0	0	0
Through-Right		0			0	
Right	387	1	133	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	254		*North-South:*	0
		East-West:	604		*East-West:*	0
		SUM:	858		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.572			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.572			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0		NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0				0			0
Override Capacity			0			0				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	3	1	3	0	0	**0**	112	1	112	0	0	**0**
	Left-Through		0			0			0			0	
	Through	435	1	**250**	0	0	0	641	1	**347**	0	0	0
	Through-Right		1			0			1			0	
	Right	65	0	65	0	0	0	53	0	53	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	2	1	**2**	0	0	0	47	1	**47**	0	0	0
	Left-Through		0			0			0			0	
	Through	653	3	218	0	0	**0**	619	3	206	0	0	**0**
	Through-Right		0			0			0			0	
	Right	120	1	92	0	0	0	133	1	65	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	28	1	28	0	0	0	68	1	68	0	0	0
	Left-Through		0			0			0			0	
	Through	212	2	**106**	0	0	**0**	437	2	**219**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	23	1	20	0	0	0	92	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	119	1	**119**	0	0	**0**	116	1	**116**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	324	1	187	0	0	0	373	1	238	0	0	0
	Through-Right		1			0			1			0	
	Right	50	0	50	0	0	0	102	0	102	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	252		North-South:	0		North-South:	394		North-South:	0
			East-West:	225		East-West:	0		East-West:	335		East-West:	0
			SUM:	477		SUM:	0		SUM:	729		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.347			0.000			0.530			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.347			0.000			0.530			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM						AM					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0		NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0				0			0
Override Capacity			0			0				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	49	1	49	0	0	**0**	9	1	9	0	0	**0**
	Left-Through		0			0			0			0	
	Through	863	1	**476**	0	0	0	33	2	**17**	0	0	0
	Through-Right		1			0			0			0	
	Right	88	0	88	0	0	0	35	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	37	1	**37**	0	0	0	273	2	**96**	0	0	0
	Left-Through		0			0			1			0	
	Through	533	3	178	0	0	**0**	18	1	18	0	0	**0**
	Through-Right		0			0			0			0	
	Right	113	1	76	0	0	0	164	1	27	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	37	1	37	0	0	0	499	2	**274**	0	0	0
	Left-Through		0			0			0			0	
	Through	510	2	**255**	0	0	**0**	1108	4	277	0	0	**0**
	Through-Right		0			0			0			0	
	Right	35	1	0	0	0	0	13	1	9	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	117	1	**117**	0	0	**0**	82	1	82	0	0	**0**
	Left-Through		0			0			0			0	
	Through	412	1	253	0	0	0	2088	4	**522**	0	0	0
	Through-Right		1			0			0			0	
	Right	94	0	94	0	0	0	360	1	264	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	513		North-South:	0		North-South:	113		North-South:	0
			East-West:	372		East-West:	0		East-West:	796		East-West:	0
			SUM:	885		SUM:	0		SUM:	909		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.644			0.000			0.661			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.644			0.000			0.661			0.000
LEVEL OF SERVICE (LOS):				B			A			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	22	1	22	0	0	**0**
Left-Through		0			0	
Through	34	2	17	0	0	0
Through-Right		0			0	
Right	40	1	**25**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	360	2	**126**	0	0	0
Left-Through		1			0	
Through	20	1	20	0	0	**0**
Through-Right		0			0	
Right	318	1	125	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	701	2	**386**	0	0	0
Left-Through		0			0	
Through	1600	4	400	0	0	**0**
Through-Right		0			0	
Right	19	1	8	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	31	1	31	0	0	**0**
Left-Through		0			0	
Through	1760	4	**440**	0	0	0
Through-Right		0			0	
Right	229	1	103	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	151		*North-South:*	0
		East-West:	826		*East-West:*	0
		SUM:	977		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.711			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.711			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	17	1	17	0	0	**0**
Left-Through		0			0	
Through	37	2	19	0	0	0
Through-Right		0			0	
Right	65	1	**43**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	534	2	**187**	0	0	0
Left-Through		1			0	
Through	17	1	17	0	0	**0**
Through-Right		0			0	
Right	320	1	103	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	790	2	**435**	0	0	0
Left-Through		0			0	
Through	1601	4	400	0	0	**0**
Through-Right		0			0	
Right	17	1	9	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	45	1	45	0	0	**0**
Left-Through		0			0	
Through	1413	4	**353**	0	0	0
Through-Right		0			0	
Right	280	1	93	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	230		*North-South:*	0
		East-West:	788		*East-West:*	0
		SUM:	1018		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.740			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.740			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	37	0	37	0	0	**0**
Left-Through		1			0	
Through	93	0	**130**	0	0	0
Through-Right		0			0	
Right	365	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	82	0	**82**	0	0	0
Left-Through		1			0	
Through	13	0	34	0	0	**0**
Through-Right		1			0	
Right	21	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	7	1	7	0	0	0
Left-Through		0			0	
Through	400	2	**136**	0	0	**0**
Through-Right		1			0	
Right	8	0	8	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	706	2	**388**	0	0	**0**
Left-Through		0			0	
Through	532	1	270	0	0	0
Through-Right		1			0	
Right	8	0	8	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	212		*North-South:*	0
		East-West:	524		*East-West:*	0
		SUM:	736		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.535			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.535			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	37	0	37	0	0	**0**
Left-Through		1			0	
Through	31	0	**68**	0	0	0
Through-Right		0			0	
Right	563	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	30	0	30	0	0	0
Left-Through		1			0	
Through	25	0	**42**	0	0	**0**
Through-Right		1			0	
Right	17	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	17	1	17	0	0	0
Left-Through		0			0	
Through	520	2	**178**	0	0	**0**
Through-Right		1			0	
Right	14	0	14	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	629	2	**346**	0	0	**0**
Left-Through		0			0	
Through	449	1	234	0	0	0
Through-Right		1			0	
Right	19	0	19	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	110		*North-South:*	0
		East-West:	524		*East-West:*	0
		SUM:	634		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.461			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.461			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	22	0	22	0	0	**0**
	Left-Through		1			0	
	Through	32	0	**54**	0	0	0
	Through-Right		0			0	
	Right	563	2	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	44	0	44	0	0	0
	Left-Through		1			0	
	Through	52	0	**58**	0	0	**0**
	Through-Right		1			0	
	Right	6	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	15	1	15	0	0	0
	Left-Through		0			0	
	Through	681	2	**230**	0	0	**0**
	Through-Right		1			0	
	Right	9	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	558	2	**307**	0	0	**0**
	Left-Through		0			0	
	Through	492	1	257	0	0	0
	Through-Right		1			0	
	Right	21	0	21	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	112		North-South:	0
			East-West:	537		East-West:	0
			SUM:	649		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.472			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.472			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	83	1	**83**	0	0	**0**
	Left-Through		0			0	
	Through	353	1	237	0	0	0
	Through-Right		1			0	
	Right	121	0	121	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	75	1	75	0	0	0
	Left-Through		0			0	
	Through	663	1	**337**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	6	1	**6**	0	0	0
	Left-Through		0			0	
	Through	551	1	281	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	165	1	165	0	0	**0**
	Left-Through		0			0	
	Through	938	1	**524**	0	0	0
	Through-Right		1			0	
	Right	109	0	109	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	420		North-South:	0
			East-West:	530		East-West:	0
			SUM:	950		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.691			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.691			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	1	31	0	0	**0**
	Left-Through		0			0	
	Through	546	1	**410**	0	0	0
	Through-Right		1			0	
	Right	273	0	273	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	83	1	**83**	0	0	0
	Left-Through		0			0	
	Through	563	1	287	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	17	1	17	0	0	0
	Left-Through		0			0	
	Through	913	1	**477**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	178	1	**178**	0	0	**0**
	Left-Through		0			0	
	Through	902	1	488	0	0	0
	Through-Right		1			0	
	Right	73	0	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	493		North-South:	0
			East-West:	655		East-West:	0
			SUM:	1148		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.835			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.835			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	69	1	69	0	0	**0**
	Left-Through		0			0	
	Through	596	1	**415**	0	0	0
	Through-Right		1			0	
	Right	233	0	233	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	85	1	**85**	0	0	0
	Left-Through		0			0	
	Through	451	1	235	0	0	**0**
	Through-Right		1			0	
	Right	19	0	19	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	7	1	7	0	0	0
	Left-Through		0			0	
	Through	1135	1	**588**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	155	1	**155**	0	0	**0**
	Left-Through		0			0	
	Through	737	1	400	0	0	0
	Through-Right		1			0	
	Right	63	0	63	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	500		North-South:	0
			East-West:	743		East-West:	0
			SUM:	1243		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.904			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.904			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 10

PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	68	1	**68**	0	0	**0**	85	1	**85**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	346	2	173	0	0	0	303	2	152	0	0	0
	Through-Right		0			0			0			0	
	Right	26	1	0	0	0	0	75	1	34	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	35	1	35	0	0	0	68	1	68	0	0	0
	Left-Through		0			0			0			0	
	Through	278	1	**144**	0	0	**0**	232	1	**150**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	10	0	10	0	0	0	68	0	68	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	23	1	**23**	0	0	0	29	1	29	0	0	0
	Left-Through		0			0			0			0	
	Through	270	1	140	0	0	**0**	355	1	**195**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	10	0	10	0	0	0	35	0	35	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	117	1	117	0	0	**0**	82	1	**82**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	567	1	**308**	0	0	0	349	1	216	0	0	0
	Through-Right		1			0			1			0	
	Right	48	0	48	0	0	0	82	0	82	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	212		North-South:	0		North-South:	235		North-South:	0
			East-West:	331		East-West:	0		East-West:	277		East-West:	0
			SUM:	543		SUM:	0		SUM:	512		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.395			0.000			0.372			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.395			0.000			0.372			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 10

PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	98	1	**98**	0	0	**0**
	Left-Through		0			0	
	Through	367	2	184	0	0	0
	Through-Right		0			0	
	Right	105	1	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	66	1	66	0	0	0
	Left-Through		0			0	
	Through	290	1	**205**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	14	1	14	0	0	0
	Left-Through		0			0	
	Through	712	1	**363**	0	0	**0**
	Through-Right		1			0	
	Right	13	0	13	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	95	1	**95**	0	0	**0**
	Left-Through		0			0	
	Through	439	1	238	0	0	0
	Through-Right		1			0	
	Right	37	0	37	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	303		North-South:	0
			East-West:	458		East-West:	0
			SUM:	761		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.553			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.553			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 13

PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	258	1	**258**	0	0	**0**
	Left-Through		0			0	
	Through	507	1	279	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	59	1	59	0	0	0
	Left-Through		0			0	
	Through	278	1	**155**	0	0	**0**
	Through-Right		1			0	
	Right	32	0	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	53	1	**53**	0	0	0
	Left-Through		0			0	
	Through	172	1	153	0	0	**0**
	Through-Right		1			0	
	Right	134	0	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	420	2	**210**	0	0	0
	Through-Right		0			0	
	Right	137	1	137	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	413		North-South:	0
			East-West:	263		East-West:	0
			SUM:	676		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.451			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.451			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 13

PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	529	1	**318**	0	0	0
	Through-Right		1			0	
	Right	106	0	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	88	1	**88**	0	0	0
	Left-Through		0			0	
	Through	425	1	249	0	0	**0**
	Through-Right		1			0	
	Right	73	0	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	63	1	63	0	0	0
	Left-Through		0			0	
	Through	330	1	**218**	0	0	**0**
	Through-Right		1			0	
	Right	105	0	105	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	66	1	**66**	0	0	**0**
	Left-Through		0			0	
	Through	286	2	143	0	0	0
	Through-Right		0			0	
	Right	74	1	74	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	406		*North-South:*	0
			East-West:	284		*East-West:*	0
			SUM:	690		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.460			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.460			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 13

PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	148	1	**148**	0	0	**0**
	Left-Through		0			0	
	Through	415	1	318	0	0	0
	Through-Right		1			0	
	Right	221	0	221	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	131	1	131	0	0	0
	Left-Through		0			0	
	Through	594	1	**321**	0	0	**0**
	Through-Right		1			0	
	Right	47	0	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	43	1	43	0	0	0
	Left-Through		0			0	
	Through	551	1	**453**	0	0	**0**
	Through-Right		1			0	
	Right	354	0	354	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	59	1	**59**	0	0	**0**
	Left-Through		0			0	
	Through	262	2	131	0	0	0
	Through-Right		0			0	
	Right	74	1	74	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	469		*North-South:*	0
			East-West:	512		*East-West:*	0
			SUM:	981		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.654			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.654			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 14

PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	738	2	**406**	0	0	**0**
	Left-Through		0			0	
	Through	775	1	424	0	0	0
	Through-Right		1			0	
	Right	73	0	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	2	2	1	0	0	0
	Left-Through		0			0	
	Through	315	2	**158**	0	0	**0**
	Through-Right		0			0	
	Right	132	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	**200**	0	0	0
	Left-Through		0			0	
	Through	1047	3	349	0	0	**0**
	Through-Right		1			0	
	Right	401	0	198	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	37	1	37	0	0	**0**
	Left-Through		0			0	
	Through	1624	3	**411**	0	0	0
	Through-Right		1			0	
	Right	18	0	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	564		*North-South:*	0
			East-West:	611		*East-West:*	0
			SUM:	1175		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.855			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.855			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 14

PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	466	2	**256**	0	0	**0**
	Left-Through		0			0	
	Through	640	1	367	0	0	0
	Through-Right		1			0	
	Right	93	0	93	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	37	2	20	0	0	0
	Left-Through		0			0	
	Through	272	2	**136**	0	0	**0**
	Through-Right		0			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	236	1	**236**	0	0	0
	Left-Through		0			0	
	Through	1605	3	471	0	0	**0**
	Through-Right		1			0	
	Right	279	0	279	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	158	1	158	0	0	**0**
	Left-Through		0			0	
	Through	1634	3	**427**	0	0	0
	Through-Right		1			0	
	Right	72	0	72	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	392		*North-South:*	0
			East-West:	663		*East-West:*	0
			SUM:	1055		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.767			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.767			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	453	2	249	0	0	**0**
	Left-Through		0			0	
	Through	1174	1	**646**	0	0	0
	Through-Right		1			0	
	Right	118	0	118	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	9	2	**5**	0	0	0
	Left-Through		0			0	
	Through	473	2	237	0	0	**0**
	Through-Right		0			0	
	Right	135	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	438	1	**438**	0	0	0
	Left-Through		0			0	
	Through	1624	3	508	0	0	**0**
	Through-Right		1			0	
	Right	406	0	406	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	103	1	103	0	0	**0**
	Left-Through		0			0	
	Through	1084	3	**275**	0	0	0
	Through-Right		1			0	
	Right	16	0	16	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	651		*North-South:*	0
			East-West:	713		*East-West:*	0
			SUM:	1364		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.992			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.992			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	252	2	139	0	0	**0**
	Left-Through		0			0	
	Through	505	2	**253**	0	0	0
	Through-Right		0			0	
	Right	115	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	2	**121**	0	0	0
	Left-Through		0			0	
	Through	319	2	160	0	0	**0**
	Through-Right		0			0	
	Right	179	1	122	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	188	2	**57**	0	0	0
	Left-Through		0			0	
	Through	174	2	87	0	0	**0**
	Through-Right		1			0	
	Right	90	0	21	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	218	2	120	0	0	**0**
	Left-Through		0			0	
	Through	793	3	264	0	0	0
	Through-Right		0			0	
	Right	600	1	**479**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	374		*North-South:*	0
			East-West:	536		*East-West:*	0
			SUM:	910		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.662			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.662			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	145	2	80	0	0	**0**
	Left-Through		0			0	
	Through	325	2	**163**	0	0	0
	Through-Right		0			0	
	Right	86	1	54	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	335	2	**184**	0	0	0
	Left-Through		0			0	
	Through	288	2	144	0	0	**0**
	Through-Right		0			0	
	Right	99	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	167	2	**92**	0	0	0
	Left-Through		0			0	
	Through	507	2	212	0	0	**0**
	Through-Right		1			0	
	Right	128	0	128	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	59	2	32	0	0	**0**
	Left-Through		0			0	
	Through	469	3	156	0	0	0
	Through-Right		0			0	
	Right	365	1	**181**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	347		*North-South:*	0
			East-West:	273		*East-West:*	0
			SUM:	620		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.451			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.451			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	175	2	**96**	0	0	**0**
	Left-Through		0			0	
	Through	382	2	191	0	0	0
	Through-Right		0			0	
	Right	233	1	93	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	194	2	107	0	0	0
	Left-Through		0			0	
	Through	529	2	**265**	0	0	**0**
	Through-Right		0			0	
	Right	132	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	203	2	112	0	0	0
	Left-Through		0			0	
	Through	1079	2	**446**	0	0	**0**
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	255	2	**140**	0	0	**0**
	Left-Through		0			0	
	Through	337	3	112	0	0	0
	Through-Right		0			0	
	Right	401	1	294	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	361		*North-South:*	0
			East-West:	586		*East-West:*	0
			SUM:	947		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.689			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.689			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	25	1	25	0	0	**0**
Left-Through		0			0	
Through	1264	1	**637**	0	0	0
Through-Right		1			0	
Right	9	0	9	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	113	1	**113**	0	0	0
Left-Through		0			0	
Through	639	1	352	0	0	**0**
Through-Right		1			0	
Right	65	0	65	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	30	1	30	0	0	0
Left-Through		0			0	
Through	32	0	**52**	0	0	**0**
Through-Right		1			0	
Right	20	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	12	1	12	0	0	**0**
Left-Through		0			0	
Through	49	1	**45**	0	0	0
Through-Right		1			0	
Right	40	0	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	750		*North-South:*	0
		East-West:	97		*East-West:*	0
		SUM:	847		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.616			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.616			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	51	1	51	0	0	**0**
Left-Through		0			0	
Through	670	1	**358**	0	0	0
Through-Right		1			0	
Right	45	0	45	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	64	1	**64**	0	0	0
Left-Through		0			0	
Through	611	1	337	0	0	**0**
Through-Right		1			0	
Right	63	0	63	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	49	1	49	0	0	0
Left-Through		0			0	
Through	59	0	**96**	0	0	**0**
Through-Right		1			0	
Right	37	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	103	1	103	0	0	**0**
Left-Through		0			0	
Through	38	1	38	0	0	0
Through-Right		1			0	
Right	137	0	**105**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	422		*North-South:*	0
		East-West:	201		*East-West:*	0
		SUM:	623		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.453			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.453			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	33	1	33	0	0	**0**
Left-Through		0			0	
Through	816	1	**417**	0	0	0
Through-Right		1			0	
Right	17	0	17	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	158	1	**158**	0	0	0
Left-Through		0			0	
Through	927	1	493	0	0	**0**
Through-Right		1			0	
Right	59	0	59	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	84	1	84	0	0	0
Left-Through		0			0	
Through	70	0	**101**	0	0	**0**
Through-Right		1			0	
Right	31	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	85	1	**85**	0	0	**0**
Left-Through		0			0	
Through	50	1	50	0	0	0
Through-Right		1			0	
Right	112	0	33	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	575		*North-South:*	0
		East-West:	186		*East-West:*	0
		SUM:	761		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.553			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.553			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	104	1	**104**	0	0	**0**
Left-Through		0			0	
Through	1360	2	460	0	0	0
Through-Right		1			0	
Right	21	0	21	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	22	1	22	0	0	0
Left-Through		0			0	
Through	1167	2	**451**	0	0	**0**
Through-Right		1			0	
Right	186	0	186	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	282	1	**143**	0	0	0
Left-Through		1			0	
Through	3	0	143	0	0	**0**
Through-Right		0			0	
Right	48	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	9	0	9	0	0	**0**
Left-Through		0			0	
Through	1	0	**18**	0	0	0
Through-Right		0			0	
Right	8	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	555		*North-South:*	0
		East-West:	161		*East-West:*	0
		SUM:	716		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.521			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.521			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	73	1	**73**	0	0	**0**
	Left-Through		0			0	
	Through	1356	2	456	0	0	0
	Through-Right		1			0	
	Right	11	0	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	43	1	43	0	0	0
	Left-Through		0			0	
	Through	1202	2	**489**	0	0	**0**
	Through-Right		1			0	
	Right	264	0	264	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	350	1	**178**	0	0	0
	Left-Through		1			0	
	Through	5	0	178	0	0	**0**
	Through-Right		0			0	
	Right	56	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	6	0	6	0	0	**0**
	Left-Through		0			0	
	Through	4	0	**37**	0	0	0
	Through-Right		0			0	
	Right	27	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	562		*North-South:*	0
			East-West:	215		*East-West:*	0
			SUM:	777		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.565			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.565			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	132	1	**132**	0	0	**0**
	Left-Through		0			0	
	Through	1470	2	493	0	0	0
	Through-Right		1			0	
	Right	9	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	39	1	39	0	0	0
	Left-Through		0			0	
	Through	1727	2	**699**	0	0	**0**
	Through-Right		1			0	
	Right	371	0	371	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	423	1	**212**	0	0	0
	Left-Through		1			0	
	Through	0	0	212	0	0	**0**
	Through-Right		0			0	
	Right	31	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	5	0	5	0	0	**0**
	Left-Through		0			0	
	Through	5	0	**46**	0	0	0
	Through-Right		0			0	
	Right	36	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	831		*North-South:*	0
			East-West:	258		*East-West:*	0
			SUM:	1089		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.792			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.792			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2308	4	**577**	0	0	0
	Through-Right		0			0	
	Right	83	1	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	2	**7**	0	0	0
	Left-Through		0			0	
	Through	1605	4	401	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	109	2	**60**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	584		*North-South:*	0
			East-West:	60		*East-West:*	0
			SUM:	644		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.452			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.452			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1608	4	**402**	0	0	0
	Through-Right		0			0	
	Right	75	1	37	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	2	**6**	0	0	0
	Left-Through		0			0	
	Through	1450	4	363	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	69	2	**38**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	15	1	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	408		*North-South:*	0
			East-West:	38		*East-West:*	0
			SUM:	446		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.313			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.313			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 3	3	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	1984	4	496	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	161	1	112	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	38	2	21	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	2317	4	**579**	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	0	0	0	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	0	0	**0**	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	0	0	0	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	89	2	**49**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	0	0	0	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	33	1	12	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	579		*North-South:*	0
		East-West:	49		*East-West:*	0
		SUM:	628		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.441			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.441			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	3	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	11	2	6	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	13	3	**4**	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	7	1	3	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	335	2	**184**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	17	2	9	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	411	1	171	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	437	2	**240**	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	839	3	280	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	9	1	3	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	17	2	9	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	912	3	**304**	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	351	1	167	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	188		*North-South:*	0
		East-West:	544		*East-West:*	0
		SUM:	732		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.532			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.532			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	3	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	23	2	**13**	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	16	3	5	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	22	1	19	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	342	2	188	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	20	2	10	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	368	1	**204**	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	299	2	**164**	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	820	3	273	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	19	1	6	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	11	2	6	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	874	3	**291**	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	255	1	67	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	217		*North-South:*	0
		East-West:	455		*East-West:*	0
		SUM:	672		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.489			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.489			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	3	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	15	2	8	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	15	3	5	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	19	1	**18**	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	782	2	**430**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	10	2	5	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	434	1	262	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	313	2	**172**	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	977	3	326	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	8	1	0	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	5	2	3	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	1031	3	**344**	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	310	1	0	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	448		*North-South:*	0
		East-West:	516		*East-West:*	0
		SUM:	964		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.701			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.701			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	1	8	0	0	**0**
	Left-Through		0			0	
	Through	1076	2	**538**	0	0	0
	Through-Right		0			0	
	Right	148	1	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	103	1	**103**	0	0	0
	Left-Through		0			0	
	Through	687	2	344	0	0	**0**
	Through-Right		0			0	
	Right	71	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	273	1	273	0	0	0
	Left-Through		0			0	
	Through	845	1	**430**	0	0	**0**
	Through-Right		1			0	
	Right	14	0	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	83	1	**83**	0	0	**0**
	Left-Through		0			0	
	Through	248	1	194	0	0	0
	Through-Right		1			0	
	Right	139	0	139	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	641		*North-South:*	0
			East-West:	513		*East-West:*	0
			SUM:	1154		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.769			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.769			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	17	0	0	**0**
	Left-Through		0			0	
	Through	706	2	**353**	0	0	0
	Through-Right		0			0	
	Right	78	1	57	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	135	1	**135**	0	0	0
	Left-Through		0			0	
	Through	744	2	372	0	0	**0**
	Through-Right		0			0	
	Right	96	1	34	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	124	1	**124**	0	0	0
	Left-Through		0			0	
	Through	249	1	134	0	0	**0**
	Through-Right		1			0	
	Right	18	0	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	43	1	43	0	0	**0**
	Left-Through		0			0	
	Through	249	1	**211**	0	0	0
	Through-Right		1			0	
	Right	172	0	172	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	488		*North-South:*	0
			East-West:	335		*East-West:*	0
			SUM:	823		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.549			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.549			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	28	0	0	**0**
	Left-Through		0			0	
	Through	1066	2	**533**	0	0	0
	Through-Right		0			0	
	Right	110	1	54	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	165	1	**165**	0	0	0
	Left-Through		0			0	
	Through	1268	2	634	0	0	**0**
	Through-Right		0			0	
	Right	162	1	108	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	109	1	**109**	0	0	0
	Left-Through		0			0	
	Through	486	1	252	0	0	**0**
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	112	1	112	0	0	**0**
	Left-Through		0			0	
	Through	581	1	**382**	0	0	0
	Through-Right		1			0	
	Right	182	0	182	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	698		*North-South:*	0
			East-West:	491		*East-West:*	0
			SUM:	1189		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.793			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.793			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	7	2	4	0	0	**0**
	Left-Through		0			0	
	Through	2255	2	**763**	0	0	0
	Through-Right		1			0	
	Right	35	0	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	107	1	**107**	0	0	0
	Left-Through		0			0	
	Through	2021	2	678	0	0	**0**
	Through-Right		1			0	
	Right	14	0	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	315	2	152	0	0	**0**
	Through-Right		1			0	
	Right	141	0	141	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	234	1	234	0	0	**0**
	Left-Through		0			0	
	Through	1103	2	**552**	0	0	0
	Through-Right		0			0	
	Right	193	1	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	870		*North-South:*	0
			East-West:	552		*East-West:*	0
			SUM:	1422		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.034			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.034			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	146	2	80	0	0	**0**
	Left-Through		0			0	
	Through	1189	2	**424**	0	0	0
	Through-Right		1			0	
	Right	84	0	84	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	136	1	**136**	0	0	0
	Left-Through		0			0	
	Through	1259	2	431	0	0	**0**
	Through-Right		1			0	
	Right	33	0	33	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	562	2	**233**	0	0	**0**
	Through-Right		1			0	
	Right	136	0	136	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	164	1	**164**	0	0	**0**
	Left-Through		0			0	
	Through	718	2	359	0	0	0
	Through-Right		0			0	
	Right	114	1	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	560		North-South:	0
			East-West:	397		East-West:	0
			SUM:	957		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.696			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.696			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	96	2	53	0	0	**0**
	Left-Through		0			0	
	Through	1967	2	**699**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	269	1	**269**	0	0	0
	Left-Through		0			0	
	Through	1954	2	657	0	0	**0**
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	904	2	**363**	0	0	**0**
	Through-Right		1			0	
	Right	186	0	186	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	146	1	**146**	0	0	**0**
	Left-Through		0			0	
	Through	797	2	399	0	0	0
	Through-Right		0			0	
	Right	114	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	968		North-South:	0
			East-West:	509		East-West:	0
			SUM:	1477		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.074			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.074			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	153	2	**84**	0	0	**0**
	Left-Through		0			0	
	Through	792	2	298	0	0	0
	Through-Right		1			0	
	Right	103	0	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	825	2	**322**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	128	1	**128**	0	0	0
	Left-Through		0			0	
	Through	339	2	133	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	155	1	155	0	0	**0**
	Left-Through		0			0	
	Through	975	2	**328**	0	0	0
	Through-Right		1			0	
	Right	9	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	406		North-South:	0
			East-West:	456		East-West:	0
			SUM:	862		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.627			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.627			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	2	99	0	0	**0**
	Left-Through		0			0	
	Through	769	2	**318**	0	0	0
	Through-Right		1			0	
	Right	185	0	185	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	74	1	**74**	0	0	0
	Left-Through		0			0	
	Through	610	2	236	0	0	**0**
	Through-Right		1			0	
	Right	97	0	97	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	119	1	119	0	0	0
	Left-Through		0			0	
	Through	539	2	**206**	0	0	**0**
	Through-Right		1			0	
	Right	79	0	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	162	1	**162**	0	0	**0**
	Left-Through		0			0	
	Through	683	2	233	0	0	0
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	392		North-South:	0
			East-West:	368		East-West:	0
			SUM:	760		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.553			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.553			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	196	2	108	0	0	**0**
	Left-Through		0			0	
	Through	1205	2	**492**	0	0	0
	Through-Right		1			0	
	Right	270	0	270	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	121	1	**121**	0	0	0
	Left-Through		0			0	
	Through	806	2	303	0	0	**0**
	Through-Right		1			0	
	Right	104	0	104	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	203	1	**203**	0	0	0
	Left-Through		0			0	
	Through	733	2	261	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	156	1	156	0	0	**0**
	Left-Through		0			0	
	Through	827	2	**278**	0	0	0
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	613		North-South:	0
			East-West:	481		East-West:	0
			SUM:	1094		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.796			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.796			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	111	1	111	0	0	**0**
	Left-Through		0			0	
	Through	1467	1	**789**	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	73	1	**73**	0	0	0
	Left-Through		0			0	
	Through	570	2	285	0	0	**0**
	Through-Right		0			0	
	Right	65	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	198	1	**198**	0	0	0
	Left-Through		0			0	
	Through	1286	3	429	0	0	**0**
	Through-Right		0			0	
	Right	95	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	121	1	121	0	0	**0**
	Left-Through		0			0	
	Through	1014	2	**391**	0	0	0
	Through-Right		1			0	
	Right	158	0	158	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	862		North-South:	0
			East-West:	589		East-West:	0
			SUM:	1451		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.055			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.055			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	85	1	85	0	0	**0**
	Left-Through		0			0	
	Through	820	1	**487**	0	0	0
	Through-Right		1			0	
	Right	154	0	154	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	659	2	330	0	0	**0**
	Through-Right		0			0	
	Right	91	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	199	1	**199**	0	0	0
	Left-Through		0			0	
	Through	1039	3	346	0	0	**0**
	Through-Right		0			0	
	Right	110	1	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	194	1	194	0	0	**0**
	Left-Through		0			0	
	Through	1207	2	**428**	0	0	0
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	617		North-South:	0
			East-West:	627		East-West:	0
			SUM:	1244		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.905			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.905			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	74	1	74	0	0	**0**
	Left-Through		0			0	
	Through	1108	1	**608**	0	0	0
	Through-Right		1			0	
	Right	107	0	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1304	2	652	0	0	**0**
	Through-Right		0			0	
	Right	50	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	135	1	135	0	0	0
	Left-Through		0			0	
	Through	1202	3	**401**	0	0	**0**
	Through-Right		0			0	
	Right	156	1	119	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	238	1	**238**	0	0	**0**
	Left-Through		0			0	
	Through	1325	2	469	0	0	0
	Through-Right		1			0	
	Right	83	0	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	738		North-South:	0
			East-West:	639		East-West:	0
			SUM:	1377		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.001			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.001			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	48	1	48	0	0	**0**
	Left-Through		0			0	
	Through	1364	1	**730**	0	0	0
	Through-Right		1			0	
	Right	95	0	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	66	1	**66**	0	0	0
	Left-Through		0			0	
	Through	660	2	330	0	0	**0**
	Through-Right		0			0	
	Right	84	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	188	1	188	0	0	0
	Left-Through		0			0	
	Through	652	2	**326**	0	0	**0**
	Through-Right		0			0	
	Right	52	1	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	63	1	**63**	0	0	**0**
	Left-Through		0			0	
	Through	391	2	196	0	0	0
	Through-Right		0			0	
	Right	61	1	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	796		*North-South:*	0
			East-West:	389		*East-West:*	0
			SUM:	1185		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.790			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.790			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	79	1	79	0	0	**0**
	Left-Through		0			0	
	Through	786	1	**447**	0	0	0
	Through-Right		1			0	
	Right	108	0	108	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	69	1	**69**	0	0	0
	Left-Through		0			0	
	Through	725	2	363	0	0	**0**
	Through-Right		0			0	
	Right	225	1	109	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	233	1	**233**	0	0	0
	Left-Through		0			0	
	Through	468	2	234	0	0	**0**
	Through-Right		0			0	
	Right	79	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	91	1	91	0	0	**0**
	Left-Through		0			0	
	Through	481	2	**241**	0	0	0
	Through-Right		0			0	
	Right	60	1	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	516		*North-South:*	0
			East-West:	474		*East-West:*	0
			SUM:	990		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.660			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.660			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	1060	1	613	0	0	0
	Through-Right		1			0	
	Right	165	0	165	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	63	1	63	0	0	0
	Left-Through		0			0	
	Through	1363	2	**682**	0	0	**0**
	Through-Right		0			0	
	Right	182	1	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	173	1	**173**	0	0	0
	Left-Through		0			0	
	Through	640	2	320	0	0	**0**
	Through-Right		0			0	
	Right	83	1	48	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	125	1	125	0	0	**0**
	Left-Through		0			0	
	Through	624	2	**312**	0	0	0
	Through-Right		0			0	
	Right	74	1	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	752		*North-South:*	0
			East-West:	485		*East-West:*	0
			SUM:	1237		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.825			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.825			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	648	3	216	0	0	0
	Through-Right		0			0	
	Right	302	1	**302**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	349	2	**192**	0	0	0
	Left-Through		0			0	
	Through	780	2	390	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	12	0	12	0	0	0
	Left-Through		0			0	
	Through	0	0	12	0	0	**0**
	Through-Right		0			0	
	Right	66	1	**66**	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	494		*North-South:*	0
			East-West:	66		*East-West:*	0
			SUM:	560		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.393			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.393			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	567	3	189	0	0	0
	Through-Right		0			0	
	Right	184	1	184	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	280	2	154	0	0	0
	Left-Through		0			0	
	Through	729	2	**365**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	25	0	25	0	0	0
	Left-Through		0			0	
	Through	0	0	25	0	0	**0**
	Through-Right		0			0	
	Right	89	1	**89**	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	365		*North-South:*	0
			East-West:	89		*East-West:*	0
			SUM:	454		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.319			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.319			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	792	3	**264**	0	0	0
	Through-Right		0			0	
	Right	183	1	183	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	708	2	**389**	0	0	0
	Left-Through		0			0	
	Through	944	2	472	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	26	0	26	0	0	0
	Left-Through		0			0	
	Through	0	0	26	0	0	**0**
	Through-Right		0			0	
	Right	73	1	**73**	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	653		*North-South:*	0
			East-West:	73		*East-West:*	0
			SUM:	726		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.509			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.509			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	607	2	**304**	0	0	0
	Through-Right		0			0	
	Right	43	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	854	2	287	0	0	**0**
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	12	0	0	0	0	**0**
	Through-Right		0			0	
	Right	31	0	**31**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
WESTBOUND	Left	252	1	252	0	0	**0**
	Left-Through		0			0	
	Through	7	0	**314**	0	0	0
	Through-Right		0			0	
	Right	620	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	304		*North-South:*	0
			East-West:	345		*East-West:*	0
			SUM:	649		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.455			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.455			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	11	1	**11**	0	0	**0**
	Left-Through		0			0	
	Through	522	2	261	0	0	0
	Through-Right		0			0	
	Right	59	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	785	2	**264**	0	0	**0**
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	16	0	0	0	0	**0**
	Through-Right		0			0	
	Right	19	0	**19**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
WESTBOUND	Left	224	1	**157**	0	0	**0**
	Left-Through		0			0	
	Through	13	0	157	0	0	0
	Through-Right		0			0	
	Right	235	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	275		*North-South:*	0
			East-West:	176		*East-West:*	0
			SUM:	451		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.316			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.316			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 2		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	18	1	**18**	0	0	**0**
	Left-Through		0			0	
	Through	704	2	352	0	0	0
	Through-Right		0			0	
	Right	86	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1396	2	**471**	0	0	**0**
	Through-Right		1			0	
	Right	18	0	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	15	0	0	0	0	**0**
	Through-Right		0			0	
	Right	25	0	**25**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
WESTBOUND	Left	199	1	199	0	0	**0**
	Left-Through		0			0	
	Through	14	0	**276**	0	0	0
	Through-Right		0			0	
	Right	537	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	489		*North-South:*	0
			East-West:	301		*East-West:*	0
			SUM:	790		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.554			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.554			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB-- 0	
		EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	1	**220**	0	0	**0**
	Left-Through		0			0	
	Through	272	2	136	0	0	0
	Through-Right		0			0	
	Right	154	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	56	1	56	0	0	0
	Left-Through		0			0	
	Through	348	2	**174**	0	0	**0**
	Through-Right		0			0	
	Right	601	2	144	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	187	1	**187**	0	0	0
	Left-Through		0			0	
	Through	700	3	233	0	0	**0**
	Through-Right		0			0	
	Right	334	1	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	266	1	266	0	0	**0**
	Left-Through		0			0	
	Through	864	3	288	0	0	0
	Through-Right		1			0	
	Right	633	0	**605**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	394		*North-South:*	0
			East-West:	792		*East-West:*	0
			SUM:	1186		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.863			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.863			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB-- 0	
		EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	134	1	**134**	0	0	**0**
	Left-Through		0			0	
	Through	315	2	158	0	0	0
	Through-Right		0			0	
	Right	261	2	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	212	1	212	0	0	0
	Left-Through		0			0	
	Through	178	2	89	0	0	**0**
	Through-Right		0			0	
	Right	847	2	**265**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	201	1	**201**	0	0	0
	Left-Through		0			0	
	Through	1278	3	426	0	0	**0**
	Through-Right		0			0	
	Right	476	1	342	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	732	3	244	0	0	0
	Through-Right		1			0	
	Right	512	0	**406**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	399		*North-South:*	0
			East-West:	607		*East-West:*	0
			SUM:	1006		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.732			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.732			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB-- 0	
		EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	124	1	124	0	0	**0**
	Left-Through		0			0	
	Through	283	2	142	0	0	0
	Through-Right		0			0	
	Right	522	2	**217**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	375	1	**375**	0	0	0
	Left-Through		0			0	
	Through	633	2	317	0	0	**0**
	Through-Right		0			0	
	Right	490	2	152	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	118	1	118	0	0	0
	Left-Through		0			0	
	Through	1072	3	357	0	0	**0**
	Through-Right		0			0	
	Right	520	1	**396**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	615	3	205	0	0	0
	Through-Right		1			0	
	Right	386	0	199	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	592		*North-South:*	0
			East-West:	466		*East-West:*	0
			SUM:	1058		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.769			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.769			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3363	4	**841**	0	0	0
	Through-Right		0			0	
	Right	30	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1913	4	478	0	0	**0**
	Through-Right		0			0	
	Right	154	1	154	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	284	1	**164**	0	0	**0**
	Left-Through		1			0	
	Through	43	0	164	0	0	0
	Through-Right		0			0	
	Right	241	2	133	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	841		*North-South:*	0
			East-West:	164		*East-West:*	0
			SUM:	1005		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.670			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.670			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2863	4	**716**	0	0	0
	Through-Right		0			0	
	Right	38	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1486	4	372	0	0	**0**
	Through-Right		0			0	
	Right	195	1	195	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	320	1	**181**	0	0	**0**
	Left-Through		1			0	
	Through	41	0	181	0	0	0
	Through-Right		0			0	
	Right	160	2	88	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	716		*North-South:*	0
			East-West:	181		*East-West:*	0
			SUM:	897		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.598			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.598			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3439	4	**860**	0	0	0
	Through-Right		0			0	
	Right	2	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2455	4	614	0	0	**0**
	Through-Right		0			0	
	Right	171	1	171	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	523	1	**269**	0	0	**0**
	Left-Through		1			0	
	Through	14	0	269	0	0	0
	Through-Right		0			0	
	Right	55	2	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	860		*North-South:*	0
			East-West:	269		*East-West:*	0
			SUM:	1129		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.753			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.753			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2015	2	**1008**	0	0	0
	Through-Right		0			0	
	Right	524	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	0	**20**	0	0	0
	Left-Through		1			0	
	Through	310	1	215	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	269	2	**148**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1028		*North-South:*	0
			East-West:	148		*East-West:*	0
			SUM:	1176		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.784			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.784			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	688	2	344	0	0	0
	Through-Right		0			0	
	Right	169	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	32	0	32	0	0	0
	Left-Through		1			0	
	Through	335	1	232	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	387	2	213	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	7	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		376	North-South:		0
		East-West:		213	East-West:		0
		SUM:		589	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.393			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.393			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	775	2	388	0	0	0
	Through-Right		0			0	
	Right	197	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	54	0	54	0	0	0
	Left-Through		1			0	
	Through	1195	1	706	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	760	2	418	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	8	1	8	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		706	North-South:		0
		East-West:		418	East-West:		0
		SUM:		1124	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.749			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.749			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	0	21	0	0	0
	Left-Through		1			0	
	Through	0	0	21	0	0	0
	Through-Right		0			0	
	Right	1136	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	4	1	4	0	0	0
	Left-Through		0			0	
	Through	1247	1	627	0	0	0
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	1	250	0	0	0
	Left-Through		0			0	
	Through	334	1	167	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		21	North-South:		0
		East-West:		877	East-West:		0
		SUM:		898	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.630			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.630			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	30	0	0	0
	Left-Through		1			0	
	Through	0	0	30	0	0	0
	Through-Right		0			0	
	Right	391	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	1	0	1	0	0	0
	Left-Through		0			0	
	Through	0	0	1	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	4	1	4	0	0	0
	Left-Through		0			0	
	Through	502	1	263	0	0	0
	Through-Right		1			0	
	Right	23	0	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	318	1	318	0	0	0
	Left-Through		0			0	
	Through	370	1	186	0	0	0
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		31	North-South:		0
		East-West:		581	East-West:		0
		SUM:		612	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.429			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.429			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	42	0	**42**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	42	0	0	0
	Through-Right		0			0	
	Right	444	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**2**	0	0	**0**
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	1	1	1	0	0	0
	Left-Through		0			0	
	Through	534	1	**281**	0	0	**0**
	Through-Right		1			0	
	Right	28	0	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	864	1	**864**	0	0	**0**
	Left-Through		0			0	
	Through	1020	1	511	0	0	0
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	44		*North-South:*	0
			East-West:	1145		*East-West:*	0
			SUM:	1189		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.834			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.834			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	19	1	19	0	0	0
	Through-Right		0			0	
	Right	96	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**19**	0	0	0
	Left-Through		0			0	
	Through	17	0	19	0	0	**0**
	Through-Right		0			0	
	Right	12	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	41	1	**41**	0	0	0
	Left-Through		0			0	
	Through	383	2	192	0	0	**0**
	Through-Right		1			0	
	Right	226	0	176	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	193	2	106	0	0	**0**
	Left-Through		0			0	
	Through	981	2	**347**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	119		*North-South:*	0
			East-West:	388		*East-West:*	0
			SUM:	507		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.369			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.369			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	94	1	**94**	0	0	**0**
	Left-Through		0			0	
	Through	19	1	19	0	0	0
	Through-Right		0			0	
	Right	156	2	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	**43**	0	0	0
	Left-Through		0			0	
	Through	25	0	43	0	0	**0**
	Through-Right		0			0	
	Right	34	1	5	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	58	1	58	0	0	0
	Left-Through		0			0	
	Through	526	2	**228**	0	0	**0**
	Through-Right		1			0	
	Right	159	0	159	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	71	2	**39**	0	0	**0**
	Left-Through		0			0	
	Through	570	2	203	0	0	0
	Through-Right		1			0	
	Right	38	0	38	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	137		*North-South:*	0
			East-West:	267		*East-West:*	0
			SUM:	404		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.294			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.294			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	182	1	**182**	0	0	**0**
	Left-Through		0			0	
	Through	29	1	29	0	0	0
	Through-Right		0			0	
	Right	368	2	177	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	68	1	**48**	0	0	0
	Left-Through		0			0	
	Through	28	0	48	0	0	**0**
	Through-Right		0			0	
	Right	34	1	11	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	47	1	47	0	0	0
	Left-Through		0			0	
	Through	1036	2	**403**	0	0	**0**
	Through-Right		1			0	
	Right	174	0	174	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	46	2	**25**	0	0	**0**
	Left-Through		0			0	
	Through	627	2	223	0	0	0
	Through-Right		1			0	
	Right	43	0	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	230		*North-South:*	0
			East-West:	428		*East-West:*	0
			SUM:	658		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.479			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.479			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 1	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	575	2	**316**	0	0	**0**
	Left-Through		0			0	
	Through	1815	2	619	0	0	0
	Through-Right		1			0	
	Right	41	0	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	57	1	57	0	0	0
	Left-Through		0			0	
	Through	1232	2	**436**	0	0	**0**
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	79	1	**79**	0	0	0
	Left-Through		0			0	
	Through	19	1	19	0	0	**0**
	Through-Right		0			0	
	Right	556	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	0	20	0	0	**0**
	Left-Through		1			0	
	Through	14	0	**49**	0	0	0
	Through-Right		1			0	
	Right	44	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	752		*North-South:*	0
			East-West:	128		*East-West:*	0
			SUM:	880		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.618			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.618			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 1	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	507	2	**279**	0	0	**0**
	Left-Through		0			0	
	Through	1705	2	578	0	0	0
	Through-Right		1			0	
	Right	29	0	29	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	62	1	62	0	0	0
	Left-Through		0			0	
	Through	1230	2	**453**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	104	1	**104**	0	0	0
	Left-Through		0			0	
	Through	12	1	12	0	0	**0**
	Through-Right		0			0	
	Right	424	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	27	0	27	0	0	**0**
	Left-Through		1			0	
	Through	11	0	**38**	0	0	0
	Through-Right		1			0	
	Right	27	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	732		*North-South:*	0
			East-West:	142		*East-West:*	0
			SUM:	874		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.613			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.613			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 1	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	735	2	**404**	0	0	**0**
	Left-Through		0			0	
	Through	1764	2	600	0	0	0
	Through-Right		1			0	
	Right	36	0	36	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	59	1	59	0	0	0
	Left-Through		0			0	
	Through	1777	2	**646**	0	0	**0**
	Through-Right		1			0	
	Right	161	0	161	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	119	1	**119**	0	0	0
	Left-Through		0			0	
	Through	21	1	21	0	0	**0**
	Through-Right		0			0	
	Right	885	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	34	0	34	0	0	**0**
	Left-Through		1			0	
	Through	18	0	**41**	0	0	0
	Through-Right		1			0	
	Right	23	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	1050		*North-South:*	0
			East-West:	160		*East-West:*	0
			SUM:	1210		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.849			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.849			0.000
	LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	1	2	0	0	**0**
	Left-Through		0			0	
	Through	1218	1	**689**	0	0	0
	Through-Right		1			0	
	Right	159	0	159	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	71	1	**71**	0	0	0
	Left-Through		0			0	
	Through	336	1	169	0	0	**0**
	Through-Right		1			0	
	Right	2	0	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**2**	0	0	**0**
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	74	1	41	0	0	**0**
	Left-Through		1			0	
	Through	8	0	41	0	0	0
	Through-Right		0			0	
	Right	114	1	**79**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	760		*North-South:*	0
			East-West:	81		*East-West:*	0
			SUM:	841		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.590			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.590			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	1	5	0	0	**0**
	Left-Through		0			0	
	Through	516	1	**323**	0	0	0
	Through-Right		1			0	
	Right	129	0	129	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	64	1	**64**	0	0	0
	Left-Through		0			0	
	Through	416	1	214	0	0	**0**
	Through-Right		1			0	
	Right	12	0	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1	0	1	0	0	0
	Left-Through		0			0	
	Through	8	0	**15**	0	0	**0**
	Through-Right		0			0	
	Right	6	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	111	1	**61**	0	0	**0**
	Left-Through		1			0	
	Through	11	0	61	0	0	0
	Through-Right		0			0	
	Right	71	1	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	387		North-South:	0
			East-West:	76		East-West:	0
			SUM:	463		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.325			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.325			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	1	**2**	0	0	**0**
	Left-Through		0			0	
	Through	586	1	376	0	0	0
	Through-Right		1			0	
	Right	166	0	166	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	99	1	99	0	0	0
	Left-Through		0			0	
	Through	1004	1	**504**	0	0	**0**
	Through-Right		1			0	
	Right	4	0	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	2	0	2	0	0	0
	Left-Through		0			0	
	Through	9	0	**15**	0	0	**0**
	Through-Right		0			0	
	Right	4	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**83**	0	0	**0**
	Left-Through		1			0	
	Through	6	0	83	0	0	0
	Through-Right		0			0	
	Right	83	1	34	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	506		North-South:	0
			East-West:	98		East-West:	0
			SUM:	604		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.424			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.424			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1798	4	**450**	0	0	0
	Through-Right		0			0	
	Right	708	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	154	2	**85**	0	0	0
	Left-Through		0			0	
	Through	663	3	221	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	458	3	**160**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	244	1	159	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	535		North-South:	0
			East-West:	160		East-West:	0
			SUM:	695		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.488			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.488			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1101	4	**275**	0	0	0
	Through-Right		0			0	
	Right	510	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	296	2	**163**	0	0	0
	Left-Through		0			0	
	Through	950	3	317	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	644	3	**225**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	206	1	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	438		North-South:	0
			East-West:	225		East-West:	0
			SUM:	663		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.465			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.465			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	1401	4	350	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	349	1	0	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	516	2	284	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	2064	3	**688**	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	0	0	0	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	0	0	**0**	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	0	0	0	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	651	3	**228**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	0	0	0	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	171	1	0	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	688		*North-South:*	0
		East-West:	228		*East-West:*	0
		SUM:	916		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.643			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.643			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	86	2	**47**	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	214	1	111	0	0	0
NORTHBOUND Through-Right		1			0	
NORTHBOUND Right	119	1	0	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	62	2	34	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	219	1	**153**	0	0	**0**
SOUTHBOUND Through-Right		1			0	
SOUTHBOUND Right	241	1	0	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	280	2	**154**	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	206	3	69	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	188	2	56	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	83	2	46	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	661	3	220	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	509	2	**246**	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	200		*North-South:*	0
		East-West:	400		*East-West:*	0
		SUM:	600		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.436			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.436			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	110	2	**61**	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	177	1	102	0	0	0
NORTHBOUND Through-Right		1			0	
NORTHBOUND Right	129	1	0	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	106	2	58	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	184	1	**128**	0	0	**0**
SOUTHBOUND Through-Right		1			0	
SOUTHBOUND Right	199	1	0	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	128	2	**70**	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	371	3	124	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	143	2	18	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	45	2	25	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	276	3	92	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	286	2	**99**	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	189		*North-South:*	0
		East-West:	169		*East-West:*	0
		SUM:	358		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.260			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.260			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	68	2	37	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	101	1	101	0	0	0
NORTHBOUND Through-Right		1			0	
NORTHBOUND Right	529	1	**284**	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	329	2	**181**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	491	1	270	0	0	**0**
SOUTHBOUND Through-Right		1			0	
SOUTHBOUND Right	320	1	0	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	167	2	92	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	1157	3	**386**	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	211	2	79	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	25	2	**14**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	286	3	95	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	238	2	0	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	465		*North-South:*	0
		East-West:	400		*East-West:*	0
		SUM:	865		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.629			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.629			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	276	1	138	0	0	**0**
	Left-Through		1			0	
	Through	0	0	138	0	0	0
	Through-Right		0			0	
	Right	592	1	**499**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	828	2	**414**	0	0	**0**
	Through-Right		0			0	
	Right	126	1	57	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	338	2	**186**	0	0	**0**
	Left-Through		0			0	
	Through	717	1	359	0	0	0
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	499		*North-South:*	0
			East-West:	600		*East-West:*	0
			SUM:	1099		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.799			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.799			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	291	1	146	0	0	**0**
	Left-Through		1			0	
	Through	0	0	146	0	0	0
	Through-Right		0			0	
	Right	299	1	**175**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**4**	0	0	**0**
	Through-Right		0			0	
	Right	4	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	565	2	**283**	0	0	**0**
	Through-Right		0			0	
	Right	71	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	453	2	**249**	0	0	**0**
	Left-Through		0			0	
	Through	657	1	330	0	0	0
	Through-Right		1			0	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	179		*North-South:*	0
			East-West:	532		*East-West:*	0
			SUM:	711		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.517			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.517			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	361	1	181	0	0	**0**
	Left-Through		1			0	
	Through	0	0	181	0	0	0
	Through-Right		0			0	
	Right	349	1	**198**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	1	0	1	0	0	0
	Left-Through		0			0	
	Through	0	0	**4**	0	0	**0**
	Through-Right		0			0	
	Right	3	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	699	2	**350**	0	0	**0**
	Through-Right		0			0	
	Right	343	1	253	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	551	2	**303**	0	0	**0**
	Left-Through		0			0	
	Through	550	1	275	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	202		*North-South:*	0
			East-West:	653		*East-West:*	0
			SUM:	855		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.622			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.622			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	2	0	0	**0**
	Left-Through		0			0	
	Through	2	0	**5**	0	0	0
	Through-Right		0			0	
	Right	1	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	546	1	**274**	0	0	0
	Left-Through		1			0	
	Through	1	0	274	0	0	**0**
	Through-Right		0			0	
	Right	74	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	2	**88**	0	0	0
	Left-Through		0			0	
	Through	407	1	205	0	0	**0**
	Through-Right		1			0	
	Right	2	0	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	2	1	2	0	0	**0**
	Left-Through		0			0	
	Through	261	2	131	0	0	0
	Through-Right		0			0	
	Right	730	1	**456**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	279		*North-South:*	0
			East-West:	544		*East-West:*	0
			SUM:	823		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.599			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.599			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	2	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**4**	0	0	0
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	390	1	**195**	0	0	0
	Left-Through		1			0	
	Through	0	0	195	0	0	**0**
	Through-Right		0			0	
	Right	92	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	94	2	**52**	0	0	0
	Left-Through		0			0	
	Through	244	1	125	0	0	**0**
	Through-Right		1			0	
	Right	5	0	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	6	1	6	0	0	**0**
	Left-Through		0			0	
	Through	396	2	198	0	0	0
	Through-Right		0			0	
	Right	550	1	**355**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	199		North-South:	0
			East-West:	407		East-West:	0
			SUM:	606		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.441			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.441			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	2	0	0	**0**
	Left-Through		0			0	
	Through	1	0	**9**	0	0	0
	Through-Right		0			0	
	Right	6	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	639	1	**320**	0	0	0
	Left-Through		1			0	
	Through	1	0	320	0	0	**0**
	Through-Right		0			0	
	Right	181	1	113	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	124	2	**68**	0	0	0
	Left-Through		0			0	
	Through	397	1	200	0	0	**0**
	Through-Right		1			0	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	374	2	187	0	0	0
	Through-Right		0			0	
	Right	540	1	**220**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	329		North-South:	0
			East-West:	288		East-West:	0
			SUM:	617		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.449			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.449			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	106	1	**106**	0	0	**0**
	Left-Through		0			0	
	Through	1488	3	496	0	0	0
	Through-Right		0			0	
	Right	610	2	224	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	302	2	166	0	0	0
	Left-Through		0			0	
	Through	2301	3	**579**	0	0	**0**
	Through-Right		1			0	
	Right	16	0	16	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	214	2	**118**	0	0	0
	Left-Through		0			0	
	Through	258	3	86	0	0	**0**
	Through-Right		0			0	
	Right	176	1	123	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	204	2	112	0	0	**0**
	Left-Through		0			0	
	Through	212	3	71	0	0	0
	Through-Right		0			0	
	Right	396	1	**230**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	685		North-South:	0
			East-West:	348		East-West:	0
			SUM:	1033		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.751			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.751			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	152	1	**152**	0	0	**0**
	Left-Through		0			0	
	Through	1306	3	435	0	0	0
	Through-Right		0			0	
	Right	717	2	296	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	237	2	130	0	0	0
	Left-Through		0			0	
	Through	1913	3	**486**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	145	2	**80**	0	0	0
	Left-Through		0			0	
	Through	190	3	63	0	0	**0**
	Through-Right		0			0	
	Right	193	1	117	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	179	2	98	0	0	**0**
	Left-Through		0			0	
	Through	260	3	87	0	0	0
	Through-Right		0			0	
	Right	328	1	**198**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	638		North-South:	0
			East-West:	278		East-West:	0
			SUM:	916		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.666			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.666			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB--	0		NB-- 0 SB--		0
		EB-- 0 WB--	3		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	169	1	169	0	0	**0**
	Left-Through		0			0	
	Through	1920	3	**640**	0	0	0
	Through-Right		0			0	
	Right	1000	2	455	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	376	2	**207**	0	0	0
	Left-Through		0			0	
	Through	2393	3	605	0	0	**0**
	Through-Right		1			0	
	Right	28	0	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	193	2	**106**	0	0	0
	Left-Through		0			0	
	Through	360	3	120	0	0	**0**
	Through-Right		0			0	
	Right	157	1	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	172	2	95	0	0	**0**
	Left-Through		0			0	
	Through	300	3	100	0	0	0
	Through-Right		0			0	
	Right	486	1	**279**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		847	North-South:		0
		East-West:		385	East-West:		0
		SUM:		1232	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.896			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.896			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB--	0		NB-- 0 SB--		0
		EB-- 0 WB--	3		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	4	1	4	0	0	**0**
	Left-Through		0			0	
	Through	1025	2	**513**	0	0	0
	Through-Right		0			0	
	Right	511	1	413	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	61	1	**61**	0	0	0
	Left-Through		0			0	
	Through	246	1	127	0	0	**0**
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	1	5	0	0	0
	Left-Through		0			0	
	Through	10	1	**10**	0	0	**0**
	Through-Right		0			0	
	Right	1	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	183	1	**98**	0	0	**0**
	Left-Through		1			0	
	Through	12	0	98	0	0	0
	Through-Right		0			0	
	Right	75	1	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		574	North-South:		0
		East-West:		108	East-West:		0
		SUM:		682	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.496			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.496			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB--	0		NB-- 0 SB--		0
		EB-- 0 WB--	3		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	1	6	0	0	**0**
	Left-Through		0			0	
	Through	323	2	**162**	0	0	0
	Through-Right		0			0	
	Right	268	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	75	1	**75**	0	0	0
	Left-Through		0			0	
	Through	240	1	123	0	0	**0**
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	15	1	**15**	0	0	**0**
	Through-Right		0			0	
	Right	3	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	258	1	**148**	0	0	**0**
	Left-Through		1			0	
	Through	38	0	148	0	0	0
	Through-Right		0			0	
	Right	111	1	36	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		237	North-South:		0
		East-West:		163	East-West:		0
		SUM:		400	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.291			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.291			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB--	0		NB-- 0 SB--		0
		EB-- 0 WB--	3		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	1	**5**	0	0	**0**
	Left-Through		0			0	
	Through	374	2	187	0	0	0
	Through-Right		0			0	
	Right	247	1	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	148	1	148	0	0	0
	Left-Through		0			0	
	Through	769	1	**388**	0	0	**0**
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	7	1	7	0	0	0
	Left-Through		0			0	
	Through	37	1	**37**	0	0	**0**
	Through-Right		0			0	
	Right	6	1	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	365	1	**201**	0	0	**0**
	Left-Through		1			0	
	Through	37	0	201	0	0	0
	Through-Right		0			0	
	Right	149	1	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		393	North-South:		0
		East-West:		238	East-West:		0
		SUM:		631	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.459			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.459			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	42	1	**42**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	28	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	437	1	**405**	0	0	0
	Left-Through		1			0	
	Through	1181	0	405	0	0	**0**
	Through-Right		1			0	
	Right	552	1	405	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	465	2	**194**	0	0	**0**
	Through-Right		1			0	
	Right	117	0	117	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	209	2	**115**	0	0	**0**
	Left-Through		0			0	
	Through	750	2	250	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	447		*North-South:*	0
			East-West:	309		*East-West:*	0
			SUM:	756		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.550			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.550			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	57	1	**57**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	71	2	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	125	1	**104**	0	0	0
	Left-Through		1			0	
	Through	291	0	104	0	0	**0**
	Through-Right		1			0	
	Right	203	1	104	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	477	2	**192**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	59	2	**32**	0	0	**0**
	Left-Through		0			0	
	Through	601	2	200	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	161		*North-South:*	0
			East-West:	224		*East-West:*	0
			SUM:	385		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.280			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.280			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	97	1	**97**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	192	2	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	153	1	**90**	0	0	0
	Left-Through		1			0	
	Through	208	0	90	0	0	**0**
	Through-Right		1			0	
	Right	180	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	721	2	**260**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	51	2	**28**	0	0	**0**
	Left-Through		0			0	
	Through	754	2	251	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	187		*North-South:*	0
			East-West:	288		*East-West:*	0
			SUM:	475		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.345			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.345			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	751	2	**413**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	494	2	173	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	209	3	70	0	0	**0**
	Through-Right		0			0	
	Right	287	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	2	99	0	0	**0**
	Left-Through		0			0	
	Through	898	1	**464**	0	0	0
	Through-Right		1			0	
	Right	29	0	29	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	413		*North-South:*	0
			East-West:	464		*East-West:*	0
			SUM:	877		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.615			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.615			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	382	2	**210**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	190	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	391	3	130	0	0	**0**
	Through-Right		0			0	
	Right	398	1	**188**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	334	2	**184**	0	0	**0**
	Left-Through		0			0	
	Through	364	1	190	0	0	0
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	210		*North-South:*	0
			East-West:	372		*East-West:*	0
			SUM:	582		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.408			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.408			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	530	2	**292**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	265	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1216	3	**405**	0	0	**0**
	Through-Right		0			0	
	Right	503	1	211	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	366	2	**201**	0	0	**0**
	Left-Through		0			0	
	Through	317	1	164	0	0	0
	Through-Right		1			0	
	Right	11	0	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	292		*North-South:*	0
			East-West:	606		*East-West:*	0
			SUM:	898		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.630			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.630			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	1	16	0	0	**0**
	Left-Through		0			0	
	Through	1888	4	**472**	0	0	0
	Through-Right		0			0	
	Right	404	1	215	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	380	2	**209**	0	0	0
	Left-Through		0			0	
	Through	1235	4	309	0	0	**0**
	Through-Right		0			0	
	Right	193	1	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	165	1	165	0	0	0
	Left-Through		0			0	
	Through	346	2	**129**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	343	2	**189**	0	0	**0**
	Left-Through		0			0	
	Through	91	2	46	0	0	0
	Through-Right		0			0	
	Right	425	2	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	681		*North-South:*	0
			East-West:	318		*East-West:*	0
			SUM:	999		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.727			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.727			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	1	26	0	0	**0**
	Left-Through		0			0	
	Through	1380	4	**345**	0	0	0
	Through-Right		0			0	
	Right	217	1	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	405	2	**223**	0	0	0
	Left-Through		0			0	
	Through	1056	4	264	0	0	**0**
	Through-Right		0			0	
	Right	220	1	176	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	44	1	44	0	0	0
	Left-Through		0			0	
	Through	109	2	**55**	0	0	**0**
	Through-Right		1			0	
	Right	56	0	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	348	2	**191**	0	0	**0**
	Left-Through		0			0	
	Through	136	2	68	0	0	0
	Through-Right		0			0	
	Right	608	2	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	568		*North-South:*	0
			East-West:	246		*East-West:*	0
			SUM:	814		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.592			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.592			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	3	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 3	3	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	28	0	0	0
	Left-Through		0			0	
	Through	1701	4	425	0	0	0
	Through-Right		0			0	
	Right	288	1	31	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	447	2	246	0	0	0
	Left-Through		0			0	
	Through	1815	4	454	0	0	0
	Through-Right		0			0	
	Right	434	1	350	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	84	1	84	0	0	0
	Left-Through		0			0	
	Through	155	2	76	0	0	0
	Through-Right		1			0	
	Right	73	0	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	467	2	257	0	0	0
	Left-Through		0			0	
	Through	209	2	105	0	0	0
	Through-Right		0			0	
	Right	463	2	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		671	North-South:		0
		East-West:		333	East-West:		0
		SUM:		1004	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.730			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.730			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	0	0	235	0	0	0
	Through-Right		0			0	
	Right	235	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	244	2	134	0	0	0
	Left-Through		0			0	
	Through	644	2	322	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	809	2	270	0	0	0
	Through-Right		1			0	
	Right	193	1	193	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		235	North-South:		0
		East-West:		404	East-West:		0
		SUM:		639	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.448			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.448			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	83	1	83	0	0	0
	Left-Through		0			0	
	Through	0	0	150	0	0	0
	Through-Right		0			0	
	Right	150	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	289	2	159	0	0	0
	Left-Through		0			0	
	Through	909	2	455	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	997	2	332	0	0	0
	Through-Right		1			0	
	Right	306	1	306	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		150	North-South:		0
		East-West:		491	East-West:		0
		SUM:		641	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.450			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.450			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	286	1	286	0	0	0
	Left-Through		0			0	
	Through	0	0	599	0	0	0
	Through-Right		0			0	
	Right	599	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	158	2	87	0	0	0
	Left-Through		0			0	
	Through	827	2	414	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1156	2	385	0	0	0
	Through-Right		1			0	
	Right	187	1	187	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		599	North-South:		0
		East-West:		472	East-West:		0
		SUM:		1071	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.752			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.752			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84

PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	128	1	128	0	0	0
	Left-Through		0			0	
	Through	0	0	**147**	0	0	**0**
	Through-Right		0			0	
	Right	293	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	723	4	181	0	0	**0**
	Through-Right		0			0	
	Right	190	1	**190**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	331	2	**182**	0	0	**0**
	Left-Through		0			0	
	Through	488	2	244	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	147		*North-South:*	0
			East-West:	372		*East-West:*	0
			SUM:	519		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.364			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.364			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84

PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	379	1	193	0	0	0
	Left-Through		0			0	
	Through	0	0	**193**	0	0	**0**
	Through-Right		0			0	
	Right	201	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	784	4	**196**	0	0	**0**
	Through-Right		0			0	
	Right	143	1	143	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	333	2	**183**	0	0	**0**
	Left-Through		0			0	
	Through	645	2	323	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	193		*North-South:*	0
			East-West:	379		*East-West:*	0
			SUM:	572		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.401			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.401			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84

PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	141	1	105	0	0	0
	Left-Through		0			0	
	Through	0	0	**105**	0	0	**0**
	Through-Right		0			0	
	Right	174	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	859	4	215	0	0	**0**
	Through-Right		0			0	
	Right	247	1	**247**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	543	2	**299**	0	0	**0**
	Left-Through		0			0	
	Through	897	2	449	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	105		*North-South:*	0
			East-West:	546		*East-West:*	0
			SUM:	651		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.457			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.457			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88

PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2426	2	**836**	0	0	0
	Through-Right		1			0	
	Right	83	0	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2157	3	719	0	0	**0**
	Through-Right		0			0	
	Right	927	1	654	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	780	3	**273**	0	0	0
	Left-Through		0			0	
	Through	119	0	128	0	0	**0**
	Through-Right		1			0	
	Right	9	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	836		*North-South:*	0
			East-West:	273		*East-West:*	0
			SUM:	1109		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.739			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.739			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1307	2	465	0	0	0
	Through-Right		1			0	
	Right	88	0	88	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1403	3	468	0	0	**0**
	Through-Right		0			0	
	Right	797	1	**541**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	732	3	**256**	0	0	0
	Left-Through		0			0	
	Through	149	0	169	0	0	**0**
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		541	*North-South:*		0
		East-West:		256	*East-West:*		0
		SUM:		797	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.531			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.531			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1765	2	657	0	0	0
	Through-Right		1			0	
	Right	207	0	207	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2222	3	**741**	0	0	**0**
	Through-Right		0			0	
	Right	981	1	596	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1101	3	**385**	0	0	0
	Left-Through		0			0	
	Through	241	0	282	0	0	**0**
	Through-Right		1			0	
	Right	41	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		741	*North-South:*		0
		East-West:		385	*East-West:*		0
		SUM:		1126	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.751			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.751			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	719	1	**388**	0	0	0
	Through-Right		1			0	
	Right	56	0	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	47	1	**47**	0	0	0
	Left-Through		0			0	
	Through	449	3	150	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	136	1	**136**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	99	1	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		435	*North-South:*		0
		East-West:		136	*East-West:*		0
		SUM:		571	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.381			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.381			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	545	1	**307**	0	0	0
	Through-Right		1			0	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	78	1	**78**	0	0	0
	Left-Through		0			0	
	Through	385	3	128	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	42	1	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		385	*North-South:*		0
		East-West:		80	*East-West:*		0
		SUM:		465	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.310			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.310			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	518	1	**358**	0	0	0
	Through-Right		1			0	
	Right	197	0	197	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	187	1	**187**	0	0	0
	Left-Through		0			0	
	Through	904	3	301	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	63	1	**63**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	40	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	545		*North-South:*	0
			East-West:	63		*East-West:*	0
			SUM:	608		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.405			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.405			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	251	1	**251**	0	0	**0**
	Left-Through		0			0	
	Through	770	2	385	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	468	2	**170**	0	0	**0**
	Through-Right		1			0	
	Right	43	0	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	2	**44**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	421		*North-South:*	0
			East-West:	44		*East-West:*	0
			SUM:	465		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.310			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.310			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	195	1	**195**	0	0	**0**
	Left-Through		0			0	
	Through	491	2	246	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	477	2	**166**	0	0	**0**
	Through-Right		1			0	
	Right	22	0	22	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	147	2	**81**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	128	1	31	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	361		*North-South:*	0
			East-West:	81		*East-West:*	0
			SUM:	442		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.295			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.295			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	92	1	**92**	0	0	**0**
	Left-Through		0			0	
	Through	486	2	243	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	907	2	**316**	0	0	**0**
	Through-Right		1			0	
	Right	41	0	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	266	2	**146**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	161	1	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	408		*North-South:*	0
			East-West:	146		*East-West:*	0
			SUM:	554		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.369			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.369			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	309	2	170	0	0	**0**
	Left-Through		0			0	
	Through	584	1	**292**	0	0	0
	Through-Right		1			0	
	Right	135	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	279	2	**153**	0	0	0
	Left-Through		0			0	
	Through	461	2	170	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	1	**43**	0	0	0
	Left-Through		1			0	
	Through	120	0	43	0	0	**0**
	Through-Right		1			0	
	Right	67	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	247	1	136	0	0	**0**
	Left-Through		1			0	
	Through	266	0	**513**	0	0	0
	Through-Right		1			0	
	Right	247	0	247	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	445		*North-South:*	0
			East-West:	556		*East-West:*	0
			SUM:	1001		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.702			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.702			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	348	2	191	0	0	**0**
	Left-Through		0			0	
	Through	429	1	**215**	0	0	0
	Through-Right		1			0	
	Right	122	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	252	2	**139**	0	0	0
	Left-Through		0			0	
	Through	216	2	105	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	118	1	**108**	0	0	0
	Left-Through		1			0	
	Through	206	0	108	0	0	**0**
	Through-Right		1			0	
	Right	72	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	262	1	144	0	0	**0**
	Left-Through		1			0	
	Through	276	0	**538**	0	0	0
	Through-Right		1			0	
	Right	262	0	262	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	354		*North-South:*	0
			East-West:	646		*East-West:*	0
			SUM:	1000		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.702			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.702			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	256	2	141	0	0	**0**
	Left-Through		0			0	
	Through	559	1	**280**	0	0	0
	Through-Right		1			0	
	Right	103	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	400	2	**220**	0	0	0
	Left-Through		0			0	
	Through	495	2	215	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	153	1	84	0	0	0
	Left-Through		1			0	
	Through	134	0	**134**	0	0	**0**
	Through-Right		1			0	
	Right	115	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	326	1	179	0	0	**0**
	Left-Through		1			0	
	Through	327	0	**653**	0	0	0
	Through-Right		1			0	
	Right	326	0	326	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	500		*North-South:*	0
			East-West:	787		*East-West:*	0
			SUM:	1287		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.903			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.903			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	497	1	**265**	0	0	0
	Through-Right		1			0	
	Right	32	0	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	414	2	**228**	0	0	0
	Left-Through		0			0	
	Through	492	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	137	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	493		*North-South:*	0
			East-West:	0		*East-West:*	0
			SUM:	493		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.329			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.329			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	536	1	**285**	0	0	0
	Through-Right		1			0	
	Right	34	0	34	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	451	2	**248**	0	0	0
	Left-Through		0			0	
	Through	336	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	184	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	533		*North-South:*	0
			East-West:	0		*East-West:*	0
			SUM:	533		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.355			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.355			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	601	1	**316**	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	440	2	**242**	0	0	0
	Left-Through		0			0	
	Through	861	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	349	2	**71**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	558		*North-South:*	0
			East-West:	71		*East-West:*	0
			SUM:	629		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.419			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.419			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	844	2	**422**	0	0	0
	Through-Right		0			0	
	Right	105	1	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	78	1	**78**	0	0	0
	Left-Through		0			0	
	Through	436	2	145	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	95	2	52	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	153	1	**114**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	500		*North-South:*	0
			East-West:	114		*East-West:*	0
			SUM:	614		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.447			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.447			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	493	2	**247**	0	0	0
	Through-Right		0			0	
	Right	79	1	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	149	1	**149**	0	0	0
	Left-Through		0			0	
	Through	494	2	165	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	31	2	17	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	137	1	**63**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	396		*North-South:*	0
			East-West:	63		*East-West:*	0
			SUM:	459		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.334			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.334			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	474	2	**237**	0	0	0
	Through-Right		0			0	
	Right	51	1	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	107	1	**107**	0	0	0
	Left-Through		0			0	
	Through	928	2	309	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	81	2	**45**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	87	1	34	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	344		North-South:	0
			East-West:	45		East-West:	0
			SUM:	389		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.283			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.283			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	2	3	0	0	**0**
	Left-Through		0			0	
	Through	1618	2	**543**	0	0	0
	Through-Right		1			0	
	Right	11	0	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	18	1	**18**	0	0	0
	Left-Through		0			0	
	Through	1272	2	452	0	0	**0**
	Through-Right		1			0	
	Right	83	0	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	37	1	21	0	0	0
	Left-Through		1			0	
	Through	4	0	21	0	0	**0**
	Through-Right		0			0	
	Right	65	1	**62**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	3	0	**15**	0	0	0
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	561		North-South:	0
			East-West:	77		East-West:	0
			SUM:	638		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.464			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.464			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	36	2	20	0	0	**0**
	Left-Through		0			0	
	Through	1152	2	**386**	0	0	0
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	33	1	**33**	0	0	0
	Left-Through		0			0	
	Through	879	2	310	0	0	**0**
	Through-Right		1			0	
	Right	52	0	52	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	46	1	**26**	0	0	0
	Left-Through		1			0	
	Through	5	0	26	0	0	**0**
	Through-Right		0			0	
	Right	44	1	24	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	3	0	3	0	0	**0**
	Left-Through		0			0	
	Through	2	0	**9**	0	0	0
	Through-Right		0			0	
	Right	4	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	419		North-South:	0
			East-West:	35		East-West:	0
			SUM:	454		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.330			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.330			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	3	2	2	0	0	**0**
	Left-Through		0			0	
	Through	1568	2	**528**	0	0	0
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	38	1	**38**	0	0	0
	Left-Through		0			0	
	Through	1546	2	537	0	0	**0**
	Through-Right		1			0	
	Right	66	0	66	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	76	1	42	0	0	0
	Left-Through		1			0	
	Through	8	0	42	0	0	**0**
	Through-Right		0			0	
	Right	66	1	**64**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	2	0	**17**	0	0	0
	Through-Right		0			0	
	Right	5	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	566		North-South:	0
			East-West:	81		East-West:	0
			SUM:	647		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.471			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.471			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	34	1	**34**	0	0	**0**	35	1	35	0	0	**0**
	Left-Through		0			0			0			0	
	Through	187	2	94	0	0	0	329	2	**165**	0	0	0
	Through-Right		0			0			0			0	
	Right	56	1	0	0	0	0	184	1	105	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	23	1	23	0	0	0	50	1	**50**	0	0	0
	Left-Through		0			0			0			0	
	Through	291	2	146	0	0	**0**	191	2	96	0	0	**0**
	Through-Right		0			0			0			0	
	Right	216	1	**151**	0	0	0	228	1	119	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	130	1	**130**	0	0	0	219	1	**219**	0	0	0
	Left-Through		0			0			0			0	
	Through	467	2	234	0	0	**0**	656	2	328	0	0	**0**
	Through-Right		0			0			0			0	
	Right	23	1	6	0	0	0	65	1	48	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	139	1	139	0	0	**0**	159	1	159	0	0	**0**
	Left-Through		0			0			0			0	
	Through	842	2	**421**	0	0	0	660	2	**330**	0	0	0
	Through-Right		0			0			0			0	
	Right	13	1	2	0	0	0	13	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	185		North-South:	0		North-South:	215		North-South:	0
			East-West:	551		East-West:	0		East-West:	549		East-West:	0
			SUM:	736		SUM:	0		SUM:	764		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.516			0.000			0.536			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.516			0.000			0.536			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	30	1	30	0	0	**0**						
	Left-Through		0			0							
	Through	382	2	**191**	0	0	0						
	Through-Right		0			0							
	Right	223	1	166	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	26	1	**26**	0	0	0						
	Left-Through		0			0							
	Through	293	2	147	0	0	**0**						
	Through-Right		0			0							
	Right	180	1	39	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	282	1	**282**	0	0	0						
	Left-Through		0			0							
	Through	876	2	438	0	0	**0**						
	Through-Right		0			0							
	Right	33	1	18	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	114	1	114	0	0	**0**						
	Left-Through		0			0							
	Through	686	2	**343**	0	0	0						
	Through-Right		0			0							
	Right	17	1	4	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	217		North-South:	0						
			East-West:	625		East-West:	0						
			SUM:	842		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.591			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.591			0.000						
LEVEL OF SERVICE (LOS):				A			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0						
		EB-- 3	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	40	1	40	0	0	**0**						
	Left-Through		0			0							
	Through	1425	3	**475**	0	0	0						
	Through-Right		0			0							
	Right	93	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	77	1	**77**	0	0	0						
	Left-Through		0			0							
	Through	981	3	327	0	0	**0**						
	Through-Right		0			0							
	Right	54	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	55	1	55	0	0	0						
	Left-Through		0			0							
	Through	113	2	**57**	0	0	**0**						
	Through-Right		0			0							
	Right	56	1	16	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	168	1	**168**	0	0	**0**						
	Left-Through		0			0							
	Through	178	1	112	0	0	0						
	Through-Right		1			0							
	Right	46	0	46	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	552		North-South:	0						
			East-West:	225		East-West:	0						
			SUM:	777		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.565			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.565			0.000						
LEVEL OF SERVICE (LOS):				A			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0		
		EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	102	1	**102**	0	0	**0**
	Left-Through		0			0	
	Through	937	3	312	0	0	0
	Through-Right		0			0	
	Right	171	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	59	1	59	0	0	0
	Left-Through		0			0	
	Through	1006	3	**335**	0	0	**0**
	Through-Right		0			0	
	Right	93	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	86	1	86	0	0	0
	Left-Through		0			0	
	Through	312	2	**156**	0	0	**0**
	Through-Right		0			0	
	Right	77	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	202	1	**202**	0	0	**0**
	Left-Through		0			0	
	Through	281	1	208	0	0	0
	Through-Right		1			0	
	Right	134	0	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	437		North-South:	0
			East-West:	358		East-West:	0
			SUM:	795		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.578			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.578			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0		
		EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	96	1	**96**	0	0	**0**
	Left-Through		0			0	
	Through	1421	3	474	0	0	0
	Through-Right		0			0	
	Right	98	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	109	1	109	0	0	0
	Left-Through		0			0	
	Through	1472	3	**491**	0	0	**0**
	Through-Right		0			0	
	Right	113	1	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	372	2	**186**	0	0	**0**
	Through-Right		0			0	
	Right	47	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	264	1	172	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	587		North-South:	0
			East-West:	356		East-West:	0
			SUM:	943		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.686			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.686			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	107	1	107	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	198	1	**198**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	349	1	**349**	0	0	0
	Left-Through		0			0	
	Through	745	3	248	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1136	3	**356**	0	0	0
	Through-Right		1			0	
	Right	287	0	287	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	198		North-South:	0
			East-West:	705		East-West:	0
			SUM:	903		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.634			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.634			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	294	1	294	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	370	1	**370**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	438	1	**438**	0	0	0
	Left-Through		0			0	
	Through	949	3	316	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1008	3	**315**	0	0	0
	Through-Right		1			0	
	Right	250	0	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	370		North-South:	0
			East-West:	753		East-West:	0
			SUM:	1123		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.788			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.788			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	312	1	**312**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	298	1	**298**	0	0	0
	Left-Through		0			0	
	Through	1443	3	481	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1077	3	**297**	0	0	0
	Through-Right		1			0	
	Right	109	0	109	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	312		*North-South:*	0
			East-West:	595		*East-West:*	0
			SUM:	907		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.636			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.636			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	2	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	103	0	103	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	380	1	**242**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	994	3	**300**	0	0	**0**
	Through-Right		1			0	
	Right	204	0	204	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	217	1	**217**	0	0	**0**
	Left-Through		0			0	
	Through	1024	3	341	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	242		*North-South:*	0
			East-West:	517		*East-West:*	0
			SUM:	759		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.533			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.533			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	2	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	132	0	132	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	366	1	**249**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1255	3	**353**	0	0	**0**
	Through-Right		1			0	
	Right	157	0	157	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	287	1	**287**	0	0	**0**
	Left-Through		0			0	
	Through	1015	3	338	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	249		*North-South:*	0
			East-West:	640		*East-West:*	0
			SUM:	889		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.624			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.624			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	2	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	232	0	232	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	436	1	**334**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1502	3	**417**	0	0	**0**
	Through-Right		1			0	
	Right	165	0	165	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	201	1	**201**	0	0	**0**
	Left-Through		0			0	
	Through	1056	3	352	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	334		*North-South:*	0
			East-West:	618		*East-West:*	0
			SUM:	952		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.668			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.668			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	1	8	0	0	0
	Left-Through		0			0	
	Through	2335	4	584	0	0	0
	Through-Right		0			0	
	Right	192	1	171	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	201	2	111	0	0	0
	Left-Through		0			0	
	Through	1503	3	501	0	0	0
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	24	1	24	0	0	0
	Left-Through		0			0	
	Through	0	0	14	0	0	0
	Through-Right		1			0	
	Right	14	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	1	21	0	0	0
	Left-Through		0			0	
	Through	2	0	21	0	0	0
	Through-Right		0			0	
	Right	32	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	695		North-South:	0
			East-West:	45		East-West:	0
			SUM:	740		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.538			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.538			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	13	1	13	0	0	0
	Left-Through		0			0	
	Through	1552	4	388	0	0	0
	Through-Right		0			0	
	Right	155	1	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	21	2	12	0	0	0
	Left-Through		0			0	
	Through	1485	3	495	0	0	0
	Through-Right		0			0	
	Right	13	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	13	1	13	0	0	0
	Left-Through		0			0	
	Through	0	0	13	0	0	0
	Through-Right		1			0	
	Right	13	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	112	1	77	0	0	0
	Left-Through		0			0	
	Through	0	0	77	0	0	0
	Through-Right		0			0	
	Right	118	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	508		North-South:	0
			East-West:	90		East-West:	0
			SUM:	598		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.435			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.435			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	1	16	0	0	0
	Left-Through		0			0	
	Through	1930	4	483	0	0	0
	Through-Right		0			0	
	Right	98	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	102	2	56	0	0	0
	Left-Through		0			0	
	Through	2285	3	762	0	0	0
	Through-Right		0			0	
	Right	19	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	19	1	19	0	0	0
	Left-Through		0			0	
	Through	1	0	14	0	0	0
	Through-Right		1			0	
	Right	13	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	137	1	111	0	0	0
	Left-Through		0			0	
	Through	1	0	111	0	0	0
	Through-Right		0			0	
	Right	196	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	778		North-South:	0
			East-West:	130		East-West:	0
			SUM:	908		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.660			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.660			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	73	1	73	0	0	0
	Left-Through		0			0	
	Through	1445	3	384	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	156	1	156	0	0	0
	Left-Through		0			0	
	Through	1155	2	400	0	0	0
	Through-Right		1			0	
	Right	45	0	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	243	1	243	0	0	0
	Left-Through		0			0	
	Through	349	2	175	0	0	0
	Through-Right		0			0	
	Right	120	1	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	148	1	148	0	0	0
	Left-Through		0			0	
	Through	340	2	170	0	0	0
	Through-Right		0			0	
	Right	250	1	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	540		North-South:	0
			East-West:	413		East-West:	0
			SUM:	953		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.693			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.693			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	91	1	91	0	0	**0**
Left-Through		0			0	
Through	966	3	**269**	0	0	0
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	203	1	**203**	0	0	0
Left-Through		0			0	
Through	731	2	271	0	0	**0**
Through-Right		1			0	
Right	83	0	83	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	136	1	**136**	0	0	0
Left-Through		0			0	
Through	242	2	121	0	0	**0**
Through-Right		0			0	
Right	73	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	139	1	139	0	0	**0**
Left-Through		0			0	
Through	366	2	**183**	0	0	0
Through-Right		0			0	
Right	220	1	17	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	472		*North-South:*	0
		East-West:	319		*East-West:*	0
		SUM:	791		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.575			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.575			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	141	1	141	0	0	**0**
Left-Through		0			0	
Through	1473	3	**407**	0	0	0
Through-Right		1			0	
Right	155	0	155	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	268	1	**268**	0	0	0
Left-Through		0			0	
Through	1412	2	516	0	0	**0**
Through-Right		1			0	
Right	136	0	136	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	125	1	125	0	0	0
Left-Through		0			0	
Through	275	2	**138**	0	0	**0**
Through-Right		0			0	
Right	77	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	168	1	**168**	0	0	**0**
Left-Through		0			0	
Through	354	2	177	0	0	0
Through-Right		0			0	
Right	254	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	675		*North-South:*	0
		East-West:	306		*East-West:*	0
		SUM:	981		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.713			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.713			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	65	2	36	0	0	**0**
Left-Through		0			0	
Through	1810	3	**603**	0	0	0
Through-Right		0			0	
Right	197	1	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	104	2	**57**	0	0	0
Left-Through		0			0	
Through	1544	3	394	0	0	**0**
Through-Right		1			0	
Right	30	0	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	78	1	78	0	0	0
Left-Through		0			0	
Through	78	1	78	0	0	**0**
Through-Right		0			0	
Right	185	1	**149**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	146	1	**87**	0	0	**0**
Left-Through		1			0	
Through	27	0	87	0	0	0
Through-Right		0			0	
Right	121	1	64	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	660		*North-South:*	0
		East-West:	236		*East-West:*	0
		SUM:	896		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.652			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.652			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	117	2	64	0	0	**0**
Left-Through		0			0	
Through	1711	3	**570**	0	0	0
Through-Right		0			0	
Right	303	1	141	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	175	2	**96**	0	0	0
Left-Through		0			0	
Through	1738	3	451	0	0	**0**
Through-Right		1			0	
Right	64	0	64	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	63	1	**63**	0	0	0
Left-Through		0			0	
Through	63	1	63	0	0	**0**
Through-Right		0			0	
Right	55	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	277	1	**162**	0	0	**0**
Left-Through		1			0	
Through	47	0	162	0	0	0
Through-Right		0			0	
Right	181	1	85	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	666		*North-South:*	0
		East-West:	225		*East-West:*	0
		SUM:	891		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.648			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.648			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	145	2	80	0	0	**0**
	Left-Through		0			0	
	Through	1859	3	**620**	0	0	0
	Through-Right		0			0	
	Right	352	1	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	2	**61**	0	0	0
	Left-Through		0			0	
	Through	2137	3	563	0	0	**0**
	Through-Right		1			0	
	Right	114	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	66	1	66	0	0	0
	Left-Through		0			0	
	Through	77	1	**77**	0	0	**0**
	Through-Right		0			0	
	Right	97	1	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	284	1	**192**	0	0	**0**
	Left-Through		1			0	
	Through	99	0	192	0	0	0
	Through-Right		0			0	
	Right	159	1	98	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	681		North-South:	0
			East-West:	269		East-West:	0
			SUM:	950		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.691			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.691			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 2	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	126	1	126	0	0	**0**
	Left-Through		0			0	
	Through	1426	3	**475**	0	0	0
	Through-Right		0			0	
	Right	319	1	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	135	1	**135**	0	0	0
	Left-Through		0			0	
	Through	1100	2	379	0	0	**0**
	Through-Right		1			0	
	Right	38	0	38	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	509	1	**268**	0	0	**0**
	Through-Right		1			0	
	Right	26	0	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	2	**127**	0	0	**0**
	Left-Through		0			0	
	Through	421	1	245	0	0	0
	Through-Right		1			0	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	610		North-South:	0
			East-West:	395		East-West:	0
			SUM:	1005		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.731			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.731			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 2	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	87	1	87	0	0	**0**
	Left-Through		0			0	
	Through	1380	3	**460**	0	0	0
	Through-Right		0			0	
	Right	275	1	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	183	1	**183**	0	0	0
	Left-Through		0			0	
	Through	998	2	363	0	0	**0**
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	11	0	0	0	0	0
	Left-Through		0			0	
	Through	463	1	**301**	0	0	**0**
	Through-Right		1			0	
	Right	139	0	139	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	332	2	**183**	0	0	**0**
	Left-Through		0			0	
	Through	508	1	286	0	0	0
	Through-Right		1			0	
	Right	64	0	64	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	643		North-South:	0
			East-West:	484		East-West:	0
			SUM:	1127		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.820			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.820			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 2	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	87	1	87	0	0	**0**
	Left-Through		0			0	
	Through	1472	3	**491**	0	0	0
	Through-Right		0			0	
	Right	281	1	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	207	1	**207**	0	0	0
	Left-Through		0			0	
	Through	1455	2	513	0	0	**0**
	Through-Right		1			0	
	Right	85	0	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	0	0	0	0	0
	Left-Through		0			0	
	Through	475	1	**295**	0	0	**0**
	Through-Right		1			0	
	Right	115	0	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	388	2	**213**	0	0	**0**
	Left-Through		0			0	
	Through	637	1	349	0	0	0
	Through-Right		1			0	
	Right	61	0	61	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	698		North-South:	0
			East-West:	508		East-West:	0
			SUM:	1206		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.877			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.877			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1522	4	**533**	0	0	**0**
	Left-Through		0			0	
	Through	1514	0	0	0	0	0
	Through-Right		0			0	
	Right	142	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1191	4	**298**	0	0	**0**
	Through-Right		0			0	
	Right	14	1	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	1427	4	**233**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	10	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	831		*North-South:*	0
			East-West:	233		*East-West:*	0
			SUM:	1064		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.709			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.709			0.000
LEVEL OF SERVICE (LOS):				C			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1087	4	**380**	0	0	**0**
	Left-Through		0			0	
	Through	1211	0	0	0	0	0
	Through-Right		0			0	
	Right	163	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1360	4	**340**	0	0	**0**
	Through-Right		0			0	
	Right	38	1	38	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	915	4	**130**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	34	1	34	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	720		*North-South:*	0
			East-West:	130		*East-West:*	0
			SUM:	850		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.567			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.567			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1751	4	**613**	0	0	**0**
	Left-Through		0			0	
	Through	1659	0	0	0	0	0
	Through-Right		0			0	
	Right	269	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1691	4	**423**	0	0	**0**
	Through-Right		0			0	
	Right	28	1	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	1584	4	**248**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	29	1	29	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1036		*North-South:*	0
			East-West:	248		*East-West:*	0
			SUM:	1284		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.856			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.856			0.000
LEVEL OF SERVICE (LOS):				D			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	3	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	153	2	84	0	0	**0**
	Left-Through		0			0	
	Through	1385	1	**753**	0	0	0
	Through-Right		1			0	
	Right	121	0	121	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	187	2	**103**	0	0	0
	Left-Through		0			0	
	Through	1286	1	665	0	0	**0**
	Through-Right		1			0	
	Right	43	0	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	65	2	36	0	0	0
	Left-Through		0			0	
	Through	756	3	**252**	0	0	**0**
	Through-Right		0			0	
	Right	125	1	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	279	2	**153**	0	0	**0**
	Left-Through		0			0	
	Through	594	2	297	0	0	0
	Through-Right		0			0	
	Right	241	1	138	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	856		*North-South:*	0
			East-West:	405		*East-West:*	0
			SUM:	1261		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.917			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.917			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	211	2	116	0	0	**0**
	Left-Through		0			0	
	Through	1334	1	**730**	0	0	0
	Through-Right		1			0	
	Right	126	0	126	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	218	2	**120**	0	0	0
	Left-Through		0			0	
	Through	1326	1	716	0	0	**0**
	Through-Right		1			0	
	Right	106	0	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	107	2	**59**	0	0	0
	Left-Through		0			0	
	Through	585	3	195	0	0	**0**
	Through-Right		0			0	
	Right	149	1	33	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	259	2	142	0	0	**0**
	Left-Through		0			0	
	Through	691	2	**346**	0	0	0
	Through-Right		0			0	
	Right	199	1	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	850		*North-South:*	0
			East-West:	405		*East-West:*	0
			SUM:	1255		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.913			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.913			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	183	2	**101**	0	0	**0**
	Left-Through		0			0	
	Through	1277	1	696	0	0	0
	Through-Right		1			0	
	Right	114	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	269	2	148	0	0	0
	Left-Through		0			0	
	Through	1553	1	**803**	0	0	**0**
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	86	2	**47**	0	0	0
	Left-Through		0			0	
	Through	851	3	284	0	0	**0**
	Through-Right		0			0	
	Right	215	1	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	295	2	162	0	0	**0**
	Left-Through		0			0	
	Through	836	2	**418**	0	0	0
	Through-Right		0			0	
	Right	192	1	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	904		*North-South:*	0
			East-West:	465		*East-West:*	0
			SUM:	1369		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.996			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.996			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	429	2	**236**	0	0	**0**
	Left-Through		0			0	
	Through	1530	2	547	0	0	0
	Through-Right		1			0	
	Right	112	0	112	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	257	2	141	0	0	0
	Left-Through		0			0	
	Through	1380	2	**510**	0	0	**0**
	Through-Right		1			0	
	Right	149	0	149	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	94	2	**52**	0	0	0
	Left-Through		0			0	
	Through	615	2	308	0	0	**0**
	Through-Right		0			0	
	Right	391	1	155	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	2	105	0	0	**0**
	Left-Through		0			0	
	Through	730	2	**365**	0	0	0
	Through-Right		0			0	
	Right	224	1	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	746		*North-South:*	0
			East-West:	417		*East-West:*	0
			SUM:	1163		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.846			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.846			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	475	2	261	0	0	**0**
	Left-Through		0			0	
	Through	1241	2	**489**	0	0	0
	Through-Right		1			0	
	Right	226	0	226	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	401	2	**221**	0	0	0
	Left-Through		0			0	
	Through	1131	2	437	0	0	**0**
	Through-Right		1			0	
	Right	179	0	179	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	135	2	74	0	0	0
	Left-Through		0			0	
	Through	569	2	**285**	0	0	**0**
	Through-Right		0			0	
	Right	358	1	97	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	483	2	**266**	0	0	**0**
	Left-Through		0			0	
	Through	883	2	442	0	0	0
	Through-Right		0			0	
	Right	399	1	178	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	710		*North-South:*	0
			East-West:	551		*East-West:*	0
			SUM:	1261		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.917			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.917			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	433	2	**238**	0	0	**0**
	Left-Through		0			0	
	Through	1169	2	452	0	0	0
	Through-Right		1			0	
	Right	187	0	187	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	260	2	143	0	0	0
	Left-Through		0			0	
	Through	1467	2	**535**	0	0	**0**
	Through-Right		1			0	
	Right	137	0	137	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	128	2	70	0	0	0
	Left-Through		0			0	
	Through	718	2	**359**	0	0	**0**
	Through-Right		0			0	
	Right	408	1	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	531	2	**292**	0	0	**0**
	Left-Through		0			0	
	Through	684	2	342	0	0	0
	Through-Right		0			0	
	Right	360	1	217	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	773		*North-South:*	0
			East-West:	651		*East-West:*	0
			SUM:	1424		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.036			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.036			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	1872	3	**471**	0	0	0
	Through-Right		1			0	
	Right	13	0	13	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	97	1	**97**	0	0	0
	Left-Through		0			0	
	Through	1289	2	449	0	0	**0**
	Through-Right		1			0	
	Right	58	0	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	307	2	**169**	0	0	0
	Left-Through		0			0	
	Through	34	0	69	0	0	**0**
	Through-Right		1			0	
	Right	35	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	16	1	16	0	0	0
	Through-Right		0			0	
	Right	245	1	**148**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	568		*North-South:*	0
			East-West:	317		*East-West:*	0
			SUM:	885		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.644			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.644			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	46	1	46	0	0	**0**
	Left-Through		0			0	
	Through	1395	3	**355**	0	0	0
	Through-Right		1			0	
	Right	25	0	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	158	1	**158**	0	0	0
	Left-Through		0			0	
	Through	1177	2	436	0	0	**0**
	Through-Right		1			0	
	Right	132	0	132	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	123	2	68	0	0	0
	Left-Through		0			0	
	Through	53	0	**109**	0	0	**0**
	Through-Right		1			0	
	Right	56	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	**40**	0	0	**0**
	Left-Through		0			0	
	Through	37	1	37	0	0	0
	Through-Right		0			0	
	Right	183	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	513		*North-South:*	0
			East-West:	149		*East-West:*	0
			SUM:	662		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.481			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.481			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	37	1	**37**	0	0	**0**
	Left-Through		0			0	
	Through	1758	3	450	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	274	1	274	0	0	0
	Left-Through		0			0	
	Through	1920	2	**702**	0	0	**0**
	Through-Right		1			0	
	Right	186	0	186	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	109	2	60	0	0	0
	Left-Through		0			0	
	Through	70	0	**100**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	51	1	**51**	0	0	**0**
	Left-Through		0			0	
	Through	47	1	47	0	0	0
	Through-Right		0			0	
	Right	161	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	739		*North-South:*	0
			East-West:	151		*East-West:*	0
			SUM:	890		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.647			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.647			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1455	3	**485**	0	0	0
	Through-Right		0			0	
	Right	252	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	765	2	**421**	0	0	0
	Left-Through		0			0	
	Through	1163	3	388	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	159	2	**87**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	768	2	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	906		*North-South:*	0
			East-West:	87		*East-West:*	0
			SUM:	993		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.697			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.697			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1529	3	**510**	0	0	0
	Through-Right		0			0	
	Right	171	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	733	2	**403**	0	0	0
	Left-Through		0			0	
	Through	1395	3	465	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	166	2	**91**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	732	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	913		*North-South:*	0
			East-West:	91		*East-West:*	0
			SUM:	1004		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.705			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.705			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1664	3	**555**	0	0	0
	Through-Right		0			0	
	Right	237	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	830	2	**457**	0	0	0
	Left-Through		0			0	
	Through	1798	3	599	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	2	**132**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	719	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1012		*North-South:*	0
			East-West:	132		*East-West:*	0
			SUM:	1144		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.803			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.803			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	1	21	0	0	**0**
	Left-Through		0			0	
	Through	774	2	**387**	0	0	0
	Through-Right		0			0	
	Right	132	1	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	81	1	**81**	0	0	0
	Left-Through		0			0	
	Through	159	1	84	0	0	**0**
	Through-Right		1			0	
	Right	9	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	31	1	**31**	0	0	0
	Left-Through		0			0	
	Through	8	1	8	0	0	**0**
	Through-Right		1			0	
	Right	17	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	135	1	135	0	0	**0**
	Left-Through		0			0	
	Through	26	1	26	0	0	0
	Through-Right		0			0	
	Right	340	1	**259**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	468		*North-South:*	0
			East-West:	290		*East-West:*	0
			SUM:	758		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.551			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.551			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	25	1	25	0	0	**0**
	Left-Through		0			0	
	Through	264	2	**132**	0	0	0
	Through-Right		0			0	
	Right	84	1	27	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	23	1	19	0	0	**0**
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	173	1	**173**	0	0	0
	Left-Through		0			0	
	Through	219	1	116	0	0	**0**
	Through-Right		1			0	
	Right	12	0	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	114	1	114	0	0	**0**
	Left-Through		0			0	
	Through	55	1	55	0	0	0
	Through-Right		0			0	
	Right	229	1	**199**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	162		*North-South:*	0
			East-West:	372		*East-West:*	0
			SUM:	534		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.388			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.388			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	28	1	28	0	0	**0**
	Left-Through		0			0	
	Through	346	2	**173**	0	0	0
	Through-Right		0			0	
	Right	126	1	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	25	1	**25**	0	0	0
	Left-Through		0			0	
	Through	26	1	24	0	0	**0**
	Through-Right		1			0	
	Right	22	0	22	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	265	1	265	0	0	0
	Left-Through		0			0	
	Through	592	1	**303**	0	0	**0**
	Through-Right		1			0	
	Right	13	0	13	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	94	1	94	0	0	**0**
	Left-Through		0			0	
	Through	37	1	37	0	0	0
	Through-Right		0			0	
	Right	176	1	**151**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	198		*North-South:*	0
			East-West:	454		*East-West:*	0
			SUM:	652		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.474			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.474			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	80	1	80	0	0	**0**
	Left-Through		0			0	
	Through	1230	3	**410**	0	0	0
	Through-Right		0			0	
	Right	55	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	115	1	**115**	0	0	0
	Left-Through		0			0	
	Through	894	3	298	0	0	**0**
	Through-Right		0			0	
	Right	129	1	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	154	2	**85**	0	0	0
	Left-Through		0			0	
	Through	474	2	237	0	0	**0**
	Through-Right		0			0	
	Right	61	1	21	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	790	1	**556**	0	0	0
	Through-Right		1			0	
	Right	322	0	322	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	525		*North-South:*	0
			East-West:	641		*East-West:*	0
			SUM:	1166		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.848			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.848			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	137	1	137	0	0	**0**
	Left-Through		0			0	
	Through	997	3	**332**	0	0	0
	Through-Right		0			0	
	Right	109	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	188	1	**188**	0	0	0
	Left-Through		0			0	
	Through	857	3	286	0	0	**0**
	Through-Right		0			0	
	Right	241	1	184	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	207	2	**114**	0	0	0
	Left-Through		0			0	
	Through	628	2	314	0	0	**0**
	Through-Right		0			0	
	Right	70	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	592	1	**401**	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	520		*North-South:*	0
			East-West:	515		*East-West:*	0
			SUM:	1035		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.753			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.753			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	135	1	135	0	0	**0**
	Left-Through		0			0	
	Through	1379	3	**460**	0	0	0
	Through-Right		0			0	
	Right	100	1	13	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	233	1	**233**	0	0	0
	Left-Through		0			0	
	Through	1485	3	495	0	0	**0**
	Through-Right		0			0	
	Right	274	1	222	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	2	**105**	0	0	0
	Left-Through		0			0	
	Through	767	2	384	0	0	**0**
	Through-Right		0			0	
	Right	77	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	1	87	0	0	**0**
	Left-Through		0			0	
	Through	578	1	**378**	0	0	0
	Through-Right		1			0	
	Right	178	0	178	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	693		*North-South:*	0
			East-West:	483		*East-West:*	0
			SUM:	1176		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.855			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.855			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	391	2	215	0	0	**0**
	Left-Through		0			0	
	Through	336	1	**336**	0	0	0
	Through-Right		0			0	
	Right	282	1	219	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	46	1	46	0	0	0
	Left-Through		0			0	
	Through	123	0	**131**	0	0	**0**
	Through-Right		1			0	
	Right	8	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	1	51	0	0	0
	Left-Through		0			0	
	Through	512	2	**256**	0	0	**0**
	Through-Right		0			0	
	Right	208	1	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	127	1	**127**	0	0	**0**
	Left-Through		0			0	
	Through	376	1	213	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	467		*North-South:*	0
			East-West:	383		*East-West:*	0
			SUM:	850		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.596			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.596			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	250	2	138	0	0	**0**
	Left-Through		0			0	
	Through	201	1	**201**	0	0	0
	Through-Right		0			0	
	Right	191	1	109	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	142	0	**180**	0	0	**0**
	Through-Right		1			0	
	Right	38	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	41	1	41	0	0	0
	Left-Through		0			0	
	Through	441	2	**221**	0	0	**0**
	Through-Right		0			0	
	Right	172	1	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	164	1	**164**	0	0	**0**
	Left-Through		0			0	
	Through	508	1	276	0	0	0
	Through-Right		1			0	
	Right	44	0	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	381		*North-South:*	0
			East-West:	385		*East-West:*	0
			SUM:	766		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.538			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.538			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	398	2	**219**	0	0	**0**
	Left-Through		0			0	
	Through	218	1	218	0	0	0
	Through-Right		0			0	
	Right	186	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	114	1	114	0	0	0
	Left-Through		0			0	
	Through	441	0	**478**	0	0	**0**
	Through-Right		1			0	
	Right	37	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	31	1	31	0	0	0
	Left-Through		0			0	
	Through	531	2	**266**	0	0	**0**
	Through-Right		0			0	
	Right	294	1	185	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	152	1	**152**	0	0	**0**
	Left-Through		0			0	
	Through	656	1	349	0	0	0
	Through-Right		1			0	
	Right	42	0	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	697		*North-South:*	0
			East-West:	418		*East-West:*	0
			SUM:	1115		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.782			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.782			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	949	2	**475**	0	0	0
	Through-Right		0			0	
	Right	126	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	151	1	**151**	0	0	0
	Left-Through		0			0	
	Through	554	2	277	0	0	**0**
	Through-Right		0			0	
	Right	105	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	214	2	118	0	0	0
	Left-Through		0			0	
	Through	1348	3	**449**	0	0	**0**
	Through-Right		0			0	
	Right	114	1	69	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	271	2	**149**	0	0	**0**
	Left-Through		0			0	
	Through	1238	3	413	0	0	0
	Through-Right		0			0	
	Right	169	1	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	626		*North-South:*	0
			East-West:	598		*East-West:*	0
			SUM:	1224		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.859			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.859			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	146	1	146	0	0	**0**
	Left-Through		0			0	
	Through	678	2	**339**	0	0	0
	Through-Right		0			0	
	Right	185	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	127	1	**127**	0	0	0
	Left-Through		0			0	
	Through	557	2	279	0	0	**0**
	Through-Right		0			0	
	Right	134	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	250	2	**138**	0	0	0
	Left-Through		0			0	
	Through	1160	3	387	0	0	**0**
	Through-Right		0			0	
	Right	117	1	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	264	2	145	0	0	**0**
	Left-Through		0			0	
	Through	1188	3	**396**	0	0	0
	Through-Right		0			0	
	Right	109	1	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	466		*North-South:*	0
			East-West:	534		*East-West:*	0
			SUM:	1000		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.702			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.702			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	157	1	157	0	0	**0**
	Left-Through		0			0	
	Through	996	2	**498**	0	0	0
	Through-Right		0			0	
	Right	188	1	24	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	187	1	**187**	0	0	0
	Left-Through		0			0	
	Through	895	2	448	0	0	**0**
	Through-Right		0			0	
	Right	142	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	268	2	147	0	0	0
	Left-Through		0			0	
	Through	1367	3	**456**	0	0	**0**
	Through-Right		0			0	
	Right	158	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	298	2	**164**	0	0	**0**
	Left-Through		0			0	
	Through	1258	3	419	0	0	0
	Through-Right		0			0	
	Right	81	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	685		*North-South:*	0
			East-West:	620		*East-West:*	0
			SUM:	1305		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.916			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.916			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	569	2	**285**	0	0	0
	Through-Right		0			0	
	Right	240	1	142	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	56	1	**56**	0	0	0
	Left-Through		0			0	
	Through	402	2	201	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	178	2	**98**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	39	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	341		*North-South:*	0
			East-West:	98		*East-West:*	0
			SUM:	439		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.308			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.308			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD						PM					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0		NB-- 0	SB--	0	NB-- 3	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	3		EB-- 0	WB--	0	EB-- 0	WB--	3		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0				0			0				0	
Override Capacity			0				0			0				0	
MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**		**Volume**	**No. of Lanes**	**Lane Volume**	
NORTHBOUND Left	0	0	0		0	0	**0**	0	0	0		0	0	**0**	
Left-Through		0				0			0				0		
Through	284	2	**142**		0	0	0	503	2	**252**		0	0	0	
Through-Right		0				0			0				0		
Right	224	1	140		0	0	0	199	1	110		0	0	0	
Left-Through-Right		0				0			0				0		
Left-Right		0				0			0				0		
SOUTHBOUND Left	71	1	**71**		0	0	0	63	1	**63**		0	0	0	
Left-Through		0				0			0				0		
Through	273	2	137		0	0	**0**	423	2	212		0	0	**0**	
Through-Right		0				0			0				0		
Right	0	0	0		0	0	0	0	0	0		0	0	0	
Left-Through-Right		0				0			0				0		
Left-Right		0				0			0				0		
EASTBOUND Left	0	0	0		0	0	0	0	0	0		0	0	0	
Left-Through		0				0			0				0		
Through	0	0	**0**		0	0	**0**	0	0	**0**		0	0	**0**	
Through-Right		0				0			0				0		
Right	0	0	0		0	0	0	0	0	0		0	0	0	
Left-Through-Right		0				0			0				0		
Left-Right		0				0			0				0		
WESTBOUND Left	152	2	**84**		0	0	**0**	162	2	**89**		0	0	**0**	
Left-Through		0				0			0				0		
Through	0	0	0		0	0	0	0	0	0		0	0	0	
Through-Right		0				0			0				0		
Right	77	1	6		0	0	0	104	1	41		0	0	0	
Left-Through-Right		0				0			0				0		
Left-Right		0				0			0				0		
CRITICAL VOLUMES		*North-South:*	213			*North-South:*	0		*North-South:*	315			*North-South:*	0	
		East-West:	84			*East-West:*	0		*East-West:*	89			*East-West:*	0	
		SUM:	297			*SUM:*	0		*SUM:*	404			*SUM:*	0	
VOLUME/CAPACITY *(V/C)* RATIO:			0.208				0.000			0.284				0.000	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.208				0.000			0.284				0.000	
LEVEL OF SERVICE (LOS):			A				A			A				A	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0		NB-- 0	SB--	0						
	EB-- 0	WB--	3		EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?			0				0						
Override Capacity			0				0						
MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**		**Volume**	**No. of Lanes**	**Lane Volume**						
NORTHBOUND Left	0	0	0		0	0	**0**						
Left-Through		0				0							
Through	503	2	**252**		0	0	0						
Through-Right		0				0							
Right	199	1	110		0	0	0						
Left-Through-Right		0				0							
Left-Right		0				0							
SOUTHBOUND Left	63	1	**63**		0	0	0						
Left-Through		0				0							
Through	423	2	212		0	0	**0**						
Through-Right		0				0							
Right	0	0	0		0	0	0						
Left-Through-Right		0				0							
Left-Right		0				0							
EASTBOUND Left	0	0	0		0	0	0						
Left-Through		0				0							
Through	0	0	**0**		0	0	**0**						
Through-Right		0				0							
Right	0	0	0		0	0	0						
Left-Through-Right		0				0							
Left-Right		0				0							
WESTBOUND Left	162	2	**89**		0	0	**0**						
Left-Through		0				0							
Through	0	0	0		0	0	0						
Through-Right		0				0							
Right	104	1	41		0	0	0						
Left-Through-Right		0				0							
Left-Right		0				0							
CRITICAL VOLUMES		*North-South:*	315			*North-South:*	0						
		East-West:	89			*East-West:*	0						
		SUM:	404			*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:			0.284				0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.284				0.000						
LEVEL OF SERVICE (LOS):			A				A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0		NB-- 0	SB--	0						
	EB-- 0	WB--	0		EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?			0				0						
Override Capacity			0				0						
MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**		**Volume**	**No. of Lanes**	**Lane Volume**						
NORTHBOUND Left	150	1	150		0	0	**0**						
Left-Through		0				0							
Through	547	1	**365**		0	0	0						
Through-Right		1				0							
Right	182	0	182		0	0	0						
Left-Through-Right		0				0							
Left-Right		0				0							
SOUTHBOUND Left	117	1	**117**		0	0	0						
Left-Through		0				0							
Through	362	1	205		0	0	**0**						
Through-Right		1				0							
Right	48	0	48		0	0	0						
Left-Through-Right		0				0							
Left-Right		0				0							
EASTBOUND Left	153	1	153		0	0	0						
Left-Through		0				0							
Through	1423	2	**508**		0	0	**0**						
Through-Right		1				0							
Right	100	0	100		0	0	0						
Left-Through-Right		0				0							
Left-Right		0				0							
WESTBOUND Left	337	1	**337**		0	0	**0**						
Left-Through		0				0							
Through	979	3	271		0	0	0						
Through-Right		1				0							
Right	103	0	103		0	0	0						
Left-Through-Right		0				0							
Left-Right		0				0							
CRITICAL VOLUMES		*North-South:*	482			*North-South:*	0						
		East-West:	845			*East-West:*	0						
		SUM:	1327			*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:			0.965				0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.965				0.000						
LEVEL OF SERVICE (LOS):			E				A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0		NB-- 0	SB--	0						
	EB-- 0	WB--	0		EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?			0				0						
Override Capacity			0				0						
MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**		**Volume**	**No. of Lanes**	**Lane Volume**						
NORTHBOUND Left	231	1	**231**		0	0	**0**						
Left-Through		0				0							
Through	256	1	220		0	0	0						
Through-Right		1				0							
Right	184	0	184		0	0	0						
Left-Through-Right		0				0							
Left-Right		0				0							
SOUTHBOUND Left	85	1	85		0	0	0						
Left-Through		0				0							
Through	310	1	**188**		0	0	**0**						
Through-Right		1				0							
Right	66	0	66		0	0	0						
Left-Through-Right		0				0							
Left-Right		0				0							
EASTBOUND Left	91	1	91		0	0	0						
Left-Through		0				0							
Through	1168	2	**416**		0	0	**0**						
Through-Right		1				0							
Right	81	0	81		0	0	0						
Left-Through-Right		0				0							
Left-Right		0				0							
WESTBOUND Left	267	1	**267**		0	0	**0**						
Left-Through		0				0							
Through	1088	3	295		0	0	0						
Through-Right		1				0							
Right	90	0	90		0	0	0						
Left-Through-Right		0				0							
Left-Right		0				0							
CRITICAL VOLUMES		*North-South:*	419			*North-South:*	0						
		East-West:	683			*East-West:*	0						
		SUM:	1102			*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:			0.801				0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.801				0.000						
LEVEL OF SERVICE (LOS):			D				A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	186	1	**186**	0	0	**0**
	Left-Through		0			0	
	Through	559	1	372	0	0	0
	Through-Right		1			0	
	Right	185	0	185	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	118	1	118	0	0	0
	Left-Through		0			0	
	Through	633	1	**346**	0	0	**0**
	Through-Right		1			0	
	Right	59	0	59	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	115	1	115	0	0	0
	Left-Through		0			0	
	Through	1559	2	**556**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	218	1	**218**	0	0	**0**
	Left-Through		0			0	
	Through	1235	3	331	0	0	0
	Through-Right		1			0	
	Right	88	0	88	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	532		*North-South:*	0
			East-West:	774		*East-West:*	0
			SUM:	1306		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.950			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.950			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	141	1	141	0	0	**0**
	Left-Through		0			0	
	Through	1189	2	**595**	0	0	0
	Through-Right		0			0	
	Right	215	1	139	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	69	1	**69**	0	0	0
	Left-Through		0			0	
	Through	313	2	157	0	0	**0**
	Through-Right		0			0	
	Right	73	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	167	1	**167**	0	0	0
	Left-Through		0			0	
	Through	835	3	278	0	0	**0**
	Through-Right		0			0	
	Right	335	1	265	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	153	1	153	0	0	**0**
	Left-Through		0			0	
	Through	1082	3	**361**	0	0	0
	Through-Right		0			0	
	Right	45	1	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	664		*North-South:*	0
			East-West:	528		*East-West:*	0
			SUM:	1192		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.867			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.867			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	242	1	242	0	0	**0**
	Left-Through		0			0	
	Through	836	2	**418**	0	0	0
	Through-Right		0			0	
	Right	324	1	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	73	1	**73**	0	0	0
	Left-Through		0			0	
	Through	452	2	226	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	1024	3	341	0	0	**0**
	Through-Right		0			0	
	Right	358	1	237	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	129	1	129	0	0	**0**
	Left-Through		0			0	
	Through	1110	3	**370**	0	0	0
	Through-Right		0			0	
	Right	67	1	31	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	491		*North-South:*	0
			East-West:	550		*East-West:*	0
			SUM:	1041		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.757			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.757			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	246	1	246	0	0	**0**
	Left-Through		0			0	
	Through	1492	2	**746**	0	0	0
	Through-Right		0			0	
	Right	354	1	313	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	85	1	**85**	0	0	0
	Left-Through		0			0	
	Through	759	2	380	0	0	**0**
	Through-Right		0			0	
	Right	73	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	219	1	**219**	0	0	0
	Left-Through		0			0	
	Through	1423	3	474	0	0	**0**
	Through-Right		0			0	
	Right	289	1	166	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	83	1	83	0	0	**0**
	Left-Through		0			0	
	Through	1205	3	**402**	0	0	0
	Through-Right		0			0	
	Right	45	1	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	831		*North-South:*	0
			East-West:	621		*East-West:*	0
			SUM:	1452		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.056			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.056			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	131	1	131	0	0	**0**
Left-Through		0			0	
Through	1365	3	**455**	0	0	0
Through-Right		0			0	
Right	28	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	70	1	**70**	0	0	0
Left-Through		0			0	
Through	983	3	328	0	0	**0**
Through-Right		0			0	
Right	57	1	42	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	15	1	**15**	0	0	0
Left-Through		0			0	
Through	179	1	114	0	0	**0**
Through-Right		1			0	
Right	49	0	49	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	51	1	51	0	0	**0**
Left-Through		0			0	
Through	236	1	**184**	0	0	0
Through-Right		1			0	
Right	131	0	131	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	525		*North-South:*	0
		East-West:	199		*East-West:*	0
		SUM:	724		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.527			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.527			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	10	1	10	0	0	**0**
Left-Through		0			0	
Through	1162	3	**387**	0	0	0
Through-Right		0			0	
Right	73	1	8	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	130	1	**130**	0	0	0
Left-Through		0			0	
Through	1139	3	380	0	0	**0**
Through-Right		0			0	
Right	68	1	2	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	66	1	**66**	0	0	0
Left-Through		0			0	
Through	185	1	167	0	0	**0**
Through-Right		1			0	
Right	149	0	149	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	65	1	65	0	0	**0**
Left-Through		0			0	
Through	274	1	**198**	0	0	0
Through-Right		1			0	
Right	122	0	122	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	517		*North-South:*	0
		East-West:	264		*East-West:*	0
		SUM:	781		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.568			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.568			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	256	1	**256**	0	0	**0**
Left-Through		0			0	
Through	1381	3	460	0	0	0
Through-Right		0			0	
Right	51	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	130	1	130	0	0	0
Left-Through		0			0	
Through	1526	3	**509**	0	0	**0**
Through-Right		0			0	
Right	83	1	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	33	1	**33**	0	0	0
Left-Through		0			0	
Through	201	1	149	0	0	**0**
Through-Right		1			0	
Right	96	0	96	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	82	1	82	0	0	**0**
Left-Through		0			0	
Through	266	1	**217**	0	0	0
Through-Right		1			0	
Right	167	0	167	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	765		*North-South:*	0
		East-West:	250		*East-West:*	0
		SUM:	1015		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.738			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.738			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	32	1	32	0	0	**0**
Left-Through		0			0	
Through	1890	2	**634**	0	0	0
Through-Right		1			0	
Right	11	0	11	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	57	1	**57**	0	0	0
Left-Through		0			0	
Through	1069	2	400	0	0	**0**
Through-Right		1			0	
Right	131	0	131	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	492	2	**271**	0	0	0
Left-Through		0			0	
Through	30	1	30	0	0	**0**
Through-Right		0			0	
Right	69	1	53	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	39	1	39	0	0	**0**
Left-Through		0			0	
Through	34	1	34	0	0	0
Through-Right		0			0	
Right	146	1	**118**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	691		*North-South:*	0
		East-West:	389		*East-West:*	0
		SUM:	1080		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.758			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.758			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	55	1	55	0	0	0
	Left-Through		0			0	
	Through	1350	2	458	0	0	0
	Through-Right		1			0	
	Right	25	0	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	1265	2	484	0	0	0
	Through-Right		1			0	
	Right	186	0	186	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	2	121	0	0	0
	Left-Through		0			0	
	Through	25	1	25	0	0	0
	Through-Right		0			0	
	Right	65	1	38	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	41	1	41	0	0	0
	Left-Through		0			0	
	Through	38	1	38	0	0	0
	Through-Right		0			0	
	Right	73	1	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	548		North-South:	0
			East-West:	162		East-West:	0
			SUM:	710		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.498			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.498			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	57	1	57	0	0	0
	Left-Through		0			0	
	Through	1615	2	548	0	0	0
	Through-Right		1			0	
	Right	29	0	29	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	151	1	151	0	0	0
	Left-Through		0			0	
	Through	2132	2	823	0	0	0
	Through-Right		1			0	
	Right	337	0	337	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	197	2	108	0	0	0
	Left-Through		0			0	
	Through	41	1	41	0	0	0
	Through-Right		0			0	
	Right	48	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	38	1	38	0	0	0
	Left-Through		0			0	
	Through	44	1	44	0	0	0
	Through-Right		0			0	
	Right	61	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	880		North-South:	0
			East-West:	152		East-West:	0
			SUM:	1032		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.724			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.724			0.000
	LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	44	1	44	0	0	0
	Left-Through		0			0	
	Through	1696	2	567	0	0	0
	Through-Right		1			0	
	Right	5	0	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	4	1	4	0	0	0
	Left-Through		0			0	
	Through	1129	3	376	0	0	0
	Through-Right		0			0	
	Right	78	1	19	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	119	1	119	0	0	0
	Left-Through		0			0	
	Through	24	1	24	0	0	0
	Through-Right		0			0	
	Right	64	1	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	17	1	17	0	0	0
	Left-Through		0			0	
	Through	43	0	105	0	0	0
	Through-Right		1			0	
	Right	62	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	571		North-South:	0
			East-West:	224		East-West:	0
			SUM:	795		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.530			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.530			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	55	1	55	0	0	0
	Left-Through		0			0	
	Through	1319	2	442	0	0	0
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	1255	3	418	0	0	0
	Through-Right		0			0	
	Right	110	1	61	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	98	1	98	0	0	0
	Left-Through		0			0	
	Through	33	1	33	0	0	0
	Through-Right		0			0	
	Right	66	1	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	18	1	18	0	0	0
	Left-Through		0			0	
	Through	24	0	67	0	0	0
	Through-Right		1			0	
	Right	43	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	473		North-South:	0
			East-West:	165		East-West:	0
			SUM:	638		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.425			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.425			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	99	1	**99**	0	0	**0**
	Left-Through		0			0	
	Through	1563	2	529	0	0	0
	Through-Right		1			0	
	Right	25	0	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	44	1	44	0	0	0
	Left-Through		0			0	
	Through	1969	3	**656**	0	0	**0**
	Through-Right		0			0	
	Right	156	1	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	82	1	**82**	0	0	0
	Left-Through		0			0	
	Through	56	1	56	0	0	**0**
	Through-Right		0			0	
	Right	120	1	71	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	16	1	16	0	0	**0**
	Left-Through		0			0	
	Through	44	0	**69**	0	0	0
	Through-Right		1			0	
	Right	25	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	755		*North-South:*	0
			East-West:	151		*East-West:*	0
			SUM:	906		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.604			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.604			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	17	0	0	**0**
	Left-Through		0			0	
	Through	1580	2	**530**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	15	1	**15**	0	0	0
	Left-Through		0			0	
	Through	1173	2	399	0	0	**0**
	Through-Right		1			0	
	Right	24	0	24	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	82	0	**82**	0	0	0
	Left-Through		0			0	
	Through	28	0	146	0	0	**0**
	Through-Right		0			0	
	Right	36	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	5	1	5	0	0	**0**
	Left-Through		0			0	
	Through	20	0	**95**	0	0	0
	Through-Right		1			0	
	Right	75	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	545		*North-South:*	0
			East-West:	177		*East-West:*	0
			SUM:	722		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.481			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.481			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	1	**21**	0	0	**0**
	Left-Through		0			0	
	Through	1258	2	424	0	0	0
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	1288	2	**441**	0	0	**0**
	Through-Right		1			0	
	Right	34	0	34	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	0	51	0	0	0
	Left-Through		0			0	
	Through	39	0	**122**	0	0	**0**
	Through-Right		0			0	
	Right	32	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	1	1	**1**	0	0	**0**
	Left-Through		0			0	
	Through	26	0	69	0	0	0
	Through-Right		1			0	
	Right	43	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	462		*North-South:*	0
			East-West:	123		*East-West:*	0
			SUM:	585		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.390			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.390			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	54	1	**54**	0	0	**0**
	Left-Through		0			0	
	Through	1593	2	536	0	0	0
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	66	1	66	0	0	0
	Left-Through		0			0	
	Through	1949	2	**665**	0	0	**0**
	Through-Right		1			0	
	Right	45	0	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	29	0	29	0	0	0
	Left-Through		0			0	
	Through	45	0	**108**	0	0	**0**
	Through-Right		0			0	
	Right	34	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	2	1	**2**	0	0	**0**
	Left-Through		0			0	
	Through	12	0	36	0	0	0
	Through-Right		1			0	
	Right	24	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	719		*North-South:*	0
			East-West:	110		*East-West:*	0
			SUM:	829		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.553			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.553			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet (Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** I-105 WB RAMPS N/O IMPERIAL HIGHWA
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	2010	3	**670**	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	0	0	0	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	1759	0	0	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	1379	0	0	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	0	0	0	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	745	0	0	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	0	0	0	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	2048	3	**717**	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	670		*North-South:*	0
		East-West:	717		*East-West:*	0
		SUM:	1387		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.925			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.925			0.000
LEVEL OF SERVICE (LOS):			E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** I-105 WB RAMPS N/O IMPERIAL HIGHWA
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	1824	3	**608**	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	0	0	0	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	1515	0	0	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	1808	0	0	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	0	0	0	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	475	0	0	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	0	0	0	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	2067	3	**723**	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	608		*North-South:*	0
		East-West:	723		*East-West:*	0
		SUM:	1331		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.887			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.887			0.000
LEVEL OF SERVICE (LOS):			D			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** I-105 WB RAMPS N/O IMPERIAL HIGHWA
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	2454	3	**818**	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	0	0	0	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	2222	0	0	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	2040	0	0	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	0	0	0	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	686	0	0	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	0	0	0	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	1738	3	**608**	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	818		*North-South:*	0
		East-West:	608		*East-West:*	0
		SUM:	1426		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.951			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.951			0.000
LEVEL OF SERVICE (LOS):			E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	108	1	108	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	591	2	**296**	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	27	1	14	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	106	1	**106**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	545	3	182	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	309	1	0	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	10	2	6	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	20	1	**20**	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	50	1	0	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	27	1	**27**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	22	1	22	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	62	1	9	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	402		*North-South:*	0
		East-West:	47		*East-West:*	0
		SUM:	449		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.327			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.327			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	1	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	117	1	117	0	0	**0**
	Left-Through		0			0	
	Through	890	2	**445**	0	0	0
	Through-Right		0			0	
	Right	27	1	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	45	1	**45**	0	0	0
	Left-Through		0			0	
	Through	676	3	225	0	0	**0**
	Through-Right		0			0	
	Right	321	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	43	2	**24**	0	0	0
	Left-Through		0			0	
	Through	37	1	37	0	0	**0**
	Through-Right		0			0	
	Right	79	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	26	1	26	0	0	**0**
	Left-Through		0			0	
	Through	38	1	38	0	0	0
	Through-Right		0			0	
	Right	85	1	**63**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	490		*North-South:*	0
			East-West:	87		*East-West:*	0
			SUM:	577		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.420			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.420			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	1	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	106	1	106	0	0	**0**
	Left-Through		0			0	
	Through	1162	2	**581**	0	0	0
	Through-Right		0			0	
	Right	24	1	8	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	81	1	**81**	0	0	0
	Left-Through		0			0	
	Through	469	3	156	0	0	**0**
	Through-Right		0			0	
	Right	296	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	2	6	0	0	0
	Left-Through		0			0	
	Through	43	1	**43**	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	33	1	**33**	0	0	**0**
	Left-Through		0			0	
	Through	44	1	44	0	0	0
	Through-Right		0			0	
	Right	90	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	662		*North-South:*	0
			East-West:	76		*East-West:*	0
			SUM:	738		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.537			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.537			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	5	2	3	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	151	1	**126**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	1	**51**	0	0	0
	Left-Through		0			0	
	Through	21	2	11	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	428	1	**226**	0	0	0
	Through-Right		1			0	
	Right	23	0	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	126		*North-South:*	0
			East-West:	277		*East-West:*	0
			SUM:	403		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.269			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.269			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	58	2	32	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	189	1	**168**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	43	1	**43**	0	0	0
	Left-Through		0			0	
	Through	101	2	51	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	440	1	**228**	0	0	0
	Through-Right		1			0	
	Right	16	0	16	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	168		*North-South:*	0
			East-West:	271		*East-West:*	0
			SUM:	439		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.293			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.293			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	64	2	35	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	163	1	**147**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	32	1	**32**	0	0	0
	Left-Through		0			0	
	Through	10	2	5	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	417	1	**210**	0	0	0
	Through-Right		1			0	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	147		*North-South:*	0
			East-West:	242		*East-West:*	0
			SUM:	389		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.259			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.259			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	0	0	**0**
	Left-Through		1			0	
	Through	20	0	**30**	0	0	0
	Through-Right		0			0	
	Right	34	1	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	173	1	**173**	0	0	**0**
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	11	1	**11**	0	0	0
	Left-Through		0			0	
	Through	97	1	53	0	0	**0**
	Through-Right		1			0	
	Right	9	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	41	1	41	0	0	**0**
	Left-Through		0			0	
	Through	96	1	96	0	0	0
	Through-Right		0			0	
	Right	398	1	**388**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	203		*North-South:*	0
			East-West:	399		*East-West:*	0
			SUM:	602		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.422			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.422			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	0	16	0	0	**0**
	Left-Through		1			0	
	Through	41	0	**57**	0	0	0
	Through-Right		0			0	
	Right	22	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	26	1	**26**	0	0	**0**
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	92	1	**92**	0	0	0
	Left-Through		0			0	
	Through	124	1	74	0	0	**0**
	Through-Right		1			0	
	Right	24	0	24	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	61	1	61	0	0	**0**
	Left-Through		0			0	
	Through	110	1	110	0	0	0
	Through-Right		0			0	
	Right	440	1	**430**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	83		*North-South:*	0
			East-West:	522		*East-West:*	0
			SUM:	605		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.425			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.425			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	27	0	27	0	0	**0**
	Left-Through		1			0	
	Through	56	0	**83**	0	0	0
	Through-Right		0			0	
	Right	59	1	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	213	1	**213**	0	0	**0**
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	81	1	**81**	0	0	0
	Left-Through		0			0	
	Through	113	1	64	0	0	**0**
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	67	1	67	0	0	**0**
	Left-Through		0			0	
	Through	151	1	151	0	0	0
	Through-Right		0			0	
	Right	374	1	**364**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	296		*North-South:*	0
			East-West:	445		*East-West:*	0
			SUM:	741		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.520			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.520			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 98TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	80	1	80	0	0	**0**
	Left-Through		0			0	
	Through	705	2	**353**	0	0	0
	Through-Right		0			0	
	Right	101	1	88	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	129	1	**129**	0	0	0
	Left-Through		0			0	
	Through	385	2	187	0	0	**0**
	Through-Right		1			0	
	Right	176	0	176	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	59	1	**59**	0	0	0
	Left-Through		0			0	
	Through	40	1	40	0	0	**0**
	Through-Right		0			0	
	Right	122	1	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	26	1	26	0	0	**0**
	Left-Through		0			0	
	Through	27	0	**97**	0	0	0
	Through-Right		1			0	
	Right	70	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	482		*North-South:*	0
			East-West:	156		*East-West:*	0
			SUM:	638		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.425			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.425			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 98TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	37	1	37	0	0	**0**
	Left-Through		0			0	
	Through	859	2	**430**	0	0	0
	Through-Right		0			0	
	Right	88	1	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	122	1	**122**	0	0	0
	Left-Through		0			0	
	Through	588	2	231	0	0	**0**
	Through-Right		1			0	
	Right	104	0	104	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	127	1	**127**	0	0	0
	Left-Through		0			0	
	Through	44	1	44	0	0	**0**
	Through-Right		0			0	
	Right	79	1	61	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	46	1	46	0	0	**0**
	Left-Through		0			0	
	Through	37	0	**166**	0	0	0
	Through-Right		1			0	
	Right	129	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	552		*North-South:*	0
			East-West:	293		*East-West:*	0
			SUM:	845		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.563			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.563			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 98TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	993	2	**497**	0	0	0
	Through-Right		0			0	
	Right	136	1	97	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	71	1	**71**	0	0	0
	Left-Through		0			0	
	Through	513	2	201	0	0	**0**
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	146	1	**146**	0	0	0
	Left-Through		0			0	
	Through	53	1	53	0	0	**0**
	Through-Right		0			0	
	Right	265	1	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	79	1	79	0	0	**0**
	Left-Through		0			0	
	Through	53	0	**237**	0	0	0
	Through-Right		1			0	
	Right	184	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	568		*North-South:*	0
			East-West:	383		*East-West:*	0
			SUM:	951		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.634			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.634			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	22	1	**22**	0	0	0
	Through-Right		0			0	
	Right	20	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	11	1	**11**	0	0	0
	Left-Through		0			0	
	Through	19	1	11	0	0	**0**
	Through-Right		1			0	
	Right	2	0	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	2	1	2	0	0	0
	Left-Through		0			0	
	Through	278	2	**139**	0	0	**0**
	Through-Right		0			0	
	Right	46	1	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	68	1	**68**	0	0	**0**
	Left-Through		0			0	
	Through	398	2	199	0	0	0
	Through-Right		0			0	
	Right	7	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	33		*North-South:*	0
			East-West:	207		*East-West:*	0
			SUM:	240		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.160			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.160			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	17	0	0	**0**
	Left-Through		0			0	
	Through	14	1	14	0	0	0
	Through-Right		0			0	
	Right	111	1	**54**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	24	1	**24**	0	0	0
	Left-Through		0			0	
	Through	14	1	9	0	0	**0**
	Through-Right		1			0	
	Right	4	0	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	6	1	6	0	0	0
	Left-Through		0			0	
	Through	440	2	**220**	0	0	**0**
	Through-Right		0			0	
	Right	43	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	115	1	**115**	0	0	**0**
	Left-Through		0			0	
	Through	485	2	243	0	0	0
	Through-Right		0			0	
	Right	24	1	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	78		North-South:	0
			East-West:	335		East-West:	0
			SUM:	413		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.275			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.275			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	1	19	0	0	**0**
	Left-Through		0			0	
	Through	22	1	**22**	0	0	0
	Through-Right		0			0	
	Right	28	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**20**	0	0	0
	Left-Through		0			0	
	Through	19	1	11	0	0	**0**
	Through-Right		1			0	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	3	1	3	0	0	0
	Left-Through		0			0	
	Through	474	2	**237**	0	0	**0**
	Through-Right		0			0	
	Right	51	1	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	**90**	0	0	**0**
	Left-Through		0			0	
	Through	467	2	234	0	0	0
	Through-Right		0			0	
	Right	40	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	42		North-South:	0
			East-West:	327		East-West:	0
			SUM:	369		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.246			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.246			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	22	0	22	0	0	**0**
	Left-Through		0			0	
	Through	92	0	**157**	0	0	0
	Through-Right		0			0	
	Right	43	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	34	0	**34**	0	0	0
	Left-Through		0			0	
	Through	14	0	58	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	52	1	**52**	0	0	0
	Left-Through		0			0	
	Through	272	1	137	0	0	**0**
	Through-Right		1			0	
	Right	2	0	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	7	1	7	0	0	**0**
	Left-Through		0			0	
	Through	392	1	**235**	0	0	0
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	191		North-South:	0
			East-West:	287		East-West:	0
			SUM:	478		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.319			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.319			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	0	15	0	0	**0**
	Left-Through		0			0	
	Through	111	0	**177**	0	0	0
	Through-Right		0			0	
	Right	51	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	143	0	**143**	0	0	0
	Left-Through		0			0	
	Through	13	0	166	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	31	1	**31**	0	0	0
	Left-Through		0			0	
	Through	326	1	166	0	0	**0**
	Through-Right		1			0	
	Right	5	0	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	4	1	4	0	0	**0**
	Left-Through		0			0	
	Through	441	1	**294**	0	0	0
	Through-Right		1			0	
	Right	146	0	146	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	320		North-South:	0
			East-West:	325		East-West:	0
			SUM:	645		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.430			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.430			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	0	16	0	0	**0**
	Left-Through		0			0	
	Through	181	0	**291**	0	0	0
	Through-Right		0			0	
	Right	94	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	173	0	**173**	0	0	0
	Left-Through		0			0	
	Through	22	0	250	0	0	**0**
	Through-Right		0			0	
	Right	55	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	35	1	**35**	0	0	0
	Left-Through		0			0	
	Through	346	1	175	0	0	**0**
	Through-Right		1			0	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	478	1	**282**	0	0	0
	Through-Right		1			0	
	Right	86	0	86	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	464		*North-South:*	0
			East-West:	317		*East-West:*	0
			SUM:	781		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.521			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.521			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3113	2	**1047**	0	0	0
	Through-Right		1			0	
	Right	28	0	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2749	3	701	0	0	**0**
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	84	1	**70**	0	0	0
	Left-Through		0			0	
	Through	56	0	70	0	0	**0**
	Through-Right		0			0	
	Right	62	1	62	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	273	1	**189**	0	0	**0**
	Left-Through		1			0	
	Through	104	0	189	0	0	0
	Through-Right		0			0	
	Right	45	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1047		*North-South:*	0
			East-West:	259		*East-West:*	0
			SUM:	1306		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.916			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.916			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1990	2	**680**	0	0	0
	Through-Right		1			0	
	Right	49	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1967	3	528	0	0	**0**
	Through-Right		1			0	
	Right	144	0	144	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	148	1	**124**	0	0	0
	Left-Through		0			0	
	Through	100	0	124	0	0	**0**
	Through-Right		0			0	
	Right	77	1	77	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	156	1	**121**	0	0	**0**
	Left-Through		1			0	
	Through	86	0	121	0	0	0
	Through-Right		0			0	
	Right	35	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	680		*North-South:*	0
			East-West:	245		*East-West:*	0
			SUM:	925		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.649			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.649			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2758	2	**955**	0	0	0
	Through-Right		1			0	
	Right	108	0	108	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2904	3	757	0	0	**0**
	Through-Right		1			0	
	Right	125	0	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	176	1	**167**	0	0	0
	Left-Through		0			0	
	Through	158	0	167	0	0	**0**
	Through-Right		0			0	
	Right	75	1	75	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	224	1	**180**	0	0	**0**
	Left-Through		1			0	
	Through	136	0	180	0	0	0
	Through-Right		0			0	
	Right	22	1	22	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	955		*North-South:*	0
			East-West:	347		*East-West:*	0
			SUM:	1302		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.914			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.914			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	97	1	**97**	0	0	**0**	88	1	**88**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	226	0	263	0	0	0	149	0	187	0	0	0
	Through-Right		1			0			1			0	
	Right	37	0	0	0	0	0	38	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	15	1	15	0	0	0	35	1	35	0	0	0
	Left-Through		0			0			0			0	
	Through	208	0	**262**	0	0	**0**	140	0	**200**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	54	0	0	0	0	0	60	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	52	1	52	0	0	0	72	1	**72**	0	0	0
	Left-Through		0			0			0			0	
	Through	468	1	**334**	0	0	**0**	481	1	291	0	0	**0**
	Through-Right		1			0			1			0	
	Right	199	0	199	0	0	0	100	0	100	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	51	1	**51**	0	0	**0**	49	1	49	0	0	**0**
	Left-Through		0			0			0			0	
	Through	575	1	304	0	0	0	552	1	**299**	0	0	0
	Through-Right		1			0			1			0	
	Right	32	0	32	0	0	0	46	0	46	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	359		North-South:	0		North-South:	288		North-South:	0
			East-West:	385		East-West:	0		East-West:	371		East-West:	0
			SUM:	744		SUM:	0		SUM:	659		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.496			0.000			0.439			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.496			0.000			0.439			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				2			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	83	1	**83**	0	0	**0**						
	Left-Through		0			0							
	Through	220	0	247	0	0	0						
	Through-Right		1			0							
	Right	27	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	35	1	35	0	0	0						
	Left-Through		0			0							
	Through	284	0	**358**	0	0	**0**						
	Through-Right		1			0							
	Right	74	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	75	1	75	0	0	0						
	Left-Through		0			0							
	Through	653	1	**395**	0	0	**0**						
	Through-Right		1			0							
	Right	136	0	136	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	78	1	**78**	0	0	**0**						
	Left-Through		0			0							
	Through	596	1	332	0	0	0						
	Through-Right		1			0							
	Right	68	0	68	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	441		North-South:	0						
			East-West:	473		East-West:	0						
			SUM:	914		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.609			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.609			0.000						
LEVEL OF SERVICE (LOS):				B			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0						
		EB-- 3	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	108	1	108	0	0	**0**						
	Left-Through		0			0							
	Through	818	2	**409**	0	0	0						
	Through-Right		0			0							
	Right	274	1	102	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	73	1	**73**	0	0	0						
	Left-Through		0			0							
	Through	502	2	251	0	0	**0**						
	Through-Right		0			0							
	Right	119	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	156	1	**156**	0	0	0						
	Left-Through		0			0							
	Through	689	2	345	0	0	**0**						
	Through-Right		0			0							
	Right	113	1	5	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	172	1	172	0	0	**0**						
	Left-Through		0			0							
	Through	749	1	**413**	0	0	0						
	Through-Right		1			0							
	Right	76	0	76	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	482		North-South:	0						
			East-West:	569		East-West:	0						
			SUM:	1051		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.764			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.764			0.000						
LEVEL OF SERVICE (LOS):				C			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	175	1	**175**	0	0	**0**
Left-Through		0			0	
Through	629	2	315	0	0	0
Through-Right		0			0	
Right	216	1	126	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	90	1	90	0	0	0
Left-Through		0			0	
Through	656	2	**328**	0	0	**0**
Through-Right		0			0	
Right	162	1	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	132	1	**132**	0	0	0
Left-Through		0			0	
Through	547	2	274	0	0	**0**
Through-Right		0			0	
Right	112	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	90	1	90	0	0	**0**
Left-Through		0			0	
Through	531	1	**281**	0	0	0
Through-Right		1			0	
Right	30	0	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	503		*North-South:*	0
		East-West:	413		*East-West:*	0
		SUM:	916		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.666			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.666			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	172	1	**172**	0	0	**0**
Left-Through		0			0	
Through	769	2	385	0	0	0
Through-Right		0			0	
Right	284	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	88	1	88	0	0	0
Left-Through		0			0	
Through	1011	2	**506**	0	0	**0**
Through-Right		0			0	
Right	184	1	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	134	1	134	0	0	0
Left-Through		0			0	
Through	756	2	**378**	0	0	**0**
Through-Right		0			0	
Right	149	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	297	1	**297**	0	0	**0**
Left-Through		0			0	
Through	626	1	324	0	0	0
Through-Right		1			0	
Right	21	0	21	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	678		*North-South:*	0
		East-West:	675		*East-West:*	0
		SUM:	1353		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.984			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.984			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	225	1	**225**	0	0	**0**
Left-Through		0			0	
Through	580	1	298	0	0	0
Through-Right		1			0	
Right	15	0	15	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	14	1	14	0	0	0
Left-Through		0			0	
Through	401	2	**153**	0	0	**0**
Through-Right		1			0	
Right	58	0	58	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	26	1	**26**	0	0	0
Left-Through		0			0	
Through	2	1	2	0	0	**0**
Through-Right		0			0	
Right	83	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	4	0	4	0	0	**0**
Left-Through		0			0	
Through	1	0	**5**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	378		*North-South:*	0
		East-West:	31		*East-West:*	0
		SUM:	409		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.287			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.287			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	123	1	123	0	0	**0**
Left-Through		0			0	
Through	490	1	**254**	0	0	0
Through-Right		1			0	
Right	17	0	17	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	19	1	**19**	0	0	0
Left-Through		0			0	
Through	331	2	114	0	0	**0**
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	80	1	**80**	0	0	0
Left-Through		0			0	
Through	6	1	6	0	0	**0**
Through-Right		0			0	
Right	141	1	18	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	5	0	5	0	0	**0**
Left-Through		0			0	
Through	8	0	**25**	0	0	0
Through-Right		0			0	
Right	12	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	273		*North-South:*	0
		East-West:	105		*East-West:*	0
		SUM:	378		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.265			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.265			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases			3				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--	0		NB-- 0 SB--		0
		EB-- 3 WB--	0		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	53	1	**53**	0	0	**0**
	Left-Through		0			0	
	Through	517	1	262	0	0	0
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	45	1	45	0	0	0
	Left-Through		0			0	
	Through	838	2	**296**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	61	1	61	0	0	0
	Left-Through		0			0	
	Through	3	1	3	0	0	**0**
	Through-Right		0			0	
	Right	137	1	**84**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	11	0	**11**	0	0	**0**
	Left-Through		0			0	
	Through	1	0	22	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	349		*North-South:*	0
			East-West:	95		*East-West:*	0
			SUM:	444		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.312			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.312			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases			2				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2 SB--	0		NB-- 0 SB--		0
		EB-- 0 WB--	0		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1126	1	**564**	0	0	0
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	1	**13**	0	0	0
	Left-Through		0			0	
	Through	339	2	170	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	14	0	14	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**22**	0	0	0
	Through-Right		0			0	
	Right	8	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	577		*North-South:*	0
			East-West:	22		*East-West:*	0
			SUM:	599		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.399			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.399			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases			2				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--	0		NB-- 0 SB--		0
		EB-- 0 WB--	0		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	397	1	**201**	0	0	0
	Through-Right		1			0	
	Right	4	0	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	1	**13**	0	0	0
	Left-Through		0			0	
	Through	261	2	131	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	5	0	5	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**15**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	214		*North-South:*	0
			East-West:	15		*East-West:*	0
			SUM:	229		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.153			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.153			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases			2				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--	0		NB-- 0 SB--		0
		EB-- 0 WB--	0		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	478	1	241	0	0	0
	Through-Right		1			0	
	Right	4	0	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	15	1	15	0	0	0
	Left-Through		0			0	
	Through	961	2	**481**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	4	0	4	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**18**	0	0	0
	Through-Right		0			0	
	Right	14	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	481		*North-South:*	0
			East-West:	18		*East-West:*	0
			SUM:	499		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.333			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.333			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	1582	1	812	0	0	0
	Through-Right		1			0	
	Right	41	0	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	87	1	87	0	0	0
	Left-Through		0			0	
	Through	1382	2	691	0	0	0
	Through-Right		0			0	
	Right	73	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	187	1	187	0	0	0
	Left-Through		0			0	
	Through	222	1	222	0	0	0
	Through-Right		0			0	
	Right	113	1	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	48	1	48	0	0	0
	Left-Through		0			0	
	Through	372	1	372	0	0	0
	Through-Right		0			0	
	Right	150	1	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	899		North-South:	0
			East-West:	559		East-West:	0
			SUM:	1458		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.972			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.972			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	93	1	93	0	0	0
	Left-Through		0			0	
	Through	1385	1	718	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	108	1	108	0	0	0
	Left-Through		0			0	
	Through	1507	2	754	0	0	0
	Through-Right		0			0	
	Right	137	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	214	1	214	0	0	0
	Left-Through		0			0	
	Through	227	1	227	0	0	0
	Through-Right		0			0	
	Right	180	1	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	72	1	72	0	0	0
	Left-Through		0			0	
	Through	251	1	251	0	0	0
	Through-Right		0			0	
	Right	135	1	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	847		North-South:	0
			East-West:	465		East-West:	0
			SUM:	1312		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.875			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.875			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	98	1	98	0	0	0
	Left-Through		0			0	
	Through	1183	1	613	0	0	0
	Through-Right		1			0	
	Right	43	0	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	84	1	84	0	0	0
	Left-Through		0			0	
	Through	1669	2	835	0	0	0
	Through-Right		0			0	
	Right	102	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	165	1	165	0	0	0
	Left-Through		0			0	
	Through	353	1	353	0	0	0
	Through-Right		0			0	
	Right	133	1	84	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	53	1	53	0	0	0
	Left-Through		0			0	
	Through	194	1	194	0	0	0
	Through-Right		0			0	
	Right	71	1	29	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	933		North-South:	0
			East-West:	406		East-West:	0
			SUM:	1339		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.893			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.893			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	113	1	113	0	0	0
	Left-Through		0			0	
	Through	578	2	289	0	0	0
	Through-Right		0			0	
	Right	96	1	24	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	55	1	55	0	0	0
	Left-Through		0			0	
	Through	520	1	290	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	87	1	87	0	0	0
	Left-Through		0			0	
	Through	437	2	178	0	0	0
	Through-Right		1			0	
	Right	96	0	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	72	1	72	0	0	0
	Left-Through		0			0	
	Through	669	2	253	0	0	0
	Through-Right		1			0	
	Right	89	0	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	403		North-South:	0
			East-West:	340		East-West:	0
			SUM:	743		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.540			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.540			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	124	1	124	0	0	**0**
	Left-Through		0			0	
	Through	726	2	**363**	0	0	0
	Through-Right		0			0	
	Right	117	1	52	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	83	1	**83**	0	0	0
	Left-Through		0			0	
	Through	435	1	270	0	0	**0**
	Through-Right		1			0	
	Right	105	0	105	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	141	1	**141**	0	0	0
	Left-Through		0			0	
	Through	742	2	282	0	0	**0**
	Through-Right		1			0	
	Right	105	0	105	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	65	1	65	0	0	**0**
	Left-Through		0			0	
	Through	706	2	**264**	0	0	0
	Through-Right		1			0	
	Right	86	0	86	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	446		*North-South:*	0
			East-West:	405		*East-West:*	0
			SUM:	851		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.619			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.619			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	137	1	137	0	0	**0**
	Left-Through		0			0	
	Through	796	2	**398**	0	0	0
	Through-Right		0			0	
	Right	150	1	51	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	121	1	**121**	0	0	0
	Left-Through		0			0	
	Through	634	1	369	0	0	**0**
	Through-Right		1			0	
	Right	103	0	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	181	1	181	0	0	0
	Left-Through		0			0	
	Through	1062	2	**399**	0	0	**0**
	Through-Right		1			0	
	Right	134	0	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	99	1	**99**	0	0	**0**
	Left-Through		0			0	
	Through	768	2	288	0	0	0
	Through-Right		1			0	
	Right	97	0	97	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	519		*North-South:*	0
			East-West:	498		*East-West:*	0
			SUM:	1017		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.740			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.740			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2492	2	**876**	0	0	0
	Through-Right		1			0	
	Right	135	0	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2057	3	686	0	0	**0**
	Through-Right		0			0	
	Right	428	1	263	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	300	2	**165**	0	0	0
	Left-Through		0			0	
	Through	266	0	305	0	0	**0**
	Through-Right		1			0	
	Right	39	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	336	2	185	0	0	**0**
	Left-Through		0			0	
	Through	658	2	**329**	0	0	0
	Through-Right		0			0	
	Right	181	1	181	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	876		*North-South:*	0
			East-West:	494		*East-West:*	0
			SUM:	1370		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.961			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.961			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1827	2	**666**	0	0	0
	Through-Right		1			0	
	Right	171	0	171	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1591	3	530	0	0	**0**
	Through-Right		0			0	
	Right	213	1	57	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	284	2	156	0	0	0
	Left-Through		0			0	
	Through	207	0	**269**	0	0	**0**
	Through-Right		1			0	
	Right	62	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	226	2	**124**	0	0	**0**
	Left-Through		0			0	
	Through	304	2	152	0	0	0
	Through-Right		0			0	
	Right	108	1	108	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	666		*North-South:*	0
			East-West:	393		*East-West:*	0
			SUM:	1059		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.743			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.743			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	2094	2	797	0	0	0
	Through-Right		1			0	
	Right	298	0	298	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2547	3	**849**	0	0	**0**
	Through-Right		0			0	
	Right	192	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	568	2	312	0	0	0
	Left-Through		0			0	
	Through	414	0	**516**	0	0	**0**
	Through-Right		1			0	
	Right	102	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	307	2	**169**	0	0	**0**
	Left-Through		0			0	
	Through	292	2	146	0	0	0
	Through-Right		0			0	
	Right	114	1	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	849		*North-South:*	0
			East-West:	685		*East-West:*	0
			SUM:	1534		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.076			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.076			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	358	2	**197**	0	0	**0**
	Left-Through		0			0	
	Through	1483	2	506	0	0	0
	Through-Right		1			0	
	Right	35	0	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	152	2	84	0	0	0
	Left-Through		0			0	
	Through	1357	2	**517**	0	0	**0**
	Through-Right		1			0	
	Right	193	0	193	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	397	2	199	0	0	**0**
	Through-Right		0			0	
	Right	167	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	129	1	129	0	0	**0**
	Left-Through		0			0	
	Through	1163	2	**582**	0	0	0
	Through-Right		0			0	
	Right	333	1	249	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	714		*North-South:*	0
			East-West:	672		*East-West:*	0
			SUM:	1386		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.008			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.008			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	175	2	**96**	0	0	**0**
	Left-Through		0			0	
	Through	1232	2	431	0	0	0
	Through-Right		1			0	
	Right	62	0	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	207	2	114	0	0	0
	Left-Through		0			0	
	Through	1277	2	**479**	0	0	**0**
	Through-Right		1			0	
	Right	161	0	161	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	188	1	**188**	0	0	0
	Left-Through		0			0	
	Through	436	2	218	0	0	**0**
	Through-Right		0			0	
	Right	190	1	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	162	1	162	0	0	**0**
	Left-Through		0			0	
	Through	466	2	**233**	0	0	0
	Through-Right		0			0	
	Right	168	1	54	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	575		*North-South:*	0
			East-West:	421		*East-West:*	0
			SUM:	996		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.724			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.724			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	139	2	**76**	0	0	**0**
	Left-Through		0			0	
	Through	1206	2	432	0	0	0
	Through-Right		1			0	
	Right	89	0	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	351	2	193	0	0	0
	Left-Through		0			0	
	Through	2054	2	**718**	0	0	**0**
	Through-Right		1			0	
	Right	99	0	99	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	139	1	139	0	0	0
	Left-Through		0			0	
	Through	853	2	**427**	0	0	**0**
	Through-Right		0			0	
	Right	288	1	212	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	179	1	**179**	0	0	**0**
	Left-Through		0			0	
	Through	550	2	275	0	0	0
	Through-Right		0			0	
	Right	200	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	794		*North-South:*	0
			East-West:	606		*East-West:*	0
			SUM:	1400		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.018			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.018			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	3 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	179	1	179	0	0	0
	Left-Through		0			0	
	Through	2075	2	704	0	0	0
	Through-Right		1			0	
	Right	37	0	37	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	133	1	133	0	0	0
	Left-Through		0			0	
	Through	1486	3	495	0	0	0
	Through-Right		0			0	
	Right	131	1	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	89	1	89	0	0	0
	Left-Through		0			0	
	Through	521	2	203	0	0	0
	Through-Right		1			0	
	Right	87	0	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	155	1	155	0	0	0
	Left-Through		0			0	
	Through	1003	2	502	0	0	0
	Through-Right		0			0	
	Right	343	1	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	837		North-South:	0
			East-West:	591		East-West:	0
			SUM:	1428		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.039			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.039			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	3 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	92	1	92	0	0	0
	Left-Through		0			0	
	Through	1184	2	411	0	0	0
	Through-Right		1			0	
	Right	49	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	169	1	169	0	0	0
	Left-Through		0			0	
	Through	1134	3	378	0	0	0
	Through-Right		0			0	
	Right	111	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	172	1	172	0	0	0
	Left-Through		0			0	
	Through	472	2	171	0	0	0
	Through-Right		1			0	
	Right	41	0	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	121	1	121	0	0	0
	Left-Through		0			0	
	Through	483	2	242	0	0	0
	Through-Right		0			0	
	Right	201	1	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	580		North-South:	0
			East-West:	414		East-West:	0
			SUM:	994		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.723			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.723			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	3 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	112	1	112	0	0	0
	Left-Through		0			0	
	Through	1606	2	569	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	185	1	185	0	0	0
	Left-Through		0			0	
	Through	1999	3	666	0	0	0
	Through-Right		0			0	
	Right	151	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	183	1	183	0	0	0
	Left-Through		0			0	
	Through	845	2	300	0	0	0
	Through-Right		1			0	
	Right	56	0	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	153	1	153	0	0	0
	Left-Through		0			0	
	Through	618	2	309	0	0	0
	Through-Right		0			0	
	Right	207	1	22	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	778		North-South:	0
			East-West:	492		East-West:	0
			SUM:	1270		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.924			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.924			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	387	1	387	0	0	0
	Left-Through		0			0	
	Through	2140	2	736	0	0	0
	Through-Right		1			0	
	Right	69	0	69	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	62	1	62	0	0	0
	Left-Through		0			0	
	Through	1467	2	548	0	0	0
	Through-Right		1			0	
	Right	178	0	178	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	52	1	52	0	0	0
	Left-Through		0			0	
	Through	369	2	185	0	0	0
	Through-Right		0			0	
	Right	241	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	128	1	128	0	0	0
	Left-Through		0			0	
	Through	984	1	515	0	0	0
	Through-Right		1			0	
	Right	45	0	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	935		North-South:	0
			East-West:	567		East-West:	0
			SUM:	1502		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.054			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.054			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	217	1	**217**	0	0	**0**
	Left-Through		0			0	
	Through	1266	2	452	0	0	0
	Through-Right		1			0	
	Right	89	0	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	89	1	89	0	0	0
	Left-Through		0			0	
	Through	1172	2	**430**	0	0	**0**
	Through-Right		1			0	
	Right	119	0	119	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	74	1	**74**	0	0	0
	Left-Through		0			0	
	Through	305	2	153	0	0	**0**
	Through-Right		0			0	
	Right	222	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	94	1	94	0	0	**0**
	Left-Through		0			0	
	Through	327	1	**203**	0	0	0
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	647		*North-South:*	0
			East-West:	277		*East-West:*	0
			SUM:	924		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.648			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.648			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	241	1	**241**	0	0	**0**
	Left-Through		0			0	
	Through	1771	2	634	0	0	0
	Through-Right		1			0	
	Right	132	0	132	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	46	1	46	0	0	0
	Left-Through		0			0	
	Through	1787	2	**619**	0	0	**0**
	Through-Right		1			0	
	Right	71	0	71	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	105	1	105	0	0	0
	Left-Through		0			0	
	Through	826	2	**413**	0	0	**0**
	Through-Right		0			0	
	Right	462	1	221	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	75	1	**75**	0	0	**0**
	Left-Through		0			0	
	Through	376	1	215	0	0	0
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	860		*North-South:*	0
			East-West:	488		*East-West:*	0
			SUM:	1348		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.946			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.946			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	186	1	186	0	0	**0**
	Left-Through		0			0	
	Through	965	2	**333**	0	0	0
	Through-Right		1			0	
	Right	35	0	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	683	2	292	0	0	**0**
	Through-Right		1			0	
	Right	192	0	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	132	1	**132**	0	0	0
	Left-Through		0			0	
	Through	819	2	319	0	0	**0**
	Through-Right		1			0	
	Right	138	0	138	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1184	2	**412**	0	0	0
	Through-Right		1			0	
	Right	51	0	51	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	523		*North-South:*	0
			East-West:	544		*East-West:*	0
			SUM:	1067		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.776			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.776			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	577	2	**211**	0	0	0
	Through-Right		1			0	
	Right	56	0	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	186	1	**186**	0	0	0
	Left-Through		0			0	
	Through	630	2	250	0	0	**0**
	Through-Right		1			0	
	Right	121	0	121	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	137	1	137	0	0	0
	Left-Through		0			0	
	Through	775	2	**310**	0	0	**0**
	Through-Right		1			0	
	Right	156	0	156	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	137	1	**137**	0	0	**0**
	Left-Through		0			0	
	Through	615	2	233	0	0	0
	Through-Right		1			0	
	Right	83	0	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	397		*North-South:*	0
			East-West:	447		*East-West:*	0
			SUM:	844		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.614			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.614			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	126	1	126	0	0	**0**
	Left-Through		0			0	
	Through	738	2	**264**	0	0	0
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	241	1	**241**	0	0	0
	Left-Through		0			0	
	Through	965	2	365	0	0	**0**
	Through-Right		1			0	
	Right	131	0	131	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	134	1	134	0	0	0
	Left-Through		0			0	
	Through	1328	2	**492**	0	0	**0**
	Through-Right		1			0	
	Right	149	0	149	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	166	1	**166**	0	0	**0**
	Left-Through		0			0	
	Through	792	2	293	0	0	0
	Through-Right		1			0	
	Right	86	0	86	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	505		*North-South:*	0
			East-West:	658		*East-West:*	0
			SUM:	1163		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.846			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.846			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	664	1	**441**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	659	1	441	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	862	3	287	0	0	**0**
	Through-Right		0			0	
	Right	324	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1336	2	**543**	0	0	0
	Through-Right		1			0	
	Right	292	0	292	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	441		*North-South:*	0
			East-West:	543		*East-West:*	0
			SUM:	984		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.656			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.656			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	413	1	**274**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	409	1	274	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	6	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1026	3	342	0	0	**0**
	Through-Right		0			0	
	Right	347	1	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1095	2	**523**	0	0	0
	Through-Right		1			0	
	Right	473	0	473	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	274		*North-South:*	0
			East-West:	523		*East-West:*	0
			SUM:	797		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.531			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.531			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	468	1	**375**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	656	1	375	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	1439	3	**480**	0	0	**0**
	Through-Right		0			0	
	Right	332	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1106	2	479	0	0	0
	Through-Right		1			0	
	Right	331	0	331	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	375		*North-South:*	0
			East-West:	480		*East-West:*	0
			SUM:	855		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.570			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.570			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

AM

No. of Phases				4				0			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0			
	EB--	0	WB--	0	EB--	0	WB--	0			
ATSAC-1 or ATSAC+ATCS-2?				0				0			
Override Capacity				0				0			

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	197	1	197	0	0	**0**
	Left-Through		0			0	
	Through	807	1	**424**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	631	1	363	0	0	**0**
	Through-Right		1			0	
	Right	95	0	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	115	1	**115**	0	0	0
	Left-Through		0			0	
	Through	975	2	351	0	0	**0**
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	68	1	68	0	0	**0**
	Left-Through		0			0	
	Through	1305	2	**471**	0	0	0
	Through-Right		1			0	
	Right	108	0	108	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	584		*North-South:*	0
			East-West:	586		*East-West:*	0
			SUM:	1170		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.851			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.851			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

MD

No. of Phases				4				0			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0			
	EB--	0	WB--	0	EB--	0	WB--	0			
ATSAC-1 or ATSAC+ATCS-2?				0				0			
Override Capacity				0				0			

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	93	1	93	0	0	**0**
	Left-Through		0			0	
	Through	519	1	**287**	0	0	0
	Through-Right		1			0	
	Right	55	0	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	519	1	302	0	0	**0**
	Through-Right		1			0	
	Right	85	0	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	93	1	93	0	0	0
	Left-Through		0			0	
	Through	747	2	**277**	0	0	**0**
	Through-Right		1			0	
	Right	85	0	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	83	1	**83**	0	0	**0**
	Left-Through		0			0	
	Through	678	2	260	0	0	0
	Through-Right		1			0	
	Right	102	0	102	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	407		*North-South:*	0
			East-West:	360		*East-West:*	0
			SUM:	767		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.558			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.558			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

PM

No. of Phases				4				0			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0			
	EB--	0	WB--	0	EB--	0	WB--	0			
ATSAC-1 or ATSAC+ATCS-2?				0				0			
Override Capacity				0				0			

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	631	1	336	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	156	1	156	0	0	0
	Left-Through		0			0	
	Through	748	1	**436**	0	0	**0**
	Through-Right		1			0	
	Right	124	0	124	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	124	1	124	0	0	0
	Left-Through		0			0	
	Through	1325	2	**482**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	101	1	**101**	0	0	**0**
	Left-Through		0			0	
	Through	939	2	345	0	0	0
	Through-Right		1			0	
	Right	97	0	97	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	566		*North-South:*	0
			East-West:	583		*East-West:*	0
			SUM:	1149		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.836			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.836			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

AM

No. of Phases				4				0			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0			
	EB--	0	WB--	0	EB--	0	WB--	0			
ATSAC-1 or ATSAC+ATCS-2?				0				0			
Override Capacity				0				0			

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	144	1	144	0	0	**0**
	Left-Through		0			0	
	Through	716	1	**396**	0	0	0
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	165	1	**165**	0	0	0
	Left-Through		0			0	
	Through	678	1	367	0	0	**0**
	Through-Right		1			0	
	Right	56	0	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	62	1	**62**	0	0	0
	Left-Through		0			0	
	Through	889	2	328	0	0	**0**
	Through-Right		1			0	
	Right	96	0	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	86	1	86	0	0	**0**
	Left-Through		0			0	
	Through	1092	2	**410**	0	0	0
	Through-Right		1			0	
	Right	139	0	139	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	561		*North-South:*	0
			East-West:	472		*East-West:*	0
			SUM:	1033		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.751			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.751			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	459	1	277	0	0	0
	Through-Right		1			0	
	Right	95	0	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	119	1	119	0	0	0
	Left-Through		0			0	
	Through	569	1	**330**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	104	1	104	0	0	0
	Left-Through		0			0	
	Through	686	2	**264**	0	0	**0**
	Through-Right		1			0	
	Right	107	0	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	131	1	**131**	0	0	**0**
	Left-Through		0			0	
	Through	639	2	243	0	0	0
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	430		*North-South:*	0
			East-West:	395		*East-West:*	0
			SUM:	825		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.600			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.600			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	136	1	**136**	0	0	**0**
	Left-Through		0			0	
	Through	641	1	371	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	154	1	154	0	0	0
	Left-Through		0			0	
	Through	794	1	**449**	0	0	**0**
	Through-Right		1			0	
	Right	104	0	104	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	121	1	121	0	0	0
	Left-Through		0			0	
	Through	1088	2	**417**	0	0	**0**
	Through-Right		1			0	
	Right	163	0	163	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	179	1	**179**	0	0	**0**
	Left-Through		0			0	
	Through	802	2	302	0	0	0
	Through-Right		1			0	
	Right	103	0	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	585		*North-South:*	0
			East-West:	596		*East-West:*	0
			SUM:	1181		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.859			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.859			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	216	1	216	0	0	**0**
	Left-Through		0			0	
	Through	1145	2	**430**	0	0	0
	Through-Right		1			0	
	Right	144	0	144	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	75	1	**75**	0	0	0
	Left-Through		0			0	
	Through	475	2	184	0	0	**0**
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	108	1	**108**	0	0	0
	Left-Through		0			0	
	Through	1110	2	410	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	86	1	86	0	0	**0**
	Left-Through		0			0	
	Through	1067	2	**390**	0	0	0
	Through-Right		1			0	
	Right	102	0	102	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	505		*North-South:*	0
			East-West:	498		*East-West:*	0
			SUM:	1003		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.729			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.729			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	143	1	**143**	0	0	**0**
	Left-Through		0			0	
	Through	473	2	194	0	0	0
	Through-Right		1			0	
	Right	109	0	109	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	83	1	83	0	0	0
	Left-Through		0			0	
	Through	369	2	**147**	0	0	**0**
	Through-Right		1			0	
	Right	73	0	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	1	51	0	0	0
	Left-Through		0			0	
	Through	884	2	**333**	0	0	**0**
	Through-Right		1			0	
	Right	115	0	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	138	1	**138**	0	0	**0**
	Left-Through		0			0	
	Through	744	2	273	0	0	0
	Through-Right		1			0	
	Right	74	0	74	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	290		*North-South:*	0
			East-West:	471		*East-West:*	0
			SUM:	761		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.553			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.553			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	173	1	**173**	0	0	**0**
	Left-Through		0			0	
	Through	707	2	274	0	0	0
	Through-Right		1			0	
	Right	116	0	116	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	102	1	102	0	0	0
	Left-Through		0			0	
	Through	674	2	**244**	0	0	**0**
	Through-Right		1			0	
	Right	59	0	59	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	99	1	99	0	0	0
	Left-Through		0			0	
	Through	1190	2	**441**	0	0	**0**
	Through-Right		1			0	
	Right	134	0	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	111	1	**111**	0	0	**0**
	Left-Through		0			0	
	Through	1039	2	363	0	0	0
	Through-Right		1			0	
	Right	49	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	417		North-South:	0
			East-West:	552		East-West:	0
			SUM:	969		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.705			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.705			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	218	2	120	0	0	**0**
	Left-Through		0			0	
	Through	1214	2	**443**	0	0	0
	Through-Right		1			0	
	Right	114	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	139	2	**76**	0	0	0
	Left-Through		0			0	
	Through	453	2	182	0	0	**0**
	Through-Right		1			0	
	Right	92	0	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	125	1	**125**	0	0	0
	Left-Through		0			0	
	Through	1145	2	410	0	0	**0**
	Through-Right		1			0	
	Right	85	0	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	92	1	92	0	0	**0**
	Left-Through		0			0	
	Through	1098	2	**410**	0	0	0
	Through-Right		1			0	
	Right	133	0	133	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	519		North-South:	0
			East-West:	535		East-West:	0
			SUM:	1054		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.767			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.767			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	127	2	70	0	0	**0**
	Left-Through		0			0	
	Through	512	2	**216**	0	0	0
	Through-Right		1			0	
	Right	135	0	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	167	2	**92**	0	0	0
	Left-Through		0			0	
	Through	472	2	202	0	0	**0**
	Through-Right		1			0	
	Right	134	0	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	111	1	**111**	0	0	0
	Left-Through		0			0	
	Through	900	2	341	0	0	**0**
	Through-Right		1			0	
	Right	124	0	124	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	104	1	104	0	0	**0**
	Left-Through		0			0	
	Through	868	2	**340**	0	0	0
	Through-Right		1			0	
	Right	153	0	153	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	308		North-South:	0
			East-West:	451		East-West:	0
			SUM:	759		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.552			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.552			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	163	2	90	0	0	**0**
	Left-Through		0			0	
	Through	812	2	**312**	0	0	0
	Through-Right		1			0	
	Right	123	0	123	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	199	2	**109**	0	0	0
	Left-Through		0			0	
	Through	738	2	290	0	0	**0**
	Through-Right		1			0	
	Right	132	0	132	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	125	1	125	0	0	0
	Left-Through		0			0	
	Through	1253	2	**470**	0	0	**0**
	Through-Right		1			0	
	Right	156	0	156	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	976	2	366	0	0	0
	Through-Right		1			0	
	Right	122	0	122	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	421		North-South:	0
			East-West:	570		East-West:	0
			SUM:	991		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.721			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.721			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	156	2	86	0	0	**0**
	Left-Through		0			0	
	Through	1286	3	**429**	0	0	0
	Through-Right		0			0	
	Right	131	1	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	114	2	**63**	0	0	0
	Left-Through		0			0	
	Through	635	2	252	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	136	1	**136**	0	0	0
	Left-Through		0			0	
	Through	676	2	240	0	0	**0**
	Through-Right		1			0	
	Right	44	0	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	179	1	179	0	0	**0**
	Left-Through		0			0	
	Through	905	2	**339**	0	0	0
	Through-Right		1			0	
	Right	111	0	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	492		*North-South:*	0
			East-West:	475		*East-West:*	0
			SUM:	967		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.703			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.703			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	138	2	**76**	0	0	**0**
	Left-Through		0			0	
	Through	539	3	180	0	0	0
	Through-Right		0			0	
	Right	68	1	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	108	2	59	0	0	0
	Left-Through		0			0	
	Through	495	2	**206**	0	0	**0**
	Through-Right		1			0	
	Right	123	0	123	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	136	1	**136**	0	0	0
	Left-Through		0			0	
	Through	601	2	231	0	0	**0**
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	112	1	112	0	0	**0**
	Left-Through		0			0	
	Through	598	2	**223**	0	0	0
	Through-Right		1			0	
	Right	72	0	72	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	282		*North-South:*	0
			East-West:	359		*East-West:*	0
			SUM:	641		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.466			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.466			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	179	2	98	0	0	**0**
	Left-Through		0			0	
	Through	988	3	**329**	0	0	0
	Through-Right		0			0	
	Right	110	1	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	163	2	**90**	0	0	0
	Left-Through		0			0	
	Through	799	2	308	0	0	**0**
	Through-Right		1			0	
	Right	125	0	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	948	2	**349**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	134	1	**134**	0	0	**0**
	Left-Through		0			0	
	Through	707	2	240	0	0	0
	Through-Right		1			0	
	Right	14	0	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	419		*North-South:*	0
			East-West:	483		*East-West:*	0
			SUM:	902		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.656			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.656			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	377	2	207	0	0	**0**
	Left-Through		0			0	
	Through	1203	2	**448**	0	0	0
	Through-Right		1			0	
	Right	141	0	141	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	223	2	**123**	0	0	0
	Left-Through		0			0	
	Through	742	3	247	0	0	**0**
	Through-Right		0			0	
	Right	42	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	98	1	**98**	0	0	0
	Left-Through		0			0	
	Through	559	2	234	0	0	**0**
	Through-Right		1			0	
	Right	144	0	144	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	235	1	235	0	0	**0**
	Left-Through		0			0	
	Through	1212	2	**471**	0	0	0
	Through-Right		1			0	
	Right	202	0	202	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	571		*North-South:*	0
			East-West:	569		*East-West:*	0
			SUM:	1140		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.829			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.829			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	353	2	**194**	0	0	**0**
	Left-Through		0			0	
	Through	660	2	265	0	0	0
	Through-Right		1			0	
	Right	134	0	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	147	2	81	0	0	0
	Left-Through		0			0	
	Through	502	3	**167**	0	0	**0**
	Through-Right		0			0	
	Right	41	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	68	1	68	0	0	0
	Left-Through		0			0	
	Through	510	2	**222**	0	0	**0**
	Through-Right		1			0	
	Right	157	0	157	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	151	1	**151**	0	0	**0**
	Left-Through		0			0	
	Through	449	2	180	0	0	0
	Through-Right		1			0	
	Right	92	0	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	361		*North-South:*	0
			East-West:	373		*East-West:*	0
			SUM:	734		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.534			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.534			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	333	2	183	0	0	**0**
	Left-Through		0			0	
	Through	1120	2	**447**	0	0	0
	Through-Right		1			0	
	Right	222	0	222	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	212	2	**117**	0	0	0
	Left-Through		0			0	
	Through	722	3	241	0	0	**0**
	Through-Right		0			0	
	Right	100	1	37	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	126	1	126	0	0	0
	Left-Through		0			0	
	Through	1172	2	**454**	0	0	**0**
	Through-Right		1			0	
	Right	189	0	189	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	188	1	**188**	0	0	**0**
	Left-Through		0			0	
	Through	656	2	252	0	0	0
	Through-Right		1			0	
	Right	99	0	99	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	564		*North-South:*	0
			East-West:	642		*East-West:*	0
			SUM:	1206		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.877			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.877			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	109	1	109	0	0	**0**
	Left-Through		0			0	
	Through	1330	2	**468**	0	0	0
	Through-Right		1			0	
	Right	75	0	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	124	1	**124**	0	0	0
	Left-Through		0			0	
	Through	495	2	188	0	0	**0**
	Through-Right		1			0	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	95	1	**95**	0	0	0
	Left-Through		0			0	
	Through	1041	2	370	0	0	**0**
	Through-Right		1			0	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	64	1	64	0	0	**0**
	Left-Through		0			0	
	Through	1069	2	**403**	0	0	0
	Through-Right		1			0	
	Right	139	0	139	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	592		*North-South:*	0
			East-West:	498		*East-West:*	0
			SUM:	1090		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.793			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.793			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	478	2	**190**	0	0	0
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	435	2	168	0	0	**0**
	Through-Right		1			0	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	920	2	**333**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	83	1	**83**	0	0	**0**
	Left-Through		0			0	
	Through	775	2	278	0	0	0
	Through-Right		1			0	
	Right	58	0	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	310		*North-South:*	0
			East-West:	416		*East-West:*	0
			SUM:	726		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.528			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.528			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	88	1	**88**	0	0	**0**
	Left-Through		0			0	
	Through	629	2	240	0	0	0
	Through-Right		1			0	
	Right	92	0	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	137	1	137	0	0	0
	Left-Through		0			0	
	Through	980	2	**374**	0	0	**0**
	Through-Right		1			0	
	Right	143	0	143	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	65	1	65	0	0	0
	Left-Through		0			0	
	Through	1201	2	**430**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	984	2	345	0	0	0
	Through-Right		1			0	
	Right	51	0	51	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	462		*North-South:*	0
			East-West:	530		*East-West:*	0
			SUM:	992		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.721			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.721			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	207	1	207	0	0	**0**
	Left-Through		0			0	
	Through	1154	2	**428**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	158	1	**158**	0	0	0
	Left-Through		0			0	
	Through	488	2	186	0	0	**0**
	Through-Right		1			0	
	Right	71	0	71	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	128	1	128	0	0	0
	Left-Through		0			0	
	Through	1335	2	**458**	0	0	**0**
	Through-Right		1			0	
	Right	39	0	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	149	1	**149**	0	0	**0**
	Left-Through		0			0	
	Through	1288	3	429	0	0	0
	Through-Right		0			0	
	Right	329	1	171	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	586		*North-South:*	0
			East-West:	607		*East-West:*	0
			SUM:	1193		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.868			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.868			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	109	1	109	0	0	**0**
	Left-Through		0			0	
	Through	410	2	**161**	0	0	0
	Through-Right		1			0	
	Right	73	0	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	185	1	**185**	0	0	0
	Left-Through		0			0	
	Through	418	2	170	0	0	**0**
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	74	1	74	0	0	0
	Left-Through		0			0	
	Through	1160	2	**409**	0	0	**0**
	Through-Right		1			0	
	Right	67	0	67	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	138	1	**138**	0	0	**0**
	Left-Through		0			0	
	Through	1044	3	348	0	0	0
	Through-Right		0			0	
	Right	186	1	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	346		*North-South:*	0
			East-West:	547		*East-West:*	0
			SUM:	893		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.649			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.649			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	711	2	269	0	0	0
	Through-Right		1			0	
	Right	96	0	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	195	1	195	0	0	0
	Left-Through		0			0	
	Through	953	2	**362**	0	0	**0**
	Through-Right		1			0	
	Right	134	0	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	107	1	107	0	0	0
	Left-Through		0			0	
	Through	1538	2	**531**	0	0	**0**
	Through-Right		1			0	
	Right	55	0	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	159	1	**159**	0	0	**0**
	Left-Through		0			0	
	Through	1177	3	392	0	0	0
	Through-Right		0			0	
	Right	199	1	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	522		*North-South:*	0
			East-West:	690		*East-West:*	0
			SUM:	1212		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.881			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.881			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 180
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0	NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	82	1	82	0	0	**0**	57	1	57	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1044	1	**556**	0	0	0	417	1	**261**	0	0	0
	Through-Right		1			0			1			0	
	Right	68	0	68	0	0	0	104	0	104	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	125	1	**125**	0	0	0	93	1	**93**	0	0	0
	Left-Through		0			0			0			0	
	Through	671	2	336	0	0	**0**	434	2	217	0	0	**0**
	Through-Right		0			0			0			0	
	Right	156	1	0	0	0	0	73	1	7	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	178	1	**178**	0	0	0	66	1	**66**	0	0	0
	Left-Through		0			0			0			0	
	Through	765	2	274	0	0	**0**	725	2	266	0	0	**0**
	Through-Right		1			0			1			0	
	Right	57	0	57	0	0	0	73	0	73	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	121	1	121	0	0	**0**	71	1	71	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1141	2	**451**	0	0	0	734	2	**283**	0	0	0
	Through-Right		1			0			1			0	
	Right	211	0	211	0	0	0	115	0	115	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	681		North-South:	0		North-South:	354		North-South:	0
			East-West:	629		East-West:	0		East-West:	349		East-West:	0
			SUM:	1310		SUM:	0		SUM:	703		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.953			0.000			0.511			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.953			0.000			0.511			0.000
LEVEL OF SERVICE (LOS):				E			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 180
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0						
		EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	87	1	87	0	0	**0**						
	Left-Through		0			0							
	Through	697	1	**389**	0	0	0						
	Through-Right		1			0							
	Right	81	0	81	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	136	1	**136**	0	0	0						
	Left-Through		0			0							
	Through	841	2	421	0	0	**0**						
	Through-Right		0			0							
	Right	143	1	30	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	113	1	113	0	0	0						
	Left-Through		0			0							
	Through	1088	2	**395**	0	0	**0**						
	Through-Right		1			0							
	Right	96	0	96	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	129	1	**129**	0	0	**0**						
	Left-Through		0			0							
	Through	966	2	353	0	0	0						
	Through-Right		1			0							
	Right	94	0	94	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	525		North-South:	0						
			East-West:	524		East-West:	0						
			SUM:	1049		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.763			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.763			0.000						
LEVEL OF SERVICE (LOS):				C			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	58	1	58	0	0	**0**						
	Left-Through		0			0							
	Through	604	2	**302**	0	0	0						
	Through-Right		0			0							
	Right	71	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	198	1	**198**	0	0	0						
	Left-Through		0			0							
	Through	399	1	261	0	0	**0**						
	Through-Right		1			0							
	Right	122	0	122	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	96	1	**96**	0	0	0						
	Left-Through		0			0							
	Through	893	2	310	0	0	**0**						
	Through-Right		1			0							
	Right	36	0	36	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	87	1	87	0	0	**0**						
	Left-Through		0			0							
	Through	1559	2	**613**	0	0	0						
	Through-Right		1			0							
	Right	280	0	280	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	500		North-South:	0						
			East-West:	709		East-West:	0						
			SUM:	1209		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.879			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.879			0.000						
LEVEL OF SERVICE (LOS):				D			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	61	1	61	0	0	**0**
	Left-Through		0			0	
	Through	257	2	**129**	0	0	0
	Through-Right		0			0	
	Right	90	1	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	135	1	**135**	0	0	0
	Left-Through		0			0	
	Through	240	1	161	0	0	**0**
	Through-Right		1			0	
	Right	82	0	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	82	1	**82**	0	0	0
	Left-Through		0			0	
	Through	671	2	236	0	0	**0**
	Through-Right		1			0	
	Right	38	0	38	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	78	1	78	0	0	**0**
	Left-Through		0			0	
	Through	588	2	**238**	0	0	0
	Through-Right		1			0	
	Right	125	0	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	264		*North-South:*	0
			East-West:	320		*East-West:*	0
			SUM:	584		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.425			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.425			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	92	1	92	0	0	**0**
	Left-Through		0			0	
	Through	505	2	**253**	0	0	0
	Through-Right		0			0	
	Right	85	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	164	1	**164**	0	0	0
	Left-Through		0			0	
	Through	445	1	288	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	115	1	115	0	0	0
	Left-Through		0			0	
	Through	1525	2	**528**	0	0	**0**
	Through-Right		1			0	
	Right	59	0	59	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	124	1	**124**	0	0	**0**
	Left-Through		0			0	
	Through	816	2	337	0	0	0
	Through-Right		1			0	
	Right	194	0	194	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	417		*North-South:*	0
			East-West:	652		*East-West:*	0
			SUM:	1069		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.777			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.777			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	148	1	148	0	0	**0**
	Left-Through		0			0	
	Through	551	2	**221**	0	0	0
	Through-Right		1			0	
	Right	111	0	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	202	1	**202**	0	0	0
	Left-Through		0			0	
	Through	487	3	162	0	0	**0**
	Through-Right		0			0	
	Right	108	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	106	1	**106**	0	0	0
	Left-Through		0			0	
	Through	1042	2	368	0	0	**0**
	Through-Right		1			0	
	Right	63	0	63	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	128	1	128	0	0	**0**
	Left-Through		0			0	
	Through	1430	2	**532**	0	0	0
	Through-Right		1			0	
	Right	166	0	166	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	423		*North-South:*	0
			East-West:	638		*East-West:*	0
			SUM:	1061		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.772			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.772			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	104	1	104	0	0	**0**
	Left-Through		0			0	
	Through	323	2	**150**	0	0	0
	Through-Right		1			0	
	Right	126	0	126	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	217	1	**217**	0	0	0
	Left-Through		0			0	
	Through	317	3	106	0	0	**0**
	Through-Right		0			0	
	Right	95	1	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	97	1	97	0	0	0
	Left-Through		0			0	
	Through	937	2	**337**	0	0	**0**
	Through-Right		1			0	
	Right	73	0	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	135	1	**135**	0	0	**0**
	Left-Through		0			0	
	Through	941	2	359	0	0	0
	Through-Right		1			0	
	Right	135	0	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	367		*North-South:*	0
			East-West:	472		*East-West:*	0
			SUM:	839		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.610			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.610			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	678	2	**285**	0	0	0
	Through-Right		1			0	
	Right	176	0	176	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	241	1	**241**	0	0	0
	Left-Through		0			0	
	Through	745	3	248	0	0	**0**
	Through-Right		0			0	
	Right	98	1	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	144	1	144	0	0	0
	Left-Through		0			0	
	Through	1211	2	**443**	0	0	**0**
	Through-Right		1			0	
	Right	118	0	118	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	154	1	**154**	0	0	**0**
	Left-Through		0			0	
	Through	1155	2	449	0	0	0
	Through-Right		1			0	
	Right	192	0	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	526		*North-South:*	0
			East-West:	597		*East-West:*	0
			SUM:	1123		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.817			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.817			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	69	1	69	0	0	**0**
	Left-Through		0			0	
	Through	422	3	**141**	0	0	0
	Through-Right		0			0	
	Right	102	1	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	137	1	**137**	0	0	0
	Left-Through		0			0	
	Through	366	3	122	0	0	**0**
	Through-Right		0			0	
	Right	89	1	63	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	52	1	**52**	0	0	0
	Left-Through		0			0	
	Through	682	2	246	0	0	**0**
	Through-Right		1			0	
	Right	55	0	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	98	1	98	0	0	**0**
	Left-Through		0			0	
	Through	1715	2	**613**	0	0	0
	Through-Right		1			0	
	Right	123	0	123	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	278		*North-South:*	0
			East-West:	665		*East-West:*	0
			SUM:	943		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.686			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.686			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	51	1	**51**	0	0	**0**
	Left-Through		0			0	
	Through	285	3	95	0	0	0
	Through-Right		0			0	
	Right	42	1	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	74	1	74	0	0	0
	Left-Through		0			0	
	Through	315	3	105	0	0	**0**
	Through-Right		0			0	
	Right	157	1	**136**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	43	1	43	0	0	0
	Left-Through		0			0	
	Through	641	2	**229**	0	0	**0**
	Through-Right		1			0	
	Right	45	0	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	63	1	**63**	0	0	**0**
	Left-Through		0			0	
	Through	654	2	240	0	0	0
	Through-Right		1			0	
	Right	65	0	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	187		*North-South:*	0
			East-West:	292		*East-West:*	0
			SUM:	479		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.348			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.348			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	466	3	**155**	0	0	0
	Through-Right		0			0	
	Right	85	1	52	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	402	3	134	0	0	**0**
	Through-Right		0			0	
	Right	58	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	102	1	102	0	0	0
	Left-Through		0			0	
	Through	1311	2	**467**	0	0	**0**
	Through-Right		1			0	
	Right	89	0	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	66	1	**66**	0	0	**0**
	Left-Through		0			0	
	Through	768	2	279	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	275		*North-South:*	0
			East-West:	533		*East-West:*	0
			SUM:	808		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.588			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.588			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	1308	2	**654**	0	0	0
	Through-Right		0			0	
	Right	112	1	61	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	346	1	216	0	0	**0**
	Through-Right		1			0	
	Right	85	0	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	821	1	435	0	0	**0**
	Through-Right		1			0	
	Right	48	0	48	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	103	1	103	0	0	**0**
	Left-Through		0			0	
	Through	928	2	**464**	0	0	0
	Through-Right		0			0	
	Right	162	1	127	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	724		*North-South:*	0
			East-West:	544		*East-West:*	0
			SUM:	1268		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.845			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.845			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	126	1	126	0	0	**0**
	Left-Through		0			0	
	Through	963	2	**482**	0	0	0
	Through-Right		0			0	
	Right	111	1	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	82	1	**82**	0	0	0
	Left-Through		0			0	
	Through	495	1	295	0	0	**0**
	Through-Right		1			0	
	Right	94	0	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	121	1	**121**	0	0	0
	Left-Through		0			0	
	Through	461	1	262	0	0	**0**
	Through-Right		1			0	
	Right	62	0	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	99	1	99	0	0	**0**
	Left-Through		0			0	
	Through	515	2	**258**	0	0	0
	Through-Right		0			0	
	Right	109	1	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	564		*North-South:*	0
			East-West:	379		*East-West:*	0
			SUM:	943		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.629			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.629			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	124	1	124	0	0	**0**
	Left-Through		0			0	
	Through	1354	2	**677**	0	0	0
	Through-Right		0			0	
	Right	180	1	119	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	1039	1	592	0	0	**0**
	Through-Right		1			0	
	Right	145	0	145	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	128	1	128	0	0	0
	Left-Through		0			0	
	Through	1096	1	**599**	0	0	**0**
	Through-Right		1			0	
	Right	101	0	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	122	1	**122**	0	0	**0**
	Left-Through		0			0	
	Through	877	2	439	0	0	0
	Through-Right		0			0	
	Right	138	1	88	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	777		*North-South:*	0
			East-West:	721		*East-West:*	0
			SUM:	1498		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.999			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.999			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	97	1	97	0	0	**0**
	Left-Through		0			0	
	Through	970	1	**581**	0	0	0
	Through-Right		1			0	
	Right	191	0	191	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	135	1	**135**	0	0	0
	Left-Through		0			0	
	Through	292	1	171	0	0	**0**
	Through-Right		1			0	
	Right	49	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	65	1	65	0	0	0
	Left-Through		0			0	
	Through	633	1	**356**	0	0	**0**
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	168	1	**168**	0	0	**0**
	Left-Through		0			0	
	Through	771	2	386	0	0	0
	Through-Right		0			0	
	Right	246	1	179	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	716		*North-South:*	0
			East-West:	524		*East-West:*	0
			SUM:	1240		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.827			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.827			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	59	1	59	0	0	**0**
	Left-Through		0			0	
	Through	373	1	**231**	0	0	0
	Through-Right		1			0	
	Right	88	0	88	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	108	1	**108**	0	0	0
	Left-Through		0			0	
	Through	312	1	174	0	0	**0**
	Through-Right		1			0	
	Right	36	0	36	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	41	1	41	0	0	0
	Left-Through		0			0	
	Through	446	1	**245**	0	0	**0**
	Through-Right		1			0	
	Right	43	0	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	112	1	**112**	0	0	**0**
	Left-Through		0			0	
	Through	487	2	244	0	0	0
	Through-Right		0			0	
	Right	131	1	77	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	339		*North-South:*	0
			East-West:	357		*East-West:*	0
			SUM:	696		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.464			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.464			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	1	65	0	0	**0**
	Left-Through		0			0	
	Through	604	1	**372**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	229	1	**229**	0	0	0
	Left-Through		0			0	
	Through	829	1	439	0	0	**0**
	Through-Right		1			0	
	Right	48	0	48	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	36	1	36	0	0	0
	Left-Through		0			0	
	Through	951	1	**507**	0	0	**0**
	Through-Right		1			0	
	Right	62	0	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	92	1	**92**	0	0	**0**
	Left-Through		0			0	
	Through	860	2	430	0	0	0
	Through-Right		0			0	
	Right	184	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	601		*North-South:*	0
			East-West:	599		*East-West:*	0
			SUM:	1200		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.800			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.800			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	252	1	167	0	0	0
	Left-Through		0			0	
	Through	52	0	0	0	0	**0**
	Through-Right		0			0	
	Right	250	1	**167**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	973	2	**431**	0	0	**0**
	Through-Right		1			0	
	Right	320	0	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	219	1	**219**	0	0	**0**
	Left-Through		0			0	
	Through	1056	3	352	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	167		*North-South:*	0
			East-West:	650		*East-West:*	0
			SUM:	817		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.545			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.545			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	318	1	203	0	0	0
	Left-Through		0			0	
	Through	70	0	0	0	0	**0**
	Through-Right		0			0	
	Right	290	1	**203**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	940	2	**388**	0	0	**0**
	Through-Right		1			0	
	Right	224	0	224	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	208	1	**208**	0	0	**0**
	Left-Through		0			0	
	Through	661	3	220	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	203		*North-South:*	0
			East-West:	596		*East-West:*	0
			SUM:	799		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.533			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.533			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	228	1	149	0	0	0
	Left-Through		0			0	
	Through	76	0	0	0	0	**0**
	Through-Right		0			0	
	Right	220	1	**149**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1211	2	**490**	0	0	**0**
	Through-Right		1			0	
	Right	258	0	258	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	228	1	**228**	0	0	**0**
	Left-Through		0			0	
	Through	938	3	313	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	149		*North-South:*	0
			East-West:	718		*East-West:*	0
			SUM:	867		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.578			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.578			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	0	110	0	0	**0**
	Left-Through		1			0	
	Through	177	0	**192**	0	0	0
	Through-Right		1			0	
	Right	96	0	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	250	1	**250**	0	0	0
	Left-Through		0			0	
	Through	983	3	328	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1158	2	**472**	0	0	0
	Through-Right		1			0	
	Right	257	0	257	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	192		*North-South:*	0
			East-West:	722		*East-West:*	0
			SUM:	914		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.641			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.641			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	79	0	79	0	0	**0**
	Left-Through		1			0	
	Through	69	0	148	0	0	0
	Through-Right		1			0	
	Right	181	0	**181**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	329	1	**329**	0	0	0
	Left-Through		0			0	
	Through	1028	3	343	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	807	2	**375**	0	0	0
	Through-Right		1			0	
	Right	319	0	319	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	181		*North-South:*	0
			East-West:	704		*East-West:*	0
			SUM:	885		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.621			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.621			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	165	0	165	0	0	**0**
	Left-Through		1			0	
	Through	85	0	**232**	0	0	0
	Through-Right		1			0	
	Right	213	0	232	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	276	1	**276**	0	0	0
	Left-Through		0			0	
	Through	1233	3	411	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1051	2	**441**	0	0	0
	Through-Right		1			0	
	Right	271	0	271	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	232		*North-South:*	0
			East-West:	717		*East-West:*	0
			SUM:	949		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.666			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.666			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200

PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	330	1	217	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	321	1	**217**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	1	0	0	0	0	0
Left-Through		0			0	
Through	956	2	478	0	0	**0**
Through-Right		1			0	
Right	643	0	**643**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	1392	3	464	0	0	0
Through-Right		0			0	
Right	593	1	376	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	217		*North-South:*	0
		East-West:	643		*East-West:*	0
		SUM:	860		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.573			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.573			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200

PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	419	1	263	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	369	1	**263**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	14	0	0	0	0	0
Left-Through		0			0	
Through	991	2	**490**	0	0	**0**
Through-Right		1			0	
Right	480	0	480	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	985	3	328	0	0	0
Through-Right		0			0	
Right	383	1	120	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	263		*North-South:*	0
		East-West:	490		*East-West:*	0
		SUM:	753		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.502			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.502			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200

PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	458	1	254	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	305	1	**254**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	3	0	0	0	0	0
Left-Through		0			0	
Through	1312	2	**606**	0	0	**0**
Through-Right		1			0	
Right	505	0	505	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	1128	3	376	0	0	0
Through-Right		0			0	
Right	389	1	135	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	254		*North-South:*	0
		East-West:	606		*East-West:*	0
		SUM:	860		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.573			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.573			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0	NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	3	1	3	0	0	**0**	112	1	112	0	0	**0**
	Left-Through		0			0			0			0	
	Through	435	1	**250**	0	0	0	641	1	**347**	0	0	0
	Through-Right		1			0			1			0	
	Right	65	0	65	0	0	0	53	0	53	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	2	1	**2**	0	0	0	47	1	**47**	0	0	0
	Left-Through		0			0			0			0	
	Through	653	3	218	0	0	**0**	619	3	206	0	0	**0**
	Through-Right		0			0			0			0	
	Right	120	1	92	0	0	0	133	1	65	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	28	1	28	0	0	0	68	1	68	0	0	0
	Left-Through		0			0			0			0	
	Through	212	2	**106**	0	0	**0**	437	2	**219**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	23	1	20	0	0	0	92	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	119	1	**119**	0	0	**0**	116	1	**116**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	324	1	187	0	0	0	373	1	238	0	0	0
	Through-Right		1			0			1			0	
	Right	50	0	50	0	0	0	102	0	102	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	252		North-South:	0		North-South:	394		North-South:	0
			East-West:	225		East-West:	0		East-West:	335		East-West:	0
			SUM:	477		SUM:	0		SUM:	729		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.347			0.000			0.530			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.347			0.000			0.530			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0						
		EB-- 3	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	49	1	49	0	0	**0**						
	Left-Through		0			0							
	Through	863	1	**476**	0	0	0						
	Through-Right		1			0							
	Right	88	0	88	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	37	1	**37**	0	0	0						
	Left-Through		0			0							
	Through	533	3	178	0	0	**0**						
	Through-Right		0			0							
	Right	113	1	76	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	37	1	37	0	0	0						
	Left-Through		0			0							
	Through	510	2	**255**	0	0	**0**						
	Through-Right		0			0							
	Right	35	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	117	1	**117**	0	0	**0**						
	Left-Through		0			0							
	Through	412	1	253	0	0	0						
	Through-Right		1			0							
	Right	94	0	94	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	513		North-South:	0						
			East-West:	372		East-West:	0						
			SUM:	885		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.644			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.644			0.000						
LEVEL OF SERVICE (LOS):				B			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	9	1	9	0	0	**0**						
	Left-Through		0			0							
	Through	33	2	**17**	0	0	0						
	Through-Right		0			0							
	Right	35	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	273	2	**96**	0	0	0						
	Left-Through		1			0							
	Through	18	1	18	0	0	**0**						
	Through-Right		0			0							
	Right	164	1	27	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	499	2	**274**	0	0	0						
	Left-Through		0			0							
	Through	1108	4	277	0	0	**0**						
	Through-Right		0			0							
	Right	13	1	9	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	82	1	82	0	0	**0**						
	Left-Through		0			0							
	Through	2088	4	**522**	0	0	0						
	Through-Right		0			0							
	Right	360	1	264	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	113		North-South:	0						
			East-West:	796		East-West:	0						
			SUM:	909		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.661			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.661			0.000						
LEVEL OF SERVICE (LOS):				B			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 7

PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	22	1	22	0	0	**0**
Left-Through		0			0	
Through	34	2	17	0	0	0
Through-Right		0			0	
Right	40	1	**25**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	360	2	**126**	0	0	0
Left-Through		1			0	
Through	20	1	20	0	0	**0**
Through-Right		0			0	
Right	318	1	125	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	701	2	**386**	0	0	0
Left-Through		0			0	
Through	1600	4	400	0	0	**0**
Through-Right		0			0	
Right	19	1	8	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	31	1	31	0	0	**0**
Left-Through		0			0	
Through	1760	4	**440**	0	0	0
Through-Right		0			0	
Right	229	1	103	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	151		*North-South:*	0
		East-West:	826		*East-West:*	0
		SUM:	977		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.711			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.711			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 7

PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	17	1	17	0	0	**0**
Left-Through		0			0	
Through	37	2	19	0	0	0
Through-Right		0			0	
Right	65	1	**43**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	534	2	**187**	0	0	0
Left-Through		1			0	
Through	17	1	17	0	0	**0**
Through-Right		0			0	
Right	320	1	103	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	790	2	**435**	0	0	0
Left-Through		0			0	
Through	1601	4	400	0	0	**0**
Through-Right		0			0	
Right	17	1	9	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	45	1	45	0	0	**0**
Left-Through		0			0	
Through	1413	4	**353**	0	0	0
Through-Right		0			0	
Right	280	1	93	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	230		*North-South:*	0
		East-West:	788		*East-West:*	0
		SUM:	1018		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.740			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.740			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 8

PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	37	0	37	0	0	**0**
Left-Through		1			0	
Through	93	0	**130**	0	0	0
Through-Right		0			0	
Right	365	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	82	0	**82**	0	0	0
Left-Through		1			0	
Through	13	0	34	0	0	**0**
Through-Right		1			0	
Right	21	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	7	1	7	0	0	0
Left-Through		0			0	
Through	400	2	**136**	0	0	**0**
Through-Right		1			0	
Right	8	0	8	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	706	2	**388**	0	0	**0**
Left-Through		0			0	
Through	532	1	270	0	0	0
Through-Right		1			0	
Right	8	0	8	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	212		*North-South:*	0
		East-West:	524		*East-West:*	0
		SUM:	736		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.535			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.535			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 8

PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	37	0	37	0	0	**0**
Left-Through		1			0	
Through	31	0	**68**	0	0	0
Through-Right		0			0	
Right	563	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	30	0	30	0	0	0
Left-Through		1			0	
Through	25	0	**42**	0	0	**0**
Through-Right		1			0	
Right	17	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	17	1	17	0	0	0
Left-Through		0			0	
Through	520	2	**178**	0	0	**0**
Through-Right		1			0	
Right	14	0	14	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	629	2	**346**	0	0	**0**
Left-Through		0			0	
Through	449	1	234	0	0	0
Through-Right		1			0	
Right	19	0	19	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	110		*North-South:*	0
		East-West:	524		*East-West:*	0
		SUM:	634		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.461			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.461			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	22	0	22	0	0	**0**
	Left-Through		1			0	
	Through	32	0	**54**	0	0	0
	Through-Right		0			0	
	Right	563	2	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	44	0	44	0	0	0
	Left-Through		1			0	
	Through	52	0	**58**	0	0	**0**
	Through-Right		1			0	
	Right	6	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	15	1	15	0	0	0
	Left-Through		0			0	
	Through	681	2	**230**	0	0	**0**
	Through-Right		1			0	
	Right	9	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	558	2	**307**	0	0	**0**
	Left-Through		0			0	
	Through	492	1	257	0	0	0
	Through-Right		1			0	
	Right	21	0	21	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	112		North-South:	0
			East-West:	537		East-West:	0
			SUM:	649		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.472			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.472			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	83	1	**83**	0	0	**0**
	Left-Through		0			0	
	Through	353	1	237	0	0	0
	Through-Right		1			0	
	Right	121	0	121	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	75	1	75	0	0	0
	Left-Through		0			0	
	Through	663	1	**337**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	6	1	**6**	0	0	0
	Left-Through		0			0	
	Through	551	1	281	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	165	1	165	0	0	**0**
	Left-Through		0			0	
	Through	938	1	**524**	0	0	0
	Through-Right		1			0	
	Right	109	0	109	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	420		North-South:	0
			East-West:	530		East-West:	0
			SUM:	950		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.691			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.691			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	1	31	0	0	**0**
	Left-Through		0			0	
	Through	546	1	**410**	0	0	0
	Through-Right		1			0	
	Right	273	0	273	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	83	1	**83**	0	0	0
	Left-Through		0			0	
	Through	563	1	287	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	17	1	17	0	0	0
	Left-Through		0			0	
	Through	913	1	**477**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	178	1	**178**	0	0	**0**
	Left-Through		0			0	
	Through	902	1	488	0	0	0
	Through-Right		1			0	
	Right	73	0	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	493		North-South:	0
			East-West:	655		East-West:	0
			SUM:	1148		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.835			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.835			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	69	1	69	0	0	**0**
	Left-Through		0			0	
	Through	596	1	**415**	0	0	0
	Through-Right		1			0	
	Right	233	0	233	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	85	1	**85**	0	0	0
	Left-Through		0			0	
	Through	451	1	235	0	0	**0**
	Through-Right		1			0	
	Right	19	0	19	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	7	1	7	0	0	0
	Left-Through		0			0	
	Through	1135	1	**588**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	155	1	**155**	0	0	**0**
	Left-Through		0			0	
	Through	737	1	400	0	0	0
	Through-Right		1			0	
	Right	63	0	63	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	500		North-South:	0
			East-West:	743		East-West:	0
			SUM:	1243		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.904			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.904			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	68	1	**68**	0	0	**0**
	Left-Through		0			0	
	Through	346	2	173	0	0	0
	Through-Right		0			0	
	Right	26	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	35	1	35	0	0	0
	Left-Through		0			0	
	Through	278	1	**144**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	23	1	**23**	0	0	0
	Left-Through		0			0	
	Through	270	1	140	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	117	1	117	0	0	**0**
	Left-Through		0			0	
	Through	567	1	**308**	0	0	0
	Through-Right		1			0	
	Right	48	0	48	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	212		*North-South:*	0
			East-West:	331		*East-West:*	0
			SUM:	543		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.395			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.395			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	85	1	**85**	0	0	**0**
	Left-Through		0			0	
	Through	303	2	152	0	0	0
	Through-Right		0			0	
	Right	75	1	34	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	68	1	68	0	0	0
	Left-Through		0			0	
	Through	232	1	**150**	0	0	**0**
	Through-Right		1			0	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	29	1	29	0	0	0
	Left-Through		0			0	
	Through	355	1	**195**	0	0	**0**
	Through-Right		1			0	
	Right	35	0	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	82	1	**82**	0	0	**0**
	Left-Through		0			0	
	Through	349	1	216	0	0	0
	Through-Right		1			0	
	Right	82	0	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	235		*North-South:*	0
			East-West:	277		*East-West:*	0
			SUM:	512		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.372			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.372			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	98	1	**98**	0	0	**0**
	Left-Through		0			0	
	Through	367	2	184	0	0	0
	Through-Right		0			0	
	Right	105	1	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	66	1	66	0	0	0
	Left-Through		0			0	
	Through	290	1	**205**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	14	1	14	0	0	0
	Left-Through		0			0	
	Through	712	1	**363**	0	0	**0**
	Through-Right		1			0	
	Right	13	0	13	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	95	1	**95**	0	0	**0**
	Left-Through		0			0	
	Through	439	1	238	0	0	0
	Through-Right		1			0	
	Right	37	0	37	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	303		*North-South:*	0
			East-West:	458		*East-West:*	0
			SUM:	761		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.553			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.553			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	258	1	**258**	0	0	**0**
	Left-Through		0			0	
	Through	507	1	279	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	59	1	59	0	0	0
	Left-Through		0			0	
	Through	278	1	**155**	0	0	**0**
	Through-Right		1			0	
	Right	32	0	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	53	1	**53**	0	0	0
	Left-Through		0			0	
	Through	172	1	153	0	0	**0**
	Through-Right		1			0	
	Right	134	0	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	420	2	**210**	0	0	0
	Through-Right		0			0	
	Right	137	1	137	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	413		*North-South:*	0
			East-West:	263		*East-West:*	0
			SUM:	676		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.451			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.451			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	130	1	130	0	0	0
Left-Through		0			0	
Through	529	1	318	0	0	0
Through-Right		1			0	
Right	106	0	106	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	88	1	88	0	0	0
Left-Through		0			0	
Through	425	1	249	0	0	0
Through-Right		1			0	
Right	73	0	73	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	63	1	63	0	0	0
Left-Through		0			0	
Through	330	1	218	0	0	0
Through-Right		1			0	
Right	105	0	105	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	66	1	66	0	0	0
Left-Through		0			0	
Through	286	2	143	0	0	0
Through-Right		0			0	
Right	74	1	74	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	406		North-South:	0
		East-West:	284		East-West:	0
		SUM:	690		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.460			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.460			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	148	1	148	0	0	0
Left-Through		0			0	
Through	415	1	318	0	0	0
Through-Right		1			0	
Right	221	0	221	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	131	1	131	0	0	0
Left-Through		0			0	
Through	594	1	321	0	0	0
Through-Right		1			0	
Right	47	0	47	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	43	1	43	0	0	0
Left-Through		0			0	
Through	551	1	453	0	0	0
Through-Right		1			0	
Right	354	0	354	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	59	1	59	0	0	0
Left-Through		0			0	
Through	262	2	131	0	0	0
Through-Right		0			0	
Right	74	1	74	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	469		North-South:	0
		East-West:	512		East-West:	0
		SUM:	981		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.654			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.654			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	738	2	406	0	0	0
Left-Through		0			0	
Through	775	1	424	0	0	0
Through-Right		1			0	
Right	73	0	73	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	2	2	1	0	0	0
Left-Through		0			0	
Through	315	2	158	0	0	0
Through-Right		0			0	
Right	132	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	200	1	200	0	0	0
Left-Through		0			0	
Through	1047	3	349	0	0	0
Through-Right		1			0	
Right	401	0	198	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	37	1	37	0	0	0
Left-Through		0			0	
Through	1624	3	411	0	0	0
Through-Right		1			0	
Right	18	0	18	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	564		North-South:	0
		East-West:	611		East-West:	0
		SUM:	1175		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.855			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.855			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	466	2	256	0	0	0
Left-Through		0			0	
Through	640	1	367	0	0	0
Through-Right		1			0	
Right	93	0	93	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	37	2	20	0	0	0
Left-Through		0			0	
Through	272	2	136	0	0	0
Through-Right		0			0	
Right	140	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	236	1	236	0	0	0
Left-Through		0			0	
Through	1605	3	471	0	0	0
Through-Right		1			0	
Right	279	0	279	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	158	1	158	0	0	0
Left-Through		0			0	
Through	1634	3	427	0	0	0
Through-Right		1			0	
Right	72	0	72	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	392		North-South:	0
		East-West:	663		East-West:	0
		SUM:	1055		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.767			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.767			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--	3	NB-- 0 SB--			0
		EB-- 0 WB--	0	EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	453	2	249	0	0	**0**
	Left-Through		0			0	
	Through	1174	1	**646**	0	0	0
	Through-Right		1			0	
	Right	118	0	118	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	9	2	**5**	0	0	0
	Left-Through		0			0	
	Through	473	2	237	0	0	**0**
	Through-Right		0			0	
	Right	135	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	438	1	**438**	0	0	0
	Left-Through		0			0	
	Through	1624	3	508	0	0	**0**
	Through-Right		1			0	
	Right	406	0	406	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	103	1	103	0	0	**0**
	Left-Through		0			0	
	Through	1084	3	**275**	0	0	0
	Through-Right		1			0	
	Right	16	0	16	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	651		North-South:	0
			East-West:	713		East-West:	0
			SUM:	1364		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.992			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.992			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB--	3	NB-- 0 SB--			0
		EB-- 0 WB--	3	EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	252	2	139	0	0	**0**
	Left-Through		0			0	
	Through	505	2	**253**	0	0	0
	Through-Right		0			0	
	Right	115	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	2	**121**	0	0	0
	Left-Through		0			0	
	Through	319	2	160	0	0	**0**
	Through-Right		0			0	
	Right	179	1	122	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	188	2	**57**	0	0	0
	Left-Through		0			0	
	Through	174	2	87	0	0	**0**
	Through-Right		1			0	
	Right	90	0	21	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	218	2	120	0	0	**0**
	Left-Through		0			0	
	Through	793	3	264	0	0	0
	Through-Right		0			0	
	Right	600	1	**479**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	374		North-South:	0
			East-West:	536		East-West:	0
			SUM:	910		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.662			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.662			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB--	3	NB-- 0 SB--			0
		EB-- 0 WB--	3	EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	145	2	80	0	0	**0**
	Left-Through		0			0	
	Through	325	2	**163**	0	0	0
	Through-Right		0			0	
	Right	86	1	54	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	335	2	**184**	0	0	0
	Left-Through		0			0	
	Through	288	2	144	0	0	**0**
	Through-Right		0			0	
	Right	99	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	167	2	**92**	0	0	0
	Left-Through		0			0	
	Through	507	2	212	0	0	**0**
	Through-Right		1			0	
	Right	128	0	128	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	59	2	32	0	0	**0**
	Left-Through		0			0	
	Through	469	3	156	0	0	0
	Through-Right		0			0	
	Right	365	1	**181**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	347		North-South:	0
			East-West:	273		East-West:	0
			SUM:	620		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.451			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.451			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB--	3	NB-- 0 SB--			0
		EB-- 0 WB--	3	EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	175	2	**96**	0	0	**0**
	Left-Through		0			0	
	Through	382	2	191	0	0	0
	Through-Right		0			0	
	Right	233	1	93	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	194	2	107	0	0	0
	Left-Through		0			0	
	Through	529	2	**265**	0	0	**0**
	Through-Right		0			0	
	Right	132	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	203	2	112	0	0	0
	Left-Through		0			0	
	Through	1079	2	**446**	0	0	**0**
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	255	2	**140**	0	0	**0**
	Left-Through		0			0	
	Through	337	3	112	0	0	0
	Through-Right		0			0	
	Right	401	1	294	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	361		North-South:	0
			East-West:	586		East-West:	0
			SUM:	947		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.689			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.689			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 2	WB--	0	EB-- 0	WB--	0	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	1	25	0	0	**0**	51	1	51	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1264	1	**637**	0	0	0	670	1	**358**	0	0	0
	Through-Right		1			0			1			0	
	Right	9	0	9	0	0	0	45	0	45	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	113	1	**113**	0	0	0	64	1	**64**	0	0	0
	Left-Through		0			0			0			0	
	Through	639	1	352	0	0	**0**	611	1	337	0	0	**0**
	Through-Right		1			0			1			0	
	Right	65	0	65	0	0	0	63	0	63	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	30	1	30	0	0	0	49	1	49	0	0	0
	Left-Through		0			0			0			0	
	Through	32	0	**52**	0	0	**0**	59	0	**96**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	20	0	0	0	0	0	37	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	12	1	12	0	0	**0**	103	1	103	0	0	**0**
	Left-Through		0			0			0			0	
	Through	49	1	**45**	0	0	0	38	1	38	0	0	0
	Through-Right		1			0			1			0	
	Right	40	0	40	0	0	0	137	0	**105**	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	750		*North-South:*	0		*North-South:*	422		*North-South:*	0
			East-West:	97		*East-West:*	0		*East-West:*	201		*East-West:*	0
			SUM:	847		*SUM:*	0		*SUM:*	623		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.616			0.000			0.453			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.616			0.000			0.453			0.000
LEVEL OF SERVICE (LOS):				B			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 2	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	33	1	33	0	0	**0**						
	Left-Through		0			0							
	Through	816	1	**417**	0	0	0						
	Through-Right		1			0							
	Right	17	0	17	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	158	1	**158**	0	0	0						
	Left-Through		0			0							
	Through	927	1	493	0	0	**0**						
	Through-Right		1			0							
	Right	59	0	59	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	84	1	84	0	0	0						
	Left-Through		0			0							
	Through	70	0	**101**	0	0	**0**						
	Through-Right		1			0							
	Right	31	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	85	1	**85**	0	0	**0**						
	Left-Through		0			0							
	Through	50	1	50	0	0	0						
	Through-Right		1			0							
	Right	112	0	33	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	575		*North-South:*	0						
			East-West:	186		*East-West:*	0						
			SUM:	761		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.553			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.553			0.000						
LEVEL OF SERVICE (LOS):				A			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	104	1	**104**	0	0	**0**						
	Left-Through		0			0							
	Through	1360	2	460	0	0	0						
	Through-Right		1			0							
	Right	21	0	21	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	22	1	22	0	0	0						
	Left-Through		0			0							
	Through	1167	2	**451**	0	0	**0**						
	Through-Right		1			0							
	Right	186	0	186	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	282	1	**143**	0	0	0						
	Left-Through		1			0							
	Through	3	0	143	0	0	**0**						
	Through-Right		0			0							
	Right	48	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	9	0	9	0	0	**0**						
	Left-Through		0			0							
	Through	1	0	**18**	0	0	0						
	Through-Right		0			0							
	Right	8	0	0	0	0	0						
	Left-Through-Right		1			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	555		*North-South:*	0						
			East-West:	161		*East-West:*	0						
			SUM:	716		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.521			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.521			0.000						
LEVEL OF SERVICE (LOS):				A			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	73	1	**73**	0	0	**0**
	Left-Through		0			0	
	Through	1356	2	456	0	0	0
	Through-Right		1			0	
	Right	11	0	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	43	1	43	0	0	0
	Left-Through		0			0	
	Through	1202	2	**489**	0	0	**0**
	Through-Right		1			0	
	Right	264	0	264	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	350	1	**178**	0	0	0
	Left-Through		1			0	
	Through	5	0	178	0	0	**0**
	Through-Right		0			0	
	Right	56	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	6	0	6	0	0	**0**
	Left-Through		0			0	
	Through	4	0	**37**	0	0	0
	Through-Right		0			0	
	Right	27	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	562		*North-South:*	0
			East-West:	215		*East-West:*	0
			SUM:	777		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.565			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.565			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	132	1	**132**	0	0	**0**
	Left-Through		0			0	
	Through	1470	2	493	0	0	0
	Through-Right		1			0	
	Right	9	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	39	1	39	0	0	0
	Left-Through		0			0	
	Through	1727	2	**699**	0	0	**0**
	Through-Right		1			0	
	Right	371	0	371	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	423	1	**212**	0	0	0
	Left-Through		1			0	
	Through	0	0	212	0	0	**0**
	Through-Right		0			0	
	Right	31	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	5	0	5	0	0	**0**
	Left-Through		0			0	
	Through	5	0	**46**	0	0	0
	Through-Right		0			0	
	Right	36	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	831		*North-South:*	0
			East-West:	258		*East-West:*	0
			SUM:	1089		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.792			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.792			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2308	4	**577**	0	0	0
	Through-Right		0			0	
	Right	83	1	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	2	**7**	0	0	0
	Left-Through		0			0	
	Through	1605	4	401	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	109	2	**60**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	584		*North-South:*	0
			East-West:	60		*East-West:*	0
			SUM:	644		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.452			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.452			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1608	4	**402**	0	0	0
	Through-Right		0			0	
	Right	75	1	37	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	2	**6**	0	0	0
	Left-Through		0			0	
	Through	1450	4	363	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	69	2	**38**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	15	1	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	408		*North-South:*	0
			East-West:	38		*East-West:*	0
			SUM:	446		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.313			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.313			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1984	4	496	0	0	0
	Through-Right		0			0	
	Right	161	1	112	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	38	2	21	0	0	0
	Left-Through		0			0	
	Through	2317	4	**579**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	89	2	**49**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	33	1	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	579		*North-South:*	0
			East-West:	49		*East-West:*	0
			SUM:	628		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.441			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.441			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	2	6	0	0	**0**
	Left-Through		0			0	
	Through	13	3	**4**	0	0	0
	Through-Right		0			0	
	Right	7	1	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	335	2	**184**	0	0	0
	Left-Through		0			0	
	Through	17	2	9	0	0	**0**
	Through-Right		0			0	
	Right	411	1	171	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	437	2	**240**	0	0	0
	Left-Through		0			0	
	Through	839	3	280	0	0	**0**
	Through-Right		0			0	
	Right	9	1	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	17	2	9	0	0	**0**
	Left-Through		0			0	
	Through	912	3	**304**	0	0	0
	Through-Right		0			0	
	Right	351	1	167	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	188		*North-South:*	0
			East-West:	544		*East-West:*	0
			SUM:	732		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.532			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.532			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	2	**13**	0	0	**0**
	Left-Through		0			0	
	Through	16	3	5	0	0	0
	Through-Right		0			0	
	Right	22	1	19	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	342	2	188	0	0	0
	Left-Through		0			0	
	Through	20	2	10	0	0	**0**
	Through-Right		0			0	
	Right	368	1	**204**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	299	2	**164**	0	0	0
	Left-Through		0			0	
	Through	820	3	273	0	0	**0**
	Through-Right		0			0	
	Right	19	1	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	11	2	6	0	0	**0**
	Left-Through		0			0	
	Through	874	3	**291**	0	0	0
	Through-Right		0			0	
	Right	255	1	67	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	217		*North-South:*	0
			East-West:	455		*East-West:*	0
			SUM:	672		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.489			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.489			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	2	8	0	0	**0**
	Left-Through		0			0	
	Through	15	3	5	0	0	0
	Through-Right		0			0	
	Right	19	1	**18**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	782	2	**430**	0	0	0
	Left-Through		0			0	
	Through	10	2	5	0	0	**0**
	Through-Right		0			0	
	Right	434	1	262	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	313	2	**172**	0	0	0
	Left-Through		0			0	
	Through	977	3	326	0	0	**0**
	Through-Right		0			0	
	Right	8	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	5	2	3	0	0	**0**
	Left-Through		0			0	
	Through	1031	3	**344**	0	0	0
	Through-Right		0			0	
	Right	310	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	448		*North-South:*	0
			East-West:	516		*East-West:*	0
			SUM:	964		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.701			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.701			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	1	8	0	0	**0**	17	1	17	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1076	2	**538**	0	0	0	706	2	**353**	0	0	0
	Through-Right		0			0			0			0	
	Right	148	1	107	0	0	0	78	1	57	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	103	1	**103**	0	0	0	135	1	**135**	0	0	0
	Left-Through		0			0			0			0	
	Through	687	2	344	0	0	**0**	744	2	372	0	0	**0**
	Through-Right		0			0			0			0	
	Right	71	1	0	0	0	0	96	1	34	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	273	1	273	0	0	0	124	1	**124**	0	0	0
	Left-Through		0			0			0			0	
	Through	845	1	**430**	0	0	**0**	249	1	134	0	0	**0**
	Through-Right		1			0			1			0	
	Right	14	0	14	0	0	0	18	0	18	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	83	1	**83**	0	0	**0**	43	1	43	0	0	**0**
	Left-Through		0			0			0			0	
	Through	248	1	194	0	0	0	249	1	**211**	0	0	0
	Through-Right		1			0			1			0	
	Right	139	0	139	0	0	0	172	0	172	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	641		North-South:	0		North-South:	488		North-South:	0
			East-West:	513		East-West:	0		East-West:	335		East-West:	0
			SUM:	1154		SUM:	0		SUM:	823		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.769			0.000			0.549			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.769			0.000			0.549			0.000
LEVEL OF SERVICE (LOS):				C			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				2			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	28	1	28	0	0	**0**						
	Left-Through		0			0							
	Through	1066	2	**533**	0	0	0						
	Through-Right		0			0							
	Right	110	1	54	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	165	1	**165**	0	0	0						
	Left-Through		0			0							
	Through	1268	2	634	0	0	**0**						
	Through-Right		0			0							
	Right	162	1	108	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	109	1	**109**	0	0	0						
	Left-Through		0			0							
	Through	486	1	252	0	0	**0**						
	Through-Right		1			0							
	Right	17	0	17	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	112	1	112	0	0	**0**						
	Left-Through		0			0							
	Through	581	1	**382**	0	0	0						
	Through-Right		1			0							
	Right	182	0	182	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	698		North-South:	0						
			East-West:	491		East-West:	0						
			SUM:	1189		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.793			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.793			0.000						
LEVEL OF SERVICE (LOS):				C			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	7	2	4	0	0	**0**						
	Left-Through		0			0							
	Through	2255	2	**763**	0	0	0						
	Through-Right		1			0							
	Right	35	0	35	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	107	1	**107**	0	0	0						
	Left-Through		0			0							
	Through	2021	2	678	0	0	**0**						
	Through-Right		1			0							
	Right	14	0	14	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	**0**	0	0	0						
	Left-Through		0			0							
	Through	315	2	152	0	0	**0**						
	Through-Right		1			0							
	Right	141	0	141	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	234	1	234	0	0	**0**						
	Left-Through		0			0							
	Through	1103	2	**552**	0	0	0						
	Through-Right		0			0							
	Right	193	1	140	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	870		North-South:	0						
			East-West:	552		East-West:	0						
			SUM:	1422		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				1.034			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.034			0.000						
LEVEL OF SERVICE (LOS):				F			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	146	2	80	0	0	**0**
	Left-Through		0			0	
	Through	1189	2	**424**	0	0	0
	Through-Right		1			0	
	Right	84	0	84	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	136	1	**136**	0	0	0
	Left-Through		0			0	
	Through	1259	2	431	0	0	**0**
	Through-Right		1			0	
	Right	33	0	33	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	562	2	**233**	0	0	**0**
	Through-Right		1			0	
	Right	136	0	136	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	164	1	**164**	0	0	**0**
	Left-Through		0			0	
	Through	718	2	359	0	0	0
	Through-Right		0			0	
	Right	114	1	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		560	North-South:		0
		East-West:		397	East-West:		0
		SUM:		957	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.696			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.696			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	96	2	53	0	0	**0**
	Left-Through		0			0	
	Through	1967	2	**699**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	269	1	**269**	0	0	0
	Left-Through		0			0	
	Through	1954	2	657	0	0	**0**
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	904	2	**363**	0	0	**0**
	Through-Right		1			0	
	Right	186	0	186	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	146	1	**146**	0	0	**0**
	Left-Through		0			0	
	Through	797	2	399	0	0	0
	Through-Right		0			0	
	Right	114	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		968	North-South:		0
		East-West:		509	East-West:		0
		SUM:		1477	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				1.074			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.074			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	153	2	**84**	0	0	**0**
	Left-Through		0			0	
	Through	792	2	298	0	0	0
	Through-Right		1			0	
	Right	103	0	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	825	2	**322**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	128	1	**128**	0	0	0
	Left-Through		0			0	
	Through	339	2	133	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	155	1	155	0	0	**0**
	Left-Through		0			0	
	Through	975	2	**328**	0	0	0
	Through-Right		1			0	
	Right	9	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		406	North-South:		0
		East-West:		456	East-West:		0
		SUM:		862	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.627			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.627			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	2	99	0	0	**0**
	Left-Through		0			0	
	Through	769	2	**318**	0	0	0
	Through-Right		1			0	
	Right	185	0	185	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	74	1	**74**	0	0	0
	Left-Through		0			0	
	Through	610	2	236	0	0	**0**
	Through-Right		1			0	
	Right	97	0	97	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	119	1	119	0	0	0
	Left-Through		0			0	
	Through	539	2	**206**	0	0	**0**
	Through-Right		1			0	
	Right	79	0	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	162	1	**162**	0	0	**0**
	Left-Through		0			0	
	Through	683	2	233	0	0	0
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		392	North-South:		0
		East-West:		368	East-West:		0
		SUM:		760	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.553			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.553			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	196	2	108	0	0	**0**
	Left-Through		0			0	
	Through	1205	2	**492**	0	0	0
	Through-Right		1			0	
	Right	270	0	270	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	121	1	**121**	0	0	0
	Left-Through		0			0	
	Through	806	2	303	0	0	**0**
	Through-Right		1			0	
	Right	104	0	104	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	203	1	**203**	0	0	0
	Left-Through		0			0	
	Through	733	2	261	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	156	1	156	0	0	**0**
	Left-Through		0			0	
	Through	827	2	**278**	0	0	0
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	613		*North-South:*	0
			East-West:	481		*East-West:*	0
			SUM:	1094		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.796			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.796			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	111	1	111	0	0	**0**
	Left-Through		0			0	
	Through	1467	1	**789**	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	73	1	**73**	0	0	0
	Left-Through		0			0	
	Through	570	2	285	0	0	**0**
	Through-Right		0			0	
	Right	65	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	198	1	**198**	0	0	0
	Left-Through		0			0	
	Through	1286	3	429	0	0	**0**
	Through-Right		0			0	
	Right	95	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	121	1	121	0	0	**0**
	Left-Through		0			0	
	Through	1014	2	**391**	0	0	0
	Through-Right		1			0	
	Right	158	0	158	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	862		*North-South:*	0
			East-West:	589		*East-West:*	0
			SUM:	1451		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.055			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.055			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	85	1	85	0	0	**0**
	Left-Through		0			0	
	Through	820	1	**487**	0	0	0
	Through-Right		1			0	
	Right	154	0	154	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	659	2	330	0	0	**0**
	Through-Right		0			0	
	Right	91	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	199	1	**199**	0	0	0
	Left-Through		0			0	
	Through	1039	3	346	0	0	**0**
	Through-Right		0			0	
	Right	110	1	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	194	1	194	0	0	**0**
	Left-Through		0			0	
	Through	1207	2	**428**	0	0	0
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	617		*North-South:*	0
			East-West:	627		*East-West:*	0
			SUM:	1244		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.905			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.905			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	74	1	74	0	0	**0**
	Left-Through		0			0	
	Through	1108	1	**608**	0	0	0
	Through-Right		1			0	
	Right	107	0	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1304	2	652	0	0	**0**
	Through-Right		0			0	
	Right	50	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	135	1	135	0	0	0
	Left-Through		0			0	
	Through	1202	3	**401**	0	0	**0**
	Through-Right		0			0	
	Right	156	1	119	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	238	1	**238**	0	0	**0**
	Left-Through		0			0	
	Through	1325	2	469	0	0	0
	Through-Right		1			0	
	Right	83	0	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	738		*North-South:*	0
			East-West:	639		*East-West:*	0
			SUM:	1377		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.001			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.001			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	48	1	48	0	0	**0**
	Left-Through		0			0	
	Through	1364	1	**730**	0	0	0
	Through-Right		1			0	
	Right	95	0	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	66	1	**66**	0	0	0
	Left-Through		0			0	
	Through	660	2	330	0	0	**0**
	Through-Right		0			0	
	Right	84	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	188	1	188	0	0	0
	Left-Through		0			0	
	Through	652	2	**326**	0	0	**0**
	Through-Right		0			0	
	Right	52	1	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	63	1	**63**	0	0	**0**
	Left-Through		0			0	
	Through	391	2	196	0	0	0
	Through-Right		0			0	
	Right	61	1	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	796		*North-South:*	0
			East-West:	389		*East-West:*	0
			SUM:	1185		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.790			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.790			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	79	1	79	0	0	**0**
	Left-Through		0			0	
	Through	786	1	**447**	0	0	0
	Through-Right		1			0	
	Right	108	0	108	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	69	1	**69**	0	0	0
	Left-Through		0			0	
	Through	725	2	363	0	0	**0**
	Through-Right		0			0	
	Right	225	1	109	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	233	1	**233**	0	0	0
	Left-Through		0			0	
	Through	468	2	234	0	0	**0**
	Through-Right		0			0	
	Right	79	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	91	1	91	0	0	**0**
	Left-Through		0			0	
	Through	481	2	**241**	0	0	0
	Through-Right		0			0	
	Right	60	1	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	516		*North-South:*	0
			East-West:	474		*East-West:*	0
			SUM:	990		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.660			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.660			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	1060	1	613	0	0	0
	Through-Right		1			0	
	Right	165	0	165	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	63	1	63	0	0	0
	Left-Through		0			0	
	Through	1363	2	**682**	0	0	**0**
	Through-Right		0			0	
	Right	182	1	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	173	1	**173**	0	0	0
	Left-Through		0			0	
	Through	640	2	320	0	0	**0**
	Through-Right		0			0	
	Right	83	1	48	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	125	1	125	0	0	**0**
	Left-Through		0			0	
	Through	624	2	**312**	0	0	0
	Through-Right		0			0	
	Right	74	1	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	752		*North-South:*	0
			East-West:	485		*East-West:*	0
			SUM:	1237		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.825			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.825			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	648	3	216	0	0	0
	Through-Right		0			0	
	Right	302	1	**302**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	349	2	**192**	0	0	0
	Left-Through		0			0	
	Through	780	2	390	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	12	0	12	0	0	0
	Left-Through		0			0	
	Through	0	0	12	0	0	**0**
	Through-Right		0			0	
	Right	66	1	**66**	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	494		*North-South:*	0
			East-West:	66		*East-West:*	0
			SUM:	560		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.393			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.393			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	567	3	189	0	0	0
	Through-Right		0			0	
	Right	184	1	184	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	280	2	154	0	0	0
	Left-Through		0			0	
	Through	729	2	**365**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	25	0	25	0	0	0
	Left-Through		0			0	
	Through	0	0	25	0	0	**0**
	Through-Right		0			0	
	Right	89	1	**89**	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	365		*North-South:*	0
			East-West:	89		*East-West:*	0
			SUM:	454		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.319			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.319			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	792	3	**264**	0	0	0
	Through-Right		0			0	
	Right	183	1	183	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	708	2	**389**	0	0	0
	Left-Through		0			0	
	Through	944	2	472	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	26	0	26	0	0	0
	Left-Through		0			0	
	Through	0	0	26	0	0	**0**
	Through-Right		0			0	
	Right	73	1	**73**	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	653		*North-South:*	0
			East-West:	73		*East-West:*	0
			SUM:	726		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.509			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.509			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	607	2	**304**	0	0	0
	Through-Right		0			0	
	Right	43	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	854	2	287	0	0	**0**
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	12	0	0	0	0	**0**
	Through-Right		0			0	
	Right	31	0	**31**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
WESTBOUND	Left	252	1	252	0	0	**0**
	Left-Through		0			0	
	Through	7	0	**314**	0	0	0
	Through-Right		0			0	
	Right	620	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	304		*North-South:*	0
			East-West:	345		*East-West:*	0
			SUM:	649		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.455			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.455			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	1	**11**	0	0	**0**
	Left-Through		0			0	
	Through	522	2	261	0	0	0
	Through-Right		0			0	
	Right	59	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	785	2	**264**	0	0	**0**
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	16	0	0	0	0	**0**
	Through-Right		0			0	
	Right	19	0	**19**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
WESTBOUND	Left	224	1	**157**	0	0	**0**
	Left-Through		0			0	
	Through	13	0	157	0	0	0
	Through-Right		0			0	
	Right	235	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	275		*North-South:*	0
			East-West:	176		*East-West:*	0
			SUM:	451		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.316			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.316			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 2	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	18	1	**18**	0	0	**0**
	Left-Through		0			0	
	Through	704	2	352	0	0	0
	Through-Right		0			0	
	Right	86	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1396	2	**471**	0	0	**0**
	Through-Right		1			0	
	Right	18	0	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	15	0	0	0	0	**0**
	Through-Right		0			0	
	Right	25	0	**25**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
WESTBOUND	Left	199	1	199	0	0	**0**
	Left-Through		0			0	
	Through	14	0	**276**	0	0	0
	Through-Right		0			0	
	Right	537	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	489		*North-South:*	0
			East-West:	301		*East-West:*	0
			SUM:	790		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.554			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.554			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0		
		EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	1	**220**	0	0	**0**
	Left-Through		0			0	
	Through	272	2	136	0	0	0
	Through-Right		0			0	
	Right	154	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	56	1	56	0	0	0
	Left-Through		0			0	
	Through	348	2	**174**	0	0	**0**
	Through-Right		0			0	
	Right	601	2	144	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	187	1	**187**	0	0	0
	Left-Through		0			0	
	Through	700	3	233	0	0	**0**
	Through-Right		0			0	
	Right	334	1	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	266	1	266	0	0	**0**
	Left-Through		0			0	
	Through	864	3	288	0	0	0
	Through-Right		1			0	
	Right	633	0	**605**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	394		*North-South:*	0
			East-West:	792		*East-West:*	0
			SUM:	1186		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.863			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.863			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0		
		EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	134	1	**134**	0	0	**0**
	Left-Through		0			0	
	Through	315	2	158	0	0	0
	Through-Right		0			0	
	Right	261	2	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	212	1	212	0	0	0
	Left-Through		0			0	
	Through	178	2	89	0	0	**0**
	Through-Right		0			0	
	Right	847	2	**265**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	201	1	**201**	0	0	0
	Left-Through		0			0	
	Through	1278	3	426	0	0	**0**
	Through-Right		0			0	
	Right	476	1	342	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	732	3	244	0	0	0
	Through-Right		1			0	
	Right	512	0	**406**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	399		*North-South:*	0
			East-West:	607		*East-West:*	0
			SUM:	1006		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.732			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.732			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0		
		EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	124	1	124	0	0	**0**
	Left-Through		0			0	
	Through	283	2	142	0	0	0
	Through-Right		0			0	
	Right	522	2	**217**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	375	1	**375**	0	0	0
	Left-Through		0			0	
	Through	633	2	317	0	0	**0**
	Through-Right		0			0	
	Right	490	2	152	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	118	1	118	0	0	0
	Left-Through		0			0	
	Through	1072	3	357	0	0	**0**
	Through-Right		0			0	
	Right	520	1	**396**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	615	3	205	0	0	0
	Through-Right		1			0	
	Right	386	0	199	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	592		*North-South:*	0
			East-West:	466		*East-West:*	0
			SUM:	1058		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.769			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.769			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 2	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	3363	4	**841**	0	0	0
Through-Right		0			0	
Right	30	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	1913	4	478	0	0	**0**
Through-Right		0			0	
Right	154	1	154	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	284	1	**164**	0	0	**0**
Left-Through		1			0	
Through	43	0	164	0	0	0
Through-Right		0			0	
Right	241	2	133	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	841		*North-South:*	0
		East-West:	164		*East-West:*	0
		SUM:	1005		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.670			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.670			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 2	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2863	4	**716**	0	0	0
Through-Right		0			0	
Right	38	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	1486	4	372	0	0	**0**
Through-Right		0			0	
Right	195	1	195	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	320	1	**181**	0	0	**0**
Left-Through		1			0	
Through	41	0	181	0	0	0
Through-Right		0			0	
Right	160	2	88	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	716		*North-South:*	0
		East-West:	181		*East-West:*	0
		SUM:	897		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.598			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.598			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 2	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	3439	4	**860**	0	0	0
Through-Right		0			0	
Right	2	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	2455	4	614	0	0	**0**
Through-Right		0			0	
Right	171	1	171	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	523	1	**269**	0	0	**0**
Left-Through		1			0	
Through	14	0	269	0	0	0
Through-Right		0			0	
Right	55	2	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	860		*North-South:*	0
		East-West:	269		*East-West:*	0
		SUM:	1129		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.753			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.753			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 2	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2015	2	**1008**	0	0	0
Through-Right		0			0	
Right	524	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	0	**20**	0	0	0
Left-Through		1			0	
Through	310	1	215	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	269	2	**148**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	2	1	2	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	1028		*North-South:*	0
		East-West:	148		*East-West:*	0
		SUM:	1176		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.784			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.784			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	688	2	**344**	0	0	0
	Through-Right		0			0	
	Right	169	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	32	0	**32**	0	0	0
	Left-Through		1			0	
	Through	335	1	232	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	387	2	**213**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	7	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	376		*North-South:*	0
			East-West:	213		*East-West:*	0
			SUM:	589		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.393			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.393			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	775	2	388	0	0	0
	Through-Right		0			0	
	Right	197	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	54	0	54	0	0	0
	Left-Through		1			0	
	Through	1195	1	**706**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	760	2	**418**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	8	1	8	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	706		*North-South:*	0
			East-West:	418		*East-West:*	0
			SUM:	1124		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.749			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.749			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	0	**21**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	21	0	0	0
	Through-Right		0			0	
	Right	1136	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	4	1	4	0	0	0
	Left-Through		0			0	
	Through	1247	1	**627**	0	0	**0**
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	1	**250**	0	0	**0**
	Left-Through		0			0	
	Through	334	1	167	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	21		*North-South:*	0
			East-West:	877		*East-West:*	0
			SUM:	898		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.630			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.630			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	**30**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	30	0	0	0
	Through-Right		0			0	
	Right	391	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	1	0	1	0	0	0
	Left-Through		0			0	
	Through	0	0	**1**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	4	1	4	0	0	0
	Left-Through		0			0	
	Through	502	1	**263**	0	0	**0**
	Through-Right		1			0	
	Right	23	0	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	318	1	**318**	0	0	**0**
	Left-Through		0			0	
	Through	370	1	186	0	0	0
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	31		*North-South:*	0
			East-West:	581		*East-West:*	0
			SUM:	612		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.429			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.429			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
		EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	42	0	**42**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	42	0	0	0
	Through-Right		0			0	
	Right	444	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**2**	0	0	**0**
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	1	1	1	0	0	0
	Left-Through		0			0	
	Through	534	1	**281**	0	0	**0**
	Through-Right		1			0	
	Right	28	0	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	864	1	**864**	0	0	**0**
	Left-Through		0			0	
	Through	1020	1	511	0	0	0
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	44		North-South:	0
			East-West:	1145		East-West:	0
			SUM:	1189		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.834			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.834			0.000
	LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
		EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	19	1	19	0	0	0
	Through-Right		0			0	
	Right	96	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**19**	0	0	0
	Left-Through		0			0	
	Through	17	0	19	0	0	**0**
	Through-Right		0			0	
	Right	12	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	41	1	**41**	0	0	0
	Left-Through		0			0	
	Through	383	2	192	0	0	**0**
	Through-Right		1			0	
	Right	226	0	176	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	193	2	106	0	0	**0**
	Left-Through		0			0	
	Through	981	2	**347**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	119		North-South:	0
			East-West:	388		East-West:	0
			SUM:	507		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.369			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.369			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
		EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	94	1	**94**	0	0	**0**
	Left-Through		0			0	
	Through	19	1	19	0	0	0
	Through-Right		0			0	
	Right	156	2	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	**43**	0	0	0
	Left-Through		0			0	
	Through	25	0	43	0	0	**0**
	Through-Right		0			0	
	Right	34	1	5	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	58	1	58	0	0	0
	Left-Through		0			0	
	Through	526	2	**228**	0	0	**0**
	Through-Right		1			0	
	Right	159	0	159	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	71	2	**39**	0	0	**0**
	Left-Through		0			0	
	Through	570	2	203	0	0	0
	Through-Right		1			0	
	Right	38	0	38	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	137		North-South:	0
			East-West:	267		East-West:	0
			SUM:	404		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.294			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.294			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
		EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	182	1	**182**	0	0	**0**
	Left-Through		0			0	
	Through	29	1	29	0	0	0
	Through-Right		0			0	
	Right	368	2	177	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	68	1	**48**	0	0	0
	Left-Through		0			0	
	Through	28	0	48	0	0	**0**
	Through-Right		0			0	
	Right	34	1	11	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	47	1	47	0	0	0
	Left-Through		0			0	
	Through	1036	2	**403**	0	0	**0**
	Through-Right		1			0	
	Right	174	0	174	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	46	2	**25**	0	0	**0**
	Left-Through		0			0	
	Through	627	2	223	0	0	0
	Through-Right		1			0	
	Right	43	0	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	230		North-South:	0
			East-West:	428		East-West:	0
			SUM:	658		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.479			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.479			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	575	2	**316**	0	0	**0**
	Left-Through		0			0	
	Through	1815	2	619	0	0	0
	Through-Right		1			0	
	Right	41	0	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	57	1	57	0	0	0
	Left-Through		0			0	
	Through	1232	2	**436**	0	0	**0**
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	79	1	**79**	0	0	0
	Left-Through		0			0	
	Through	19	1	19	0	0	**0**
	Through-Right		0			0	
	Right	556	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	0	20	0	0	**0**
	Left-Through		1			0	
	Through	14	0	**49**	0	0	0
	Through-Right		1			0	
	Right	44	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		752	*North-South:*		0
		East-West:		128	*East-West:*		0
		SUM:		880	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.618			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.618			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	507	2	**279**	0	0	**0**
	Left-Through		0			0	
	Through	1705	2	578	0	0	0
	Through-Right		1			0	
	Right	29	0	29	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	62	1	62	0	0	0
	Left-Through		0			0	
	Through	1230	2	**453**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	104	1	**104**	0	0	0
	Left-Through		0			0	
	Through	12	1	12	0	0	**0**
	Through-Right		0			0	
	Right	424	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	27	0	27	0	0	**0**
	Left-Through		1			0	
	Through	11	0	**38**	0	0	0
	Through-Right		1			0	
	Right	27	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		732	*North-South:*		0
		East-West:		142	*East-West:*		0
		SUM:		874	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.613			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.613			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	735	2	**404**	0	0	**0**
	Left-Through		0			0	
	Through	1764	2	600	0	0	0
	Through-Right		1			0	
	Right	36	0	36	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	59	1	59	0	0	0
	Left-Through		0			0	
	Through	1777	2	**646**	0	0	**0**
	Through-Right		1			0	
	Right	161	0	161	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	119	1	**119**	0	0	0
	Left-Through		0			0	
	Through	21	1	21	0	0	**0**
	Through-Right		0			0	
	Right	885	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	34	0	34	0	0	**0**
	Left-Through		1			0	
	Through	18	0	**41**	0	0	0
	Through-Right		1			0	
	Right	23	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		1050	*North-South:*		0
		East-West:		160	*East-West:*		0
		SUM:		1210	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.849			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.849			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	1	2	0	0	**0**
	Left-Through		0			0	
	Through	1218	1	**689**	0	0	0
	Through-Right		1			0	
	Right	159	0	159	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	71	1	**71**	0	0	0
	Left-Through		0			0	
	Through	336	1	169	0	0	**0**
	Through-Right		1			0	
	Right	2	0	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**2**	0	0	**0**
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	74	1	41	0	0	**0**
	Left-Through		1			0	
	Through	8	0	41	0	0	0
	Through-Right		0			0	
	Right	114	1	**79**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		760	*North-South:*		0
		East-West:		81	*East-West:*		0
		SUM:		841	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.590			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.590			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	1	5	0	0	**0**
	Left-Through		0			0	
	Through	516	1	**323**	0	0	0
	Through-Right		1			0	
	Right	129	0	129	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	64	1	**64**	0	0	0
	Left-Through		0			0	
	Through	416	1	214	0	0	**0**
	Through-Right		1			0	
	Right	12	0	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1	0	1	0	0	0
	Left-Through		0			0	
	Through	8	0	**15**	0	0	**0**
	Through-Right		0			0	
	Right	6	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	111	1	**61**	0	0	**0**
	Left-Through		1			0	
	Through	11	0	61	0	0	0
	Through-Right		0			0	
	Right	71	1	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	387		*North-South:*	0
			East-West:	76		*East-West:*	0
			SUM:	463		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.325			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.325			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	1	**2**	0	0	**0**
	Left-Through		0			0	
	Through	586	1	376	0	0	0
	Through-Right		1			0	
	Right	166	0	166	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	99	1	99	0	0	0
	Left-Through		0			0	
	Through	1004	1	**504**	0	0	**0**
	Through-Right		1			0	
	Right	4	0	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	2	0	2	0	0	0
	Left-Through		0			0	
	Through	9	0	**15**	0	0	**0**
	Through-Right		0			0	
	Right	4	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**83**	0	0	**0**
	Left-Through		1			0	
	Through	6	0	83	0	0	0
	Through-Right		0			0	
	Right	83	1	34	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	506		*North-South:*	0
			East-West:	98		*East-West:*	0
			SUM:	604		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.424			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.424			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1798	4	**450**	0	0	0
	Through-Right		0			0	
	Right	708	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	154	2	**85**	0	0	0
	Left-Through		0			0	
	Through	663	3	221	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	458	3	**160**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	244	1	159	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	535		*North-South:*	0
			East-West:	160		*East-West:*	0
			SUM:	695		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.488			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.488			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1101	4	**275**	0	0	0
	Through-Right		0			0	
	Right	510	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	296	2	**163**	0	0	0
	Left-Through		0			0	
	Through	950	3	317	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	644	3	**225**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	206	1	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	438		*North-South:*	0
			East-West:	225		*East-West:*	0
			SUM:	663		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.465			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.465			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	1401	4	350	0	0	0
Through-Right		0			0	
Right	349	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	516	2	284	0	0	0
Left-Through		0			0	
Through	2064	3	**688**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	651	3	**228**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	171	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	688		*North-South:*	0
		East-West:	228		*East-West:*	0
		SUM:	916		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.643			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.643			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	86	2	**47**	0	0	**0**
Left-Through		0			0	
Through	214	1	111	0	0	0
Through-Right		1			0	
Right	119	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	62	2	34	0	0	0
Left-Through		0			0	
Through	219	1	**153**	0	0	**0**
Through-Right		1			0	
Right	241	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	280	2	**154**	0	0	0
Left-Through		0			0	
Through	206	3	69	0	0	**0**
Through-Right		0			0	
Right	188	2	56	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	83	2	46	0	0	**0**
Left-Through		0			0	
Through	661	3	220	0	0	0
Through-Right		0			0	
Right	509	2	**246**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	200		*North-South:*	0
		East-West:	400		*East-West:*	0
		SUM:	600		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.436			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.436			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	110	2	**61**	0	0	**0**
Left-Through		0			0	
Through	177	1	102	0	0	0
Through-Right		1			0	
Right	129	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	106	2	58	0	0	0
Left-Through		0			0	
Through	184	1	**128**	0	0	**0**
Through-Right		1			0	
Right	199	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	128	2	**70**	0	0	0
Left-Through		0			0	
Through	371	3	124	0	0	**0**
Through-Right		0			0	
Right	143	2	18	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	45	2	25	0	0	**0**
Left-Through		0			0	
Through	276	3	92	0	0	0
Through-Right		0			0	
Right	286	2	**99**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	189		*North-South:*	0
		East-West:	169		*East-West:*	0
		SUM:	358		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.260			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.260			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	68	2	37	0	0	**0**
Left-Through		0			0	
Through	101	1	101	0	0	0
Through-Right		1			0	
Right	529	1	**284**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	329	2	**181**	0	0	0
Left-Through		0			0	
Through	491	1	270	0	0	**0**
Through-Right		1			0	
Right	320	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	167	2	92	0	0	0
Left-Through		0			0	
Through	1157	3	**386**	0	0	**0**
Through-Right		0			0	
Right	211	2	79	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	25	2	**14**	0	0	**0**
Left-Through		0			0	
Through	286	3	95	0	0	0
Through-Right		0			0	
Right	238	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	465		*North-South:*	0
		East-West:	400		*East-West:*	0
		SUM:	865		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.629			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.629			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	276	1	138	0	0	**0**
	Left-Through		1			0	
	Through	0	0	138	0	0	0
	Through-Right		0			0	
	Right	592	1	**499**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	828	2	**414**	0	0	**0**
	Through-Right		0			0	
	Right	126	1	57	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	338	2	**186**	0	0	**0**
	Left-Through		0			0	
	Through	717	1	359	0	0	0
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	499		*North-South:*	0
			East-West:	600		*East-West:*	0
			SUM:	1099		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.799			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.799			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	291	1	146	0	0	**0**
	Left-Through		1			0	
	Through	0	0	146	0	0	0
	Through-Right		0			0	
	Right	299	1	**175**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**4**	0	0	**0**
	Through-Right		0			0	
	Right	4	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	565	2	**283**	0	0	**0**
	Through-Right		0			0	
	Right	71	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	453	2	**249**	0	0	**0**
	Left-Through		0			0	
	Through	657	1	330	0	0	0
	Through-Right		1			0	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	179		*North-South:*	0
			East-West:	532		*East-West:*	0
			SUM:	711		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.517			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.517			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	361	1	181	0	0	**0**
	Left-Through		1			0	
	Through	0	0	181	0	0	0
	Through-Right		0			0	
	Right	349	1	**198**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	1	0	1	0	0	0
	Left-Through		0			0	
	Through	0	0	**4**	0	0	**0**
	Through-Right		0			0	
	Right	3	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	699	2	**350**	0	0	**0**
	Through-Right		0			0	
	Right	343	1	253	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	551	2	**303**	0	0	**0**
	Left-Through		0			0	
	Through	550	1	275	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	202		*North-South:*	0
			East-West:	653		*East-West:*	0
			SUM:	855		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.622			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.622			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	2	0	0	**0**
	Left-Through		0			0	
	Through	2	0	**5**	0	0	0
	Through-Right		0			0	
	Right	1	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	546	1	**274**	0	0	0
	Left-Through		1			0	
	Through	1	0	274	0	0	**0**
	Through-Right		0			0	
	Right	74	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	2	**88**	0	0	0
	Left-Through		0			0	
	Through	407	1	205	0	0	**0**
	Through-Right		1			0	
	Right	2	0	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	2	1	2	0	0	**0**
	Left-Through		0			0	
	Through	261	2	131	0	0	0
	Through-Right		0			0	
	Right	730	1	**456**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	279		*North-South:*	0
			East-West:	544		*East-West:*	0
			SUM:	823		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.599			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.599			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	2	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**4**	0	0	0
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	390	1	**195**	0	0	0
	Left-Through		1			0	
	Through	0	0	195	0	0	**0**
	Through-Right		0			0	
	Right	92	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	94	2	**52**	0	0	0
	Left-Through		0			0	
	Through	244	1	125	0	0	**0**
	Through-Right		1			0	
	Right	5	0	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	6	1	6	0	0	**0**
	Left-Through		0			0	
	Through	396	2	198	0	0	0
	Through-Right		0			0	
	Right	550	1	**355**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	199		North-South:	0
			East-West:	407		East-West:	0
			SUM:	606		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.441			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.441			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	2	0	0	**0**
	Left-Through		0			0	
	Through	1	0	**9**	0	0	0
	Through-Right		0			0	
	Right	6	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	639	1	**320**	0	0	0
	Left-Through		1			0	
	Through	1	0	320	0	0	**0**
	Through-Right		0			0	
	Right	181	1	113	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	124	2	**68**	0	0	0
	Left-Through		0			0	
	Through	397	1	200	0	0	**0**
	Through-Right		1			0	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	374	2	187	0	0	0
	Through-Right		0			0	
	Right	540	1	**220**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	329		North-South:	0
			East-West:	288		East-West:	0
			SUM:	617		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.449			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.449			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	106	1	**106**	0	0	**0**
	Left-Through		0			0	
	Through	1488	3	496	0	0	0
	Through-Right		0			0	
	Right	610	2	224	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	302	2	166	0	0	0
	Left-Through		0			0	
	Through	2301	3	**579**	0	0	**0**
	Through-Right		1			0	
	Right	16	0	16	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	214	2	**118**	0	0	0
	Left-Through		0			0	
	Through	258	3	86	0	0	**0**
	Through-Right		0			0	
	Right	176	1	123	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	204	2	112	0	0	**0**
	Left-Through		0			0	
	Through	212	3	71	0	0	0
	Through-Right		0			0	
	Right	396	1	**230**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	685		North-South:	0
			East-West:	348		East-West:	0
			SUM:	1033		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.751			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.751			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	152	1	**152**	0	0	**0**
	Left-Through		0			0	
	Through	1306	3	435	0	0	0
	Through-Right		0			0	
	Right	717	2	296	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	237	2	130	0	0	0
	Left-Through		0			0	
	Through	1913	3	**486**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	145	2	**80**	0	0	0
	Left-Through		0			0	
	Through	190	3	63	0	0	**0**
	Through-Right		0			0	
	Right	193	1	117	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	179	2	98	0	0	**0**
	Left-Through		0			0	
	Through	260	3	87	0	0	0
	Through-Right		0			0	
	Right	328	1	**198**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	638		North-South:	0
			East-West:	278		East-West:	0
			SUM:	916		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.666			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.666			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB--	0		NB-- 0 SB--		0
		EB-- 0 WB--	3		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	169	1	169	0	0	**0**
	Left-Through		0			0	
	Through	1920	3	**640**	0	0	0
	Through-Right		0			0	
	Right	1000	2	455	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	376	2	**207**	0	0	0
	Left-Through		0			0	
	Through	2393	3	605	0	0	**0**
	Through-Right		1			0	
	Right	28	0	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	193	2	**106**	0	0	0
	Left-Through		0			0	
	Through	360	3	120	0	0	**0**
	Through-Right		0			0	
	Right	157	1	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	172	2	95	0	0	**0**
	Left-Through		0			0	
	Through	300	3	100	0	0	0
	Through-Right		0			0	
	Right	486	1	**279**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	847		*North-South:*	0
			East-West:	385		*East-West:*	0
			SUM:	1232		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.896			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.896			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB--	0		NB-- 0 SB--		0
		EB-- 0 WB--	3		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	4	1	4	0	0	**0**
	Left-Through		0			0	
	Through	1025	2	**513**	0	0	0
	Through-Right		0			0	
	Right	511	1	413	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	61	1	**61**	0	0	0
	Left-Through		0			0	
	Through	246	1	127	0	0	**0**
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	1	5	0	0	0
	Left-Through		0			0	
	Through	10	1	**10**	0	0	**0**
	Through-Right		0			0	
	Right	1	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	183	1	**98**	0	0	**0**
	Left-Through		1			0	
	Through	12	0	98	0	0	0
	Through-Right		0			0	
	Right	75	1	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	574		*North-South:*	0
			East-West:	108		*East-West:*	0
			SUM:	682		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.496			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.496			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB--	0		NB-- 0 SB--		0
		EB-- 0 WB--	3		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	1	6	0	0	**0**
	Left-Through		0			0	
	Through	323	2	**162**	0	0	0
	Through-Right		0			0	
	Right	268	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	75	1	**75**	0	0	0
	Left-Through		0			0	
	Through	240	1	123	0	0	**0**
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	15	1	**15**	0	0	**0**
	Through-Right		0			0	
	Right	3	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	258	1	**148**	0	0	**0**
	Left-Through		1			0	
	Through	38	0	148	0	0	0
	Through-Right		0			0	
	Right	111	1	36	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	237		*North-South:*	0
			East-West:	163		*East-West:*	0
			SUM:	400		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.291			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.291			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB--	0		NB-- 0 SB--		0
		EB-- 0 WB--	3		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	1	**5**	0	0	**0**
	Left-Through		0			0	
	Through	374	2	187	0	0	0
	Through-Right		0			0	
	Right	247	1	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	148	1	148	0	0	0
	Left-Through		0			0	
	Through	769	1	**388**	0	0	**0**
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	7	1	7	0	0	0
	Left-Through		0			0	
	Through	37	1	**37**	0	0	**0**
	Through-Right		0			0	
	Right	6	1	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	365	1	**201**	0	0	**0**
	Left-Through		1			0	
	Through	37	0	201	0	0	0
	Through-Right		0			0	
	Right	149	1	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	393		*North-South:*	0
			East-West:	238		*East-West:*	0
			SUM:	631		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.459			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.459			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	42	1	**42**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	28	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	437	1	**405**	0	0	0
	Left-Through		1			0	
	Through	1181	0	405	0	0	**0**
	Through-Right		1			0	
	Right	552	1	405	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	465	2	**194**	0	0	**0**
	Through-Right		1			0	
	Right	117	0	117	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	209	2	**115**	0	0	**0**
	Left-Through		0			0	
	Through	750	2	250	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		447	North-South:		0
		East-West:		309	East-West:		0
		SUM:		756	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.550			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.550			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	57	1	**57**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	71	2	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	125	1	**104**	0	0	0
	Left-Through		1			0	
	Through	291	0	104	0	0	**0**
	Through-Right		1			0	
	Right	203	1	104	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	477	2	**192**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	59	2	**32**	0	0	**0**
	Left-Through		0			0	
	Through	601	2	200	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		161	North-South:		0
		East-West:		224	East-West:		0
		SUM:		385	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.280			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.280			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	97	1	**97**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	192	2	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	153	1	**90**	0	0	0
	Left-Through		1			0	
	Through	208	0	90	0	0	**0**
	Through-Right		1			0	
	Right	180	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	721	2	**260**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	51	2	**28**	0	0	**0**
	Left-Through		0			0	
	Through	754	2	251	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		187	North-South:		0
		East-West:		288	East-West:		0
		SUM:		475	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.345			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.345			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	751	2	**413**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	494	2	173	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	209	3	70	0	0	**0**
	Through-Right		0			0	
	Right	287	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	2	99	0	0	**0**
	Left-Through		0			0	
	Through	898	1	**464**	0	0	0
	Through-Right		1			0	
	Right	29	0	29	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		413	North-South:		0
		East-West:		464	East-West:		0
		SUM:		877	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.615			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.615			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	382	2	**210**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	190	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	391	3	130	0	0	**0**
	Through-Right		0			0	
	Right	398	1	**188**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	334	2	**184**	0	0	**0**
	Left-Through		0			0	
	Through	364	1	190	0	0	0
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	210		*North-South:*	0
			East-West:	372		*East-West:*	0
			SUM:	582		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.408			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.408			0.000
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	530	2	**292**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	265	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1216	3	**405**	0	0	**0**
	Through-Right		0			0	
	Right	503	1	211	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	366	2	**201**	0	0	**0**
	Left-Through		0			0	
	Through	317	1	164	0	0	0
	Through-Right		1			0	
	Right	11	0	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	292		*North-South:*	0
			East-West:	606		*East-West:*	0
			SUM:	898		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.630			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.630			0.000
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	1	16	0	0	**0**
	Left-Through		0			0	
	Through	1888	4	**472**	0	0	0
	Through-Right		0			0	
	Right	404	1	215	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	380	2	**209**	0	0	0
	Left-Through		0			0	
	Through	1235	4	309	0	0	**0**
	Through-Right		0			0	
	Right	193	1	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	165	1	165	0	0	0
	Left-Through		0			0	
	Through	346	2	**129**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	343	2	**189**	0	0	**0**
	Left-Through		0			0	
	Through	91	2	46	0	0	0
	Through-Right		0			0	
	Right	425	2	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	681		*North-South:*	0
			East-West:	318		*East-West:*	0
			SUM:	999		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.727			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.727			0.000
LEVEL OF SERVICE (LOS):				**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	1	26	0	0	**0**
	Left-Through		0			0	
	Through	1380	4	**345**	0	0	0
	Through-Right		0			0	
	Right	217	1	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	405	2	**223**	0	0	0
	Left-Through		0			0	
	Through	1056	4	264	0	0	**0**
	Through-Right		0			0	
	Right	220	1	176	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	44	1	44	0	0	0
	Left-Through		0			0	
	Through	109	2	**55**	0	0	**0**
	Through-Right		1			0	
	Right	56	0	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	348	2	**191**	0	0	**0**
	Left-Through		0			0	
	Through	136	2	68	0	0	0
	Through-Right		0			0	
	Right	608	2	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	568		*North-South:*	0
			East-West:	246		*East-West:*	0
			SUM:	814		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.592			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.592			0.000
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 EB-- 0	SB-- WB--	3 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	28	0	0	0
	Left-Through		0			0	
	Through	1701	4	425	0	0	0
	Through-Right		0			0	
	Right	288	1	31	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	447	2	246	0	0	0
	Left-Through		0			0	
	Through	1815	4	454	0	0	0
	Through-Right		0			0	
	Right	434	1	350	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	84	1	84	0	0	0
	Left-Through		0			0	
	Through	155	2	76	0	0	0
	Through-Right		1			0	
	Right	73	0	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	467	2	257	0	0	0
	Left-Through		0			0	
	Through	209	2	105	0	0	0
	Through-Right		0			0	
	Right	463	2	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	671		North-South:	0
			East-West:	333		East-West:	0
			SUM:	1004		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.730			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.730			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	0	0	235	0	0	0
	Through-Right		0			0	
	Right	235	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	244	2	134	0	0	0
	Left-Through		0			0	
	Through	644	2	322	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	809	2	270	0	0	0
	Through-Right		1			0	
	Right	193	1	193	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	235		North-South:	0
			East-West:	404		East-West:	0
			SUM:	639		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.448			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.448			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	83	1	83	0	0	0
	Left-Through		0			0	
	Through	0	0	150	0	0	0
	Through-Right		0			0	
	Right	150	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	289	2	159	0	0	0
	Left-Through		0			0	
	Through	909	2	455	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	997	2	332	0	0	0
	Through-Right		1			0	
	Right	306	1	306	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	150		North-South:	0
			East-West:	491		East-West:	0
			SUM:	641		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.450			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.450			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	286	1	286	0	0	0
	Left-Through		0			0	
	Through	0	0	599	0	0	0
	Through-Right		0			0	
	Right	599	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	158	2	87	0	0	0
	Left-Through		0			0	
	Through	827	2	414	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1156	2	385	0	0	0
	Through-Right		1			0	
	Right	187	1	187	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	599		North-South:	0
			East-West:	472		East-West:	0
			SUM:	1071		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.752			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.752			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	128	1	128	0	0	0
	Left-Through		0			0	
	Through	0	0	**147**	0	0	**0**
	Through-Right		0			0	
	Right	293	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	723	4	181	0	0	**0**
	Through-Right		0			0	
	Right	190	1	**190**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	331	2	**182**	0	0	**0**
	Left-Through		0			0	
	Through	488	2	244	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	147		*North-South:*	0
			East-West:	372		*East-West:*	0
			SUM:	519		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.364			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.364			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	379	1	193	0	0	0
	Left-Through		0			0	
	Through	0	0	**193**	0	0	**0**
	Through-Right		0			0	
	Right	201	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	784	4	**196**	0	0	**0**
	Through-Right		0			0	
	Right	143	1	143	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	333	2	**183**	0	0	**0**
	Left-Through		0			0	
	Through	645	2	323	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	193		*North-South:*	0
			East-West:	379		*East-West:*	0
			SUM:	572		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.401			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.401			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	141	1	105	0	0	0
	Left-Through		0			0	
	Through	0	0	**105**	0	0	**0**
	Through-Right		0			0	
	Right	174	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	859	4	215	0	0	**0**
	Through-Right		0			0	
	Right	247	1	**247**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	543	2	**299**	0	0	**0**
	Left-Through		0			0	
	Through	897	2	449	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	105		*North-South:*	0
			East-West:	546		*East-West:*	0
			SUM:	651		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.457			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.457			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2426	2	**836**	0	0	0
	Through-Right		1			0	
	Right	83	0	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2157	3	719	0	0	**0**
	Through-Right		0			0	
	Right	927	1	654	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	780	3	**273**	0	0	0
	Left-Through		0			0	
	Through	119	0	128	0	0	**0**
	Through-Right		1			0	
	Right	9	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	836		*North-South:*	0
			East-West:	273		*East-West:*	0
			SUM:	1109		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.739			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.739			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1307	2	465	0	0	0
	Through-Right		1			0	
	Right	88	0	88	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1403	3	468	0	0	**0**
	Through-Right		0			0	
	Right	797	1	**541**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	732	3	**256**	0	0	0
	Left-Through		0			0	
	Through	149	0	169	0	0	**0**
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	541		*North-South:*	0
			East-West:	256		*East-West:*	0
			SUM:	797		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.531			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.531			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1765	2	657	0	0	0
	Through-Right		1			0	
	Right	207	0	207	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2222	3	**741**	0	0	**0**
	Through-Right		0			0	
	Right	981	1	596	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1101	3	**385**	0	0	0
	Left-Through		0			0	
	Through	241	0	282	0	0	**0**
	Through-Right		1			0	
	Right	41	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	741		*North-South:*	0
			East-West:	385		*East-West:*	0
			SUM:	1126		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.751			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.751			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	719	1	**388**	0	0	0
	Through-Right		1			0	
	Right	56	0	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	47	1	**47**	0	0	0
	Left-Through		0			0	
	Through	449	3	150	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	136	1	**136**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	99	1	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	435		*North-South:*	0
			East-West:	136		*East-West:*	0
			SUM:	571		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.381			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.381			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	545	1	**307**	0	0	0
	Through-Right		1			0	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	78	1	**78**	0	0	0
	Left-Through		0			0	
	Through	385	3	128	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	42	1	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	385		*North-South:*	0
			East-West:	80		*East-West:*	0
			SUM:	465		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.310			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.310			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	518	1	**358**	0	0	0
	Through-Right		1			0	
	Right	197	0	197	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	187	1	**187**	0	0	0
	Left-Through		0			0	
	Through	904	3	301	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	63	1	**63**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	40	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		545	North-South:		0
		East-West:		63	East-West:		0
		SUM:		608	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.405			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.405			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	251	1	**251**	0	0	**0**
	Left-Through		0			0	
	Through	770	2	385	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	468	2	**170**	0	0	**0**
	Through-Right		1			0	
	Right	43	0	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	2	**44**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		421	North-South:		0
		East-West:		44	East-West:		0
		SUM:		465	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.310			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.310			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	195	1	**195**	0	0	**0**
	Left-Through		0			0	
	Through	491	2	246	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	477	2	**166**	0	0	**0**
	Through-Right		1			0	
	Right	22	0	22	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	147	2	**81**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	128	1	31	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		361	North-South:		0
		East-West:		81	East-West:		0
		SUM:		442	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.295			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.295			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	92	1	**92**	0	0	**0**
	Left-Through		0			0	
	Through	486	2	243	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	907	2	**316**	0	0	**0**
	Through-Right		1			0	
	Right	41	0	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	266	2	**146**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	161	1	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		408	North-South:		0
		East-West:		146	East-West:		0
		SUM:		554	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.369			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.369			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	309	2	170	0	0	**0**
	Left-Through		0			0	
	Through	584	1	**292**	0	0	0
	Through-Right		1			0	
	Right	135	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	279	2	**153**	0	0	0
	Left-Through		0			0	
	Through	461	2	170	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	1	**43**	0	0	0
	Left-Through		1			0	
	Through	120	0	43	0	0	**0**
	Through-Right		1			0	
	Right	67	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	247	1	136	0	0	**0**
	Left-Through		1			0	
	Through	266	0	**513**	0	0	0
	Through-Right		1			0	
	Right	247	0	247	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	445		*North-South:*	0
			East-West:	556		*East-West:*	0
			SUM:	1001		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.702			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.702			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	348	2	191	0	0	**0**
	Left-Through		0			0	
	Through	429	1	**215**	0	0	0
	Through-Right		1			0	
	Right	122	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	252	2	**139**	0	0	0
	Left-Through		0			0	
	Through	216	2	105	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	118	1	**108**	0	0	0
	Left-Through		1			0	
	Through	206	0	108	0	0	**0**
	Through-Right		1			0	
	Right	72	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	262	1	144	0	0	**0**
	Left-Through		1			0	
	Through	276	0	**538**	0	0	0
	Through-Right		1			0	
	Right	262	0	262	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	354		*North-South:*	0
			East-West:	646		*East-West:*	0
			SUM:	1000		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.702			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.702			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	256	2	141	0	0	**0**
	Left-Through		0			0	
	Through	559	1	**280**	0	0	0
	Through-Right		1			0	
	Right	103	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	400	2	**220**	0	0	0
	Left-Through		0			0	
	Through	495	2	215	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	153	1	84	0	0	0
	Left-Through		1			0	
	Through	134	0	**134**	0	0	**0**
	Through-Right		1			0	
	Right	115	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	326	1	179	0	0	**0**
	Left-Through		1			0	
	Through	327	0	**653**	0	0	0
	Through-Right		1			0	
	Right	326	0	326	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	500		*North-South:*	0
			East-West:	787		*East-West:*	0
			SUM:	1287		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.903			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.903			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	497	1	**265**	0	0	0
	Through-Right		1			0	
	Right	32	0	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	414	2	**228**	0	0	0
	Left-Through		0			0	
	Through	492	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	137	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	493		*North-South:*	0
			East-West:	0		*East-West:*	0
			SUM:	493		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.329			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.329			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 97

PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	536	1	**285**	0	0	0
	Through-Right		1			0	
	Right	34	0	34	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	451	2	**248**	0	0	0
	Left-Through		0			0	
	Through	336	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	184	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	533		*North-South:*	0
			East-West:	0		*East-West:*	0
			SUM:	533		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.355			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.355			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 97

PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	601	1	**316**	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	440	2	**242**	0	0	0
	Left-Through		0			0	
	Through	861	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	349	2	**71**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	558		*North-South:*	0
			East-West:	71		*East-West:*	0
			SUM:	629		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.419			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.419			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 98

PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	844	2	**422**	0	0	0
	Through-Right		0			0	
	Right	105	1	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	78	1	**78**	0	0	0
	Left-Through		0			0	
	Through	436	2	145	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	95	2	52	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	153	1	**114**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	500		*North-South:*	0
			East-West:	114		*East-West:*	0
			SUM:	614		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.447			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.447			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 98

PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	493	2	**247**	0	0	0
	Through-Right		0			0	
	Right	79	1	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	149	1	**149**	0	0	0
	Left-Through		0			0	
	Through	494	2	165	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	31	2	17	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	137	1	**63**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	396		*North-South:*	0
			East-West:	63		*East-West:*	0
			SUM:	459		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.334			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.334			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	474	2	**237**	0	0	0
	Through-Right		0			0	
	Right	51	1	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	107	1	**107**	0	0	0
	Left-Through		0			0	
	Through	928	2	309	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	81	2	**45**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	87	1	34	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	344		North-South:	0
			East-West:	45		East-West:	0
			SUM:	389		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.283			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.283			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	2	3	0	0	**0**
	Left-Through		0			0	
	Through	1618	2	**543**	0	0	0
	Through-Right		1			0	
	Right	11	0	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	18	1	**18**	0	0	0
	Left-Through		0			0	
	Through	1272	2	452	0	0	**0**
	Through-Right		1			0	
	Right	83	0	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	37	1	21	0	0	0
	Left-Through		1			0	
	Through	4	0	21	0	0	**0**
	Through-Right		0			0	
	Right	65	1	**62**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	3	0	**15**	0	0	0
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	561		North-South:	0
			East-West:	77		East-West:	0
			SUM:	638		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.464			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.464			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	36	2	20	0	0	**0**
	Left-Through		0			0	
	Through	1152	2	**386**	0	0	0
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	33	1	**33**	0	0	0
	Left-Through		0			0	
	Through	879	2	310	0	0	**0**
	Through-Right		1			0	
	Right	52	0	52	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	46	1	**26**	0	0	0
	Left-Through		1			0	
	Through	5	0	26	0	0	**0**
	Through-Right		0			0	
	Right	44	1	24	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	3	0	3	0	0	**0**
	Left-Through		0			0	
	Through	2	0	**9**	0	0	0
	Through-Right		0			0	
	Right	4	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	419		North-South:	0
			East-West:	35		East-West:	0
			SUM:	454		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.330			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.330			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	3	2	2	0	0	**0**
	Left-Through		0			0	
	Through	1568	2	**528**	0	0	0
	Through-Right		1			0	
	Right	17	0	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	38	1	**38**	0	0	0
	Left-Through		0			0	
	Through	1546	2	537	0	0	**0**
	Through-Right		1			0	
	Right	66	0	66	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	76	1	42	0	0	0
	Left-Through		1			0	
	Through	8	0	42	0	0	**0**
	Through-Right		0			0	
	Right	66	1	**64**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	2	0	**17**	0	0	0
	Through-Right		0			0	
	Right	5	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	566		North-South:	0
			East-West:	81		East-West:	0
			SUM:	647		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.471			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.471			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	34	1	**34**	0	0	**0**	35	1	35	0	0	**0**
	Left-Through		0			0			0			0	
	Through	187	2	94	0	0	0	329	2	**165**	0	0	0
	Through-Right		0			0			0			0	
	Right	56	1	0	0	0	0	184	1	105	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	23	1	23	0	0	0	50	1	**50**	0	0	0
	Left-Through		0			0			0			0	
	Through	291	2	146	0	0	**0**	191	2	96	0	0	**0**
	Through-Right		0			0			0			0	
	Right	216	1	**151**	0	0	0	228	1	119	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	130	1	**130**	0	0	0	219	1	**219**	0	0	0
	Left-Through		0			0			0			0	
	Through	467	2	234	0	0	**0**	656	2	328	0	0	**0**
	Through-Right		0			0			0			0	
	Right	23	1	6	0	0	0	65	1	48	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	139	1	139	0	0	**0**	159	1	159	0	0	**0**
	Left-Through		0			0			0			0	
	Through	842	2	**421**	0	0	0	660	2	**330**	0	0	0
	Through-Right		0			0			0			0	
	Right	13	1	2	0	0	0	13	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	185		North-South:	0		North-South:	215		North-South:	0
			East-West:	551		East-West:	0		East-West:	549		East-West:	0
			SUM:	736		SUM:	0		SUM:	764		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.516			0.000			0.536			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.516			0.000			0.536			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	30	1	30	0	0	**0**						
	Left-Through		0			0							
	Through	382	2	**191**	0	0	0						
	Through-Right		0			0							
	Right	223	1	166	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	26	1	**26**	0	0	0						
	Left-Through		0			0							
	Through	293	2	147	0	0	**0**						
	Through-Right		0			0							
	Right	180	1	39	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	282	1	**282**	0	0	0						
	Left-Through		0			0							
	Through	876	2	438	0	0	**0**						
	Through-Right		0			0							
	Right	33	1	18	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	114	1	114	0	0	**0**						
	Left-Through		0			0							
	Through	686	2	**343**	0	0	0						
	Through-Right		0			0							
	Right	17	1	4	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	217		North-South:	0						
			East-West:	625		East-West:	0						
			SUM:	842		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.591			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.591			0.000						
LEVEL OF SERVICE (LOS):				A			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0						
		EB-- 3	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	40	1	40	0	0	**0**						
	Left-Through		0			0							
	Through	1425	3	**475**	0	0	0						
	Through-Right		0			0							
	Right	93	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	77	1	**77**	0	0	0						
	Left-Through		0			0							
	Through	981	3	327	0	0	**0**						
	Through-Right		0			0							
	Right	54	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	55	1	55	0	0	0						
	Left-Through		0			0							
	Through	113	2	**57**	0	0	**0**						
	Through-Right		0			0							
	Right	56	1	16	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	168	1	**168**	0	0	**0**						
	Left-Through		0			0							
	Through	178	1	112	0	0	0						
	Through-Right		1			0							
	Right	46	0	46	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	552		North-South:	0						
			East-West:	225		East-West:	0						
			SUM:	777		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.565			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.565			0.000						
LEVEL OF SERVICE (LOS):				A			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0		
		EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	102	1	**102**	0	0	**0**
	Left-Through		0			0	
	Through	937	3	312	0	0	0
	Through-Right		0			0	
	Right	171	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	59	1	59	0	0	0
	Left-Through		0			0	
	Through	1006	3	**335**	0	0	**0**
	Through-Right		0			0	
	Right	93	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	86	1	86	0	0	0
	Left-Through		0			0	
	Through	312	2	**156**	0	0	**0**
	Through-Right		0			0	
	Right	77	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	202	1	**202**	0	0	**0**
	Left-Through		0			0	
	Through	281	1	208	0	0	0
	Through-Right		1			0	
	Right	134	0	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	437		North-South:	0
			East-West:	358		East-West:	0
			SUM:	795		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.578			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.578			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0		
		EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	96	1	**96**	0	0	**0**
	Left-Through		0			0	
	Through	1421	3	474	0	0	0
	Through-Right		0			0	
	Right	98	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	109	1	109	0	0	0
	Left-Through		0			0	
	Through	1472	3	**491**	0	0	**0**
	Through-Right		0			0	
	Right	113	1	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	372	2	**186**	0	0	**0**
	Through-Right		0			0	
	Right	47	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	264	1	172	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	587		North-South:	0
			East-West:	356		East-West:	0
			SUM:	943		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.686			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.686			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	107	1	107	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	198	1	**198**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	349	1	**349**	0	0	0
	Left-Through		0			0	
	Through	745	3	248	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1136	3	**356**	0	0	0
	Through-Right		1			0	
	Right	287	0	287	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	198		North-South:	0
			East-West:	705		East-West:	0
			SUM:	903		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.634			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.634			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	294	1	294	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	370	1	**370**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	438	1	**438**	0	0	0
	Left-Through		0			0	
	Through	949	3	316	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1008	3	**315**	0	0	0
	Through-Right		1			0	
	Right	250	0	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	370		North-South:	0
			East-West:	753		East-West:	0
			SUM:	1123		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.788			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.788			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	312	1	**312**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	298	1	**298**	0	0	0
	Left-Through		0			0	
	Through	1443	3	481	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1077	3	**297**	0	0	0
	Through-Right		1			0	
	Right	109	0	109	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	312		*North-South:*	0
			East-West:	595		*East-West:*	0
			SUM:	907		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.636			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.636			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	2	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	103	0	103	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	380	1	**242**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	994	3	**300**	0	0	**0**
	Through-Right		1			0	
	Right	204	0	204	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	217	1	**217**	0	0	**0**
	Left-Through		0			0	
	Through	1024	3	341	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	242		*North-South:*	0
			East-West:	517		*East-West:*	0
			SUM:	759		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.533			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.533			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	2	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	132	0	132	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	366	1	**249**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1255	3	**353**	0	0	**0**
	Through-Right		1			0	
	Right	157	0	157	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	287	1	**287**	0	0	**0**
	Left-Through		0			0	
	Through	1015	3	338	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	249		*North-South:*	0
			East-West:	640		*East-West:*	0
			SUM:	889		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.624			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.624			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	2	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	232	0	232	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	436	1	**334**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1502	3	**417**	0	0	**0**
	Through-Right		1			0	
	Right	165	0	165	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	201	1	**201**	0	0	**0**
	Left-Through		0			0	
	Through	1056	3	352	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	334		*North-South:*	0
			East-West:	618		*East-West:*	0
			SUM:	952		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.668			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.668			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0	NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	1	8	0	0	0	13	1	13	0	0	0
	Left-Through		0			0			0			0	
	Through	2335	4	584	0	0	0	1552	4	388	0	0	0
	Through-Right		0			0			0			0	
	Right	192	1	171	0	0	0	155	1	78	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	201	2	111	0	0	0	21	2	12	0	0	0
	Left-Through		0			0			0			0	
	Through	1503	3	501	0	0	0	1485	3	495	0	0	0
	Through-Right		0			0			0			0	
	Right	10	1	0	0	0	0	13	1	7	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	24	1	24	0	0	0	13	1	13	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	14	0	0	0	0	0	13	0	0	0
	Through-Right		1			0			1			0	
	Right	14	0	0	0	0	0	13	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	30	1	21	0	0	0	112	1	77	0	0	0
	Left-Through		0			0			0			0	
	Through	2	0	21	0	0	0	0	0	77	0	0	0
	Through-Right		0			0			0			0	
	Right	32	1	0	0	0	0	118	1	0	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	695		North-South:	0		North-South:	508		North-South:	0
			East-West:	45		East-West:	0		East-West:	90		East-West:	0
			SUM:	740		SUM:	0		SUM:	598		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.538			0.000			0.435			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.538			0.000			0.435			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM						AM					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	1	16	0	0	0	73	1	73	0	0	0
	Left-Through		0			0			0			0	
	Through	1930	4	483	0	0	0	1445	3	384	0	0	0
	Through-Right		0			0			1			0	
	Right	98	1	0	0	0	0	90	0	90	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	102	2	56	0	0	0	156	1	156	0	0	0
	Left-Through		0			0			0			0	
	Through	2285	3	762	0	0	0	1155	2	400	0	0	0
	Through-Right		0			0			1			0	
	Right	19	1	10	0	0	0	45	0	45	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	19	1	19	0	0	0	243	1	243	0	0	0
	Left-Through		0			0			0			0	
	Through	1	0	14	0	0	0	349	2	175	0	0	0
	Through-Right		1			0			0			0	
	Right	13	0	0	0	0	0	120	1	47	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	137	1	111	0	0	0	148	1	148	0	0	0
	Left-Through		0			0			0			0	
	Through	1	0	111	0	0	0	340	2	170	0	0	0
	Through-Right		0			0			0			0	
	Right	196	1	0	0	0	0	250	1	94	0	0	0
	Left-Through-Right		1			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	778		North-South:	0		North-South:	540		North-South:	0
			East-West:	130		East-West:	0		East-West:	413		East-West:	0
			SUM:	908		SUM:	0		SUM:	953		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.660			0.000			0.693			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.660			0.000			0.693			0.000
LEVEL OF SERVICE (LOS):				B			A			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	91	1	91	0	0	**0**
	Left-Through		0			0	
	Through	966	3	**269**	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	203	1	**203**	0	0	0
	Left-Through		0			0	
	Through	731	2	271	0	0	**0**
	Through-Right		1			0	
	Right	83	0	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	136	1	**136**	0	0	0
	Left-Through		0			0	
	Through	242	2	121	0	0	**0**
	Through-Right		0			0	
	Right	73	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	139	1	139	0	0	**0**
	Left-Through		0			0	
	Through	366	2	**183**	0	0	0
	Through-Right		0			0	
	Right	220	1	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	472		North-South:	0
			East-West:	319		East-West:	0
			SUM:	791		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.575			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.575			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	141	1	141	0	0	**0**
	Left-Through		0			0	
	Through	1473	3	**407**	0	0	0
	Through-Right		1			0	
	Right	155	0	155	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	268	1	**268**	0	0	0
	Left-Through		0			0	
	Through	1412	2	516	0	0	**0**
	Through-Right		1			0	
	Right	136	0	136	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	125	1	125	0	0	0
	Left-Through		0			0	
	Through	275	2	**138**	0	0	**0**
	Through-Right		0			0	
	Right	77	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	168	1	**168**	0	0	**0**
	Left-Through		0			0	
	Through	354	2	177	0	0	0
	Through-Right		0			0	
	Right	254	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	675		North-South:	0
			East-West:	306		East-West:	0
			SUM:	981		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.713			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.713			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	2	36	0	0	**0**
	Left-Through		0			0	
	Through	1810	3	**603**	0	0	0
	Through-Right		0			0	
	Right	197	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	104	2	**57**	0	0	0
	Left-Through		0			0	
	Through	1544	3	394	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	78	1	78	0	0	0
	Left-Through		0			0	
	Through	78	1	78	0	0	**0**
	Through-Right		0			0	
	Right	185	1	**149**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	146	1	**87**	0	0	**0**
	Left-Through		1			0	
	Through	27	0	87	0	0	0
	Through-Right		0			0	
	Right	121	1	64	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	660		North-South:	0
			East-West:	236		East-West:	0
			SUM:	896		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.652			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.652			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	117	2	64	0	0	**0**
	Left-Through		0			0	
	Through	1711	3	**570**	0	0	0
	Through-Right		0			0	
	Right	303	1	141	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	175	2	**96**	0	0	0
	Left-Through		0			0	
	Through	1738	3	451	0	0	**0**
	Through-Right		1			0	
	Right	64	0	64	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	63	1	**63**	0	0	0
	Left-Through		0			0	
	Through	63	1	63	0	0	**0**
	Through-Right		0			0	
	Right	55	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	277	1	**162**	0	0	**0**
	Left-Through		1			0	
	Through	47	0	162	0	0	0
	Through-Right		0			0	
	Right	181	1	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	666		North-South:	0
			East-West:	225		East-West:	0
			SUM:	891		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.648			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.648			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	145	2	80	0	0	**0**
	Left-Through		0			0	
	Through	1859	3	**620**	0	0	0
	Through-Right		0			0	
	Right	352	1	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	2	**61**	0	0	0
	Left-Through		0			0	
	Through	2137	3	563	0	0	**0**
	Through-Right		1			0	
	Right	114	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	66	1	66	0	0	0
	Left-Through		0			0	
	Through	77	1	**77**	0	0	**0**
	Through-Right		0			0	
	Right	97	1	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	284	1	**192**	0	0	**0**
	Left-Through		1			0	
	Through	99	0	192	0	0	0
	Through-Right		0			0	
	Right	159	1	98	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	681		*North-South:*	0
			East-West:	269		*East-West:*	0
			SUM:	950		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.691			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.691			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	126	1	126	0	0	**0**
	Left-Through		0			0	
	Through	1426	3	**475**	0	0	0
	Through-Right		0			0	
	Right	319	1	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	135	1	**135**	0	0	0
	Left-Through		0			0	
	Through	1100	2	379	0	0	**0**
	Through-Right		1			0	
	Right	38	0	38	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	509	1	**268**	0	0	**0**
	Through-Right		1			0	
	Right	26	0	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	2	**127**	0	0	**0**
	Left-Through		0			0	
	Through	421	1	245	0	0	0
	Through-Right		1			0	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	610		*North-South:*	0
			East-West:	395		*East-West:*	0
			SUM:	1005		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.731			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.731			0.000
	LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	87	1	87	0	0	**0**
	Left-Through		0			0	
	Through	1380	3	**460**	0	0	0
	Through-Right		0			0	
	Right	275	1	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	183	1	**183**	0	0	0
	Left-Through		0			0	
	Through	998	2	363	0	0	**0**
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	11	0	0	0	0	0
	Left-Through		0			0	
	Through	463	1	**301**	0	0	**0**
	Through-Right		1			0	
	Right	139	0	139	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	332	2	**183**	0	0	**0**
	Left-Through		0			0	
	Through	508	1	286	0	0	0
	Through-Right		1			0	
	Right	64	0	64	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	643		*North-South:*	0
			East-West:	484		*East-West:*	0
			SUM:	1127		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.820			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.820			0.000
	LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	87	1	87	0	0	**0**
	Left-Through		0			0	
	Through	1472	3	**491**	0	0	0
	Through-Right		0			0	
	Right	281	1	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	207	1	**207**	0	0	0
	Left-Through		0			0	
	Through	1455	2	513	0	0	**0**
	Through-Right		1			0	
	Right	85	0	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	0	0	0	0	0
	Left-Through		0			0	
	Through	475	1	**295**	0	0	**0**
	Through-Right		1			0	
	Right	115	0	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	388	2	**213**	0	0	**0**
	Left-Through		0			0	
	Through	637	1	349	0	0	0
	Through-Right		1			0	
	Right	61	0	61	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	698		*North-South:*	0
			East-West:	508		*East-West:*	0
			SUM:	1206		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.877			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.877			0.000
	LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	1522	4	**533**	0	0	**0**
Left-Through		0			0	
Through	1514	0	0	0	0	0
Through-Right		0			0	
Right	142	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1191	4	**298**	0	0	**0**
Through-Right		0			0	
Right	14	1	14	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	1427	4	**233**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	10	1	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	831		*North-South:*	0
		East-West:	233		*East-West:*	0
		SUM:	1064		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.709			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.709			0.000
LEVEL OF SERVICE (LOS):			C			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	1087	4	**380**	0	0	**0**
Left-Through		0			0	
Through	1211	0	0	0	0	0
Through-Right		0			0	
Right	163	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1360	4	**340**	0	0	**0**
Through-Right		0			0	
Right	38	1	38	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	915	4	**130**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	34	1	34	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	720		*North-South:*	0
		East-West:	130		*East-West:*	0
		SUM:	850		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.567			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.567			0.000
LEVEL OF SERVICE (LOS):			A			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	1751	4	**613**	0	0	**0**
Left-Through		0			0	
Through	1659	0	0	0	0	0
Through-Right		0			0	
Right	269	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1691	4	**423**	0	0	**0**
Through-Right		0			0	
Right	28	1	28	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	1584	4	**248**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	29	1	29	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	1036		*North-South:*	0
		East-West:	248		*East-West:*	0
		SUM:	1284		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.856			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.856			0.000
LEVEL OF SERVICE (LOS):			D			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	153	2	84	0	0	**0**
Left-Through		0			0	
Through	1385	1	**753**	0	0	0
Through-Right		1			0	
Right	121	0	121	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	187	2	**103**	0	0	0
Left-Through		0			0	
Through	1286	1	665	0	0	**0**
Through-Right		1			0	
Right	43	0	43	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	65	2	36	0	0	0
Left-Through		0			0	
Through	756	3	**252**	0	0	**0**
Through-Right		0			0	
Right	125	1	41	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	279	2	**153**	0	0	**0**
Left-Through		0			0	
Through	594	2	297	0	0	0
Through-Right		0			0	
Right	241	1	138	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	856		*North-South:*	0
		East-West:	405		*East-West:*	0
		SUM:	1261		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.917			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.917			0.000
LEVEL OF SERVICE (LOS):			E			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	211	2	116	0	0	**0**
	Left-Through		0			0	
	Through	1334	1	**730**	0	0	0
	Through-Right		1			0	
	Right	126	0	126	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	218	2	**120**	0	0	0
	Left-Through		0			0	
	Through	1326	1	716	0	0	**0**
	Through-Right		1			0	
	Right	106	0	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	107	2	**59**	0	0	0
	Left-Through		0			0	
	Through	585	3	195	0	0	**0**
	Through-Right		0			0	
	Right	149	1	33	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	259	2	142	0	0	**0**
	Left-Through		0			0	
	Through	691	2	**346**	0	0	0
	Through-Right		0			0	
	Right	199	1	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	850		*North-South:*	0
			East-West:	405		*East-West:*	0
			SUM:	1255		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.913			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.913			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	183	2	**101**	0	0	**0**
	Left-Through		0			0	
	Through	1277	1	696	0	0	0
	Through-Right		1			0	
	Right	114	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	269	2	148	0	0	0
	Left-Through		0			0	
	Through	1553	1	**803**	0	0	**0**
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	86	2	**47**	0	0	0
	Left-Through		0			0	
	Through	851	3	284	0	0	**0**
	Through-Right		0			0	
	Right	215	1	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	295	2	162	0	0	**0**
	Left-Through		0			0	
	Through	836	2	**418**	0	0	0
	Through-Right		0			0	
	Right	192	1	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	904		*North-South:*	0
			East-West:	465		*East-West:*	0
			SUM:	1369		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.996			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.996			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	429	2	**236**	0	0	**0**
	Left-Through		0			0	
	Through	1530	2	547	0	0	0
	Through-Right		1			0	
	Right	112	0	112	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	257	2	141	0	0	0
	Left-Through		0			0	
	Through	1380	2	**510**	0	0	**0**
	Through-Right		1			0	
	Right	149	0	149	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	94	2	**52**	0	0	0
	Left-Through		0			0	
	Through	615	2	308	0	0	**0**
	Through-Right		0			0	
	Right	391	1	155	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	2	105	0	0	**0**
	Left-Through		0			0	
	Through	730	2	**365**	0	0	0
	Through-Right		0			0	
	Right	224	1	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	746		*North-South:*	0
			East-West:	417		*East-West:*	0
			SUM:	1163		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.846			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.846			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	475	2	261	0	0	**0**
	Left-Through		0			0	
	Through	1241	2	**489**	0	0	0
	Through-Right		1			0	
	Right	226	0	226	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	401	2	**221**	0	0	0
	Left-Through		0			0	
	Through	1131	2	437	0	0	**0**
	Through-Right		1			0	
	Right	179	0	179	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	135	2	74	0	0	0
	Left-Through		0			0	
	Through	569	2	**285**	0	0	**0**
	Through-Right		0			0	
	Right	358	1	97	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	483	2	**266**	0	0	**0**
	Left-Through		0			0	
	Through	883	2	442	0	0	0
	Through-Right		0			0	
	Right	399	1	178	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	710		*North-South:*	0
			East-West:	551		*East-West:*	0
			SUM:	1261		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.917			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.917			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	433	2	**238**	0	0	**0**
	Left-Through		0			0	
	Through	1169	2	452	0	0	0
	Through-Right		1			0	
	Right	187	0	187	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	260	2	143	0	0	0
	Left-Through		0			0	
	Through	1467	2	**535**	0	0	**0**
	Through-Right		1			0	
	Right	137	0	137	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	128	2	70	0	0	0
	Left-Through		0			0	
	Through	718	2	**359**	0	0	**0**
	Through-Right		0			0	
	Right	408	1	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	531	2	**292**	0	0	**0**
	Left-Through		0			0	
	Through	684	2	342	0	0	0
	Through-Right		0			0	
	Right	360	1	217	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	773		*North-South:*	0
			East-West:	651		*East-West:*	0
			SUM:	1424		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.036			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.036			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	1872	3	**471**	0	0	0
	Through-Right		1			0	
	Right	13	0	13	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	97	1	**97**	0	0	0
	Left-Through		0			0	
	Through	1289	2	449	0	0	**0**
	Through-Right		1			0	
	Right	58	0	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	307	2	**169**	0	0	0
	Left-Through		0			0	
	Through	34	0	69	0	0	**0**
	Through-Right		1			0	
	Right	35	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	16	1	16	0	0	0
	Through-Right		0			0	
	Right	245	1	**148**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	568		*North-South:*	0
			East-West:	317		*East-West:*	0
			SUM:	885		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.644			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.644			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	46	1	46	0	0	**0**
	Left-Through		0			0	
	Through	1395	3	**355**	0	0	0
	Through-Right		1			0	
	Right	25	0	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	158	1	**158**	0	0	0
	Left-Through		0			0	
	Through	1177	2	436	0	0	**0**
	Through-Right		1			0	
	Right	132	0	132	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	123	2	68	0	0	0
	Left-Through		0			0	
	Through	53	0	**109**	0	0	**0**
	Through-Right		1			0	
	Right	56	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	**40**	0	0	**0**
	Left-Through		0			0	
	Through	37	1	37	0	0	0
	Through-Right		0			0	
	Right	183	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	513		*North-South:*	0
			East-West:	149		*East-West:*	0
			SUM:	662		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.481			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.481			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	37	1	**37**	0	0	**0**
	Left-Through		0			0	
	Through	1758	3	450	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	274	1	274	0	0	0
	Left-Through		0			0	
	Through	1920	2	**702**	0	0	**0**
	Through-Right		1			0	
	Right	186	0	186	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	109	2	60	0	0	0
	Left-Through		0			0	
	Through	70	0	**100**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	51	1	**51**	0	0	**0**
	Left-Through		0			0	
	Through	47	1	47	0	0	0
	Through-Right		0			0	
	Right	161	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	739		*North-South:*	0
			East-West:	151		*East-West:*	0
			SUM:	890		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.647			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.647			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1455	3	**485**	0	0	0
	Through-Right		0			0	
	Right	252	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	765	2	**421**	0	0	0
	Left-Through		0			0	
	Through	1163	3	388	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	159	2	**87**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	768	2	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	906		*North-South:*	0
			East-West:	87		*East-West:*	0
			SUM:	993		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.697			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.697			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1529	3	**510**	0	0	0
	Through-Right		0			0	
	Right	171	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	733	2	**403**	0	0	0
	Left-Through		0			0	
	Through	1395	3	465	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	166	2	**91**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	732	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	913		*North-South:*	0
			East-West:	91		*East-West:*	0
			SUM:	1004		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.705			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.705			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1664	3	**555**	0	0	0
	Through-Right		0			0	
	Right	237	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	830	2	**457**	0	0	0
	Left-Through		0			0	
	Through	1798	3	599	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	2	**132**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	719	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1012		*North-South:*	0
			East-West:	132		*East-West:*	0
			SUM:	1144		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.803			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.803			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	1	21	0	0	**0**
	Left-Through		0			0	
	Through	774	2	**387**	0	0	0
	Through-Right		0			0	
	Right	132	1	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	81	1	**81**	0	0	0
	Left-Through		0			0	
	Through	159	1	84	0	0	**0**
	Through-Right		1			0	
	Right	9	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	31	1	**31**	0	0	0
	Left-Through		0			0	
	Through	8	1	8	0	0	**0**
	Through-Right		1			0	
	Right	17	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	135	1	135	0	0	**0**
	Left-Through		0			0	
	Through	26	1	26	0	0	0
	Through-Right		0			0	
	Right	340	1	**259**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	468		*North-South:*	0
			East-West:	290		*East-West:*	0
			SUM:	758		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.551			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.551			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	1	25	0	0	**0**
	Left-Through		0			0	
	Through	264	2	**132**	0	0	0
	Through-Right		0			0	
	Right	84	1	27	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	23	1	19	0	0	**0**
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	173	1	**173**	0	0	0
	Left-Through		0			0	
	Through	219	1	116	0	0	**0**
	Through-Right		1			0	
	Right	12	0	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	114	1	114	0	0	**0**
	Left-Through		0			0	
	Through	55	1	55	0	0	0
	Through-Right		0			0	
	Right	229	1	**199**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	162		North-South:	0
			East-West:	372		East-West:	0
			SUM:	534		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.388			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.388			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	28	0	0	**0**
	Left-Through		0			0	
	Through	346	2	**173**	0	0	0
	Through-Right		0			0	
	Right	126	1	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	25	1	**25**	0	0	0
	Left-Through		0			0	
	Through	26	1	24	0	0	**0**
	Through-Right		1			0	
	Right	22	0	22	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	265	1	265	0	0	0
	Left-Through		0			0	
	Through	592	1	**303**	0	0	**0**
	Through-Right		1			0	
	Right	13	0	13	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	94	1	94	0	0	**0**
	Left-Through		0			0	
	Through	37	1	37	0	0	0
	Through-Right		0			0	
	Right	176	1	**151**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	198		North-South:	0
			East-West:	454		East-West:	0
			SUM:	652		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.474			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.474			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	80	0	0	**0**
	Left-Through		0			0	
	Through	1230	3	**410**	0	0	0
	Through-Right		0			0	
	Right	55	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	115	1	**115**	0	0	0
	Left-Through		0			0	
	Through	894	3	298	0	0	**0**
	Through-Right		0			0	
	Right	129	1	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	154	2	**85**	0	0	0
	Left-Through		0			0	
	Through	474	2	237	0	0	**0**
	Through-Right		0			0	
	Right	61	1	21	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	790	1	**556**	0	0	0
	Through-Right		1			0	
	Right	322	0	322	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	525		North-South:	0
			East-West:	641		East-West:	0
			SUM:	1166		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.848			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.848			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	137	1	137	0	0	**0**
	Left-Through		0			0	
	Through	997	3	**332**	0	0	0
	Through-Right		0			0	
	Right	109	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	188	1	**188**	0	0	0
	Left-Through		0			0	
	Through	857	3	286	0	0	**0**
	Through-Right		0			0	
	Right	241	1	184	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	207	2	**114**	0	0	0
	Left-Through		0			0	
	Through	628	2	314	0	0	**0**
	Through-Right		0			0	
	Right	70	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	592	1	**401**	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	520		North-South:	0
			East-West:	515		East-West:	0
			SUM:	1035		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.753			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.753			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	135	1	135	0	0	**0**
Left-Through		0			0	
Through	1379	3	**460**	0	0	0
Through-Right		0			0	
Right	100	1	13	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	233	1	**233**	0	0	0
Left-Through		0			0	
Through	1485	3	495	0	0	**0**
Through-Right		0			0	
Right	274	1	222	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	190	2	**105**	0	0	0
Left-Through		0			0	
Through	767	2	384	0	0	**0**
Through-Right		0			0	
Right	77	1	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	87	1	87	0	0	**0**
Left-Through		0			0	
Through	578	1	**378**	0	0	0
Through-Right		1			0	
Right	178	0	178	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	693		*North-South:*	0
		East-West:	483		*East-West:*	0
		SUM:	1176		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.855			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.855			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	391	2	215	0	0	**0**
Left-Through		0			0	
Through	336	1	**336**	0	0	0
Through-Right		0			0	
Right	282	1	219	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	46	1	46	0	0	0
Left-Through		0			0	
Through	123	0	**131**	0	0	**0**
Through-Right		1			0	
Right	8	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	51	1	51	0	0	0
Left-Through		0			0	
Through	512	2	**256**	0	0	**0**
Through-Right		0			0	
Right	208	1	101	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	127	1	**127**	0	0	**0**
Left-Through		0			0	
Through	376	1	213	0	0	0
Through-Right		1			0	
Right	50	0	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	467		*North-South:*	0
		East-West:	383		*East-West:*	0
		SUM:	850		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.596			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.596			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	250	2	138	0	0	**0**
Left-Through		0			0	
Through	201	1	**201**	0	0	0
Through-Right		0			0	
Right	191	1	109	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	80	1	80	0	0	0
Left-Through		0			0	
Through	142	0	**180**	0	0	**0**
Through-Right		1			0	
Right	38	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	41	1	41	0	0	0
Left-Through		0			0	
Through	441	2	**221**	0	0	**0**
Through-Right		0			0	
Right	172	1	103	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	164	1	**164**	0	0	**0**
Left-Through		0			0	
Through	508	1	276	0	0	0
Through-Right		1			0	
Right	44	0	44	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	381		*North-South:*	0
		East-West:	385		*East-West:*	0
		SUM:	766		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.538			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.538			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	398	2	**219**	0	0	**0**
Left-Through		0			0	
Through	218	1	218	0	0	0
Through-Right		0			0	
Right	186	1	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	114	1	114	0	0	0
Left-Through		0			0	
Through	441	0	**478**	0	0	**0**
Through-Right		1			0	
Right	37	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	31	1	31	0	0	0
Left-Through		0			0	
Through	531	2	**266**	0	0	**0**
Through-Right		0			0	
Right	294	1	185	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	152	1	**152**	0	0	**0**
Left-Through		0			0	
Through	656	1	349	0	0	0
Through-Right		1			0	
Right	42	0	42	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	697		*North-South:*	0
		East-West:	418		*East-West:*	0
		SUM:	1115		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.782			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.782			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 0	SB-- WB--	3 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	949	2	**475**	0	0	0
	Through-Right		0			0	
	Right	126	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	151	1	**151**	0	0	0
	Left-Through		0			0	
	Through	554	2	277	0	0	**0**
	Through-Right		0			0	
	Right	105	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	214	2	118	0	0	0
	Left-Through		0			0	
	Through	1348	3	**449**	0	0	**0**
	Through-Right		0			0	
	Right	114	1	69	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	271	2	**149**	0	0	**0**
	Left-Through		0			0	
	Through	1238	3	413	0	0	0
	Through-Right		0			0	
	Right	169	1	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	626		*North-South:*	0
			East-West:	598		*East-West:*	0
			SUM:	1224		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.859			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.859			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 0	SB-- WB--	3 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	146	1	146	0	0	**0**
	Left-Through		0			0	
	Through	678	2	**339**	0	0	0
	Through-Right		0			0	
	Right	185	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	127	1	**127**	0	0	0
	Left-Through		0			0	
	Through	557	2	279	0	0	**0**
	Through-Right		0			0	
	Right	134	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	250	2	**138**	0	0	0
	Left-Through		0			0	
	Through	1160	3	387	0	0	**0**
	Through-Right		0			0	
	Right	117	1	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	264	2	145	0	0	**0**
	Left-Through		0			0	
	Through	1188	3	**396**	0	0	0
	Through-Right		0			0	
	Right	109	1	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	466		*North-South:*	0
			East-West:	534		*East-West:*	0
			SUM:	1000		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.702			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.702			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 0	SB-- WB--	3 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	157	1	157	0	0	**0**
	Left-Through		0			0	
	Through	996	2	**498**	0	0	0
	Through-Right		0			0	
	Right	188	1	24	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	187	1	**187**	0	0	0
	Left-Through		0			0	
	Through	895	2	448	0	0	**0**
	Through-Right		0			0	
	Right	142	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	268	2	147	0	0	0
	Left-Through		0			0	
	Through	1367	3	**456**	0	0	**0**
	Through-Right		0			0	
	Right	158	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	298	2	**164**	0	0	**0**
	Left-Through		0			0	
	Through	1258	3	419	0	0	0
	Through-Right		0			0	
	Right	81	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	685		*North-South:*	0
			East-West:	620		*East-West:*	0
			SUM:	1305		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.916			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.916			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 0	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	569	2	**285**	0	0	0
	Through-Right		0			0	
	Right	240	1	142	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	56	1	**56**	0	0	0
	Left-Through		0			0	
	Through	402	2	201	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	178	2	**98**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	39	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	341		*North-South:*	0
			East-West:	98		*East-West:*	0
			SUM:	439		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.308			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.308			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 3	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	284	2	**142**	0	0	0
Through-Right		0			0	
Right	224	1	140	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	71	1	**71**	0	0	0
Left-Through		0			0	
Through	273	2	137	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	152	2	**84**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	77	1	6	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	213		North-South:	0
		East-West:	84		East-West:	0
		SUM:	297		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.208			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.208			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 3	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	503	2	**252**	0	0	0
Through-Right		0			0	
Right	199	1	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	63	1	**63**	0	0	0
Left-Through		0			0	
Through	423	2	212	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	162	2	**89**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	104	1	41	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	315		North-South:	0
		East-West:	89		East-West:	0
		SUM:	404		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.284			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.284			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	150	1	150	0	0	**0**
Left-Through		0			0	
Through	547	1	**365**	0	0	0
Through-Right		1			0	
Right	182	0	182	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	117	1	**117**	0	0	0
Left-Through		0			0	
Through	362	1	205	0	0	**0**
Through-Right		1			0	
Right	48	0	48	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	153	1	153	0	0	0
Left-Through		0			0	
Through	1423	2	**508**	0	0	**0**
Through-Right		1			0	
Right	100	0	100	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	337	1	**337**	0	0	**0**
Left-Through		0			0	
Through	979	3	271	0	0	0
Through-Right		1			0	
Right	103	0	103	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	482		North-South:	0
		East-West:	845		East-West:	0
		SUM:	1327		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.965			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.965			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	231	1	**231**	0	0	**0**
Left-Through		0			0	
Through	256	1	220	0	0	0
Through-Right		1			0	
Right	184	0	184	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	85	1	85	0	0	0
Left-Through		0			0	
Through	310	1	**188**	0	0	**0**
Through-Right		1			0	
Right	66	0	66	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	91	1	91	0	0	0
Left-Through		0			0	
Through	1168	2	**416**	0	0	**0**
Through-Right		1			0	
Right	81	0	81	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	267	1	**267**	0	0	**0**
Left-Through		0			0	
Through	1088	3	295	0	0	0
Through-Right		1			0	
Right	90	0	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	419		North-South:	0
		East-West:	683		East-West:	0
		SUM:	1102		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.801			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.801			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	186	1	**186**	0	0	**0**
	Left-Through		0			0	
	Through	559	1	372	0	0	0
	Through-Right		1			0	
	Right	185	0	185	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	118	1	118	0	0	0
	Left-Through		0			0	
	Through	633	1	**346**	0	0	**0**
	Through-Right		1			0	
	Right	59	0	59	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	115	1	115	0	0	0
	Left-Through		0			0	
	Through	1559	2	**556**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	218	1	**218**	0	0	**0**
	Left-Through		0			0	
	Through	1235	3	331	0	0	0
	Through-Right		1			0	
	Right	88	0	88	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	532		*North-South:*	0
			East-West:	774		*East-West:*	0
			SUM:	1306		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.950			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.950			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	141	1	141	0	0	**0**
	Left-Through		0			0	
	Through	1189	2	**595**	0	0	0
	Through-Right		0			0	
	Right	215	1	139	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	69	1	**69**	0	0	0
	Left-Through		0			0	
	Through	313	2	157	0	0	**0**
	Through-Right		0			0	
	Right	73	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	167	1	**167**	0	0	0
	Left-Through		0			0	
	Through	835	3	278	0	0	**0**
	Through-Right		0			0	
	Right	335	1	265	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	153	1	153	0	0	**0**
	Left-Through		0			0	
	Through	1082	3	**361**	0	0	0
	Through-Right		0			0	
	Right	45	1	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	664		*North-South:*	0
			East-West:	528		*East-West:*	0
			SUM:	1192		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.867			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.867			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	242	1	242	0	0	**0**
	Left-Through		0			0	
	Through	836	2	**418**	0	0	0
	Through-Right		0			0	
	Right	324	1	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	73	1	**73**	0	0	0
	Left-Through		0			0	
	Through	452	2	226	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	1024	3	341	0	0	**0**
	Through-Right		0			0	
	Right	358	1	237	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	129	1	129	0	0	**0**
	Left-Through		0			0	
	Through	1110	3	**370**	0	0	0
	Through-Right		0			0	
	Right	67	1	31	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	491		*North-South:*	0
			East-West:	550		*East-West:*	0
			SUM:	1041		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.757			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.757			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	246	1	246	0	0	**0**
	Left-Through		0			0	
	Through	1492	2	**746**	0	0	0
	Through-Right		0			0	
	Right	354	1	313	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	85	1	**85**	0	0	0
	Left-Through		0			0	
	Through	759	2	380	0	0	**0**
	Through-Right		0			0	
	Right	73	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	219	1	**219**	0	0	0
	Left-Through		0			0	
	Through	1423	3	474	0	0	**0**
	Through-Right		0			0	
	Right	289	1	166	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	83	1	83	0	0	**0**
	Left-Through		0			0	
	Through	1205	3	**402**	0	0	0
	Through-Right		0			0	
	Right	45	1	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	831		*North-South:*	0
			East-West:	621		*East-West:*	0
			SUM:	1452		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.056			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.056			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	131	1	131	0	0	**0**
	Left-Through		0			0	
	Through	1365	3	**455**	0	0	0
	Through-Right		0			0	
	Right	28	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	983	3	328	0	0	**0**
	Through-Right		0			0	
	Right	57	1	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	15	1	**15**	0	0	0
	Left-Through		0			0	
	Through	179	1	114	0	0	**0**
	Through-Right		1			0	
	Right	49	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	51	1	51	0	0	**0**
	Left-Through		0			0	
	Through	236	1	**184**	0	0	0
	Through-Right		1			0	
	Right	131	0	131	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	525		*North-South:*	0
			East-West:	199		*East-West:*	0
			SUM:	724		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.527			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.527			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	1162	3	**387**	0	0	0
	Through-Right		0			0	
	Right	73	1	8	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1139	3	380	0	0	**0**
	Through-Right		0			0	
	Right	68	1	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	66	1	**66**	0	0	0
	Left-Through		0			0	
	Through	185	1	167	0	0	**0**
	Through-Right		1			0	
	Right	149	0	149	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	65	1	65	0	0	**0**
	Left-Through		0			0	
	Through	274	1	**198**	0	0	0
	Through-Right		1			0	
	Right	122	0	122	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	517		*North-South:*	0
			East-West:	264		*East-West:*	0
			SUM:	781		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.568			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.568			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	256	1	**256**	0	0	**0**
	Left-Through		0			0	
	Through	1381	3	460	0	0	0
	Through-Right		0			0	
	Right	51	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1526	3	**509**	0	0	**0**
	Through-Right		0			0	
	Right	83	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	33	1	**33**	0	0	0
	Left-Through		0			0	
	Through	201	1	149	0	0	**0**
	Through-Right		1			0	
	Right	96	0	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	82	1	82	0	0	**0**
	Left-Through		0			0	
	Through	266	1	**217**	0	0	0
	Through-Right		1			0	
	Right	167	0	167	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	765		*North-South:*	0
			East-West:	250		*East-West:*	0
			SUM:	1015		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.738			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.738			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	1	32	0	0	**0**
	Left-Through		0			0	
	Through	1890	2	**634**	0	0	0
	Through-Right		1			0	
	Right	11	0	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	57	1	**57**	0	0	0
	Left-Through		0			0	
	Through	1069	2	400	0	0	**0**
	Through-Right		1			0	
	Right	131	0	131	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	492	2	**271**	0	0	0
	Left-Through		0			0	
	Through	30	1	30	0	0	**0**
	Through-Right		0			0	
	Right	69	1	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	39	1	39	0	0	**0**
	Left-Through		0			0	
	Through	34	1	34	0	0	0
	Through-Right		0			0	
	Right	146	1	**118**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	691		*North-South:*	0
			East-West:	389		*East-West:*	0
			SUM:	1080		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.758			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.758			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	55	1	55	0	0	0
	Left-Through		0			0	
	Through	1350	2	458	0	0	0
	Through-Right		1			0	
	Right	25	0	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	1265	2	484	0	0	0
	Through-Right		1			0	
	Right	186	0	186	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	2	121	0	0	0
	Left-Through		0			0	
	Through	25	1	25	0	0	0
	Through-Right		0			0	
	Right	65	1	38	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	41	1	41	0	0	0
	Left-Through		0			0	
	Through	38	1	38	0	0	0
	Through-Right		0			0	
	Right	73	1	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	548		North-South:	0
			East-West:	162		East-West:	0
			SUM:	710		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.498			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.498			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	57	1	57	0	0	0
	Left-Through		0			0	
	Through	1615	2	548	0	0	0
	Through-Right		1			0	
	Right	29	0	29	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	151	1	151	0	0	0
	Left-Through		0			0	
	Through	2132	2	823	0	0	0
	Through-Right		1			0	
	Right	337	0	337	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	197	2	108	0	0	0
	Left-Through		0			0	
	Through	41	1	41	0	0	0
	Through-Right		0			0	
	Right	48	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	38	1	38	0	0	0
	Left-Through		0			0	
	Through	44	1	44	0	0	0
	Through-Right		0			0	
	Right	61	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	880		North-South:	0
			East-West:	152		East-West:	0
			SUM:	1032		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.724			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.724			0.000
	LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	44	1	44	0	0	0
	Left-Through		0			0	
	Through	1696	2	567	0	0	0
	Through-Right		1			0	
	Right	5	0	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	4	1	4	0	0	0
	Left-Through		0			0	
	Through	1129	3	376	0	0	0
	Through-Right		0			0	
	Right	78	1	19	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	119	1	119	0	0	0
	Left-Through		0			0	
	Through	24	1	24	0	0	0
	Through-Right		0			0	
	Right	64	1	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	17	1	17	0	0	0
	Left-Through		0			0	
	Through	43	0	105	0	0	0
	Through-Right		1			0	
	Right	62	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	571		North-South:	0
			East-West:	224		East-West:	0
			SUM:	795		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.530			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.530			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	55	1	55	0	0	0
	Left-Through		0			0	
	Through	1319	2	442	0	0	0
	Through-Right		1			0	
	Right	7	0	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	1255	3	418	0	0	0
	Through-Right		0			0	
	Right	110	1	61	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	98	1	98	0	0	0
	Left-Through		0			0	
	Through	33	1	33	0	0	0
	Through-Right		0			0	
	Right	66	1	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	18	1	18	0	0	0
	Left-Through		0			0	
	Through	24	0	67	0	0	0
	Through-Right		1			0	
	Right	43	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	473		North-South:	0
			East-West:	165		East-West:	0
			SUM:	638		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.425			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.425			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	99	1	**99**	0	0	**0**
	Left-Through		0			0	
	Through	1563	2	529	0	0	0
	Through-Right		1			0	
	Right	25	0	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	44	1	44	0	0	0
	Left-Through		0			0	
	Through	1969	3	**656**	0	0	**0**
	Through-Right		0			0	
	Right	156	1	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	82	1	**82**	0	0	0
	Left-Through		0			0	
	Through	56	1	56	0	0	**0**
	Through-Right		0			0	
	Right	120	1	71	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	16	1	16	0	0	**0**
	Left-Through		0			0	
	Through	44	0	**69**	0	0	0
	Through-Right		1			0	
	Right	25	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	755		*North-South:*	0
			East-West:	151		*East-West:*	0
			SUM:	906		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.604			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.604			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	17	0	0	**0**
	Left-Through		0			0	
	Through	1580	2	**530**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	15	1	**15**	0	0	0
	Left-Through		0			0	
	Through	1173	2	399	0	0	**0**
	Through-Right		1			0	
	Right	24	0	24	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	82	0	**82**	0	0	0
	Left-Through		0			0	
	Through	28	0	146	0	0	**0**
	Through-Right		0			0	
	Right	36	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	5	1	5	0	0	**0**
	Left-Through		0			0	
	Through	20	0	**95**	0	0	0
	Through-Right		1			0	
	Right	75	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	545		*North-South:*	0
			East-West:	177		*East-West:*	0
			SUM:	722		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.481			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.481			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	1	**21**	0	0	**0**
	Left-Through		0			0	
	Through	1258	2	424	0	0	0
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	1288	2	**441**	0	0	**0**
	Through-Right		1			0	
	Right	34	0	34	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	0	51	0	0	0
	Left-Through		0			0	
	Through	39	0	**122**	0	0	**0**
	Through-Right		0			0	
	Right	32	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	1	1	**1**	0	0	**0**
	Left-Through		0			0	
	Through	26	0	69	0	0	0
	Through-Right		1			0	
	Right	43	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	462		*North-South:*	0
			East-West:	123		*East-West:*	0
			SUM:	585		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.390			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.390			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	54	1	**54**	0	0	**0**
	Left-Through		0			0	
	Through	1593	2	536	0	0	0
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	66	1	66	0	0	0
	Left-Through		0			0	
	Through	1949	2	**665**	0	0	**0**
	Through-Right		1			0	
	Right	45	0	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	29	0	29	0	0	0
	Left-Through		0			0	
	Through	45	0	**108**	0	0	**0**
	Through-Right		0			0	
	Right	34	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	2	1	**2**	0	0	**0**
	Left-Through		0			0	
	Through	12	0	36	0	0	0
	Through-Right		1			0	
	Right	24	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	719		*North-South:*	0
			East-West:	110		*East-West:*	0
			SUM:	829		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.553			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.553			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** I-105 WB RAMPS N/O IMPERIAL HIGHWA
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2010	3	**670**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	1759	0	0	0	0	**0**
Through-Right		0			0	
Right	1379	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	745	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	2048	3	**717**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	670		*North-South:*	0
		East-West:	717		*East-West:*	0
		SUM:	1387		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.925			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.925			0.000
LEVEL OF SERVICE (LOS):			E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** I-105 WB RAMPS N/O IMPERIAL HIGHWA
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1824	3	**608**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	1515	0	0	0	0	**0**
Through-Right		0			0	
Right	1808	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	475	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	2067	3	**723**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	608		*North-South:*	0
		East-West:	723		*East-West:*	0
		SUM:	1331		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.887			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.887			0.000
LEVEL OF SERVICE (LOS):			D			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** I-105 WB RAMPS N/O IMPERIAL HIGHWA
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2454	3	**818**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	2222	0	0	0	0	**0**
Through-Right		0			0	
Right	2040	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	686	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	1738	3	**608**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	818		*North-South:*	0
		East-West:	608		*East-West:*	0
		SUM:	1426		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.951			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.951			0.000
LEVEL OF SERVICE (LOS):			E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	108	1	108	0	0	**0**
Left-Through		0			0	
Through	591	2	**296**	0	0	0
Through-Right		0			0	
Right	27	1	14	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	106	1	**106**	0	0	0
Left-Through		0			0	
Through	545	3	182	0	0	**0**
Through-Right		0			0	
Right	309	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	10	2	6	0	0	0
Left-Through		0			0	
Through	20	1	**20**	0	0	**0**
Through-Right		0			0	
Right	50	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	27	1	**27**	0	0	**0**
Left-Through		0			0	
Through	22	1	22	0	0	0
Through-Right		0			0	
Right	62	1	9	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	402		*North-South:*	0
		East-West:	47		*East-West:*	0
		SUM:	449		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.327			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.327			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	1	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	117	1	117	0	0	**0**
	Left-Through		0			0	
	Through	890	2	**445**	0	0	0
	Through-Right		0			0	
	Right	27	1	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	45	1	**45**	0	0	0
	Left-Through		0			0	
	Through	676	3	225	0	0	**0**
	Through-Right		0			0	
	Right	321	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	43	2	**24**	0	0	0
	Left-Through		0			0	
	Through	37	1	37	0	0	**0**
	Through-Right		0			0	
	Right	79	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	26	1	26	0	0	**0**
	Left-Through		0			0	
	Through	38	1	38	0	0	0
	Through-Right		0			0	
	Right	85	1	**63**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	490		*North-South:*	0
			East-West:	87		*East-West:*	0
			SUM:	577		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.420			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.420			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	1	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	106	1	106	0	0	**0**
	Left-Through		0			0	
	Through	1162	2	**581**	0	0	0
	Through-Right		0			0	
	Right	24	1	8	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	81	1	**81**	0	0	0
	Left-Through		0			0	
	Through	469	3	156	0	0	**0**
	Through-Right		0			0	
	Right	296	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	2	6	0	0	0
	Left-Through		0			0	
	Through	43	1	**43**	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	33	1	**33**	0	0	**0**
	Left-Through		0			0	
	Through	44	1	44	0	0	0
	Through-Right		0			0	
	Right	90	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	662		*North-South:*	0
			East-West:	76		*East-West:*	0
			SUM:	738		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.537			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.537			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	5	2	3	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	151	1	**126**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	1	**51**	0	0	0
	Left-Through		0			0	
	Through	21	2	11	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	428	1	**226**	0	0	0
	Through-Right		1			0	
	Right	23	0	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	126		*North-South:*	0
			East-West:	277		*East-West:*	0
			SUM:	403		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.269			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.269			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	58	2	32	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	189	1	**168**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	43	1	**43**	0	0	0
	Left-Through		0			0	
	Through	101	2	51	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	440	1	**228**	0	0	0
	Through-Right		1			0	
	Right	16	0	16	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	168		*North-South:*	0
			East-West:	271		*East-West:*	0
			SUM:	439		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.293			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.293			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	64	2	35	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	163	1	**147**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	32	1	**32**	0	0	0
	Left-Through		0			0	
	Through	10	2	5	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	417	1	**210**	0	0	0
	Through-Right		1			0	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	147		*North-South:*	0
			East-West:	242		*East-West:*	0
			SUM:	389		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.259			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.259			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	0	0	**0**
	Left-Through		1			0	
	Through	20	0	**30**	0	0	0
	Through-Right		0			0	
	Right	34	1	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	173	1	**173**	0	0	**0**
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	11	1	**11**	0	0	0
	Left-Through		0			0	
	Through	97	1	53	0	0	**0**
	Through-Right		1			0	
	Right	9	0	9	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	41	1	41	0	0	**0**
	Left-Through		0			0	
	Through	96	1	96	0	0	0
	Through-Right		0			0	
	Right	398	1	**388**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	203		*North-South:*	0
			East-West:	399		*East-West:*	0
			SUM:	602		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.422			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.422			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	0	16	0	0	**0**
	Left-Through		1			0	
	Through	41	0	**57**	0	0	0
	Through-Right		0			0	
	Right	22	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	26	1	**26**	0	0	**0**
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	92	1	**92**	0	0	0
	Left-Through		0			0	
	Through	124	1	74	0	0	**0**
	Through-Right		1			0	
	Right	24	0	24	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	61	1	61	0	0	**0**
	Left-Through		0			0	
	Through	110	1	110	0	0	0
	Through-Right		0			0	
	Right	440	1	**430**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	83		*North-South:*	0
			East-West:	522		*East-West:*	0
			SUM:	605		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.425			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.425			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	27	0	27	0	0	**0**
	Left-Through		1			0	
	Through	56	0	**83**	0	0	0
	Through-Right		0			0	
	Right	59	1	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	213	1	**213**	0	0	**0**
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	81	1	**81**	0	0	0
	Left-Through		0			0	
	Through	113	1	64	0	0	**0**
	Through-Right		1			0	
	Right	15	0	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	67	1	67	0	0	**0**
	Left-Through		0			0	
	Through	151	1	151	0	0	0
	Through-Right		0			0	
	Right	374	1	**364**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	296		*North-South:*	0
			East-West:	445		*East-West:*	0
			SUM:	741		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.520			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.520			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 98TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	80	0	0	**0**	37	1	37	0	0	**0**
	Left-Through		0			0			0			0	
	Through	705	2	**353**	0	0	0	859	2	**430**	0	0	0
	Through-Right		0			0			0			0	
	Right	101	1	88	0	0	0	88	1	65	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	129	1	**129**	0	0	0	122	1	**122**	0	0	0
	Left-Through		0			0			0			0	
	Through	385	2	187	0	0	**0**	588	2	231	0	0	**0**
	Through-Right		1			0			1			0	
	Right	176	0	176	0	0	0	104	0	104	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	59	1	**59**	0	0	0	127	1	**127**	0	0	0
	Left-Through		0			0			0			0	
	Through	40	1	40	0	0	**0**	44	1	44	0	0	**0**
	Through-Right		0			0			0			0	
	Right	122	1	82	0	0	0	79	1	61	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	26	1	26	0	0	**0**	46	1	46	0	0	**0**
	Left-Through		0			0			0			0	
	Through	27	0	**97**	0	0	0	37	0	**166**	0	0	0
	Through-Right		1			0			1			0	
	Right	70	0	0	0	0	0	129	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	482		North-South:	0		North-South:	552		North-South:	0
			East-West:	156		East-West:	0		East-West:	293		East-West:	0
			SUM:	638		SUM:	0		SUM:	845		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.425			0.000			0.563			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.425			0.000			0.563			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 98TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM						AM					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**	10	1	10	0	0	**0**
	Left-Through		0			0			0			0	
	Through	993	2	**497**	0	0	0	22	1	**22**	0	0	0
	Through-Right		0			0			0			0	
	Right	136	1	97	0	0	0	20	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	71	1	**71**	0	0	0	11	1	**11**	0	0	0
	Left-Through		0			0			0			0	
	Through	513	2	201	0	0	**0**	19	1	11	0	0	**0**
	Through-Right		1			0			1			0	
	Right	91	0	91	0	0	0	2	0	2	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	146	1	**146**	0	0	0	2	1	2	0	0	0
	Left-Through		0			0			0			0	
	Through	53	1	53	0	0	**0**	278	2	**139**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	265	1	260	0	0	0	46	1	41	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	79	1	79	0	0	**0**	68	1	**68**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	53	0	**237**	0	0	0	398	2	199	0	0	0
	Through-Right		1			0			0			0	
	Right	184	0	0	0	0	0	7	1	2	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	568		North-South:	0		North-South:	33		North-South:	0
			East-West:	383		East-West:	0		East-West:	207		East-West:	0
			SUM:	951		SUM:	0		SUM:	240		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.634			0.000			0.160			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.634			0.000			0.160			0.000
LEVEL OF SERVICE (LOS):				B			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				2			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	10	1	10	0	0	**0**						
	Left-Through		0			0							
	Through	22	1	**22**	0	0	0						
	Through-Right		0			0							
	Right	20	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	11	1	**11**	0	0	0						
	Left-Through		0			0							
	Through	19	1	11	0	0	**0**						
	Through-Right		1			0							
	Right	2	0	2	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	2	1	2	0	0	0						
	Left-Through		0			0							
	Through	278	2	**139**	0	0	**0**						
	Through-Right		0			0							
	Right	46	1	41	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	68	1	**68**	0	0	**0**						
	Left-Through		0			0							
	Through	398	2	199	0	0	0						
	Through-Right		0			0							
	Right	7	1	2	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	33		North-South:	0						
			East-West:	207		East-West:	0						
			SUM:	240		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.160			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.160			0.000						
LEVEL OF SERVICE (LOS):				A			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	17	0	0	**0**
	Left-Through		0			0	
	Through	14	1	14	0	0	0
	Through-Right		0			0	
	Right	111	1	**54**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	24	1	**24**	0	0	0
	Left-Through		0			0	
	Through	14	1	9	0	0	**0**
	Through-Right		1			0	
	Right	4	0	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	6	1	6	0	0	0
	Left-Through		0			0	
	Through	440	2	**220**	0	0	**0**
	Through-Right		0			0	
	Right	43	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	115	1	**115**	0	0	**0**
	Left-Through		0			0	
	Through	485	2	243	0	0	0
	Through-Right		0			0	
	Right	24	1	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	78		*North-South:*	0
			East-West:	335		*East-West:*	0
			SUM:	413		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.275			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.275			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	1	19	0	0	**0**
	Left-Through		0			0	
	Through	22	1	**22**	0	0	0
	Through-Right		0			0	
	Right	28	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**20**	0	0	0
	Left-Through		0			0	
	Through	19	1	11	0	0	**0**
	Through-Right		1			0	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	3	1	3	0	0	0
	Left-Through		0			0	
	Through	474	2	**237**	0	0	**0**
	Through-Right		0			0	
	Right	51	1	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	**90**	0	0	**0**
	Left-Through		0			0	
	Through	467	2	234	0	0	0
	Through-Right		0			0	
	Right	40	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	42		*North-South:*	0
			East-West:	327		*East-West:*	0
			SUM:	369		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.246			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.246			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	22	0	22	0	0	**0**
	Left-Through		0			0	
	Through	92	0	**157**	0	0	0
	Through-Right		0			0	
	Right	43	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	34	0	**34**	0	0	0
	Left-Through		0			0	
	Through	14	0	58	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	52	1	**52**	0	0	0
	Left-Through		0			0	
	Through	272	1	137	0	0	**0**
	Through-Right		1			0	
	Right	2	0	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	7	1	7	0	0	**0**
	Left-Through		0			0	
	Through	392	1	**235**	0	0	0
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	191		*North-South:*	0
			East-West:	287		*East-West:*	0
			SUM:	478		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.319			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.319			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	0	15	0	0	**0**
	Left-Through		0			0	
	Through	111	0	**177**	0	0	0
	Through-Right		0			0	
	Right	51	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	143	0	**143**	0	0	0
	Left-Through		0			0	
	Through	13	0	166	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	31	1	**31**	0	0	0
	Left-Through		0			0	
	Through	326	1	166	0	0	**0**
	Through-Right		1			0	
	Right	5	0	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	4	1	4	0	0	**0**
	Left-Through		0			0	
	Through	441	1	**294**	0	0	0
	Through-Right		1			0	
	Right	146	0	146	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	320		*North-South:*	0
			East-West:	325		*East-West:*	0
			SUM:	645		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.430			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.430			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	0	16	0	0	**0**
	Left-Through		0			0	
	Through	181	0	**291**	0	0	0
	Through-Right		0			0	
	Right	94	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	173	0	**173**	0	0	0
	Left-Through		0			0	
	Through	22	0	250	0	0	**0**
	Through-Right		0			0	
	Right	55	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	35	1	**35**	0	0	0
	Left-Through		0			0	
	Through	346	1	175	0	0	**0**
	Through-Right		1			0	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	478	1	**282**	0	0	0
	Through-Right		1			0	
	Right	86	0	86	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	464		*North-South:*	0
			East-West:	317		*East-West:*	0
			SUM:	781		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.521			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.521			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3113	2	**1047**	0	0	0
	Through-Right		1			0	
	Right	28	0	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2749	3	701	0	0	**0**
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	84	1	**70**	0	0	0
	Left-Through		0			0	
	Through	56	0	70	0	0	**0**
	Through-Right		0			0	
	Right	62	1	62	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	273	1	**189**	0	0	**0**
	Left-Through		1			0	
	Through	104	0	189	0	0	0
	Through-Right		0			0	
	Right	45	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1047		*North-South:*	0
			East-West:	259		*East-West:*	0
			SUM:	1306		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.916			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.916			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1990	2	**680**	0	0	0
	Through-Right		1			0	
	Right	49	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1967	3	528	0	0	**0**
	Through-Right		1			0	
	Right	144	0	144	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	148	1	**124**	0	0	0
	Left-Through		0			0	
	Through	100	0	124	0	0	**0**
	Through-Right		0			0	
	Right	77	1	77	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	156	1	**121**	0	0	**0**
	Left-Through		1			0	
	Through	86	0	121	0	0	0
	Through-Right		0			0	
	Right	35	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	680		*North-South:*	0
			East-West:	245		*East-West:*	0
			SUM:	925		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.649			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.649			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2758	2	**955**	0	0	0
	Through-Right		1			0	
	Right	108	0	108	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2904	3	757	0	0	**0**
	Through-Right		1			0	
	Right	125	0	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	176	1	**167**	0	0	0
	Left-Through		0			0	
	Through	158	0	167	0	0	**0**
	Through-Right		0			0	
	Right	75	1	75	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	224	1	**180**	0	0	**0**
	Left-Through		1			0	
	Through	136	0	180	0	0	0
	Through-Right		0			0	
	Right	22	1	22	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	955		*North-South:*	0
			East-West:	347		*East-West:*	0
			SUM:	1302		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.914			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.914			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	97	1	**97**	0	0	**0**
	Left-Through		0			0	
	Through	226	0	263	0	0	0
	Through-Right		1			0	
	Right	37	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	15	1	15	0	0	0
	Left-Through		0			0	
	Through	208	0	**262**	0	0	**0**
	Through-Right		1			0	
	Right	54	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	52	1	52	0	0	0
	Left-Through		0			0	
	Through	468	1	**334**	0	0	**0**
	Through-Right		1			0	
	Right	199	0	199	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	51	1	**51**	0	0	**0**
	Left-Through		0			0	
	Through	575	1	304	0	0	0
	Through-Right		1			0	
	Right	32	0	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	359		*North-South:*	0
			East-West:	385		*East-West:*	0
			SUM:	744		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.496			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.496			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	88	1	**88**	0	0	**0**
	Left-Through		0			0	
	Through	149	0	187	0	0	0
	Through-Right		1			0	
	Right	38	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	35	1	35	0	0	0
	Left-Through		0			0	
	Through	140	0	**200**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	72	1	**72**	0	0	0
	Left-Through		0			0	
	Through	481	1	291	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	49	1	49	0	0	**0**
	Left-Through		0			0	
	Through	552	1	**299**	0	0	0
	Through-Right		1			0	
	Right	46	0	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	288		*North-South:*	0
			East-West:	371		*East-West:*	0
			SUM:	659		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.439			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.439			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	83	1	**83**	0	0	**0**
	Left-Through		0			0	
	Through	220	0	247	0	0	0
	Through-Right		1			0	
	Right	27	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	35	1	35	0	0	0
	Left-Through		0			0	
	Through	284	0	**358**	0	0	**0**
	Through-Right		1			0	
	Right	74	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	75	1	75	0	0	0
	Left-Through		0			0	
	Through	653	1	**395**	0	0	**0**
	Through-Right		1			0	
	Right	136	0	136	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	78	1	**78**	0	0	**0**
	Left-Through		0			0	
	Through	596	1	332	0	0	0
	Through-Right		1			0	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	441		*North-South:*	0
			East-West:	473		*East-West:*	0
			SUM:	914		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.609			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.609			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	108	1	108	0	0	**0**
	Left-Through		0			0	
	Through	818	2	**409**	0	0	0
	Through-Right		0			0	
	Right	274	1	102	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	73	1	**73**	0	0	0
	Left-Through		0			0	
	Through	502	2	251	0	0	**0**
	Through-Right		0			0	
	Right	119	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	156	1	**156**	0	0	0
	Left-Through		0			0	
	Through	689	2	345	0	0	**0**
	Through-Right		0			0	
	Right	113	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	172	1	172	0	0	**0**
	Left-Through		0			0	
	Through	749	1	**413**	0	0	0
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	482		*North-South:*	0
			East-West:	569		*East-West:*	0
			SUM:	1051		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.764			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.764			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	175	1	**175**	0	0	**0**
Left-Through		0			0	
Through	629	2	315	0	0	0
Through-Right		0			0	
Right	216	1	126	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	90	1	90	0	0	0
Left-Through		0			0	
Through	656	2	**328**	0	0	**0**
Through-Right		0			0	
Right	162	1	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	132	1	**132**	0	0	0
Left-Through		0			0	
Through	547	2	274	0	0	**0**
Through-Right		0			0	
Right	112	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	90	1	90	0	0	**0**
Left-Through		0			0	
Through	531	1	**281**	0	0	0
Through-Right		1			0	
Right	30	0	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	503		*North-South:*	0
		East-West:	413		*East-West:*	0
		SUM:	916		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.666			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.666			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	172	1	**172**	0	0	**0**
Left-Through		0			0	
Through	769	2	385	0	0	0
Through-Right		0			0	
Right	284	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	88	1	88	0	0	0
Left-Through		0			0	
Through	1011	2	**506**	0	0	**0**
Through-Right		0			0	
Right	184	1	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	134	1	134	0	0	0
Left-Through		0			0	
Through	756	2	**378**	0	0	**0**
Through-Right		0			0	
Right	149	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	297	1	**297**	0	0	**0**
Left-Through		0			0	
Through	626	1	324	0	0	0
Through-Right		1			0	
Right	21	0	21	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	678		*North-South:*	0
		East-West:	675		*East-West:*	0
		SUM:	1353		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.984			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.984			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
	EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	225	1	**225**	0	0	**0**
Left-Through		0			0	
Through	580	1	298	0	0	0
Through-Right		1			0	
Right	15	0	15	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	14	1	14	0	0	0
Left-Through		0			0	
Through	401	2	**153**	0	0	**0**
Through-Right		1			0	
Right	58	0	58	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	26	1	**26**	0	0	0
Left-Through		0			0	
Through	2	1	2	0	0	**0**
Through-Right		0			0	
Right	83	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	4	0	4	0	0	**0**
Left-Through		0			0	
Through	1	0	**5**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	378		*North-South:*	0
		East-West:	31		*East-West:*	0
		SUM:	409		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.287			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.287			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
	EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	123	1	123	0	0	**0**
Left-Through		0			0	
Through	490	1	**254**	0	0	0
Through-Right		1			0	
Right	17	0	17	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	19	1	**19**	0	0	0
Left-Through		0			0	
Through	331	2	114	0	0	**0**
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	80	1	**80**	0	0	0
Left-Through		0			0	
Through	6	1	6	0	0	**0**
Through-Right		0			0	
Right	141	1	18	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	5	0	5	0	0	**0**
Left-Through		0			0	
Through	8	0	**25**	0	0	0
Through-Right		0			0	
Right	12	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	273		*North-South:*	0
		East-West:	105		*East-West:*	0
		SUM:	378		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.265			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.265			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	53	1	**53**	0	0	**0**
	Left-Through		0			0	
	Through	517	1	262	0	0	0
	Through-Right		1			0	
	Right	6	0	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	45	1	45	0	0	0
	Left-Through		0			0	
	Through	838	2	**296**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	61	1	61	0	0	0
	Left-Through		0			0	
	Through	3	1	3	0	0	**0**
	Through-Right		0			0	
	Right	137	1	**84**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	11	0	**11**	0	0	**0**
	Left-Through		0			0	
	Through	1	0	22	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	349		North-South:	0
			East-West:	95		East-West:	0
			SUM:	444		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.312			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.312			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1126	1	**564**	0	0	0
	Through-Right		1			0	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	1	**13**	0	0	0
	Left-Through		0			0	
	Through	339	2	170	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	14	0	14	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**22**	0	0	0
	Through-Right		0			0	
	Right	8	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	577		North-South:	0
			East-West:	22		East-West:	0
			SUM:	599		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.399			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.399			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	397	1	**201**	0	0	0
	Through-Right		1			0	
	Right	4	0	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	1	**13**	0	0	0
	Left-Through		0			0	
	Through	261	2	131	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	5	0	5	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**15**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	214		North-South:	0
			East-West:	15		East-West:	0
			SUM:	229		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.153			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.153			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	478	1	241	0	0	0
	Through-Right		1			0	
	Right	4	0	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	15	1	15	0	0	0
	Left-Through		0			0	
	Through	961	2	**481**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	4	0	4	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**18**	0	0	0
	Through-Right		0			0	
	Right	14	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	481		North-South:	0
			East-West:	18		East-West:	0
			SUM:	499		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.333			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.333			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	1582	1	812	0	0	0
	Through-Right		1			0	
	Right	41	0	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	87	1	87	0	0	0
	Left-Through		0			0	
	Through	1382	2	691	0	0	0
	Through-Right		0			0	
	Right	73	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	187	1	187	0	0	0
	Left-Through		0			0	
	Through	222	1	222	0	0	0
	Through-Right		0			0	
	Right	113	1	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	48	1	48	0	0	0
	Left-Through		0			0	
	Through	372	1	372	0	0	0
	Through-Right		0			0	
	Right	150	1	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	899		North-South:	0
			East-West:	559		East-West:	0
			SUM:	1458		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.972			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.972			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	93	1	93	0	0	0
	Left-Through		0			0	
	Through	1385	1	718	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	108	1	108	0	0	0
	Left-Through		0			0	
	Through	1507	2	754	0	0	0
	Through-Right		0			0	
	Right	137	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	214	1	214	0	0	0
	Left-Through		0			0	
	Through	227	1	227	0	0	0
	Through-Right		0			0	
	Right	180	1	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	72	1	72	0	0	0
	Left-Through		0			0	
	Through	251	1	251	0	0	0
	Through-Right		0			0	
	Right	135	1	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	847		North-South:	0
			East-West:	465		East-West:	0
			SUM:	1312		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.875			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.875			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	98	1	98	0	0	0
	Left-Through		0			0	
	Through	1183	1	613	0	0	0
	Through-Right		1			0	
	Right	43	0	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	84	1	84	0	0	0
	Left-Through		0			0	
	Through	1669	2	835	0	0	0
	Through-Right		0			0	
	Right	102	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	165	1	165	0	0	0
	Left-Through		0			0	
	Through	353	1	353	0	0	0
	Through-Right		0			0	
	Right	133	1	84	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	53	1	53	0	0	0
	Left-Through		0			0	
	Through	194	1	194	0	0	0
	Through-Right		0			0	
	Right	71	1	29	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	933		North-South:	0
			East-West:	406		East-West:	0
			SUM:	1339		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.893			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.893			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	113	1	113	0	0	0
	Left-Through		0			0	
	Through	578	2	289	0	0	0
	Through-Right		0			0	
	Right	96	1	24	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	55	1	55	0	0	0
	Left-Through		0			0	
	Through	520	1	290	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	87	1	87	0	0	0
	Left-Through		0			0	
	Through	437	2	178	0	0	0
	Through-Right		1			0	
	Right	96	0	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	72	1	72	0	0	0
	Left-Through		0			0	
	Through	669	2	253	0	0	0
	Through-Right		1			0	
	Right	89	0	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	403		North-South:	0
			East-West:	340		East-West:	0
			SUM:	743		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.540			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.540			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	124	1	124	0	0	**0**
	Left-Through		0			0	
	Through	726	2	**363**	0	0	0
	Through-Right		0			0	
	Right	117	1	52	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	83	1	**83**	0	0	0
	Left-Through		0			0	
	Through	435	1	270	0	0	**0**
	Through-Right		1			0	
	Right	105	0	105	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	141	1	**141**	0	0	0
	Left-Through		0			0	
	Through	742	2	282	0	0	**0**
	Through-Right		1			0	
	Right	105	0	105	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	65	1	65	0	0	**0**
	Left-Through		0			0	
	Through	706	2	**264**	0	0	0
	Through-Right		1			0	
	Right	86	0	86	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	446		*North-South:*	0
			East-West:	405		*East-West:*	0
			SUM:	851		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.619			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.619			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	137	1	137	0	0	**0**
	Left-Through		0			0	
	Through	796	2	**398**	0	0	0
	Through-Right		0			0	
	Right	150	1	51	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	121	1	**121**	0	0	0
	Left-Through		0			0	
	Through	634	1	369	0	0	**0**
	Through-Right		1			0	
	Right	103	0	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	181	1	181	0	0	0
	Left-Through		0			0	
	Through	1062	2	**399**	0	0	**0**
	Through-Right		1			0	
	Right	134	0	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	99	1	**99**	0	0	**0**
	Left-Through		0			0	
	Through	768	2	288	0	0	0
	Through-Right		1			0	
	Right	97	0	97	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	519		*North-South:*	0
			East-West:	498		*East-West:*	0
			SUM:	1017		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.740			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.740			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2492	2	**876**	0	0	0
	Through-Right		1			0	
	Right	135	0	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2057	3	686	0	0	**0**
	Through-Right		0			0	
	Right	428	1	263	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	300	2	**165**	0	0	0
	Left-Through		0			0	
	Through	266	0	305	0	0	**0**
	Through-Right		1			0	
	Right	39	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	336	2	185	0	0	**0**
	Left-Through		0			0	
	Through	658	2	**329**	0	0	0
	Through-Right		0			0	
	Right	181	1	181	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	876		*North-South:*	0
			East-West:	494		*East-West:*	0
			SUM:	1370		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.961			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.961			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1827	2	**666**	0	0	0
	Through-Right		1			0	
	Right	171	0	171	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1591	3	530	0	0	**0**
	Through-Right		0			0	
	Right	213	1	57	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	284	2	156	0	0	0
	Left-Through		0			0	
	Through	207	0	**269**	0	0	**0**
	Through-Right		1			0	
	Right	62	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	226	2	**124**	0	0	**0**
	Left-Through		0			0	
	Through	304	2	152	0	0	0
	Through-Right		0			0	
	Right	108	1	108	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	666		*North-South:*	0
			East-West:	393		*East-West:*	0
			SUM:	1059		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.743			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.743			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	2094	2	797	0	0	0
	Through-Right		1			0	
	Right	298	0	298	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2547	3	**849**	0	0	**0**
	Through-Right		0			0	
	Right	192	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	568	2	312	0	0	0
	Left-Through		0			0	
	Through	414	0	**516**	0	0	**0**
	Through-Right		1			0	
	Right	102	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	307	2	**169**	0	0	**0**
	Left-Through		0			0	
	Through	292	2	146	0	0	0
	Through-Right		0			0	
	Right	114	1	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	849		*North-South:*	0
			East-West:	685		*East-West:*	0
			SUM:	1534		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.076			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.076			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	358	2	**197**	0	0	**0**
	Left-Through		0			0	
	Through	1483	2	506	0	0	0
	Through-Right		1			0	
	Right	35	0	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	152	2	84	0	0	0
	Left-Through		0			0	
	Through	1357	2	**517**	0	0	**0**
	Through-Right		1			0	
	Right	193	0	193	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	397	2	199	0	0	**0**
	Through-Right		0			0	
	Right	167	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	129	1	129	0	0	**0**
	Left-Through		0			0	
	Through	1163	2	**582**	0	0	0
	Through-Right		0			0	
	Right	333	1	249	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	714		*North-South:*	0
			East-West:	672		*East-West:*	0
			SUM:	1386		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.008			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.008			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	175	2	**96**	0	0	**0**
	Left-Through		0			0	
	Through	1232	2	431	0	0	0
	Through-Right		1			0	
	Right	62	0	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	207	2	114	0	0	0
	Left-Through		0			0	
	Through	1277	2	**479**	0	0	**0**
	Through-Right		1			0	
	Right	161	0	161	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	188	1	**188**	0	0	0
	Left-Through		0			0	
	Through	436	2	218	0	0	**0**
	Through-Right		0			0	
	Right	190	1	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	162	1	162	0	0	**0**
	Left-Through		0			0	
	Through	466	2	**233**	0	0	0
	Through-Right		0			0	
	Right	168	1	54	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	575		*North-South:*	0
			East-West:	421		*East-West:*	0
			SUM:	996		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.724			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.724			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	139	2	**76**	0	0	**0**
	Left-Through		0			0	
	Through	1206	2	432	0	0	0
	Through-Right		1			0	
	Right	89	0	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	351	2	193	0	0	0
	Left-Through		0			0	
	Through	2054	2	**718**	0	0	**0**
	Through-Right		1			0	
	Right	99	0	99	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	139	1	139	0	0	0
	Left-Through		0			0	
	Through	853	2	**427**	0	0	**0**
	Through-Right		0			0	
	Right	288	1	212	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	179	1	**179**	0	0	**0**
	Left-Through		0			0	
	Through	550	2	275	0	0	0
	Through-Right		0			0	
	Right	200	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	794		*North-South:*	0
			East-West:	606		*East-West:*	0
			SUM:	1400		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.018			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.018			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	179	1	179	0	0	**0**
Left-Through		0			0	
Through	2075	2	**704**	0	0	0
Through-Right		1			0	
Right	37	0	37	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	133	1	**133**	0	0	0
Left-Through		0			0	
Through	1486	3	495	0	0	**0**
Through-Right		0			0	
Right	131	1	42	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	89	1	**89**	0	0	0
Left-Through		0			0	
Through	521	2	203	0	0	**0**
Through-Right		1			0	
Right	87	0	87	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	155	1	155	0	0	**0**
Left-Through		0			0	
Through	1003	2	**502**	0	0	0
Through-Right		0			0	
Right	343	1	210	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	837		*North-South:*	0
		East-West:	591		*East-West:*	0
		SUM:	1428		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.039			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.039			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	92	1	92	0	0	**0**
Left-Through		0			0	
Through	1184	2	**411**	0	0	0
Through-Right		1			0	
Right	49	0	49	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	169	1	**169**	0	0	0
Left-Through		0			0	
Through	1134	3	378	0	0	**0**
Through-Right		0			0	
Right	111	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	172	1	**172**	0	0	0
Left-Through		0			0	
Through	472	2	171	0	0	**0**
Through-Right		1			0	
Right	41	0	41	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	121	1	121	0	0	**0**
Left-Through		0			0	
Through	483	2	**242**	0	0	0
Through-Right		0			0	
Right	201	1	32	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	580		*North-South:*	0
		East-West:	414		*East-West:*	0
		SUM:	994		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.723			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.723			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** RODEO ROAD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	112	1	**112**	0	0	**0**
Left-Through		0			0	
Through	1606	2	569	0	0	0
Through-Right		1			0	
Right	100	0	100	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	185	1	185	0	0	0
Left-Through		0			0	
Through	1999	3	**666**	0	0	**0**
Through-Right		0			0	
Right	151	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	183	1	**183**	0	0	0
Left-Through		0			0	
Through	845	2	300	0	0	**0**
Through-Right		1			0	
Right	56	0	56	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	153	1	153	0	0	**0**
Left-Through		0			0	
Through	618	2	**309**	0	0	0
Through-Right		0			0	
Right	207	1	22	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	778		*North-South:*	0
		East-West:	492		*East-West:*	0
		SUM:	1270		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.924			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.924			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	387	1	**387**	0	0	**0**
Left-Through		0			0	
Through	2140	2	736	0	0	0
Through-Right		1			0	
Right	69	0	69	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	62	1	62	0	0	0
Left-Through		0			0	
Through	1467	2	**548**	0	0	**0**
Through-Right		1			0	
Right	178	0	178	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	52	1	**52**	0	0	0
Left-Through		0			0	
Through	369	2	185	0	0	**0**
Through-Right		0			0	
Right	241	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	128	1	128	0	0	**0**
Left-Through		0			0	
Through	984	1	**515**	0	0	0
Through-Right		1			0	
Right	45	0	45	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	935		*North-South:*	0
		East-West:	567		*East-West:*	0
		SUM:	1502		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.054			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.054			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	217	1	**217**	0	0	**0**
Left-Through		0			0	
Through	1266	2	452	0	0	0
Through-Right		1			0	
Right	89	0	89	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	89	1	89	0	0	0
Left-Through		0			0	
Through	1172	2	**430**	0	0	**0**
Through-Right		1			0	
Right	119	0	119	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	74	1	**74**	0	0	0
Left-Through		0			0	
Through	305	2	153	0	0	**0**
Through-Right		0			0	
Right	222	1	5	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	94	1	94	0	0	**0**
Left-Through		0			0	
Through	327	1	**203**	0	0	0
Through-Right		1			0	
Right	78	0	78	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	647		North-South:	0
		East-West:	277		East-West:	0
		SUM:	924		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.648			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.648			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	241	1	**241**	0	0	**0**
Left-Through		0			0	
Through	1771	2	634	0	0	0
Through-Right		1			0	
Right	132	0	132	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	46	1	46	0	0	0
Left-Through		0			0	
Through	1787	2	**619**	0	0	**0**
Through-Right		1			0	
Right	71	0	71	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	105	1	105	0	0	0
Left-Through		0			0	
Through	826	2	**413**	0	0	**0**
Through-Right		0			0	
Right	462	1	221	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	75	1	**75**	0	0	**0**
Left-Through		0			0	
Through	376	1	215	0	0	0
Through-Right		1			0	
Right	53	0	53	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	860		North-South:	0
		East-West:	488		East-West:	0
		SUM:	1348		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.946			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.946			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	186	1	186	0	0	**0**
Left-Through		0			0	
Through	965	2	**333**	0	0	0
Through-Right		1			0	
Right	35	0	35	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	190	1	**190**	0	0	0
Left-Through		0			0	
Through	683	2	292	0	0	**0**
Through-Right		1			0	
Right	192	0	192	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	132	1	**132**	0	0	0
Left-Through		0			0	
Through	819	2	319	0	0	**0**
Through-Right		1			0	
Right	138	0	138	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	130	1	130	0	0	**0**
Left-Through		0			0	
Through	1184	2	**412**	0	0	0
Through-Right		1			0	
Right	51	0	51	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	523		North-South:	0
		East-West:	544		East-West:	0
		SUM:	1067		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.776			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.776			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	90	1	90	0	0	**0**
Left-Through		0			0	
Through	577	2	**211**	0	0	0
Through-Right		1			0	
Right	56	0	56	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	186	1	**186**	0	0	0
Left-Through		0			0	
Through	630	2	250	0	0	**0**
Through-Right		1			0	
Right	121	0	121	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	137	1	137	0	0	0
Left-Through		0			0	
Through	775	2	**310**	0	0	**0**
Through-Right		1			0	
Right	156	0	156	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	137	1	**137**	0	0	**0**
Left-Through		0			0	
Through	615	2	233	0	0	0
Through-Right		1			0	
Right	83	0	83	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	397		North-South:	0
		East-West:	447		East-West:	0
		SUM:	844		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.614			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.614			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	126	1	126	0	0	**0**
	Left-Through		0			0	
	Through	738	2	**264**	0	0	0
	Through-Right		1			0	
	Right	53	0	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	241	1	**241**	0	0	0
	Left-Through		0			0	
	Through	965	2	365	0	0	**0**
	Through-Right		1			0	
	Right	131	0	131	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	134	1	134	0	0	0
	Left-Through		0			0	
	Through	1328	2	**492**	0	0	**0**
	Through-Right		1			0	
	Right	149	0	149	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	166	1	**166**	0	0	**0**
	Left-Through		0			0	
	Through	792	2	293	0	0	0
	Through-Right		1			0	
	Right	86	0	86	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	505		*North-South:*	0
			East-West:	658		*East-West:*	0
			SUM:	1163		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.846			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.846			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	664	1	**441**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	659	1	441	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	862	3	287	0	0	**0**
	Through-Right		0			0	
	Right	324	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1336	2	**543**	0	0	0
	Through-Right		1			0	
	Right	292	0	292	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	441		*North-South:*	0
			East-West:	543		*East-West:*	0
			SUM:	984		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.656			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.656			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	413	1	**274**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	409	1	274	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	6	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1026	3	342	0	0	**0**
	Through-Right		0			0	
	Right	347	1	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1095	2	**523**	0	0	0
	Through-Right		1			0	
	Right	473	0	473	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	274		*North-South:*	0
			East-West:	523		*East-West:*	0
			SUM:	797		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.531			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.531			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	468	1	**375**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	656	1	375	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	1439	3	**480**	0	0	**0**
	Through-Right		0			0	
	Right	332	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1106	2	479	0	0	0
	Through-Right		1			0	
	Right	331	0	331	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	375		*North-South:*	0
			East-West:	480		*East-West:*	0
			SUM:	855		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.570			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.570			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	197	1	197	0	0	**0**	93	1	93	0	0	**0**
	Left-Through		0			0			0			0	
	Through	807	1	**424**	0	0	0	519	1	**287**	0	0	0
	Through-Right		1			0			1			0	
	Right	40	0	40	0	0	0	55	0	55	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0	120	1	**120**	0	0	0
	Left-Through		0			0			0			0	
	Through	631	1	363	0	0	**0**	519	1	302	0	0	**0**
	Through-Right		1			0			1			0	
	Right	95	0	95	0	0	0	85	0	85	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	115	1	**115**	0	0	0	93	1	93	0	0	0
	Left-Through		0			0			0			0	
	Through	975	2	351	0	0	**0**	747	2	**277**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	78	0	78	0	0	0	85	0	85	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	68	1	68	0	0	**0**	83	1	**83**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1305	2	**471**	0	0	0	678	2	260	0	0	0
	Through-Right		1			0			1			0	
	Right	108	0	108	0	0	0	102	0	102	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	584		North-South:	0		North-South:	407		North-South:	0
			East-West:	586		East-West:	0		East-West:	360		East-West:	0
			SUM:	1170		SUM:	0		SUM:	767		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.851			0.000			0.558			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.851			0.000			0.558			0.000
LEVEL OF SERVICE (LOS):				D			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	130	1	**130**	0	0	**0**						
	Left-Through		0			0							
	Through	631	1	336	0	0	0						
	Through-Right		1			0							
	Right	40	0	40	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	156	1	156	0	0	0						
	Left-Through		0			0							
	Through	748	1	**436**	0	0	**0**						
	Through-Right		1			0							
	Right	124	0	124	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	124	1	124	0	0	0						
	Left-Through		0			0							
	Through	1325	2	**482**	0	0	**0**						
	Through-Right		1			0							
	Right	120	0	120	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	101	1	**101**	0	0	**0**						
	Left-Through		0			0							
	Through	939	2	345	0	0	0						
	Through-Right		1			0							
	Right	97	0	97	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	566		North-South:	0						
			East-West:	583		East-West:	0						
			SUM:	1149		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.836			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.836			0.000						
LEVEL OF SERVICE (LOS):				D			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	144	1	144	0	0	**0**						
	Left-Through		0			0							
	Through	716	1	**396**	0	0	0						
	Through-Right		1			0							
	Right	76	0	76	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	165	1	**165**	0	0	0						
	Left-Through		0			0							
	Through	678	1	367	0	0	**0**						
	Through-Right		1			0							
	Right	56	0	56	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	62	1	**62**	0	0	0						
	Left-Through		0			0							
	Through	889	2	328	0	0	**0**						
	Through-Right		1			0							
	Right	96	0	96	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	86	1	86	0	0	**0**						
	Left-Through		0			0							
	Through	1092	2	**410**	0	0	0						
	Through-Right		1			0							
	Right	139	0	139	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	561		North-South:	0						
			East-West:	472		East-West:	0						
			SUM:	1033		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.751			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.751			0.000						
LEVEL OF SERVICE (LOS):				C			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0
	EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	459	1	277	0	0	0
	Through-Right		1			0	
	Right	95	0	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	119	1	119	0	0	0
	Left-Through		0			0	
	Through	569	1	**330**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	104	1	104	0	0	0
	Left-Through		0			0	
	Through	686	2	**264**	0	0	**0**
	Through-Right		1			0	
	Right	107	0	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	131	1	**131**	0	0	**0**
	Left-Through		0			0	
	Through	639	2	243	0	0	0
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	430		*North-South:*	0
			East-West:	395		*East-West:*	0
			SUM:	825		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.600			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.600			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0
	EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	136	1	**136**	0	0	**0**
	Left-Through		0			0	
	Through	641	1	371	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	154	1	154	0	0	0
	Left-Through		0			0	
	Through	794	1	**449**	0	0	**0**
	Through-Right		1			0	
	Right	104	0	104	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	121	1	121	0	0	0
	Left-Through		0			0	
	Through	1088	2	**417**	0	0	**0**
	Through-Right		1			0	
	Right	163	0	163	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	179	1	**179**	0	0	**0**
	Left-Through		0			0	
	Through	802	2	302	0	0	0
	Through-Right		1			0	
	Right	103	0	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	585		*North-South:*	0
			East-West:	596		*East-West:*	0
			SUM:	1181		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.859			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.859			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0
	EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	216	1	216	0	0	**0**
	Left-Through		0			0	
	Through	1145	2	**430**	0	0	0
	Through-Right		1			0	
	Right	144	0	144	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	75	1	**75**	0	0	0
	Left-Through		0			0	
	Through	475	2	184	0	0	**0**
	Through-Right		1			0	
	Right	76	0	76	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	108	1	**108**	0	0	0
	Left-Through		0			0	
	Through	1110	2	410	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	86	1	86	0	0	**0**
	Left-Through		0			0	
	Through	1067	2	**390**	0	0	0
	Through-Right		1			0	
	Right	102	0	102	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	505		*North-South:*	0
			East-West:	498		*East-West:*	0
			SUM:	1003		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.729			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.729			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0
	EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	143	1	**143**	0	0	**0**
	Left-Through		0			0	
	Through	473	2	194	0	0	0
	Through-Right		1			0	
	Right	109	0	109	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	83	1	83	0	0	0
	Left-Through		0			0	
	Through	369	2	**147**	0	0	**0**
	Through-Right		1			0	
	Right	73	0	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	1	51	0	0	0
	Left-Through		0			0	
	Through	884	2	**333**	0	0	**0**
	Through-Right		1			0	
	Right	115	0	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	138	1	**138**	0	0	**0**
	Left-Through		0			0	
	Through	744	2	273	0	0	0
	Through-Right		1			0	
	Right	74	0	74	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	290		*North-South:*	0
			East-West:	471		*East-West:*	0
			SUM:	761		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.553			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.553			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	173	1	**173**	0	0	**0**
	Left-Through		0			0	
	Through	707	2	274	0	0	0
	Through-Right		1			0	
	Right	116	0	116	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	102	1	102	0	0	0
	Left-Through		0			0	
	Through	674	2	**244**	0	0	**0**
	Through-Right		1			0	
	Right	59	0	59	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	99	1	99	0	0	0
	Left-Through		0			0	
	Through	1190	2	**441**	0	0	**0**
	Through-Right		1			0	
	Right	134	0	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	111	1	**111**	0	0	**0**
	Left-Through		0			0	
	Through	1039	2	363	0	0	0
	Through-Right		1			0	
	Right	49	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	417		North-South:	0
			East-West:	552		East-West:	0
			SUM:	969		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.705			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.705			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	218	2	120	0	0	**0**
	Left-Through		0			0	
	Through	1214	2	**443**	0	0	0
	Through-Right		1			0	
	Right	114	0	114	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	139	2	**76**	0	0	0
	Left-Through		0			0	
	Through	453	2	182	0	0	**0**
	Through-Right		1			0	
	Right	92	0	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	125	1	**125**	0	0	0
	Left-Through		0			0	
	Through	1145	2	410	0	0	**0**
	Through-Right		1			0	
	Right	85	0	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	92	1	92	0	0	**0**
	Left-Through		0			0	
	Through	1098	2	**410**	0	0	0
	Through-Right		1			0	
	Right	133	0	133	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	519		North-South:	0
			East-West:	535		East-West:	0
			SUM:	1054		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.767			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.767			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	127	2	70	0	0	**0**
	Left-Through		0			0	
	Through	512	2	**216**	0	0	0
	Through-Right		1			0	
	Right	135	0	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	167	2	**92**	0	0	0
	Left-Through		0			0	
	Through	472	2	202	0	0	**0**
	Through-Right		1			0	
	Right	134	0	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	111	1	**111**	0	0	0
	Left-Through		0			0	
	Through	900	2	341	0	0	**0**
	Through-Right		1			0	
	Right	124	0	124	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	104	1	104	0	0	**0**
	Left-Through		0			0	
	Through	868	2	**340**	0	0	0
	Through-Right		1			0	
	Right	153	0	153	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	308		North-South:	0
			East-West:	451		East-West:	0
			SUM:	759		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.552			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.552			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	163	2	90	0	0	**0**
	Left-Through		0			0	
	Through	812	2	**312**	0	0	0
	Through-Right		1			0	
	Right	123	0	123	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	199	2	**109**	0	0	0
	Left-Through		0			0	
	Through	738	2	290	0	0	**0**
	Through-Right		1			0	
	Right	132	0	132	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	125	1	125	0	0	0
	Left-Through		0			0	
	Through	1253	2	**470**	0	0	**0**
	Through-Right		1			0	
	Right	156	0	156	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	976	2	366	0	0	0
	Through-Right		1			0	
	Right	122	0	122	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	421		North-South:	0
			East-West:	570		East-West:	0
			SUM:	991		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.721			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.721			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	156	2	86	0	0	**0**
	Left-Through		0			0	
	Through	1286	3	**429**	0	0	0
	Through-Right		0			0	
	Right	131	1	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	114	2	**63**	0	0	0
	Left-Through		0			0	
	Through	635	2	252	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	136	1	**136**	0	0	0
	Left-Through		0			0	
	Through	676	2	240	0	0	**0**
	Through-Right		1			0	
	Right	44	0	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	179	1	179	0	0	**0**
	Left-Through		0			0	
	Through	905	2	**339**	0	0	0
	Through-Right		1			0	
	Right	111	0	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	492		*North-South:*	0
			East-West:	475		*East-West:*	0
			SUM:	967		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.703			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.703			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	138	2	**76**	0	0	**0**
	Left-Through		0			0	
	Through	539	3	180	0	0	0
	Through-Right		0			0	
	Right	68	1	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	108	2	59	0	0	0
	Left-Through		0			0	
	Through	495	2	**206**	0	0	**0**
	Through-Right		1			0	
	Right	123	0	123	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	136	1	**136**	0	0	0
	Left-Through		0			0	
	Through	601	2	231	0	0	**0**
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	112	1	112	0	0	**0**
	Left-Through		0			0	
	Through	598	2	**223**	0	0	0
	Through-Right		1			0	
	Right	72	0	72	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	282		*North-South:*	0
			East-West:	359		*East-West:*	0
			SUM:	641		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.466			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.466			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	179	2	98	0	0	**0**
	Left-Through		0			0	
	Through	988	3	**329**	0	0	0
	Through-Right		0			0	
	Right	110	1	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	163	2	**90**	0	0	0
	Left-Through		0			0	
	Through	799	2	308	0	0	**0**
	Through-Right		1			0	
	Right	125	0	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	948	2	**349**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	134	1	**134**	0	0	**0**
	Left-Through		0			0	
	Through	707	2	240	0	0	0
	Through-Right		1			0	
	Right	14	0	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	419		*North-South:*	0
			East-West:	483		*East-West:*	0
			SUM:	902		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.656			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.656			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	377	2	207	0	0	**0**
	Left-Through		0			0	
	Through	1203	2	**448**	0	0	0
	Through-Right		1			0	
	Right	141	0	141	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	223	2	**123**	0	0	0
	Left-Through		0			0	
	Through	742	3	247	0	0	**0**
	Through-Right		0			0	
	Right	42	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	98	1	**98**	0	0	0
	Left-Through		0			0	
	Through	559	2	234	0	0	**0**
	Through-Right		1			0	
	Right	144	0	144	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	235	1	235	0	0	**0**
	Left-Through		0			0	
	Through	1212	2	**471**	0	0	0
	Through-Right		1			0	
	Right	202	0	202	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	571		*North-South:*	0
			East-West:	569		*East-West:*	0
			SUM:	1140		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.829			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.829			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	353	2	**194**	0	0	**0**
	Left-Through		0			0	
	Through	660	2	265	0	0	0
	Through-Right		1			0	
	Right	134	0	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	147	2	81	0	0	0
	Left-Through		0			0	
	Through	502	3	**167**	0	0	**0**
	Through-Right		0			0	
	Right	41	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	68	1	68	0	0	0
	Left-Through		0			0	
	Through	510	2	**222**	0	0	**0**
	Through-Right		1			0	
	Right	157	0	157	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	151	1	**151**	0	0	**0**
	Left-Through		0			0	
	Through	449	2	180	0	0	0
	Through-Right		1			0	
	Right	92	0	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	361		*North-South:*	0
			East-West:	373		*East-West:*	0
			SUM:	734		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.534			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.534			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	333	2	183	0	0	**0**
	Left-Through		0			0	
	Through	1120	2	**447**	0	0	0
	Through-Right		1			0	
	Right	222	0	222	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	212	2	**117**	0	0	0
	Left-Through		0			0	
	Through	722	3	241	0	0	**0**
	Through-Right		0			0	
	Right	100	1	37	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	126	1	126	0	0	0
	Left-Through		0			0	
	Through	1172	2	**454**	0	0	**0**
	Through-Right		1			0	
	Right	189	0	189	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	188	1	**188**	0	0	**0**
	Left-Through		0			0	
	Through	656	2	252	0	0	0
	Through-Right		1			0	
	Right	99	0	99	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	564		*North-South:*	0
			East-West:	642		*East-West:*	0
			SUM:	1206		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.877			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.877			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	109	1	109	0	0	**0**
	Left-Through		0			0	
	Through	1330	2	**468**	0	0	0
	Through-Right		1			0	
	Right	75	0	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	124	1	**124**	0	0	0
	Left-Through		0			0	
	Through	495	2	188	0	0	**0**
	Through-Right		1			0	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	95	1	**95**	0	0	0
	Left-Through		0			0	
	Through	1041	2	370	0	0	**0**
	Through-Right		1			0	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	64	1	64	0	0	**0**
	Left-Through		0			0	
	Through	1069	2	**403**	0	0	0
	Through-Right		1			0	
	Right	139	0	139	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	592		*North-South:*	0
			East-West:	498		*East-West:*	0
			SUM:	1090		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.793			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.793			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	478	2	**190**	0	0	0
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	435	2	168	0	0	**0**
	Through-Right		1			0	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	920	2	**333**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	83	1	**83**	0	0	**0**
	Left-Through		0			0	
	Through	775	2	278	0	0	0
	Through-Right		1			0	
	Right	58	0	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	310		*North-South:*	0
			East-West:	416		*East-West:*	0
			SUM:	726		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.528			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.528			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--		0
	EB-- 0	WB--	0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	88	1	**88**	0	0	**0**
	Left-Through		0			0	
	Through	629	2	240	0	0	0
	Through-Right		1			0	
	Right	92	0	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	137	1	137	0	0	0
	Left-Through		0			0	
	Through	980	2	**374**	0	0	**0**
	Through-Right		1			0	
	Right	143	0	143	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	65	1	65	0	0	0
	Left-Through		0			0	
	Through	1201	2	**430**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	984	2	345	0	0	0
	Through-Right		1			0	
	Right	51	0	51	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	462		*North-South:*	0
			East-West:	530		*East-West:*	0
			SUM:	992		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.721			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.721			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--		0
	EB-- 0	WB--	3	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	207	1	207	0	0	**0**
	Left-Through		0			0	
	Through	1154	2	**428**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	158	1	**158**	0	0	0
	Left-Through		0			0	
	Through	488	2	186	0	0	**0**
	Through-Right		1			0	
	Right	71	0	71	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	128	1	128	0	0	0
	Left-Through		0			0	
	Through	1335	2	**458**	0	0	**0**
	Through-Right		1			0	
	Right	39	0	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	149	1	**149**	0	0	**0**
	Left-Through		0			0	
	Through	1288	3	429	0	0	0
	Through-Right		0			0	
	Right	329	1	171	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	586		*North-South:*	0
			East-West:	607		*East-West:*	0
			SUM:	1193		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.868			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.868			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--		0
	EB-- 0	WB--	3	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	109	1	109	0	0	**0**
	Left-Through		0			0	
	Through	410	2	**161**	0	0	0
	Through-Right		1			0	
	Right	73	0	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	185	1	**185**	0	0	0
	Left-Through		0			0	
	Through	418	2	170	0	0	**0**
	Through-Right		1			0	
	Right	91	0	91	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	74	1	74	0	0	0
	Left-Through		0			0	
	Through	1160	2	**409**	0	0	**0**
	Through-Right		1			0	
	Right	67	0	67	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	138	1	**138**	0	0	**0**
	Left-Through		0			0	
	Through	1044	3	348	0	0	0
	Through-Right		0			0	
	Right	186	1	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	346		*North-South:*	0
			East-West:	547		*East-West:*	0
			SUM:	893		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.649			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.649			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--		0
	EB-- 0	WB--	3	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	711	2	269	0	0	0
	Through-Right		1			0	
	Right	96	0	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	195	1	195	0	0	0
	Left-Through		0			0	
	Through	953	2	**362**	0	0	**0**
	Through-Right		1			0	
	Right	134	0	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	107	1	107	0	0	0
	Left-Through		0			0	
	Through	1538	2	**531**	0	0	**0**
	Through-Right		1			0	
	Right	55	0	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	159	1	**159**	0	0	**0**
	Left-Through		0			0	
	Through	1177	3	392	0	0	0
	Through-Right		0			0	
	Right	199	1	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	522		*North-South:*	0
			East-West:	690		*East-West:*	0
			SUM:	1212		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.881			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.881			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 180 | **PROJECT TITLE:** LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	82	1	82	0	0	**0**
	Left-Through		0			0	
	Through	1044	1	**556**	0	0	0
	Through-Right		1			0	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	125	1	**125**	0	0	0
	Left-Through		0			0	
	Through	671	2	336	0	0	**0**
	Through-Right		0			0	
	Right	156	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	178	1	**178**	0	0	0
	Left-Through		0			0	
	Through	765	2	274	0	0	**0**
	Through-Right		1			0	
	Right	57	0	57	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	121	1	121	0	0	**0**
	Left-Through		0			0	
	Through	1141	2	**451**	0	0	0
	Through-Right		1			0	
	Right	211	0	211	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	681		*North-South:*	0
			East-West:	629		*East-West:*	0
			SUM:	1310		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.953			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.953			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 180 | **PROJECT TITLE:** LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	57	1	57	0	0	**0**
	Left-Through		0			0	
	Through	417	1	**261**	0	0	0
	Through-Right		1			0	
	Right	104	0	104	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	93	1	**93**	0	0	0
	Left-Through		0			0	
	Through	434	2	217	0	0	**0**
	Through-Right		0			0	
	Right	73	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	66	1	**66**	0	0	0
	Left-Through		0			0	
	Through	725	2	266	0	0	**0**
	Through-Right		1			0	
	Right	73	0	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	71	1	71	0	0	**0**
	Left-Through		0			0	
	Through	734	2	**283**	0	0	0
	Through-Right		1			0	
	Right	115	0	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	354		*North-South:*	0
			East-West:	349		*East-West:*	0
			SUM:	703		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.511			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.511			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 180 | **PROJECT TITLE:** LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** CENTURY BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	87	1	87	0	0	**0**
	Left-Through		0			0	
	Through	697	1	**389**	0	0	0
	Through-Right		1			0	
	Right	81	0	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	136	1	**136**	0	0	0
	Left-Through		0			0	
	Through	841	2	421	0	0	**0**
	Through-Right		0			0	
	Right	143	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	113	1	113	0	0	0
	Left-Through		0			0	
	Through	1088	2	**395**	0	0	**0**
	Through-Right		1			0	
	Right	96	0	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	129	1	**129**	0	0	**0**
	Left-Through		0			0	
	Through	966	2	353	0	0	0
	Through-Right		1			0	
	Right	94	0	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	525		*North-South:*	0
			East-West:	524		*East-West:*	0
			SUM:	1049		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.763			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.763			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 181 | **PROJECT TITLE:** LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	58	1	58	0	0	**0**
	Left-Through		0			0	
	Through	604	2	**302**	0	0	0
	Through-Right		0			0	
	Right	71	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	198	1	**198**	0	0	0
	Left-Through		0			0	
	Through	399	1	261	0	0	**0**
	Through-Right		1			0	
	Right	122	0	122	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	96	1	**96**	0	0	0
	Left-Through		0			0	
	Through	893	2	310	0	0	**0**
	Through-Right		1			0	
	Right	36	0	36	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	1	87	0	0	**0**
	Left-Through		0			0	
	Through	1559	2	**613**	0	0	0
	Through-Right		1			0	
	Right	280	0	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	500		*North-South:*	0
			East-West:	709		*East-West:*	0
			SUM:	1209		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.879			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.879			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	61	1	61	0	0	**0**
	Left-Through		0			0	
	Through	257	2	**129**	0	0	0
	Through-Right		0			0	
	Right	90	1	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	135	1	**135**	0	0	0
	Left-Through		0			0	
	Through	240	1	161	0	0	**0**
	Through-Right		1			0	
	Right	82	0	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	82	1	**82**	0	0	0
	Left-Through		0			0	
	Through	671	2	236	0	0	**0**
	Through-Right		1			0	
	Right	38	0	38	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	78	1	78	0	0	**0**
	Left-Through		0			0	
	Through	588	2	**238**	0	0	0
	Through-Right		1			0	
	Right	125	0	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	264		*North-South:*	0
			East-West:	320		*East-West:*	0
			SUM:	584		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.425			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.425			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	92	1	92	0	0	**0**
	Left-Through		0			0	
	Through	505	2	**253**	0	0	0
	Through-Right		0			0	
	Right	85	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	164	1	**164**	0	0	0
	Left-Through		0			0	
	Through	445	1	288	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	115	1	115	0	0	0
	Left-Through		0			0	
	Through	1525	2	**528**	0	0	**0**
	Through-Right		1			0	
	Right	59	0	59	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	124	1	**124**	0	0	**0**
	Left-Through		0			0	
	Through	816	2	337	0	0	0
	Through-Right		1			0	
	Right	194	0	194	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	417		*North-South:*	0
			East-West:	652		*East-West:*	0
			SUM:	1069		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.777			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.777			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	148	1	148	0	0	**0**
	Left-Through		0			0	
	Through	551	2	**221**	0	0	0
	Through-Right		1			0	
	Right	111	0	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	202	1	**202**	0	0	0
	Left-Through		0			0	
	Through	487	3	162	0	0	**0**
	Through-Right		0			0	
	Right	108	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	106	1	**106**	0	0	0
	Left-Through		0			0	
	Through	1042	2	368	0	0	**0**
	Through-Right		1			0	
	Right	63	0	63	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	128	1	128	0	0	**0**
	Left-Through		0			0	
	Through	1430	2	**532**	0	0	0
	Through-Right		1			0	
	Right	166	0	166	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	423		*North-South:*	0
			East-West:	638		*East-West:*	0
			SUM:	1061		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.772			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.772			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	104	1	104	0	0	**0**
	Left-Through		0			0	
	Through	323	2	**150**	0	0	0
	Through-Right		1			0	
	Right	126	0	126	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	217	1	**217**	0	0	0
	Left-Through		0			0	
	Through	317	3	106	0	0	**0**
	Through-Right		0			0	
	Right	95	1	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	97	1	97	0	0	0
	Left-Through		0			0	
	Through	937	2	**337**	0	0	**0**
	Through-Right		1			0	
	Right	73	0	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	135	1	**135**	0	0	**0**
	Left-Through		0			0	
	Through	941	2	359	0	0	0
	Through-Right		1			0	
	Right	135	0	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	367		*North-South:*	0
			East-West:	472		*East-West:*	0
			SUM:	839		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.610			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.610			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	678	2	**285**	0	0	0
	Through-Right		1			0	
	Right	176	0	176	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	241	1	**241**	0	0	0
	Left-Through		0			0	
	Through	745	3	248	0	0	**0**
	Through-Right		0			0	
	Right	98	1	26	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	144	1	144	0	0	0
	Left-Through		0			0	
	Through	1211	2	**443**	0	0	**0**
	Through-Right		1			0	
	Right	118	0	118	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	154	1	**154**	0	0	**0**
	Left-Through		0			0	
	Through	1155	2	449	0	0	0
	Through-Right		1			0	
	Right	192	0	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	526		*North-South:*	0
			East-West:	597		*East-West:*	0
			SUM:	1123		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.817			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.817			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	69	1	69	0	0	**0**
	Left-Through		0			0	
	Through	422	3	**141**	0	0	0
	Through-Right		0			0	
	Right	102	1	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	137	1	**137**	0	0	0
	Left-Through		0			0	
	Through	366	3	122	0	0	**0**
	Through-Right		0			0	
	Right	89	1	63	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	52	1	**52**	0	0	0
	Left-Through		0			0	
	Through	682	2	246	0	0	**0**
	Through-Right		1			0	
	Right	55	0	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	98	1	98	0	0	**0**
	Left-Through		0			0	
	Through	1715	2	**613**	0	0	0
	Through-Right		1			0	
	Right	123	0	123	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	278		*North-South:*	0
			East-West:	665		*East-West:*	0
			SUM:	943		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.686			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.686			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	51	1	**51**	0	0	**0**
	Left-Through		0			0	
	Through	285	3	95	0	0	0
	Through-Right		0			0	
	Right	42	1	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	74	1	74	0	0	0
	Left-Through		0			0	
	Through	315	3	105	0	0	**0**
	Through-Right		0			0	
	Right	157	1	**136**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	43	1	43	0	0	0
	Left-Through		0			0	
	Through	641	2	**229**	0	0	**0**
	Through-Right		1			0	
	Right	45	0	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	63	1	**63**	0	0	**0**
	Left-Through		0			0	
	Through	654	2	240	0	0	0
	Through-Right		1			0	
	Right	65	0	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	187		*North-South:*	0
			East-West:	292		*East-West:*	0
			SUM:	479		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.348			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.348			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	466	3	**155**	0	0	0
	Through-Right		0			0	
	Right	85	1	52	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	402	3	134	0	0	**0**
	Through-Right		0			0	
	Right	58	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	102	1	102	0	0	0
	Left-Through		0			0	
	Through	1311	2	**467**	0	0	**0**
	Through-Right		1			0	
	Right	89	0	89	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	66	1	**66**	0	0	**0**
	Left-Through		0			0	
	Through	768	2	279	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	275		*North-South:*	0
			East-West:	533		*East-West:*	0
			SUM:	808		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.588			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.588			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	1308	2	**654**	0	0	0
	Through-Right		0			0	
	Right	112	1	61	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	346	1	216	0	0	**0**
	Through-Right		1			0	
	Right	85	0	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	821	1	435	0	0	**0**
	Through-Right		1			0	
	Right	48	0	48	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	103	1	103	0	0	**0**
	Left-Through		0			0	
	Through	928	2	**464**	0	0	0
	Through-Right		0			0	
	Right	162	1	127	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	724		*North-South:*	0
			East-West:	544		*East-West:*	0
			SUM:	1268		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.845			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.845			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	126	1	126	0	0	**0**
	Left-Through		0			0	
	Through	963	2	**482**	0	0	0
	Through-Right		0			0	
	Right	111	1	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	82	1	**82**	0	0	0
	Left-Through		0			0	
	Through	495	1	295	0	0	**0**
	Through-Right		1			0	
	Right	94	0	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	121	1	**121**	0	0	0
	Left-Through		0			0	
	Through	461	1	262	0	0	**0**
	Through-Right		1			0	
	Right	62	0	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	99	1	99	0	0	**0**
	Left-Through		0			0	
	Through	515	2	**258**	0	0	0
	Through-Right		0			0	
	Right	109	1	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	564		*North-South:*	0
			East-West:	379		*East-West:*	0
			SUM:	943		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.629			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.629			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	124	1	124	0	0	**0**
	Left-Through		0			0	
	Through	1354	2	**677**	0	0	0
	Through-Right		0			0	
	Right	180	1	119	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	1039	1	592	0	0	**0**
	Through-Right		1			0	
	Right	145	0	145	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	128	1	128	0	0	0
	Left-Through		0			0	
	Through	1096	1	**599**	0	0	**0**
	Through-Right		1			0	
	Right	101	0	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	122	1	**122**	0	0	**0**
	Left-Through		0			0	
	Through	877	2	439	0	0	0
	Through-Right		0			0	
	Right	138	1	88	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	777		*North-South:*	0
			East-West:	721		*East-West:*	0
			SUM:	1498		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.999			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.999			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	97	1	97	0	0	**0**
	Left-Through		0			0	
	Through	970	1	**581**	0	0	0
	Through-Right		1			0	
	Right	191	0	191	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	135	1	**135**	0	0	0
	Left-Through		0			0	
	Through	292	1	171	0	0	**0**
	Through-Right		1			0	
	Right	49	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	65	1	65	0	0	0
	Left-Through		0			0	
	Through	633	1	**356**	0	0	**0**
	Through-Right		1			0	
	Right	78	0	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	168	1	**168**	0	0	**0**
	Left-Through		0			0	
	Through	771	2	386	0	0	0
	Through-Right		0			0	
	Right	246	1	179	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	716		*North-South:*	0
			East-West:	524		*East-West:*	0
			SUM:	1240		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.827			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.827			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	59	1	59	0	0	**0**
Left-Through		0			0	
Through	373	1	**231**	0	0	0
Through-Right		1			0	
Right	88	0	88	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	108	1	**108**	0	0	0
Left-Through		0			0	
Through	312	1	174	0	0	**0**
Through-Right		1			0	
Right	36	0	36	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	41	1	41	0	0	0
Left-Through		0			0	
Through	446	1	**245**	0	0	**0**
Through-Right		1			0	
Right	43	0	43	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	112	1	**112**	0	0	**0**
Left-Through		0			0	
Through	487	2	244	0	0	0
Through-Right		0			0	
Right	131	1	77	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	339		*North-South:*	0
		East-West:	357		*East-West:*	0
		SUM:	696		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.464			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.464			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	65	1	65	0	0	**0**
Left-Through		0			0	
Through	604	1	**372**	0	0	0
Through-Right		1			0	
Right	140	0	140	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	229	1	**229**	0	0	0
Left-Through		0			0	
Through	829	1	439	0	0	**0**
Through-Right		1			0	
Right	48	0	48	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	36	1	36	0	0	0
Left-Through		0			0	
Through	951	1	**507**	0	0	**0**
Through-Right		1			0	
Right	62	0	62	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	92	1	**92**	0	0	**0**
Left-Through		0			0	
Through	860	2	430	0	0	0
Through-Right		0			0	
Right	184	1	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	601		*North-South:*	0
		East-West:	599		*East-West:*	0
		SUM:	1200		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.800			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.800			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	252	1	167	0	0	0
Left-Through		0			0	
Through	52	0	0	0	0	**0**
Through-Right		0			0	
Right	250	1	**167**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	973	2	**431**	0	0	**0**
Through-Right		1			0	
Right	320	0	320	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	219	1	**219**	0	0	**0**
Left-Through		0			0	
Through	1056	3	352	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	167		*North-South:*	0
		East-West:	650		*East-West:*	0
		SUM:	817		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.545			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.545			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	318	1	203	0	0	0
Left-Through		0			0	
Through	70	0	0	0	0	**0**
Through-Right		0			0	
Right	290	1	**203**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	940	2	**388**	0	0	**0**
Through-Right		1			0	
Right	224	0	224	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	208	1	**208**	0	0	**0**
Left-Through		0			0	
Through	661	3	220	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	203		*North-South:*	0
		East-West:	596		*East-West:*	0
		SUM:	799		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.533			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.533			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	228	1	149	0	0	0
	Left-Through		0			0	
	Through	76	0	0	0	0	**0**
	Through-Right		0			0	
	Right	220	1	**149**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1211	2	**490**	0	0	**0**
	Through-Right		1			0	
	Right	258	0	258	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	228	1	**228**	0	0	**0**
	Left-Through		0			0	
	Through	938	3	313	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	149		*North-South:*	0
			East-West:	718		*East-West:*	0
			SUM:	867		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.578			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.578			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	0	110	0	0	**0**
	Left-Through		1			0	
	Through	177	0	**192**	0	0	0
	Through-Right		1			0	
	Right	96	0	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	250	1	**250**	0	0	0
	Left-Through		0			0	
	Through	983	3	328	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1158	2	**472**	0	0	0
	Through-Right		1			0	
	Right	257	0	257	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	192		*North-South:*	0
			East-West:	722		*East-West:*	0
			SUM:	914		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.641			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.641			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	79	0	79	0	0	**0**
	Left-Through		1			0	
	Through	69	0	148	0	0	0
	Through-Right		1			0	
	Right	181	0	**181**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	329	1	**329**	0	0	0
	Left-Through		0			0	
	Through	1028	3	343	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	807	2	**375**	0	0	0
	Through-Right		1			0	
	Right	319	0	319	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	181		*North-South:*	0
			East-West:	704		*East-West:*	0
			SUM:	885		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.621			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.621			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	165	0	165	0	0	**0**
	Left-Through		1			0	
	Through	85	0	**232**	0	0	0
	Through-Right		1			0	
	Right	213	0	232	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	276	1	**276**	0	0	0
	Left-Through		0			0	
	Through	1233	3	411	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1051	2	**441**	0	0	0
	Through-Right		1			0	
	Right	271	0	271	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	232		*North-South:*	0
			East-West:	717		*East-West:*	0
			SUM:	949		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.666			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.666			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200

PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	330	1	217	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	321	1	**217**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	1	0	0	0	0	0
Left-Through		0			0	
Through	956	2	478	0	0	**0**
Through-Right		1			0	
Right	643	0	**643**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	1392	3	464	0	0	0
Through-Right		0			0	
Right	593	1	376	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	217		*North-South:*	0
		East-West:	643		*East-West:*	0
		SUM:	860		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.573			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.573			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200

PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	419	1	263	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	369	1	**263**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	14	0	0	0	0	0
Left-Through		0			0	
Through	991	2	**490**	0	0	**0**
Through-Right		1			0	
Right	480	0	480	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	985	3	328	0	0	0
Through-Right		0			0	
Right	383	1	120	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	263		*North-South:*	0
		East-West:	490		*East-West:*	0
		SUM:	753		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.502			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.502			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200

PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	458	1	254	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	305	1	**254**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	3	0	0	0	0	0
Left-Through		0			0	
Through	1312	2	**606**	0	0	**0**
Through-Right		1			0	
Right	505	0	505	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	1128	3	376	0	0	0
Through-Right		0			0	
Right	389	1	135	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	254		*North-South:*	0
		East-West:	606		*East-West:*	0
		SUM:	860		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.573			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.573			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Intersection Capacity Utilization

Project Title: LAX SPAS
Intersection: 1 - ADMIRALTY WAY & BALI WAY
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	17	1,600	0.003	N-S(1):	0.470 *
	TH	2.00	1,031	3,200	0.322	N-S(2):	0.335
	LT	1.00	300	1,600	0.188 *	E-W(1):	0.031
Westbound	RT	1.88	238	3,010	0.000	E-W(2):	0.095 *
	TH	0.12	15	190	0.079 *		
	LT	1.00	21	1,600	0.013	V/C:	0.565
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	861	3,200	0.282 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	11	0	0.000	ICU:	0.665
	TH	2.00	21	3,200	0.018		
	LT	0.00	25	1,600	0.016 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	21	1,600	0.004	N-S(1):	0.415 *
	TH	2.00	677	3,200	0.212	N-S(2):	0.231
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.059
Westbound	RT	1.82	262	2,911	0.000	E-W(2):	0.109 *
	TH	0.18	26	289	0.090 *		
	LT	1.00	51	1,600	0.032	V/C:	0.524
Northbound	RT	0.00	124	0	0.000	Lost Time:	0.100
	TH	2.00	823	3,200	0.296 *	ITS:	0.000
	LT	1.00	31	1,600	0.019		
Eastbound	RT	0.00	25	0	0.000	ICU:	0.624
	TH	2.00	31	3,200	0.027		
	LT	0.00	30	1,600	0.019 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	22	1,600	0.006	N-S(1):	0.538 *
	TH	2.00	1,172	3,200	0.366	N-S(2):	0.374
	LT	1.00	263	1,600	0.164 *	E-W(1):	0.053
Westbound	RT	1.88	406	3,000	0.000	E-W(2):	0.151 *
	TH	0.12	27	200	0.135 *		
	LT	1.00	51	1,600	0.032	V/C:	0.689
Northbound	RT	0.00	117	0	0.000	Lost Time:	0.100
	TH	2.00	1,080	3,200	0.374 *	ITS:	0.000
	LT	1.00	13	1,600	0.008		
Eastbound	RT	0.00	13	0	0.000	ICU:	0.789
	TH	2.00	28	3,200	0.021		
	LT	0.00	25	1,600	0.016 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 2 - ADMIRALTY WAY & FIJI WAY
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:	WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	65	1,600	0.000	N-S(1):	0.184 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	529	2,880	0.184 *	E-W(1):	0.028
Westbound	RT	1.00	465	1,600	0.000	E-W(2):	0.113 *
	TH	1.00	107	1,600	0.067 *		
	LT	0.00	0	0	0.000	V/C:	0.297
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.397
	TH	2.00	88	3,200	0.028		
	LT	1.00	74	1,600	0.046 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	85	1,600	0.000	N-S(1):	0.128 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	370	2,880	0.128 *	E-W(1):	0.047
Westbound	RT	1.00	366	1,600	0.000	E-W(2):	0.145 *
	TH	1.00	146	1,600	0.091 *		
	LT	0.00	0	0	0.000	V/C:	0.273
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.373
	TH	2.00	150	3,200	0.047		
	LT	1.00	87	1,600	0.054 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	185	1,600	0.058	N-S(1):	0.224 *
	TH	0.00	0	0	0.000	N-S(2):	0.058
	LT	2.00	645	2,880	0.224 *	E-W(1):	0.062
Westbound	RT	1.00	547	1,600	0.000	E-W(2):	0.219 *
	TH	1.00	258	1,600	0.161 *		
	LT	0.00	0	0	0.000	V/C:	0.443
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.543
	TH	2.00	198	3,200	0.062		
	LT	1.00	92	1,600	0.058 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 3 - ADMIRALTY WAY & MINDANAO WAY
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	13	1,600	0.001	N-S(1):	0.467 *
	TH	2.00	521	3,200	0.163	N-S(2):	0.171
	LT	1.00	496	1,600	0.310 *	E-W(1):	0.081 *
Westbound	RT	1.00	393	1,600	0.000	E-W(2):	0.000
	TH	0.17	16	280	0.057		
	LT	1.83	167	2,628	0.064 *	V/C:	0.548
Northbound	RT	0.00	38	0	0.000	Lost Time:	0.100
	TH	2.00	463	3,200	0.157 *	ITS:	0.000
	LT	1.00	12	1,600	0.008		
Eastbound	RT	0.00	16	0	0.000	ICU:	0.648
	TH	2.00	14	3,200	0.017 *		
	LT	0.00	23	1,600	0.014	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	11	1,600	0.000	N-S(1):	0.396 *
	TH	2.00	477	3,200	0.149	N-S(2):	0.157
	LT	1.00	237	1,600	0.148 *	E-W(1):	0.129 *
Westbound	RT	1.00	368	1,600	0.082	E-W(2):	0.000
	TH	0.34	52	546	0.095		
	LT	1.66	253	2,389	0.106 *	V/C:	0.525
Northbound	RT	0.00	209	0	0.000	Lost Time:	0.100
	TH	2.00	583	3,200	0.248 *	ITS:	0.000
	LT	1.00	12	1,600	0.008		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.625
	TH	2.00	21	3,200	0.023 *		
	LT	0.00	33	1,600	0.021	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.012	N-S(1):	0.452 *
	TH	2.00	882	3,200	0.276	N-S(2):	0.302
	LT	1.00	293	1,600	0.183 *	E-W(1):	0.170 *
Westbound	RT	1.00	524	1,600	0.144 *	E-W(2):	0.000
	TH	0.44	75	700	0.107		
	LT	1.56	268	2,250	0.119	V/C:	0.622
Northbound	RT	0.00	103	0	0.000	Lost Time:	0.100
	TH	2.00	758	3,200	0.269 *	ITS:	0.000
	LT	1.00	41	1,600	0.026		
Eastbound	RT	0.00	29	0	0.000	ICU:	0.722
	TH	2.00	32	3,200	0.026 *		
	LT	0.00	23	1,600	0.014	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 4 - PALAWAN WAY & ADMIRALTY WAY
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.001	N-S(1):	0.154 *
	TH	1.00	45	1,600	0.028	N-S(2):	0.056
	LT	1.00	122	1,600	0.076 *	E-W(1):	0.334 *
Westbound	RT	0.00	57	0	0.000	E-W(2):	0.309
	TH	2.00	778	3,200	0.261		
	LT	1.00	60	1,600	0.038 *	V/C:	0.488
Northbound	RT	0.00	73	0	0.000	Lost Time:	0.100
	TH	1.00	51	1,600	0.078 *	ITS:	0.000
	LT	1.00	44	1,600	0.028		
Eastbound	RT	1.00	24	1,600	0.001	ICU:	0.588
	TH	2.00	946	3,200	0.296 *		
	LT	1.00	76	1,600	0.048	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	98	1,600	0.047	N-S(1):	0.125 *
	TH	1.00	40	1,600	0.025	N-S(2):	0.068
	LT	1.00	99	1,600	0.062 *	E-W(1):	0.204
Westbound	RT	0.00	68	0	0.000	E-W(2):	0.269 *
	TH	2.00	700	3,200	0.240 *		
	LT	1.00	61	1,600	0.038	V/C:	0.394
Northbound	RT	0.00	56	0	0.000	Lost Time:	0.100
	TH	1.00	45	1,600	0.063 *	ITS:	0.000
	LT	1.00	34	1,600	0.021		
Eastbound	RT	1.00	44	1,600	0.017	ICU:	0.494
	TH	2.00	530	3,200	0.166		
	LT	1.00	47	1,600	0.029 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	140	1,600	0.075	N-S(1):	0.206 *
	TH	1.00	114	1,600	0.071	N-S(2):	0.096
	LT	1.00	208	1,600	0.130 *	E-W(1):	0.341
Westbound	RT	0.00	74	0	0.000	E-W(2):	0.363 *
	TH	2.00	1,005	3,200	0.337 *		
	LT	1.00	92	1,600	0.058	V/C:	0.569
Northbound	RT	0.00	91	0	0.000	Lost Time:	0.100
	TH	1.00	30	1,600	0.076 *	ITS:	0.000
	LT	1.00	33	1,600	0.021		
Eastbound	RT	1.00	22	1,600	0.003	ICU:	0.669
	TH	2.00	906	3,200	0.283		
	LT	1.00	41	1,600	0.026 *	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 5 - VIA MARINA & ADMIRALTY WAY
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:	NBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.316 *
	TH	3.00	183	4,800	0.038	N-S(2):	0.038
	LT	1.00	299	1,600	0.187 *	E-W(1):	0.097 *
Westbound	RT	2.00	577	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	279	2,880	0.097 *	V/C:	0.413
Northbound	RT	1.00	698	1,600	0.000	Lost Time:	0.100
	TH	2.00	413	3,200	0.129 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.513
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.278 *
	TH	3.00	264	4,800	0.055	N-S(2):	0.055
	LT	1.00	248	1,600	0.155 *	E-W(1):	0.153 *
Westbound	RT	2.00	299	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	440	2,880	0.153 *	V/C:	0.431
Northbound	RT	1.00	394	1,600	0.000	Lost Time:	0.100
	TH	2.00	395	3,200	0.123 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.531
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.415 *
	TH	3.00	385	4,800	0.080	N-S(2):	0.080
	LT	1.00	522	1,600	0.326 *	E-W(1):	0.226 *
Westbound	RT	2.00	428	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	650	2,880	0.226 *	V/C:	0.641
Northbound	RT	1.00	461	1,600	0.000	Lost Time:	0.100
	TH	2.00	284	3,200	0.089 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.741
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 10 - AVIATIO BOULEVARD & ARBOR VITAE STREET
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	73	0	0.000	N-S(1):	0.180
	TH	2.00	348	3,200	0.132 *	N-S(2):	0.221 *
	LT	1.00	33	1,600	0.021	E-W(1):	0.110
Westbound	RT	0.00	48	0	0.000	E-W(2):	0.151 *
	TH	2.00	376	3,200	0.133 *		
	LT	1.00	55	1,600	0.034	V/C:	0.372
Northbound	RT	1.00	89	1,600	0.038	Lost Time:	0.100
	TH	2.00	508	3,200	0.159	ITS:	0.000
	LT	1.00	143	1,600	0.089 *		
Eastbound	RT	0.00	51	0	0.000	ICU:	0.472
	TH	2.00	192	3,200	0.076		
	LT	1.00	28	1,600	0.018 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	94	0	0.000	N-S(1):	0.170
	TH	2.00	263	3,200	0.112 *	N-S(2):	0.193 *
	LT	1.00	66	1,600	0.041	E-W(1):	0.200 *
Westbound	RT	0.00	74	0	0.000	E-W(2):	0.164
	TH	2.00	354	3,200	0.134		
	LT	1.00	53	1,600	0.033 *	V/C:	0.393
Northbound	RT	1.00	48	1,600	0.013	Lost Time:	0.100
	TH	2.00	414	3,200	0.129	ITS:	0.000
	LT	1.00	129	1,600	0.081 *		
Eastbound	RT	0.00	109	0	0.000	ICU:	0.493
	TH	2.00	424	3,200	0.167 *		
	LT	1.00	48	1,600	0.030	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	159	0	0.000	N-S(1):	0.212
	TH	2.00	494	3,200	0.204 *	N-S(2):	0.308 *
	LT	1.00	65	1,600	0.041	E-W(1):	0.224 *
Westbound	RT	0.00	34	0	0.000	E-W(2):	0.154
	TH	2.00	319	3,200	0.110		
	LT	1.00	84	1,600	0.053 *	V/C:	0.532
Northbound	RT	1.00	72	1,600	0.019	Lost Time:	0.100
	TH	2.00	548	3,200	0.171	ITS:	0.000
	LT	1.00	167	1,600	0.104 *		
Eastbound	RT	0.00	107	0	0.000	ICU:	0.632
	TH	2.00	439	3,200	0.171 *		
	LT	1.00	70	1,600	0.044	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 11 - INGLEWOOD AVENUE & ARBOR VITAE STREET
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	21	0	0.000	N-S(1):	0.172 *
	TH	1.00	75	1,600	0.060 *	N-S(2):	0.000
	LT	1.00	13	1,600	0.008	E-W(1):	0.093
Westbound	RT	0.00	34	0	0.000	E-W(2):	0.164 *
	TH	2.00	454	3,200	0.153 *		
	LT	1.00	43	1,600	0.027	V/C:	0.336
Northbound	RT	0.00	56	0	0.000	Lost Time:	0.100
	TH	1.00	123	1,600	0.112 *	ITS:	0.000
	LT	1.00	154	1,600	0.096		
Eastbound	RT	0.00	32	0	0.000	ICU:	0.436
	TH	2.00	178	3,200	0.066		
	LT	1.00	18	1,600	0.011 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	39	0	0.000	N-S(1):	0.231 *
	TH	1.00	108	1,600	0.092 *	N-S(2):	0.000
	LT	1.00	30	1,600	0.019	E-W(1):	0.170 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.118
	TH	2.00	292	3,200	0.101		
	LT	1.00	67	1,600	0.042 *	V/C:	0.401
Northbound	RT	0.00	85	0	0.000	Lost Time:	0.100
	TH	1.00	138	1,600	0.139 *	ITS:	0.000
	LT	1.00	100	1,600	0.063		
Eastbound	RT	0.00	78	0	0.000	ICU:	0.501
	TH	2.00	333	3,200	0.128 *		
	LT	1.00	27	1,600	0.017	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.339 *
	TH	1.00	230	1,600	0.163 *	N-S(2):	0.000
	LT	1.00	54	1,600	0.034	E-W(1):	0.264 *
Westbound	RT	0.00	24	0	0.000	E-W(2):	0.104
	TH	2.00	283	3,200	0.096		
	LT	1.00	90	1,600	0.056 *	V/C:	0.603
Northbound	RT	0.00	108	0	0.000	Lost Time:	0.100
	TH	1.00	173	1,600	0.176 *	ITS:	0.000
	LT	1.00	94	1,600	0.059		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.703
	TH	2.00	557	3,200	0.208 *		
	LT	1.00	13	1,600	0.008	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 12 - LA BREA AVENUE & ARBOR VITAE STREET
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	44	1,600	0.007	N-S(1):	0.181 *
	TH	3.00	407	4,800	0.085	N-S(2):	0.165
	LT	1.00	53	1,600	0.033 *	E-W(1):	0.111 *
Westbound	RT	1.00	71	1,600	0.028	E-W(2):	0.108
	TH	2.00	215	3,200	0.067		
	LT	1.00	45	1,600	0.028 *	V/C:	0.292
Northbound	RT	0.00	18	0	0.000	Lost Time:	0.100
	TH	3.00	691	4,800	0.148 *	ITS:	0.000
	LT	1.00	128	1,600	0.080		
Eastbound	RT	1.00	88	1,600	0.015	ICU:	0.392
	TH	1.00	132	1,600	0.083 *		
	LT	1.00	66	1,600	0.041	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	67	1,600	0.010	N-S(1):	0.209
	TH	3.00	680	4,800	0.142 *	N-S(2):	0.224 *
	LT	1.00	117	1,600	0.073	E-W(1):	0.163 *
Westbound	RT	1.00	81	1,600	0.014	E-W(2):	0.143
	TH	2.00	255	3,200	0.080		
	LT	1.00	64	1,600	0.040 *	V/C:	0.387
Northbound	RT	0.00	45	0	0.000	Lost Time:	0.100
	TH	3.00	607	4,800	0.136	ITS:	0.000
	LT	1.00	131	1,600	0.082 *		
Eastbound	RT	1.00	127	1,600	0.038	ICU:	0.487
	TH	1.00	196	1,600	0.123 *		
	LT	1.00	101	1,600	0.063	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.007	N-S(1):	0.219
	TH	3.00	1,057	4,800	0.220 *	N-S(2):	0.327 *
	LT	1.00	115	1,600	0.072	E-W(1):	0.254 *
Westbound	RT	1.00	81	1,600	0.015	E-W(2):	0.140
	TH	2.00	248	3,200	0.078		
	LT	1.00	65	1,600	0.041 *	V/C:	0.581
Northbound	RT	0.00	69	0	0.000	Lost Time:	0.100
	TH	3.00	638	4,800	0.147	ITS:	0.000
	LT	1.00	171	1,600	0.107 *		
Eastbound	RT	1.00	181	1,600	0.060	ICU:	0.681
	TH	1.00	340	1,600	0.213 *		
	LT	1.00	99	1,600	0.062	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 13 - LA CIENEGA BOULEVARD & ARBOR VITAE STREET
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	35	0	0.000	N-S(1):	0.239
	TH	2.00	371	3,200	0.127 *	N-S(2):	0.243 *
	LT	1.00	64	1,600	0.040	E-W(1):	0.132
Westbound	RT	1.00	149	1,600	0.093	E-W(2):	0.139 *
	TH	2.00	336	3,200	0.105 *		
	LT	1.00	99	1,600	0.062	V/C:	0.382
Northbound	RT	0.00	53	0	0.000	Lost Time:	0.100
	TH	2.00	585	3,200	0.199	ITS:	0.000
	LT	1.00	185	1,600	0.116 *		
Eastbound	RT	0.00	111	0	0.000	ICU:	0.482
	TH	2.00	113	3,200	0.070		
	LT	1.00	54	1,600	0.034 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	76	0	0.000	N-S(1):	0.280 *
	TH	2.00	470	3,200	0.171	N-S(2):	0.246
	LT	1.00	103	1,600	0.064 *	E-W(1):	0.173 *
Westbound	RT	1.00	79	1,600	0.049	E-W(2):	0.114
	TH	2.00	241	3,200	0.075		
	LT	1.00	70	1,600	0.044 *	V/C:	0.453
Northbound	RT	0.00	106	0	0.000	Lost Time:	0.100
	TH	2.00	584	3,200	0.216 *	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	178	0	0.000	ICU:	0.553
	TH	2.00	236	3,200	0.129 *		
	LT	1.00	63	1,600	0.039	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	49	0	0.000	N-S(1):	0.338 *
	TH	2.00	750	3,200	0.250	N-S(2):	0.316
	LT	1.00	156	1,600	0.098 *	E-W(1):	0.220 *
Westbound	RT	1.00	75	1,600	0.047	E-W(2):	0.096
	TH	2.00	216	3,200	0.068		
	LT	1.00	61	1,600	0.038 *	V/C:	0.558
Northbound	RT	0.00	274	0	0.000	Lost Time:	0.100
	TH	2.00	494	3,200	0.240 *	ITS:	0.000
	LT	1.00	106	1,600	0.066		
Eastbound	RT	0.00	216	0	0.000	ICU:	0.658
	TH	2.00	365	3,200	0.182 *		
	LT	1.00	44	1,600	0.028	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 15 - AVIATION BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	203	1,600	0.127	N-S(1):	0.275
	TH	2.00	726	3,200	0.227 *	N-S(2):	0.344 *
	LT	1.00	64	1,600	0.040	E-W(1):	0.173
Westbound	RT	0.00	69	0	0.000	E-W(2):	0.409 *
	TH	3.00	1,670	4,800	0.362 *		
	LT	2.00	302	2,880	0.105	V/C:	0.753
Northbound	RT	1.00	136	1,600	0.000	Lost Time:	0.100
	TH	2.00	752	3,200	0.235	ITS:	0.000
	LT	2.00	336	2,880	0.117 *		
Eastbound	RT	1.00	65	1,600	0.000	ICU:	0.853
	TH	3.00	324	4,800	0.068		
	LT	1.00	75	1,600	0.047 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	177	1,600	0.111	N-S(1):	0.175
	TH	2.00	453	3,200	0.142 *	N-S(2):	0.197 *
	LT	1.00	72	1,600	0.045	E-W(1):	0.293 *
Westbound	RT	0.00	69	0	0.000	E-W(2):	0.271
	TH	3.00	802	4,800	0.181		
	LT	2.00	391	2,880	0.136 *	V/C:	0.490
Northbound	RT	1.00	168	1,600	0.000	Lost Time:	0.100
	TH	2.00	416	3,200	0.130	ITS:	0.000
	LT	2.00	157	2,880	0.055 *		
Eastbound	RT	1.00	224	1,600	0.113	ICU:	0.590
	TH	3.00	752	4,800	0.157 *		
	LT	1.00	144	1,600	0.090	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	64	1,600	0.040	N-S(1):	0.222 *
	TH	2.00	225	3,200	0.070	N-S(2):	0.139
	LT	1.00	69	1,600	0.043 *	E-W(1):	0.442 *
Westbound	RT	0.00	78	0	0.000	E-W(2):	0.282
	TH	3.00	622	4,800	0.146		
	LT	2.00	215	2,880	0.075 *	V/C:	0.664
Northbound	RT	1.00	309	1,600	0.118	Lost Time:	0.100
	TH	2.00	574	3,200	0.179 *	ITS:	0.000
	LT	2.00	200	2,880	0.069		
Eastbound	RT	1.00	497	1,600	0.276	ICU:	0.764
	TH	3.00	1,761	4,800	0.367 *		
	LT	1.00	218	1,600	0.136	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 17 - AVIATION BLVD. / FLORENCE AVENUE & MANCHESTER AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	278	1,600	0.174 *	N-S(1):	0.083
	TH	2.00	299	3,200	0.093	N-S(2):	0.312 *
	LT	0.00	0	0	0.000	E-W(1):	0.180
Westbound	RT	1.00	6	1,600	0.004	E-W(2):	0.324 *
	TH	2.00	754	3,200	0.236 *		
	LT	1.00	37	1,600	0.023	V/C:	0.636
Northbound	RT	0.00	74	0	0.000	Lost Time:	0.100
	TH	2.00	193	3,200	0.083	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	1.00	118	1,600	0.005	ICU:	0.736
	TH	2.00	501	3,200	0.157		
	LT	1.00	140	1,600	0.088 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	233	1,600	0.146 *	N-S(1):	0.118
	TH	2.00	188	3,200	0.059	N-S(2):	0.246 *
	LT	0.00	0	0	0.000	E-W(1):	0.356
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.393 *
	TH	2.00	854	3,200	0.267 *		
	LT	1.00	57	1,600	0.036	V/C:	0.639
Northbound	RT	0.00	149	0	0.000	Lost Time:	0.100
	TH	2.00	227	3,200	0.118	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	1.00	178	1,600	0.061	ICU:	0.739
	TH	2.00	1,025	3,200	0.320		
	LT	1.00	202	1,600	0.126 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	179	1,600	0.112	N-S(1):	0.136
	TH	2.00	410	3,200	0.128 *	N-S(2):	0.264 *
	LT	0.00	0	0	0.000	E-W(1):	0.341
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.407 *
	TH	2.00	622	3,200	0.194 *		
	LT	1.00	76	1,600	0.048	V/C:	0.671
Northbound	RT	0.00	133	0	0.000	Lost Time:	0.100
	TH	2.00	302	3,200	0.136	ITS:	0.000
	LT	1.00	217	1,600	0.136 *		
Eastbound	RT	1.00	232	1,600	0.077	ICU:	0.771
	TH	2.00	936	3,200	0.293		
	LT	1.00	341	1,600	0.213 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 18 - AVIATION BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	146	1,600	0.063	N-S(1):	0.304 *
	TH	4.00	441	6,400	0.069	N-S(2):	0.217
	LT	2.00	64	2,880	0.022 *	E-W(1):	0.278
Westbound	RT	1.00	319	1,600	0.177	E-W(2):	0.284 *
	TH	4.00	1,639	6,400	0.256 *		
	LT	2.00	509	2,880	0.177	V/C:	0.588
Northbound	RT	1.00	571	1,600	0.180	Lost Time:	0.100
	TH	3.00	1,354	4,800	0.282 *	ITS:	0.000
	LT	2.00	425	2,880	0.148		
Eastbound	RT	1.00	86	1,600	0.000	ICU:	0.688
	TH	4.00	648	6,400	0.101		
	LT	2.00	81	2,880	0.028 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	219	1,600	0.076	N-S(1):	0.303 *
	TH	4.00	586	6,400	0.092	N-S(2):	0.193
	LT	2.00	317	2,880	0.110 *	E-W(1):	0.360 *
Westbound	RT	1.00	196	1,600	0.012	E-W(2):	0.276
	TH	4.00	1,375	6,400	0.215		
	LT	2.00	422	2,880	0.147 *	V/C:	0.663
Northbound	RT	1.00	544	1,600	0.193 *	Lost Time:	0.100
	TH	3.00	561	4,800	0.117	ITS:	0.000
	LT	2.00	290	2,880	0.101		
Eastbound	RT	1.00	241	1,600	0.050	ICU:	0.763
	TH	4.00	1,363	6,400	0.213 *		
	LT	2.00	175	2,880	0.061	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	212	1,600	0.050	N-S(1):	0.297 *
	TH	4.00	1,206	6,400	0.188	N-S(2):	0.281
	LT	2.00	391	2,880	0.136 *	E-W(1):	0.431 *
Westbound	RT	1.00	96	1,600	0.000	E-W(2):	0.273
	TH	4.00	1,219	6,400	0.190		
	LT	2.00	455	2,880	0.158 *	V/C:	0.728
Northbound	RT	1.00	510	1,600	0.161 *	Lost Time:	0.100
	TH	3.00	613	4,800	0.128	ITS:	0.000
	LT	2.00	267	2,880	0.093		
Eastbound	RT	1.00	362	1,600	0.134	ICU:	0.828
	TH	4.00	1,749	6,400	0.273 *		
	LT	2.00	239	2,880	0.083	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 20 - AVIATION BOULEVARD & WEST 120TH STREET
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.239 *
	TH	2.00	466	3,200	0.152	N-S(2):	0.183
	LT	1.00	40	1,600	0.025 *	E-W(1):	0.148
Westbound	RT	0.00	132	0	0.000	E-W(2):	0.254 *
	TH	2.00	42	1,600	0.251 *		
	LT	0.00	227	1,600	0.142	V/C:	0.493
Northbound	RT	1.00	45	1,600	0.000	Lost Time:	0.100
	TH	2.00	686	3,200	0.214 *	ITS:	0.000
	LT	1.00	49	1,600	0.031		
Eastbound	RT	0.00	9	1,600	0.006	ICU:	0.593
	TH	2.00	2	1,600	0.004		
	LT	0.00	4	1,600	0.003 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	15	0	0.000	N-S(1):	0.172
	TH	2.00	404	3,200	0.131 *	N-S(2):	0.174 *
	LT	1.00	44	1,600	0.028	E-W(1):	0.074
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.093 *
	TH	2.00	11	1,600	0.086 *		
	LT	0.00	86	1,600	0.054	V/C:	0.267
Northbound	RT	1.00	80	1,600	0.023	Lost Time:	0.100
	TH	2.00	462	3,200	0.144	ITS:	0.000
	LT	1.00	68	1,600	0.043 *		
Eastbound	RT	0.00	32	1,600	0.020	ICU:	0.367
	TH	2.00	9	1,600	0.013		
	LT	0.00	11	1,600	0.007 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	2	0	0.000	N-S(1):	0.272 *
	TH	2.00	827	3,200	0.259	N-S(2):	0.267
	LT	1.00	142	1,600	0.089 *	E-W(1):	0.114
Westbound	RT	0.00	83	0	0.000	E-W(2):	0.145 *
	TH	2.00	2	1,600	0.129 *		
	LT	0.00	121	1,600	0.076	V/C:	0.417
Northbound	RT	1.00	194	1,600	0.083	Lost Time:	0.100
	TH	2.00	584	3,200	0.183 *	ITS:	0.000
	LT	1.00	13	1,600	0.008		
Eastbound	RT	0.00	41	0	0.000	ICU:	0.517
	TH	2.00	55	3,200	0.038		
	LT	0.00	26	1,600	0.016 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 21 - LINCOLN BOULEVARD & BAILI WAY
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	190	0	0.000	N-S(1):	0.302
	TH	3.00	1,151	4,800	0.279 *	N-S(2):	0.340 *
	LT	1.00	22	1,600	0.014	E-W(1):	0.108 *
Westbound	RT	0.00	8	0	0.000	E-W(2):	0.000
	TH	1.00	1	1,600	0.011 *		
	LT	0.00	9	1,600	0.006	V/C:	0.448
Northbound	RT	0.00	21	0	0.000	Lost Time:	0.100
	TH	3.00	1,360	4,800	0.288	ITS:	0.000
	LT	1.00	98	1,600	0.061 *		
Eastbound	RT	1.00	50	1,600	0.001	ICU:	0.548
	TH	0.02	3	34	0.088		
	LT	1.98	277	2,849	0.097 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	257	0	0.000	N-S(1):	0.312
	TH	3.00	1,189	4,800	0.301 *	N-S(2):	0.345 *
	LT	1.00	43	1,600	0.027	E-W(1):	0.137 *
Westbound	RT	0.00	27	0	0.000	E-W(2):	0.000
	TH	1.00	4	1,600	0.023 *		
	LT	0.00	6	1,600	0.004	V/C:	0.482
Northbound	RT	0.00	11	0	0.000	Lost Time:	0.100
	TH	3.00	1,356	4,800	0.285	ITS:	0.000
	LT	1.00	71	1,600	0.044 *		
Eastbound	RT	1.00	61	1,600	0.016	ICU:	0.582
	TH	0.03	5	49	0.103		
	LT	1.97	324	2,836	0.114 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	372	0	0.000	N-S(1):	0.332
	TH	3.00	1,727	4,800	0.437 *	N-S(2):	0.517 *
	LT	1.00	39	1,600	0.024	E-W(1):	0.174 *
Westbound	RT	0.00	36	0	0.000	E-W(2):	0.000
	TH	1.00	5	1,600	0.029 *		
	LT	0.00	5	1,600	0.003	V/C:	0.691
Northbound	RT	0.00	9	0	0.000	Lost Time:	0.100
	TH	3.00	1,467	4,800	0.308	ITS:	0.000
	LT	1.00	128	1,600	0.080 *		
Eastbound	RT	1.00	26	1,600	0.000	ICU:	0.791
	TH	0.00	0	0	0.000		
	LT	2.00	417	2,880	0.145 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 23 - CENTINELA AVENUE & JEFFERSON BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR, EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	408	1,600	0.107	N-S(1):	0.121 *
	TH	2.00	17	3,200	0.005	N-S(2):	0.111
	LT	2.00	339	2,880	0.118 *	E-W(1):	0.181
Westbound	RT	1.00	358	1,600	0.106	E-W(2):	0.339 *
	TH	3.00	915	4,800	0.191 *		
	LT	2.00	17	2,880	0.006	V/C:	0.460
Northbound	RT	1.00	7	1,600	0.001	Lost Time:	0.100
	TH	3.00	13	4,800	0.003 *	ITS:	0.000
	LT	2.00	11	2,880	0.004		
Eastbound	RT	1.00	9	1,600	0.002	ICU:	0.560
	TH	3.00	839	4,800	0.175		
	LT	2.00	426	2,880	0.148 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	369	1,600	0.128 *	N-S(1):	0.129
	TH	2.00	20	3,200	0.006	N-S(2):	0.136 *
	LT	2.00	337	2,880	0.117	E-W(1):	0.176
Westbound	RT	1.00	255	1,600	0.042	E-W(2):	0.284 *
	TH	3.00	872	4,800	0.182 *		
	LT	2.00	11	2,880	0.004	V/C:	0.420
Northbound	RT	1.00	22	1,600	0.012	Lost Time:	0.100
	TH	3.00	16	4,800	0.003	ITS:	0.000
	LT	2.00	23	2,880	0.008 *		
Eastbound	RT	1.00	19	1,600	0.004	ICU:	0.520
	TH	3.00	826	4,800	0.172		
	LT	2.00	295	2,880	0.102 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	431	1,600	0.164	N-S(1):	0.282 *
	TH	2.00	10	3,200	0.003	N-S(2):	0.169
	LT	2.00	781	2,880	0.271 *	E-W(1):	0.207
Westbound	RT	1.00	317	1,600	0.000	E-W(2):	0.320 *
	TH	3.00	1,030	4,800	0.215 *		
	LT	2.00	5	2,880	0.002	V/C:	0.602
Northbound	RT	1.00	19	1,600	0.011 *	Lost Time:	0.100
	TH	3.00	15	4,800	0.003	ITS:	0.000
	LT	2.00	15	2,880	0.005		
Eastbound	RT	1.00	8	1,600	0.000	ICU:	0.702
	TH	3.00	985	4,800	0.205		
	LT	2.00	303	2,880	0.105 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 25 - LA BREA AVENUE & CENTINELA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	141	0	0.000	N-S(1):	0.297
	TH	2.00	551	3,200	0.216 *	N-S(2):	0.345 *
	LT	1.00	125	1,600	0.078	E-W(1):	0.113
Westbound	RT	1.00	261	1,600	0.124	E-W(2):	0.336 *
	TH	2.00	836	3,200	0.261 *		
	LT	1.00	33	1,600	0.021	V/C:	0.681
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	680	3,200	0.219	ITS:	0.000
	LT	1.00	207	1,600	0.129 *		
Eastbound	RT	1.00	85	1,600	0.000	ICU:	0.781
	TH	2.00	294	3,200	0.092		
	LT	1.00	120	1,600	0.075 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	152	0	0.000	N-S(1):	0.299
	TH	2.00	611	3,200	0.238 *	N-S(2):	0.350 *
	LT	1.00	207	1,600	0.129	E-W(1):	0.174
Westbound	RT	1.00	130	1,600	0.017	E-W(2):	0.261 *
	TH	2.00	507	3,200	0.158 *		
	LT	1.00	55	1,600	0.034	V/C:	0.611
Northbound	RT	0.00	48	0	0.000	Lost Time:	0.100
	TH	2.00	496	3,200	0.170	ITS:	0.000
	LT	1.00	179	1,600	0.112 *		
Eastbound	RT	1.00	190	1,600	0.063	ICU:	0.711
	TH	2.00	449	3,200	0.140		
	LT	1.00	164	1,600	0.103 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	98	0	0.000	N-S(1):	0.458 *
	TH	2.00	904	3,200	0.313	N-S(2):	0.414
	LT	1.00	262	1,600	0.164 *	E-W(1):	0.317 *
Westbound	RT	1.00	204	1,600	0.046	E-W(2):	0.263
	TH	2.00	531	3,200	0.166		
	LT	1.00	68	1,600	0.043 *	V/C:	0.775
Northbound	RT	0.00	41	0	0.000	Lost Time:	0.100
	TH	2.00	900	3,200	0.294 *	ITS:	0.000
	LT	1.00	162	1,600	0.101		
Eastbound	RT	1.00	197	1,600	0.073	ICU:	0.875
	TH	2.00	877	3,200	0.274 *		
	LT	1.00	155	1,600	0.097	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 26 - LA CIENEGA BOULEVARD & CENTINELA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	14	0	0.000	N-S(1):	0.544 *
	TH	3.00	2,025	4,800	0.425	N-S(2):	0.428
	LT	1.00	106	1,600	0.066 *	E-W(1):	0.241
Westbound	RT	1.00	195	1,600	0.089	E-W(2):	0.345 *
	TH	2.00	1,104	3,200	0.345 *		
	LT	1.00	234	1,600	0.146	V/C:	0.889
Northbound	RT	0.00	35	0	0.000	Lost Time:	0.100
	TH	3.00	2,257	4,800	0.478 *	ITS:	0.000
	LT	2.00	9	2,880	0.003		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.989
	TH	3.00	314	4,800	0.095		
	LT	0.00	0	0	0.000 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	33	0	0.000	N-S(1):	0.349 *
	TH	3.00	1,261	4,800	0.270	N-S(2):	0.320
	LT	1.00	134	1,600	0.084 *	E-W(1):	0.248 *
Westbound	RT	1.00	117	1,600	0.031	E-W(2):	0.224
	TH	2.00	718	3,200	0.224		
	LT	1.00	164	1,600	0.103 *	V/C:	0.597
Northbound	RT	0.00	83	0	0.000	Lost Time:	0.100
	TH	3.00	1,189	4,800	0.265 *	ITS:	0.000
	LT	2.00	144	2,880	0.050		
Eastbound	RT	0.00	137	0	0.000	ICU:	0.697
	TH	3.00	557	4,800	0.145 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	17	0	0.000	N-S(1):	0.605 *
	TH	3.00	1,962	4,800	0.412	N-S(2):	0.447
	LT	1.00	269	1,600	0.168 *	E-W(1):	0.319 *
Westbound	RT	1.00	115	1,600	0.000	E-W(2):	0.249
	TH	2.00	798	3,200	0.249		
	LT	1.00	147	1,600	0.092 *	V/C:	0.924
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	3.00	1,967	4,800	0.437 *	ITS:	0.000
	LT	2.00	101	2,880	0.035		
Eastbound	RT	0.00	186	0	0.000	ICU:	1.024
	TH	3.00	905	4,800	0.227 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 27 - LA TIEJERA BOULEVARD & CENTINELA BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	138	0	0.000	N-S(1):	0.204
	TH	3.00	836	4,800	0.203 *	N-S(2):	0.256 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.179
Westbound	RT	0.00	9	0	0.000	E-W(2):	0.286 *
	TH	3.00	980	4,800	0.206 *		
	LT	1.00	153	1,600	0.096	V/C:	0.542
Northbound	RT	0.00	102	0	0.000	Lost Time:	0.100
	TH	3.00	784	4,800	0.185	ITS:	0.000
	LT	2.00	153	2,880	0.053 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.642
	TH	3.00	338	4,800	0.083		
	LT	1.00	128	1,600	0.080 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	96	0	0.000	N-S(1):	0.248 *
	TH	3.00	619	4,800	0.149	N-S(2):	0.211
	LT	1.00	74	1,600	0.046 *	E-W(1):	0.227 *
Westbound	RT	0.00	17	0	0.000	E-W(2):	0.221
	TH	3.00	686	4,800	0.146		
	LT	1.00	159	1,600	0.099 *	V/C:	0.475
Northbound	RT	0.00	183	0	0.000	Lost Time:	0.100
	TH	3.00	786	4,800	0.202 *	ITS:	0.000
	LT	2.00	179	2,880	0.062		
Eastbound	RT	0.00	78	0	0.000	ICU:	0.575
	TH	3.00	536	4,800	0.128 *		
	LT	1.00	120	1,600	0.075	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	104	0	0.000	N-S(1):	0.385 *
	TH	3.00	806	4,800	0.190	N-S(2):	0.258
	LT	1.00	121	1,600	0.076 *	E-W(1):	0.263
Westbound	RT	0.00	7	0	0.000	E-W(2):	0.301 *
	TH	3.00	831	4,800	0.175 *		
	LT	1.00	158	1,600	0.099	V/C:	0.686
Northbound	RT	0.00	271	0	0.000	Lost Time:	0.100
	TH	3.00	1,213	4,800	0.309 *	ITS:	0.000
	LT	2.00	196	2,880	0.068		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.786
	TH	3.00	737	4,800	0.164		
	LT	1.00	202	1,600	0.126 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 34 - LA BREA AVENUE / HAWTHORNE BOULEVARD & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	101	1,600	0.024	N-S(1):	0.205 *
	TH	3.00	479	4,800	0.100	N-S(2):	0.192
	LT	1.00	75	1,600	0.047 *	E-W(1):	0.163
Westbound	RT	0.00	135	0	0.000	E-W(2):	0.272 *
	TH	3.00	790	4,800	0.193 *		
	LT	1.00	84	1,600	0.053	V/C:	0.477
Northbound	RT	1.00	57	1,600	0.009	Lost Time:	0.100
	TH	3.00	756	4,800	0.158 *	ITS:	0.000
	LT	1.00	147	1,600	0.092		
Eastbound	RT	0.00	111	0	0.000	ICU:	0.577
	TH	3.00	418	4,800	0.110		
	LT	1.00	126	1,600	0.079 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	126	1,600	0.036	N-S(1):	0.260 *
	TH	3.00	645	4,800	0.134	N-S(2):	0.247
	LT	1.00	206	1,600	0.129 *	E-W(1):	0.253 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.231
	TH	3.00	585	4,800	0.145		
	LT	1.00	112	1,600	0.070 *	V/C:	0.513
Northbound	RT	1.00	151	1,600	0.059	Lost Time:	0.100
	TH	3.00	629	4,800	0.131 *	ITS:	0.000
	LT	1.00	180	1,600	0.113		
Eastbound	RT	0.00	157	0	0.000	ICU:	0.613
	TH	3.00	719	4,800	0.183 *		
	LT	1.00	137	1,600	0.086	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	102	1,600	0.012	N-S(1):	0.302
	TH	3.00	1,011	4,800	0.211 *	N-S(2):	0.307 *
	LT	1.00	210	1,600	0.131	E-W(1):	0.353 *
Westbound	RT	0.00	124	0	0.000	E-W(2):	0.266
	TH	3.00	657	4,800	0.163		
	LT	1.00	120	1,600	0.075 *	V/C:	0.660
Northbound	RT	1.00	133	1,600	0.046	Lost Time:	0.100
	TH	3.00	822	4,800	0.171	ITS:	0.000
	LT	1.00	153	1,600	0.096 *		
Eastbound	RT	0.00	222	0	0.000	ICU:	0.760
	TH	3.00	1,114	4,800	0.278 *		
	LT	1.00	165	1,600	0.103	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 35 - INGLEWOOD AVENUE & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	89	0	0.000	N-S(1):	0.159
	TH	1.00	135	1,600	0.140 *	N-S(2):	0.205 *
	LT	1.00	39	1,600	0.024	E-W(1):	0.135
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.258 *
	TH	3.00	991	4,800	0.221 *		
	LT	1.00	40	1,600	0.025	V/C:	0.463
Northbound	RT	0.00	42	0	0.000	Lost Time:	0.100
	TH	1.00	174	1,600	0.135	ITS:	0.000
	LT	1.00	104	1,600	0.065 *		
Eastbound	RT	0.00	36	0	0.000	ICU:	0.563
	TH	3.00	494	4,800	0.110		
	LT	1.00	59	1,600	0.037 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	106	0	0.000	N-S(1):	0.232 *
	TH	1.00	172	1,600	0.174	N-S(2):	0.222
	LT	1.00	73	1,600	0.046 *	E-W(1):	0.240 *
Westbound	RT	0.00	63	0	0.000	E-W(2):	0.239
	TH	3.00	789	4,800	0.178		
	LT	1.00	68	1,600	0.043 *	V/C:	0.472
Northbound	RT	0.00	88	0	0.000	Lost Time:	0.100
	TH	1.00	209	1,600	0.186 *	ITS:	0.000
	LT	1.00	77	1,600	0.048		
Eastbound	RT	0.00	64	0	0.000	ICU:	0.572
	TH	3.00	881	4,800	0.197 *		
	LT	1.00	97	1,600	0.061	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.287
	TH	1.00	359	1,600	0.281 *	N-S(2):	0.319 *
	LT	1.00	95	1,600	0.059	E-W(1):	0.389 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.271
	TH	3.00	797	4,800	0.179		
	LT	1.00	84	1,600	0.053 *	V/C:	0.708
Northbound	RT	0.00	102	0	0.000	Lost Time:	0.100
	TH	1.00	263	1,600	0.228	ITS:	0.000
	LT	1.00	61	1,600	0.038 *		
Eastbound	RT	0.00	165	0	0.000	ICU:	0.808
	TH	3.00	1,446	4,800	0.336 *		
	LT	1.00	147	1,600	0.092	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 36 - LA CIENEGA BOULEVARD & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	626	3,200	0.078	N-S(1):	0.138
	TH	2.00	374	3,200	0.117 *	N-S(2):	0.263 *
	LT	1.00	89	1,600	0.056	E-W(1):	0.297
Westbound	RT	0.00	518	1,600	0.324 *	E-W(2):	0.442 *
	TH	4.00	1,025	4,800	0.214		
	LT	1.00	234	1,600	0.146	V/C:	0.705
Northbound	RT	2.00	146	3,200	0.000	Lost Time:	0.100
	TH	2.00	262	3,200	0.082	ITS:	0.000
	LT	1.00	233	1,600	0.146 *		
Eastbound	RT	1.00	350	1,600	0.073	ICU:	0.805
	TH	3.00	724	4,800	0.151		
	LT	1.00	188	1,600	0.118 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	840	3,200	0.135 *	N-S(1):	0.221
	TH	2.00	279	3,200	0.087	N-S(2):	0.236 *
	LT	1.00	193	1,600	0.121	E-W(1):	0.334
Westbound	RT	0.00	335	1,600	0.209 *	E-W(2):	0.337 *
	TH	4.00	921	4,800	0.192		
	LT	1.00	93	1,600	0.058	V/C:	0.573
Northbound	RT	2.00	268	3,200	0.026	Lost Time:	0.100
	TH	2.00	321	3,200	0.100	ITS:	0.000
	LT	1.00	162	1,600	0.101 *		
Eastbound	RT	1.00	489	1,600	0.204	ICU:	0.673
	TH	3.00	1,326	4,800	0.276		
	LT	1.00	204	1,600	0.128 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	508	3,200	0.068	N-S(1):	0.362 *
	TH	2.00	620	3,200	0.194	N-S(2):	0.288
	LT	1.00	376	1,600	0.235 *	E-W(1):	0.287 *
Westbound	RT	0.00	302	1,600	0.189	E-W(2):	0.280
	TH	4.00	745	4,800	0.155		
	LT	1.00	58	1,600	0.036 *	V/C:	0.649
Northbound	RT	2.00	521	3,200	0.127 *	Lost Time:	0.100
	TH	2.00	251	3,200	0.078	ITS:	0.000
	LT	1.00	151	1,600	0.094		
Eastbound	RT	1.00	552	1,600	0.251 *	ICU:	0.749
	TH	3.00	1,145	4,800	0.239		
	LT	1.00	145	1,600	0.091	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 37 - PRAIRIE AVENUE & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.240 *
	TH	3.00	497	4,800	0.120	N-S(2):	0.195
	LT	1.00	128	1,600	0.080 *	E-W(1):	0.106
Westbound	RT	0.00	178	0	0.000	E-W(2):	0.249 *
	TH	3.00	846	4,800	0.213 *		
	LT	1.00	39	1,600	0.024	V/C:	0.489
Northbound	RT	0.00	79	0	0.000	Lost Time:	0.100
	TH	3.00	688	4,800	0.160 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	0.00	61	0	0.000	ICU:	0.589
	TH	3.00	333	4,800	0.082		
	LT	1.00	58	1,600	0.036 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	71	0	0.000	N-S(1):	0.292 *
	TH	3.00	562	4,800	0.132	N-S(2):	0.189
	LT	1.00	259	1,600	0.162 *	E-W(1):	0.289 *
Westbound	RT	0.00	285	0	0.000	E-W(2):	0.242
	TH	3.00	649	4,800	0.195		
	LT	1.00	122	1,600	0.076 *	V/C:	0.581
Northbound	RT	0.00	104	0	0.000	Lost Time:	0.100
	TH	3.00	521	4,800	0.130 *	ITS:	0.000
	LT	1.00	91	1,600	0.057		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.681
	TH	3.00	903	4,800	0.213 *		
	LT	1.00	75	1,600	0.047	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	78	0	0.000	N-S(1):	0.359 *
	TH	3.00	958	4,800	0.216	N-S(2):	0.311
	LT	1.00	275	1,600	0.172 *	E-W(1):	0.325 *
Westbound	RT	0.00	354	1,600	0.221	E-W(2):	0.309
	TH	3.00	645	3,200	0.202		
	LT	1.00	118	1,600	0.074 *	V/C:	0.684
Northbound	RT	0.00	202	0	0.000	Lost Time:	0.100
	TH	3.00	694	4,800	0.187 *	ITS:	0.000
	LT	1.00	152	1,600	0.095		
Eastbound	RT	0.00	152	0	0.000	ICU:	0.784
	TH	3.00	1,051	4,800	0.251 *		
	LT	1.00	141	1,600	0.088	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 39 - NB I-405 RAMPS & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.080
	TH	0.00	0	0	0.000 *	N-S(2):	0.312 *
	LT	0.00	0	0	0.000	E-W(1):	0.153
Westbound	RT	0.00	2	0	0.000	E-W(2):	0.263 *
	TH	3.00	1,216	4,800	0.254 *		
	LT	0.00	0	0	0.000	V/C:	0.575
Northbound	RT	1.00	128	1,600	0.080	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	899	2,880	0.312 *		
Eastbound	RT	2.00	505	3,200	0.000	ICU:	0.675
	TH	2.00	490	3,200	0.153		
	LT	1.00	15	1,600	0.009 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.104
	TH	0.00	0	0	0.000 *	N-S(2):	0.220 *
	LT	0.00	0	0	0.000	E-W(1):	0.269 *
Westbound	RT	0.00	7	0	0.000	E-W(2):	0.191
	TH	3.00	909	4,800	0.191		
	LT	0.00	0	0	0.000 *	V/C:	0.489
Northbound	RT	1.00	166	1,600	0.104	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	633	2,880	0.220 *		
Eastbound	RT	2.00	935	3,200	0.000	ICU:	0.589
	TH	2.00	860	3,200	0.269 *		
	LT	1.00	0	1,600	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.226 *
	TH	0.00	0	0	0.000	N-S(2):	0.167
	LT	0.00	0	0	0.000 *	E-W(1):	0.323 *
Westbound	RT	0.00	7	0	0.000	E-W(2):	0.197
	TH	3.00	940	4,800	0.197		
	LT	0.00	0	0	0.000 *	V/C:	0.549
Northbound	RT	1.00	362	1,600	0.226 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	480	2,880	0.167		
Eastbound	RT	1.35	700	2,165	0.000	ICU:	0.649
	TH	2.65	1,369	4,235	0.323 *		
	LT	1.00	0	1,600	0.000	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 46 - DOUGLAS STREET & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	32	1,600	0.000	N-S(1):	0.172
	TH	2.00	209	3,200	0.065 *	N-S(2):	0.182 *
	LT	2.00	64	2,880	0.022	E-W(1):	0.168
Westbound	RT	1.00	426	1,600	0.255	E-W(2):	0.373 *
	TH	3.00	1,459	4,800	0.304 *		
	LT	2.00	159	2,880	0.055	V/C:	0.555
Northbound	RT	1.00	50	1,600	0.004	Lost Time:	0.100
	TH	2.00	480	3,200	0.150	ITS:	0.000
	LT	2.00	336	2,880	0.117 *		
Eastbound	RT	0.00	154	0	0.000	ICU:	0.655
	TH	3.00	386	4,800	0.113		
	LT	1.00	110	1,600	0.069 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	51	1,600	0.000	N-S(1):	0.151 *
	TH	2.00	257	3,200	0.080	N-S(2):	0.135
	LT	2.00	197	2,880	0.068 *	E-W(1):	0.231
Westbound	RT	1.00	363	1,600	0.193 *	E-W(2):	0.257 *
	TH	3.00	820	4,800	0.171		
	LT	2.00	101	2,880	0.035	V/C:	0.408
Northbound	RT	1.00	139	1,600	0.069	Lost Time:	0.100
	TH	2.00	266	3,200	0.083 *	ITS:	0.000
	LT	2.00	159	2,880	0.055		
Eastbound	RT	0.00	203	0	0.000	ICU:	0.508
	TH	3.00	739	4,800	0.196		
	LT	1.00	103	1,600	0.064 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	74	1,600	0.022	N-S(1):	0.298 *
	TH	2.00	745	3,200	0.233	N-S(2):	0.275
	LT	2.00	320	2,880	0.111 *	E-W(1):	0.460 *
Westbound	RT	1.00	173	1,600	0.053	E-W(2):	0.167
	TH	3.00	567	4,800	0.118		
	LT	2.00	102	2,880	0.035 *	V/C:	0.758
Northbound	RT	1.00	328	1,600	0.187 *	Lost Time:	0.100
	TH	2.00	408	3,200	0.128	ITS:	0.000
	LT	2.00	121	2,880	0.042		
Eastbound	RT	0.00	307	0	0.000	ICU:	0.858
	TH	3.00	1,731	4,800	0.425 *		
	LT	1.00	78	1,600	0.049	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 47 - DOUGLAS STREET & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.000	N-S(1):	0.067 *
	TH	0.80	20	1,280	0.016	N-S(2):	0.000
	LT	1.20	30	1,728	0.017 *	E-W(1):	0.195
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.246 *
	TH	3.00	960	4,800	0.215 *		
	LT	2.00	220	2,880	0.076	V/C:	0.313
Northbound	RT	2.00	110	3,200	0.000	Lost Time:	0.100
	TH	1.00	20	1,600	0.013	ITS:	0.000
	LT	1.00	80	1,600	0.050 *		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.413
	TH	3.00	380	4,800	0.119		
	LT	1.00	50	1,600	0.031 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.006	N-S(1):	0.075 *
	TH	0.67	30	1,067	0.028	N-S(2):	0.000
	LT	1.33	60	1,920	0.031 *	E-W(1):	0.156 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.155
	TH	3.00	520	4,800	0.117		
	LT	2.00	90	2,880	0.031 *	V/C:	0.231
Northbound	RT	2.00	180	3,200	0.025	Lost Time:	0.100
	TH	1.00	20	1,600	0.013	ITS:	0.000
	LT	1.00	70	1,600	0.044 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.331
	TH	3.00	500	4,800	0.125 *		
	LT	1.00	60	1,600	0.038	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.009	N-S(1):	0.135 *
	TH	0.60	30	960	0.031	N-S(2):	0.000
	LT	1.40	70	2,016	0.035 *	E-W(1):	0.255 *
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.166
	TH	3.00	600	4,800	0.135		
	LT	2.00	70	2,880	0.024 *	V/C:	0.390
Northbound	RT	2.00	390	3,200	0.098	Lost Time:	0.100
	TH	1.00	30	1,600	0.019	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.490
	TH	3.00	1,010	4,800	0.231 *		
	LT	1.00	50	1,600	0.031	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 48 - DOUGLAS STREET & MARIPOSA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	50	0	0.000	N-S(1):	0.107
	TH	3.00	265	4,800	0.066 *	N-S(2):	0.195 *
	LT	1.00	3	1,600	0.002	E-W(1):	0.026 *
Westbound	RT	0.00	4	0	0.000	E-W(2):	0.000
	TH	2.00	2	3,200	0.004		
	LT	0.00	6	1,600	0.004 *	V/C:	0.221
Northbound	RT	0.00	25	0	0.000	Lost Time:	0.100
	TH	3.00	480	4,800	0.105	ITS:	0.000
	LT	1.00	206	1,600	0.129 *		
Eastbound	RT	1.00	115	1,600	0.008	ICU:	0.321
	TH	0.25	8	406	0.020		
	LT	1.75	55	2,514	0.022 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	52	0	0.000	N-S(1):	0.111
	TH	3.00	305	4,800	0.074 *	N-S(2):	0.167 *
	LT	1.00	19	1,600	0.012	E-W(1):	0.091 *
Westbound	RT	0.00	5	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.007 *		
	LT	0.00	8	1,600	0.005	V/C:	0.258
Northbound	RT	0.00	36	0	0.000	Lost Time:	0.100
	TH	3.00	438	4,800	0.099	ITS:	0.000
	LT	1.00	149	1,600	0.093 *		
Eastbound	RT	1.00	209	1,600	0.084 *	ICU:	0.358
	TH	0.32	19	511	0.037		
	LT	1.68	100	2,420	0.041	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	33	0	0.000	N-S(1):	0.118
	TH	3.00	524	4,800	0.116 *	N-S(2):	0.208 *
	LT	1.00	0	1,600	0.000	E-W(1):	0.206 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.000
	TH	2.00	0	3,200	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.414
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	567	4,800	0.118	ITS:	0.000
	LT	1.00	147	1,600	0.092 *		
Eastbound	RT	1.00	403	1,600	0.206 *	ICU:	0.514
	TH	0.00	0	0	0.000		
	LT	2.00	188	2,880	0.065	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 49 - DOUGLAS STREET & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	59	1,600	0.007	N-S(1):	0.073 *
	TH	1.00	39	1,600	0.024	N-S(2):	0.044
	LT	2.00	122	2,880	0.042 *	E-W(1):	0.160
Westbound	RT	1.00	535	1,600	0.292	E-W(2):	0.408 *
	TH	3.00	1,675	4,800	0.349 *		
	LT	2.00	76	2,880	0.026	V/C:	0.481
Northbound	RT	1.00	13	1,600	0.000	Lost Time:	0.100
	TH	1.00	50	1,600	0.031 *	ITS:	0.000
	LT	1.00	32	1,600	0.020		
Eastbound	RT	1.00	46	1,600	0.019	ICU:	0.581
	TH	3.00	643	4,800	0.134		
	LT	2.00	171	2,880	0.059 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	161	1,600	0.071 *	N-S(1):	0.129 *
	TH	1.00	74	1,600	0.046	N-S(2):	0.129 *
	LT	2.00	254	2,880	0.088 *	E-W(1):	0.318
Westbound	RT	1.00	228	1,600	0.054	E-W(2):	0.405 *
	TH	3.00	1,659	4,800	0.346 *		
	LT	2.00	39	2,880	0.014	V/C:	0.534
Northbound	RT	1.00	55	1,600	0.028	Lost Time:	0.100
	TH	1.00	65	1,600	0.041 *	ITS:	0.000
	LT	1.00	93	1,600	0.058 *		
Eastbound	RT	1.00	121	1,600	0.047	ICU:	0.634
	TH	3.00	1,457	4,800	0.304		
	LT	2.00	171	2,880	0.059 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	195	1,600	0.108	N-S(1):	0.168
	TH	1.00	236	1,600	0.148 *	N-S(2):	0.199 *
	LT	2.00	384	2,880	0.133	E-W(1):	0.359 *
Westbound	RT	1.00	183	1,600	0.000	E-W(2):	0.342
	TH	3.00	1,511	4,800	0.315		
	LT	2.00	28	2,880	0.010 *	V/C:	0.558
Northbound	RT	1.00	57	1,600	0.031	Lost Time:	0.100
	TH	1.00	56	1,600	0.035	ITS:	0.000
	LT	1.00	82	1,600	0.051 *		
Eastbound	RT	1.00	136	1,600	0.059	ICU:	0.658
	TH	3.00	1,675	4,800	0.349 *		
	LT	2.00	79	2,880	0.027	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 51 - HAWTHORNE BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	47	1,600	0.005	N-S(1):	0.175
	TH	3.00	658	4,800	0.137 *	N-S(2):	0.220 *
	LT	2.00	171	2,880	0.059	E-W(1):	0.174
Westbound	RT	0.00	178	0	0.000	E-W(2):	0.276 *
	TH	3.00	916	4,800	0.228 *		
	LT	1.00	119	1,600	0.074	V/C:	0.496
Northbound	RT	0.00	103	0	0.000	Lost Time:	0.100
	TH	4.00	637	6,400	0.116	ITS:	0.000
	LT	2.00	240	2,880	0.083 *		
Eastbound	RT	0.00	101	0	0.000	ICU:	0.596
	TH	3.00	377	4,800	0.100		
	LT	1.00	77	1,600	0.048 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	116	1,600	0.023	N-S(1):	0.232
	TH	3.00	920	4,800	0.192 *	N-S(2):	0.273 *
	LT	2.00	215	2,880	0.075	E-W(1):	0.278 *
Westbound	RT	0.00	185	0	0.000	E-W(2):	0.258
	TH	3.00	579	4,800	0.159		
	LT	1.00	177	1,600	0.111 *	V/C:	0.551
Northbound	RT	0.00	196	0	0.000	Lost Time:	0.100
	TH	4.00	806	6,400	0.157	ITS:	0.000
	LT	2.00	232	2,880	0.081 *		
Eastbound	RT	0.00	243	0	0.000	ICU:	0.651
	TH	3.00	558	4,800	0.167 *		
	LT	1.00	158	1,600	0.099	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	105	1,600	0.018	N-S(1):	0.299
	TH	3.00	1,779	4,800	0.371 *	N-S(2):	0.432 *
	LT	2.00	362	2,880	0.126	E-W(1):	0.610 *
Westbound	RT	0.00	155	0	0.000	E-W(2):	0.255
	TH	3.00	610	4,800	0.159		
	LT	1.00	143	1,600	0.089 *	V/C:	1.042
Northbound	RT	0.00	191	0	0.000	Lost Time:	0.100
	TH	4.00	918	6,400	0.173	ITS:	0.000
	LT	2.00	175	2,880	0.061 *		
Eastbound	RT	0.00	425	0	0.000	ICU:	1.142
	TH	3.00	2,075	4,800	0.521 *		
	LT	1.00	154	1,600	0.096	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 52 - INGLEWOOD AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	83	0	0.000	N-S(1):	0.158
	TH	2.00	268	3,200	0.110 *	N-S(2):	0.235 *
	LT	1.00	33	1,600	0.021	E-W(1):	0.147
Westbound	RT	0.00	76	0	0.000	E-W(2):	0.249 *
	TH	3.00	948	4,800	0.213 *		
	LT	1.00	108	1,600	0.068	V/C:	0.484
Northbound	RT	0.00	71	0	0.000	Lost Time:	0.100
	TH	2.00	367	3,200	0.137	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	77	0	0.000	ICU:	0.584
	TH	3.00	304	4,800	0.079		
	LT	1.00	58	1,600	0.036 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	105	0	0.000	N-S(1):	0.233
	TH	2.00	460	3,200	0.177 *	N-S(2):	0.286 *
	LT	1.00	94	1,600	0.059	E-W(1):	0.233
Westbound	RT	0.00	144	0	0.000	E-W(2):	0.250 *
	TH	3.00	606	4,800	0.156 *		
	LT	1.00	128	1,600	0.080	V/C:	0.536
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	2.00	436	3,200	0.174	ITS:	0.000
	LT	1.00	175	1,600	0.109 *		
Eastbound	RT	0.00	137	0	0.000	ICU:	0.636
	TH	3.00	599	4,800	0.153		
	LT	1.00	151	1,600	0.094 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	82	0	0.000	N-S(1):	0.265
	TH	2.00	732	3,200	0.254 *	N-S(2):	0.325 *
	LT	1.00	65	1,600	0.041	E-W(1):	0.543 *
Westbound	RT	0.00	152	0	0.000	E-W(2):	0.274
	TH	3.00	550	4,800	0.146		
	LT	1.00	178	1,600	0.111 *	V/C:	0.868
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	586	3,200	0.224	ITS:	0.000
	LT	1.00	114	1,600	0.071 *		
Eastbound	RT	0.00	252	0	0.000	ICU:	0.968
	TH	3.00	1,823	4,800	0.432 *		
	LT	1.00	205	1,600	0.128	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 53 - LA CIENEGA BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : SBR,
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	460	3,200	0.106 *	N-S(1):	0.064
	TH	0.00	0	0	0.000	N-S(2):	0.106 *
	LT	2.00	183	2,880	0.064	E-W(1):	0.091
Westbound	RT	0.00	297	0	0.000	E-W(2):	0.416 *
	TH	3.00	1,518	4,800	0.378 *		
	LT	0.00	0	0	0.000	V/C:	0.522
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.622
	TH	3.00	439	4,800	0.091		
	LT	1.00	60	1,600	0.038 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	298	3,200	0.049	N-S(1):	0.118 *
	TH	0.00	0	0	0.000	N-S(2):	0.049
	LT	2.00	339	2,880	0.118 *	E-W(1):	0.188
Westbound	RT	0.00	229	0	0.000	E-W(2):	0.290 *
	TH	3.00	952	4,800	0.246 *		
	LT	0.00	0	0	0.000	V/C:	0.408
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.508
	TH	3.00	901	4,800	0.188		
	LT	1.00	70	1,600	0.044 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	450	3,200	0.066	N-S(1):	0.379 *
	TH	0.00	0	0	0.000	N-S(2):	0.066
	LT	2.00	1,092	2,880	0.379 *	E-W(1):	0.438 *
Westbound	RT	0.00	196	0	0.000	E-W(2):	0.233
	TH	3.00	566	4,800	0.159		
	LT	0.00	0	0	0.000 *	V/C:	0.817
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.917
	TH	3.00	2,102	4,800	0.438 *		
	LT	1.00	119	1,600	0.074	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 54 - NASH STREET & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : NBR,
FF Movements:

N-S Split Phase : Y
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	39	1,600	0.024	N-S(1):	0.066 *
	TH	2.00	155	3,200	0.048	N-S(2):	0.000
	LT	1.00	76	1,600	0.048 *	E-W(1):	0.169
Westbound	RT	0.00	256	0	0.000	E-W(2):	0.350 *
	TH	3.00	1,336	4,800	0.332 *		
	LT	2.00	148	2,880	0.051	V/C:	0.416
Northbound	RT	1.12	32	1,796	0.000	Lost Time:	0.100
	TH	0.88	25	1,404	0.018 *	ITS:	0.000
	LT	2.00	2	2,880	0.001		
Eastbound	RT	1.00	49	1,600	0.030	ICU:	0.516
	TH	3.00	565	4,800	0.118		
	LT	2.00	51	2,880	0.018 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	54	1,600	0.034	N-S(1):	0.087 *
	TH	1.10	96	1,752	0.055	N-S(2):	0.000
	LT	1.90	167	2,743	0.061 *	E-W(1):	0.193
Westbound	RT	0.00	103	0	0.000	E-W(2):	0.208 *
	TH	3.00	802	4,800	0.189 *		
	LT	2.00	66	2,880	0.023	V/C:	0.295
Northbound	RT	1.13	47	1,812	0.003	Lost Time:	0.100
	TH	0.87	36	1,388	0.026 *	ITS:	0.000
	LT	2.00	8	2,880	0.003		
Eastbound	RT	1.00	34	1,600	0.020	ICU:	0.395
	TH	3.00	816	4,800	0.170		
	LT	2.00	55	2,880	0.019 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	46	1,600	0.029	N-S(1):	0.222 *
	TH	1.00	51	1,600	0.032	N-S(2):	0.000
	LT	2.00	458	2,880	0.159 *	E-W(1):	0.309 *
Westbound	RT	0.00	103	0	0.000	E-W(2):	0.201
	TH	3.00	827	4,800	0.194		
	LT	2.00	22	2,880	0.008 *	V/C:	0.531
Northbound	RT	1.19	121	1,907	0.056	Lost Time:	0.100
	TH	0.81	82	1,293	0.063 *	ITS:	0.000
	LT	2.00	16	2,880	0.006		
Eastbound	RT	1.00	2	1,600	0.000	ICU:	0.631
	TH	3.00	1,443	4,800	0.301 *		
	LT	2.00	19	2,880	0.007	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 55 - SEPULVEDA BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	141	1,600	0.050	N-S(1):	0.493 *
	TH	4.00	948	6,400	0.148	N-S(2):	0.223
	LT	2.00	225	2,880	0.078 *	E-W(1):	0.143
Westbound	RT	1.00	174	1,600	0.070	E-W(2):	0.163 *
	TH	2.00	279	3,200	0.087 *		
	LT	2.00	130	2,880	0.045	V/C:	0.656
Northbound	RT	0.00	204	0	0.000	Lost Time:	0.100
	TH	4.00	2,451	6,400	0.415 *	ITS:	0.000
	LT	2.00	215	2,880	0.075		
Eastbound	RT	1.00	216	1,600	0.098	ICU:	0.756
	TH	2.00	253	3,200	0.079		
	LT	1.00	121	1,600	0.076 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	104	1,600	0.036	N-S(1):	0.341
	TH	4.00	1,683	6,400	0.263 *	N-S(2):	0.360 *
	LT	2.00	176	2,880	0.061	E-W(1):	0.272 *
Westbound	RT	1.00	197	1,600	0.093	E-W(2):	0.152
	TH	2.00	274	3,200	0.086		
	LT	2.00	377	2,880	0.131 *	V/C:	0.632
Northbound	RT	0.00	218	0	0.000	Lost Time:	0.100
	TH	4.00	1,574	6,400	0.280	ITS:	0.000
	LT	2.00	280	2,880	0.097 *		
Eastbound	RT	1.00	303	1,600	0.141 *	ICU:	0.732
	TH	2.00	321	3,200	0.100		
	LT	1.00	94	1,600	0.059	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	84	1,600	0.013	N-S(1):	0.356
	TH	4.00	2,478	6,400	0.387 *	N-S(2):	0.478 *
	LT	2.00	243	2,880	0.084	E-W(1):	0.371 *
Westbound	RT	1.00	290	1,600	0.139	E-W(2):	0.219
	TH	2.00	343	3,200	0.107		
	LT	2.00	502	2,880	0.174 *	V/C:	0.849
Northbound	RT	0.00	163	0	0.000	Lost Time:	0.100
	TH	4.00	1,579	6,400	0.272	ITS:	0.000
	LT	2.00	261	2,880	0.091 *		
Eastbound	RT	1.00	387	1,600	0.197 *	ICU:	0.949
	TH	2.00	390	3,200	0.122		
	LT	1.00	128	1,600	0.080	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 56 - LINCOLN BOULEVARD & FIJI WAY
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	76	0	0.000	N-S(1):	0.419
	TH	3.00	1,224	4,800	0.271 *	N-S(2):	0.472 *
	LT	1.00	57	1,600	0.036	E-W(1):	0.025
Westbound	RT	0.00	44	1,600	0.028 *	E-W(2):	0.077 *
	TH	2.00	14	1,600	0.021		
	LT	0.00	20	1,600	0.013	V/C:	0.549
Northbound	RT	0.00	41	0	0.000	Lost Time:	0.100
	TH	3.00	1,798	4,800	0.383	ITS:	0.000
	LT	2.00	580	2,880	0.201 *		
Eastbound	RT	1.00	547	1,600	0.000	ICU:	0.649
	TH	1.00	19	1,600	0.012		
	LT	1.00	79	1,600	0.049 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.396
	TH	3.00	1,217	4,800	0.281 *	N-S(2):	0.456 *
	LT	1.00	62	1,600	0.039	E-W(1):	0.024
Westbound	RT	0.00	27	0	0.000	E-W(2):	0.085 *
	TH	2.00	11	3,200	0.020 *		
	LT	0.00	26	1,600	0.016	V/C:	0.541
Northbound	RT	0.00	29	0	0.000	Lost Time:	0.100
	TH	3.00	1,685	4,800	0.357	ITS:	0.000
	LT	2.00	505	2,880	0.175 *		
Eastbound	RT	1.00	425	1,600	0.000	ICU:	0.641
	TH	1.00	12	1,600	0.008		
	LT	1.00	104	1,600	0.065 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	161	0	0.000	N-S(1):	0.413
	TH	3.00	1,771	4,800	0.403 *	N-S(2):	0.655 *
	LT	1.00	59	1,600	0.037	E-W(1):	0.034
Westbound	RT	0.00	23	0	0.000	E-W(2):	0.097 *
	TH	2.00	18	3,200	0.023 *		
	LT	0.00	34	1,600	0.021	V/C:	0.752
Northbound	RT	0.00	36	0	0.000	Lost Time:	0.100
	TH	3.00	1,767	4,800	0.376	ITS:	0.000
	LT	2.00	727	2,880	0.252 *		
Eastbound	RT	1.00	882	1,600	0.000	ICU:	0.852
	TH	1.00	21	1,600	0.013		
	LT	1.00	119	1,600	0.074 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 57 - LA BREA AVENUE & FLORENCE AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	72	0	0.000	N-S(1):	0.287 *
	TH	2.00	520	3,200	0.185	N-S(2):	0.208
	LT	1.00	53	1,600	0.033 *	E-W(1):	0.186
Westbound	RT	0.00	66	0	0.000	E-W(2):	0.277 *
	TH	2.00	700	3,200	0.239 *		
	LT	1.00	116	1,600	0.073	V/C:	0.564
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	2.00	764	3,200	0.254 *	ITS:	0.000
	LT	1.00	36	1,600	0.023		
Eastbound	RT	0.00	52	0	0.000	ICU:	0.664
	TH	2.00	308	3,200	0.113		
	LT	1.00	60	1,600	0.038 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	79	0	0.000	N-S(1):	0.292 *
	TH	2.00	749	3,200	0.259	N-S(2):	0.291
	LT	1.00	101	1,600	0.063 *	E-W(1):	0.212
Westbound	RT	0.00	182	0	0.000	E-W(2):	0.223 *
	TH	2.00	320	3,200	0.157 *		
	LT	1.00	119	1,600	0.074	V/C:	0.515
Northbound	RT	0.00	64	0	0.000	Lost Time:	0.100
	TH	2.00	668	3,200	0.229 *	ITS:	0.000
	LT	1.00	51	1,600	0.032		
Eastbound	RT	0.00	53	0	0.000	ICU:	0.615
	TH	2.00	388	3,200	0.138		
	LT	1.00	105	1,600	0.066 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	91	0	0.000	N-S(1):	0.394 *
	TH	2.00	959	3,200	0.328	N-S(2):	0.348
	LT	1.00	155	1,600	0.097 *	E-W(1):	0.341 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.248
	TH	2.00	378	3,200	0.168		
	LT	1.00	92	1,600	0.058 *	V/C:	0.735
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	2.00	850	3,200	0.297 *	ITS:	0.000
	LT	1.00	32	1,600	0.020		
Eastbound	RT	0.00	61	0	0.000	ICU:	0.835
	TH	2.00	844	3,200	0.283 *		
	LT	1.00	128	1,600	0.080	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 58 - LA CIENEGA BOULEVARD & FLORENCE AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	182	0	0.000	N-S(1):	0.298 *
	TH	2.76	517	4,412	0.158	N-S(2):	0.000
	LT	1.24	315	1,789	0.176 *	E-W(1):	0.206
Westbound	RT	0.00	19	0	0.000	E-W(2):	0.280 *
	TH	2.00	667	3,200	0.214 *		
	LT	1.00	210	1,600	0.131	V/C:	0.578
Northbound	RT	0.00	79	0	0.000	Lost Time:	0.100
	TH	2.00	310	3,200	0.122 *	ITS:	0.000
	LT	1.00	21	1,600	0.013		
Eastbound	RT	0.00	18	0	0.000	ICU:	0.678
	TH	2.00	221	3,200	0.075		
	LT	1.00	106	1,600	0.066 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	188	0	0.000	N-S(1):	0.334 *
	TH	2.89	586	4,621	0.168	N-S(2):	0.000
	LT	1.11	298	1,601	0.186 *	E-W(1):	0.242 *
Westbound	RT	0.00	55	0	0.000	E-W(2):	0.230
	TH	2.00	319	3,200	0.117		
	LT	1.00	217	1,600	0.136 *	V/C:	0.576
Northbound	RT	0.00	112	0	0.000	Lost Time:	0.100
	TH	2.00	360	3,200	0.148 *	ITS:	0.000
	LT	1.00	21	1,600	0.013		
Eastbound	RT	0.00	32	0	0.000	ICU:	0.676
	TH	2.00	307	3,200	0.106 *		
	LT	1.00	181	1,600	0.113	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	207	0	0.000	N-S(1):	0.473 *
	TH	2.64	904	4,222	0.263	N-S(2):	0.000
	LT	1.36	573	1,960	0.292 *	E-W(1):	0.327 *
Westbound	RT	0.00	69	0	0.000	E-W(2):	0.240
	TH	2.00	321	3,200	0.122		
	LT	1.00	249	1,600	0.156 *	V/C:	0.800
Northbound	RT	0.00	114	0	0.000	Lost Time:	0.100
	TH	2.00	464	3,200	0.181 *	ITS:	0.000
	LT	1.00	19	1,600	0.012		
Eastbound	RT	0.00	16	0	0.000	ICU:	0.900
	TH	2.00	531	3,200	0.171 *		
	LT	1.00	188	1,600	0.118	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 59 - NASH STREET & GRAND AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	292	1,600	0.183 *	N-S(1):	0.096
	TH	2.00	182	1,600	0.114	N-S(2):	0.246 *
	LT	1.00	73	1,600	0.046	E-W(1):	0.057 *
Westbound	RT	0.00	24	0	0.000	E-W(2):	0.000
	TH	1.00	15	1,600	0.024 *		
	LT	1.00	19	1,600	0.012	V/C:	0.303
Northbound	RT	0.00	42	0	0.000	Lost Time:	0.100
	TH	2.00	118	3,200	0.050	ITS:	0.000
	LT	1.00	101	1,600	0.063 *		
Eastbound	RT	2.00	21	3,200	0.000	ICU:	0.403
	TH	1.00	52	1,600	0.033 *		
	LT	1.00	48	1,600	0.030	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	112	0	0.000	N-S(1):	0.051
	TH	2.00	243	3,200	0.111 *	N-S(2):	0.130 *
	LT	1.00	17	1,600	0.011	E-W(1):	0.087 *
Westbound	RT	0.00	11	0	0.000	E-W(2):	0.000
	TH	1.00	33	1,600	0.028 *		
	LT	1.00	7	1,600	0.004	V/C:	0.217
Northbound	RT	0.00	16	0	0.000	Lost Time:	0.100
	TH	2.00	113	3,200	0.040	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	2.00	109	3,200	0.025	ICU:	0.317
	TH	1.00	28	1,600	0.018		
	LT	1.00	94	1,600	0.059 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	101	0	0.000	N-S(1):	0.086
	TH	2.00	209	3,200	0.097 *	N-S(2):	0.110 *
	LT	1.00	47	1,600	0.029	E-W(1):	0.206 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.000
	TH	1.00	28	1,600	0.043 *		
	LT	1.00	35	1,600	0.022	V/C:	0.316
Northbound	RT	0.00	24	0	0.000	Lost Time:	0.100
	TH	2.00	159	3,200	0.057	ITS:	0.000
	LT	1.00	21	1,600	0.013 *		
Eastbound	RT	2.00	159	3,200	0.043	ICU:	0.416
	TH	1.00	68	1,600	0.043		
	LT	1.00	261	1,600	0.163 *	LOS:	A

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 60 - SEPULVEDA BOULEVARD & GRAND AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	212	0	0.000	N-S(1):	0.560 *
	TH	4.00	1,241	6,400	0.227	N-S(2):	0.280
	LT	1.00	349	1,600	0.218 *	E-W(1):	0.100 *
Westbound	RT	1.00	50	1,600	0.000	E-W(2):	0.000
	TH	2.00	25	3,200	0.008		
	LT	2.00	51	2,880	0.018 *	V/C:	0.660
Northbound	RT	1.00	385	1,600	0.223	Lost Time:	0.100
	TH	4.00	2,191	6,400	0.342 *	ITS:	0.000
	LT	1.00	84	1,600	0.053		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.760
	TH	1.71	121	2,733	0.074		
	LT	1.29	152	1,860	0.082 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	183	0	0.000	N-S(1):	0.339
	TH	4.00	1,629	6,400	0.283 *	N-S(2):	0.416 *
	LT	1.00	162	1,600	0.101	E-W(1):	0.186 *
Westbound	RT	1.00	132	1,600	0.032	E-W(2):	0.000
	TH	2.00	242	3,200	0.076		
	LT	2.00	237	2,880	0.082 *	V/C:	0.602
Northbound	RT	1.00	114	1,600	0.000	Lost Time:	0.100
	TH	4.00	1,521	6,400	0.238	ITS:	0.000
	LT	1.00	213	1,600	0.133 *		
Eastbound	RT	0.00	144	0	0.000	ICU:	0.702
	TH	1.55	88	2,475	0.094		
	LT	1.45	218	2,093	0.104 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	123	0	0.000	N-S(1):	0.382
	TH	4.00	2,296	6,400	0.378 *	N-S(2):	0.477 *
	LT	1.00	107	1,600	0.067	E-W(1):	0.255 *
Westbound	RT	1.00	297	1,600	0.152 *	E-W(2):	0.000
	TH	2.00	238	3,200	0.074		
	LT	2.00	423	2,880	0.147	V/C:	0.732
Northbound	RT	1.00	101	1,600	0.000	Lost Time:	0.100
	TH	4.00	2,013	6,400	0.315	ITS:	0.000
	LT	1.00	158	1,600	0.099 *		
Eastbound	RT	0.00	164	1,600	0.103 *	ICU:	0.832
	TH	1.45	63	725	0.087		
	LT	1.55	215	2,227	0.097	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 62 - HAWTHORNE BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	156	0	0.000	N-S(1):	0.179
	TH	3.00	573	4,800	0.152 *	N-S(2):	0.211 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.162
Westbound	RT	0.00	112	0	0.000	E-W(2):	0.249 *
	TH	3.00	774	4,800	0.185 *		
	LT	1.00	133	1,600	0.083	V/C:	0.460
Northbound	RT	1.00	188	1,600	0.076	Lost Time:	0.100
	TH	3.00	498	4,800	0.104	ITS:	0.000
	LT	2.00	169	2,880	0.059 *		
Eastbound	RT	0.00	63	0	0.000	ICU:	0.560
	TH	3.00	315	4,800	0.079		
	LT	1.00	102	1,600	0.064 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	152	0	0.000	N-S(1):	0.240
	TH	3.00	934	4,800	0.226 *	N-S(2):	0.274 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.180 *
Westbound	RT	0.00	102	0	0.000	E-W(2):	0.167
	TH	3.00	347	4,800	0.094		
	LT	1.00	122	1,600	0.076 *	V/C:	0.454
Northbound	RT	1.00	304	1,600	0.152	Lost Time:	0.100
	TH	3.00	628	4,800	0.131	ITS:	0.000
	LT	2.00	139	2,880	0.048 *		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.554
	TH	3.00	427	4,800	0.104 *		
	LT	1.00	116	1,600	0.073	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	163	0	0.000	N-S(1):	0.281
	TH	3.00	1,131	4,800	0.270 *	N-S(2):	0.331 *
	LT	1.00	234	1,600	0.146	E-W(1):	0.422 *
Westbound	RT	0.00	99	0	0.000	E-W(2):	0.189
	TH	3.00	348	4,800	0.093		
	LT	1.00	113	1,600	0.071 *	V/C:	0.753
Northbound	RT	1.00	268	1,600	0.132	Lost Time:	0.100
	TH	3.00	649	4,800	0.135	ITS:	0.000
	LT	2.00	175	2,880	0.061 *		
Eastbound	RT	0.00	161	0	0.000	ICU:	0.853
	TH	3.00	1,524	4,800	0.351 *		
	LT	1.00	154	1,600	0.096	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 63 - HAWTHORNE BOULEVARD & LENNOX BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	27	0	0.000	N-S(1):	0.185
	TH	3.00	664	4,800	0.144 *	N-S(2):	0.202 *
	LT	1.00	46	1,600	0.029	E-W(1):	0.115 *
Westbound	RT	1.00	81	1,600	0.036	E-W(2):	0.090
	TH	1.00	99	1,600	0.062		
	LT	1.00	51	1,600	0.032 *	V/C:	0.317
Northbound	RT	1.00	47	1,600	0.013	Lost Time:	0.100
	TH	3.00	748	4,800	0.156	ITS:	0.000
	LT	1.00	93	1,600	0.058 *		
Eastbound	RT	0.00	132	1,600	0.083 *	ICU:	0.417
	TH	2.00	72	1,600	0.045		
	LT	1.00	45	1,600	0.028	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	88	0	0.000	N-S(1):	0.204
	TH	3.00	849	4,800	0.195 *	N-S(2):	0.308 *
	LT	1.00	79	1,600	0.049	E-W(1):	0.136
Westbound	RT	1.00	43	1,600	0.002	E-W(2):	0.142 *
	TH	1.00	146	1,600	0.091 *		
	LT	1.00	76	1,600	0.048	V/C:	0.450
Northbound	RT	1.00	85	1,600	0.029	Lost Time:	0.100
	TH	3.00	746	4,800	0.155	ITS:	0.000
	LT	1.00	181	1,600	0.113 *		
Eastbound	RT	0.00	111	0	0.000	ICU:	0.550
	TH	2.00	169	3,200	0.088		
	LT	1.00	82	1,600	0.051 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	78	0	0.000	N-S(1):	0.265
	TH	3.00	1,301	4,800	0.287 *	N-S(2):	0.441 *
	LT	1.00	73	1,600	0.046	E-W(1):	0.214 *
Westbound	RT	1.00	51	1,600	0.009	E-W(2):	0.175
	TH	1.00	167	1,600	0.104		
	LT	1.00	107	1,600	0.067 *	V/C:	0.655
Northbound	RT	1.00	106	1,600	0.033	Lost Time:	0.100
	TH	3.00	1,052	4,800	0.219	ITS:	0.000
	LT	1.00	246	1,600	0.154 *		
Eastbound	RT	0.00	168	0	0.000	ICU:	0.755
	TH	2.00	302	3,200	0.147 *		
	LT	1.00	113	1,600	0.071	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 64 - HIGHLAND AVENUE/VISTA DEL MAR & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	11	1,600	0.000	N-S(1):	0.377 *
	TH	1.00	239	1,600	0.149	N-S(2):	0.150
	LT	1.00	189	1,600	0.118 *	E-W(1):	0.167
Westbound	RT	1.00	541	1,600	0.220 *	E-W(2):	0.289 *
	TH	1.00	48	1,600	0.030		
	LT	1.00	64	1,600	0.040	V/C:	0.666
Northbound	RT	0.00	92	0	0.000	Lost Time:	0.100
	TH	2.00	736	3,200	0.259 *	ITS:	0.000
	LT	1.00	2	1,600	0.001		
Eastbound	RT	0.00	12	0	0.000	ICU:	0.766
	TH	1.00	80	1,600	0.127		
	LT	0.00	111	1,600	0.069 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	21	1,600	0.008	N-S(1):	0.189
	TH	1.00	405	1,600	0.253 *	N-S(2):	0.266 *
	LT	1.00	64	1,600	0.040	E-W(1):	0.156 *
Westbound	RT	1.00	244	1,600	0.113	E-W(2):	0.122
	TH	1.00	67	1,600	0.042		
	LT	1.00	150	1,600	0.094 *	V/C:	0.422
Northbound	RT	0.00	145	0	0.000	Lost Time:	0.100
	TH	2.00	332	3,200	0.149	ITS:	0.000
	LT	1.00	21	1,600	0.013 *		
Eastbound	RT	0.00	21	0	0.000	ICU:	0.522
	TH	1.00	63	1,600	0.062 *		
	LT	0.00	15	1,600	0.009	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	34	1,600	0.009	N-S(1):	0.358
	TH	1.00	663	1,600	0.414 *	N-S(2):	0.420 *
	LT	1.00	329	1,600	0.206	E-W(1):	0.165 *
Westbound	RT	1.00	313	1,600	0.000	E-W(2):	0.094
	TH	1.00	110	1,600	0.069		
	LT	1.00	156	1,600	0.098 *	V/C:	0.585
Northbound	RT	0.00	92	0	0.000	Lost Time:	0.100
	TH	2.00	395	3,200	0.152	ITS:	0.000
	LT	1.00	10	1,600	0.006 *		
Eastbound	RT	0.00	12	0	0.000	ICU:	0.685
	TH	1.00	55	1,600	0.067 *		
	LT	0.00	40	1,600	0.025	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 66 - INGELWOOD AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	166	1,600	0.083	N-S(1):	0.170
	TH	1.00	234	1,600	0.146 *	N-S(2):	0.280 *
	LT	1.00	90	1,600	0.056	E-W(1):	0.111
Westbound	RT	0.00	95	0	0.000	E-W(2):	0.259 *
	TH	3.00	952	4,800	0.218 *		
	LT	1.00	77	1,600	0.048	V/C:	0.539
Northbound	RT	1.00	97	1,600	0.037	Lost Time:	0.100
	TH	1.00	183	1,600	0.114	ITS:	0.000
	LT	1.00	214	1,600	0.134 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.639
	TH	3.00	280	4,800	0.063		
	LT	1.00	66	1,600	0.041 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	89	1,600	0.018	N-S(1):	0.343 *
	TH	1.00	397	1,600	0.248	N-S(2):	0.301
	LT	1.00	120	1,600	0.075 *	E-W(1):	0.205 *
Westbound	RT	0.00	205	1,600	0.128	E-W(2):	0.203
	TH	3.00	374	3,200	0.117		
	LT	1.00	156	1,600	0.098 *	V/C:	0.548
Northbound	RT	1.00	172	1,600	0.059	Lost Time:	0.100
	TH	1.00	429	1,600	0.268 *	ITS:	0.000
	LT	1.00	85	1,600	0.053		
Eastbound	RT	0.00	66	0	0.000	ICU:	0.648
	TH	3.00	449	4,800	0.107 *		
	LT	1.00	120	1,600	0.075	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	66	1,600	0.000	N-S(1):	0.387
	TH	1.00	914	1,600	0.571 *	N-S(2):	0.619 *
	LT	1.00	173	1,600	0.108	E-W(1):	0.439 *
Westbound	RT	0.00	181	0	0.000	E-W(2):	0.285
	TH	3.00	381	4,800	0.117		
	LT	1.00	144	1,600	0.090 *	V/C:	1.058
Northbound	RT	1.00	169	1,600	0.061	Lost Time:	0.100
	TH	1.00	447	1,600	0.279	ITS:	0.000
	LT	1.00	77	1,600	0.048 *		
Eastbound	RT	0.00	119	0	0.000	ICU:	1.158
	TH	3.00	1,558	4,800	0.349 *		
	LT	1.00	269	1,600	0.168	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 67 - LA CIENEGA BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : EBR, WBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.67	263	2,669	0.047	N-S(1):	0.089
	TH	1.33	210	2,131	0.099 *	N-S(2):	0.128 *
	LT	2.00	57	2,880	0.020	E-W(1):	0.076
Westbound	RT	2.00	503	3,200	0.137	E-W(2):	0.241 *
	TH	3.00	663	4,800	0.138 *		
	LT	2.00	88	2,880	0.031	V/C:	0.369
Northbound	RT	1.05	116	1,682	0.054	Lost Time:	0.100
	TH	1.95	215	3,118	0.069	ITS:	0.000
	LT	2.00	84	2,880	0.029 *		
Eastbound	RT	2.00	193	3,200	0.031	ICU:	0.469
	TH	3.00	218	4,800	0.045		
	LT	2.00	298	2,880	0.103 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.60	202	2,558	0.053	N-S(1):	0.114
	TH	1.40	177	2,242	0.079 *	N-S(2):	0.117 *
	LT	2.00	145	2,880	0.050	E-W(1):	0.094
Westbound	RT	2.00	268	3,200	0.033	E-W(2):	0.117 *
	TH	3.00	312	4,800	0.065 *		
	LT	2.00	45	2,880	0.016	V/C:	0.234
Northbound	RT	1.26	129	2,017	0.056	Lost Time:	0.100
	TH	1.74	178	2,783	0.064	ITS:	0.000
	LT	2.00	109	2,880	0.038 *		
Eastbound	RT	2.00	150	3,200	0.009	ICU:	0.334
	TH	3.00	372	4,800	0.078		
	LT	2.00	149	2,880	0.052 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.18	326	1,888	0.140	N-S(1):	0.280 *
	TH	1.82	503	2,912	0.173	N-S(2):	0.197
	LT	2.00	343	2,880	0.119 *	E-W(1):	0.249 *
Westbound	RT	2.00	251	3,200	0.000	E-W(2):	0.125
	TH	3.00	282	4,800	0.059		
	LT	2.00	26	2,880	0.009 *	V/C:	0.529
Northbound	RT	2.00	529	3,200	0.161 *	Lost Time:	0.100
	TH	1.00	105	1,600	0.066	ITS:	0.000
	LT	2.00	68	2,880	0.024		
Eastbound	RT	2.00	208	3,200	0.041	ICU:	0.629
	TH	3.00	1,153	4,800	0.240 *		
	LT	2.00	190	2,880	0.066	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 68 - MAIN STREET & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : Y
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.314 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	0.00	0	0	0.000 *	E-W(1):	0.376 *
Westbound	RT	0.00	1	0	0.000	E-W(2):	0.224
	TH	2.00	716	3,200	0.224		
	LT	2.00	341	2,880	0.118 *	V/C:	0.690
Northbound	RT	1.00	597	1,600	0.314 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	277	2,880	0.096		
Eastbound	RT	1.00	129	1,600	0.081	ICU:	0.790
	TH	2.00	826	3,200	0.258 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	4	0	0.000	N-S(1):	0.112 *
	TH	1.00	0	1,600	0.003 *	N-S(2):	0.000
	LT	0.00	0	0	0.000	E-W(1):	0.332 *
Westbound	RT	0.00	3	0	0.000	E-W(2):	0.206
	TH	2.00	656	3,200	0.206		
	LT	2.00	452	2,880	0.157 *	V/C:	0.444
Northbound	RT	1.00	300	1,600	0.109 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	290	2,880	0.101		
Eastbound	RT	1.00	73	1,600	0.046	ICU:	0.544
	TH	2.00	561	3,200	0.175 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	3	0	0.000	N-S(1):	0.127 *
	TH	1.00	0	1,600	0.003 *	N-S(2):	0.000
	LT	0.00	1	1,600	0.001	E-W(1):	0.422 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.173
	TH	2.00	552	3,200	0.173		
	LT	2.00	547	2,880	0.190 *	V/C:	0.549
Northbound	RT	1.00	348	1,600	0.123	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	357	2,880	0.124 *		
Eastbound	RT	1.00	345	1,600	0.216	ICU:	0.649
	TH	2.00	741	3,200	0.232 *		
	LT	0.00	0	0	0.000	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 70 - PRAIRIE AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : SBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	503	3,200	0.115	N-S(1):	0.127
	TH	2.00	432	3,200	0.135 *	N-S(2):	0.243 *
	LT	2.00	82	2,880	0.028	E-W(1):	0.157
Westbound	RT	0.00	89	0	0.000	E-W(2):	0.260 *
	TH	3.00	957	4,800	0.218 *		
	LT	1.00	145	1,600	0.091	V/C:	0.503
Northbound	RT	0.00	79	0	0.000	Lost Time:	0.100
	TH	3.00	396	4,800	0.099	ITS:	0.000
	LT	2.00	311	2,880	0.108 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.603
	TH	3.00	269	4,800	0.066		
	LT	1.00	67	1,600	0.042 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.32	366	2,108	0.104	N-S(1):	0.174
	TH	2.68	745	4,292	0.174 *	N-S(2):	0.271 *
	LT	2.00	138	2,880	0.048	E-W(1):	0.171
Westbound	RT	0.00	84	0	0.000	E-W(2):	0.209 *
	TH	3.00	589	4,800	0.140 *		
	LT	1.00	111	1,600	0.069	V/C:	0.480
Northbound	RT	0.00	154	0	0.000	Lost Time:	0.100
	TH	3.00	453	4,800	0.126	ITS:	0.000
	LT	2.00	278	2,880	0.097 *		
Eastbound	RT	0.00	64	0	0.000	ICU:	0.580
	TH	3.00	426	4,800	0.102		
	LT	1.00	111	1,600	0.069 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.24	407	1,987	0.098	N-S(1):	0.231
	TH	2.76	904	4,413	0.205 *	N-S(2):	0.297 *
	LT	2.00	207	2,880	0.072	E-W(1):	0.416 *
Westbound	RT	0.00	113	0	0.000	E-W(2):	0.244
	TH	3.00	543	4,800	0.137		
	LT	1.00	186	1,600	0.116 *	V/C:	0.713
Northbound	RT	0.00	188	0	0.000	Lost Time:	0.100
	TH	3.00	577	4,800	0.159	ITS:	0.000
	LT	2.00	265	2,880	0.092 *		
Eastbound	RT	0.00	172	0	0.000	ICU:	0.813
	TH	3.00	1,266	4,800	0.300 *		
	LT	1.00	171	1,600	0.107	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 71 - SEPULVEDA BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	16	0	0.000	N-S(1):	0.450 *
	TH	4.00	2,298	6,400	0.362	N-S(2):	0.430
	LT	2.00	323	2,880	0.112 *	E-W(1):	0.148
Westbound	RT	1.00	405	1,600	0.141 *	E-W(2):	0.215 *
	TH	3.00	211	4,800	0.044		
	LT	2.00	207	2,880	0.072	V/C:	0.665
Northbound	RT	1.00	598	1,600	0.338 *	Lost Time:	0.100
	TH	3.00	1,488	4,800	0.310	ITS:	0.000
	LT	1.00	108	1,600	0.068		
Eastbound	RT	1.00	176	1,600	0.076	ICU:	0.765
	TH	3.00	257	4,800	0.054		
	LT	2.00	214	2,880	0.074 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.499 *
	TH	4.00	1,910	6,400	0.303	N-S(2):	0.399
	LT	2.00	233	2,880	0.081 *	E-W(1):	0.134
Westbound	RT	1.00	318	1,600	0.118 *	E-W(2):	0.168 *
	TH	3.00	261	4,800	0.054		
	LT	2.00	178	2,880	0.062	V/C:	0.667
Northbound	RT	1.00	719	1,600	0.418 *	Lost Time:	0.100
	TH	3.00	1,312	4,800	0.273	ITS:	0.000
	LT	1.00	153	1,600	0.096		
Eastbound	RT	1.00	191	1,600	0.072	ICU:	0.767
	TH	3.00	190	4,800	0.040		
	LT	2.00	145	2,880	0.050 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	28	0	0.000	N-S(1):	0.737 *
	TH	4.00	2,377	6,400	0.376	N-S(2):	0.482
	LT	2.00	426	2,880	0.148 *	E-W(1):	0.136
Westbound	RT	1.00	487	1,600	0.156 *	E-W(2):	0.223 *
	TH	3.00	300	4,800	0.063		
	LT	2.00	177	2,880	0.061	V/C:	0.960
Northbound	RT	1.00	992	1,600	0.589 *	Lost Time:	0.100
	TH	3.00	1,914	4,800	0.399	ITS:	0.000
	LT	1.00	169	1,600	0.106		
Eastbound	RT	1.00	158	1,600	0.046	ICU:	1.060
	TH	3.00	359	4,800	0.075		
	LT	2.00	193	2,880	0.067 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 73 - NASH STREET / WB I-105 RAMPS & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	556	1,600	0.348	N-S(1):	0.399 *
	TH	2.00	1,175	3,200	0.367 *	N-S(2):	0.000
	LT	1.00	439	1,600	0.274	E-W(1):	0.195 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.155
	TH	3.00	743	4,800	0.155		
	LT	2.00	212	2,880	0.074 *	V/C:	0.594
Northbound	RT	2.00	26	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	51	1,600	0.032 *		
Eastbound	RT	0.00	117	0	0.000	ICU:	0.694
	TH	3.00	466	4,800	0.121 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.18	193	1,883	0.103	N-S(1):	0.140 *
	TH	1.82	299	2,917	0.103 *	N-S(2):	0.000
	LT	1.00	126	1,600	0.079	E-W(1):	0.140 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.127
	TH	3.00	609	4,800	0.127		
	LT	2.00	59	2,880	0.020 *	V/C:	0.280
Northbound	RT	2.00	71	3,200	0.012	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	59	1,600	0.037 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.380
	TH	3.00	478	4,800	0.120 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.28	171	2,049	0.083	N-S(1):	0.152 *
	TH	1.59	212	2,541	0.083	N-S(2):	0.000
	LT	1.13	151	1,629	0.093 *	E-W(1):	0.183 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.157
	TH	3.00	755	4,800	0.157		
	LT	2.00	59	2,880	0.020 *	V/C:	0.335
Northbound	RT	2.00	193	3,200	0.050	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	94	1,600	0.059 *		
Eastbound	RT	0.00	58	0	0.000	ICU:	0.435
	TH	3.00	725	4,800	0.163 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 75 - I-405 NB RAMPS E/O LA CIENEGA BLVD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR, WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.115
	TH	0.00	0	0	0.000 *	N-S(2):	0.128 *
	LT	0.00	0	0	0.000	E-W(1):	0.069
Westbound	RT	1.40	483	2,237	0.000	E-W(2):	0.216 *
	TH	2.60	899	4,163	0.216 *		
	LT	0.00	0	0	0.000	V/C:	0.344
Northbound	RT	0.23	43	373	0.115	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.77	326	2,544	0.128 *		
Eastbound	RT	1.00	74	1,600	0.000	ICU:	0.444
	TH	3.00	333	4,800	0.069		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.094
	TH	0.00	0	0	0.000 *	N-S(2):	0.105 *
	LT	0.00	0	0	0.000	E-W(1):	0.109 *
Westbound	RT	1.10	169	1,767	0.000	E-W(2):	0.096
	TH	2.90	443	4,633	0.096		
	LT	0.00	0	0	0.000 *	V/C:	0.214
Northbound	RT	0.62	93	989	0.094	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.38	208	1,990	0.105 *		
Eastbound	RT	1.00	116	1,600	0.000	ICU:	0.314
	TH	3.00	523	4,800	0.109 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.157 *
	TH	0.00	0	0	0.000	N-S(2):	0.106
	LT	0.00	0	0	0.000 *	E-W(1):	0.357 *
Westbound	RT	1.44	217	2,303	0.000	E-W(2):	0.094
	TH	2.56	386	4,097	0.094		
	LT	0.00	0	0	0.000 *	V/C:	0.514
Northbound	RT	1.00	251	1,600	0.157 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	1.00	215	1,600	0.000	ICU:	0.614
	TH	3.00	1,713	4,800	0.357 *		
	LT	0.00	0	0	0.000	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 76 - INGLEWOOD AVENUE & LENNOX BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	16	0	0.000	N-S(1):	0.226 *
	TH	1.00	219	1,600	0.147	N-S(2):	0.169
	LT	1.00	32	1,600	0.020 *	E-W(1):	0.101
Westbound	RT	0.00	28	0	0.000	E-W(2):	0.108 *
	TH	1.00	142	1,600	0.106 *		
	LT	1.00	34	1,600	0.021	V/C:	0.334
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	1.00	259	1,600	0.206 *	ITS:	0.000
	LT	1.00	35	1,600	0.022		
Eastbound	RT	0.00	36	0	0.000	ICU:	0.434
	TH	1.00	92	1,600	0.080		
	LT	1.00	3	1,600	0.002 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	23	0	0.000	N-S(1):	0.283 *
	TH	1.00	240	1,600	0.164	N-S(2):	0.175
	LT	1.00	49	1,600	0.031 *	E-W(1):	0.118 *
Westbound	RT	0.00	46	0	0.000	E-W(2):	0.098
	TH	1.00	103	1,600	0.093		
	LT	1.00	50	1,600	0.031 *	V/C:	0.401
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	1.00	293	1,600	0.252 *	ITS:	0.000
	LT	1.00	18	1,600	0.011		
Eastbound	RT	0.00	39	0	0.000	ICU:	0.501
	TH	1.00	100	1,600	0.087 *		
	LT	1.00	8	1,600	0.005	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	28	0	0.000	N-S(1):	0.340 *
	TH	1.00	458	1,600	0.304	N-S(2):	0.331
	LT	1.00	67	1,600	0.042 *	E-W(1):	0.280 *
Westbound	RT	0.00	32	0	0.000	E-W(2):	0.101
	TH	1.00	103	1,600	0.084		
	LT	1.00	91	1,600	0.057 *	V/C:	0.620
Northbound	RT	0.00	135	0	0.000	Lost Time:	0.100
	TH	1.00	341	1,600	0.298 *	ITS:	0.000
	LT	1.00	43	1,600	0.027		
Eastbound	RT	0.00	71	0	0.000	ICU:	0.720
	TH	1.00	286	1,600	0.223 *		
	LT	1.00	27	1,600	0.017	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 77 - INGELWOOD AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	111	1,600	0.056 *	N-S(1):	0.072 *
	TH	1.00	60	1,600	0.045	N-S(2):	0.072 *
	LT	0.00	12	1,600	0.008 *	E-W(1):	0.166
Westbound	RT	0.00	11	0	0.000	E-W(2):	0.359 *
	TH	2.00	1,052	3,200	0.332 *		
	LT	1.00	18	1,600	0.011	V/C:	0.431
Northbound	RT	1.00	75	1,600	0.041	Lost Time:	0.100
	TH	1.00	77	1,600	0.064 *	ITS:	0.000
	LT	0.00	26	1,600	0.016 *		
Eastbound	RT	1.00	38	1,600	0.016	ICU:	0.531
	TH	2.00	497	3,200	0.155		
	LT	1.00	43	1,600	0.027 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	93	1,600	0.039	N-S(1):	0.073
	TH	1.00	82	1,600	0.063 *	N-S(2):	0.090 *
	LT	0.00	18	1,600	0.011	E-W(1):	0.298
Westbound	RT	0.00	16	0	0.000	E-W(2):	0.302 *
	TH	2.00	826	3,200	0.263 *		
	LT	1.00	71	1,600	0.044	V/C:	0.392
Northbound	RT	1.00	58	1,600	0.014	Lost Time:	0.100
	TH	1.00	56	1,600	0.062	ITS:	0.000
	LT	0.00	43	1,600	0.027 *		
Eastbound	RT	1.00	69	1,600	0.030	ICU:	0.492
	TH	2.00	812	3,200	0.254		
	LT	1.00	62	1,600	0.039 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	83	1,600	0.032	N-S(1):	0.095
	TH	1.00	174	1,600	0.126 *	N-S(2):	0.152 *
	LT	0.00	28	1,600	0.018	E-W(1):	0.406 *
Westbound	RT	0.00	18	0	0.000	E-W(2):	0.286
	TH	2.00	770	3,200	0.246		
	LT	1.00	50	1,600	0.031 *	V/C:	0.558
Northbound	RT	1.00	40	1,600	0.009	Lost Time:	0.100
	TH	1.00	81	1,600	0.077	ITS:	0.000
	LT	0.00	42	1,600	0.026 *		
Eastbound	RT	1.00	96	1,600	0.047	ICU:	0.658
	TH	2.00	1,199	3,200	0.375 *		
	LT	1.00	64	1,600	0.040	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 85 - LA BREA AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	85	1,600	0.007	N-S(1):	0.264 *
	TH	2.00	440	3,200	0.138	N-S(2):	0.213
	LT	1.00	92	1,600	0.058 *	E-W(1):	0.121
Westbound	RT	1.00	184	1,600	0.086	E-W(2):	0.332 *
	TH	2.00	764	3,200	0.239 *		
	LT	1.00	25	1,600	0.016	V/C:	0.596
Northbound	RT	0.00	19	0	0.000	Lost Time:	0.100
	TH	2.00	640	3,200	0.206 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	52	1,600	0.000	ICU:	0.696
	TH	2.00	336	3,200	0.105		
	LT	1.00	149	1,600	0.093 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	141	1,600	0.042	N-S(1):	0.316 *
	TH	2.00	576	3,200	0.180	N-S(2):	0.255
	LT	1.00	204	1,600	0.128 *	E-W(1):	0.162
Westbound	RT	1.00	195	1,600	0.058	E-W(2):	0.289 *
	TH	2.00	628	3,200	0.196 *		
	LT	1.00	44	1,600	0.028	V/C:	0.605
Northbound	RT	0.00	19	0	0.000	Lost Time:	0.100
	TH	2.00	582	3,200	0.188 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	52	1,600	0.000	ICU:	0.705
	TH	2.00	429	3,200	0.134		
	LT	1.00	149	1,600	0.093 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	66	1,600	0.000	N-S(1):	0.322
	TH	2.00	855	3,200	0.267 *	N-S(2):	0.330 *
	LT	1.00	219	1,600	0.137	E-W(1):	0.313 *
Westbound	RT	1.00	150	1,600	0.025	E-W(2):	0.264
	TH	2.00	577	3,200	0.180		
	LT	1.00	53	1,600	0.033 *	V/C:	0.643
Northbound	RT	0.00	37	0	0.000	Lost Time:	0.100
	TH	2.00	554	3,200	0.185	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	1.00	80	1,600	0.019	ICU:	0.743
	TH	2.00	895	3,200	0.280 *		
	LT	1.00	134	1,600	0.084	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 87 - LA BREA AVENUE & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	203	1,600	0.016	N-S(1):	0.193
	TH	2.00	515	3,200	0.161 *	N-S(2):	0.219 *
	LT	1.00	16	1,600	0.010	E-W(1):	0.238
Westbound	RT	0.00	32	0	0.000	E-W(2):	0.424 *
	TH	3.00	1,471	4,800	0.313 *		
	LT	1.00	106	1,600	0.066	V/C:	0.643
Northbound	RT	0.00	62	0	0.000	Lost Time:	0.100
	TH	3.00	818	4,800	0.183	ITS:	0.000
	LT	1.00	92	1,600	0.058 *		
Eastbound	RT	0.00	64	0	0.000	ICU:	0.743
	TH	3.00	762	4,800	0.172		
	LT	1.00	177	1,600	0.111 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	146	1,600	0.000	N-S(1):	0.152
	TH	2.00	481	3,200	0.150 *	N-S(2):	0.214 *
	LT	1.00	28	1,600	0.018	E-W(1):	0.304
Westbound	RT	0.00	32	0	0.000	E-W(2):	0.309 *
	TH	3.00	934	4,800	0.201 *		
	LT	1.00	135	1,600	0.084	V/C:	0.523
Northbound	RT	0.00	99	0	0.000	Lost Time:	0.100
	TH	3.00	542	4,800	0.134	ITS:	0.000
	LT	1.00	103	1,600	0.064 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.623
	TH	3.00	974	4,800	0.220		
	LT	1.00	173	1,600	0.108 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	176	1,600	0.000	N-S(1):	0.230
	TH	2.00	826	3,200	0.258 *	N-S(2):	0.296 *
	LT	1.00	41	1,600	0.026	E-W(1):	0.517 *
Westbound	RT	0.00	36	0	0.000	E-W(2):	0.344
	TH	3.00	1,016	4,800	0.219		
	LT	1.00	147	1,600	0.092 *	V/C:	0.813
Northbound	RT	0.00	121	0	0.000	Lost Time:	0.100
	TH	3.00	860	4,800	0.204	ITS:	0.000
	LT	1.00	60	1,600	0.038 *		
Eastbound	RT	0.00	82	0	0.000	ICU:	0.913
	TH	3.00	1,956	4,800	0.425 *		
	LT	1.00	200	1,600	0.125	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 88 - LA CIENEGA BOULEVARD & LA TIJERA BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	951	1,600	0.594 *	N-S(1):	0.524
	TH	3.00	2,157	4,800	0.449	N-S(2):	0.594 *
	LT	0.00	0	0	0.000	E-W(1):	0.078
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.180 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.774
Northbound	RT	0.00	83	0	0.000	Lost Time:	0.100
	TH	3.00	2,430	4,800	0.524	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	9	0	0.000	ICU:	0.874
	TH	1.00	115	1,600	0.078		
	LT	3.00	776	4,320	0.180 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	801	1,600	0.501 *	N-S(1):	0.291
	TH	3.00	1,404	4,800	0.293	N-S(2):	0.501 *
	LT	0.00	0	0	0.000	E-W(1):	0.109
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.163 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.664
Northbound	RT	0.00	93	0	0.000	Lost Time:	0.100
	TH	3.00	1,305	4,800	0.291	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.764
	TH	1.00	154	1,600	0.109		
	LT	3.00	705	4,320	0.163 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	968	1,600	0.605 *	N-S(1):	0.409
	TH	3.00	2,227	4,800	0.464	N-S(2):	0.605 *
	LT	0.00	0	0	0.000	E-W(1):	0.183
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.255 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.860
Northbound	RT	0.00	212	0	0.000	Lost Time:	0.100
	TH	3.00	1,750	4,800	0.409	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	41	0	0.000	ICU:	0.960
	TH	1.00	251	1,600	0.183		
	LT	3.00	1,100	4,320	0.255 *	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 89 - LA CIENEGA BOULEVARD & LENNOX BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.272 *
	TH	3.00	422	4,800	0.088	N-S(2):	0.088
	LT	1.00	48	1,600	0.030 *	E-W(1):	0.081 *
Westbound	RT	1.00	105	1,600	0.051	E-W(2):	0.051
	TH	1.00	0	1,600	0.000		
	LT	1.00	130	1,600	0.081 *	V/C:	0.353
Northbound	RT	0.00	46	0	0.000	Lost Time:	0.100
	TH	2.00	728	3,200	0.242 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.453
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.247 *
	TH	3.00	416	4,800	0.087	N-S(2):	0.087
	LT	1.00	78	1,600	0.049 *	E-W(1):	0.052 *
Westbound	RT	1.00	40	1,600	0.001	E-W(2):	0.001
	TH	1.00	0	1,600	0.000		
	LT	1.00	83	1,600	0.052 *	V/C:	0.299
Northbound	RT	0.00	69	0	0.000	Lost Time:	0.100
	TH	2.00	566	3,200	0.198 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.399
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.346 *
	TH	3.00	919	4,800	0.191	N-S(2):	0.191
	LT	1.00	205	1,600	0.128 *	E-W(1):	0.036 *
Westbound	RT	1.00	43	1,600	0.000	E-W(2):	0.000
	TH	1.00	0	1,600	0.000		
	LT	1.00	58	1,600	0.036 *	V/C:	0.382
Northbound	RT	0.00	184	0	0.000	Lost Time:	0.100
	TH	2.00	515	3,200	0.218 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.482
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 90 - LA CIENEGA BOULEVARD & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	106	0	0.000	N-S(1):	0.258 *
	TH	3.00	474	4,800	0.121 *	N-S(2):	0.000
	LT	1.00	187	1,600	0.117	E-W(1):	0.247 *
Westbound	RT	0.00	104	0	0.000	E-W(2):	0.207
	TH	3.00	684	4,800	0.164		
	LT	2.00	471	2,880	0.164 *	V/C:	0.505
Northbound	RT	0.00	203	0	0.000	Lost Time:	0.100
	TH	2.00	234	3,200	0.137 *	ITS:	0.000
	LT	1.00	54	1,600	0.034		
Eastbound	RT	0.00	48	0	0.000	ICU:	0.605
	TH	3.00	351	4,800	0.083 *		
	LT	1.00	68	1,600	0.043	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	117	0	0.000	N-S(1):	0.270 *
	TH	2.63	422	4,207	0.128	N-S(2):	0.000
	LT	1.37	281	1,974	0.142 *	E-W(1):	0.304 *
Westbound	RT	0.00	87	0	0.000	E-W(2):	0.253
	TH	3.00	727	4,800	0.170		
	LT	2.00	394	2,880	0.137 *	V/C:	0.574
Northbound	RT	0.00	131	0	0.000	Lost Time:	0.100
	TH	2.00	279	3,200	0.128 *	ITS:	0.000
	LT	1.00	54	1,600	0.034		
Eastbound	RT	0.00	84	0	0.000	ICU:	0.674
	TH	3.00	716	4,800	0.167 *		
	LT	1.00	132	1,600	0.083	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	44	0	0.000	N-S(1):	0.368 *
	TH	2.19	634	3,499	0.194	N-S(2):	0.000
	LT	1.81	562	2,611	0.215 *	E-W(1):	0.301 *
Westbound	RT	0.00	81	0	0.000	E-W(2):	0.197
	TH	3.00	525	4,800	0.126		
	LT	2.00	292	2,880	0.101 *	V/C:	0.669
Northbound	RT	0.00	104	0	0.000	Lost Time:	0.100
	TH	2.00	384	3,200	0.153 *	ITS:	0.000
	LT	1.00	42	1,600	0.026		
Eastbound	RT	0.00	73	0	0.000	ICU:	0.769
	TH	3.00	885	4,800	0.200 *		
	LT	1.00	114	1,600	0.071	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 91 - LA CIENEGA BOULEVARD NB RAMPS & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.156
	TH	0.00	0	0	0.000 *	N-S(2):	0.173 *
	LT	0.00	0	0	0.000	E-W(1):	0.178
Westbound	RT	1.00	129	1,600	0.081	E-W(2):	0.391 *
	TH	4.00	1,765	6,400	0.276 *		
	LT	0.00	0	0	0.000	V/C:	0.564
Northbound	RT	0.00	159	0	0.000	Lost Time:	0.100
	TH	0.64	0	1,020	0.156	ITS:	0.000
	LT	1.36	340	1,962	0.173 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.664
	TH	3.00	854	4,800	0.178		
	LT	2.00	331	2,880	0.115 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.139 *
	TH	0.00	0	0	0.000	N-S(2):	0.083
	LT	0.00	0	0	0.000 *	E-W(1):	0.218
Westbound	RT	1.00	139	1,600	0.087	E-W(2):	0.280 *
	TH	4.00	1,127	6,400	0.176 *		
	LT	0.00	0	0	0.000	V/C:	0.419
Northbound	RT	0.00	223	0	0.000	Lost Time:	0.100
	TH	1.00	0	1,600	0.139 *	ITS:	0.000
	LT	1.00	132	1,600	0.083		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.519
	TH	3.00	1,045	4,800	0.218		
	LT	2.00	299	2,880	0.104 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.131 *
	TH	0.00	0	0	0.000	N-S(2):	0.083
	LT	0.00	0	0	0.000 *	E-W(1):	0.383
Westbound	RT	1.00	110	1,600	0.069	E-W(2):	0.415 *
	TH	4.00	1,249	6,400	0.195 *		
	LT	0.00	0	0	0.000	V/C:	0.546
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	1.00	0	1,600	0.131 *	ITS:	0.000
	LT	1.00	132	1,600	0.083		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.646
	TH	3.00	1,838	4,800	0.383		
	LT	2.00	635	2,880	0.220 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 92 - LA CIENEGA BOULEVARD SB RAMPS & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.79	591	2,857	0.207	N-S(1):	0.044
	TH	0.21	0	343	0.207 *	N-S(2):	0.207 *
	LT	0.00	71	1,600	0.044	E-W(1):	0.266
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.399 *
	TH	3.00	1,913	4,800	0.399 *		
	LT	1.00	183	1,600	0.114	V/C:	0.606
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	101	0	0.000	ICU:	0.706
	TH	5.00	1,114	8,000	0.152		
	LT	0.00	0	0	0.000 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.65	441	2,633	0.168	N-S(1):	0.059
	TH	0.35	0	567	0.168 *	N-S(2):	0.168 *
	LT	0.00	95	1,600	0.059	E-W(1):	0.348 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.206
	TH	3.00	990	4,800	0.206		
	LT	1.00	278	1,600	0.174 *	V/C:	0.516
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	145	0	0.000	ICU:	0.616
	TH	5.00	1,247	8,000	0.174 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.54	576	2,464	0.234	N-S(1):	0.108
	TH	0.46	0	736	0.234 *	N-S(2):	0.234 *
	LT	0.00	172	1,600	0.108	E-W(1):	0.456 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.233
	TH	3.00	1,120	4,800	0.233		
	LT	1.00	246	1,600	0.154 *	V/C:	0.690
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	125	0	0.000	ICU:	0.790
	TH	5.00	2,294	8,000	0.302 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 93 - LA CIENEGA BOULEVARD & STOCKER STREET
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	NBR, WBR, SBT		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.651 *
	TH	2.00	2,174	3,200	0.000	N-S(2):	0.000
	LT	1.00	116	1,600	0.073 *	E-W(1):	0.459 *
Westbound	RT	1.00	120	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	1,323	2,880	0.459 *	V/C:	1.110
Northbound	RT	1.00	807	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,773	4,800	0.578 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.210
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.467 *
	TH	2.00	1,554	3,200	0.000	N-S(2):	0.000
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.218 *
Westbound	RT	1.00	78	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	628	2,880	0.218 *	V/C:	0.685
Northbound	RT	1.00	704	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,735	4,800	0.361 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.785
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.710 *
	TH	2.00	2,612	3,200	0.000	N-S(2):	0.000
	LT	1.00	286	1,600	0.179 *	E-W(1):	0.314 *
Westbound	RT	1.00	83	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	904	2,880	0.314 *	V/C:	1.024
Northbound	RT	1.00	1,312	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,547	4,800	0.531 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.124
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 94 - LA CIENEGA BOULEVARD & 111TH STREET
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	111	0	0.000	N-S(1):	0.238 *
	TH	3.00	367	4,800	0.100	N-S(2):	0.228
	LT	0.00	0	0	0.000 *	E-W(1):	0.000
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.031 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.269
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	760	3,200	0.238 *	ITS:	0.000
	LT	1.00	205	1,600	0.128		
Eastbound	RT	1.00	94	1,600	0.000	ICU:	0.369
	TH	0.00	0	0	0.000		
	LT	2.00	89	2,880	0.031 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	113	0	0.000	N-S(1):	0.151
	TH	3.00	419	4,800	0.111 *	N-S(2):	0.209 *
	LT	0.00	0	0	0.000	E-W(1):	0.061 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.060
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.270
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	482	3,200	0.151	ITS:	0.000
	LT	1.00	156	1,600	0.098 *		
Eastbound	RT	1.00	176	1,600	0.061 *	ICU:	0.370
	TH	0.00	0	0	0.000		
	LT	2.00	174	2,880	0.060	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	89	0	0.000	N-S(1):	0.156
	TH	3.00	868	4,800	0.199 *	N-S(2):	0.266 *
	LT	0.00	0	0	0.000	E-W(1):	0.095 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.083
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.361
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	498	3,200	0.156	ITS:	0.000
	LT	1.00	107	1,600	0.067 *		
Eastbound	RT	1.00	206	1,600	0.095 *	ICU:	0.461
	TH	0.00	0	0	0.000		
	LT	2.00	238	2,880	0.083	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 95 - LA CIENEGA BOULEVARD & WEST 120TH STREET
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	104	1,600	0.052 *	N-S(1):	0.075
	TH	2.00	90	3,200	0.028	N-S(2):	0.100 *
	LT	1.00	45	1,600	0.028	E-W(1):	0.104
Westbound	RT	0.00	205	0	0.000	E-W(2):	0.168 *
	TH	2.00	249	3,200	0.142 *		
	LT	1.00	119	1,600	0.074	V/C:	0.268
Northbound	RT	1.00	32	1,600	0.000	Lost Time:	0.100
	TH	2.00	149	3,200	0.047	ITS:	0.000
	LT	1.00	76	1,600	0.048 *		
Eastbound	RT	0.00	35	0	0.000	ICU:	0.368
	TH	2.00	62	3,200	0.030		
	LT	1.00	41	1,600	0.026 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	48	1,600	0.017	N-S(1):	0.088
	TH	2.00	235	3,200	0.073 *	N-S(2):	0.094 *
	LT	1.00	86	1,600	0.054	E-W(1):	0.087 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.079
	TH	2.00	131	3,200	0.053		
	LT	1.00	67	1,600	0.042 *	V/C:	0.181
Northbound	RT	1.00	78	1,600	0.028	Lost Time:	0.100
	TH	2.00	109	3,200	0.034	ITS:	0.000
	LT	1.00	33	1,600	0.021 *		
Eastbound	RT	0.00	24	0	0.000	ICU:	0.281
	TH	2.00	119	3,200	0.045 *		
	LT	1.00	42	1,600	0.026	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	89	1,600	0.035	N-S(1):	0.428 *
	TH	2.00	693	3,200	0.217	N-S(2):	0.240
	LT	1.00	536	1,600	0.335 *	E-W(1):	0.166 *
Westbound	RT	0.00	53	0	0.000	E-W(2):	0.108
	TH	2.00	161	3,200	0.067		
	LT	1.00	44	1,600	0.028 *	V/C:	0.594
Northbound	RT	1.00	170	1,600	0.093 *	Lost Time:	0.100
	TH	2.00	89	3,200	0.028	ITS:	0.000
	LT	1.00	37	1,600	0.023		
Eastbound	RT	0.00	68	0	0.000	ICU:	0.694
	TH	2.00	372	3,200	0.138 *		
	LT	1.00	65	1,600	0.041	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 96 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O CENTURY)
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	53	0	0.000	N-S(1):	0.386 *
	TH	3.00	416	4,800	0.098	N-S(2):	0.208
	LT	2.00	421	2,880	0.146 *	E-W(1):	0.216 *
Westbound	RT	0.00	67	0	0.000	E-W(2):	0.000
	TH	0.46	65	740	0.178		
	LT	1.54	439	2,214	0.198 *	V/C:	0.602
Northbound	RT	1.00	135	1,600	0.000	Lost Time:	0.100
	TH	2.00	768	3,200	0.240 *	ITS:	0.000
	LT	1.00	176	1,600	0.110		
Eastbound	RT	1.00	3	1,600	0.000	ICU:	0.702
	TH	1.00	19	1,600	0.012		
	LT	2.00	51	2,880	0.018 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.329 *
	TH	3.00	509	4,800	0.127	N-S(2):	0.203
	LT	2.00	409	2,880	0.142 *	E-W(1):	0.231 *
Westbound	RT	0.00	84	0	0.000	E-W(2):	0.000
	TH	0.47	47	745	0.176		
	LT	1.53	432	2,210	0.195 *	V/C:	0.560
Northbound	RT	1.00	122	1,600	0.000	Lost Time:	0.100
	TH	2.00	598	3,200	0.187 *	ITS:	0.000
	LT	1.00	122	1,600	0.076		
Eastbound	RT	1.00	12	1,600	0.000	ICU:	0.660
	TH	1.00	43	1,600	0.027		
	LT	2.00	105	2,880	0.036 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.342 *
	TH	3.00	446	4,800	0.124	N-S(2):	0.234
	LT	2.00	470	2,880	0.163 *	E-W(1):	0.287 *
Westbound	RT	0.00	167	0	0.000	E-W(2):	0.000
	TH	0.58	7	933	0.187		
	LT	1.42	423	2,041	0.207 *	V/C:	0.629
Northbound	RT	1.00	85	1,600	0.000	Lost Time:	0.100
	TH	2.00	572	3,200	0.179 *	ITS:	0.000
	LT	1.00	176	1,600	0.110		
Eastbound	RT	1.00	72	1,600	0.000	ICU:	0.729
	TH	1.00	109	1,600	0.068		
	LT	2.00	229	2,880	0.080 *	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 97 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (S/O CENTURY)
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	SBT		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.323 *
	TH	2.00	489	3,200	0.000	N-S(2):	0.000
	LT	2.00	427	2,880	0.148 *	E-W(1):	0.000
Westbound	RT	2.00	125	3,200	0.039 *	E-W(2):	0.039 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.362
Northbound	RT	0.00	32	0	0.000	Lost Time:	0.100
	TH	2.00	528	3,200	0.175 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.462
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.365 *
	TH	2.00	427	3,200	0.000	N-S(2):	0.000
	LT	2.00	520	2,880	0.181 *	E-W(1):	0.000
Westbound	RT	2.00	184	3,200	0.058 *	E-W(2):	0.058 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.423
Northbound	RT	0.00	32	0	0.000	Lost Time:	0.100
	TH	2.00	558	3,200	0.184 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.523
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.370 *
	TH	2.00	877	3,200	0.000	N-S(2):	0.000
	LT	2.00	499	2,880	0.173 *	E-W(1):	0.000
Westbound	RT	2.00	356	3,200	0.111 *	E-W(2):	0.111 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.481
Northbound	RT	0.00	29	0	0.000	Lost Time:	0.100
	TH	2.00	600	3,200	0.197 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.581
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 98 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O IMPERIAL HWY)
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.314 *
	TH	3.00	373	4,800	0.078	N-S(2):	0.078
	LT	1.00	73	1,600	0.046 *	E-W(1):	0.057 *
Westbound	RT	1.00	83	1,600	0.029	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	164	2,880	0.057 *	V/C:	0.371
Northbound	RT	1.00	105	1,600	0.066	Lost Time:	0.100
	TH	2.00	857	3,200	0.268 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.471
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.245 *
	TH	3.00	509	4,800	0.106	N-S(2):	0.106
	LT	1.00	144	1,600	0.090 *	E-W(1):	0.018 *
Westbound	RT	1.00	89	1,600	0.011	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	51	2,880	0.018 *	V/C:	0.263
Northbound	RT	1.00	79	1,600	0.049	Lost Time:	0.100
	TH	2.00	497	3,200	0.155 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.363
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.209 *
	TH	3.00	964	4,800	0.201	N-S(2):	0.201
	LT	1.00	77	1,600	0.048 *	E-W(1):	0.026 *
Westbound	RT	1.00	73	1,600	0.022	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	76	2,880	0.026 *	V/C:	0.235
Northbound	RT	1.00	51	1,600	0.032	Lost Time:	0.100
	TH	2.00	514	3,200	0.161 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.335
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 107 - LINCOLN BOULEVARD & MINDANAO WAY
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	34	0	0.000	N-S(1):	0.376 *
	TH	3.00	1,082	4,800	0.233	N-S(2):	0.311
	LT	1.00	131	1,600	0.082 *	E-W(1):	0.246 *
Westbound	RT	0.00	72	0	0.000	E-W(2):	0.153
	TH	2.00	419	3,200	0.153		
	LT	2.00	230	2,880	0.080 *	V/C:	0.622
Northbound	RT	1.00	322	1,600	0.121	Lost Time:	0.100
	TH	3.00	1,412	4,800	0.294 *	ITS:	0.000
	LT	1.00	124	1,600	0.078		
Eastbound	RT	0.00	39	0	0.000	ICU:	0.722
	TH	2.00	491	3,200	0.166 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	87	0	0.000	N-S(1):	0.382 *
	TH	3.00	1,028	4,800	0.232	N-S(2):	0.280
	LT	1.00	158	1,600	0.099 *	E-W(1):	0.299 *
Westbound	RT	0.00	65	0	0.000	E-W(2):	0.176
	TH	2.00	496	3,200	0.175		
	LT	2.00	331	2,880	0.115 *	V/C:	0.681
Northbound	RT	1.00	274	1,600	0.056	Lost Time:	0.100
	TH	3.00	1,360	4,800	0.283 *	ITS:	0.000
	LT	1.00	77	1,600	0.048		
Eastbound	RT	0.00	98	0	0.000	ICU:	0.781
	TH	2.00	490	3,200	0.184 *		
	LT	0.00	2	1,600	0.001	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	83	0	0.000	N-S(1):	0.431 *
	TH	3.00	1,455	4,800	0.320	N-S(2):	0.381
	LT	1.00	201	1,600	0.126 *	E-W(1):	0.319 *
Westbound	RT	0.00	68	0	0.000	E-W(2):	0.219
	TH	2.00	630	3,200	0.218		
	LT	2.00	387	2,880	0.134 *	V/C:	0.750
Northbound	RT	1.00	281	1,600	0.041	Lost Time:	0.100
	TH	3.00	1,466	4,800	0.305 *	ITS:	0.000
	LT	1.00	97	1,600	0.061		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.850
	TH	2.00	480	3,200	0.185 *		
	LT	0.00	2	1,600	0.001	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 115 - ASH AVENUE & MANCHESTER AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	139	0	0.000	N-S(1):	0.210
	TH	1.00	0	1,600	0.093 *	N-S(2):	0.320 *
	LT	0.00	9	1,600	0.006	E-W(1):	0.153
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.281 *
	TH	3.00	1,323	4,800	0.278 *		
	LT	0.00	0	0	0.000	V/C:	0.601
Northbound	RT	1.00	208	1,600	0.130	Lost Time:	0.100
	TH	0.59	194	951	0.204	ITS:	0.000
	LT	1.41	459	2,024	0.227 *		
Eastbound	RT	1.00	236	1,600	0.000	ICU:	0.701
	TH	2.00	489	3,200	0.153		
	LT	1.00	5	1,600	0.003 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	79	0	0.000	N-S(1):	0.231
	TH	1.00	0	1,600	0.056 *	N-S(2):	0.306 *
	LT	0.00	10	1,600	0.006	E-W(1):	0.213
Westbound	RT	0.00	23	0	0.000	E-W(2):	0.216 *
	TH	3.00	954	4,800	0.204 *		
	LT	0.00	0	0	0.000	V/C:	0.522
Northbound	RT	1.00	260	1,600	0.163	Lost Time:	0.100
	TH	0.55	197	877	0.225	ITS:	0.000
	LT	1.45	522	2,091	0.250 *		
Eastbound	RT	1.00	295	1,600	0.000	ICU:	0.622
	TH	2.00	682	3,200	0.213		
	LT	1.00	19	1,600	0.012 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	78	0	0.000	N-S(1):	0.226
	TH	1.00	0	1,600	0.061 *	N-S(2):	0.297 *
	LT	0.00	20	1,600	0.013	E-W(1):	0.389 *
Westbound	RT	0.00	9	0	0.000	E-W(2):	0.207
	TH	3.00	938	4,800	0.197		
	LT	0.00	0	0	0.000 *	V/C:	0.686
Northbound	RT	1.25	426	2,003	0.213	Lost Time:	0.100
	TH	0.60	204	959	0.213	ITS:	0.000
	LT	1.15	391	1,654	0.236 *		
Eastbound	RT	1.00	251	1,600	0.000	ICU:	0.786
	TH	2.00	1,245	3,200	0.389 *		
	LT	1.00	16	1,600	0.010	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 116 - NASH STREET & MARIPOSA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	306	0	0.000	N-S(1):	0.080
	TH	2.00	754	3,200	0.331 *	N-S(2):	0.349 *
	LT	1.00	52	1,600	0.033	E-W(1):	0.052
Westbound	RT	0.00	17	0	0.000	E-W(2):	0.121 *
	TH	2.00	207	3,200	0.070 *		
	LT	1.00	28	1,600	0.018	V/C:	0.470
Northbound	RT	0.00	19	0	0.000	Lost Time:	0.100
	TH	2.00	132	3,200	0.047	ITS:	0.000
	LT	1.00	28	1,600	0.018 *		
Eastbound	RT	1.00	52	1,600	0.024	ICU:	0.570
	TH	2.00	110	3,200	0.034		
	LT	1.00	81	1,600	0.051 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	78	0	0.000	N-S(1):	0.074
	TH	2.00	251	3,200	0.103 *	N-S(2):	0.117 *
	LT	1.00	18	1,600	0.011	E-W(1):	0.070
Westbound	RT	0.00	3	0	0.000	E-W(2):	0.103 *
	TH	2.00	126	3,200	0.040 *		
	LT	1.00	12	1,600	0.008	V/C:	0.220
Northbound	RT	0.00	22	0	0.000	Lost Time:	0.100
	TH	2.00	180	3,200	0.063	ITS:	0.000
	LT	1.00	23	1,600	0.014 *		
Eastbound	RT	1.00	75	1,600	0.040	ICU:	0.320
	TH	2.00	199	3,200	0.062		
	LT	1.00	100	1,600	0.063 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	55	0	0.000	N-S(1):	0.167 *
	TH	2.00	376	3,200	0.135	N-S(2):	0.160
	LT	1.00	31	1,600	0.019 *	E-W(1):	0.087
Westbound	RT	0.00	3	0	0.000	E-W(2):	0.161 *
	TH	2.00	126	3,200	0.040 *		
	LT	1.00	8	1,600	0.005	V/C:	0.328
Northbound	RT	0.00	69	0	0.000	Lost Time:	0.100
	TH	2.00	405	3,200	0.148 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	1.00	68	1,600	0.030	ICU:	0.428
	TH	2.00	262	3,200	0.082		
	LT	1.00	194	1,600	0.121 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 117 - SEPULVEDA BOULEVARD & MARIPOSA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	63	0	0.000	N-S(1):	0.474 *
	TH	4.00	1,847	6,400	0.298	N-S(2):	0.342
	LT	2.00	344	2,880	0.119 *	E-W(1):	0.139 *
Westbound	RT	1.00	57	1,600	0.000	E-W(2):	0.100
	TH	1.00	66	1,600	0.041		
	LT	1.00	58	1,600	0.036 *	V/C:	0.613
Northbound	RT	1.00	122	1,600	0.058	Lost Time:	0.100
	TH	4.00	2,270	6,400	0.355 *	ITS:	0.000
	LT	1.00	71	1,600	0.044		
Eastbound	RT	0.00	43	0	0.000	ICU:	0.713
	TH	1.00	121	1,600	0.103 *		
	LT	1.00	95	1,600	0.059	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	57	0	0.000	N-S(1):	0.352 *
	TH	4.00	1,757	6,400	0.283	N-S(2):	0.347
	LT	2.00	222	2,880	0.077 *	E-W(1):	0.192 *
Westbound	RT	1.00	135	1,600	0.046	E-W(2):	0.150
	TH	1.00	128	1,600	0.080		
	LT	1.00	134	1,600	0.084 *	V/C:	0.544
Northbound	RT	1.00	126	1,600	0.037	Lost Time:	0.100
	TH	4.00	1,757	6,400	0.275 *	ITS:	0.000
	LT	1.00	102	1,600	0.064		
Eastbound	RT	0.00	37	0	0.000	ICU:	0.644
	TH	1.00	136	1,600	0.108 *		
	LT	1.00	112	1,600	0.070	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.427
	TH	4.00	2,303	6,400	0.377 *	N-S(2):	0.458 *
	LT	2.00	178	2,880	0.062	E-W(1):	0.202 *
Westbound	RT	1.00	241	1,600	0.120	E-W(2):	0.194
	TH	1.00	187	1,600	0.117		
	LT	1.00	154	1,600	0.096 *	V/C:	0.660
Northbound	RT	1.00	113	1,600	0.023	Lost Time:	0.100
	TH	4.00	2,333	6,400	0.365	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	51	0	0.000	ICU:	0.760
	TH	1.00	119	1,600	0.106 *		
	LT	1.00	118	1,600	0.074	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 119 - OCEAN AVENUE / VIA MARINA & WASHINGTON BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	8	0	0.000	N-S(1):	0.290 *
	TH	1.00	128	1,600	0.085 *	N-S(2):	0.000
	LT	1.00	45	1,600	0.028	E-W(1):	0.237 *
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.165
	TH	2.00	377	3,200	0.133		
	LT	1.00	127	1,600	0.079 *	V/C:	0.527
Northbound	RT	1.00	281	1,600	0.136	Lost Time:	0.100
	TH	1.00	328	1,600	0.205 *	ITS:	0.000
	LT	2.00	394	2,880	0.137		
Eastbound	RT	1.00	204	1,600	0.059	ICU:	0.627
	TH	2.00	507	3,200	0.158 *		
	LT	1.00	51	1,600	0.032	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	38	0	0.000	N-S(1):	0.236 *
	TH	1.00	146	1,600	0.115 *	N-S(2):	0.000
	LT	1.00	80	1,600	0.050	E-W(1):	0.240 *
Westbound	RT	0.00	44	0	0.000	E-W(2):	0.197
	TH	2.00	504	3,200	0.171		
	LT	1.00	163	1,600	0.102 *	V/C:	0.476
Northbound	RT	1.00	193	1,600	0.070	Lost Time:	0.100
	TH	1.00	193	1,600	0.121 *	ITS:	0.000
	LT	2.00	247	2,880	0.086		
Eastbound	RT	1.00	163	1,600	0.059	ICU:	0.576
	TH	2.00	441	3,200	0.138 *		
	LT	1.00	41	1,600	0.026	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	37	0	0.000	N-S(1):	0.435 *
	TH	1.00	438	1,600	0.297 *	N-S(2):	0.000
	LT	1.00	120	1,600	0.075	E-W(1):	0.259 *
Westbound	RT	0.00	42	0	0.000	E-W(2):	0.237
	TH	2.00	657	3,200	0.218		
	LT	1.00	153	1,600	0.096 *	V/C:	0.694
Northbound	RT	1.00	184	1,600	0.067	Lost Time:	0.100
	TH	1.00	220	1,600	0.138 *	ITS:	0.000
	LT	2.00	394	2,880	0.137		
Eastbound	RT	1.00	296	1,600	0.117	ICU:	0.794
	TH	2.00	523	3,200	0.163 *		
	LT	1.00	31	1,600	0.019	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 120 - OVERHILL DRIVE & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	69	1,600	0.021	N-S(1):	0.153 *
	TH	2.00	123	3,200	0.038	N-S(2):	0.078
	LT	1.00	94	1,600	0.059 *	E-W(1):	0.202
Westbound	RT	0.00	73	0	0.000	E-W(2):	0.379 *
	TH	3.00	1,529	4,800	0.334 *		
	LT	1.00	65	1,600	0.041	V/C:	0.532
Northbound	RT	0.00	131	0	0.000	Lost Time:	0.100
	TH	2.00	170	3,200	0.094 *	ITS:	0.000
	LT	1.00	64	1,600	0.040		
Eastbound	RT	0.00	18	0	0.000	ICU:	0.632
	TH	3.00	756	4,800	0.161		
	LT	1.00	72	1,600	0.045 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	83	1,600	0.027	N-S(1):	0.132 *
	TH	2.00	103	3,200	0.032	N-S(2):	0.065
	LT	1.00	113	1,600	0.071 *	E-W(1):	0.299 *
Westbound	RT	0.00	64	0	0.000	E-W(2):	0.253
	TH	3.00	907	4,800	0.202		
	LT	1.00	103	1,600	0.064 *	V/C:	0.431
Northbound	RT	0.00	88	0	0.000	Lost Time:	0.100
	TH	2.00	106	3,200	0.061 *	ITS:	0.000
	LT	1.00	53	1,600	0.033		
Eastbound	RT	0.00	35	0	0.000	ICU:	0.531
	TH	3.00	1,095	4,800	0.235 *		
	LT	1.00	81	1,600	0.051	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	108	1,600	0.016	N-S(1):	0.291 *
	TH	2.00	360	3,200	0.113	N-S(2):	0.168
	LT	1.00	257	1,600	0.161 *	E-W(1):	0.587 *
Westbound	RT	0.00	98	0	0.000	E-W(2):	0.362
	TH	3.00	1,147	4,800	0.259		
	LT	1.00	222	1,600	0.139 *	V/C:	0.878
Northbound	RT	0.00	146	0	0.000	Lost Time:	0.100
	TH	2.00	271	3,200	0.130 *	ITS:	0.000
	LT	1.00	88	1,600	0.055		
Eastbound	RT	0.00	48	0	0.000	ICU:	0.978
	TH	3.00	2,102	4,800	0.448 *		
	LT	1.00	164	1,600	0.103	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 124 - PRAIRIE AVENUE & WEST 112TH STREET/I-105 OFF RAMP
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : Y
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.137
	TH	3.00	779	4,800	0.162 *	N-S(2):	0.162 *
	LT	1.00	17	1,600	0.011	E-W(1):	0.181 *
Westbound	RT	0.70	30	1,116	0.022	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.30	13	484	0.027 *	V/C:	0.343
Northbound	RT	0.00	5	0	0.000	Lost Time:	0.100
	TH	3.00	600	4,800	0.126	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	235	0	0.000	ICU:	0.443
	TH	1.00	11	1,600	0.154 *		
	LT	2.00	308	2,880	0.107	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.129
	TH	3.00	871	4,800	0.181 *	N-S(2):	0.181 *
	LT	1.00	14	1,600	0.009	E-W(1):	0.302 *
Westbound	RT	0.61	17	971	0.013	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.39	11	629	0.018 *	V/C:	0.483
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	558	4,800	0.120	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	413	0	0.000	ICU:	0.583
	TH	1.00	41	1,600	0.284 *		
	LT	2.00	502	2,880	0.174	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.212 *
	TH	3.00	1,016	4,800	0.212 *	N-S(2):	0.212 *
	LT	1.00	47	1,600	0.029 *	E-W(1):	0.328 *
Westbound	RT	0.46	11	733	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.54	13	867	0.015 *	V/C:	0.540
Northbound	RT	0.00	36	0	0.000	Lost Time:	0.100
	TH	3.00	840	4,800	0.183 *	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	431	0	0.000	ICU:	0.640
	TH	1.00	69	1,600	0.313 *		
	LT	2.00	610	2,880	0.212	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 125 - SEPULVEDA BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : NBR,
FF Movements: WBR,

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	98	1,600	0.020	N-S(1):	0.503 *
	TH	3.00	953	4,800	0.199	N-S(2):	0.272
	LT	2.00	258	2,880	0.090 *	E-W(1):	0.231 *
Westbound	RT	1.00	501	1,600	0.000	E-W(2):	0.164
	TH	2.00	260	3,200	0.081		
	LT	2.00	224	2,880	0.078 *	V/C:	0.734
Northbound	RT	1.00	312	1,600	0.117	Lost Time:	0.100
	TH	4.00	2,646	6,400	0.413 *	ITS:	0.000
	LT	2.00	209	2,880	0.073		
Eastbound	RT	1.00	101	1,600	0.027	ICU:	0.834
	TH	3.00	735	4,800	0.153 *		
	LT	2.00	238	2,880	0.083	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	182	1,600	0.061	N-S(1):	0.403 *
	TH	3.00	1,451	4,800	0.302	N-S(2):	0.352
	LT	2.00	511	2,880	0.177 *	E-W(1):	0.255 *
Westbound	RT	1.00	650	1,600	0.000	E-W(2):	0.213
	TH	2.00	346	3,200	0.108		
	LT	2.00	432	2,880	0.150 *	V/C:	0.658
Northbound	RT	1.00	447	1,600	0.129	Lost Time:	0.100
	TH	4.00	1,449	6,400	0.226 *	ITS:	0.000
	LT	2.00	145	2,880	0.050		
Eastbound	RT	1.00	143	1,600	0.064	ICU:	0.758
	TH	3.00	506	4,800	0.105 *		
	LT	2.00	301	2,880	0.105	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	444	1,600	0.213	N-S(1):	0.351
	TH	3.00	2,366	4,800	0.493 *	N-S(2):	0.645 *
	LT	2.00	462	2,880	0.160	E-W(1):	0.308
Westbound	RT	1.00	738	1,600	0.000	E-W(2):	0.310 *
	TH	2.00	576	3,200	0.180 *		
	LT	2.00	392	2,880	0.136	V/C:	0.955
Northbound	RT	1.00	414	1,600	0.123	Lost Time:	0.100
	TH	4.00	1,221	6,400	0.191	ITS:	0.000
	LT	2.00	437	2,880	0.152 *		
Eastbound	RT	1.00	275	1,600	0.172	ICU:	1.055
	TH	3.00	618	4,800	0.129		
	LT	2.00	374	2,880	0.130 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 140 - WB SR-90 RAMPS & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : NBR,
FF Movements: EBR,

N-S Split Phase : Y
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.043 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.429 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.316
	TH	2.00	1,012	3,200	0.316		
	LT	3.00	1,562	4,320	0.362 *	V/C:	0.472
Northbound	RT	2.00	984	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	125	2,880	0.043 *		
Eastbound	RT	1.00	168	1,600	0.000	ICU:	0.572
	TH	3.00	323	4,800	0.067 *		
	LT	1.00	0	1,600	0.000	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.090 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.271 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.234
	TH	2.00	750	3,200	0.234		
	LT	3.00	617	4,320	0.143 *	V/C:	0.361
Northbound	RT	2.00	744	3,200	0.090 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	219	2,880	0.076		
Eastbound	RT	1.00	159	1,600	0.000	ICU:	0.461
	TH	3.00	614	4,800	0.128 *		
	LT	1.00	0	1,600	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.233 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.359 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.262
	TH	2.00	839	3,200	0.262		
	LT	3.00	797	4,320	0.184 *	V/C:	0.592
Northbound	RT	2.00	1,336	3,200	0.233 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	207	2,880	0.072		
Eastbound	RT	1.00	223	1,600	0.000	ICU:	0.692
	TH	3.00	842	4,800	0.175 *		
	LT	1.00	0	1,600	0.000	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 147 - CRENSHAW BOULEVARD & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	113	0	0.000	N-S(1):	0.204
	TH	3.00	532	4,800	0.134 *	N-S(2):	0.232 *
	LT	1.00	84	1,600	0.053	E-W(1):	0.157
Westbound	RT	0.00	108	0	0.000	E-W(2):	0.231 *
	TH	3.00	787	4,800	0.186 *		
	LT	1.00	70	1,600	0.044	V/C:	0.463
Northbound	RT	0.00	47	0	0.000	Lost Time:	0.100
	TH	3.00	680	4,800	0.151	ITS:	0.000
	LT	1.00	157	1,600	0.098 *		
Eastbound	RT	0.00	72	0	0.000	ICU:	0.563
	TH	3.00	468	4,800	0.113		
	LT	1.00	72	1,600	0.045 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	190	0	0.000	N-S(1):	0.205
	TH	3.00	650	4,800	0.175 *	N-S(2):	0.263 *
	LT	1.00	102	1,600	0.064	E-W(1):	0.268
Westbound	RT	0.00	42	0	0.000	E-W(2):	0.316 *
	TH	3.00	789	4,800	0.173 *		
	LT	1.00	71	1,600	0.044	V/C:	0.579
Northbound	RT	0.00	52	0	0.000	Lost Time:	0.100
	TH	3.00	627	4,800	0.141	ITS:	0.000
	LT	1.00	141	1,600	0.088 *		
Eastbound	RT	0.00	249	0	0.000	ICU:	0.679
	TH	3.00	828	4,800	0.224		
	LT	1.00	229	1,600	0.143 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	214	0	0.000	N-S(1):	0.285
	TH	3.00	868	4,800	0.225 *	N-S(2):	0.352 *
	LT	1.00	154	1,600	0.096	E-W(1):	0.334 *
Westbound	RT	0.00	87	0	0.000	E-W(2):	0.325
	TH	3.00	845	4,800	0.194		
	LT	1.00	109	1,600	0.068 *	V/C:	0.686
Northbound	RT	0.00	68	0	0.000	Lost Time:	0.100
	TH	3.00	838	4,800	0.189	ITS:	0.000
	LT	1.00	203	1,600	0.127 *		
Eastbound	RT	0.00	206	0	0.000	ICU:	0.786
	TH	3.00	1,073	4,800	0.266 *		
	LT	1.00	210	1,600	0.131	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 148 - LA CIENEGA BOULEVARD & FAIRVIEW BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	53	0	0.000	N-S(1):	0.649 *
	TH	4.00	2,770	6,400	0.441	N-S(2):	0.441
	LT	0.00	0	0	0.000 *	E-W(1):	0.181 *
Westbound	RT	1.00	46	1,600	0.029	E-W(2):	0.000
	TH	0.55	104	876	0.119		
	LT	1.45	276	2,092	0.132 *	V/C:	0.830
Northbound	RT	0.00	29	0	0.000	Lost Time:	0.100
	TH	3.00	3,084	4,800	0.649 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	62	1,600	0.039	ICU:	0.930
	TH	0.80	56	1,280	0.044		
	LT	1.20	84	1,728	0.049 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	144	0	0.000	N-S(1):	0.419 *
	TH	4.00	1,972	6,400	0.331	N-S(2):	0.331
	LT	0.00	0	0	0.000 *	E-W(1):	0.170 *
Westbound	RT	1.00	36	1,600	0.023	E-W(2):	0.000
	TH	0.71	86	1,137	0.076		
	LT	1.29	156	1,857	0.084 *	V/C:	0.589
Northbound	RT	0.00	32	0	0.000	Lost Time:	0.100
	TH	3.00	1,978	4,800	0.419 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	77	1,600	0.048	ICU:	0.689
	TH	0.81	100	1,290	0.078		
	LT	1.19	148	1,719	0.086 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	125	0	0.000	N-S(1):	0.594 *
	TH	4.00	2,901	6,400	0.473	N-S(2):	0.473
	LT	0.00	0	0	0.000 *	E-W(1):	0.239 *
Westbound	RT	1.00	24	1,600	0.015	E-W(2):	0.000
	TH	0.77	136	1,226	0.111		
	LT	1.23	219	1,777	0.123 *	V/C:	0.833
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	3.00	2,750	4,800	0.594 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	75	1,600	0.047	ICU:	0.933
	TH	0.95	158	1,514	0.104		
	LT	1.05	176	1,518	0.116 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 149 - CRENSHAW BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.218
	TH	3.00	670	4,800	0.156 *	N-S(2):	0.227 *
	LT	1.00	113	1,600	0.071	E-W(1):	0.159
Westbound	RT	0.00	134	0	0.000	E-W(2):	0.244 *
	TH	3.00	856	4,800	0.206 *		
	LT	1.00	124	1,600	0.078	V/C:	0.471
Northbound	RT	0.00	63	0	0.000	Lost Time:	0.100
	TH	3.00	642	4,800	0.147	ITS:	0.000
	LT	1.00	113	1,600	0.071 *		
Eastbound	RT	0.00	87	0	0.000	ICU:	0.571
	TH	3.00	302	4,800	0.081		
	LT	1.00	61	1,600	0.038 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	92	0	0.000	N-S(1):	0.305 *
	TH	3.00	810	4,800	0.188	N-S(2):	0.274
	LT	1.00	176	1,600	0.110 *	E-W(1):	0.219
Westbound	RT	0.00	169	0	0.000	E-W(2):	0.220 *
	TH	3.00	499	4,800	0.139 *		
	LT	1.00	159	1,600	0.099	V/C:	0.525
Northbound	RT	0.00	104	0	0.000	Lost Time:	0.100
	TH	3.00	832	4,800	0.195 *	ITS:	0.000
	LT	1.00	138	1,600	0.086		
Eastbound	RT	0.00	161	0	0.000	ICU:	0.625
	TH	3.00	417	4,800	0.120		
	LT	1.00	130	1,600	0.081 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	125	0	0.000	N-S(1):	0.368 *
	TH	3.00	832	4,800	0.199	N-S(2):	0.293
	LT	1.00	197	1,600	0.123 *	E-W(1):	0.369 *
Westbound	RT	0.00	114	0	0.000	E-W(2):	0.226
	TH	3.00	536	4,800	0.135		
	LT	1.00	162	1,600	0.101 *	V/C:	0.737
Northbound	RT	0.00	109	0	0.000	Lost Time:	0.100
	TH	3.00	1,067	4,800	0.245 *	ITS:	0.000
	LT	1.00	151	1,600	0.094		
Eastbound	RT	0.00	178	0	0.000	ICU:	0.837
	TH	3.00	1,108	4,800	0.268 *		
	LT	1.00	146	1,600	0.091	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 157 - LA CIENEGA BOULEVARD & 104TH STREET
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.197
	TH	3.00	375	4,800	0.095 *	N-S(2):	0.239 *
	LT	1.00	14	1,600	0.009	E-W(1):	0.004
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.020 *
	TH	1.00	1	1,600	0.003 *		
	LT	0.00	4	1,600	0.003	V/C:	0.259
Northbound	RT	0.00	15	0	0.000	Lost Time:	0.100
	TH	2.00	588	3,200	0.188	ITS:	0.000
	LT	1.00	230	1,600	0.144 *		
Eastbound	RT	1.00	83	1,600	0.000	ICU:	0.359
	TH	1.00	2	1,600	0.001		
	LT	1.00	27	1,600	0.017 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	27	0	0.000	N-S(1):	0.175 *
	TH	3.00	384	4,800	0.086	N-S(2):	0.161
	LT	1.00	19	1,600	0.012 *	E-W(1):	0.007
Westbound	RT	0.00	12	0	0.000	E-W(2):	0.066 *
	TH	1.00	8	1,600	0.016 *		
	LT	0.00	5	1,600	0.003	V/C:	0.241
Northbound	RT	0.00	17	0	0.000	Lost Time:	0.100
	TH	2.00	506	3,200	0.163 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	118	1,600	0.000	ICU:	0.341
	TH	1.00	6	1,600	0.004		
	LT	1.00	80	1,600	0.050 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	52	0	0.000	N-S(1):	0.191
	TH	3.00	851	4,800	0.188 *	N-S(2):	0.222 *
	LT	1.00	45	1,600	0.028	E-W(1):	0.071 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.053
	TH	1.00	1	1,600	0.014		
	LT	0.00	11	1,600	0.007 *	V/C:	0.293
Northbound	RT	0.00	6	0	0.000	Lost Time:	0.100
	TH	2.00	515	3,200	0.163	ITS:	0.000
	LT	1.00	55	1,600	0.034 *		
Eastbound	RT	1.00	157	1,600	0.064 *	ICU:	0.393
	TH	1.00	3	1,600	0.002		
	LT	1.00	62	1,600	0.039	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 159 - HINDRY AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	7	1,600	0.004	N-S(1):	0.047 *
	TH	1.00	18	1,600	0.029	N-S(2):	0.038
	LT	0.00	29	1,600	0.018 *	E-W(1):	0.254 *
Westbound	RT	0.00	33	0	0.000	E-W(2):	0.240
	TH	2.00	724	3,200	0.237		
	LT	1.00	83	1,600	0.052 *	V/C:	0.301
Northbound	RT	1.00	30	1,600	0.000	Lost Time:	0.100
	TH	1.00	32	1,600	0.029 *	ITS:	0.000
	LT	0.00	14	1,600	0.009		
Eastbound	RT	0.00	38	0	0.000	ICU:	0.401
	TH	2.00	608	3,200	0.202 *		
	LT	1.00	5	1,600	0.003	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.072 *
	TH	1.00	34	1,600	0.049	N-S(2):	0.069
	LT	0.00	44	1,600	0.028 *	E-W(1):	0.412 *
Westbound	RT	0.00	29	0	0.000	E-W(2):	0.257
	TH	2.00	743	3,200	0.241		
	LT	1.00	47	1,600	0.029 *	V/C:	0.484
Northbound	RT	1.00	83	1,600	0.037	Lost Time:	0.100
	TH	1.00	38	1,600	0.044 *	ITS:	0.000
	LT	0.00	32	1,600	0.020		
Eastbound	RT	0.00	72	0	0.000	ICU:	0.584
	TH	2.00	1,152	3,200	0.383 *		
	LT	1.00	25	1,600	0.016	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	13	1,600	0.008	N-S(1):	0.064
	TH	1.00	57	1,600	0.067 *	N-S(2):	0.086 *
	LT	0.00	50	1,600	0.031	E-W(1):	0.369 *
Westbound	RT	0.00	29	0	0.000	E-W(2):	0.230
	TH	2.00	675	3,200	0.220		
	LT	1.00	42	1,600	0.026 *	V/C:	0.455
Northbound	RT	1.00	73	1,600	0.033	Lost Time:	0.100
	TH	1.00	8	1,600	0.024	ITS:	0.000
	LT	0.00	30	1,600	0.019 *		
Eastbound	RT	0.00	58	0	0.000	ICU:	0.555
	TH	2.00	1,041	3,200	0.343 *		
	LT	1.00	16	1,600	0.010	LOS:	A

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 162 - SEPULVEDA BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	137	0	0.000	N-S(1):	0.524 *
	TH	3.00	903	4,800	0.217	N-S(2):	0.290
	LT	2.00	107	2,880	0.037 *	E-W(1):	0.201
Westbound	RT	1.00	136	1,600	0.048	E-W(2):	0.226 *
	TH	2.00	404	3,200	0.126 *		
	LT	1.00	117	1,600	0.073	V/C:	0.750
Northbound	RT	0.00	95	0	0.000	Lost Time:	0.100
	TH	3.00	2,243	4,800	0.487 *	ITS:	0.000
	LT	1.00	117	1,600	0.073		
Eastbound	RT	1.00	86	1,600	0.017	ICU:	0.850
	TH	2.00	409	3,200	0.128		
	LT	1.00	160	1,600	0.100 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	202	0	0.000	N-S(1):	0.386
	TH	3.00	1,416	4,800	0.337 *	N-S(2):	0.450 *
	LT	2.00	171	2,880	0.059	E-W(1):	0.341
Westbound	RT	1.00	155	1,600	0.038	E-W(2):	0.366 *
	TH	2.00	516	3,200	0.161 *		
	LT	1.00	223	1,600	0.139	V/C:	0.816
Northbound	RT	0.00	161	0	0.000	Lost Time:	0.100
	TH	3.00	1,410	4,800	0.327	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	1.00	182	1,600	0.058	ICU:	0.916
	TH	2.00	645	3,200	0.202		
	LT	1.00	328	1,600	0.205 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.372
	TH	3.00	2,394	4,800	0.534 *	N-S(2):	0.637 *
	LT	2.00	182	2,880	0.063	E-W(1):	0.368 *
Westbound	RT	1.00	121	1,600	0.012	E-W(2):	0.306
	TH	2.00	532	3,200	0.166		
	LT	1.00	240	1,600	0.150 *	V/C:	1.005
Northbound	RT	0.00	172	0	0.000	Lost Time:	0.100
	TH	3.00	1,310	4,800	0.309	ITS:	0.000
	LT	1.00	164	1,600	0.103 *		
Eastbound	RT	1.00	71	1,600	0.000	ICU:	1.105
	TH	2.00	696	3,200	0.218 *		
	LT	1.00	224	1,600	0.140	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 164 - CRENSHAW BOULEVARD & MANCHESTER AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	29	0	0.000	N-S(1):	0.218
	TH	2.00	511	3,200	0.169 *	N-S(2):	0.257 *
	LT	1.00	111	1,600	0.069	E-W(1):	0.232
Westbound	RT	0.00	139	0	0.000	E-W(2):	0.330 *
	TH	2.00	802	3,200	0.294 *		
	LT	1.00	133	1,600	0.083	V/C:	0.587
Northbound	RT	0.00	101	0	0.000	Lost Time:	0.100
	TH	3.00	616	4,800	0.149	ITS:	0.000
	LT	1.00	141	1,600	0.088 *		
Eastbound	RT	0.00	57	0	0.000	ICU:	0.687
	TH	2.00	419	3,200	0.149		
	LT	1.00	57	1,600	0.036 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	53	0	0.000	N-S(1):	0.225
	TH	2.00	616	3,200	0.209 *	N-S(2):	0.305 *
	LT	1.00	133	1,600	0.083	E-W(1):	0.311 *
Westbound	RT	0.00	98	0	0.000	E-W(2):	0.288
	TH	2.00	663	3,200	0.238		
	LT	1.00	175	1,600	0.109 *	V/C:	0.616
Northbound	RT	0.00	145	0	0.000	Lost Time:	0.100
	TH	3.00	536	4,800	0.142	ITS:	0.000
	LT	1.00	154	1,600	0.096 *		
Eastbound	RT	0.00	77	0	0.000	ICU:	0.716
	TH	2.00	570	3,200	0.202 *		
	LT	1.00	80	1,600	0.050	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	21	0	0.000	N-S(1):	0.258
	TH	2.00	753	3,200	0.242 *	N-S(2):	0.322 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.445 *
Westbound	RT	0.00	114	0	0.000	E-W(2):	0.335
	TH	2.00	736	3,200	0.266		
	LT	1.00	177	1,600	0.111 *	V/C:	0.767
Northbound	RT	0.00	143	0	0.000	Lost Time:	0.100
	TH	3.00	675	4,800	0.170	ITS:	0.000
	LT	1.00	128	1,600	0.080 *		
Eastbound	RT	0.00	71	0	0.000	ICU:	0.867
	TH	2.00	999	3,200	0.334 *		
	LT	1.00	111	1,600	0.069	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 169 - PRAIRIE AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	52	0	0.000	N-S(1):	0.424 *
	TH	3.00	552	4,800	0.126	N-S(2):	0.271
	LT	1.00	165	1,600	0.103 *	E-W(1):	0.316
Westbound	RT	1.00	512	1,600	0.268	E-W(2):	0.416 *
	TH	2.00	1,120	3,200	0.350 *		
	LT	1.00	239	1,600	0.149	V/C:	0.840
Northbound	RT	1.00	179	1,600	0.000	Lost Time:	0.100
	TH	2.00	1,026	3,200	0.321 *	ITS:	0.000
	LT	1.00	232	1,600	0.145		
Eastbound	RT	0.00	147	0	0.000	ICU:	0.940
	TH	3.00	655	4,800	0.167		
	LT	1.00	105	1,600	0.066 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	63	0	0.000	N-S(1):	0.272 *
	TH	3.00	529	4,800	0.123	N-S(2):	0.226
	LT	1.00	151	1,600	0.094 *	E-W(1):	0.271 *
Westbound	RT	1.00	189	1,600	0.071	E-W(2):	0.249
	TH	2.00	614	3,200	0.192		
	LT	1.00	135	1,600	0.084 *	V/C:	0.543
Northbound	RT	1.00	159	1,600	0.015	Lost Time:	0.100
	TH	2.00	571	3,200	0.178 *	ITS:	0.000
	LT	1.00	165	1,600	0.103		
Eastbound	RT	0.00	194	0	0.000	ICU:	0.643
	TH	3.00	703	4,800	0.187 *		
	LT	1.00	91	1,600	0.057	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	55	0	0.000	N-S(1):	0.315 *
	TH	3.00	822	4,800	0.183	N-S(2):	0.273
	LT	1.00	211	1,600	0.132 *	E-W(1):	0.366 *
Westbound	RT	1.00	149	1,600	0.027	E-W(2):	0.259
	TH	2.00	688	3,200	0.215		
	LT	1.00	152	1,600	0.095 *	V/C:	0.681
Northbound	RT	1.00	138	1,600	0.000	Lost Time:	0.100
	TH	2.00	587	3,200	0.183 *	ITS:	0.000
	LT	1.00	144	1,600	0.090		
Eastbound	RT	0.00	214	0	0.000	ICU:	0.781
	TH	3.00	1,087	4,800	0.271 *		
	LT	1.00	70	1,600	0.044	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 173 - WESTERN AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	125	0	0.000	N-S(1):	0.311
	TH	3.00	733	4,800	0.179 *	N-S(2):	0.312 *
	LT	1.00	135	1,600	0.084	E-W(1):	0.294
Westbound	RT	1.00	226	1,600	0.099	E-W(2):	0.327 *
	TH	3.00	1,091	4,800	0.227 *		
	LT	1.00	225	1,600	0.141	V/C:	0.639
Northbound	RT	1.00	162	1,600	0.031	Lost Time:	0.100
	TH	2.00	727	3,200	0.227	ITS:	0.000
	LT	1.00	212	1,600	0.133 *		
Eastbound	RT	0.00	205	0	0.000	ICU:	0.739
	TH	3.00	528	4,800	0.153		
	LT	1.00	160	1,600	0.100 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	115	0	0.000	N-S(1):	0.228 *
	TH	3.00	420	4,800	0.111	N-S(2):	0.227
	LT	1.00	134	1,600	0.084 *	E-W(1):	0.255 *
Westbound	RT	1.00	121	1,600	0.034	E-W(2):	0.187
	TH	3.00	494	4,800	0.103		
	LT	1.00	193	1,600	0.121 *	V/C:	0.483
Northbound	RT	1.00	164	1,600	0.042	Lost Time:	0.100
	TH	2.00	461	3,200	0.144 *	ITS:	0.000
	LT	1.00	185	1,600	0.116		
Eastbound	RT	0.00	164	0	0.000	ICU:	0.583
	TH	3.00	478	4,800	0.134 *		
	LT	1.00	134	1,600	0.084	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	133	0	0.000	N-S(1):	0.313 *
	TH	3.00	604	4,800	0.154	N-S(2):	0.306
	LT	1.00	167	1,600	0.104 *	E-W(1):	0.478 *
Westbound	RT	1.00	152	1,600	0.043	E-W(2):	0.237
	TH	3.00	614	4,800	0.128		
	LT	1.00	219	1,600	0.137 *	V/C:	0.791
Northbound	RT	1.00	133	1,600	0.015	Lost Time:	0.100
	TH	2.00	669	3,200	0.209 *	ITS:	0.000
	LT	1.00	243	1,600	0.152		
Eastbound	RT	0.00	258	0	0.000	ICU:	0.891
	TH	3.00	1,379	4,800	0.341 *		
	LT	1.00	174	1,600	0.109	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 175 - VERMONT AVENUE & MANCHESTER AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	91	0	0.000	N-S(1):	0.323 *
	TH	3.00	457	4,800	0.114	N-S(2):	0.188
	LT	2.00	133	2,880	0.046 *	E-W(1):	0.312
Westbound	RT	0.00	128	0	0.000	E-W(2):	0.341 *
	TH	3.00	1,106	4,800	0.257 *		
	LT	1.00	91	1,600	0.057	V/C:	0.664
Northbound	RT	0.00	114	0	0.000	Lost Time:	0.100
	TH	3.00	1,217	4,800	0.277 *	ITS:	0.000
	LT	2.00	212	2,880	0.074		
Eastbound	RT	0.00	77	0	0.000	ICU:	0.764
	TH	3.00	1,145	4,800	0.255		
	LT	1.00	134	1,600	0.084 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	137	0	0.000	N-S(1):	0.194 *
	TH	3.00	477	4,800	0.128	N-S(2):	0.171
	LT	2.00	166	2,880	0.058 *	E-W(1):	0.279 *
Westbound	RT	0.00	152	0	0.000	E-W(2):	0.279 *
	TH	3.00	866	4,800	0.212 *		
	LT	1.00	105	1,600	0.066 *	V/C:	0.473
Northbound	RT	0.00	135	0	0.000	Lost Time:	0.100
	TH	3.00	516	4,800	0.136 *	ITS:	0.000
	LT	2.00	123	2,880	0.043		
Eastbound	RT	0.00	127	0	0.000	ICU:	0.573
	TH	3.00	895	4,800	0.213 *		
	LT	1.00	107	1,600	0.067 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	133	0	0.000	N-S(1):	0.256 *
	TH	3.00	763	4,800	0.187	N-S(2):	0.246
	LT	2.00	182	2,880	0.063 *	E-W(1):	0.355 *
Westbound	RT	0.00	142	0	0.000	E-W(2):	0.310
	TH	3.00	966	4,800	0.231		
	LT	1.00	100	1,600	0.063 *	V/C:	0.611
Northbound	RT	0.00	124	0	0.000	Lost Time:	0.100
	TH	3.00	802	4,800	0.193 *	ITS:	0.000
	LT	2.00	171	2,880	0.059		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.711
	TH	3.00	1,272	4,800	0.292 *		
	LT	1.00	126	1,600	0.079	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 176 - VERMONT AVENUE & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	113	0	0.000	N-S(1):	0.299 *
	TH	3.00	655	4,800	0.160	N-S(2):	0.216
	LT	2.00	92	2,880	0.032 *	E-W(1):	0.260
Westbound	RT	0.00	113	0	0.000	E-W(2):	0.301 *
	TH	3.00	913	4,800	0.214 *		
	LT	1.00	178	1,600	0.111	V/C:	0.600
Northbound	RT	1.00	132	1,600	0.027	Lost Time:	0.100
	TH	3.00	1,281	4,800	0.267 *	ITS:	0.000
	LT	2.00	161	2,880	0.056		
Eastbound	RT	0.00	49	0	0.000	ICU:	0.700
	TH	3.00	668	4,800	0.149		
	LT	1.00	139	1,600	0.087 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	121	0	0.000	N-S(1):	0.153
	TH	3.00	502	4,800	0.130 *	N-S(2):	0.174 *
	LT	2.00	110	2,880	0.038	E-W(1):	0.213
Westbound	RT	0.00	55	0	0.000	E-W(2):	0.222 *
	TH	3.00	603	4,800	0.137 *		
	LT	1.00	110	1,600	0.069	V/C:	0.396
Northbound	RT	1.00	67	1,600	0.008	Lost Time:	0.100
	TH	3.00	553	4,800	0.115	ITS:	0.000
	LT	2.00	127	2,880	0.044 *		
Eastbound	RT	0.00	87	0	0.000	ICU:	0.496
	TH	3.00	602	4,800	0.144		
	LT	1.00	136	1,600	0.085 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	137	0	0.000	N-S(1):	0.261 *
	TH	3.00	787	4,800	0.193	N-S(2):	0.256
	LT	2.00	158	2,880	0.055 *	E-W(1):	0.302 *
Westbound	RT	0.00	27	0	0.000	E-W(2):	0.244
	TH	3.00	706	4,800	0.153		
	LT	1.00	132	1,600	0.083 *	V/C:	0.563
Northbound	RT	1.00	112	1,600	0.029	Lost Time:	0.100
	TH	3.00	989	4,800	0.206 *	ITS:	0.000
	LT	2.00	180	2,880	0.063		
Eastbound	RT	0.00	105	0	0.000	ICU:	0.663
	TH	3.00	946	4,800	0.219 *		
	LT	1.00	146	1,600	0.091	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 177 - VERMONT AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	41	1,600	0.000	N-S(1):	0.362 *
	TH	3.00	734	4,800	0.153	N-S(2):	0.285
	LT	2.00	232	2,880	0.081 *	E-W(1):	0.295
Westbound	RT	0.00	201	0	0.000	E-W(2):	0.357 *
	TH	3.00	1,209	4,800	0.294 *		
	LT	1.00	236	1,600	0.148	V/C:	0.719
Northbound	RT	0.00	150	0	0.000	Lost Time:	0.100
	TH	3.00	1,197	4,800	0.281 *	ITS:	0.000
	LT	2.00	380	2,880	0.132		
Eastbound	RT	0.00	157	0	0.000	ICU:	0.819
	TH	3.00	549	4,800	0.147		
	LT	1.00	100	1,600	0.063 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	43	1,600	0.006	N-S(1):	0.216
	TH	3.00	500	4,800	0.104 *	N-S(2):	0.226 *
	LT	2.00	148	2,880	0.051	E-W(1):	0.232 *
Westbound	RT	0.00	91	0	0.000	E-W(2):	0.155
	TH	3.00	448	4,800	0.112		
	LT	1.00	149	1,600	0.093 *	V/C:	0.458
Northbound	RT	0.00	132	0	0.000	Lost Time:	0.100
	TH	3.00	661	4,800	0.165	ITS:	0.000
	LT	2.00	350	2,880	0.122 *		
Eastbound	RT	0.00	158	0	0.000	ICU:	0.558
	TH	3.00	510	4,800	0.139 *		
	LT	1.00	68	1,600	0.043	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	114	1,600	0.033	N-S(1):	0.354 *
	TH	3.00	707	4,800	0.147	N-S(2):	0.262
	LT	2.00	211	2,880	0.073 *	E-W(1):	0.412 *
Westbound	RT	0.00	99	0	0.000	E-W(2):	0.233
	TH	3.00	645	4,800	0.155		
	LT	1.00	206	1,600	0.129 *	V/C:	0.766
Northbound	RT	0.00	224	0	0.000	Lost Time:	0.100
	TH	3.00	1,123	4,800	0.281 *	ITS:	0.000
	LT	2.00	331	2,880	0.115		
Eastbound	RT	0.00	188	0	0.000	ICU:	0.866
	TH	3.00	1,171	4,800	0.283 *		
	LT	1.00	124	1,600	0.078	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 182 - INGLEWOOD AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	148	1,600	0.069	N-S(1):	0.333 *
	TH	2.00	618	3,200	0.193	N-S(2):	0.310
	LT	1.00	173	1,600	0.108 *	E-W(1):	0.267 *
Westbound	RT	1.00	89	1,600	0.002	E-W(2):	0.202
	TH	3.00	744	4,800	0.155		
	LT	1.00	304	1,600	0.190 *	V/C:	0.600
Northbound	RT	0.00	165	0	0.000	Lost Time:	0.100
	TH	2.00	556	3,200	0.225 *	ITS:	0.000
	LT	1.00	187	1,600	0.117		
Eastbound	RT	1.00	39	1,600	0.000	ICU:	0.700
	TH	3.00	369	4,800	0.077 *		
	LT	1.00	75	1,600	0.047	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	192	1,600	0.050	N-S(1):	0.233 *
	TH	2.00	403	3,200	0.126	N-S(2):	0.222
	LT	1.00	123	1,600	0.077 *	E-W(1):	0.246
Westbound	RT	1.00	86	1,600	0.015	E-W(2):	0.275 *
	TH	3.00	654	4,800	0.136 *		
	LT	1.00	173	1,600	0.108	V/C:	0.508
Northbound	RT	0.00	91	0	0.000	Lost Time:	0.100
	TH	2.00	408	3,200	0.156 *	ITS:	0.000
	LT	1.00	153	1,600	0.096		
Eastbound	RT	1.00	125	1,600	0.030	ICU:	0.608
	TH	3.00	660	4,800	0.138		
	LT	1.00	223	1,600	0.139 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	184	1,600	0.044	N-S(1):	0.410 *
	TH	2.00	721	3,200	0.225	N-S(2):	0.328
	LT	1.00	265	1,600	0.166 *	E-W(1):	0.334 *
Westbound	RT	1.00	119	1,600	0.000	E-W(2):	0.286
	TH	3.00	689	4,800	0.144		
	LT	1.00	155	1,600	0.097 *	V/C:	0.744
Northbound	RT	0.00	178	0	0.000	Lost Time:	0.100
	TH	2.00	602	3,200	0.244 *	ITS:	0.000
	LT	1.00	164	1,600	0.103		
Eastbound	RT	1.00	178	1,600	0.060	ICU:	0.844
	TH	3.00	1,137	4,800	0.237 *		
	LT	1.00	227	1,600	0.142	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 183 - HAWTHORNE BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	250	1,600	0.118	N-S(1):	0.254
	TH	3.00	849	4,800	0.177 *	N-S(2):	0.292 *
	LT	2.00	167	2,880	0.058	E-W(1):	0.199
Westbound	RT	0.00	176	0	0.000	E-W(2):	0.312 *
	TH	3.00	948	4,800	0.234 *		
	LT	1.00	138	1,600	0.086	V/C:	0.604
Northbound	RT	1.00	132	1,600	0.039	Lost Time:	0.100
	TH	3.00	943	4,800	0.196	ITS:	0.000
	LT	2.00	330	2,880	0.115 *		
Eastbound	RT	0.00	94	0	0.000	ICU:	0.704
	TH	3.00	446	4,800	0.113		
	LT	1.00	124	1,600	0.078 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	215	1,600	0.082	N-S(1):	0.241
	TH	3.00	821	4,800	0.171 *	N-S(2):	0.257 *
	LT	2.00	232	2,880	0.081	E-W(1):	0.221
Westbound	RT	0.00	156	0	0.000	E-W(2):	0.264 *
	TH	3.00	606	4,800	0.159 *		
	LT	1.00	120	1,600	0.075	V/C:	0.521
Northbound	RT	1.00	173	1,600	0.071	Lost Time:	0.100
	TH	3.00	766	4,800	0.160	ITS:	0.000
	LT	2.00	249	2,880	0.086 *		
Eastbound	RT	0.00	142	0	0.000	ICU:	0.621
	TH	3.00	557	4,800	0.146		
	LT	1.00	168	1,600	0.105 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	165	1,600	0.057	N-S(1):	0.330
	TH	3.00	1,258	4,800	0.262 *	N-S(2):	0.342 *
	LT	2.00	383	2,880	0.133	E-W(1):	0.328 *
Westbound	RT	0.00	155	0	0.000	E-W(2):	0.256
	TH	3.00	627	4,800	0.163		
	LT	1.00	132	1,600	0.083 *	V/C:	0.670
Northbound	RT	1.00	172	1,600	0.066	Lost Time:	0.100
	TH	3.00	944	4,800	0.197	ITS:	0.000
	LT	2.00	230	2,880	0.080 *		
Eastbound	RT	0.00	167	0	0.000	ICU:	0.770
	TH	3.00	1,010	4,800	0.245 *		
	LT	1.00	149	1,600	0.093	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 184 - PRAIRIE AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	139	0	0.000	N-S(1):	0.271
	TH	3.00	823	4,800	0.200 *	N-S(2):	0.294 *
	LT	1.00	183	1,600	0.114	E-W(1):	0.339
Westbound	RT	0.00	187	0	0.000	E-W(2):	0.395 *
	TH	3.00	1,117	4,800	0.272 *		
	LT	1.00	323	1,600	0.202	V/C:	0.689
Northbound	RT	0.00	153	0	0.000	Lost Time:	0.100
	TH	3.00	602	4,800	0.157	ITS:	0.000
	LT	1.00	150	1,600	0.094 *		
Eastbound	RT	0.00	72	0	0.000	ICU:	0.789
	TH	3.00	585	4,800	0.137		
	LT	1.00	197	1,600	0.123 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	118	0	0.000	N-S(1):	0.286 *
	TH	3.00	591	4,800	0.148	N-S(2):	0.229
	LT	1.00	246	1,600	0.154 *	E-W(1):	0.290 *
Westbound	RT	0.00	115	0	0.000	E-W(2):	0.246
	TH	3.00	675	4,800	0.165		
	LT	1.00	207	1,600	0.129 *	V/C:	0.576
Northbound	RT	0.00	121	0	0.000	Lost Time:	0.100
	TH	3.00	514	4,800	0.132 *	ITS:	0.000
	LT	1.00	129	1,600	0.081		
Eastbound	RT	0.00	78	0	0.000	ICU:	0.676
	TH	3.00	697	4,800	0.161 *		
	LT	1.00	129	1,600	0.081	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	147	0	0.000	N-S(1):	0.350 *
	TH	3.00	908	4,800	0.220	N-S(2):	0.300
	LT	1.00	260	1,600	0.163 *	E-W(1):	0.410 *
Westbound	RT	0.00	161	0	0.000	E-W(2):	0.293
	TH	3.00	747	4,800	0.189		
	LT	1.00	252	1,600	0.158 *	V/C:	0.760
Northbound	RT	0.00	189	0	0.000	Lost Time:	0.100
	TH	3.00	708	4,800	0.187 *	ITS:	0.000
	LT	1.00	128	1,600	0.080		
Eastbound	RT	0.00	124	0	0.000	ICU:	0.860
	TH	3.00	1,084	4,800	0.252 *		
	LT	1.00	166	1,600	0.104	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 185 - CRENSHAW BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	115	0	0.000	N-S(1):	0.305 *
	TH	3.00	715	4,800	0.173	N-S(2):	0.262
	LT	1.00	142	1,600	0.089 *	E-W(1):	0.274
Westbound	RT	0.00	165	0	0.000	E-W(2):	0.338 *
	TH	3.00	1,013	4,800	0.245 *		
	LT	1.00	161	1,600	0.101	V/C:	0.643
Northbound	RT	0.00	103	0	0.000	Lost Time:	0.100
	TH	3.00	933	4,800	0.216 *	ITS:	0.000
	LT	1.00	142	1,600	0.089		
Eastbound	RT	0.00	160	0	0.000	ICU:	0.743
	TH	3.00	669	4,800	0.173		
	LT	1.00	148	1,600	0.093 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	164	0	0.000	N-S(1):	0.280 *
	TH	3.00	545	4,800	0.148	N-S(2):	0.244
	LT	1.00	177	1,600	0.111 *	E-W(1):	0.254
Westbound	RT	0.00	195	0	0.000	E-W(2):	0.268 *
	TH	3.00	642	4,800	0.174 *		
	LT	1.00	146	1,600	0.091	V/C:	0.548
Northbound	RT	0.00	156	0	0.000	Lost Time:	0.100
	TH	3.00	655	4,800	0.169 *	ITS:	0.000
	LT	1.00	154	1,600	0.096		
Eastbound	RT	0.00	129	0	0.000	ICU:	0.648
	TH	3.00	654	4,800	0.163		
	LT	1.00	150	1,600	0.094 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	224	0	0.000	N-S(1):	0.297
	TH	3.00	962	4,800	0.247 *	N-S(2):	0.342 *
	LT	1.00	203	1,600	0.127	E-W(1):	0.358 *
Westbound	RT	0.00	185	0	0.000	E-W(2):	0.303
	TH	3.00	889	4,800	0.224		
	LT	1.00	160	1,600	0.100 *	V/C:	0.700
Northbound	RT	0.00	167	0	0.000	Lost Time:	0.100
	TH	3.00	651	4,800	0.170	ITS:	0.000
	LT	1.00	152	1,600	0.095 *		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.800
	TH	3.00	1,059	4,800	0.258 *		
	LT	1.00	126	1,600	0.079	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 186 - WESTERN AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	72	0	0.000	N-S(1):	0.271
	TH	2.00	576	3,200	0.203 *	N-S(2):	0.317 *
	LT	1.00	78	1,600	0.049	E-W(1):	0.259
Westbound	RT	0.00	131	0	0.000	E-W(2):	0.320 *
	TH	3.00	1,149	4,800	0.267 *		
	LT	1.00	90	1,600	0.056	V/C:	0.637
Northbound	RT	1.00	87	1,600	0.026	Lost Time:	0.100
	TH	2.00	711	3,200	0.222	ITS:	0.000
	LT	1.00	183	1,600	0.114 *		
Eastbound	RT	0.00	98	0	0.000	ICU:	0.737
	TH	3.00	875	4,800	0.203		
	LT	1.00	85	1,600	0.053 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	104	0	0.000	N-S(1):	0.233
	TH	2.00	461	3,200	0.177 *	N-S(2):	0.272 *
	LT	1.00	136	1,600	0.085	E-W(1):	0.237 *
Westbound	RT	0.00	138	0	0.000	E-W(2):	0.230
	TH	3.00	696	4,800	0.174		
	LT	1.00	95	1,600	0.059 *	V/C:	0.509
Northbound	RT	1.00	121	1,600	0.046	Lost Time:	0.100
	TH	2.00	474	3,200	0.148	ITS:	0.000
	LT	1.00	152	1,600	0.095 *		
Eastbound	RT	0.00	146	0	0.000	ICU:	0.609
	TH	3.00	706	4,800	0.178 *		
	LT	1.00	90	1,600	0.056	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	98	0	0.000	N-S(1):	0.287
	TH	2.00	715	3,200	0.254 *	N-S(2):	0.367 *
	LT	1.00	138	1,600	0.086	E-W(1):	0.372 *
Westbound	RT	0.00	79	0	0.000	E-W(2):	0.300
	TH	3.00	995	4,800	0.224		
	LT	1.00	141	1,600	0.088 *	V/C:	0.739
Northbound	RT	1.00	111	1,600	0.025	Lost Time:	0.100
	TH	2.00	642	3,200	0.201	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	0.00	183	0	0.000	ICU:	0.839
	TH	3.00	1,180	4,800	0.284 *		
	LT	1.00	121	1,600	0.076	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 187 - VERMONT AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	108	1,600	0.034	N-S(1):	0.267 *
	TH	3.00	487	4,800	0.101	N-S(2):	0.194
	LT	1.00	204	1,600	0.128 *	E-W(1):	0.310
Westbound	RT	0.00	165	0	0.000	E-W(2):	0.397 *
	TH	3.00	1,423	4,800	0.331 *		
	LT	1.00	128	1,600	0.080	V/C:	0.664
Northbound	RT	0.00	113	0	0.000	Lost Time:	0.100
	TH	3.00	554	4,800	0.139 *	ITS:	0.000
	LT	1.00	148	1,600	0.093		
Eastbound	RT	0.00	64	0	0.000	ICU:	0.764
	TH	3.00	1,041	4,800	0.230		
	LT	1.00	106	1,600	0.066 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	94	1,600	0.028	N-S(1):	0.229 *
	TH	3.00	322	4,800	0.067	N-S(2):	0.133
	LT	1.00	217	1,600	0.136 *	E-W(1):	0.295 *
Westbound	RT	0.00	136	0	0.000	E-W(2):	0.285
	TH	3.00	941	4,800	0.224		
	LT	1.00	136	1,600	0.085 *	V/C:	0.524
Northbound	RT	0.00	126	0	0.000	Lost Time:	0.100
	TH	3.00	322	4,800	0.093 *	ITS:	0.000
	LT	1.00	105	1,600	0.066		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.624
	TH	3.00	939	4,800	0.210 *		
	LT	1.00	98	1,600	0.061	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	99	1,600	0.016	N-S(1):	0.330 *
	TH	3.00	742	4,800	0.155	N-S(2):	0.242
	LT	1.00	241	1,600	0.151 *	E-W(1):	0.376 *
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.371
	TH	3.00	1,155	4,800	0.280		
	LT	1.00	158	1,600	0.099 *	V/C:	0.706
Northbound	RT	0.00	179	0	0.000	Lost Time:	0.100
	TH	3.00	679	4,800	0.179 *	ITS:	0.000
	LT	1.00	139	1,600	0.087		
Eastbound	RT	0.00	118	0	0.000	ICU:	0.806
	TH	3.00	1,210	4,800	0.277 *		
	LT	1.00	146	1,600	0.091	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 188 - PRAIRIE AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.357
	TH	3.00	935	4,800	0.218 *	N-S(2):	0.417 *
	LT	1.00	188	1,600	0.118	E-W(1):	0.224
Westbound	RT	0.00	281	0	0.000	E-W(2):	0.366 *
	TH	3.00	1,048	4,800	0.277 *		
	LT	1.00	111	1,600	0.069	V/C:	0.783
Northbound	RT	0.00	149	0	0.000	Lost Time:	0.100
	TH	3.00	1,000	4,800	0.239	ITS:	0.000
	LT	1.00	318	1,600	0.199 *		
Eastbound	RT	0.00	162	0	0.000	ICU:	0.883
	TH	3.00	581	4,800	0.155		
	LT	1.00	143	1,600	0.089 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	109	0	0.000	N-S(1):	0.265
	TH	3.00	681	4,800	0.165 *	N-S(2):	0.296 *
	LT	1.00	208	1,600	0.130	E-W(1):	0.233 *
Westbound	RT	0.00	193	0	0.000	E-W(2):	0.217
	TH	3.00	543	4,800	0.153		
	LT	1.00	143	1,600	0.089 *	V/C:	0.529
Northbound	RT	0.00	108	0	0.000	Lost Time:	0.100
	TH	3.00	540	4,800	0.135	ITS:	0.000
	LT	1.00	210	1,600	0.131 *		
Eastbound	RT	0.00	168	0	0.000	ICU:	0.629
	TH	3.00	524	4,800	0.144 *		
	LT	1.00	103	1,600	0.064	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.361
	TH	3.00	1,034	4,800	0.238 *	N-S(2):	0.373 *
	LT	1.00	282	1,600	0.176	E-W(1):	0.424 *
Westbound	RT	0.00	234	0	0.000	E-W(2):	0.267
	TH	3.00	677	4,800	0.190		
	LT	1.00	148	1,600	0.093 *	V/C:	0.797
Northbound	RT	0.00	123	0	0.000	Lost Time:	0.100
	TH	3.00	767	4,800	0.185	ITS:	0.000
	LT	1.00	216	1,600	0.135 *		
Eastbound	RT	0.00	296	0	0.000	ICU:	0.897
	TH	3.00	1,291	4,800	0.331 *		
	LT	1.00	123	1,600	0.077	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 189 - CRENSHAW BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	252	1,600	0.057	N-S(1):	0.321 *
	TH	3.00	773	4,800	0.161	N-S(2):	0.317
	LT	1.00	128	1,600	0.080 *	E-W(1):	0.218
Westbound	RT	0.00	298	0	0.000	E-W(2):	0.479 *
	TH	3.00	1,034	4,800	0.278 *		
	LT	1.00	126	1,600	0.079	V/C:	0.800
Northbound	RT	1.00	100	1,600	0.023	Lost Time:	0.100
	TH	3.00	1,158	4,800	0.241 *	ITS:	0.000
	LT	1.00	249	1,600	0.156		
Eastbound	RT	0.00	93	0	0.000	ICU:	0.900
	TH	3.00	572	4,800	0.139		
	LT	1.00	322	1,600	0.201 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	207	1,600	0.041	N-S(1):	0.250 *
	TH	3.00	669	4,800	0.139	N-S(2):	0.223
	LT	1.00	129	1,600	0.081 *	E-W(1):	0.200
Westbound	RT	0.00	175	0	0.000	E-W(2):	0.304 *
	TH	3.00	438	4,800	0.128 *		
	LT	1.00	124	1,600	0.078	V/C:	0.554
Northbound	RT	1.00	84	1,600	0.014	Lost Time:	0.100
	TH	3.00	811	4,800	0.169 *	ITS:	0.000
	LT	1.00	134	1,600	0.084		
Eastbound	RT	0.00	111	0	0.000	ICU:	0.654
	TH	3.00	476	4,800	0.122		
	LT	1.00	282	1,600	0.176 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	233	1,600	0.048	N-S(1):	0.290
	TH	3.00	1,224	4,800	0.255 *	N-S(2):	0.323 *
	LT	1.00	192	1,600	0.120	E-W(1):	0.347
Westbound	RT	0.00	234	0	0.000	E-W(2):	0.358 *
	TH	3.00	544	4,800	0.162 *		
	LT	1.00	106	1,600	0.066	V/C:	0.681
Northbound	RT	1.00	97	1,600	0.028	Lost Time:	0.100
	TH	3.00	817	4,800	0.170	ITS:	0.000
	LT	1.00	109	1,600	0.068 *		
Eastbound	RT	0.00	176	0	0.000	ICU:	0.781
	TH	3.00	1,175	4,800	0.281		
	LT	1.00	313	1,600	0.196 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 190 - WESTERN AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	240	1,600	0.099	N-S(1):	0.220
	TH	2.00	461	3,200	0.144 *	N-S(2):	0.265 *
	LT	1.00	52	1,600	0.033	E-W(1):	0.221
Westbound	RT	0.00	156	0	0.000	E-W(2):	0.433 *
	TH	3.00	1,434	4,800	0.331 *		
	LT	1.00	101	1,600	0.063	V/C:	0.698
Northbound	RT	0.00	68	0	0.000	Lost Time:	0.100
	TH	2.00	530	3,200	0.187	ITS:	0.000
	LT	1.00	194	1,600	0.121 *		
Eastbound	RT	0.00	142	0	0.000	ICU:	0.798
	TH	3.00	615	4,800	0.158		
	LT	1.00	163	1,600	0.102 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	177	1,600	0.068	N-S(1):	0.191
	TH	2.00	349	3,200	0.109 *	N-S(2):	0.192 *
	LT	1.00	73	1,600	0.046	E-W(1):	0.202
Westbound	RT	0.00	104	0	0.000	E-W(2):	0.228 *
	TH	3.00	583	4,800	0.143 *		
	LT	1.00	110	1,600	0.069	V/C:	0.420
Northbound	RT	0.00	118	0	0.000	Lost Time:	0.100
	TH	2.00	347	3,200	0.145	ITS:	0.000
	LT	1.00	133	1,600	0.083 *		
Eastbound	RT	0.00	121	0	0.000	ICU:	0.520
	TH	3.00	518	4,800	0.133		
	LT	1.00	136	1,600	0.085 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	222	1,600	0.089	N-S(1):	0.277
	TH	2.00	550	3,200	0.172 *	N-S(2):	0.280 *
	LT	1.00	101	1,600	0.063	E-W(1):	0.381 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.273
	TH	3.00	736	4,800	0.174		
	LT	1.00	81	1,600	0.051 *	V/C:	0.661
Northbound	RT	0.00	121	0	0.000	Lost Time:	0.100
	TH	2.00	563	3,200	0.214	ITS:	0.000
	LT	1.00	173	1,600	0.108 *		
Eastbound	RT	0.00	201	0	0.000	ICU:	0.761
	TH	3.00	1,384	4,800	0.330 *		
	LT	1.00	158	1,600	0.099	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 191 - VERMONT AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	89	1,600	0.038	N-S(1):	0.185 *
	TH	3.00	363	4,800	0.076	N-S(2):	0.120
	LT	1.00	155	1,600	0.097 *	E-W(1):	0.217
Westbound	RT	0.00	129	0	0.000	E-W(2):	0.419 *
	TH	3.00	1,721	4,800	0.385 *		
	LT	1.00	100	1,600	0.063	V/C:	0.604
Northbound	RT	1.00	102	1,600	0.033	Lost Time:	0.100
	TH	3.00	421	4,800	0.088 *	ITS:	0.000
	LT	1.00	71	1,600	0.044		
Eastbound	RT	0.00	56	0	0.000	ICU:	0.704
	TH	3.00	682	4,800	0.154		
	LT	1.00	55	1,600	0.034 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	158	1,600	0.085 *	N-S(1):	0.103
	TH	3.00	314	4,800	0.065	N-S(2):	0.118 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.183 *
Westbound	RT	0.00	62	0	0.000	E-W(2):	0.178
	TH	3.00	656	4,800	0.150		
	LT	1.00	66	1,600	0.041 *	V/C:	0.301
Northbound	RT	1.00	44	1,600	0.007	Lost Time:	0.100
	TH	3.00	283	4,800	0.059	ITS:	0.000
	LT	1.00	52	1,600	0.033 *		
Eastbound	RT	0.00	47	0	0.000	ICU:	0.401
	TH	3.00	633	4,800	0.142 *		
	LT	1.00	45	1,600	0.028	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.000	N-S(1):	0.179 *
	TH	3.00	404	4,800	0.084	N-S(2):	0.128
	LT	1.00	129	1,600	0.081 *	E-W(1):	0.341 *
Westbound	RT	0.00	64	0	0.000	E-W(2):	0.240
	TH	3.00	769	4,800	0.174		
	LT	1.00	76	1,600	0.048 *	V/C:	0.520
Northbound	RT	1.00	85	1,600	0.029	Lost Time:	0.100
	TH	3.00	469	4,800	0.098 *	ITS:	0.000
	LT	1.00	71	1,600	0.044		
Eastbound	RT	0.00	89	0	0.000	ICU:	0.620
	TH	3.00	1,317	4,800	0.293 *		
	LT	1.00	106	1,600	0.066	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 192 - AVIATION BOULEVARD & ARTESIA BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	218	0	0.000	N-S(1):	0.521 *
	TH	2.00	489	3,200	0.221	N-S(2):	0.311
	LT	1.00	104	1,600	0.065 *	E-W(1):	0.301
Westbound	RT	0.00	206	0	0.000	E-W(2):	0.448 *
	TH	2.00	794	3,200	0.313 *		
	LT	1.00	187	1,600	0.117	V/C:	0.969
Northbound	RT	0.00	144	0	0.000	Lost Time:	0.100
	TH	2.00	1,314	3,200	0.456 *	ITS:	0.000
	LT	1.00	144	1,600	0.090		
Eastbound	RT	0.00	56	0	0.000	ICU:	1.069
	TH	2.00	533	3,200	0.184		
	LT	1.00	216	1,600	0.135 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	126	0	0.000	N-S(1):	0.301 *
	TH	2.00	608	3,200	0.229	N-S(2):	0.297
	LT	1.00	176	1,600	0.110 *	E-W(1):	0.335 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.323
	TH	2.00	501	3,200	0.207		
	LT	1.00	237	1,600	0.148 *	V/C:	0.636
Northbound	RT	0.00	148	0	0.000	Lost Time:	0.100
	TH	2.00	463	3,200	0.191 *	ITS:	0.000
	LT	1.00	109	1,600	0.068		
Eastbound	RT	0.00	72	0	0.000	ICU:	0.736
	TH	2.00	526	3,200	0.187 *		
	LT	1.00	185	1,600	0.116	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	119	0	0.000	N-S(1):	0.444
	TH	2.00	1,232	3,200	0.422 *	N-S(2):	0.497 *
	LT	1.00	251	1,600	0.157	E-W(1):	0.456 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.365
	TH	2.00	641	3,200	0.244		
	LT	1.00	290	1,600	0.181 *	V/C:	0.953
Northbound	RT	0.00	156	0	0.000	Lost Time:	0.100
	TH	2.00	763	3,200	0.287	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	135	0	0.000	ICU:	1.053
	TH	2.00	744	3,200	0.275 *		
	LT	1.00	193	1,600	0.121	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 193 - AVIATION BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	127	1,600	0.001	N-S(1):	0.444 *
	TH	2.00	608	3,200	0.190	N-S(2):	0.229
	LT	2.00	105	2,880	0.036 *	E-W(1):	0.264
Westbound	RT	1.00	310	1,600	0.176	E-W(2):	0.356 *
	TH	2.00	640	3,200	0.200 *		
	LT	2.00	240	2,880	0.083	V/C:	0.800
Northbound	RT	0.00	121	0	0.000	Lost Time:	0.100
	TH	3.00	1,837	4,800	0.408 *	ITS:	0.000
	LT	1.00	63	1,600	0.039		
Eastbound	RT	1.00	99	1,600	0.042	ICU:	0.900
	TH	2.00	578	3,200	0.181		
	LT	1.00	250	1,600	0.156 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	215	1,600	0.073	N-S(1):	0.270
	TH	2.00	751	3,200	0.235 *	N-S(2):	0.333 *
	LT	2.00	145	2,880	0.050	E-W(1):	0.254
Westbound	RT	1.00	149	1,600	0.068	E-W(2):	0.293 *
	TH	2.00	540	3,200	0.169 *		
	LT	2.00	235	2,880	0.082	V/C:	0.626
Northbound	RT	0.00	169	0	0.000	Lost Time:	0.100
	TH	3.00	885	4,800	0.220	ITS:	0.000
	LT	1.00	156	1,600	0.098 *		
Eastbound	RT	1.00	138	1,600	0.038	ICU:	0.726
	TH	2.00	550	3,200	0.172		
	LT	1.00	198	1,600	0.124 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	401	1,600	0.192	N-S(1):	0.309
	TH	2.00	1,306	3,200	0.408 *	N-S(2):	0.516 *
	LT	2.00	316	2,880	0.110	E-W(1):	0.365 *
Westbound	RT	1.00	125	1,600	0.023	E-W(2):	0.323
	TH	2.00	656	3,200	0.205		
	LT	2.00	439	2,880	0.152 *	V/C:	0.881
Northbound	RT	0.00	138	0	0.000	Lost Time:	0.100
	TH	3.00	816	4,800	0.199	ITS:	0.000
	LT	1.00	172	1,600	0.108 *		
Eastbound	RT	1.00	172	1,600	0.054	ICU:	0.981
	TH	2.00	683	3,200	0.213 *		
	LT	1.00	188	1,600	0.118	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 196 - PRAIRIE AVENUE & FLORENCE AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.007
	TH	0.00	0	0	0.000 *	N-S(2):	0.264 *
	LT	0.00	0	0	0.000	E-W(1):	0.552 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.350
	TH	3.00	1,678	4,800	0.350		
	LT	1.00	433	1,600	0.271 *	V/C:	0.816
Northbound	RT	1.00	444	1,600	0.007	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	761	2,880	0.264 *		
Eastbound	RT	1.00	450	1,600	0.281 *	ICU:	0.916
	TH	3.00	856	4,800	0.178		
	LT	0.00	0	0	0.000	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.000
	TH	0.00	0	0	0.000 *	N-S(2):	0.111 *
	LT	0.00	0	0	0.000	E-W(1):	0.360 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.166
	TH	3.00	797	4,800	0.166		
	LT	1.00	254	1,600	0.159 *	V/C:	0.471
Northbound	RT	1.00	250	1,600	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	320	2,880	0.111 *		
Eastbound	RT	1.00	322	1,600	0.201 *	ICU:	0.571
	TH	3.00	799	4,800	0.166		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.063
	TH	0.00	0	0	0.000 *	N-S(2):	0.156 *
	LT	0.00	0	0	0.000	E-W(1):	0.526 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.205
	TH	3.00	984	4,800	0.205		
	LT	1.00	317	1,600	0.198 *	V/C:	0.682
Northbound	RT	1.00	417	1,600	0.063	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	450	2,880	0.156 *		
Eastbound	RT	1.00	525	1,600	0.328 *	ICU:	0.782
	TH	3.00	1,568	4,800	0.327		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 197 - PRAIRIE AVENUE & LENNOX BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	166	0	0.000	N-S(1):	0.261
	TH	3.00	1,063	4,800	0.256 *	N-S(2):	0.353 *
	LT	1.00	1	1,600	0.001	E-W(1):	0.063
Westbound	RT	0.00	7	0	0.000	E-W(2):	0.089 *
	TH	1.00	4	1,600	0.007 *		
	LT	0.00	0	0	0.000	V/C:	0.442
Northbound	RT	0.00	7	0	0.000	Lost Time:	0.100
	TH	3.00	1,243	4,800	0.260	ITS:	0.000
	LT	1.00	155	1,600	0.097 *		
Eastbound	RT	1.00	178	1,600	0.063	ICU:	0.542
	TH	2.00	4	3,200	0.042		
	LT	0.00	131	1,600	0.082 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	104	0	0.000	N-S(1):	0.208
	TH	3.00	870	4,800	0.203 *	N-S(2):	0.276 *
	LT	1.00	4	1,600	0.003	E-W(1):	0.045
Westbound	RT	0.00	9	0	0.000	E-W(2):	0.092 *
	TH	1.00	3	1,600	0.009 *		
	LT	0.00	3	1,600	0.002	V/C:	0.368
Northbound	RT	0.00	6	0	0.000	Lost Time:	0.100
	TH	3.00	979	4,800	0.205	ITS:	0.000
	LT	1.00	116	1,600	0.073 *		
Eastbound	RT	1.00	112	1,600	0.034	ICU:	0.468
	TH	2.00	4	3,200	0.043		
	LT	0.00	132	1,600	0.083 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	119	0	0.000	N-S(1):	0.275
	TH	3.00	1,389	4,800	0.314 *	N-S(2):	0.393 *
	LT	1.00	14	1,600	0.009	E-W(1):	0.090
Westbound	RT	0.00	6	0	0.000	E-W(2):	0.113 *
	TH	1.00	2	1,600	0.005 *		
	LT	0.00	0	0	0.000	V/C:	0.506
Northbound	RT	0.00	6	0	0.000	Lost Time:	0.100
	TH	3.00	1,269	4,800	0.266	ITS:	0.000
	LT	1.00	127	1,600	0.079 *		
Eastbound	RT	1.00	207	1,600	0.090	ICU:	0.606
	TH	2.00	6	3,200	0.056		
	LT	0.00	172	1,600	0.108 *	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 1 - ADMIRALTY WAY & BALI WAY
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	17	1,600	0.003	N-S(1):	0.473 *
	TH	2.00	1,016	3,200	0.318	N-S(2):	0.331
	LT	1.00	302	1,600	0.189 *	E-W(1):	0.033
Westbound	RT	1.88	237	3,010	0.000	E-W(2):	0.095 *
	TH	0.12	15	190	0.079 *		
	LT	1.00	24	1,600	0.015	V/C:	0.568
Northbound	RT	0.00	44	0	0.000	Lost Time:	0.100
	TH	2.00	865	3,200	0.284 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	11	0	0.000	ICU:	0.668
	TH	2.00	21	3,200	0.018		
	LT	0.00	25	1,600	0.016 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	21	1,600	0.004	N-S(1):	0.417 *
	TH	2.00	665	3,200	0.208	N-S(2):	0.227
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.057
Westbound	RT	1.83	277	2,925	0.000	E-W(2):	0.114 *
	TH	0.17	26	275	0.095 *		
	LT	1.00	48	1,600	0.030	V/C:	0.531
Northbound	RT	0.00	126	0	0.000	Lost Time:	0.100
	TH	2.00	826	3,200	0.298 *	ITS:	0.000
	LT	1.00	31	1,600	0.019		
Eastbound	RT	0.00	25	0	0.000	ICU:	0.631
	TH	2.00	31	3,200	0.027		
	LT	0.00	30	1,600	0.019 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	22	1,600	0.006	N-S(1):	0.550 *
	TH	2.00	1,164	3,200	0.364	N-S(2):	0.372
	LT	1.00	267	1,600	0.167 *	E-W(1):	0.057
Westbound	RT	1.87	395	2,995	0.000	E-W(2):	0.148 *
	TH	0.13	27	205	0.132 *		
	LT	1.00	58	1,600	0.036	V/C:	0.698
Northbound	RT	0.00	121	0	0.000	Lost Time:	0.100
	TH	2.00	1,103	3,200	0.383 *	ITS:	0.000
	LT	1.00	13	1,600	0.008		
Eastbound	RT	0.00	13	0	0.000	ICU:	0.798
	TH	2.00	28	3,200	0.021		
	LT	0.00	25	1,600	0.016 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 2 - ADMIRALTY WAY & FIJI WAY
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:	WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	94	1,600	0.006	N-S(1):	0.181 *
	TH	0.00	0	0	0.000	N-S(2):	0.006
	LT	2.00	520	2,880	0.181 *	E-W(1):	0.033
Westbound	RT	1.00	473	1,600	0.000	E-W(2):	0.120 *
	TH	1.00	107	1,600	0.067 *		
	LT	0.00	0	0	0.000	V/C:	0.301
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.401
	TH	2.00	107	3,200	0.033		
	LT	1.00	85	1,600	0.053 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	84	1,600	0.000	N-S(1):	0.128 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	370	2,880	0.128 *	E-W(1):	0.047
Westbound	RT	1.00	362	1,600	0.000	E-W(2):	0.156 *
	TH	1.00	159	1,600	0.099 *		
	LT	0.00	0	0	0.000	V/C:	0.284
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.384
	TH	2.00	150	3,200	0.047		
	LT	1.00	91	1,600	0.057 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	188	1,600	0.060	N-S(1):	0.225 *
	TH	0.00	0	0	0.000	N-S(2):	0.060
	LT	2.00	647	2,880	0.225 *	E-W(1):	0.062
Westbound	RT	1.00	573	1,600	0.000	E-W(2):	0.224 *
	TH	1.00	266	1,600	0.166 *		
	LT	0.00	0	0	0.000	V/C:	0.449
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.549
	TH	2.00	198	3,200	0.062		
	LT	1.00	92	1,600	0.058 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 3 - ADMIRALTY WAY & MINDANAO WAY
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	13	1,600	0.001	N-S(1):	0.473 *
	TH	2.00	506	3,200	0.158	N-S(2):	0.166
	LT	1.00	498	1,600	0.311 *	E-W(1):	0.089 *
Westbound	RT	1.00	373	1,600	0.000	E-W(2):	0.000
	TH	0.15	16	246	0.065		
	LT	1.85	192	2,658	0.072 *	V/C:	0.562
Northbound	RT	0.00	45	0	0.000	Lost Time:	0.100
	TH	2.00	474	3,200	0.162 *	ITS:	0.000
	LT	1.00	12	1,600	0.008		
Eastbound	RT	0.00	16	0	0.000	ICU:	0.662
	TH	2.00	14	3,200	0.017 *		
	LT	0.00	23	1,600	0.014	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	11	1,600	0.000	N-S(1):	0.404 *
	TH	2.00	463	3,200	0.145	N-S(2):	0.153
	LT	1.00	250	1,600	0.156 *	E-W(1):	0.133 *
Westbound	RT	1.00	348	1,600	0.061	E-W(2):	0.000
	TH	0.33	52	523	0.099		
	LT	1.67	266	2,409	0.110 *	V/C:	0.537
Northbound	RT	0.00	197	0	0.000	Lost Time:	0.100
	TH	2.00	596	3,200	0.248 *	ITS:	0.000
	LT	1.00	12	1,600	0.008		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.637
	TH	2.00	21	3,200	0.023 *		
	LT	0.00	33	1,600	0.021	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.012	N-S(1):	0.468 *
	TH	2.00	900	3,200	0.281	N-S(2):	0.307
	LT	1.00	308	1,600	0.193 *	E-W(1):	0.160 *
Westbound	RT	1.00	523	1,600	0.134 *	E-W(2):	0.000
	TH	0.45	75	712	0.105		
	LT	1.55	262	2,239	0.117	V/C:	0.628
Northbound	RT	0.00	92	0	0.000	Lost Time:	0.100
	TH	2.00	787	3,200	0.275 *	ITS:	0.000
	LT	1.00	41	1,600	0.026		
Eastbound	RT	0.00	29	0	0.000	ICU:	0.728
	TH	2.00	32	3,200	0.026 *		
	LT	0.00	23	1,600	0.014	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 4 - PALAWAN WAY & ADMIRALTY WAY
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.002	N-S(1):	0.157 *
	TH	1.00	45	1,600	0.028	N-S(2):	0.056
	LT	1.00	127	1,600	0.079 *	E-W(1):	0.336 *
Westbound	RT	0.00	57	0	0.000	E-W(2):	0.302
	TH	2.00	759	3,200	0.255		
	LT	1.00	60	1,600	0.038 *	V/C:	0.493
Northbound	RT	0.00	73	0	0.000	Lost Time:	0.100
	TH	1.00	51	1,600	0.078 *	ITS:	0.000
	LT	1.00	44	1,600	0.028		
Eastbound	RT	1.00	24	1,600	0.001	ICU:	0.593
	TH	2.00	952	3,200	0.298 *		
	LT	1.00	75	1,600	0.047	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	99	1,600	0.047	N-S(1):	0.126 *
	TH	1.00	40	1,600	0.025	N-S(2):	0.068
	LT	1.00	100	1,600	0.063 *	E-W(1):	0.199
Westbound	RT	0.00	68	0	0.000	E-W(2):	0.271 *
	TH	2.00	700	3,200	0.240 *		
	LT	1.00	61	1,600	0.038	V/C:	0.397
Northbound	RT	0.00	56	0	0.000	Lost Time:	0.100
	TH	1.00	45	1,600	0.063 *	ITS:	0.000
	LT	1.00	34	1,600	0.021		
Eastbound	RT	1.00	44	1,600	0.017	ICU:	0.497
	TH	2.00	514	3,200	0.161		
	LT	1.00	49	1,600	0.031 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	140	1,600	0.075	N-S(1):	0.200 *
	TH	1.00	114	1,600	0.071	N-S(2):	0.096
	LT	1.00	199	1,600	0.124 *	E-W(1):	0.343
Westbound	RT	0.00	74	0	0.000	E-W(2):	0.371 *
	TH	2.00	1,029	3,200	0.345 *		
	LT	1.00	92	1,600	0.058	V/C:	0.571
Northbound	RT	0.00	91	0	0.000	Lost Time:	0.100
	TH	1.00	30	1,600	0.076 *	ITS:	0.000
	LT	1.00	33	1,600	0.021		
Eastbound	RT	1.00	22	1,600	0.003	ICU:	0.671
	TH	2.00	912	3,200	0.285		
	LT	1.00	41	1,600	0.026 *	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 5 - VIA MARINA & ADMIRALTY WAY
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:	NBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.320 *
	TH	3.00	182	4,800	0.038	N-S(2):	0.038
	LT	1.00	304	1,600	0.190 *	E-W(1):	0.097 *
Westbound	RT	2.00	559	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	279	2,880	0.097 *	V/C:	0.417
Northbound	RT	1.00	696	1,600	0.000	Lost Time:	0.100
	TH	2.00	416	3,200	0.130 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.517
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.287 *
	TH	3.00	268	4,800	0.056	N-S(2):	0.056
	LT	1.00	259	1,600	0.162 *	E-W(1):	0.154 *
Westbound	RT	2.00	265	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	443	2,880	0.154 *	V/C:	0.441
Northbound	RT	1.00	392	1,600	0.000	Lost Time:	0.100
	TH	2.00	399	3,200	0.125 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.541
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.416 *
	TH	3.00	385	4,800	0.080	N-S(2):	0.080
	LT	1.00	523	1,600	0.327 *	E-W(1):	0.226 *
Westbound	RT	2.00	449	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	651	2,880	0.226 *	V/C:	0.642
Northbound	RT	1.00	463	1,600	0.000	Lost Time:	0.100
	TH	2.00	284	3,200	0.089 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.742
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 10 - AVIATIO BOULEVARD & ARBOR VITAE STREET
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.180
	TH	2.00	459	3,200	0.147 *	N-S(2):	0.273 *
	LT	1.00	33	1,600	0.021	E-W(1):	0.151 *
Westbound	RT	1.00	47	1,600	0.019	E-W(2):	0.072
	TH	2.00	211	3,200	0.066		
	LT	1.00	52	1,600	0.033 *	V/C:	0.424
Northbound	RT	1.00	187	1,600	0.101	Lost Time:	0.100
	TH	2.00	508	3,200	0.159	ITS:	0.000
	LT	1.00	202	1,600	0.126 *		
Eastbound	RT	0.00	32	0	0.000	ICU:	0.524
	TH	3.00	535	4,800	0.118 *		
	LT	1.00	10	1,600	0.006	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	26	0	0.000	N-S(1):	0.139
	TH	2.00	263	3,200	0.090 *	N-S(2):	0.194 *
	LT	1.00	66	1,600	0.041	E-W(1):	0.123 *
Westbound	RT	1.00	74	1,600	0.026	E-W(2):	0.084
	TH	2.00	241	3,200	0.075		
	LT	1.00	34	1,600	0.021 *	V/C:	0.317
Northbound	RT	1.00	96	1,600	0.049	Lost Time:	0.100
	TH	2.00	315	3,200	0.098	ITS:	0.000
	LT	1.00	167	1,600	0.104 *		
Eastbound	RT	0.00	55	0	0.000	ICU:	0.417
	TH	3.00	435	4,800	0.102 *		
	LT	1.00	15	1,600	0.009	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.225
	TH	2.00	503	3,200	0.160 *	N-S(2):	0.265 *
	LT	1.00	65	1,600	0.041	E-W(1):	0.181
Westbound	RT	1.00	34	1,600	0.001	E-W(2):	0.195 *
	TH	2.00	605	3,200	0.189 *		
	LT	1.00	80	1,600	0.050	V/C:	0.460
Northbound	RT	1.00	109	1,600	0.043	Lost Time:	0.100
	TH	2.00	588	3,200	0.184	ITS:	0.000
	LT	1.00	168	1,600	0.105 *		
Eastbound	RT	0.00	203	0	0.000	ICU:	0.560
	TH	3.00	426	4,800	0.131		
	LT	1.00	10	1,600	0.006 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 11 - INGLEWOOD AVENUE & ARBOR VITAE STREET
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	35	0	0.000	N-S(1):	0.167 *
	TH	1.00	76	1,600	0.069 *	N-S(2):	0.000
	LT	1.00	5	1,600	0.003	E-W(1):	0.089
Westbound	RT	0.00	19	0	0.000	E-W(2):	0.191 *
	TH	2.00	554	3,200	0.179 *		
	LT	1.00	41	1,600	0.026	V/C:	0.358
Northbound	RT	0.00	43	0	0.000	Lost Time:	0.100
	TH	1.00	114	1,600	0.098 *	ITS:	0.000
	LT	1.00	154	1,600	0.096		
Eastbound	RT	0.00	31	0	0.000	ICU:	0.458
	TH	2.00	169	3,200	0.063		
	LT	1.00	19	1,600	0.012 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	69	0	0.000	N-S(1):	0.232 *
	TH	1.00	98	1,600	0.104 *	N-S(2):	0.000
	LT	1.00	27	1,600	0.017	E-W(1):	0.193 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.158
	TH	2.00	400	3,200	0.134		
	LT	1.00	62	1,600	0.039 *	V/C:	0.425
Northbound	RT	0.00	77	0	0.000	Lost Time:	0.100
	TH	1.00	128	1,600	0.128 *	ITS:	0.000
	LT	1.00	91	1,600	0.057		
Eastbound	RT	0.00	68	0	0.000	ICU:	0.525
	TH	2.00	425	3,200	0.154 *		
	LT	1.00	39	1,600	0.024	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	43	0	0.000	N-S(1):	0.343 *
	TH	1.00	206	1,600	0.156 *	N-S(2):	0.000
	LT	1.00	61	1,600	0.038	E-W(1):	0.278 *
Westbound	RT	0.00	14	0	0.000	E-W(2):	0.142
	TH	2.00	366	3,200	0.119		
	LT	1.00	71	1,600	0.044 *	V/C:	0.621
Northbound	RT	0.00	127	0	0.000	Lost Time:	0.100
	TH	1.00	172	1,600	0.187 *	ITS:	0.000
	LT	1.00	87	1,600	0.054		
Eastbound	RT	0.00	109	0	0.000	ICU:	0.721
	TH	2.00	640	3,200	0.234 *		
	LT	1.00	36	1,600	0.023	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 12 - LA BREA AVENUE & ARBOR VITAE STREET
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	48	1,600	0.012	N-S(1):	0.181 *
	TH	3.00	342	4,800	0.071	N-S(2):	0.122
	LT	1.00	53	1,600	0.033 *	E-W(1):	0.100
Westbound	RT	1.00	58	1,600	0.020	E-W(2):	0.120 *
	TH	2.00	270	3,200	0.084 *		
	LT	1.00	46	1,600	0.029	V/C:	0.301
Northbound	RT	0.00	17	0	0.000	Lost Time:	0.100
	TH	3.00	695	4,800	0.148 *	ITS:	0.000
	LT	1.00	81	1,600	0.051		
Eastbound	RT	1.00	89	1,600	0.030	ICU:	0.401
	TH	1.00	114	1,600	0.071		
	LT	1.00	58	1,600	0.036 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	80	1,600	0.015	N-S(1):	0.201
	TH	3.00	663	4,800	0.138 *	N-S(2):	0.220 *
	LT	1.00	111	1,600	0.069	E-W(1):	0.148
Westbound	RT	1.00	81	1,600	0.016	E-W(2):	0.160 *
	TH	2.00	287	3,200	0.090 *		
	LT	1.00	65	1,600	0.041	V/C:	0.380
Northbound	RT	0.00	45	0	0.000	Lost Time:	0.100
	TH	3.00	589	4,800	0.132	ITS:	0.000
	LT	1.00	131	1,600	0.082 *		
Eastbound	RT	1.00	127	1,600	0.038	ICU:	0.480
	TH	1.00	171	1,600	0.107		
	LT	1.00	112	1,600	0.070 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	62	1,600	0.000	N-S(1):	0.196
	TH	3.00	1,032	4,800	0.215 *	N-S(2):	0.324 *
	LT	1.00	111	1,600	0.069	E-W(1):	0.252 *
Westbound	RT	1.00	81	1,600	0.016	E-W(2):	0.178
	TH	2.00	263	3,200	0.082		
	LT	1.00	65	1,600	0.041 *	V/C:	0.576
Northbound	RT	0.00	69	0	0.000	Lost Time:	0.100
	TH	3.00	540	4,800	0.127	ITS:	0.000
	LT	1.00	174	1,600	0.109 *		
Eastbound	RT	1.00	190	1,600	0.064	ICU:	0.676
	TH	1.00	338	1,600	0.211 *		
	LT	1.00	153	1,600	0.096	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 13 - LA CIENEGA BOULEVARD & ARBOR VITAE STREET
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	899	1,600	0.562 *	N-S(1):	0.106
	TH	2.00	10	1,600	0.006	N-S(2):	1.173 *
	LT	1.00	26	1,600	0.016	E-W(1):	0.094
Westbound	RT	1.00	137	1,600	0.086	E-W(2):	0.222 *
	TH	3.00	475	4,800	0.099 *		
	LT	1.00	107	1,600	0.067	V/C:	1.395
Northbound	RT	1.00	51	1,600	0.000	Lost Time:	0.100
	TH	2.00	287	3,200	0.090	ITS:	0.000
	LT	1.00	977	1,600	0.611 *		
Eastbound	RT	1.00	88	1,600	0.000	ICU:	1.495
	TH	3.00	131	4,800	0.027		
	LT	1.00	197	1,600	0.123 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	626	1,600	0.391 *	N-S(1):	0.141
	TH	2.00	238	1,600	0.149	N-S(2):	0.496 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.120
Westbound	RT	1.00	77	1,600	0.048	E-W(2):	0.363 *
	TH	3.00	398	4,800	0.083 *		
	LT	1.00	64	1,600	0.040	V/C:	0.859
Northbound	RT	1.00	95	1,600	0.039	Lost Time:	0.100
	TH	2.00	291	3,200	0.091	ITS:	0.000
	LT	1.00	168	1,600	0.105 *		
Eastbound	RT	1.00	64	1,600	0.000	ICU:	0.959
	TH	3.00	383	4,800	0.080		
	LT	1.00	448	1,600	0.280 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	640	1,600	0.400 *	N-S(1):	0.192
	TH	2.00	229	1,600	0.143	N-S(2):	0.818 *
	LT	1.00	114	1,600	0.071	E-W(1):	0.279
Westbound	RT	1.00	33	1,600	0.021	E-W(2):	0.704 *
	TH	3.00	337	4,800	0.070 *		
	LT	1.00	59	1,600	0.037	V/C:	1.522
Northbound	RT	1.00	223	1,600	0.121	Lost Time:	0.100
	TH	2.00	10	3,200	0.003	ITS:	0.000
	LT	1.00	668	1,600	0.418 *		
Eastbound	RT	1.00	721	1,600	0.242	ICU:	1.622
	TH	3.00	605	4,800	0.126		
	LT	1.00	1,014	1,600	0.634 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 15 - AVIATION BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	145	1,600	0.091	N-S(1):	0.354 *
	TH	2.00	731	3,200	0.228	N-S(2):	0.344
	LT	1.00	90	1,600	0.056 *	E-W(1):	0.156
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.397 *
	TH	3.00	1,664	4,800	0.349 *		
	LT	2.00	262	2,880	0.091	V/C:	0.751
Northbound	RT	1.00	37	1,600	0.000	Lost Time:	0.100
	TH	2.00	953	3,200	0.298 *	ITS:	0.000
	LT	2.00	334	2,880	0.116		
Eastbound	RT	1.00	63	1,600	0.000	ICU:	0.851
	TH	3.00	311	4,800	0.065		
	LT	1.00	77	1,600	0.048 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	173	1,600	0.108	N-S(1):	0.206
	TH	2.00	490	3,200	0.153 *	N-S(2):	0.212 *
	LT	1.00	66	1,600	0.041	E-W(1):	0.281 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.244
	TH	3.00	725	4,800	0.153		
	LT	2.00	370	2,880	0.128 *	V/C:	0.493
Northbound	RT	1.00	51	1,600	0.000	Lost Time:	0.100
	TH	2.00	527	3,200	0.165	ITS:	0.000
	LT	2.00	171	2,880	0.059 *		
Eastbound	RT	1.00	212	1,600	0.103	ICU:	0.593
	TH	3.00	736	4,800	0.153 *		
	LT	1.00	146	1,600	0.091	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	34	1,600	0.021	N-S(1):	0.251 *
	TH	2.00	339	3,200	0.106	N-S(2):	0.180
	LT	1.00	60	1,600	0.038 *	E-W(1):	0.421 *
Westbound	RT	0.00	68	0	0.000	E-W(2):	0.240
	TH	3.00	583	4,800	0.136		
	LT	2.00	169	2,880	0.059 *	V/C:	0.672
Northbound	RT	1.00	220	1,600	0.079	Lost Time:	0.100
	TH	2.00	681	3,200	0.213 *	ITS:	0.000
	LT	2.00	214	2,880	0.074		
Eastbound	RT	1.00	488	1,600	0.268	ICU:	0.772
	TH	3.00	1,737	4,800	0.362 *		
	LT	1.00	166	1,600	0.104	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 17 - AVIATION BLVD. / FLORENCE AVENUE & MANCHESTER AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.138 *	N-S(1):	0.120
	TH	2.00	339	3,200	0.106	N-S(2):	0.296 *
	LT	0.00	0	0	0.000	E-W(1):	0.223 *
Westbound	RT	0.00	6	0	0.000	E-W(2):	0.221
	TH	3.00	725	4,800	0.152		
	LT	1.00	55	1,600	0.034 *	V/C:	0.519
Northbound	RT	0.00	69	0	0.000	Lost Time:	0.100
	TH	2.00	316	3,200	0.120	ITS:	0.000
	LT	1.00	252	1,600	0.158 *		
Eastbound	RT	0.00	302	1,600	0.189 *	ICU:	0.619
	TH	3.00	426	3,200	0.133		
	LT	1.00	110	1,600	0.069	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	112	1,600	0.070	N-S(1):	0.089
	TH	2.00	328	3,200	0.103 *	N-S(2):	0.244 *
	LT	0.00	0	0	0.000	E-W(1):	0.312 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.240
	TH	3.00	808	4,800	0.170		
	LT	1.00	74	1,600	0.046 *	V/C:	0.556
Northbound	RT	0.00	126	0	0.000	Lost Time:	0.100
	TH	2.00	158	3,200	0.089	ITS:	0.000
	LT	1.00	226	1,600	0.141 *		
Eastbound	RT	0.00	299	0	0.000	ICU:	0.656
	TH	3.00	980	4,800	0.266 *		
	LT	1.00	112	1,600	0.070	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	86	1,600	0.054	N-S(1):	0.192
	TH	2.00	536	3,200	0.168 *	N-S(2):	0.396 *
	LT	0.00	0	0	0.000	E-W(1):	0.311 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.259
	TH	3.00	583	4,800	0.124		
	LT	1.00	68	1,600	0.043 *	V/C:	0.707
Northbound	RT	0.00	157	0	0.000	Lost Time:	0.100
	TH	2.00	456	3,200	0.192	ITS:	0.000
	LT	1.00	364	1,600	0.228 *		
Eastbound	RT	0.00	415	0	0.000	ICU:	0.807
	TH	3.00	871	4,800	0.268 *		
	LT	1.00	216	1,600	0.135	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 18 - AVIATION BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	150	1,600	0.070	N-S(1):	0.284 *
	TH	4.00	421	6,400	0.066	N-S(2):	0.147
	LT	2.00	67	2,880	0.023 *	E-W(1):	0.215
Westbound	RT	1.00	403	1,600	0.229	E-W(2):	0.301 *
	TH	4.00	1,775	6,400	0.277 *		
	LT	2.00	330	2,880	0.115	V/C:	0.585
Northbound	RT	1.00	384	1,600	0.125	Lost Time:	0.100
	TH	3.00	1,255	4,800	0.261 *	ITS:	0.000
	LT	2.00	223	2,880	0.077		
Eastbound	RT	1.00	53	1,600	0.000	ICU:	0.685
	TH	4.00	639	6,400	0.100		
	LT	2.00	68	2,880	0.024 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	217	1,600	0.075	N-S(1):	0.324 *
	TH	4.00	566	6,400	0.088	N-S(2):	0.160
	LT	2.00	341	2,880	0.118 *	E-W(1):	0.341 *
Westbound	RT	1.00	202	1,600	0.008	E-W(2):	0.285
	TH	4.00	1,434	6,400	0.224		
	LT	2.00	338	2,880	0.117 *	V/C:	0.665
Northbound	RT	1.00	518	1,600	0.206 *	Lost Time:	0.100
	TH	3.00	564	4,800	0.118	ITS:	0.000
	LT	2.00	208	2,880	0.072		
Eastbound	RT	1.00	179	1,600	0.040	ICU:	0.765
	TH	4.00	1,434	6,400	0.224 *		
	LT	2.00	176	2,880	0.061	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	215	1,600	0.051	N-S(1):	0.296 *
	TH	4.00	1,145	6,400	0.179	N-S(2):	0.247
	LT	2.00	454	2,880	0.158 *	E-W(1):	0.432 *
Westbound	RT	1.00	119	1,600	0.000	E-W(2):	0.280
	TH	4.00	1,252	6,400	0.196		
	LT	2.00	394	2,880	0.137 *	V/C:	0.728
Northbound	RT	1.00	333	1,600	0.071	Lost Time:	0.100
	TH	3.00	662	4,800	0.138 *	ITS:	0.000
	LT	2.00	196	2,880	0.068		
Eastbound	RT	1.00	193	1,600	0.053	ICU:	0.828
	TH	4.00	1,890	6,400	0.295 *		
	LT	2.00	241	2,880	0.084	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 20 - AVIATION BOULEVARD & WEST 120TH STREET
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.283 *
	TH	2.00	522	3,200	0.169	N-S(2):	0.200
	LT	1.00	30	1,600	0.019 *	E-W(1):	0.115
Westbound	RT	0.00	116	0	0.000	E-W(2):	0.211 *
	TH	2.00	42	1,600	0.208 *		
	LT	0.00	174	1,600	0.109	V/C:	0.494
Northbound	RT	1.00	31	1,600	0.000	Lost Time:	0.100
	TH	2.00	845	3,200	0.264 *	ITS:	0.000
	LT	1.00	49	1,600	0.031		
Eastbound	RT	0.00	9	1,600	0.006	ICU:	0.594
	TH	2.00	2	1,600	0.004		
	LT	0.00	4	1,600	0.003 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	15	0	0.000	N-S(1):	0.192 *
	TH	2.00	424	3,200	0.137	N-S(2):	0.180
	LT	1.00	55	1,600	0.034 *	E-W(1):	0.069
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.088 *
	TH	2.00	11	1,600	0.081 *		
	LT	0.00	79	1,600	0.049	V/C:	0.280
Northbound	RT	1.00	72	1,600	0.020	Lost Time:	0.100
	TH	2.00	507	3,200	0.158 *	ITS:	0.000
	LT	1.00	68	1,600	0.043		
Eastbound	RT	0.00	32	1,600	0.020	ICU:	0.380
	TH	2.00	9	1,600	0.013		
	LT	0.00	11	1,600	0.007 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	2	0	0.000	N-S(1):	0.324 *
	TH	2.00	964	3,200	0.302	N-S(2):	0.310
	LT	1.00	142	1,600	0.089 *	E-W(1):	0.082
Westbound	RT	0.00	64	0	0.000	E-W(2):	0.102 *
	TH	2.00	2	1,600	0.086 *		
	LT	0.00	71	1,600	0.044	V/C:	0.426
Northbound	RT	1.00	73	1,600	0.023	Lost Time:	0.100
	TH	2.00	752	3,200	0.235 *	ITS:	0.000
	LT	1.00	13	1,600	0.008		
Eastbound	RT	0.00	41	0	0.000	ICU:	0.526
	TH	2.00	55	3,200	0.038		
	LT	0.00	26	1,600	0.016 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 21 - LINCOLN BOULEVARD & BAILI WAY
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	217	0	0.000	N-S(1):	0.306
	TH	3.00	1,147	4,800	0.284 *	N-S(2):	0.345 *
	LT	1.00	22	1,600	0.014	E-W(1):	0.110 *
Westbound	RT	0.00	8	0	0.000	E-W(2):	0.000
	TH	1.00	1	1,600	0.011 *		
	LT	0.00	9	1,600	0.006	V/C:	0.455
Northbound	RT	0.00	21	0	0.000	Lost Time:	0.100
	TH	3.00	1,379	4,800	0.292	ITS:	0.000
	LT	1.00	98	1,600	0.061 *		
Eastbound	RT	1.00	44	1,600	0.000	ICU:	0.555
	TH	0.02	3	34	0.089		
	LT	1.98	282	2,850	0.099 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	243	0	0.000	N-S(1):	0.310
	TH	3.00	1,212	4,800	0.303 *	N-S(2):	0.349 *
	LT	1.00	43	1,600	0.027	E-W(1):	0.149 *
Westbound	RT	0.00	27	0	0.000	E-W(2):	0.000
	TH	1.00	4	1,600	0.023 *		
	LT	0.00	6	1,600	0.004	V/C:	0.498
Northbound	RT	0.00	11	0	0.000	Lost Time:	0.100
	TH	3.00	1,347	4,800	0.283	ITS:	0.000
	LT	1.00	73	1,600	0.046 *		
Eastbound	RT	1.00	46	1,600	0.006	ICU:	0.598
	TH	0.03	5	44	0.114		
	LT	1.97	359	2,840	0.126 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	341	0	0.000	N-S(1):	0.334
	TH	3.00	1,786	4,800	0.443 *	N-S(2):	0.539 *
	LT	1.00	39	1,600	0.024	E-W(1):	0.178 *
Westbound	RT	0.00	36	0	0.000	E-W(2):	0.000
	TH	1.00	5	1,600	0.029 *		
	LT	0.00	5	1,600	0.003	V/C:	0.717
Northbound	RT	0.00	9	0	0.000	Lost Time:	0.100
	TH	3.00	1,480	4,800	0.310	ITS:	0.000
	LT	1.00	154	1,600	0.096 *		
Eastbound	RT	1.00	5	1,600	0.000	ICU:	0.817
	TH	0.00	0	0	0.000		
	LT	2.00	428	2,880	0.149 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 23 - CENTINELA AVENUE & JEFFERSON BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR, EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	390	1,600	0.107	N-S(1):	0.129 *
	TH	2.00	17	3,200	0.005	N-S(2):	0.111
	LT	2.00	364	2,880	0.126 *	E-W(1):	0.179
Westbound	RT	1.00	344	1,600	0.089	E-W(2):	0.331 *
	TH	3.00	931	4,800	0.194 *		
	LT	2.00	17	2,880	0.006	V/C:	0.460
Northbound	RT	1.00	7	1,600	0.001	Lost Time:	0.100
	TH	3.00	13	4,800	0.003 *	ITS:	0.000
	LT	2.00	11	2,880	0.004		
Eastbound	RT	1.00	9	1,600	0.002	ICU:	0.560
	TH	3.00	829	4,800	0.173		
	LT	2.00	394	2,880	0.137 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	320	1,600	0.105	N-S(1):	0.142 *
	TH	2.00	20	3,200	0.006	N-S(2):	0.113
	LT	2.00	374	2,880	0.130 *	E-W(1):	0.173
Westbound	RT	1.00	260	1,600	0.033	E-W(2):	0.280 *
	TH	3.00	887	4,800	0.185 *		
	LT	2.00	11	2,880	0.004	V/C:	0.422
Northbound	RT	1.00	22	1,600	0.012 *	Lost Time:	0.100
	TH	3.00	16	4,800	0.003	ITS:	0.000
	LT	2.00	23	2,880	0.008		
Eastbound	RT	1.00	19	1,600	0.004	ICU:	0.522
	TH	3.00	809	4,800	0.169		
	LT	2.00	274	2,880	0.095 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	364	1,600	0.143	N-S(1):	0.299 *
	TH	2.00	10	3,200	0.003	N-S(2):	0.148
	LT	2.00	829	2,880	0.288 *	E-W(1):	0.212
Westbound	RT	1.00	344	1,600	0.000	E-W(2):	0.303 *
	TH	3.00	1,048	4,800	0.218 *		
	LT	2.00	5	2,880	0.002	V/C:	0.602
Northbound	RT	1.00	19	1,600	0.011 *	Lost Time:	0.100
	TH	3.00	15	4,800	0.003	ITS:	0.000
	LT	2.00	15	2,880	0.005		
Eastbound	RT	1.00	8	1,600	0.000	ICU:	0.702
	TH	3.00	1,009	4,800	0.210		
	LT	2.00	244	2,880	0.085 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 25 - LA BREA AVENUE & CENTINELA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	146	0	0.000	N-S(1):	0.284
	TH	2.00	615	3,200	0.238 *	N-S(2):	0.369 *
	LT	1.00	118	1,600	0.074	E-W(1):	0.119
Westbound	RT	1.00	262	1,600	0.127	E-W(2):	0.329 *
	TH	2.00	815	3,200	0.255 *		
	LT	1.00	33	1,600	0.021	V/C:	0.698
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	653	3,200	0.210	ITS:	0.000
	LT	1.00	210	1,600	0.131 *		
Eastbound	RT	1.00	90	1,600	0.000	ICU:	0.798
	TH	2.00	312	3,200	0.098		
	LT	1.00	119	1,600	0.074 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	152	0	0.000	N-S(1):	0.292
	TH	2.00	647	3,200	0.250 *	N-S(2):	0.361 *
	LT	1.00	198	1,600	0.124	E-W(1):	0.178
Westbound	RT	1.00	118	1,600	0.012	E-W(2):	0.257 *
	TH	2.00	492	3,200	0.154 *		
	LT	1.00	55	1,600	0.034	V/C:	0.618
Northbound	RT	0.00	48	0	0.000	Lost Time:	0.100
	TH	2.00	491	3,200	0.168	ITS:	0.000
	LT	1.00	178	1,600	0.111 *		
Eastbound	RT	1.00	186	1,600	0.061	ICU:	0.718
	TH	2.00	462	3,200	0.144		
	LT	1.00	164	1,600	0.103 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.463 *
	TH	2.00	908	3,200	0.315	N-S(2):	0.419
	LT	1.00	262	1,600	0.164 *	E-W(1):	0.312 *
Westbound	RT	1.00	183	1,600	0.033	E-W(2):	0.276
	TH	2.00	535	3,200	0.167		
	LT	1.00	68	1,600	0.043 *	V/C:	0.775
Northbound	RT	0.00	41	0	0.000	Lost Time:	0.100
	TH	2.00	917	3,200	0.299 *	ITS:	0.000
	LT	1.00	166	1,600	0.104		
Eastbound	RT	1.00	211	1,600	0.080	ICU:	0.875
	TH	2.00	860	3,200	0.269 *		
	LT	1.00	174	1,600	0.109	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 26 - LA CIENEGA BOULEVARD & CENTINELA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	14	0	0.000	N-S(1):	0.524 *
	TH	3.00	2,104	4,800	0.441	N-S(2):	0.444
	LT	2.00	132	2,880	0.046 *	E-W(1):	0.249
Westbound	RT	1.00	200	1,600	0.102	E-W(2):	0.335 *
	TH	2.00	1,071	3,200	0.335 *		
	LT	1.00	234	1,600	0.146	V/C:	0.859
Northbound	RT	0.00	36	0	0.000	Lost Time:	0.100
	TH	3.00	2,256	4,800	0.478 *	ITS:	0.000
	LT	2.00	8	2,880	0.003		
Eastbound	RT	0.00	152	0	0.000	ICU:	0.959
	TH	3.00	342	4,800	0.103		
	LT	0.00	0	0	0.000 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	33	0	0.000	N-S(1):	0.316
	TH	3.00	1,344	4,800	0.287 *	N-S(2):	0.346 *
	LT	2.00	134	2,880	0.047	E-W(1):	0.257 *
Westbound	RT	1.00	105	1,600	0.042	E-W(2):	0.225
	TH	2.00	720	3,200	0.225		
	LT	1.00	164	1,600	0.103 *	V/C:	0.603
Northbound	RT	0.00	83	0	0.000	Lost Time:	0.100
	TH	3.00	1,210	4,800	0.269	ITS:	0.000
	LT	2.00	169	2,880	0.059 *		
Eastbound	RT	0.00	158	0	0.000	ICU:	0.703
	TH	3.00	579	4,800	0.154 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	17	0	0.000	N-S(1):	0.555 *
	TH	3.00	1,958	4,800	0.411	N-S(2):	0.438
	LT	2.00	291	2,880	0.101 *	E-W(1):	0.322 *
Westbound	RT	1.00	118	1,600	0.023	E-W(2):	0.253
	TH	2.00	811	3,200	0.253		
	LT	1.00	149	1,600	0.093 *	V/C:	0.877
Northbound	RT	0.00	125	0	0.000	Lost Time:	0.100
	TH	3.00	2,054	4,800	0.454 *	ITS:	0.000
	LT	2.00	77	2,880	0.027		
Eastbound	RT	0.00	204	0	0.000	ICU:	0.977
	TH	3.00	893	4,800	0.229 *		
	LT	0.00	0	0	0.000	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 27 - LA TIEJERA BOULEVARD & CENTINELA BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	137	0	0.000	N-S(1):	0.193
	TH	3.00	864	4,800	0.209 *	N-S(2):	0.262 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.164
Westbound	RT	0.00	9	0	0.000	E-W(2):	0.280 *
	TH	3.00	961	4,800	0.202 *		
	LT	1.00	119	1,600	0.074	V/C:	0.542
Northbound	RT	0.00	112	0	0.000	Lost Time:	0.100
	TH	3.00	723	4,800	0.174	ITS:	0.000
	LT	2.00	153	2,880	0.053 *		
Eastbound	RT	0.00	62	0	0.000	ICU:	0.642
	TH	3.00	368	4,800	0.090		
	LT	1.00	125	1,600	0.078 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	93	0	0.000	N-S(1):	0.231 *
	TH	3.00	535	4,800	0.131	N-S(2):	0.193
	LT	1.00	74	1,600	0.046 *	E-W(1):	0.246 *
Westbound	RT	0.00	17	0	0.000	E-W(2):	0.222
	TH	3.00	691	4,800	0.148		
	LT	1.00	180	1,600	0.113 *	V/C:	0.477
Northbound	RT	0.00	202	0	0.000	Lost Time:	0.100
	TH	3.00	684	4,800	0.185 *	ITS:	0.000
	LT	2.00	179	2,880	0.062		
Eastbound	RT	0.00	79	0	0.000	ICU:	0.577
	TH	3.00	560	4,800	0.133 *		
	LT	1.00	118	1,600	0.074	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	106	0	0.000	N-S(1):	0.387 *
	TH	3.00	803	4,800	0.189	N-S(2):	0.257
	LT	1.00	124	1,600	0.078 *	E-W(1):	0.266
Westbound	RT	0.00	7	0	0.000	E-W(2):	0.293 *
	TH	3.00	809	4,800	0.170 *		
	LT	1.00	166	1,600	0.104	V/C:	0.680
Northbound	RT	0.00	295	0	0.000	Lost Time:	0.100
	TH	3.00	1,187	4,800	0.309 *	ITS:	0.000
	LT	2.00	196	2,880	0.068		
Eastbound	RT	0.00	51	0	0.000	ICU:	0.780
	TH	3.00	727	4,800	0.162		
	LT	1.00	196	1,600	0.123 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 34 - LA BREA AVENUE / HAWTHORNE BOULEVARD & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	101	1,600	0.024	N-S(1):	0.200 *
	TH	3.00	409	4,800	0.085	N-S(2):	0.091
	LT	1.00	81	1,600	0.051 *	E-W(1):	0.094
Westbound	RT	0.00	134	0	0.000	E-W(2):	0.269 *
	TH	3.00	780	4,800	0.190 *		
	LT	1.00	73	1,600	0.046	V/C:	0.469
Northbound	RT	1.00	68	1,600	0.020	Lost Time:	0.100
	TH	3.00	713	4,800	0.149 *	ITS:	0.000
	LT	1.00	10	1,600	0.006		
Eastbound	RT	0.00	11	0	0.000	ICU:	0.569
	TH	3.00	219	4,800	0.048		
	LT	1.00	126	1,600	0.079 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	126	1,600	0.036	N-S(1):	0.260 *
	TH	3.00	609	4,800	0.127	N-S(2):	0.133
	LT	1.00	212	1,600	0.133 *	E-W(1):	0.188
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.202 *
	TH	3.00	447	4,800	0.116 *		
	LT	1.00	122	1,600	0.076	V/C:	0.462
Northbound	RT	1.00	161	1,600	0.063	Lost Time:	0.100
	TH	3.00	611	4,800	0.127 *	ITS:	0.000
	LT	1.00	10	1,600	0.006		
Eastbound	RT	0.00	64	0	0.000	ICU:	0.562
	TH	3.00	472	4,800	0.112		
	LT	1.00	137	1,600	0.086 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	102	1,600	0.012	N-S(1):	0.288 *
	TH	3.00	952	4,800	0.198	N-S(2):	0.224
	LT	1.00	223	1,600	0.139 *	E-W(1):	0.319 *
Westbound	RT	0.00	135	0	0.000	E-W(2):	0.251
	TH	3.00	574	4,800	0.148		
	LT	1.00	142	1,600	0.089 *	V/C:	0.607
Northbound	RT	1.00	130	1,600	0.037	Lost Time:	0.100
	TH	3.00	715	4,800	0.149 *	ITS:	0.000
	LT	1.00	41	1,600	0.026		
Eastbound	RT	0.00	48	0	0.000	ICU:	0.707
	TH	3.00	1,056	4,800	0.230 *		
	LT	1.00	165	1,600	0.103	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 35 - INGLEWOOD AVENUE & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	124	0	0.000	N-S(1):	0.128
	TH	1.00	84	1,600	0.130 *	N-S(2):	0.194 *
	LT	1.00	47	1,600	0.029	E-W(1):	0.097
Westbound	RT	0.00	113	0	0.000	E-W(2):	0.264 *
	TH	3.00	990	4,800	0.230 *		
	LT	1.00	37	1,600	0.023	V/C:	0.458
Northbound	RT	0.00	41	0	0.000	Lost Time:	0.100
	TH	1.00	118	1,600	0.099	ITS:	0.000
	LT	1.00	102	1,600	0.064 *		
Eastbound	RT	0.00	42	0	0.000	ICU:	0.558
	TH	3.00	314	4,800	0.074		
	LT	1.00	55	1,600	0.034 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	123	0	0.000	N-S(1):	0.192
	TH	1.00	128	1,600	0.157 *	N-S(2):	0.210 *
	LT	1.00	93	1,600	0.058	E-W(1):	0.162
Westbound	RT	0.00	83	0	0.000	E-W(2):	0.204 *
	TH	3.00	547	4,800	0.131 *		
	LT	1.00	45	1,600	0.028	V/C:	0.414
Northbound	RT	0.00	56	0	0.000	Lost Time:	0.100
	TH	1.00	159	1,600	0.134	ITS:	0.000
	LT	1.00	85	1,600	0.053 *		
Eastbound	RT	0.00	75	0	0.000	ICU:	0.514
	TH	3.00	568	4,800	0.134		
	LT	1.00	117	1,600	0.073 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	134	0	0.000	N-S(1):	0.240
	TH	1.00	303	1,600	0.273 *	N-S(2):	0.316 *
	LT	1.00	122	1,600	0.076	E-W(1):	0.355 *
Westbound	RT	0.00	91	0	0.000	E-W(2):	0.299
	TH	3.00	699	4,800	0.165		
	LT	1.00	61	1,600	0.038 *	V/C:	0.671
Northbound	RT	0.00	54	0	0.000	Lost Time:	0.100
	TH	1.00	209	1,600	0.164	ITS:	0.000
	LT	1.00	69	1,600	0.043 *		
Eastbound	RT	0.00	203	0	0.000	ICU:	0.771
	TH	3.00	1,319	4,800	0.317 *		
	LT	1.00	215	1,600	0.134	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 36 - LA CIENEGA BOULEVARD & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	658	3,200	0.096 *	N-S(1):	0.045
	TH	2.00	102	3,200	0.032	N-S(2):	0.322 *
	LT	1.00	67	1,600	0.042	E-W(1):	0.381
Westbound	RT	0.00	976	1,600	0.610 *	E-W(2):	0.719 *
	TH	4.00	383	4,800	0.080		
	LT	1.00	440	1,600	0.275	V/C:	1.041
Northbound	RT	2.00	195	3,200	0.000	Lost Time:	0.100
	TH	2.00	10	3,200	0.003	ITS:	0.000
	LT	1.00	361	1,600	0.226 *		
Eastbound	RT	2.00	244	3,200	0.000	ICU:	1.141
	TH	3.00	509	4,800	0.106		
	LT	1.00	175	1,600	0.109 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	865	3,200	0.152 *	N-S(1):	0.179
	TH	2.00	227	3,200	0.071	N-S(2):	0.232 *
	LT	1.00	231	1,600	0.144	E-W(1):	0.344 *
Westbound	RT	0.00	278	1,600	0.174	E-W(2):	0.292
	TH	4.00	627	4,800	0.131		
	LT	1.00	198	1,600	0.124 *	V/C:	0.576
Northbound	RT	2.00	262	3,200	0.000	Lost Time:	0.100
	TH	2.00	111	3,200	0.035	ITS:	0.000
	LT	1.00	128	1,600	0.080 *		
Eastbound	RT	2.00	336	3,200	0.025	ICU:	0.676
	TH	3.00	1,054	4,800	0.220 *		
	LT	1.00	189	1,600	0.118	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.85	509	2,953	0.157	N-S(1):	0.424 *
	TH	2.15	594	3,447	0.172	N-S(2):	0.202
	LT	1.00	423	1,600	0.264 *	E-W(1):	0.282
Westbound	RT	0.00	679	1,600	0.424 *	E-W(2):	0.439 *
	TH	4.00	194	4,800	0.040		
	LT	1.00	169	1,600	0.106	V/C:	0.863
Northbound	RT	2.00	850	3,200	0.160 *	Lost Time:	0.100
	TH	2.00	10	3,200	0.003	ITS:	0.000
	LT	1.00	48	1,600	0.030		
Eastbound	RT	2.00	416	3,200	0.100	ICU:	0.963
	TH	3.00	845	4,800	0.176		
	LT	1.00	24	1,600	0.015 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 37 - PRAIRIE AVENUE & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	95	0	0.000	N-S(1):	0.240 *
	TH	3.00	441	4,800	0.112	N-S(2):	0.160
	LT	1.00	148	1,600	0.093 *	E-W(1):	0.063
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.242 *
	TH	3.00	795	4,800	0.205 *		
	LT	1.00	39	1,600	0.024	V/C:	0.482
Northbound	RT	0.00	81	0	0.000	Lost Time:	0.100
	TH	3.00	624	4,800	0.147 *	ITS:	0.000
	LT	1.00	76	1,600	0.048		
Eastbound	RT	0.00	59	0	0.000	ICU:	0.582
	TH	3.00	129	4,800	0.039		
	LT	1.00	59	1,600	0.037 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.280 *
	TH	3.00	532	4,800	0.125	N-S(2):	0.182
	LT	1.00	261	1,600	0.163 *	E-W(1):	0.238 *
Westbound	RT	0.00	283	1,600	0.177	E-W(2):	0.222
	TH	3.00	512	3,200	0.160		
	LT	1.00	123	1,600	0.077 *	V/C:	0.518
Northbound	RT	0.00	103	0	0.000	Lost Time:	0.100
	TH	3.00	459	4,800	0.117 *	ITS:	0.000
	LT	1.00	91	1,600	0.057		
Eastbound	RT	0.00	114	0	0.000	ICU:	0.618
	TH	3.00	661	4,800	0.161 *		
	LT	1.00	72	1,600	0.045	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	95	0	0.000	N-S(1):	0.357 *
	TH	3.00	907	4,800	0.209	N-S(2):	0.284
	LT	1.00	305	1,600	0.191 *	E-W(1):	0.291
Westbound	RT	0.00	378	1,600	0.236 *	E-W(2):	0.324 *
	TH	3.00	532	3,200	0.166		
	LT	1.00	121	1,600	0.076	V/C:	0.681
Northbound	RT	0.00	202	0	0.000	Lost Time:	0.100
	TH	3.00	595	4,800	0.166 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	0.00	71	0	0.000	ICU:	0.781
	TH	3.00	959	4,800	0.215		
	LT	1.00	141	1,600	0.088 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 39 - NB I-405 RAMPS & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.080
	TH	0.00	0	0	0.000 *	N-S(2):	0.322 *
	LT	0.00	0	0	0.000	E-W(1):	0.097
Westbound	RT	0.00	57	0	0.000	E-W(2):	0.277 *
	TH	3.00	1,274	4,800	0.277 *		
	LT	0.00	0	0	0.000	V/C:	0.599
Northbound	RT	1.00	128	1,600	0.080	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	927	2,880	0.322 *		
Eastbound	RT	2.00	500	3,200	0.000	ICU:	0.699
	TH	2.00	309	3,200	0.097		
	LT	1.00	0	1,600	0.000 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.108
	TH	0.00	0	0	0.000 *	N-S(2):	0.274 *
	LT	0.00	0	0	0.000	E-W(1):	0.178
Westbound	RT	0.00	31	0	0.000	E-W(2):	0.185 *
	TH	3.00	855	4,800	0.185 *		
	LT	0.00	0	0	0.000	V/C:	0.459
Northbound	RT	1.00	172	1,600	0.108	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	790	2,880	0.274 *		
Eastbound	RT	2.00	883	3,200	0.000	ICU:	0.559
	TH	2.00	571	3,200	0.178		
	LT	1.00	0	1,600	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.223 *
	TH	0.00	0	0	0.000	N-S(2):	0.183
	LT	0.00	0	0	0.000 *	E-W(1):	0.335 *
Westbound	RT	0.00	51	0	0.000	E-W(2):	0.197
	TH	3.00	893	4,800	0.197		
	LT	0.00	0	0	0.000 *	V/C:	0.558
Northbound	RT	1.00	356	1,600	0.223 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	528	2,880	0.183		
Eastbound	RT	1.47	790	2,358	0.000	ICU:	0.658
	TH	2.53	1,354	4,042	0.335 *		
	LT	1.00	0	1,600	0.000	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 46 - DOUGLAS STREET & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	32	1,600	0.000	N-S(1):	0.172
	TH	2.00	198	3,200	0.062 *	N-S(2):	0.191 *
	LT	2.00	78	2,880	0.027	E-W(1):	0.149
Westbound	RT	1.00	396	1,600	0.234	E-W(2):	0.437 *
	TH	3.00	1,428	4,800	0.298 *		
	LT	2.00	140	2,880	0.049	V/C:	0.628
Northbound	RT	1.00	57	1,600	0.011	Lost Time:	0.100
	TH	2.00	463	3,200	0.145	ITS:	0.000
	LT	2.00	372	2,880	0.129 *		
Eastbound	RT	0.00	136	0	0.000	ICU:	0.728
	TH	3.00	345	4,800	0.100		
	LT	1.00	223	1,600	0.139 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.001	N-S(1):	0.151 *
	TH	2.00	241	3,200	0.075	N-S(2):	0.130
	LT	2.00	176	2,880	0.061 *	E-W(1):	0.213
Westbound	RT	1.00	334	1,600	0.178 *	E-W(2):	0.289 *
	TH	3.00	783	4,800	0.163		
	LT	2.00	90	2,880	0.031	V/C:	0.440
Northbound	RT	1.00	142	1,600	0.073	Lost Time:	0.100
	TH	2.00	287	3,200	0.090 *	ITS:	0.000
	LT	2.00	157	2,880	0.055		
Eastbound	RT	0.00	195	0	0.000	ICU:	0.540
	TH	3.00	678	4,800	0.182		
	LT	1.00	177	1,600	0.111 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	55	1,600	0.000	N-S(1):	0.304 *
	TH	2.00	710	3,200	0.222	N-S(2):	0.281
	LT	2.00	336	2,880	0.117 *	E-W(1):	0.467 *
Westbound	RT	1.00	127	1,600	0.021	E-W(2):	0.197
	TH	3.00	543	4,800	0.113		
	LT	2.00	123	2,880	0.043 *	V/C:	0.771
Northbound	RT	1.00	333	1,600	0.187 *	Lost Time:	0.100
	TH	2.00	401	3,200	0.125	ITS:	0.000
	LT	2.00	171	2,880	0.059		
Eastbound	RT	0.00	319	0	0.000	ICU:	0.871
	TH	3.00	1,716	4,800	0.424 *		
	LT	1.00	134	1,600	0.084	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 47 - DOUGLAS STREET & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : Y
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	11	1,600	0.000	N-S(1):	0.053 *
	TH	0.91	16	1,463	0.011	N-S(2):	0.000
	LT	1.09	19	1,563	0.012 *	E-W(1):	0.173
Westbound	RT	0.00	56	0	0.000	E-W(2):	0.219 *
	TH	3.00	881	4,800	0.195 *		
	LT	2.00	194	2,880	0.067	V/C:	0.272
Northbound	RT	2.00	95	3,200	0.000	Lost Time:	0.100
	TH	1.00	18	1,600	0.011	ITS:	0.000
	LT	1.00	65	1,600	0.041 *		
Eastbound	RT	0.00	166	0	0.000	ICU:	0.372
	TH	3.00	343	4,800	0.106		
	LT	1.00	38	1,600	0.024 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	29	1,600	0.003	N-S(1):	0.063 *
	TH	0.58	21	933	0.023	N-S(2):	0.000
	LT	1.42	51	2,040	0.025 *	E-W(1):	0.133
Westbound	RT	0.00	33	0	0.000	E-W(2):	0.134 *
	TH	3.00	461	4,800	0.103 *		
	LT	2.00	73	2,880	0.025	V/C:	0.197
Northbound	RT	2.00	153	3,200	0.022	Lost Time:	0.100
	TH	1.00	16	1,600	0.010	ITS:	0.000
	LT	1.00	60	1,600	0.038 *		
Eastbound	RT	0.00	82	0	0.000	ICU:	0.297
	TH	3.00	438	4,800	0.108		
	LT	1.00	50	1,600	0.031 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.006	N-S(1):	0.118 *
	TH	0.59	25	941	0.027	N-S(2):	0.000
	LT	1.41	60	2,033	0.030 *	E-W(1):	0.226 *
Westbound	RT	0.00	38	0	0.000	E-W(2):	0.145
	TH	3.00	531	4,800	0.119		
	LT	2.00	59	2,880	0.020 *	V/C:	0.344
Northbound	RT	2.00	345	3,200	0.087	Lost Time:	0.100
	TH	1.00	26	1,600	0.016	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	0.00	89	0	0.000	ICU:	0.444
	TH	3.00	898	4,800	0.206 *		
	LT	1.00	42	1,600	0.026	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 48 - DOUGLAS STREET & MARIPOSA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : Y
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	53	0	0.000	N-S(1):	0.132
	TH	3.00	290	4,800	0.071 *	N-S(2):	0.191 *
	LT	1.00	3	1,600	0.002	E-W(1):	0.034 *
Westbound	RT	0.00	4	0	0.000	E-W(2):	0.000
	TH	2.00	2	3,200	0.004		
	LT	0.00	6	1,600	0.004 *	V/C:	0.225
Northbound	RT	0.00	25	0	0.000	Lost Time:	0.100
	TH	3.00	600	4,800	0.130	ITS:	0.000
	LT	1.00	192	1,600	0.120 *		
Eastbound	RT	1.00	127	1,600	0.019	ICU:	0.325
	TH	0.18	8	294	0.027		
	LT	1.82	79	2,615	0.030 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	52	0	0.000	N-S(1):	0.130
	TH	3.00	347	4,800	0.083 *	N-S(2):	0.163 *
	LT	1.00	19	1,600	0.012	E-W(1):	0.102 *
Westbound	RT	0.00	5	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.007 *		
	LT	0.00	8	1,600	0.005	V/C:	0.265
Northbound	RT	0.00	36	0	0.000	Lost Time:	0.100
	TH	3.00	531	4,800	0.118	ITS:	0.000
	LT	1.00	128	1,600	0.080 *		
Eastbound	RT	1.00	216	1,600	0.095 *	ICU:	0.365
	TH	0.31	19	494	0.038		
	LT	1.69	104	2,435	0.043	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	36	0	0.000	N-S(1):	0.122
	TH	3.00	560	4,800	0.124 *	N-S(2):	0.212 *
	LT	1.00	0	1,600	0.000	E-W(1):	0.203 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.000
	TH	2.00	0	3,200	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.415
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	585	4,800	0.122	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	1.00	394	1,600	0.203 *	ICU:	0.515
	TH	0.00	0	0	0.000		
	LT	2.00	216	2,880	0.075	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 49 - DOUGLAS STREET & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : WBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	28	1,600	0.000	N-S(1):	0.108 *
	TH	1.00	39	1,600	0.024	N-S(2):	0.064
	LT	2.00	101	2,880	0.035 *	E-W(1):	0.156
Westbound	RT	1.00	443	1,600	0.242 *	E-W(2):	0.445 *
	TH	3.00	1,707	4,800	0.356 *		
	LT	2.00	76	2,880	0.026	V/C:	0.553
Northbound	RT	1.00	13	1,600	0.000	Lost Time:	0.100
	TH	1.00	116	1,600	0.073 *	ITS:	0.000
	LT	1.00	64	1,600	0.040		
Eastbound	RT	1.00	46	1,600	0.009	ICU:	0.653
	TH	3.00	626	4,800	0.130		
	LT	2.00	257	2,880	0.089 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	155	1,600	0.065	N-S(1):	0.126 *
	TH	1.00	74	1,600	0.046	N-S(2):	0.123
	LT	2.00	245	2,880	0.085 *	E-W(1):	0.302
Westbound	RT	1.00	233	1,600	0.061	E-W(2):	0.413 *
	TH	3.00	1,681	4,800	0.350 *		
	LT	2.00	39	2,880	0.014	V/C:	0.539
Northbound	RT	1.00	55	1,600	0.028	Lost Time:	0.100
	TH	1.00	65	1,600	0.041 *	ITS:	0.000
	LT	1.00	93	1,600	0.058		
Eastbound	RT	1.00	121	1,600	0.047	ICU:	0.639
	TH	3.00	1,383	4,800	0.288		
	LT	2.00	182	2,880	0.063 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	258	1,600	0.147	N-S(1):	0.140
	TH	1.00	293	1,600	0.183 *	N-S(2):	0.245 *
	LT	2.00	283	2,880	0.098	E-W(1):	0.354 *
Westbound	RT	1.00	189	1,600	0.020	E-W(2):	0.336
	TH	3.00	1,476	4,800	0.308		
	LT	2.00	28	2,880	0.010 *	V/C:	0.599
Northbound	RT	1.00	57	1,600	0.031	Lost Time:	0.100
	TH	1.00	67	1,600	0.042	ITS:	0.000
	LT	1.00	99	1,600	0.062 *		
Eastbound	RT	1.00	115	1,600	0.041	ICU:	0.699
	TH	3.00	1,650	4,800	0.344 *		
	LT	2.00	80	2,880	0.028	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 51 - HAWTHORNE BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	42	1,600	0.001	N-S(1):	0.186
	TH	3.00	633	4,800	0.132 *	N-S(2):	0.228 *
	LT	2.00	181	2,880	0.063	E-W(1):	0.159
Westbound	RT	0.00	249	0	0.000	E-W(2):	0.307 *
	TH	3.00	986	4,800	0.257 *		
	LT	1.00	101	1,600	0.063	V/C:	0.535
Northbound	RT	0.00	93	0	0.000	Lost Time:	0.100
	TH	4.00	697	6,400	0.123	ITS:	0.000
	LT	2.00	276	2,880	0.096 *		
Eastbound	RT	0.00	106	0	0.000	ICU:	0.635
	TH	3.00	355	4,800	0.096		
	LT	1.00	80	1,600	0.050 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	127	1,600	0.029	N-S(1):	0.234
	TH	3.00	883	4,800	0.184 *	N-S(2):	0.266 *
	LT	2.00	216	2,880	0.075	E-W(1):	0.291 *
Westbound	RT	0.00	182	0	0.000	E-W(2):	0.256
	TH	3.00	568	4,800	0.156		
	LT	1.00	207	1,600	0.129 *	V/C:	0.557
Northbound	RT	0.00	206	0	0.000	Lost Time:	0.100
	TH	4.00	811	6,400	0.159	ITS:	0.000
	LT	2.00	235	2,880	0.082 *		
Eastbound	RT	0.00	255	0	0.000	ICU:	0.657
	TH	3.00	521	4,800	0.162 *		
	LT	1.00	160	1,600	0.100	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	89	1,600	0.007	N-S(1):	0.316
	TH	3.00	1,758	4,800	0.366 *	N-S(2):	0.443 *
	LT	2.00	412	2,880	0.143	E-W(1):	0.617 *
Westbound	RT	0.00	199	0	0.000	E-W(2):	0.272
	TH	3.00	638	4,800	0.174		
	LT	1.00	134	1,600	0.084 *	V/C:	1.060
Northbound	RT	0.00	175	0	0.000	Lost Time:	0.100
	TH	4.00	935	6,400	0.173	ITS:	0.000
	LT	2.00	221	2,880	0.077 *		
Eastbound	RT	0.00	470	0	0.000	ICU:	1.160
	TH	3.00	2,090	4,800	0.533 *		
	LT	1.00	157	1,600	0.098	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 52 - INGLEWOOD AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.129
	TH	2.00	294	3,200	0.126 *	N-S(2):	0.294 *
	LT	1.00	3	1,600	0.002	E-W(1):	0.112
Westbound	RT	0.00	168	0	0.000	E-W(2):	0.274 *
	TH	3.00	981	4,800	0.239 *		
	LT	1.00	52	1,600	0.033	V/C:	0.568
Northbound	RT	0.00	72	0	0.000	Lost Time:	0.100
	TH	2.00	333	3,200	0.127	ITS:	0.000
	LT	1.00	269	1,600	0.168 *		
Eastbound	RT	0.00	81	0	0.000	ICU:	0.668
	TH	3.00	300	4,800	0.079		
	LT	1.00	56	1,600	0.035 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	117	0	0.000	N-S(1):	0.233
	TH	2.00	448	3,200	0.177 *	N-S(2):	0.286 *
	LT	1.00	88	1,600	0.055	E-W(1):	0.227
Westbound	RT	0.00	157	0	0.000	E-W(2):	0.251 *
	TH	3.00	614	4,800	0.161 *		
	LT	1.00	128	1,600	0.080	V/C:	0.537
Northbound	RT	0.00	131	0	0.000	Lost Time:	0.100
	TH	2.00	437	3,200	0.178	ITS:	0.000
	LT	1.00	175	1,600	0.109 *		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.637
	TH	3.00	576	4,800	0.147		
	LT	1.00	144	1,600	0.090 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	78	0	0.000	N-S(1):	0.287
	TH	2.00	727	3,200	0.252 *	N-S(2):	0.330 *
	LT	1.00	103	1,600	0.064	E-W(1):	0.549 *
Westbound	RT	0.00	166	0	0.000	E-W(2):	0.291
	TH	3.00	618	4,800	0.163		
	LT	1.00	155	1,600	0.097 *	V/C:	0.879
Northbound	RT	0.00	94	0	0.000	Lost Time:	0.100
	TH	2.00	619	3,200	0.223	ITS:	0.000
	LT	1.00	125	1,600	0.078 *		
Eastbound	RT	0.00	295	0	0.000	ICU:	0.979
	TH	3.00	1,874	4,800	0.452 *		
	LT	1.00	205	1,600	0.128	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 53 - LA CIENEGA BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	398	3,200	0.089 *	N-S(1):	0.064
	TH	0.00	0	0	0.000	N-S(2):	0.089 *
	LT	2.00	185	2,880	0.064	E-W(1):	0.088
Westbound	RT	0.00	554	0	0.000	E-W(2):	0.450 *
	TH	3.00	1,432	4,800	0.414 *		
	LT	0.00	0	0	0.000	V/C:	0.539
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.639
	TH	3.00	423	4,800	0.088		
	LT	1.00	57	1,600	0.036 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.59	226	2,538	0.049	N-S(1):	0.099 *
	TH	0.00	0	0	0.000	N-S(2):	0.049
	LT	2.41	344	3,476	0.099 *	E-W(1):	0.170
Westbound	RT	0.00	415	0	0.000	E-W(2):	0.301 *
	TH	3.00	840	4,800	0.261 *		
	LT	0.00	0	0	0.000	V/C:	0.400
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.500
	TH	3.00	817	4,800	0.170		
	LT	1.00	64	1,600	0.040 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	300	1,600	0.116	N-S(1):	0.283 *
	TH	0.00	0	0	0.000	N-S(2):	0.116
	LT	3.00	1,221	4,320	0.283 *	E-W(1):	0.420 *
Westbound	RT	0.00	402	1,600	0.251	E-W(2):	0.323
	TH	3.00	492	3,200	0.154		
	LT	0.00	0	0	0.000 *	V/C:	0.703
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.803
	TH	3.00	2,015	4,800	0.420 *		
	LT	1.00	115	1,600	0.072	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 54 - NASH STREET & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	39	1,600	0.024	N-S(1):	0.072 *
	TH	2.00	155	3,193	0.049	N-S(2):	0.000
	LT	1.00	78	1,446	0.054 *	E-W(1):	0.180
Westbound	RT	0.00	275	0	0.000	E-W(2):	0.353 *
	TH	3.00	1,334	4,800	0.335 *		
	LT	2.00	148	2,880	0.051	V/C:	0.425
Northbound	RT	1.12	32	1,796	0.000	Lost Time:	0.100
	TH	0.88	25	1,404	0.018 *	ITS:	0.000
	LT	2.00	2	2,880	0.001		
Eastbound	RT	1.00	49	1,600	0.030	ICU:	0.525
	TH	3.00	620	4,800	0.129		
	LT	2.00	51	2,880	0.018 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	54	1,600	0.034	N-S(1):	0.087 *
	TH	1.10	96	1,752	0.055	N-S(2):	0.000
	LT	1.90	167	2,743	0.061 *	E-W(1):	0.194
Westbound	RT	0.00	103	0	0.000	E-W(2):	0.216 *
	TH	3.00	842	4,800	0.197 *		
	LT	2.00	66	2,880	0.023	V/C:	0.303
Northbound	RT	1.13	47	1,812	0.003	Lost Time:	0.100
	TH	0.87	36	1,388	0.026 *	ITS:	0.000
	LT	2.00	8	2,880	0.003		
Eastbound	RT	1.00	34	1,600	0.020	ICU:	0.403
	TH	3.00	821	4,800	0.171		
	LT	2.00	55	2,880	0.019 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	46	1,600	0.029	N-S(1):	0.233 *
	TH	1.00	51	1,600	0.032	N-S(2):	0.000
	LT	2.00	489	2,880	0.170 *	E-W(1):	0.305 *
Westbound	RT	0.00	103	0	0.000	E-W(2):	0.202
	TH	3.00	834	4,800	0.195		
	LT	2.00	22	2,880	0.008 *	V/C:	0.538
Northbound	RT	1.19	121	1,907	0.056	Lost Time:	0.100
	TH	0.81	82	1,293	0.063 *	ITS:	0.000
	LT	2.00	16	2,880	0.006		
Eastbound	RT	1.00	2	1,600	0.000	ICU:	0.638
	TH	3.00	1,427	4,800	0.297 *		
	LT	2.00	19	2,880	0.007	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 55 - SEPULVEDA BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	98	1,600	0.019	N-S(1):	0.499 *
	TH	4.00	943	6,400	0.147	N-S(2):	0.222
	LT	2.00	213	2,880	0.074 *	E-W(1):	0.120
Westbound	RT	1.00	166	1,600	0.067	E-W(2):	0.191 *
	TH	2.00	340	3,200	0.106 *		
	LT	2.00	76	2,880	0.026	V/C:	0.690
Northbound	RT	0.00	258	0	0.000	Lost Time:	0.100
	TH	4.00	2,460	6,400	0.425 *	ITS:	0.000
	LT	2.00	217	2,880	0.075		
Eastbound	RT	1.00	211	1,600	0.094	ICU:	0.790
	TH	2.00	250	3,200	0.078		
	LT	1.00	136	1,600	0.085 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	125	1,600	0.043	N-S(1):	0.344
	TH	4.00	1,650	6,400	0.258 *	N-S(2):	0.359 *
	LT	2.00	151	2,880	0.052	E-W(1):	0.274 *
Westbound	RT	1.00	183	1,600	0.088	E-W(2):	0.160
	TH	2.00	285	3,200	0.089		
	LT	2.00	376	2,880	0.131 *	V/C:	0.633
Northbound	RT	0.00	243	0	0.000	Lost Time:	0.100
	TH	4.00	1,624	6,400	0.292	ITS:	0.000
	LT	2.00	290	2,880	0.101 *		
Eastbound	RT	1.00	310	1,600	0.143 *	ICU:	0.733
	TH	2.00	336	3,200	0.105		
	LT	1.00	113	1,600	0.071	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	76	1,600	0.005	N-S(1):	0.357
	TH	4.00	2,510	6,400	0.392 *	N-S(2):	0.480 *
	LT	2.00	225	2,880	0.078	E-W(1):	0.373 *
Westbound	RT	1.00	293	1,600	0.144	E-W(2):	0.229
	TH	2.00	366	3,200	0.114		
	LT	2.00	477	2,880	0.166 *	V/C:	0.853
Northbound	RT	0.00	188	0	0.000	Lost Time:	0.100
	TH	4.00	1,595	6,400	0.279	ITS:	0.000
	LT	2.00	252	2,880	0.088 *		
Eastbound	RT	1.00	401	1,600	0.207 *	ICU:	0.953
	TH	2.00	385	3,200	0.120		
	LT	1.00	136	1,600	0.085	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 56 - LINCOLN BOULEVARD & FIJI WAY
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	76	0	0.000	N-S(1):	0.425
	TH	3.00	1,268	4,800	0.280 *	N-S(2):	0.474 *
	LT	1.00	57	1,600	0.036	E-W(1):	0.027
Westbound	RT	0.00	44	1,600	0.028 *	E-W(2):	0.077 *
	TH	2.00	14	1,600	0.026		
	LT	0.00	27	1,600	0.017	V/C:	0.551
Northbound	RT	0.00	41	0	0.000	Lost Time:	0.100
	TH	3.00	1,826	4,800	0.389	ITS:	0.000
	LT	2.00	560	2,880	0.194 *		
Eastbound	RT	1.00	560	1,600	0.000	ICU:	0.651
	TH	1.00	16	1,600	0.010		
	LT	1.00	79	1,600	0.049 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.387
	TH	3.00	1,241	4,800	0.286 *	N-S(2):	0.464 *
	LT	1.00	62	1,600	0.039	E-W(1):	0.029
Westbound	RT	0.00	27	0	0.000	E-W(2):	0.087 *
	TH	2.00	11	3,200	0.022 *		
	LT	0.00	33	1,600	0.021	V/C:	0.551
Northbound	RT	0.00	35	0	0.000	Lost Time:	0.100
	TH	3.00	1,633	4,800	0.348	ITS:	0.000
	LT	2.00	514	2,880	0.178 *		
Eastbound	RT	1.00	440	1,600	0.000	ICU:	0.651
	TH	1.00	12	1,600	0.008		
	LT	1.00	104	1,600	0.065 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	161	0	0.000	N-S(1):	0.427
	TH	3.00	1,821	4,800	0.413 *	N-S(2):	0.678 *
	LT	1.00	59	1,600	0.037	E-W(1):	0.034
Westbound	RT	0.00	23	0	0.000	E-W(2):	0.097 *
	TH	2.00	18	3,200	0.023 *		
	LT	0.00	34	1,600	0.021	V/C:	0.775
Northbound	RT	0.00	43	0	0.000	Lost Time:	0.100
	TH	3.00	1,827	4,800	0.390	ITS:	0.000
	LT	2.00	764	2,880	0.265 *		
Eastbound	RT	1.00	898	1,600	0.000	ICU:	0.875
	TH	1.00	20	1,600	0.013		
	LT	1.00	119	1,600	0.074 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 57 - LA BREA AVENUE & FLORENCE AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	71	0	0.000	N-S(1):	0.289 *
	TH	2.00	526	3,200	0.187	N-S(2):	0.217
	LT	1.00	70	1,600	0.044 *	E-W(1):	0.173
Westbound	RT	0.00	74	0	0.000	E-W(2):	0.284 *
	TH	2.00	713	3,200	0.246 *		
	LT	1.00	124	1,600	0.078	V/C:	0.573
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	2.00	774	3,200	0.245 *	ITS:	0.000
	LT	1.00	48	1,600	0.030		
Eastbound	RT	0.00	58	0	0.000	ICU:	0.673
	TH	2.00	247	3,200	0.095		
	LT	1.00	61	1,600	0.038 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	79	0	0.000	N-S(1):	0.312 *
	TH	2.00	710	3,200	0.247	N-S(2):	0.285
	LT	1.00	135	1,600	0.084 *	E-W(1):	0.194
Westbound	RT	0.00	188	0	0.000	E-W(2):	0.227 *
	TH	2.00	326	3,200	0.161 *		
	LT	1.00	100	1,600	0.063	V/C:	0.539
Northbound	RT	0.00	71	0	0.000	Lost Time:	0.100
	TH	2.00	657	3,200	0.228 *	ITS:	0.000
	LT	1.00	61	1,600	0.038		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.639
	TH	2.00	358	3,200	0.131		
	LT	1.00	105	1,600	0.066 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	93	0	0.000	N-S(1):	0.413 *
	TH	2.00	954	3,200	0.327	N-S(2):	0.343
	LT	1.00	136	1,600	0.085 *	E-W(1):	0.335 *
Westbound	RT	0.00	111	0	0.000	E-W(2):	0.229
	TH	2.00	362	3,200	0.148		
	LT	1.00	83	1,600	0.052 *	V/C:	0.748
Northbound	RT	0.00	154	0	0.000	Lost Time:	0.100
	TH	2.00	896	3,200	0.328 *	ITS:	0.000
	LT	1.00	26	1,600	0.016		
Eastbound	RT	0.00	61	0	0.000	ICU:	0.848
	TH	2.00	844	3,200	0.283 *		
	LT	1.00	129	1,600	0.081	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 58 - LA CIENEGA BOULEVARD & FLORENCE AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	388	0	0.000	N-S(1):	0.207
	TH	2.00	474	3,200	0.269 *	N-S(2):	0.282 *
	LT	2.00	353	2,880	0.123	E-W(1):	0.337 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.308
	TH	2.00	491	3,200	0.157		
	LT	1.00	466	1,600	0.291 *	V/C:	0.619
Northbound	RT	0.00	62	0	0.000	Lost Time:	0.100
	TH	2.00	207	3,200	0.084	ITS:	0.000
	LT	1.00	21	1,600	0.013 *		
Eastbound	RT	0.00	18	0	0.000	ICU:	0.719
	TH	2.00	129	3,200	0.046 *		
	LT	1.00	242	1,600	0.151	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	287	0	0.000	N-S(1):	0.278
	TH	2.00	784	3,200	0.335 *	N-S(2):	0.348 *
	LT	2.00	264	2,880	0.092	E-W(1):	0.252 *
Westbound	RT	0.00	55	0	0.000	E-W(2):	0.155
	TH	2.00	214	3,200	0.084		
	LT	1.00	255	1,600	0.159 *	V/C:	0.600
Northbound	RT	0.00	98	0	0.000	Lost Time:	0.100
	TH	2.00	498	3,200	0.186	ITS:	0.000
	LT	1.00	21	1,600	0.013 *		
Eastbound	RT	0.00	32	0	0.000	ICU:	0.700
	TH	2.00	265	3,200	0.093 *		
	LT	1.00	114	1,600	0.071	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	438	0	0.000	N-S(1):	0.397
	TH	2.00	818	3,200	0.393 *	N-S(2):	0.405 *
	LT	2.00	429	2,880	0.149	E-W(1):	0.357 *
Westbound	RT	0.00	66	0	0.000	E-W(2):	0.324
	TH	2.00	158	3,200	0.070		
	LT	1.00	384	1,600	0.240 *	V/C:	0.762
Northbound	RT	0.00	396	1,600	0.248	Lost Time:	0.100
	TH	2.00	329	1,600	0.206	ITS:	0.000
	LT	1.00	19	1,600	0.012 *		
Eastbound	RT	0.00	16	0	0.000	ICU:	0.862
	TH	2.00	357	3,200	0.117 *		
	LT	1.00	407	1,600	0.254	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 59 - NASH STREET & GRAND AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	291	1,600	0.182 *	N-S(1):	0.096
	TH	2.00	182	1,600	0.114	N-S(2):	0.257 *
	LT	1.00	73	1,600	0.046	E-W(1):	0.068 *
Westbound	RT	0.00	24	0	0.000	E-W(2):	0.000
	TH	1.00	17	1,600	0.026 *		
	LT	1.00	19	1,600	0.012	V/C:	0.325
Northbound	RT	0.00	42	0	0.000	Lost Time:	0.100
	TH	2.00	118	3,200	0.050	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	2.00	21	3,200	0.000	ICU:	0.425
	TH	1.00	67	1,600	0.042 *		
	LT	1.00	62	1,600	0.039	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	119	0	0.000	N-S(1):	0.051
	TH	2.00	243	3,200	0.113 *	N-S(2):	0.132 *
	LT	1.00	17	1,600	0.011	E-W(1):	0.092 *
Westbound	RT	0.00	11	0	0.000	E-W(2):	0.000
	TH	1.00	34	1,600	0.028 *		
	LT	1.00	7	1,600	0.004	V/C:	0.224
Northbound	RT	0.00	16	0	0.000	Lost Time:	0.100
	TH	2.00	113	3,200	0.040	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	2.00	109	3,200	0.025	ICU:	0.324
	TH	1.00	36	1,600	0.023		
	LT	1.00	102	1,600	0.064 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	102	0	0.000	N-S(1):	0.086
	TH	2.00	209	3,200	0.097 *	N-S(2):	0.110 *
	LT	1.00	47	1,600	0.029	E-W(1):	0.216 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.000
	TH	1.00	31	1,600	0.044 *		
	LT	1.00	35	1,600	0.022	V/C:	0.326
Northbound	RT	0.00	24	0	0.000	Lost Time:	0.100
	TH	2.00	159	3,200	0.057	ITS:	0.000
	LT	1.00	21	1,600	0.013 *		
Eastbound	RT	2.00	156	3,200	0.042	ICU:	0.426
	TH	1.00	56	1,600	0.035		
	LT	1.00	275	1,600	0.172 *	LOS:	A

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 60 - SEPULVEDA BOULEVARD & GRAND AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	269	0	0.000	N-S(1):	0.586 *
	TH	4.00	1,217	6,400	0.232	N-S(2):	0.270
	LT	1.00	377	1,600	0.236 *	E-W(1):	0.102 *
Westbound	RT	1.00	64	1,600	0.000	E-W(2):	0.000
	TH	2.00	28	3,200	0.009		
	LT	2.00	39	2,880	0.014 *	V/C:	0.688
Northbound	RT	1.00	373	1,600	0.220	Lost Time:	0.100
	TH	4.00	2,243	6,400	0.350 *	ITS:	0.000
	LT	1.00	61	1,600	0.038		
Eastbound	RT	0.00	57	0	0.000	ICU:	0.788
	TH	1.56	140	2,502	0.079		
	LT	1.44	181	2,069	0.088 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	225	0	0.000	N-S(1):	0.356
	TH	4.00	1,605	6,400	0.286 *	N-S(2):	0.415 *
	LT	1.00	176	1,600	0.110	E-W(1):	0.195 *
Westbound	RT	1.00	134	1,600	0.029	E-W(2):	0.000
	TH	2.00	250	3,200	0.078		
	LT	2.00	233	2,880	0.081 *	V/C:	0.610
Northbound	RT	1.00	121	1,600	0.000	Lost Time:	0.100
	TH	4.00	1,573	6,400	0.246	ITS:	0.000
	LT	1.00	207	1,600	0.129 *		
Eastbound	RT	0.00	136	0	0.000	ICU:	0.710
	TH	1.41	97	2,264	0.103		
	LT	1.59	261	2,282	0.114 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	119	0	0.000	N-S(1):	0.403
	TH	4.00	2,324	6,400	0.382 *	N-S(2):	0.481 *
	LT	1.00	132	1,600	0.083	E-W(1):	0.249 *
Westbound	RT	1.00	297	1,600	0.144 *	E-W(2):	0.000
	TH	2.00	261	3,200	0.082		
	LT	2.00	410	2,880	0.142	V/C:	0.730
Northbound	RT	1.00	105	1,600	0.000	Lost Time:	0.100
	TH	4.00	2,048	6,400	0.320	ITS:	0.000
	LT	1.00	158	1,600	0.099 *		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.830
	TH	1.25	39	2,003	0.094		
	LT	1.75	264	2,518	0.105 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 62 - HAWTHORNE BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	104	1,600	0.035	N-S(1):	0.151
	TH	3.00	497	4,800	0.104 *	N-S(2):	0.230 *
	LT	1.00	121	1,600	0.076	E-W(1):	0.172
Westbound	RT	0.00	82	0	0.000	E-W(2):	0.282 *
	TH	3.00	984	4,800	0.222 *		
	LT	1.00	134	1,600	0.084	V/C:	0.512
Northbound	RT	1.00	187	1,600	0.075	Lost Time:	0.100
	TH	3.00	360	4,800	0.075	ITS:	0.000
	LT	2.00	362	2,880	0.126 *		
Eastbound	RT	0.00	88	0	0.000	ICU:	0.612
	TH	3.00	332	4,800	0.088		
	LT	1.00	96	1,600	0.060 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	158	1,600	0.063	N-S(1):	0.221
	TH	3.00	856	4,800	0.178 *	N-S(2):	0.253 *
	LT	1.00	118	1,600	0.074	E-W(1):	0.185 *
Westbound	RT	0.00	94	0	0.000	E-W(2):	0.181
	TH	3.00	434	4,800	0.110		
	LT	1.00	116	1,600	0.073 *	V/C:	0.438
Northbound	RT	1.00	293	1,600	0.147	Lost Time:	0.100
	TH	3.00	492	4,800	0.103	ITS:	0.000
	LT	2.00	217	2,880	0.075 *		
Eastbound	RT	0.00	78	0	0.000	ICU:	0.538
	TH	3.00	460	4,800	0.112 *		
	LT	1.00	114	1,600	0.071	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	107	1,600	0.046	N-S(1):	0.202
	TH	3.00	1,173	4,800	0.244 *	N-S(2):	0.366 *
	LT	1.00	122	1,600	0.076	E-W(1):	0.464 *
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.145
	TH	3.00	405	4,800	0.103		
	LT	1.00	79	1,600	0.049 *	V/C:	0.830
Northbound	RT	1.00	241	1,600	0.126	Lost Time:	0.100
	TH	3.00	467	4,800	0.097	ITS:	0.000
	LT	2.00	352	2,880	0.122 *		
Eastbound	RT	0.00	229	0	0.000	ICU:	0.930
	TH	3.00	1,763	4,800	0.415 *		
	LT	1.00	67	1,600	0.042	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 63 - HAWTHORNE BOULEVARD & LENNOX BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	5	0	0.000	N-S(1):	0.128
	TH	3.00	527	4,800	0.111 *	N-S(2):	0.196 *
	LT	1.00	24	1,600	0.015	E-W(1):	0.122
Westbound	RT	1.00	103	1,600	0.057	E-W(2):	0.123 *
	TH	1.00	148	1,600	0.093 *		
	LT	1.00	52	1,600	0.033	V/C:	0.319
Northbound	RT	1.00	49	1,600	0.014	Lost Time:	0.100
	TH	3.00	544	4,800	0.113	ITS:	0.000
	LT	1.00	136	1,600	0.085 *		
Eastbound	RT	0.00	143	1,600	0.089	ICU:	0.419
	TH	2.00	54	1,600	0.034		
	LT	1.00	48	1,600	0.030 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.160
	TH	3.00	733	4,800	0.171 *	N-S(2):	0.307 *
	LT	1.00	76	1,600	0.048	E-W(1):	0.134
Westbound	RT	1.00	51	1,600	0.008	E-W(2):	0.137 *
	TH	1.00	139	1,600	0.087 *		
	LT	1.00	80	1,600	0.050	V/C:	0.444
Northbound	RT	1.00	92	1,600	0.033	Lost Time:	0.100
	TH	3.00	538	4,800	0.112	ITS:	0.000
	LT	1.00	218	1,600	0.136 *		
Eastbound	RT	0.00	115	0	0.000	ICU:	0.544
	TH	2.00	154	3,200	0.084		
	LT	1.00	80	1,600	0.050 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	82	0	0.000	N-S(1):	0.191
	TH	3.00	1,112	4,800	0.249 *	N-S(2):	0.415 *
	LT	1.00	46	1,600	0.029	E-W(1):	0.247 *
Westbound	RT	1.00	117	1,600	0.059	E-W(2):	0.172
	TH	1.00	177	1,600	0.111		
	LT	1.00	136	1,600	0.085 *	V/C:	0.662
Northbound	RT	1.00	116	1,600	0.030	Lost Time:	0.100
	TH	3.00	778	4,800	0.162	ITS:	0.000
	LT	1.00	266	1,600	0.166 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.762
	TH	2.00	319	3,200	0.162 *		
	LT	1.00	98	1,600	0.061	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 64 - HIGHLAND AVENUE/VISTA DEL MAR & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	11	1,600	0.000	N-S(1):	0.382 *
	TH	1.00	235	1,600	0.147	N-S(2):	0.148
	LT	1.00	192	1,600	0.120 *	E-W(1):	0.167
Westbound	RT	1.00	545	1,600	0.221 *	E-W(2):	0.290 *
	TH	1.00	48	1,600	0.030		
	LT	1.00	64	1,600	0.040	V/C:	0.672
Northbound	RT	0.00	93	0	0.000	Lost Time:	0.100
	TH	2.00	745	3,200	0.262 *	ITS:	0.000
	LT	1.00	2	1,600	0.001		
Eastbound	RT	0.00	12	0	0.000	ICU:	0.772
	TH	1.00	80	1,600	0.127		
	LT	0.00	111	1,600	0.069 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	21	1,600	0.008	N-S(1):	0.185
	TH	1.00	407	1,600	0.254 *	N-S(2):	0.267 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.159 *
Westbound	RT	1.00	233	1,600	0.108	E-W(2):	0.117
	TH	1.00	67	1,600	0.042		
	LT	1.00	155	1,600	0.097 *	V/C:	0.426
Northbound	RT	0.00	155	0	0.000	Lost Time:	0.100
	TH	2.00	314	3,200	0.147	ITS:	0.000
	LT	1.00	21	1,600	0.013 *		
Eastbound	RT	0.00	21	0	0.000	ICU:	0.526
	TH	1.00	63	1,600	0.062 *		
	LT	0.00	15	1,600	0.009	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	34	1,600	0.009	N-S(1):	0.347
	TH	1.00	676	1,600	0.423 *	N-S(2):	0.429 *
	LT	1.00	307	1,600	0.192	E-W(1):	0.173 *
Westbound	RT	1.00	294	1,600	0.000	E-W(2):	0.094
	TH	1.00	110	1,600	0.069		
	LT	1.00	169	1,600	0.106 *	V/C:	0.602
Northbound	RT	0.00	99	0	0.000	Lost Time:	0.100
	TH	2.00	396	3,200	0.155	ITS:	0.000
	LT	1.00	10	1,600	0.006 *		
Eastbound	RT	0.00	12	0	0.000	ICU:	0.702
	TH	1.00	55	1,600	0.067 *		
	LT	0.00	40	1,600	0.025	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 66 - INGELWOOD AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	147	0	0.000	N-S(1):	0.160
	TH	2.00	223	3,200	0.116 *	N-S(2):	0.323 *
	LT	1.00	88	1,600	0.055	E-W(1):	0.118
Westbound	RT	0.00	115	0	0.000	E-W(2):	0.309 *
	TH	3.00	1,277	4,800	0.290 *		
	LT	1.00	80	1,600	0.050	V/C:	0.632
Northbound	RT	1.00	93	1,600	0.033	Lost Time:	0.100
	TH	1.00	168	1,600	0.105	ITS:	0.000
	LT	1.00	331	1,600	0.207 *		
Eastbound	RT	0.00	8	0	0.000	ICU:	0.732
	TH	3.00	319	4,800	0.068		
	LT	1.00	30	1,600	0.019 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	50	0	0.000	N-S(1):	0.316 *
	TH	2.00	391	3,200	0.138	N-S(2):	0.243
	LT	1.00	117	1,600	0.073 *	E-W(1):	0.223 *
Westbound	RT	0.00	207	0	0.000	E-W(2):	0.202
	TH	3.00	530	4,800	0.154		
	LT	1.00	154	1,600	0.096 *	V/C:	0.539
Northbound	RT	1.00	171	1,600	0.059	Lost Time:	0.100
	TH	1.00	388	1,600	0.243 *	ITS:	0.000
	LT	1.00	168	1,600	0.105		
Eastbound	RT	0.00	123	0	0.000	ICU:	0.639
	TH	3.00	487	4,800	0.127 *		
	LT	1.00	77	1,600	0.048	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	55	0	0.000	N-S(1):	0.369
	TH	2.00	917	3,200	0.304 *	N-S(2):	0.375 *
	LT	1.00	151	1,600	0.094	E-W(1):	0.503 *
Westbound	RT	0.00	239	0	0.000	E-W(2):	0.284
	TH	3.00	738	4,800	0.204		
	LT	1.00	138	1,600	0.086 *	V/C:	0.878
Northbound	RT	1.00	166	1,600	0.061	Lost Time:	0.100
	TH	1.00	440	1,600	0.275	ITS:	0.000
	LT	1.00	113	1,600	0.071 *		
Eastbound	RT	0.00	197	0	0.000	ICU:	0.978
	TH	3.00	1,806	4,800	0.417 *		
	LT	1.00	128	1,600	0.080	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 67 - LA CIENEGA BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : EBR, WBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.000	N-S(1):	0.091
	TH	2.00	83	3,200	0.026 *	N-S(2):	0.154 *
	LT	2.00	29	2,880	0.010	E-W(1):	0.074 *
Westbound	RT	2.00	477	3,200	0.139	E-W(2):	0.325 *
	TH	3.00	1,225	4,800	0.255 *		
	LT	2.00	74	2,880	0.026	V/C:	0.479
Northbound	RT	1.00	92	1,600	0.045	Lost Time:	0.100
	TH	2.00	258	3,200	0.081	ITS:	0.000
	LT	2.00	370	2,880	0.128 *		
Eastbound	RT	2.00	321	3,200	0.000	ICU:	0.579
	TH	3.00	232	4,800	0.048		
	LT	2.00	201	2,880	0.070 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.50	106	2,400	0.027	N-S(1):	0.091
	TH	1.50	106	2,400	0.044 *	N-S(2):	0.163 *
	LT	2.00	133	2,880	0.046	E-W(1):	0.110
Westbound	RT	2.00	49	3,200	0.000	E-W(2):	0.204 *
	TH	3.00	816	4,800	0.170 *		
	LT	2.00	39	2,880	0.014	V/C:	0.367
Northbound	RT	1.76	126	2,813	0.038	Lost Time:	0.100
	TH	1.24	89	1,987	0.045	ITS:	0.000
	LT	2.00	342	2,880	0.119 *		
Eastbound	RT	2.00	360	3,200	0.000	ICU:	0.467
	TH	3.00	459	4,800	0.096		
	LT	2.00	98	2,880	0.034 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	54	1,600	0.024	N-S(1):	0.313 *
	TH	2.00	323	3,200	0.101	N-S(2):	0.214
	LT	2.00	468	2,880	0.163 *	E-W(1):	0.270 *
Westbound	RT	2.00	184	3,200	0.000	E-W(2):	0.190
	TH	3.00	820	4,800	0.171		
	LT	2.00	26	2,880	0.009 *	V/C:	0.583
Northbound	RT	2.00	494	3,200	0.150 *	Lost Time:	0.100
	TH	1.00	50	1,600	0.031	ITS:	0.000
	LT	2.00	325	2,880	0.113		
Eastbound	RT	2.00	642	3,200	0.088	ICU:	0.683
	TH	3.00	1,252	4,800	0.261 *		
	LT	2.00	56	2,880	0.019	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 68 - MAIN STREET & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : Y
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.302 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	0.00	0	0	0.000 *	E-W(1):	0.376 *
Westbound	RT	0.00	1	0	0.000	E-W(2):	0.279
	TH	2.00	891	3,200	0.279		
	LT	2.00	267	2,880	0.093 *	V/C:	0.678
Northbound	RT	1.00	558	1,600	0.302 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	223	2,880	0.077		
Eastbound	RT	1.00	95	1,600	0.059	ICU:	0.778
	TH	2.00	905	3,200	0.283 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	4	0	0.000	N-S(1):	0.079 *
	TH	1.00	0	1,600	0.003 *	N-S(2):	0.000
	LT	0.00	0	0	0.000	E-W(1):	0.394 *
Westbound	RT	0.00	3	0	0.000	E-W(2):	0.273
	TH	2.00	872	3,200	0.273		
	LT	2.00	391	2,880	0.136 *	V/C:	0.473
Northbound	RT	1.00	187	1,600	0.049	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	219	2,880	0.076 *		
Eastbound	RT	1.00	2	1,600	0.001	ICU:	0.573
	TH	2.00	824	3,200	0.258 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	3	0	0.000	N-S(1):	0.124 *
	TH	1.00	0	1,600	0.003 *	N-S(2):	0.000
	LT	0.00	1	1,600	0.001	E-W(1):	0.452 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.172
	TH	2.00	549	3,200	0.172		
	LT	2.00	576	2,880	0.200 *	V/C:	0.576
Northbound	RT	1.00	281	1,600	0.076	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	348	2,880	0.121 *		
Eastbound	RT	1.00	280	1,600	0.175	ICU:	0.676
	TH	2.00	807	3,200	0.252 *		
	LT	0.00	0	0	0.000	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 70 - PRAIRIE AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : SBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	467	3,200	0.105	N-S(1):	0.120
	TH	2.00	466	3,200	0.146 *	N-S(2):	0.259 *
	LT	2.00	66	2,880	0.023	E-W(1):	0.157
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.292 *
	TH	3.00	1,127	4,800	0.251 *		
	LT	1.00	142	1,600	0.089	V/C:	0.551
Northbound	RT	0.00	75	0	0.000	Lost Time:	0.100
	TH	3.00	389	4,800	0.097	ITS:	0.000
	LT	2.00	325	2,880	0.113 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.651
	TH	3.00	276	4,800	0.068		
	LT	1.00	66	1,600	0.041 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.35	381	2,154	0.114	N-S(1):	0.170
	TH	2.65	751	4,246	0.177 *	N-S(2):	0.277 *
	LT	2.00	138	2,880	0.048	E-W(1):	0.175
Westbound	RT	0.00	82	0	0.000	E-W(2):	0.207 *
	TH	3.00	607	4,800	0.144 *		
	LT	1.00	114	1,600	0.071	V/C:	0.484
Northbound	RT	0.00	149	0	0.000	Lost Time:	0.100
	TH	3.00	436	4,800	0.122	ITS:	0.000
	LT	2.00	289	2,880	0.100 *		
Eastbound	RT	0.00	64	0	0.000	ICU:	0.584
	TH	3.00	434	4,800	0.104		
	LT	1.00	100	1,600	0.063 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.16	378	1,858	0.113	N-S(1):	0.230
	TH	2.84	924	4,542	0.203 *	N-S(2):	0.297 *
	LT	2.00	212	2,880	0.074	E-W(1):	0.425 *
Westbound	RT	0.00	55	0	0.000	E-W(2):	0.252
	TH	3.00	721	4,800	0.162		
	LT	1.00	183	1,600	0.114 *	V/C:	0.722
Northbound	RT	0.00	177	0	0.000	Lost Time:	0.100
	TH	3.00	570	4,800	0.156	ITS:	0.000
	LT	2.00	271	2,880	0.094 *		
Eastbound	RT	0.00	171	0	0.000	ICU:	0.822
	TH	3.00	1,324	4,800	0.311 *		
	LT	1.00	144	1,600	0.090	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 71 - SEPULVEDA BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	72	0	0.000	N-S(1):	0.327
	TH	4.00	2,371	6,400	0.382 *	N-S(2):	0.449 *
	LT	2.00	48	2,880	0.017	E-W(1):	0.124
Westbound	RT	2.00	293	3,200	0.075 *	E-W(2):	0.153 *
	TH	3.00	212	4,800	0.044		
	LT	2.00	181	2,880	0.063	V/C:	0.602
Northbound	RT	2.00	720	3,200	0.162	Lost Time:	0.100
	TH	3.00	1,486	4,800	0.310	ITS:	0.000
	LT	1.00	107	1,600	0.067 *		
Eastbound	RT	1.00	151	1,600	0.061	ICU:	0.702
	TH	3.00	286	4,800	0.060		
	LT	2.00	226	2,880	0.078 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	143	0	0.000	N-S(1):	0.283
	TH	4.00	2,009	6,400	0.336 *	N-S(2):	0.429 *
	LT	2.00	10	2,880	0.003	E-W(1):	0.128
Westbound	RT	2.00	293	3,200	0.088 *	E-W(2):	0.147 *
	TH	3.00	250	4,800	0.052		
	LT	2.00	176	2,880	0.061	V/C:	0.576
Northbound	RT	2.00	932	3,200	0.230	Lost Time:	0.100
	TH	3.00	1,342	4,800	0.280	ITS:	0.000
	LT	1.00	148	1,600	0.093 *		
Eastbound	RT	1.00	181	1,600	0.067	ICU:	0.676
	TH	3.00	219	4,800	0.046		
	LT	2.00	171	2,880	0.059 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	117	0	0.000	N-S(1):	0.409
	TH	4.00	2,510	6,400	0.410 *	N-S(2):	0.509 *
	LT	2.00	10	2,880	0.003	E-W(1):	0.133
Westbound	RT	2.00	420	3,200	0.128 *	E-W(2):	0.201 *
	TH	3.00	293	4,800	0.061		
	LT	2.00	165	2,880	0.057	V/C:	0.710
Northbound	RT	2.00	1,153	3,200	0.303	Lost Time:	0.100
	TH	3.00	1,951	4,800	0.406	ITS:	0.000
	LT	1.00	159	1,600	0.099 *		
Eastbound	RT	1.00	122	1,600	0.027	ICU:	0.810
	TH	3.00	363	4,800	0.076		
	LT	2.00	210	2,880	0.073 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 73 - NASH STREET / WB I-105 RAMPS & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	543	1,600	0.339	N-S(1):	0.390 *
	TH	2.00	1,176	3,200	0.368 *	N-S(2):	0.000
	LT	1.00	482	1,600	0.301	E-W(1):	0.192 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.150
	TH	3.00	722	4,800	0.150		
	LT	2.00	186	2,880	0.065 *	V/C:	0.582
Northbound	RT	2.00	26	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	35	1,600	0.022 *		
Eastbound	RT	0.00	61	0	0.000	ICU:	0.682
	TH	3.00	547	4,800	0.127 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.13	193	1,802	0.107	N-S(1):	0.148 *
	TH	1.87	321	2,998	0.107 *	N-S(2):	0.000
	LT	1.00	154	1,600	0.096	E-W(1):	0.134 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.127
	TH	3.00	609	4,800	0.127		
	LT	2.00	59	2,880	0.020 *	V/C:	0.282
Northbound	RT	2.00	71	3,200	0.012	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	65	1,600	0.041 *		
Eastbound	RT	0.00	53	0	0.000	ICU:	0.382
	TH	3.00	494	4,800	0.114 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.19	171	1,910	0.090	N-S(1):	0.160 *
	TH	1.19	170	1,899	0.090	N-S(2):	0.000
	LT	1.62	232	2,332	0.099 *	E-W(1):	0.187 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.155
	TH	3.00	742	4,800	0.155		
	LT	2.00	142	2,880	0.049 *	V/C:	0.347
Northbound	RT	2.00	181	3,200	0.032	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	97	1,600	0.061 *		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.447
	TH	3.00	651	4,800	0.138 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 75 - I-405 NB RAMPS E/O LA CIENEGA BLVD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR, WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.129
	TH	0.00	0	0	0.000 *	N-S(2):	0.144 *
	LT	0.00	0	0	0.000	E-W(1):	0.068
Westbound	RT	1.00	434	1,600	0.000	E-W(2):	0.286 *
	TH	3.00	1,371	4,800	0.286 *		
	LT	0.00	0	0	0.000	V/C:	0.430
Northbound	RT	0.19	39	301	0.129	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.81	375	2,609	0.144 *		
Eastbound	RT	1.00	41	1,600	0.000	ICU:	0.530
	TH	3.00	327	4,800	0.068		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.111
	TH	0.00	0	0	0.000 *	N-S(2):	0.123 *
	LT	0.00	0	0	0.000	E-W(1):	0.120
Westbound	RT	1.00	159	1,600	0.000	E-W(2):	0.139 *
	TH	3.00	667	4,800	0.139 *		
	LT	0.00	0	0	0.000	V/C:	0.262
Northbound	RT	0.51	91	823	0.111	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.49	263	2,140	0.123 *		
Eastbound	RT	1.00	134	1,600	0.000	ICU:	0.362
	TH	3.00	578	4,800	0.120		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.149 *
	TH	0.00	0	0	0.000	N-S(2):	0.148
	LT	0.00	0	0	0.000 *	E-W(1):	0.397 *
Westbound	RT	1.00	195	1,600	0.000	E-W(2):	0.165
	TH	3.00	790	4,800	0.165		
	LT	0.00	0	0	0.000 *	V/C:	0.546
Northbound	RT	1.00	239	1,600	0.149 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	236	1,600	0.148		
Eastbound	RT	1.00	204	1,600	0.000	ICU:	0.646
	TH	3.00	1,907	4,800	0.397 *		
	LT	0.00	0	0	0.000	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 76 - INGLEWOOD AVENUE & LENNOX BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.193
	TH	1.00	217	1,600	0.142 *	N-S(2):	0.195 *
	LT	1.00	35	1,600	0.022	E-W(1):	0.090
Westbound	RT	0.00	17	0	0.000	E-W(2):	0.146 *
	TH	1.00	213	1,600	0.144 *		
	LT	1.00	27	1,600	0.017	V/C:	0.341
Northbound	RT	0.00	69	0	0.000	Lost Time:	0.100
	TH	1.00	204	1,600	0.171	ITS:	0.000
	LT	1.00	85	1,600	0.053 *		
Eastbound	RT	0.00	34	0	0.000	ICU:	0.441
	TH	1.00	82	1,600	0.073		
	LT	1.00	3	1,600	0.002 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	11	0	0.000	N-S(1):	0.269 *
	TH	1.00	222	1,600	0.146	N-S(2):	0.175
	LT	1.00	64	1,600	0.040 *	E-W(1):	0.121 *
Westbound	RT	0.00	27	0	0.000	E-W(2):	0.100
	TH	1.00	124	1,600	0.094		
	LT	1.00	55	1,600	0.034 *	V/C:	0.390
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	1.00	257	1,600	0.229 *	ITS:	0.000
	LT	1.00	47	1,600	0.029		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.490
	TH	1.00	99	1,600	0.087 *		
	LT	1.00	10	1,600	0.006	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.276
	TH	1.00	455	1,600	0.291 *	N-S(2):	0.340 *
	LT	1.00	61	1,600	0.038	E-W(1):	0.312 *
Westbound	RT	0.00	3	0	0.000	E-W(2):	0.120
	TH	1.00	165	1,600	0.105		
	LT	1.00	93	1,600	0.058 *	V/C:	0.652
Northbound	RT	0.00	111	0	0.000	Lost Time:	0.100
	TH	1.00	269	1,600	0.238	ITS:	0.000
	LT	1.00	79	1,600	0.049 *		
Eastbound	RT	0.00	82	0	0.000	ICU:	0.752
	TH	1.00	324	1,600	0.254 *		
	LT	1.00	24	1,600	0.015	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 77 - INGELWOOD AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	118	1,600	0.058	N-S(1):	0.058
	TH	1.00	88	1,600	0.059 *	N-S(2):	0.082 *
	LT	0.00	7	1,600	0.004	E-W(1):	0.133
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.363 *
	TH	2.00	1,051	3,200	0.332 *		
	LT	1.00	24	1,600	0.015	V/C:	0.445
Northbound	RT	1.00	46	1,600	0.021	Lost Time:	0.100
	TH	1.00	50	1,600	0.054	ITS:	0.000
	LT	0.00	37	1,600	0.023 *		
Eastbound	RT	1.00	34	1,600	0.010	ICU:	0.545
	TH	2.00	377	3,200	0.118		
	LT	1.00	50	1,600	0.031 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	106	1,600	0.047	N-S(1):	0.072
	TH	1.00	88	1,600	0.064 *	N-S(2):	0.090 *
	LT	0.00	14	1,600	0.009	E-W(1):	0.271
Westbound	RT	0.00	18	0	0.000	E-W(2):	0.302 *
	TH	2.00	823	3,200	0.263 *		
	LT	1.00	72	1,600	0.045	V/C:	0.392
Northbound	RT	1.00	59	1,600	0.014	Lost Time:	0.100
	TH	1.00	58	1,600	0.063	ITS:	0.000
	LT	0.00	42	1,600	0.026 *		
Eastbound	RT	1.00	68	1,600	0.029	ICU:	0.492
	TH	2.00	723	3,200	0.226		
	LT	1.00	62	1,600	0.039 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	92	1,600	0.033	N-S(1):	0.117
	TH	1.00	194	1,600	0.127 *	N-S(2):	0.153 *
	LT	0.00	9	1,600	0.006	E-W(1):	0.394 *
Westbound	RT	0.00	18	0	0.000	E-W(2):	0.288
	TH	2.00	746	3,200	0.239		
	LT	1.00	50	1,600	0.031 *	V/C:	0.547
Northbound	RT	1.00	77	1,600	0.033	Lost Time:	0.100
	TH	1.00	136	1,600	0.111	ITS:	0.000
	LT	0.00	42	1,600	0.026 *		
Eastbound	RT	1.00	81	1,600	0.038	ICU:	0.647
	TH	2.00	1,163	3,200	0.363 *		
	LT	1.00	78	1,600	0.049	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 85 - LA BREA AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	143	1,600	0.043	N-S(1):	0.282 *
	TH	2.00	396	3,200	0.124	N-S(2):	0.199
	LT	1.00	120	1,600	0.075 *	E-W(1):	0.102
Westbound	RT	1.00	146	1,600	0.054	E-W(2):	0.376 *
	TH	2.00	903	3,200	0.282 *		
	LT	1.00	25	1,600	0.016	V/C:	0.658
Northbound	RT	1.00	19	1,600	0.004	Lost Time:	0.100
	TH	2.00	661	3,200	0.207 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	52	1,600	0.000	ICU:	0.758
	TH	2.00	275	3,200	0.086		
	LT	1.00	150	1,600	0.094 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	151	1,600	0.045	N-S(1):	0.334 *
	TH	2.00	554	3,200	0.173	N-S(2):	0.248
	LT	1.00	249	1,600	0.156 *	E-W(1):	0.161
Westbound	RT	1.00	193	1,600	0.043	E-W(2):	0.325 *
	TH	2.00	727	3,200	0.227 *		
	LT	1.00	44	1,600	0.028	V/C:	0.659
Northbound	RT	1.00	19	1,600	0.000	Lost Time:	0.100
	TH	2.00	571	3,200	0.178 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	52	1,600	0.000	ICU:	0.759
	TH	2.00	426	3,200	0.133		
	LT	1.00	157	1,600	0.098 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.000	N-S(1):	0.280
	TH	2.00	877	3,200	0.274 *	N-S(2):	0.337 *
	LT	1.00	181	1,600	0.113	E-W(1):	0.345 *
Westbound	RT	1.00	120	1,600	0.018	E-W(2):	0.335
	TH	2.00	674	3,200	0.211		
	LT	1.00	53	1,600	0.033 *	V/C:	0.682
Northbound	RT	1.00	37	1,600	0.007	Lost Time:	0.100
	TH	2.00	534	3,200	0.167	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	1.00	80	1,600	0.019	ICU:	0.782
	TH	2.00	997	3,200	0.312 *		
	LT	1.00	198	1,600	0.124	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 87 - LA BREA AVENUE & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	208	1,600	0.015	N-S(1):	0.190
	TH	2.00	580	3,200	0.181 *	N-S(2):	0.239 *
	LT	1.00	16	1,600	0.010	E-W(1):	0.241
Westbound	RT	0.00	32	0	0.000	E-W(2):	0.432 *
	TH	3.00	1,490	4,800	0.317 *		
	LT	1.00	108	1,600	0.068	V/C:	0.671
Northbound	RT	0.00	58	0	0.000	Lost Time:	0.100
	TH	3.00	806	4,800	0.180	ITS:	0.000
	LT	1.00	93	1,600	0.058 *		
Eastbound	RT	0.00	64	0	0.000	ICU:	0.771
	TH	3.00	767	4,800	0.173		
	LT	1.00	184	1,600	0.115 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	124	1,600	0.000	N-S(1):	0.151
	TH	2.00	528	3,200	0.165 *	N-S(2):	0.229 *
	LT	1.00	28	1,600	0.018	E-W(1):	0.307 *
Westbound	RT	0.00	32	0	0.000	E-W(2):	0.296
	TH	3.00	937	4,800	0.202		
	LT	1.00	134	1,600	0.084 *	V/C:	0.536
Northbound	RT	0.00	98	0	0.000	Lost Time:	0.100
	TH	3.00	540	4,800	0.133	ITS:	0.000
	LT	1.00	103	1,600	0.064 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.636
	TH	3.00	991	4,800	0.223 *		
	LT	1.00	151	1,600	0.094	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	182	1,600	0.000	N-S(1):	0.235
	TH	2.00	840	3,200	0.263 *	N-S(2):	0.301 *
	LT	1.00	41	1,600	0.026	E-W(1):	0.517 *
Westbound	RT	0.00	36	0	0.000	E-W(2):	0.348
	TH	3.00	1,009	4,800	0.218		
	LT	1.00	146	1,600	0.091 *	V/C:	0.818
Northbound	RT	0.00	121	0	0.000	Lost Time:	0.100
	TH	3.00	881	4,800	0.209	ITS:	0.000
	LT	1.00	60	1,600	0.038 *		
Eastbound	RT	0.00	76	0	0.000	ICU:	0.918
	TH	3.00	1,970	4,800	0.426 *		
	LT	1.00	208	1,600	0.130	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 88 - LA CIENEGA BOULEVARD & LA TIJERA BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	962	1,600	0.601 *	N-S(1):	0.524
	TH	3.00	2,259	4,800	0.471	N-S(2):	0.601 *
	LT	0.00	0	0	0.000	E-W(1):	0.071
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.185 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.786
Northbound	RT	0.00	81	0	0.000	Lost Time:	0.100
	TH	3.00	2,436	4,800	0.524	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	9	0	0.000	ICU:	0.886
	TH	1.00	105	1,600	0.071		
	LT	3.00	800	4,320	0.185 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	816	1,600	0.510 *	N-S(1):	0.293
	TH	3.00	1,432	4,800	0.298	N-S(2):	0.510 *
	LT	0.00	0	0	0.000	E-W(1):	0.100
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.179 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.689
Northbound	RT	0.00	75	0	0.000	Lost Time:	0.100
	TH	3.00	1,331	4,800	0.293	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.789
	TH	1.00	140	1,600	0.100		
	LT	3.00	775	4,320	0.179 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	1,000	1,600	0.625 *	N-S(1):	0.437
	TH	3.00	2,238	4,800	0.466	N-S(2):	0.625 *
	LT	0.00	0	0	0.000	E-W(1):	0.168
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.251 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.876
Northbound	RT	0.00	234	0	0.000	Lost Time:	0.100
	TH	3.00	1,864	4,800	0.437	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	41	0	0.000	ICU:	0.976
	TH	1.00	228	1,600	0.168		
	LT	3.00	1,086	4,320	0.251 *	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 89 - LA CIENEGA BOULEVARD & LENNOX BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.342 *
	TH	3.00	602	4,800	0.125	N-S(2):	0.129
	LT	1.00	127	1,600	0.079 *	E-W(1):	0.148
Westbound	RT	1.00	440	1,600	0.235 *	E-W(2):	0.238 *
	TH	0.00	0	0	0.000		
	LT	2.00	426	2,880	0.148	V/C:	0.580
Northbound	RT	1.00	36	1,600	0.000	Lost Time:	0.100
	TH	2.00	834	3,200	0.263 *	ITS:	0.000
	LT	0.00	7	1,600	0.004		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.680
	TH	0.00	0	0	0.000		
	LT	2.00	10	2,880	0.003 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.202 *
	TH	3.00	368	4,800	0.077	N-S(2):	0.082
	LT	1.00	143	1,600	0.089 *	E-W(1):	0.064
Westbound	RT	1.00	240	1,600	0.105 *	E-W(2):	0.108 *
	TH	0.00	0	0	0.000		
	LT	2.00	184	2,880	0.064	V/C:	0.310
Northbound	RT	1.00	86	1,600	0.022	Lost Time:	0.100
	TH	2.00	353	3,200	0.113 *	ITS:	0.000
	LT	0.00	8	1,600	0.005		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.410
	TH	0.00	0	0	0.000		
	LT	2.00	10	2,880	0.003 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.436 *
	TH	3.00	1,217	4,800	0.254	N-S(2):	0.259
	LT	1.00	300	1,600	0.188 *	E-W(1):	0.052
Westbound	RT	1.00	288	1,600	0.086 *	E-W(2):	0.089 *
	TH	0.00	0	0	0.000		
	LT	2.00	151	2,880	0.052	V/C:	0.525
Northbound	RT	1.00	293	1,600	0.157	Lost Time:	0.100
	TH	2.00	787	3,200	0.248 *	ITS:	0.000
	LT	0.00	8	1,600	0.005		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.625
	TH	0.00	0	0	0.000		
	LT	2.00	10	2,880	0.003 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 90 - LA CIENEGA BOULEVARD & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.141
	TH	2.00	878	3,200	0.315 *	N-S(2):	0.349 *
	LT	2.00	10	2,880	0.003	E-W(1):	0.273 *
Westbound	RT	0.00	89	0	0.000	E-W(2):	0.185
	TH	3.00	682	4,800	0.161		
	LT	2.00	514	2,880	0.178 *	V/C:	0.622
Northbound	RT	0.00	221	1,600	0.138	Lost Time:	0.100
	TH	2.00	160	1,600	0.100	ITS:	0.000
	LT	1.00	54	1,600	0.034 *		
Eastbound	RT	0.00	48	0	0.000	ICU:	0.722
	TH	3.00	408	4,800	0.095 *		
	LT	1.00	39	1,600	0.024	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	185	0	0.000	N-S(1):	0.231
	TH	2.00	745	3,200	0.291 *	N-S(2):	0.325 *
	LT	2.00	126	2,880	0.044	E-W(1):	0.323 *
Westbound	RT	0.00	156	0	0.000	E-W(2):	0.193
	TH	3.00	612	4,800	0.160		
	LT	2.00	413	2,880	0.143 *	V/C:	0.648
Northbound	RT	0.00	186	0	0.000	Lost Time:	0.100
	TH	2.00	413	3,200	0.187	ITS:	0.000
	LT	1.00	54	1,600	0.034 *		
Eastbound	RT	0.00	84	0	0.000	ICU:	0.748
	TH	3.00	778	4,800	0.180 *		
	LT	1.00	53	1,600	0.033	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	79	0	0.000	N-S(1):	0.428 *
	TH	2.00	757	3,200	0.261	N-S(2):	0.287
	LT	2.00	423	2,880	0.147 *	E-W(1):	0.333 *
Westbound	RT	0.00	39	0	0.000	E-W(2):	0.137
	TH	3.00	493	4,800	0.111		
	LT	2.00	349	2,880	0.121 *	V/C:	0.761
Northbound	RT	0.00	253	0	0.000	Lost Time:	0.100
	TH	2.00	647	3,200	0.281 *	ITS:	0.000
	LT	1.00	42	1,600	0.026		
Eastbound	RT	0.00	73	0	0.000	ICU:	0.861
	TH	3.00	946	4,800	0.212 *		
	LT	1.00	42	1,600	0.026	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 91 - LA CIENEGA BOULEVARD NB RAMPS & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.156
	TH	0.00	0	0	0.000 *	N-S(2):	0.174 *
	LT	0.00	0	0	0.000	E-W(1):	0.175
Westbound	RT	1.00	129	1,600	0.081	E-W(2):	0.390 *
	TH	4.00	1,765	6,400	0.276 *		
	LT	0.00	0	0	0.000	V/C:	0.564
Northbound	RT	0.00	159	0	0.000	Lost Time:	0.100
	TH	0.64	0	1,018	0.156	ITS:	0.000
	LT	1.36	341	1,964	0.174 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.664
	TH	3.00	841	4,800	0.175		
	LT	2.00	329	2,880	0.114 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.143 *
	TH	0.00	0	0	0.000	N-S(2):	0.067
	LT	0.00	0	0	0.000 *	E-W(1):	0.218
Westbound	RT	1.00	139	1,600	0.087	E-W(2):	0.284 *
	TH	4.00	1,137	6,400	0.178 *		
	LT	0.00	0	0	0.000	V/C:	0.427
Northbound	RT	0.00	228	0	0.000	Lost Time:	0.100
	TH	1.00	0	1,600	0.143 *	ITS:	0.000
	LT	1.00	107	1,600	0.067		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.527
	TH	3.00	1,047	4,800	0.218		
	LT	2.00	304	2,880	0.106 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.139 *
	TH	0.00	0	0	0.000	N-S(2):	0.078
	LT	0.00	0	0	0.000 *	E-W(1):	0.382
Westbound	RT	1.00	110	1,600	0.069	E-W(2):	0.413 *
	TH	4.00	1,239	6,400	0.194 *		
	LT	0.00	0	0	0.000	V/C:	0.552
Northbound	RT	0.00	223	0	0.000	Lost Time:	0.100
	TH	1.00	0	1,600	0.139 *	ITS:	0.000
	LT	1.00	125	1,600	0.078		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.652
	TH	3.00	1,832	4,800	0.382		
	LT	2.00	632	2,880	0.219 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 92 - LA CIENEGA BOULEVARD SB RAMPS & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.78	581	2,852	0.204	N-S(1):	0.044
	TH	0.22	0	348	0.204 *	N-S(2):	0.204 *
	LT	0.00	71	1,600	0.044	E-W(1):	0.268
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.400 *
	TH	3.00	1,920	4,800	0.400 *		
	LT	1.00	186	1,600	0.116	V/C:	0.604
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	116	0	0.000	ICU:	0.704
	TH	5.00	1,099	8,000	0.152		
	LT	0.00	0	0	0.000 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.66	461	2,653	0.174	N-S(1):	0.059
	TH	0.34	0	547	0.174 *	N-S(2):	0.174 *
	LT	0.00	95	1,600	0.059	E-W(1):	0.347 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.196
	TH	3.00	941	4,800	0.196		
	LT	1.00	278	1,600	0.174 *	V/C:	0.521
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	138	0	0.000	ICU:	0.621
	TH	5.00	1,249	8,000	0.173 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.54	571	2,459	0.232	N-S(1):	0.108
	TH	0.46	0	741	0.232 *	N-S(2):	0.232 *
	LT	0.00	172	1,600	0.108	E-W(1):	0.456 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.234
	TH	3.00	1,121	4,800	0.234		
	LT	1.00	244	1,600	0.153 *	V/C:	0.688
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	128	0	0.000	ICU:	0.788
	TH	5.00	2,292	8,000	0.303 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 93 - LA CIENEGA BOULEVARD & STOCKER STREET
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements: NBR, WBR, SBT

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.650 *
	TH	2.00	0	3,200	0.000	N-S(2):	0.000
	LT	1.00	116	1,600	0.073 *	E-W(1):	0.465 *
Westbound	RT	1.00	109	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	1,340	2,880	0.465 *	V/C:	1.115
Northbound	RT	1.00	771	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,770	4,800	0.577 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.215
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.474 *
	TH	2.00	0	3,200	0.000	N-S(2):	0.000
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.217 *
Westbound	RT	1.00	58	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	625	2,880	0.217 *	V/C:	0.691
Northbound	RT	1.00	671	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,767	4,800	0.368 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.791
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.717 *
	TH	2.00	0	3,200	0.000	N-S(2):	0.000
	LT	1.00	286	1,600	0.179 *	E-W(1):	0.318 *
Westbound	RT	1.00	87	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	916	2,880	0.318 *	V/C:	1.035
Northbound	RT	1.00	1,342	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,582	4,800	0.538 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.135
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 94 - LA CIENEGA BOULEVARD & 111TH STREET
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	89	0	0.000	N-S(1):	0.130
	TH	3.00	221	4,800	0.065 *	N-S(2):	0.259 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.028 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.287
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	623	4,800	0.130	ITS:	0.000
	LT	1.00	310	1,600	0.194 *		
Eastbound	RT	2.00	20	3,200	0.000	ICU:	0.387
	TH	0.00	0	0	0.000		
	LT	2.00	81	2,880	0.028 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	31	0	0.000	N-S(1):	0.025
	TH	3.00	251	4,800	0.059 *	N-S(2):	0.163 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.033 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.196
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	122	4,800	0.025	ITS:	0.000
	LT	1.00	166	1,600	0.104 *		
Eastbound	RT	2.00	113	3,200	0.000	ICU:	0.296
	TH	0.00	0	0	0.000		
	LT	2.00	96	2,880	0.033 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	88	0	0.000	N-S(1):	0.048
	TH	3.00	742	4,800	0.173 *	N-S(2):	0.244 *
	LT	0.00	0	0	0.000	E-W(1):	0.023
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.149 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.393
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	232	4,800	0.048	ITS:	0.000
	LT	1.00	114	1,600	0.071 *		
Eastbound	RT	2.00	189	3,200	0.023	ICU:	0.493
	TH	0.00	0	0	0.000		
	LT	2.00	428	2,880	0.149 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 95 - LA CIENEGA BOULEVARD & WEST 120TH STREET
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	75	1,600	0.040	N-S(1):	0.114 *
	TH	2.00	91	3,200	0.028	N-S(2):	0.086
	LT	1.00	47	1,600	0.029 *	E-W(1):	0.106
Westbound	RT	0.00	333	1,600	0.208 *	E-W(2):	0.222 *
	TH	2.00	233	1,600	0.146		
	LT	1.00	128	1,600	0.080	V/C:	0.336
Northbound	RT	1.00	12	1,600	0.000	Lost Time:	0.100
	TH	2.00	272	3,200	0.085 *	ITS:	0.000
	LT	1.00	74	1,600	0.046		
Eastbound	RT	0.00	27	0	0.000	ICU:	0.436
	TH	2.00	56	3,200	0.026		
	LT	1.00	22	1,600	0.014 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	34	1,600	0.015	N-S(1):	0.120 *
	TH	2.00	245	3,200	0.077	N-S(2):	0.097
	LT	1.00	89	1,600	0.056 *	E-W(1):	0.071
Westbound	RT	0.00	92	0	0.000	E-W(2):	0.086 *
	TH	2.00	140	3,200	0.073 *		
	LT	1.00	49	1,600	0.031	V/C:	0.206
Northbound	RT	1.00	73	1,600	0.030	Lost Time:	0.100
	TH	2.00	206	3,200	0.064 *	ITS:	0.000
	LT	1.00	32	1,600	0.020		
Eastbound	RT	0.00	57	0	0.000	ICU:	0.306
	TH	2.00	72	3,200	0.040		
	LT	1.00	21	1,600	0.013 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	57	1,600	0.033	N-S(1):	0.492 *
	TH	2.00	668	3,200	0.209	N-S(2):	0.230
	LT	1.00	660	1,600	0.413 *	E-W(1):	0.175 *
Westbound	RT	0.00	139	0	0.000	E-W(2):	0.094
	TH	2.00	144	3,200	0.088		
	LT	1.00	57	1,600	0.036 *	V/C:	0.667
Northbound	RT	1.00	98	1,600	0.043	Lost Time:	0.100
	TH	2.00	254	3,200	0.079 *	ITS:	0.000
	LT	1.00	34	1,600	0.021		
Eastbound	RT	0.00	85	0	0.000	ICU:	0.767
	TH	2.00	360	3,200	0.139 *		
	LT	1.00	10	1,600	0.006	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 96 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O CENTURY)
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.353 *
	TH	3.00	198	4,800	0.041	N-S(2):	0.041
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.325 *
Westbound	RT	0.54	253	866	0.233	E-W(2):	0.233
	TH	0.00	0	0	0.000		
	LT	1.46	682	2,101	0.325 *	V/C:	0.678
Northbound	RT	1.00	135	1,600	0.084	Lost Time:	0.100
	TH	3.00	1,124	4,800	0.234 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.778
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.267 *
	TH	3.00	493	4,800	0.103	N-S(2):	0.103
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.311 *
Westbound	RT	0.21	94	336	0.211	E-W(2):	0.211
	TH	0.00	0	0	0.000		
	LT	1.79	801	2,578	0.311 *	V/C:	0.578
Northbound	RT	1.00	122	1,600	0.076	Lost Time:	0.100
	TH	3.00	620	4,800	0.129 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.678
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.320 *
	TH	3.00	767	4,800	0.160	N-S(2):	0.160
	LT	1.00	288	1,600	0.180 *	E-W(1):	0.298 *
Westbound	RT	0.41	177	660	0.178	E-W(2):	0.178
	TH	0.00	0	0	0.000		
	LT	1.59	681	2,286	0.298 *	V/C:	0.618
Northbound	RT	1.00	83	1,600	0.052	Lost Time:	0.100
	TH	3.00	671	4,800	0.140 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.718
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 97 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (S/O CENTURY)
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	SBT		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.213 *
	TH	3.00	401	4,800	0.000	N-S(2):	0.000
	LT	2.00	343	2,880	0.119 *	E-W(1):	0.000
Westbound	RT	2.00	149	3,200	0.047 *	E-W(2):	0.047 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.260
Northbound	RT	0.00	33	0	0.000	Lost Time:	0.100
	TH	3.00	419	4,800	0.094 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.360
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.162 *
	TH	3.00	370	4,800	0.000	N-S(2):	0.000
	LT	2.00	348	2,880	0.121 *	E-W(1):	0.000
Westbound	RT	2.00	184	3,200	0.058 *	E-W(2):	0.058 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.220
Northbound	RT	0.00	42	0	0.000	Lost Time:	0.100
	TH	3.00	155	4,800	0.041 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.320
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.218 *
	TH	3.00	942	4,800	0.000	N-S(2):	0.000
	LT	2.00	326	2,880	0.113 *	E-W(1):	0.000
Westbound	RT	2.00	363	3,200	0.113 *	E-W(2):	0.113 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.331
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	3.00	473	4,800	0.105 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.431
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 98 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O IMPERIAL HWY)
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.249 *
	TH	3.00	21	4,800	0.004	N-S(2):	0.004
	LT	1.00	10	1,600	0.006 *	E-W(1):	0.085 *
Westbound	RT	1.00	141	1,600	0.085 *	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	24	2,880	0.008	V/C:	0.334
Northbound	RT	1.00	105	1,600	0.066	Lost Time:	0.100
	TH	2.00	777	3,200	0.243 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.434
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.055
	TH	3.00	431	4,800	0.090 *	N-S(2):	0.090 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.056 *
Westbound	RT	1.00	94	1,600	0.056 *	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	10	2,880	0.003	V/C:	0.146
Northbound	RT	1.00	79	1,600	0.049	Lost Time:	0.100
	TH	2.00	139	3,200	0.043	ITS:	0.000
	LT	1.00	0	1,600	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.246
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.163 *
	TH	3.00	766	4,800	0.160	N-S(2):	0.160
	LT	1.00	131	1,600	0.082 *	E-W(1):	0.003 *
Westbound	RT	1.00	70	1,600	0.003	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	10	2,880	0.003 *	V/C:	0.166
Northbound	RT	1.00	51	1,600	0.032	Lost Time:	0.100
	TH	2.00	258	3,200	0.081 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.266
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 107 - LINCOLN BOULEVARD & MINDANAO WAY
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.376 *
	TH	3.00	1,081	4,800	0.231	N-S(2):	0.300
	LT	1.00	119	1,600	0.074 *	E-W(1):	0.251 *
Westbound	RT	0.00	34	0	0.000	E-W(2):	0.149
	TH	2.00	443	3,200	0.149		
	LT	2.00	232	2,880	0.081 *	V/C:	0.627
Northbound	RT	1.00	324	1,600	0.122	Lost Time:	0.100
	TH	3.00	1,448	4,800	0.302 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	0.00	79	0	0.000	ICU:	0.727
	TH	2.00	465	3,200	0.170 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	95	0	0.000	N-S(1):	0.384 *
	TH	3.00	1,028	4,800	0.234	N-S(2):	0.289
	LT	1.00	162	1,600	0.101 *	E-W(1):	0.306 *
Westbound	RT	0.00	66	0	0.000	E-W(2):	0.178
	TH	2.00	480	3,200	0.171		
	LT	2.00	334	2,880	0.116 *	V/C:	0.690
Northbound	RT	1.00	276	1,600	0.057	Lost Time:	0.100
	TH	3.00	1,360	4,800	0.283 *	ITS:	0.000
	LT	1.00	88	1,600	0.055		
Eastbound	RT	0.00	126	0	0.000	ICU:	0.790
	TH	2.00	471	3,200	0.190 *		
	LT	0.00	11	1,600	0.007	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	75	0	0.000	N-S(1):	0.443 *
	TH	3.00	1,497	4,800	0.328	N-S(2):	0.402
	LT	1.00	208	1,600	0.130 *	E-W(1):	0.319 *
Westbound	RT	0.00	71	0	0.000	E-W(2):	0.216
	TH	2.00	615	3,200	0.214		
	LT	2.00	383	2,880	0.133 *	V/C:	0.762
Northbound	RT	1.00	284	1,600	0.045	Lost Time:	0.100
	TH	3.00	1,502	4,800	0.313 *	ITS:	0.000
	LT	1.00	118	1,600	0.074		
Eastbound	RT	0.00	118	0	0.000	ICU:	0.862
	TH	2.00	473	3,200	0.186 *		
	LT	0.00	3	1,600	0.002	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 115 - ASH AVENUE & MANCHESTER AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	139	0	0.000	N-S(1):	0.211
	TH	1.00	0	1,600	0.093 *	N-S(2):	0.321 *
	LT	0.00	9	1,600	0.006	E-W(1):	0.121
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.289 *
	TH	3.00	1,361	4,800	0.286 *		
	LT	0.00	0	0	0.000	V/C:	0.610
Northbound	RT	1.00	214	1,600	0.134	Lost Time:	0.100
	TH	0.59	194	945	0.205	ITS:	0.000
	LT	1.41	463	2,030	0.228 *		
Eastbound	RT	1.22	236	1,950	0.000	ICU:	0.710
	TH	1.78	345	2,850	0.121		
	LT	1.00	5	1,600	0.003 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	79	0	0.000	N-S(1):	0.231
	TH	1.00	0	1,600	0.056 *	N-S(2):	0.306 *
	LT	0.00	10	1,600	0.006	E-W(1):	0.201
Westbound	RT	0.00	23	0	0.000	E-W(2):	0.217 *
	TH	3.00	949	4,800	0.205 *		
	LT	0.00	14	1,600	0.009	V/C:	0.523
Northbound	RT	1.00	254	1,600	0.154	Lost Time:	0.100
	TH	0.55	197	877	0.225	ITS:	0.000
	LT	1.45	522	2,091	0.250 *		
Eastbound	RT	1.00	298	1,600	0.000	ICU:	0.623
	TH	2.00	613	3,200	0.192		
	LT	1.00	19	1,600	0.012 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	78	0	0.000	N-S(1):	0.227
	TH	1.00	0	1,600	0.061 *	N-S(2):	0.299 *
	LT	0.00	20	1,600	0.013	E-W(1):	0.390 *
Westbound	RT	0.00	9	0	0.000	E-W(2):	0.197
	TH	3.00	862	4,800	0.187		
	LT	0.00	28	1,600	0.018 *	V/C:	0.689
Northbound	RT	1.26	431	2,010	0.206	Lost Time:	0.100
	TH	0.59	204	952	0.214	ITS:	0.000
	LT	1.15	394	1,654	0.238 *		
Eastbound	RT	1.00	254	1,600	0.000	ICU:	0.789
	TH	2.00	1,190	3,200	0.372 *		
	LT	1.00	16	1,600	0.010	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 116 - NASH STREET & MARIPOSA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	301	0	0.000	N-S(1):	0.065
	TH	2.00	751	3,200	0.329 *	N-S(2):	0.347 *
	LT	1.00	27	1,600	0.017	E-W(1):	0.061
Westbound	RT	0.00	13	0	0.000	E-W(2):	0.127 *
	TH	2.00	213	3,200	0.071 *		
	LT	1.00	27	1,600	0.017	V/C:	0.474
Northbound	RT	0.00	19	0	0.000	Lost Time:	0.100
	TH	2.00	134	3,200	0.048	ITS:	0.000
	LT	1.00	28	1,600	0.018 *		
Eastbound	RT	1.00	52	1,600	0.024	ICU:	0.574
	TH	2.00	142	3,200	0.044		
	LT	1.00	89	1,600	0.056 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	73	0	0.000	N-S(1):	0.073
	TH	2.00	259	3,200	0.104 *	N-S(2):	0.118 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.072
Westbound	RT	0.00	2	0	0.000	E-W(2):	0.108 *
	TH	2.00	127	3,200	0.040 *		
	LT	1.00	12	1,600	0.008	V/C:	0.226
Northbound	RT	0.00	22	0	0.000	Lost Time:	0.100
	TH	2.00	192	3,200	0.067	ITS:	0.000
	LT	1.00	23	1,600	0.014 *		
Eastbound	RT	1.00	75	1,600	0.040	ICU:	0.326
	TH	2.00	205	3,200	0.064		
	LT	1.00	108	1,600	0.068 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	63	0	0.000	N-S(1):	0.161
	TH	2.00	388	3,200	0.141 *	N-S(2):	0.166 *
	LT	1.00	9	1,600	0.006	E-W(1):	0.101
Westbound	RT	0.00	3	0	0.000	E-W(2):	0.170 *
	TH	2.00	133	3,200	0.043 *		
	LT	1.00	8	1,600	0.005	V/C:	0.336
Northbound	RT	0.00	69	0	0.000	Lost Time:	0.100
	TH	2.00	428	3,200	0.155	ITS:	0.000
	LT	1.00	40	1,600	0.025 *		
Eastbound	RT	1.00	68	1,600	0.030	ICU:	0.436
	TH	2.00	306	3,200	0.096		
	LT	1.00	203	1,600	0.127 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 117 - SEPULVEDA BOUELVARD & MARIPOSA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	63	0	0.000	N-S(1):	0.486 *
	TH	4.00	1,882	6,400	0.304	N-S(2):	0.350
	LT	2.00	320	2,880	0.111 *	E-W(1):	0.130 *
Westbound	RT	1.00	33	1,600	0.000	E-W(2):	0.097
	TH	1.00	61	1,600	0.038		
	LT	1.00	41	1,600	0.026 *	V/C:	0.616
Northbound	RT	1.00	64	1,600	0.027	Lost Time:	0.100
	TH	4.00	2,399	6,400	0.375 *	ITS:	0.000
	LT	1.00	74	1,600	0.046		
Eastbound	RT	0.00	38	0	0.000	ICU:	0.716
	TH	1.00	129	1,600	0.104 *		
	LT	1.00	95	1,600	0.059	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	74	0	0.000	N-S(1):	0.368 *
	TH	4.00	1,820	6,400	0.296	N-S(2):	0.355
	LT	2.00	191	2,880	0.066 *	E-W(1):	0.189 *
Westbound	RT	1.00	112	1,600	0.037	E-W(2):	0.163
	TH	1.00	131	1,600	0.082		
	LT	1.00	130	1,600	0.081 *	V/C:	0.557
Northbound	RT	1.00	56	1,600	0.000	Lost Time:	0.100
	TH	4.00	1,932	6,400	0.302 *	ITS:	0.000
	LT	1.00	95	1,600	0.059		
Eastbound	RT	0.00	16	0	0.000	ICU:	0.657
	TH	1.00	157	1,600	0.108 *		
	LT	1.00	129	1,600	0.081	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	111	0	0.000	N-S(1):	0.443
	TH	4.00	2,383	6,400	0.390 *	N-S(2):	0.468 *
	LT	2.00	148	2,880	0.051	E-W(1):	0.191
Westbound	RT	1.00	182	1,600	0.088	E-W(2):	0.204 *
	TH	1.00	191	1,600	0.119 *		
	LT	1.00	145	1,600	0.091	V/C:	0.672
Northbound	RT	1.00	27	1,600	0.000	Lost Time:	0.100
	TH	4.00	2,510	6,400	0.392	ITS:	0.000
	LT	1.00	124	1,600	0.078 *		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.772
	TH	1.00	130	1,600	0.100		
	LT	1.00	136	1,600	0.085 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 119 - OCEAN AVENUE / VIA MARINA & WASHINGTON BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	8	0	0.000	N-S(1):	0.292 *
	TH	1.00	130	1,600	0.086 *	N-S(2):	0.000
	LT	1.00	42	1,600	0.026	E-W(1):	0.240 *
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.166
	TH	2.00	378	3,200	0.134		
	LT	1.00	126	1,600	0.079 *	V/C:	0.532
Northbound	RT	1.00	284	1,600	0.138	Lost Time:	0.100
	TH	1.00	330	1,600	0.206 *	ITS:	0.000
	LT	2.00	374	2,880	0.130		
Eastbound	RT	1.00	201	1,600	0.061	ICU:	0.632
	TH	2.00	516	3,200	0.161 *		
	LT	1.00	51	1,600	0.032	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	38	0	0.000	N-S(1):	0.236 *
	TH	1.00	146	1,600	0.115 *	N-S(2):	0.000
	LT	1.00	80	1,600	0.050	E-W(1):	0.244 *
Westbound	RT	0.00	44	0	0.000	E-W(2):	0.196
	TH	2.00	500	3,200	0.170		
	LT	1.00	169	1,600	0.106 *	V/C:	0.480
Northbound	RT	1.00	194	1,600	0.068	Lost Time:	0.100
	TH	1.00	193	1,600	0.121 *	ITS:	0.000
	LT	2.00	238	2,880	0.083		
Eastbound	RT	1.00	164	1,600	0.061	ICU:	0.580
	TH	2.00	441	3,200	0.138 *		
	LT	1.00	41	1,600	0.026	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	37	0	0.000	N-S(1):	0.441 *
	TH	1.00	438	1,600	0.297 *	N-S(2):	0.000
	LT	1.00	119	1,600	0.074	E-W(1):	0.258 *
Westbound	RT	0.00	43	0	0.000	E-W(2):	0.241
	TH	2.00	666	3,200	0.222		
	LT	1.00	152	1,600	0.095 *	V/C:	0.699
Northbound	RT	1.00	183	1,600	0.067	Lost Time:	0.100
	TH	1.00	231	1,600	0.144 *	ITS:	0.000
	LT	2.00	406	2,880	0.141		
Eastbound	RT	1.00	266	1,600	0.096	ICU:	0.799
	TH	2.00	523	3,200	0.163 *		
	LT	1.00	31	1,600	0.019	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 120 - OVERHILL DRIVE & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	69	1,600	0.021	N-S(1):	0.158 *
	TH	2.00	127	3,200	0.040	N-S(2):	0.081
	LT	1.00	99	1,600	0.062 *	E-W(1):	0.199
Westbound	RT	0.00	74	0	0.000	E-W(2):	0.383 *
	TH	3.00	1,549	4,800	0.338 *		
	LT	1.00	61	1,600	0.038	V/C:	0.541
Northbound	RT	0.00	136	0	0.000	Lost Time:	0.100
	TH	2.00	171	3,200	0.096 *	ITS:	0.000
	LT	1.00	65	1,600	0.041		
Eastbound	RT	0.00	19	0	0.000	ICU:	0.641
	TH	3.00	755	4,800	0.161		
	LT	1.00	72	1,600	0.045 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	83	1,600	0.027	N-S(1):	0.134 *
	TH	2.00	103	3,200	0.032	N-S(2):	0.065
	LT	1.00	113	1,600	0.071 *	E-W(1):	0.302 *
Westbound	RT	0.00	64	0	0.000	E-W(2):	0.254
	TH	3.00	910	4,800	0.203		
	LT	1.00	101	1,600	0.063 *	V/C:	0.436
Northbound	RT	0.00	94	0	0.000	Lost Time:	0.100
	TH	2.00	108	3,200	0.063 *	ITS:	0.000
	LT	1.00	52	1,600	0.033		
Eastbound	RT	0.00	37	0	0.000	ICU:	0.536
	TH	3.00	1,109	4,800	0.239 *		
	LT	1.00	81	1,600	0.051	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	108	1,600	0.016	N-S(1):	0.301 *
	TH	2.00	359	3,200	0.112	N-S(2):	0.167
	LT	1.00	265	1,600	0.166 *	E-W(1):	0.591 *
Westbound	RT	0.00	96	0	0.000	E-W(2):	0.361
	TH	3.00	1,140	4,800	0.258		
	LT	1.00	224	1,600	0.140 *	V/C:	0.892
Northbound	RT	0.00	155	0	0.000	Lost Time:	0.100
	TH	2.00	276	3,200	0.135 *	ITS:	0.000
	LT	1.00	88	1,600	0.055		
Eastbound	RT	0.00	53	0	0.000	ICU:	0.992
	TH	3.00	2,112	4,800	0.451 *		
	LT	1.00	164	1,600	0.103	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 124 - PRAIRIE AVENUE & WEST 112TH STREET/I-105 OFF RAMP
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : Y
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.138
	TH	3.00	685	4,800	0.143 *	N-S(2):	0.143 *
	LT	1.00	24	1,600	0.015	E-W(1):	0.227 *
Westbound	RT	0.13	10	203	0.042	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.87	69	1,397	0.049 *	V/C:	0.370
Northbound	RT	0.00	5	0	0.000	Lost Time:	0.100
	TH	3.00	583	4,800	0.123	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	257	0	0.000	ICU:	0.470
	TH	1.00	27	1,600	0.178 *		
	LT	2.00	310	2,880	0.108	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.120
	TH	3.00	852	4,800	0.178 *	N-S(2):	0.178 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.330 *
Westbound	RT	0.58	15	923	0.013	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.42	11	677	0.016 *	V/C:	0.508
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	526	4,800	0.114	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	453	0	0.000	ICU:	0.608
	TH	1.00	50	1,600	0.314 *		
	LT	2.00	479	2,880	0.166	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.177
	TH	3.00	900	4,800	0.188 *	N-S(2):	0.188 *
	LT	1.00	23	1,600	0.014	E-W(1):	0.362 *
Westbound	RT	0.64	25	1,026	0.017	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.36	14	574	0.024 *	V/C:	0.550
Northbound	RT	0.00	36	0	0.000	Lost Time:	0.100
	TH	3.00	748	4,800	0.163	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	428	0	0.000	ICU:	0.650
	TH	1.00	113	1,600	0.338 *		
	LT	2.00	652	2,880	0.226	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 125 - SEPULVEDA BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR,
FF Movements: WBR,

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	104	1,600	0.023	N-S(1):	0.508 *
	TH	3.00	907	4,800	0.189	N-S(2):	0.264
	LT	2.00	252	2,880	0.088 *	E-W(1):	0.266 *
Westbound	RT	1.00	524	1,600	0.000	E-W(2):	0.146
	TH	2.00	198	3,200	0.062		
	LT	2.00	337	2,880	0.117 *	V/C:	0.774
Northbound	RT	1.00	399	1,600	0.132	Lost Time:	0.100
	TH	4.00	2,686	6,400	0.420 *	ITS:	0.000
	LT	2.00	217	2,880	0.075		
Eastbound	RT	1.00	114	1,600	0.034	ICU:	0.874
	TH	3.00	716	4,800	0.149 *		
	LT	2.00	241	2,880	0.084	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	175	1,600	0.054	N-S(1):	0.406 *
	TH	3.00	1,451	4,800	0.302	N-S(2):	0.350
	LT	2.00	485	2,880	0.168 *	E-W(1):	0.273 *
Westbound	RT	1.00	622	1,600	0.000	E-W(2):	0.208
	TH	2.00	309	3,200	0.097		
	LT	2.00	513	2,880	0.178 *	V/C:	0.679
Northbound	RT	1.00	439	1,600	0.096	Lost Time:	0.100
	TH	4.00	1,525	6,400	0.238 *	ITS:	0.000
	LT	2.00	138	2,880	0.048		
Eastbound	RT	1.00	148	1,600	0.069	ICU:	0.779
	TH	3.00	458	4,800	0.095 *		
	LT	2.00	320	2,880	0.111	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	446	1,600	0.209	N-S(1):	0.381
	TH	3.00	2,320	4,800	0.483 *	N-S(2):	0.629 *
	LT	2.00	517	2,880	0.180	E-W(1):	0.331 *
Westbound	RT	1.00	709	1,600	0.000	E-W(2):	0.323
	TH	2.00	585	3,200	0.183		
	LT	2.00	458	2,880	0.159 *	V/C:	0.960
Northbound	RT	1.00	445	1,600	0.119	Lost Time:	0.100
	TH	4.00	1,287	6,400	0.201	ITS:	0.000
	LT	2.00	421	2,880	0.146 *		
Eastbound	RT	1.00	275	1,600	0.172 *	ICU:	1.060
	TH	3.00	562	4,800	0.117		
	LT	2.00	402	2,880	0.140	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 140 - WB SR-90 RAMPS & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : Y
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR,
FF Movements: EBR,

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.044 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.438 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.320
	TH	2.00	1,023	3,200	0.320		
	LT	3.00	1,572	4,320	0.364 *	V/C:	0.482
Northbound	RT	2.00	986	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	126	2,880	0.044 *		
Eastbound	RT	1.00	169	1,600	0.000	ICU:	0.582
	TH	3.00	355	4,800	0.074 *		
	LT	1.00	0	1,600	0.000	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.088 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.278 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.236
	TH	2.00	754	3,200	0.236		
	LT	3.00	623	4,320	0.144 *	V/C:	0.366
Northbound	RT	2.00	743	3,200	0.088 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	222	2,880	0.077		
Eastbound	RT	1.00	160	1,600	0.000	ICU:	0.466
	TH	3.00	641	4,800	0.134 *		
	LT	1.00	0	1,600	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.233 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.363 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.263
	TH	2.00	840	3,200	0.263		
	LT	3.00	802	4,320	0.186 *	V/C:	0.596
Northbound	RT	2.00	1,339	3,200	0.233 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	207	2,880	0.072		
Eastbound	RT	1.00	222	1,600	0.000	ICU:	0.696
	TH	3.00	850	4,800	0.177 *		
	LT	1.00	0	1,600	0.000	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 147 - CRENSHAW BOULEVARD & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	121	0	0.000	N-S(1):	0.192
	TH	3.00	507	4,800	0.131 *	N-S(2):	0.237 *
	LT	1.00	82	1,600	0.051	E-W(1):	0.143
Westbound	RT	0.00	124	0	0.000	E-W(2):	0.237 *
	TH	3.00	779	4,800	0.188 *		
	LT	1.00	92	1,600	0.058	V/C:	0.474
Northbound	RT	0.00	66	0	0.000	Lost Time:	0.100
	TH	3.00	609	4,800	0.141	ITS:	0.000
	LT	1.00	170	1,600	0.106 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.574
	TH	3.00	350	4,800	0.085		
	LT	1.00	78	1,600	0.049 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	193	0	0.000	N-S(1):	0.208
	TH	3.00	616	4,800	0.169 *	N-S(2):	0.257 *
	LT	1.00	110	1,600	0.069	E-W(1):	0.258
Westbound	RT	0.00	47	0	0.000	E-W(2):	0.320 *
	TH	3.00	779	4,800	0.172 *		
	LT	1.00	88	1,600	0.055	V/C:	0.577
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	597	4,800	0.139	ITS:	0.000
	LT	1.00	141	1,600	0.088 *		
Eastbound	RT	0.00	244	0	0.000	ICU:	0.677
	TH	3.00	730	4,800	0.203		
	LT	1.00	236	1,600	0.148 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	218	0	0.000	N-S(1):	0.249
	TH	3.00	843	4,800	0.221 *	N-S(2):	0.349 *
	LT	1.00	97	1,600	0.061	E-W(1):	0.329
Westbound	RT	0.00	121	0	0.000	E-W(2):	0.332 *
	TH	3.00	821	4,800	0.196 *		
	LT	1.00	94	1,600	0.059	V/C:	0.681
Northbound	RT	0.00	121	0	0.000	Lost Time:	0.100
	TH	3.00	781	4,800	0.188	ITS:	0.000
	LT	1.00	205	1,600	0.128 *		
Eastbound	RT	0.00	222	0	0.000	ICU:	0.781
	TH	3.00	1,076	4,800	0.270		
	LT	1.00	217	1,600	0.136 *	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 148 - LA CIENEGA BOULEVARD & FAIRVIEW BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	53	0	0.000	N-S(1):	0.659 *
	TH	4.00	2,857	6,400	0.455	N-S(2):	0.455
	LT	0.00	0	0	0.000 *	E-W(1):	0.190 *
Westbound	RT	1.00	41	1,600	0.026	E-W(2):	0.000
	TH	0.51	104	820	0.127		
	LT	1.49	302	2,142	0.141 *	V/C:	0.849
Northbound	RT	0.00	26	0	0.000	Lost Time:	0.100
	TH	3.00	3,136	4,800	0.659 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	62	1,600	0.039	ICU:	0.949
	TH	0.80	56	1,280	0.044		
	LT	1.20	84	1,728	0.049 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	144	0	0.000	N-S(1):	0.426 *
	TH	4.00	1,971	6,400	0.330	N-S(2):	0.330
	LT	0.00	0	0	0.000 *	E-W(1):	0.180 *
Westbound	RT	1.00	36	1,600	0.023	E-W(2):	0.000
	TH	0.64	86	1,019	0.084		
	LT	1.36	184	1,963	0.094 *	V/C:	0.606
Northbound	RT	0.00	23	0	0.000	Lost Time:	0.100
	TH	3.00	2,021	4,800	0.426 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	77	1,600	0.048	ICU:	0.706
	TH	0.81	100	1,290	0.078		
	LT	1.19	148	1,719	0.086 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	125	0	0.000	N-S(1):	0.615 *
	TH	4.00	2,922	6,400	0.476	N-S(2):	0.476
	LT	0.00	0	0	0.000 *	E-W(1):	0.243 *
Westbound	RT	1.00	17	1,600	0.011	E-W(2):	0.000
	TH	0.74	136	1,186	0.115		
	LT	1.26	231	1,813	0.127 *	V/C:	0.858
Northbound	RT	0.00	112	0	0.000	Lost Time:	0.100
	TH	3.00	2,838	4,800	0.615 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	75	1,600	0.047	ICU:	0.958
	TH	0.95	158	1,514	0.104		
	LT	1.05	176	1,518	0.116 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 149 - CRENSHAW BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	52	0	0.000	N-S(1):	0.175
	TH	3.00	682	4,800	0.153 *	N-S(2):	0.235 *
	LT	1.00	44	1,600	0.028	E-W(1):	0.163
Westbound	RT	0.00	78	0	0.000	E-W(2):	0.256 *
	TH	3.00	979	4,800	0.220 *		
	LT	1.00	131	1,600	0.082	V/C:	0.491
Northbound	RT	0.00	65	0	0.000	Lost Time:	0.100
	TH	3.00	639	4,800	0.147	ITS:	0.000
	LT	1.00	131	1,600	0.082 *		
Eastbound	RT	0.00	78	0	0.000	ICU:	0.591
	TH	3.00	312	4,800	0.081		
	LT	1.00	58	1,600	0.036 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	87	0	0.000	N-S(1):	0.300 *
	TH	3.00	794	4,800	0.184	N-S(2):	0.265
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.216
Westbound	RT	0.00	158	0	0.000	E-W(2):	0.221 *
	TH	3.00	509	4,800	0.139 *		
	LT	1.00	158	1,600	0.099	V/C:	0.521
Northbound	RT	0.00	104	0	0.000	Lost Time:	0.100
	TH	3.00	829	4,800	0.194 *	ITS:	0.000
	LT	1.00	130	1,600	0.081		
Eastbound	RT	0.00	154	0	0.000	ICU:	0.621
	TH	3.00	406	4,800	0.117		
	LT	1.00	131	1,600	0.082 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	95	0	0.000	N-S(1):	0.357 *
	TH	3.00	826	4,800	0.192	N-S(2):	0.286
	LT	1.00	172	1,600	0.108 *	E-W(1):	0.379 *
Westbound	RT	0.00	126	0	0.000	E-W(2):	0.237
	TH	3.00	549	4,800	0.141		
	LT	1.00	176	1,600	0.110 *	V/C:	0.736
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	1,086	4,800	0.249 *	ITS:	0.000
	LT	1.00	150	1,600	0.094		
Eastbound	RT	0.00	156	0	0.000	ICU:	0.836
	TH	3.00	1,137	4,800	0.269 *		
	LT	1.00	154	1,600	0.096	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 157 - LA CIENEGA BOULEVARD & 104TH STREET
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	49	0	0.000	N-S(1):	0.109
	TH	3.00	319	4,800	0.077 *	N-S(2):	0.156 *
	LT	1.00	14	1,600	0.009	E-W(1):	0.004
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.027 *
	TH	1.00	1	1,600	0.003 *		
	LT	0.00	4	1,600	0.003	V/C:	0.183
Northbound	RT	0.00	15	0	0.000	Lost Time:	0.100
	TH	3.00	466	4,800	0.100	ITS:	0.000
	LT	1.00	127	1,600	0.079 *		
Eastbound	RT	1.00	10	1,600	0.000	ICU:	0.283
	TH	1.00	2	1,600	0.001		
	LT	1.00	39	1,600	0.024 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	12	0	0.000	N-S(1):	0.041
	TH	3.00	343	4,800	0.074 *	N-S(2):	0.104 *
	LT	1.00	19	1,600	0.012	E-W(1):	0.007
Westbound	RT	0.00	12	0	0.000	E-W(2):	0.070 *
	TH	1.00	8	1,600	0.016 *		
	LT	0.00	5	1,600	0.003	V/C:	0.174
Northbound	RT	0.00	17	0	0.000	Lost Time:	0.100
	TH	3.00	123	4,800	0.029	ITS:	0.000
	LT	1.00	48	1,600	0.030 *		
Eastbound	RT	1.00	10	1,600	0.000	ICU:	0.274
	TH	1.00	6	1,600	0.004		
	LT	1.00	86	1,600	0.054 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	164	0	0.000	N-S(1):	0.098
	TH	3.00	805	4,800	0.202 *	N-S(2):	0.231 *
	LT	1.00	45	1,600	0.028	E-W(1):	0.015
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.057 *
	TH	1.00	1	1,600	0.014 *		
	LT	0.00	11	1,600	0.007	V/C:	0.288
Northbound	RT	0.00	6	0	0.000	Lost Time:	0.100
	TH	3.00	332	4,800	0.070	ITS:	0.000
	LT	1.00	47	1,600	0.029 *		
Eastbound	RT	1.00	60	1,600	0.008	ICU:	0.388
	TH	1.00	3	1,600	0.002		
	LT	1.00	68	1,600	0.043 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 159 - HINDRY AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	12	1,600	0.008	N-S(1):	0.092
	TH	1.00	105	1,600	0.086 *	N-S(2):	0.099 *
	LT	0.00	33	1,600	0.021	E-W(1):	0.277 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.220
	TH	2.00	684	3,200	0.217		
	LT	1.00	133	1,600	0.083 *	V/C:	0.376
Northbound	RT	1.00	30	1,600	0.000	Lost Time:	0.100
	TH	1.00	93	1,600	0.071	ITS:	0.000
	LT	0.00	21	1,600	0.013 *		
Eastbound	RT	0.00	85	0	0.000	ICU:	0.476
	TH	2.00	536	3,200	0.194 *		
	LT	1.00	5	1,600	0.003	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.128
	TH	1.00	172	1,600	0.133 *	N-S(2):	0.164 *
	LT	0.00	41	1,600	0.026	E-W(1):	0.422 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.216
	TH	2.00	630	3,200	0.200		
	LT	1.00	105	1,600	0.066 *	V/C:	0.586
Northbound	RT	1.00	91	1,600	0.024	Lost Time:	0.100
	TH	1.00	114	1,600	0.102	ITS:	0.000
	LT	0.00	49	1,600	0.031 *		
Eastbound	RT	0.00	91	0	0.000	ICU:	0.686
	TH	2.00	1,047	3,200	0.356 *		
	LT	1.00	25	1,600	0.016	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	13	1,600	0.008	N-S(1):	0.079
	TH	1.00	147	1,600	0.108 *	N-S(2):	0.139 *
	LT	0.00	25	1,600	0.016	E-W(1):	0.378 *
Westbound	RT	0.00	8	0	0.000	E-W(2):	0.202
	TH	2.00	607	3,200	0.192		
	LT	1.00	77	1,600	0.048 *	V/C:	0.517
Northbound	RT	1.00	90	1,600	0.032	Lost Time:	0.100
	TH	1.00	50	1,600	0.063	ITS:	0.000
	LT	0.00	50	1,600	0.031 *		
Eastbound	RT	0.00	81	0	0.000	ICU:	0.617
	TH	2.00	976	3,200	0.330 *		
	LT	1.00	16	1,600	0.010	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 162 - SEPULVEDA BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : WBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	137	0	0.000	N-S(1):	0.531 *
	TH	3.00	894	4,800	0.215	N-S(2):	0.285
	LT	2.00	114	2,880	0.040 *	E-W(1):	0.206
Westbound	RT	1.00	154	1,600	0.057	E-W(2):	0.237 *
	TH	2.00	439	3,200	0.137 *		
	LT	1.00	117	1,600	0.073	V/C:	0.768
Northbound	RT	0.00	95	0	0.000	Lost Time:	0.100
	TH	3.00	2,261	4,800	0.491 *	ITS:	0.000
	LT	1.00	112	1,600	0.070		
Eastbound	RT	1.00	86	1,600	0.019	ICU:	0.868
	TH	2.00	427	3,200	0.133		
	LT	1.00	160	1,600	0.100 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	203	0	0.000	N-S(1):	0.401
	TH	3.00	1,424	4,800	0.339 *	N-S(2):	0.449 *
	LT	2.00	182	2,880	0.063	E-W(1):	0.342
Westbound	RT	1.00	179	1,600	0.049	E-W(2):	0.373 *
	TH	2.00	530	3,200	0.166 *		
	LT	1.00	224	1,600	0.140	V/C:	0.822
Northbound	RT	0.00	162	0	0.000	Lost Time:	0.100
	TH	3.00	1,458	4,800	0.338	ITS:	0.000
	LT	1.00	176	1,600	0.110 *		
Eastbound	RT	1.00	185	1,600	0.061	ICU:	0.922
	TH	2.00	647	3,200	0.202		
	LT	1.00	331	1,600	0.207 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.377
	TH	3.00	2,466	4,800	0.549 *	N-S(2):	0.653 *
	LT	2.00	184	2,880	0.064	E-W(1):	0.356 *
Westbound	RT	1.00	138	1,600	0.022	E-W(2):	0.309
	TH	2.00	543	3,200	0.170		
	LT	1.00	209	1,600	0.131 *	V/C:	1.009
Northbound	RT	0.00	173	0	0.000	Lost Time:	0.100
	TH	3.00	1,327	4,800	0.313	ITS:	0.000
	LT	1.00	166	1,600	0.104 *		
Eastbound	RT	1.00	76	1,600	0.000	ICU:	1.109
	TH	2.00	721	3,200	0.225 *		
	LT	1.00	223	1,600	0.139	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 164 - CRENSHAW BOULEVARD & MANCHESTER AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	29	0	0.000	N-S(1):	0.238
	TH	2.00	510	3,200	0.168 *	N-S(2):	0.257 *
	LT	1.00	136	1,600	0.085	E-W(1):	0.296
Westbound	RT	0.00	77	0	0.000	E-W(2):	0.332 *
	TH	2.00	869	3,200	0.296 *		
	LT	1.00	255	1,600	0.159	V/C:	0.589
Northbound	RT	0.00	105	0	0.000	Lost Time:	0.100
	TH	3.00	629	4,800	0.153	ITS:	0.000
	LT	1.00	143	1,600	0.089 *		
Eastbound	RT	0.00	56	0	0.000	ICU:	0.689
	TH	2.00	381	3,200	0.137		
	LT	1.00	57	1,600	0.036 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	53	0	0.000	N-S(1):	0.245
	TH	2.00	609	3,200	0.207 *	N-S(2):	0.303 *
	LT	1.00	169	1,600	0.106	E-W(1):	0.317 *
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.294
	TH	2.00	692	3,200	0.244		
	LT	1.00	198	1,600	0.124 *	V/C:	0.620
Northbound	RT	0.00	131	0	0.000	Lost Time:	0.100
	TH	3.00	535	4,800	0.139	ITS:	0.000
	LT	1.00	154	1,600	0.096 *		
Eastbound	RT	0.00	76	0	0.000	ICU:	0.720
	TH	2.00	541	3,200	0.193 *		
	LT	1.00	80	1,600	0.050	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	21	0	0.000	N-S(1):	0.279
	TH	2.00	751	3,200	0.241 *	N-S(2):	0.319 *
	LT	1.00	129	1,600	0.081	E-W(1):	0.447 *
Westbound	RT	0.00	131	0	0.000	E-W(2):	0.353
	TH	2.00	779	3,200	0.284		
	LT	1.00	181	1,600	0.113 *	V/C:	0.766
Northbound	RT	0.00	280	0	0.000	Lost Time:	0.100
	TH	3.00	672	4,800	0.198	ITS:	0.000
	LT	1.00	125	1,600	0.078 *		
Eastbound	RT	0.00	78	0	0.000	ICU:	0.866
	TH	2.00	992	3,200	0.334 *		
	LT	1.00	111	1,600	0.069	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 169 - PRAIRIE AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	50	0	0.000	N-S(1):	0.419 *
	TH	3.00	543	4,800	0.124	N-S(2):	0.264
	LT	1.00	163	1,600	0.102 *	E-W(1):	0.303
Westbound	RT	1.00	515	1,600	0.271	E-W(2):	0.431 *
	TH	2.00	1,168	3,200	0.365 *		
	LT	1.00	239	1,600	0.149	V/C:	0.850
Northbound	RT	1.00	173	1,600	0.000	Lost Time:	0.100
	TH	2.00	1,015	3,200	0.317 *	ITS:	0.000
	LT	1.00	224	1,600	0.140		
Eastbound	RT	0.00	142	0	0.000	ICU:	0.950
	TH	3.00	599	4,800	0.154		
	LT	1.00	105	1,600	0.066 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	63	0	0.000	N-S(1):	0.270 *
	TH	3.00	513	4,800	0.120	N-S(2):	0.243
	LT	1.00	156	1,600	0.098 *	E-W(1):	0.286 *
Westbound	RT	1.00	186	1,600	0.068	E-W(2):	0.240
	TH	2.00	589	3,200	0.184		
	LT	1.00	189	1,600	0.118 *	V/C:	0.556
Northbound	RT	1.00	147	1,600	0.000	Lost Time:	0.100
	TH	2.00	550	3,200	0.172 *	ITS:	0.000
	LT	1.00	197	1,600	0.123		
Eastbound	RT	0.00	181	0	0.000	ICU:	0.656
	TH	3.00	625	4,800	0.168 *		
	LT	1.00	90	1,600	0.056	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	55	0	0.000	N-S(1):	0.312 *
	TH	3.00	823	4,800	0.183	N-S(2):	0.273
	LT	1.00	209	1,600	0.131 *	E-W(1):	0.390 *
Westbound	RT	1.00	147	1,600	0.027	E-W(2):	0.265
	TH	2.00	708	3,200	0.221		
	LT	1.00	183	1,600	0.114 *	V/C:	0.702
Northbound	RT	1.00	126	1,600	0.000	Lost Time:	0.100
	TH	2.00	578	3,200	0.181 *	ITS:	0.000
	LT	1.00	144	1,600	0.090		
Eastbound	RT	0.00	198	0	0.000	ICU:	0.802
	TH	3.00	1,125	4,800	0.276 *		
	LT	1.00	70	1,600	0.044	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 173 - WESTERN AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	118	0	0.000	N-S(1):	0.309 *
	TH	3.00	726	4,800	0.176 *	N-S(2):	0.309 *
	LT	1.00	136	1,600	0.085 *	E-W(1):	0.287
Westbound	RT	1.00	206	1,600	0.086	E-W(2):	0.345 *
	TH	3.00	1,186	4,800	0.247 *		
	LT	1.00	230	1,600	0.144	V/C:	0.654
Northbound	RT	1.00	161	1,600	0.029	Lost Time:	0.100
	TH	2.00	717	3,200	0.224 *	ITS:	0.000
	LT	1.00	212	1,600	0.133 *		
Eastbound	RT	0.00	206	0	0.000	ICU:	0.754
	TH	3.00	482	4,800	0.143		
	LT	1.00	157	1,600	0.098 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	108	0	0.000	N-S(1):	0.226 *
	TH	3.00	411	4,800	0.108	N-S(2):	0.223
	LT	1.00	136	1,600	0.085 *	E-W(1):	0.253 *
Westbound	RT	1.00	120	1,600	0.033	E-W(2):	0.187
	TH	3.00	499	4,800	0.104		
	LT	1.00	195	1,600	0.122 *	V/C:	0.479
Northbound	RT	1.00	164	1,600	0.042	Lost Time:	0.100
	TH	2.00	452	3,200	0.141 *	ITS:	0.000
	LT	1.00	184	1,600	0.115		
Eastbound	RT	0.00	162	0	0.000	ICU:	0.579
	TH	3.00	467	4,800	0.131 *		
	LT	1.00	133	1,600	0.083	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.316 *
	TH	3.00	595	4,800	0.149	N-S(2):	0.302
	LT	1.00	167	1,600	0.104 *	E-W(1):	0.476 *
Westbound	RT	1.00	137	1,600	0.033	E-W(2):	0.249
	TH	3.00	679	4,800	0.141		
	LT	1.00	204	1,600	0.128 *	V/C:	0.792
Northbound	RT	1.00	114	1,600	0.008	Lost Time:	0.100
	TH	2.00	678	3,200	0.212 *	ITS:	0.000
	LT	1.00	245	1,600	0.153		
Eastbound	RT	0.00	261	0	0.000	ICU:	0.892
	TH	3.00	1,407	4,800	0.348 *		
	LT	1.00	172	1,600	0.108	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 175 - VERMONT AVENUE & MANCHESTER AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	91	0	0.000	N-S(1):	0.338 *
	TH	3.00	434	4,800	0.109	N-S(2):	0.156
	LT	2.00	146	2,880	0.051 *	E-W(1):	0.305
Westbound	RT	0.00	64	0	0.000	E-W(2):	0.346 *
	TH	3.00	1,218	4,800	0.267 *		
	LT	1.00	90	1,600	0.056	V/C:	0.684
Northbound	RT	0.00	114	0	0.000	Lost Time:	0.100
	TH	3.00	1,264	4,800	0.287 *	ITS:	0.000
	LT	2.00	134	2,880	0.047		
Eastbound	RT	0.00	77	0	0.000	ICU:	0.784
	TH	3.00	1,116	4,800	0.249		
	LT	1.00	126	1,600	0.079 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	143	0	0.000	N-S(1):	0.190 *
	TH	3.00	462	4,800	0.126	N-S(2):	0.156
	LT	2.00	162	2,880	0.056 *	E-W(1):	0.277
Westbound	RT	0.00	152	0	0.000	E-W(2):	0.283 *
	TH	3.00	915	4,800	0.222 *		
	LT	1.00	104	1,600	0.065	V/C:	0.473
Northbound	RT	0.00	135	0	0.000	Lost Time:	0.100
	TH	3.00	507	4,800	0.134 *	ITS:	0.000
	LT	2.00	87	2,880	0.030		
Eastbound	RT	0.00	98	0	0.000	ICU:	0.573
	TH	3.00	919	4,800	0.212		
	LT	1.00	98	1,600	0.061 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.268 *
	TH	3.00	745	4,800	0.182	N-S(2):	0.227
	LT	2.00	195	2,880	0.068 *	E-W(1):	0.361 *
Westbound	RT	0.00	88	0	0.000	E-W(2):	0.314
	TH	3.00	1,044	4,800	0.236		
	LT	1.00	100	1,600	0.063 *	V/C:	0.629
Northbound	RT	0.00	121	0	0.000	Lost Time:	0.100
	TH	3.00	841	4,800	0.200 *	ITS:	0.000
	LT	2.00	130	2,880	0.045		
Eastbound	RT	0.00	63	0	0.000	ICU:	0.729
	TH	3.00	1,369	4,800	0.298 *		
	LT	1.00	125	1,600	0.078	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 176 - VERMONT AVENUE & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	94	0	0.000	N-S(1):	0.293 *
	TH	3.00	613	4,800	0.147	N-S(2):	0.223
	LT	2.00	124	2,880	0.043 *	E-W(1):	0.250
Westbound	RT	0.00	156	0	0.000	E-W(2):	0.319 *
	TH	3.00	948	4,800	0.230 *		
	LT	1.00	181	1,600	0.113	V/C:	0.612
Northbound	RT	1.00	130	1,600	0.025	Lost Time:	0.100
	TH	3.00	1,199	4,800	0.250 *	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	0.00	46	0	0.000	ICU:	0.712
	TH	3.00	612	4,800	0.137		
	LT	1.00	142	1,600	0.089 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	109	0	0.000	N-S(1):	0.150
	TH	3.00	499	4,800	0.127 *	N-S(2):	0.181 *
	LT	2.00	117	2,880	0.041	E-W(1):	0.204
Westbound	RT	0.00	56	0	0.000	E-W(2):	0.228 *
	TH	3.00	614	4,800	0.140 *		
	LT	1.00	112	1,600	0.070	V/C:	0.409
Northbound	RT	1.00	70	1,600	0.009	Lost Time:	0.100
	TH	3.00	523	4,800	0.109	ITS:	0.000
	LT	2.00	156	2,880	0.054 *		
Eastbound	RT	0.00	88	0	0.000	ICU:	0.509
	TH	3.00	555	4,800	0.134		
	LT	1.00	140	1,600	0.088 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	127	0	0.000	N-S(1):	0.246
	TH	3.00	751	4,800	0.183 *	N-S(2):	0.260 *
	LT	2.00	162	2,880	0.056	E-W(1):	0.303 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.236
	TH	3.00	682	4,800	0.159		
	LT	1.00	132	1,600	0.083 *	V/C:	0.563
Northbound	RT	1.00	110	1,600	0.028	Lost Time:	0.100
	TH	3.00	913	4,800	0.190	ITS:	0.000
	LT	2.00	222	2,880	0.077 *		
Eastbound	RT	0.00	155	0	0.000	ICU:	0.663
	TH	3.00	900	4,800	0.220 *		
	LT	1.00	123	1,600	0.077	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 177 - VERMONT AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	44	1,600	0.000	N-S(1):	0.357 *
	TH	3.00	761	4,800	0.159	N-S(2):	0.291
	LT	2.00	220	2,880	0.076 *	E-W(1):	0.273
Westbound	RT	0.00	201	0	0.000	E-W(2):	0.368 *
	TH	3.00	1,276	4,800	0.308 *		
	LT	1.00	217	1,600	0.136	V/C:	0.725
Northbound	RT	0.00	152	0	0.000	Lost Time:	0.100
	TH	3.00	1,195	4,800	0.281 *	ITS:	0.000
	LT	2.00	380	2,880	0.132		
Eastbound	RT	0.00	157	0	0.000	ICU:	0.825
	TH	3.00	501	4,800	0.137		
	LT	1.00	96	1,600	0.060 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.010	N-S(1):	0.216
	TH	3.00	498	4,800	0.104 *	N-S(2):	0.226 *
	LT	2.00	140	2,880	0.049	E-W(1):	0.234 *
Westbound	RT	0.00	92	0	0.000	E-W(2):	0.153
	TH	3.00	440	4,800	0.111		
	LT	1.00	163	1,600	0.102 *	V/C:	0.460
Northbound	RT	0.00	142	0	0.000	Lost Time:	0.100
	TH	3.00	660	4,800	0.167	ITS:	0.000
	LT	2.00	352	2,880	0.122 *		
Eastbound	RT	0.00	147	0	0.000	ICU:	0.560
	TH	3.00	486	4,800	0.132 *		
	LT	1.00	67	1,600	0.042	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	103	1,600	0.023	N-S(1):	0.352 *
	TH	3.00	718	4,800	0.150	N-S(2):	0.274
	LT	2.00	218	2,880	0.076 *	E-W(1):	0.393 *
Westbound	RT	0.00	99	0	0.000	E-W(2):	0.258
	TH	3.00	742	4,800	0.175		
	LT	1.00	175	1,600	0.109 *	V/C:	0.745
Northbound	RT	0.00	222	0	0.000	Lost Time:	0.100
	TH	3.00	1,104	4,800	0.276 *	ITS:	0.000
	LT	2.00	357	2,880	0.124		
Eastbound	RT	0.00	168	0	0.000	ICU:	0.845
	TH	3.00	1,194	4,800	0.284 *		
	LT	1.00	132	1,600	0.083	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 182 - INGLEWOOD AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	144	1,600	0.066	N-S(1):	0.344 *
	TH	2.00	618	3,200	0.193	N-S(2):	0.339
	LT	1.00	175	1,600	0.109 *	E-W(1):	0.262 *
Westbound	RT	1.00	73	1,600	0.000	E-W(2):	0.213
	TH	3.00	790	4,800	0.165		
	LT	1.00	314	1,600	0.196 *	V/C:	0.606
Northbound	RT	0.00	137	0	0.000	Lost Time:	0.100
	TH	2.00	616	3,200	0.235 *	ITS:	0.000
	LT	1.00	234	1,600	0.146		
Eastbound	RT	1.00	36	1,600	0.000	ICU:	0.706
	TH	3.00	315	4,800	0.066 *		
	LT	1.00	77	1,600	0.048	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	182	1,600	0.046	N-S(1):	0.242 *
	TH	2.00	401	3,200	0.125	N-S(2):	0.221
	LT	1.00	127	1,600	0.079 *	E-W(1):	0.242
Westbound	RT	1.00	92	1,600	0.018	E-W(2):	0.274 *
	TH	3.00	665	4,800	0.139 *		
	LT	1.00	170	1,600	0.106	V/C:	0.516
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	2.00	431	3,200	0.163 *	ITS:	0.000
	LT	1.00	153	1,600	0.096		
Eastbound	RT	1.00	123	1,600	0.029	ICU:	0.616
	TH	3.00	651	4,800	0.136		
	LT	1.00	216	1,600	0.135 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	175	1,600	0.040	N-S(1):	0.412 *
	TH	2.00	732	3,200	0.229	N-S(2):	0.352
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.340 *
Westbound	RT	1.00	125	1,600	0.000	E-W(2):	0.273
	TH	3.00	642	4,800	0.134		
	LT	1.00	144	1,600	0.090 *	V/C:	0.752
Northbound	RT	0.00	142	0	0.000	Lost Time:	0.100
	TH	2.00	634	3,200	0.243 *	ITS:	0.000
	LT	1.00	197	1,600	0.123		
Eastbound	RT	1.00	189	1,600	0.057	ICU:	0.852
	TH	3.00	1,200	4,800	0.250 *		
	LT	1.00	223	1,600	0.139	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 183 - HAWTHORNE BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	228	1,600	0.103	N-S(1):	0.272
	TH	3.00	831	4,800	0.173 *	N-S(2):	0.294 *
	LT	2.00	166	2,880	0.058	E-W(1):	0.173
Westbound	RT	0.00	199	0	0.000	E-W(2):	0.334 *
	TH	3.00	1,018	4,800	0.254 *		
	LT	1.00	113	1,600	0.071	V/C:	0.628
Northbound	RT	1.00	128	1,600	0.045	Lost Time:	0.100
	TH	3.00	1,028	4,800	0.214	ITS:	0.000
	LT	2.00	348	2,880	0.121 *		
Eastbound	RT	0.00	93	0	0.000	ICU:	0.728
	TH	3.00	396	4,800	0.102		
	LT	1.00	128	1,600	0.080 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	215	1,600	0.080	N-S(1):	0.242
	TH	3.00	807	4,800	0.168 *	N-S(2):	0.260 *
	LT	2.00	238	2,880	0.083	E-W(1):	0.219
Westbound	RT	0.00	172	0	0.000	E-W(2):	0.276 *
	TH	3.00	635	4,800	0.168 *		
	LT	1.00	121	1,600	0.076	V/C:	0.536
Northbound	RT	1.00	162	1,600	0.063	Lost Time:	0.100
	TH	3.00	763	4,800	0.159	ITS:	0.000
	LT	2.00	266	2,880	0.092 *		
Eastbound	RT	0.00	138	0	0.000	ICU:	0.636
	TH	3.00	547	4,800	0.143		
	LT	1.00	173	1,600	0.108 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	76	1,600	0.008	N-S(1):	0.343
	TH	3.00	1,328	4,800	0.277 *	N-S(2):	0.359 *
	LT	2.00	401	2,880	0.139	E-W(1):	0.316 *
Westbound	RT	0.00	182	0	0.000	E-W(2):	0.257
	TH	3.00	674	4,800	0.178		
	LT	1.00	101	1,600	0.063 *	V/C:	0.675
Northbound	RT	1.00	161	1,600	0.069	Lost Time:	0.100
	TH	3.00	978	4,800	0.204	ITS:	0.000
	LT	2.00	235	2,880	0.082 *		
Eastbound	RT	0.00	162	0	0.000	ICU:	0.775
	TH	3.00	1,050	4,800	0.253 *		
	LT	1.00	127	1,600	0.079	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 184 - PRAIRIE AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	139	0	0.000	N-S(1):	0.282
	TH	3.00	825	4,800	0.201 *	N-S(2):	0.313 *
	LT	1.00	193	1,600	0.121	E-W(1):	0.329
Westbound	RT	0.00	198	0	0.000	E-W(2):	0.385 *
	TH	3.00	1,139	4,800	0.279 *		
	LT	1.00	315	1,600	0.197	V/C:	0.698
Northbound	RT	0.00	136	0	0.000	Lost Time:	0.100
	TH	3.00	637	4,800	0.161	ITS:	0.000
	LT	1.00	179	1,600	0.112 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.798
	TH	3.00	572	4,800	0.132		
	LT	1.00	170	1,600	0.106 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	123	0	0.000	N-S(1):	0.287 *
	TH	3.00	581	4,800	0.147	N-S(2):	0.235
	LT	1.00	247	1,600	0.154 *	E-W(1):	0.289 *
Westbound	RT	0.00	117	0	0.000	E-W(2):	0.249
	TH	3.00	673	4,800	0.165		
	LT	1.00	208	1,600	0.130 *	V/C:	0.576
Northbound	RT	0.00	128	0	0.000	Lost Time:	0.100
	TH	3.00	508	4,800	0.133 *	ITS:	0.000
	LT	1.00	141	1,600	0.088		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.676
	TH	3.00	684	4,800	0.159 *		
	LT	1.00	134	1,600	0.084	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	146	0	0.000	N-S(1):	0.357 *
	TH	3.00	918	4,800	0.222	N-S(2):	0.306
	LT	1.00	264	1,600	0.165 *	E-W(1):	0.401 *
Westbound	RT	0.00	152	0	0.000	E-W(2):	0.294
	TH	3.00	800	4,800	0.198		
	LT	1.00	226	1,600	0.141 *	V/C:	0.758
Northbound	RT	0.00	201	0	0.000	Lost Time:	0.100
	TH	3.00	719	4,800	0.192 *	ITS:	0.000
	LT	1.00	134	1,600	0.084		
Eastbound	RT	0.00	162	0	0.000	ICU:	0.858
	TH	3.00	1,085	4,800	0.260 *		
	LT	1.00	154	1,600	0.096	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 185 - CRENSHAW BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	123	0	0.000	N-S(1):	0.305 *
	TH	3.00	710	4,800	0.174	N-S(2):	0.265
	LT	1.00	132	1,600	0.083 *	E-W(1):	0.261
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.351 *
	TH	3.00	1,053	4,800	0.259 *		
	LT	1.00	144	1,600	0.090	V/C:	0.656
Northbound	RT	0.00	114	0	0.000	Lost Time:	0.100
	TH	3.00	953	4,800	0.222 *	ITS:	0.000
	LT	1.00	145	1,600	0.091		
Eastbound	RT	0.00	196	0	0.000	ICU:	0.756
	TH	3.00	624	4,800	0.171		
	LT	1.00	147	1,600	0.092 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	165	0	0.000	N-S(1):	0.277 *
	TH	3.00	542	4,800	0.147	N-S(2):	0.241
	LT	1.00	175	1,600	0.109 *	E-W(1):	0.252
Westbound	RT	0.00	191	0	0.000	E-W(2):	0.270 *
	TH	3.00	652	4,800	0.176 *		
	LT	1.00	142	1,600	0.089	V/C:	0.547
Northbound	RT	0.00	155	0	0.000	Lost Time:	0.100
	TH	3.00	650	4,800	0.168 *	ITS:	0.000
	LT	1.00	151	1,600	0.094		
Eastbound	RT	0.00	132	0	0.000	ICU:	0.647
	TH	3.00	649	4,800	0.163		
	LT	1.00	151	1,600	0.094 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	222	0	0.000	N-S(1):	0.303
	TH	3.00	968	4,800	0.248 *	N-S(2):	0.344 *
	LT	1.00	208	1,600	0.130	E-W(1):	0.370 *
Westbound	RT	0.00	183	0	0.000	E-W(2):	0.305
	TH	3.00	904	4,800	0.226		
	LT	1.00	171	1,600	0.107 *	V/C:	0.714
Northbound	RT	0.00	159	0	0.000	Lost Time:	0.100
	TH	3.00	671	4,800	0.173	ITS:	0.000
	LT	1.00	153	1,600	0.096 *		
Eastbound	RT	0.00	178	0	0.000	ICU:	0.814
	TH	3.00	1,084	4,800	0.263 *		
	LT	1.00	127	1,600	0.079	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 186 - WESTERN AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	73	0	0.000	N-S(1):	0.267
	TH	2.00	582	3,200	0.205 *	N-S(2):	0.329 *
	LT	1.00	77	1,600	0.048	E-W(1):	0.252
Westbound	RT	0.00	136	0	0.000	E-W(2):	0.327 *
	TH	3.00	1,170	4,800	0.272 *		
	LT	1.00	90	1,600	0.056	V/C:	0.656
Northbound	RT	1.00	94	1,600	0.031	Lost Time:	0.100
	TH	2.00	701	3,200	0.219	ITS:	0.000
	LT	1.00	199	1,600	0.124 *		
Eastbound	RT	0.00	102	0	0.000	ICU:	0.756
	TH	3.00	841	4,800	0.196		
	LT	1.00	88	1,600	0.055 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	104	0	0.000	N-S(1):	0.231
	TH	2.00	462	3,200	0.177 *	N-S(2):	0.270 *
	LT	1.00	135	1,600	0.084	E-W(1):	0.236 *
Westbound	RT	0.00	137	0	0.000	E-W(2):	0.232
	TH	3.00	705	4,800	0.175		
	LT	1.00	95	1,600	0.059 *	V/C:	0.506
Northbound	RT	1.00	123	1,600	0.047	Lost Time:	0.100
	TH	2.00	471	3,200	0.147	ITS:	0.000
	LT	1.00	149	1,600	0.093 *		
Eastbound	RT	0.00	143	0	0.000	ICU:	0.606
	TH	3.00	708	4,800	0.177 *		
	LT	1.00	91	1,600	0.057	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	88	0	0.000	N-S(1):	0.289
	TH	2.00	728	3,200	0.255 *	N-S(2):	0.368 *
	LT	1.00	141	1,600	0.088	E-W(1):	0.375 *
Westbound	RT	0.00	83	0	0.000	E-W(2):	0.305
	TH	3.00	1,027	4,800	0.231		
	LT	1.00	142	1,600	0.089 *	V/C:	0.743
Northbound	RT	1.00	116	1,600	0.028	Lost Time:	0.100
	TH	2.00	644	3,200	0.201	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	0.00	183	0	0.000	ICU:	0.843
	TH	3.00	1,189	4,800	0.286 *		
	LT	1.00	119	1,600	0.074	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 187 - VERMONT AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	108	1,600	0.036	N-S(1):	0.268 *
	TH	3.00	461	4,800	0.096	N-S(2):	0.200
	LT	1.00	203	1,600	0.127 *	E-W(1):	0.305
Westbound	RT	0.00	161	0	0.000	E-W(2):	0.398 *
	TH	3.00	1,448	4,800	0.335 *		
	LT	1.00	131	1,600	0.082	V/C:	0.666
Northbound	RT	0.00	119	0	0.000	Lost Time:	0.100
	TH	3.00	556	4,800	0.141 *	ITS:	0.000
	LT	1.00	167	1,600	0.104		
Eastbound	RT	0.00	56	0	0.000	ICU:	0.766
	TH	3.00	1,013	4,800	0.223		
	LT	1.00	100	1,600	0.063 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	95	1,600	0.029	N-S(1):	0.228 *
	TH	3.00	294	4,800	0.061	N-S(2):	0.130
	LT	1.00	214	1,600	0.134 *	E-W(1):	0.297 *
Westbound	RT	0.00	139	0	0.000	E-W(2):	0.289
	TH	3.00	953	4,800	0.228		
	LT	1.00	136	1,600	0.085 *	V/C:	0.525
Northbound	RT	0.00	126	0	0.000	Lost Time:	0.100
	TH	3.00	323	4,800	0.094 *	ITS:	0.000
	LT	1.00	111	1,600	0.069		
Eastbound	RT	0.00	74	0	0.000	ICU:	0.625
	TH	3.00	944	4,800	0.212 *		
	LT	1.00	97	1,600	0.061	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	94	1,600	0.018	N-S(1):	0.335 *
	TH	3.00	752	4,800	0.157	N-S(2):	0.246
	LT	1.00	245	1,600	0.153 *	E-W(1):	0.377 *
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.368
	TH	3.00	1,170	4,800	0.285		
	LT	1.00	155	1,600	0.097 *	V/C:	0.712
Northbound	RT	0.00	177	0	0.000	Lost Time:	0.100
	TH	3.00	698	4,800	0.182 *	ITS:	0.000
	LT	1.00	143	1,600	0.089		
Eastbound	RT	0.00	126	0	0.000	ICU:	0.812
	TH	3.00	1,217	4,800	0.280 *		
	LT	1.00	132	1,600	0.083	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 188 - PRAIRIE AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	112	0	0.000	N-S(1):	0.363
	TH	3.00	945	4,800	0.220 *	N-S(2):	0.428 *
	LT	1.00	193	1,600	0.121	E-W(1):	0.227
Westbound	RT	0.00	278	0	0.000	E-W(2):	0.371 *
	TH	3.00	1,074	4,800	0.282 *		
	LT	1.00	119	1,600	0.074	V/C:	0.799
Northbound	RT	0.00	123	0	0.000	Lost Time:	0.100
	TH	3.00	1,037	4,800	0.242	ITS:	0.000
	LT	1.00	332	1,600	0.208 *		
Eastbound	RT	0.00	155	0	0.000	ICU:	0.899
	TH	3.00	581	4,800	0.153		
	LT	1.00	143	1,600	0.089 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	109	0	0.000	N-S(1):	0.264
	TH	3.00	690	4,800	0.166 *	N-S(2):	0.299 *
	LT	1.00	207	1,600	0.129	E-W(1):	0.231 *
Westbound	RT	0.00	194	0	0.000	E-W(2):	0.218
	TH	3.00	542	4,800	0.153		
	LT	1.00	143	1,600	0.089 *	V/C:	0.530
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	3.00	547	4,800	0.135	ITS:	0.000
	LT	1.00	212	1,600	0.133 *		
Eastbound	RT	0.00	157	0	0.000	ICU:	0.630
	TH	3.00	526	4,800	0.142 *		
	LT	1.00	104	1,600	0.065	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	116	0	0.000	N-S(1):	0.357
	TH	3.00	1,053	4,800	0.244 *	N-S(2):	0.381 *
	LT	1.00	264	1,600	0.165	E-W(1):	0.412 *
Westbound	RT	0.00	233	0	0.000	E-W(2):	0.283
	TH	3.00	749	4,800	0.205		
	LT	1.00	108	1,600	0.068 *	V/C:	0.793
Northbound	RT	0.00	132	0	0.000	Lost Time:	0.100
	TH	3.00	790	4,800	0.192	ITS:	0.000
	LT	1.00	219	1,600	0.137 *		
Eastbound	RT	0.00	325	0	0.000	ICU:	0.893
	TH	3.00	1,326	4,800	0.344 *		
	LT	1.00	125	1,600	0.078	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 189 - CRENSHAW BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	249	1,600	0.061	N-S(1):	0.324 *
	TH	3.00	774	4,800	0.161	N-S(2):	0.314
	LT	1.00	132	1,600	0.083 *	E-W(1):	0.214
Westbound	RT	0.00	301	0	0.000	E-W(2):	0.476 *
	TH	3.00	1,072	4,800	0.286 *		
	LT	1.00	126	1,600	0.079	V/C:	0.800
Northbound	RT	1.00	107	1,600	0.028	Lost Time:	0.100
	TH	3.00	1,158	4,800	0.241 *	ITS:	0.000
	LT	1.00	244	1,600	0.153		
Eastbound	RT	0.00	92	0	0.000	ICU:	0.900
	TH	3.00	554	4,800	0.135		
	LT	1.00	304	1,600	0.190 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	216	1,600	0.046	N-S(1):	0.253 *
	TH	3.00	653	4,800	0.136	N-S(2):	0.220
	LT	1.00	133	1,600	0.083 *	E-W(1):	0.190
Westbound	RT	0.00	171	0	0.000	E-W(2):	0.307 *
	TH	3.00	446	4,800	0.129 *		
	LT	1.00	118	1,600	0.074	V/C:	0.560
Northbound	RT	1.00	77	1,600	0.011	Lost Time:	0.100
	TH	3.00	817	4,800	0.170 *	ITS:	0.000
	LT	1.00	135	1,600	0.084		
Eastbound	RT	0.00	111	0	0.000	ICU:	0.660
	TH	3.00	448	4,800	0.116		
	LT	1.00	285	1,600	0.178 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	232	1,600	0.047	N-S(1):	0.281
	TH	3.00	1,226	4,800	0.255 *	N-S(2):	0.324 *
	LT	1.00	180	1,600	0.113	E-W(1):	0.360
Westbound	RT	0.00	233	0	0.000	E-W(2):	0.364 *
	TH	3.00	570	4,800	0.167 *		
	LT	1.00	118	1,600	0.074	V/C:	0.688
Northbound	RT	1.00	97	1,600	0.024	Lost Time:	0.100
	TH	3.00	807	4,800	0.168	ITS:	0.000
	LT	1.00	111	1,600	0.069 *		
Eastbound	RT	0.00	181	0	0.000	ICU:	0.788
	TH	3.00	1,193	4,800	0.286		
	LT	1.00	315	1,600	0.197 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 190 - WESTERN AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	229	1,600	0.096	N-S(1):	0.219
	TH	2.00	454	3,200	0.142 *	N-S(2):	0.264 *
	LT	1.00	52	1,600	0.033	E-W(1):	0.211
Westbound	RT	0.00	154	0	0.000	E-W(2):	0.436 *
	TH	3.00	1,482	4,800	0.341 *		
	LT	1.00	101	1,600	0.063	V/C:	0.700
Northbound	RT	0.00	68	0	0.000	Lost Time:	0.100
	TH	2.00	527	3,200	0.186	ITS:	0.000
	LT	1.00	195	1,600	0.122 *		
Eastbound	RT	0.00	134	0	0.000	ICU:	0.800
	TH	3.00	578	4,800	0.148		
	LT	1.00	152	1,600	0.095 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	177	1,600	0.070	N-S(1):	0.189
	TH	2.00	345	3,200	0.108 *	N-S(2):	0.192 *
	LT	1.00	71	1,600	0.044	E-W(1):	0.194
Westbound	RT	0.00	104	0	0.000	E-W(2):	0.226 *
	TH	3.00	592	4,800	0.145 *		
	LT	1.00	110	1,600	0.069	V/C:	0.418
Northbound	RT	0.00	118	0	0.000	Lost Time:	0.100
	TH	2.00	347	3,200	0.145	ITS:	0.000
	LT	1.00	134	1,600	0.084 *		
Eastbound	RT	0.00	118	0	0.000	ICU:	0.518
	TH	3.00	481	4,800	0.125		
	LT	1.00	129	1,600	0.081 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	221	1,600	0.094	N-S(1):	0.281 *
	TH	2.00	542	3,200	0.169	N-S(2):	0.275
	LT	1.00	102	1,600	0.064 *	E-W(1):	0.385 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.269
	TH	3.00	764	4,800	0.180		
	LT	1.00	81	1,600	0.051 *	V/C:	0.666
Northbound	RT	0.00	121	0	0.000	Lost Time:	0.100
	TH	2.00	573	3,200	0.217 *	ITS:	0.000
	LT	1.00	169	1,600	0.106		
Eastbound	RT	0.00	213	0	0.000	ICU:	0.766
	TH	3.00	1,391	4,800	0.334 *		
	LT	1.00	142	1,600	0.089	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 191 - VERMONT AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	81	1,600	0.033	N-S(1):	0.186 *
	TH	3.00	384	4,800	0.080	N-S(2):	0.136
	LT	1.00	155	1,600	0.097 *	E-W(1):	0.200
Westbound	RT	0.00	144	0	0.000	E-W(2):	0.435 *
	TH	3.00	1,780	4,800	0.401 *		
	LT	1.00	87	1,600	0.054	V/C:	0.621
Northbound	RT	1.00	101	1,600	0.036	Lost Time:	0.100
	TH	3.00	426	4,800	0.089 *	ITS:	0.000
	LT	1.00	89	1,600	0.056		
Eastbound	RT	0.00	43	0	0.000	ICU:	0.721
	TH	3.00	656	4,800	0.146		
	LT	1.00	55	1,600	0.034 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	156	1,600	0.083 *	N-S(1):	0.090
	TH	3.00	303	4,800	0.063	N-S(2):	0.121 *
	LT	1.00	57	1,600	0.036	E-W(1):	0.175
Westbound	RT	0.00	62	0	0.000	E-W(2):	0.182 *
	TH	3.00	668	4,800	0.152 *		
	LT	1.00	64	1,600	0.040	V/C:	0.303
Northbound	RT	1.00	46	1,600	0.009	Lost Time:	0.100
	TH	3.00	259	4,800	0.054	ITS:	0.000
	LT	1.00	60	1,600	0.038 *		
Eastbound	RT	0.00	35	0	0.000	ICU:	0.403
	TH	3.00	612	4,800	0.135		
	LT	1.00	48	1,600	0.030 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	38	1,600	0.000	N-S(1):	0.195 *
	TH	3.00	399	4,800	0.083	N-S(2):	0.127
	LT	1.00	153	1,600	0.096 *	E-W(1):	0.347 *
Westbound	RT	0.00	59	0	0.000	E-W(2):	0.249
	TH	3.00	794	4,800	0.178		
	LT	1.00	82	1,600	0.051 *	V/C:	0.542
Northbound	RT	1.00	83	1,600	0.026	Lost Time:	0.100
	TH	3.00	476	4,800	0.099 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	98	0	0.000	ICU:	0.642
	TH	3.00	1,325	4,800	0.296 *		
	LT	1.00	113	1,600	0.071	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 192 - AVIATION BOULEVARD & ARTESIA BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	220	0	0.000	N-S(1):	0.529 *
	TH	2.00	514	3,200	0.229	N-S(2):	0.319
	LT	1.00	101	1,600	0.063 *	E-W(1):	0.300
Westbound	RT	0.00	218	0	0.000	E-W(2):	0.434 *
	TH	2.00	792	3,200	0.316 *		
	LT	1.00	182	1,600	0.114	V/C:	0.963
Northbound	RT	0.00	136	0	0.000	Lost Time:	0.100
	TH	2.00	1,354	3,200	0.466 *	ITS:	0.000
	LT	1.00	144	1,600	0.090		
Eastbound	RT	0.00	56	0	0.000	ICU:	1.063
	TH	2.00	539	3,200	0.186		
	LT	1.00	189	1,600	0.118 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	136	0	0.000	N-S(1):	0.309 *
	TH	2.00	613	3,200	0.234	N-S(2):	0.302
	LT	1.00	174	1,600	0.109 *	E-W(1):	0.339 *
Westbound	RT	0.00	153	0	0.000	E-W(2):	0.314
	TH	2.00	492	3,200	0.202		
	LT	1.00	244	1,600	0.153 *	V/C:	0.648
Northbound	RT	0.00	141	0	0.000	Lost Time:	0.100
	TH	2.00	500	3,200	0.200 *	ITS:	0.000
	LT	1.00	109	1,600	0.068		
Eastbound	RT	0.00	72	0	0.000	ICU:	0.748
	TH	2.00	522	3,200	0.186 *		
	LT	1.00	179	1,600	0.112	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	115	0	0.000	N-S(1):	0.455
	TH	2.00	1,270	3,200	0.433 *	N-S(2):	0.508 *
	LT	1.00	254	1,600	0.159	E-W(1):	0.446 *
Westbound	RT	0.00	145	0	0.000	E-W(2):	0.362
	TH	2.00	644	3,200	0.247		
	LT	1.00	276	1,600	0.173 *	V/C:	0.954
Northbound	RT	0.00	168	0	0.000	Lost Time:	0.100
	TH	2.00	778	3,200	0.296	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	135	0	0.000	ICU:	1.054
	TH	2.00	739	3,200	0.273 *		
	LT	1.00	184	1,600	0.115	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 193 - AVIATION BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	48	1,600	0.000	N-S(1):	0.429 *
	TH	2.00	664	3,200	0.208	N-S(2):	0.264
	LT	2.00	35	2,880	0.012 *	E-W(1):	0.285
Westbound	RT	1.00	47	1,600	0.023	E-W(2):	0.367 *
	TH	2.00	708	3,200	0.221 *		
	LT	2.00	301	2,880	0.105	V/C:	0.796
Northbound	RT	0.00	234	0	0.000	Lost Time:	0.100
	TH	3.00	1,766	4,800	0.417 *	ITS:	0.000
	LT	1.00	89	1,600	0.056		
Eastbound	RT	1.00	115	1,600	0.044	ICU:	0.896
	TH	2.00	575	3,200	0.180		
	LT	1.00	233	1,600	0.146 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	133	1,600	0.028	N-S(1):	0.254
	TH	2.00	714	3,200	0.223 *	N-S(2):	0.349 *
	LT	2.00	82	2,880	0.028	E-W(1):	0.269
Westbound	RT	1.00	10	1,600	0.000	E-W(2):	0.286 *
	TH	2.00	560	3,200	0.175 *		
	LT	2.00	292	2,880	0.101	V/C:	0.635
Northbound	RT	0.00	189	0	0.000	Lost Time:	0.100
	TH	3.00	895	4,800	0.226	ITS:	0.000
	LT	1.00	202	1,600	0.126 *		
Eastbound	RT	1.00	177	1,600	0.048	ICU:	0.735
	TH	2.00	536	3,200	0.168		
	LT	1.00	178	1,600	0.111 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	384	1,600	0.193	N-S(1):	0.233
	TH	2.00	1,140	3,200	0.356 *	N-S(2):	0.467 *
	LT	2.00	97	2,880	0.034	E-W(1):	0.419 *
Westbound	RT	1.00	1	1,600	0.000	E-W(2):	0.297
	TH	2.00	648	3,200	0.203		
	LT	2.00	539	2,880	0.187 *	V/C:	0.886
Northbound	RT	0.00	198	0	0.000	Lost Time:	0.100
	TH	3.00	758	4,800	0.199	ITS:	0.000
	LT	1.00	178	1,600	0.111 *		
Eastbound	RT	1.00	206	1,600	0.073	ICU:	0.986
	TH	2.00	742	3,200	0.232 *		
	LT	1.00	151	1,600	0.094	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 196 - PRAIRIE AVENUE & FLORENCE AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR, EBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.005
	TH	0.00	0	0	0.000 *	N-S(2):	0.256 *
	LT	0.00	0	0	0.000	E-W(1):	0.559 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.375
	TH	3.00	1,799	4,800	0.375		
	LT	1.00	433	1,600	0.271 *	V/C:	0.815
Northbound	RT	1.00	441	1,600	0.005	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	737	2,880	0.256 *		
Eastbound	RT	1.00	460	1,600	0.288 *	ICU:	0.915
	TH	3.00	812	4,800	0.169		
	LT	0.00	0	0	0.000	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.000
	TH	0.00	0	0	0.000 *	N-S(2):	0.103 *
	LT	0.00	0	0	0.000	E-W(1):	0.379 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.172
	TH	3.00	826	4,800	0.172		
	LT	1.00	296	1,600	0.185 *	V/C:	0.482
Northbound	RT	1.00	267	1,600	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	297	2,880	0.103 *		
Eastbound	RT	1.00	310	1,600	0.194 *	ICU:	0.582
	TH	3.00	822	4,800	0.171		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.066
	TH	0.00	0	0	0.000 *	N-S(2):	0.153 *
	LT	0.00	0	0	0.000	E-W(1):	0.546 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.214
	TH	3.00	1,026	4,800	0.214		
	LT	1.00	317	1,600	0.198 *	V/C:	0.699
Northbound	RT	1.00	422	1,600	0.066	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	441	2,880	0.153 *		
Eastbound	RT	1.00	524	1,600	0.328	ICU:	0.799
	TH	3.00	1,668	4,800	0.348 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 197 - PRAIRIE AVENUE & LENNOX BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	159	0	0.000	N-S(1):	0.241
	TH	3.00	1,004	4,800	0.242 *	N-S(2):	0.385 *
	LT	1.00	1	1,600	0.001	E-W(1):	0.040
Westbound	RT	0.00	7	0	0.000	E-W(2):	0.085 *
	TH	1.00	4	1,600	0.007 *		
	LT	0.00	0	0	0.000	V/C:	0.470
Northbound	RT	0.00	7	0	0.000	Lost Time:	0.100
	TH	3.00	1,146	4,800	0.240	ITS:	0.000
	LT	1.00	229	1,600	0.143 *		
Eastbound	RT	1.00	143	1,600	0.018	ICU:	0.570
	TH	2.00	4	3,200	0.040		
	LT	0.00	125	1,600	0.078 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	103	0	0.000	N-S(1):	0.196
	TH	3.00	842	4,800	0.197 *	N-S(2):	0.316 *
	LT	1.00	4	1,600	0.003	E-W(1):	0.045
Westbound	RT	0.00	9	0	0.000	E-W(2):	0.093 *
	TH	1.00	3	1,600	0.009 *		
	LT	0.00	3	1,600	0.002	V/C:	0.409
Northbound	RT	0.00	6	0	0.000	Lost Time:	0.100
	TH	3.00	918	4,800	0.193	ITS:	0.000
	LT	1.00	191	1,600	0.119 *		
Eastbound	RT	1.00	95	1,600	0.000	ICU:	0.509
	TH	2.00	4	3,200	0.043		
	LT	0.00	135	1,600	0.084 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	105	0	0.000	N-S(1):	0.252
	TH	3.00	1,296	4,800	0.292 *	N-S(2):	0.420 *
	LT	1.00	14	1,600	0.009	E-W(1):	0.068
Westbound	RT	0.00	6	0	0.000	E-W(2):	0.104 *
	TH	1.00	2	1,600	0.005 *		
	LT	0.00	0	0	0.000	V/C:	0.524
Northbound	RT	0.00	6	0	0.000	Lost Time:	0.100
	TH	3.00	1,162	4,800	0.243	ITS:	0.000
	LT	1.00	205	1,600	0.128 *		
Eastbound	RT	1.00	212	1,600	0.068	ICU:	0.624
	TH	2.00	6	3,200	0.051		
	LT	0.00	158	1,600	0.099 *	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 1 - ADMIRALTY WAY & BALI WAY
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	17	1,600	0.003	N-S(1):	0.470 *
	TH	2.00	1,032	3,200	0.323	N-S(2):	0.336
	LT	1.00	299	1,600	0.187 *	E-W(1):	0.031
Westbound	RT	1.88	238	3,010	0.000	E-W(2):	0.095 *
	TH	0.12	15	190	0.079 *		
	LT	1.00	20	1,600	0.013	V/C:	0.565
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	866	3,200	0.283 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	11	0	0.000	ICU:	0.665
	TH	2.00	21	3,200	0.018		
	LT	0.00	25	1,600	0.016 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	21	1,600	0.004	N-S(1):	0.415 *
	TH	2.00	689	3,200	0.215	N-S(2):	0.234
	LT	1.00	187	1,600	0.117 *	E-W(1):	0.060
Westbound	RT	1.83	277	2,925	0.000	E-W(2):	0.114 *
	TH	0.17	26	275	0.095 *		
	LT	1.00	53	1,600	0.033	V/C:	0.529
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	823	3,200	0.298 *	ITS:	0.000
	LT	1.00	31	1,600	0.019		
Eastbound	RT	0.00	25	0	0.000	ICU:	0.629
	TH	2.00	31	3,200	0.027		
	LT	0.00	30	1,600	0.019 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	22	1,600	0.006	N-S(1):	0.534 *
	TH	2.00	1,176	3,200	0.368	N-S(2):	0.376
	LT	1.00	258	1,600	0.161 *	E-W(1):	0.052
Westbound	RT	1.88	414	3,004	0.000	E-W(2):	0.154 *
	TH	0.12	27	196	0.138 *		
	LT	1.00	49	1,600	0.031	V/C:	0.688
Northbound	RT	0.00	119	0	0.000	Lost Time:	0.100
	TH	2.00	1,075	3,200	0.373 *	ITS:	0.000
	LT	1.00	13	1,600	0.008		
Eastbound	RT	0.00	13	0	0.000	ICU:	0.788
	TH	2.00	28	3,200	0.021		
	LT	0.00	25	1,600	0.016 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 2 - ADMIRALTY WAY & FIJI WAY
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:	WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	69	1,600	0.000	N-S(1):	0.184 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	529	2,880	0.184 *	E-W(1):	0.028
Westbound	RT	1.00	473	1,600	0.000	E-W(2):	0.113 *
	TH	1.00	107	1,600	0.067 *		
	LT	0.00	0	0	0.000	V/C:	0.297
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.397
	TH	2.00	89	3,200	0.028		
	LT	1.00	74	1,600	0.046 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	88	1,600	0.001	N-S(1):	0.132 *
	TH	0.00	0	0	0.000	N-S(2):	0.001
	LT	2.00	380	2,880	0.132 *	E-W(1):	0.048
Westbound	RT	1.00	361	1,600	0.000	E-W(2):	0.149 *
	TH	1.00	152	1,600	0.095 *		
	LT	0.00	0	0	0.000	V/C:	0.281
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.381
	TH	2.00	152	3,200	0.048		
	LT	1.00	87	1,600	0.054 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	185	1,600	0.059	N-S(1):	0.225 *
	TH	0.00	0	0	0.000	N-S(2):	0.059
	LT	2.00	647	2,880	0.225 *	E-W(1):	0.062
Westbound	RT	1.00	549	1,600	0.000	E-W(2):	0.220 *
	TH	1.00	260	1,600	0.163 *		
	LT	0.00	0	0	0.000	V/C:	0.445
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.545
	TH	2.00	199	3,200	0.062		
	LT	1.00	91	1,600	0.057 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 3 - ADMIRALTY WAY & MINDANAO WAY
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	13	1,600	0.001	N-S(1):	0.476 *
	TH	2.00	509	3,200	0.159	N-S(2):	0.167
	LT	1.00	507	1,600	0.317 *	E-W(1):	0.082 *
Westbound	RT	1.00	391	1,600	0.000	E-W(2):	0.000
	TH	0.17	16	272	0.059		
	LT	1.83	172	2,635	0.065 *	V/C:	0.558
Northbound	RT	0.00	38	0	0.000	Lost Time:	0.100
	TH	2.00	470	3,200	0.159 *	ITS:	0.000
	LT	1.00	12	1,600	0.008		
Eastbound	RT	0.00	16	0	0.000	ICU:	0.658
	TH	2.00	14	3,200	0.017 *		
	LT	0.00	23	1,600	0.014	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	11	1,600	0.000	N-S(1):	0.405 *
	TH	2.00	478	3,200	0.149	N-S(2):	0.157
	LT	1.00	249	1,600	0.156 *	E-W(1):	0.133 *
Westbound	RT	1.00	362	1,600	0.071	E-W(2):	0.000
	TH	0.33	52	523	0.099		
	LT	1.67	266	2,409	0.110 *	V/C:	0.538
Northbound	RT	0.00	203	0	0.000	Lost Time:	0.100
	TH	2.00	593	3,200	0.249 *	ITS:	0.000
	LT	1.00	12	1,600	0.008		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.638
	TH	2.00	21	3,200	0.023 *		
	LT	0.00	33	1,600	0.021	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.012	N-S(1):	0.462 *
	TH	2.00	889	3,200	0.278	N-S(2):	0.304
	LT	1.00	304	1,600	0.190 *	E-W(1):	0.162 *
Westbound	RT	1.00	522	1,600	0.136 *	E-W(2):	0.000
	TH	0.43	75	696	0.108		
	LT	1.57	270	2,254	0.120	V/C:	0.624
Northbound	RT	0.00	107	0	0.000	Lost Time:	0.100
	TH	2.00	763	3,200	0.272 *	ITS:	0.000
	LT	1.00	41	1,600	0.026		
Eastbound	RT	0.00	29	0	0.000	ICU:	0.724
	TH	2.00	32	3,200	0.026 *		
	LT	0.00	23	1,600	0.014	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 4 - PALAWAN WAY & ADMIRALTY WAY
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.000	N-S(1):	0.154 *
	TH	1.00	45	1,600	0.028	N-S(2):	0.056
	LT	1.00	121	1,600	0.076 *	E-W(1):	0.336 *
Westbound	RT	0.00	57	0	0.000	E-W(2):	0.313
	TH	2.00	784	3,200	0.263		
	LT	1.00	60	1,600	0.038 *	V/C:	0.490
Northbound	RT	0.00	73	0	0.000	Lost Time:	0.100
	TH	1.00	51	1,600	0.078 *	ITS:	0.000
	LT	1.00	44	1,600	0.028		
Eastbound	RT	1.00	24	1,600	0.001	ICU:	0.590
	TH	2.00	953	3,200	0.298 *		
	LT	1.00	80	1,600	0.050	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	98	1,600	0.045	N-S(1):	0.126 *
	TH	1.00	40	1,600	0.025	N-S(2):	0.066
	LT	1.00	101	1,600	0.063 *	E-W(1):	0.205
Westbound	RT	0.00	68	0	0.000	E-W(2):	0.275 *
	TH	2.00	707	3,200	0.242 *		
	LT	1.00	61	1,600	0.038	V/C:	0.401
Northbound	RT	0.00	56	0	0.000	Lost Time:	0.100
	TH	1.00	45	1,600	0.063 *	ITS:	0.000
	LT	1.00	34	1,600	0.021		
Eastbound	RT	1.00	44	1,600	0.017	ICU:	0.501
	TH	2.00	535	3,200	0.167		
	LT	1.00	52	1,600	0.033 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	140	1,600	0.075	N-S(1):	0.207 *
	TH	1.00	114	1,600	0.071	N-S(2):	0.096
	LT	1.00	209	1,600	0.131 *	E-W(1):	0.341
Westbound	RT	0.00	74	0	0.000	E-W(2):	0.364 *
	TH	2.00	1,011	3,200	0.339 *		
	LT	1.00	92	1,600	0.058	V/C:	0.571
Northbound	RT	0.00	91	0	0.000	Lost Time:	0.100
	TH	1.00	30	1,600	0.076 *	ITS:	0.000
	LT	1.00	33	1,600	0.021		
Eastbound	RT	1.00	22	1,600	0.003	ICU:	0.671
	TH	2.00	907	3,200	0.283		
	LT	1.00	40	1,600	0.025 *	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 5 - VIA MARINA & ADMIRALTY WAY
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:	NBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.323 *
	TH	3.00	182	4,800	0.038	N-S(2):	0.038
	LT	1.00	310	1,600	0.194 *	E-W(1):	0.097 *
Westbound	RT	2.00	583	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	279	2,880	0.097 *	V/C:	0.420
Northbound	RT	1.00	700	1,600	0.000	Lost Time:	0.100
	TH	2.00	412	3,200	0.129 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.520
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.287 *
	TH	3.00	262	4,800	0.055	N-S(2):	0.055
	LT	1.00	259	1,600	0.162 *	E-W(1):	0.153 *
Westbound	RT	2.00	303	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	441	2,880	0.153 *	V/C:	0.440
Northbound	RT	1.00	392	1,600	0.000	Lost Time:	0.100
	TH	2.00	399	3,200	0.125 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.540
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.415 *
	TH	3.00	386	4,800	0.080	N-S(2):	0.080
	LT	1.00	522	1,600	0.326 *	E-W(1):	0.226 *
Westbound	RT	2.00	435	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	650	2,880	0.226 *	V/C:	0.641
Northbound	RT	1.00	461	1,600	0.000	Lost Time:	0.100
	TH	2.00	285	3,200	0.089 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.741
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 10 - AVIATIO BOULEVARD & ARBOR VITAE STREET
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	32	0	0.000	N-S(1):	0.139
	TH	2.00	415	3,200	0.140 *	N-S(2):	0.201 *
	LT	1.00	33	1,600	0.021	E-W(1):	0.096
Westbound	RT	0.00	47	0	0.000	E-W(2):	0.152 *
	TH	2.00	383	3,200	0.134 *		
	LT	1.00	60	1,600	0.038	V/C:	0.353
Northbound	RT	1.00	29	1,600	0.000	Lost Time:	0.100
	TH	2.00	379	3,200	0.118	ITS:	0.000
	LT	1.00	98	1,600	0.061 *		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.453
	TH	2.00	175	3,200	0.058		
	LT	1.00	28	1,600	0.018 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	68	0	0.000	N-S(1):	0.174 *
	TH	2.00	235	3,200	0.095	N-S(2):	0.134
	LT	1.00	66	1,600	0.041 *	E-W(1):	0.135 *
Westbound	RT	0.00	74	0	0.000	E-W(2):	0.126
	TH	2.00	266	3,200	0.106		
	LT	1.00	54	1,600	0.034 *	V/C:	0.309
Northbound	RT	1.00	89	1,600	0.039	Lost Time:	0.100
	TH	2.00	424	3,200	0.133 *	ITS:	0.000
	LT	1.00	63	1,600	0.039		
Eastbound	RT	0.00	58	0	0.000	ICU:	0.409
	TH	2.00	266	3,200	0.101 *		
	LT	1.00	32	1,600	0.020	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	92	0	0.000	N-S(1):	0.208
	TH	2.00	378	3,200	0.147 *	N-S(2):	0.214 *
	LT	1.00	65	1,600	0.041	E-W(1):	0.205 *
Westbound	RT	0.00	34	0	0.000	E-W(2):	0.155
	TH	2.00	324	3,200	0.112		
	LT	1.00	87	1,600	0.054 *	V/C:	0.419
Northbound	RT	1.00	80	1,600	0.023	Lost Time:	0.100
	TH	2.00	534	3,200	0.167	ITS:	0.000
	LT	1.00	107	1,600	0.067 *		
Eastbound	RT	0.00	55	0	0.000	ICU:	0.519
	TH	2.00	429	3,200	0.151 *		
	LT	1.00	69	1,600	0.043	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 11 - INGLEWOOD AVENUE & ARBOR VITAE STREET
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	18	0	0.000	N-S(1):	0.168 *
	TH	1.00	77	1,600	0.059 *	N-S(2):	0.000
	LT	1.00	13	1,600	0.008	E-W(1):	0.094
Westbound	RT	0.00	31	0	0.000	E-W(2):	0.163 *
	TH	2.00	454	3,200	0.152 *		
	LT	1.00	40	1,600	0.025	V/C:	0.331
Northbound	RT	0.00	56	0	0.000	Lost Time:	0.100
	TH	1.00	118	1,600	0.109 *	ITS:	0.000
	LT	1.00	154	1,600	0.096		
Eastbound	RT	0.00	33	0	0.000	ICU:	0.431
	TH	2.00	187	3,200	0.069		
	LT	1.00	18	1,600	0.011 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	41	0	0.000	N-S(1):	0.230 *
	TH	1.00	110	1,600	0.094 *	N-S(2):	0.000
	LT	1.00	33	1,600	0.021	E-W(1):	0.172 *
Westbound	RT	0.00	27	0	0.000	E-W(2):	0.105
	TH	2.00	258	3,200	0.089		
	LT	1.00	64	1,600	0.040 *	V/C:	0.402
Northbound	RT	0.00	84	0	0.000	Lost Time:	0.100
	TH	1.00	134	1,600	0.136 *	ITS:	0.000
	LT	1.00	103	1,600	0.064		
Eastbound	RT	0.00	75	0	0.000	ICU:	0.502
	TH	2.00	346	3,200	0.132 *		
	LT	1.00	25	1,600	0.016	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	25	0	0.000	N-S(1):	0.330 *
	TH	1.00	232	1,600	0.161 *	N-S(2):	0.000
	LT	1.00	52	1,600	0.033	E-W(1):	0.265 *
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.103
	TH	2.00	273	3,200	0.092		
	LT	1.00	90	1,600	0.056 *	V/C:	0.595
Northbound	RT	0.00	102	0	0.000	Lost Time:	0.100
	TH	1.00	169	1,600	0.169 *	ITS:	0.000
	LT	1.00	98	1,600	0.061		
Eastbound	RT	0.00	109	0	0.000	ICU:	0.695
	TH	2.00	559	3,200	0.209 *		
	LT	1.00	17	1,600	0.011	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 12 - LA BREA AVENUE & ARBOR VITAE STREET
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	44	1,600	0.008	N-S(1):	0.180 *
	TH	3.00	411	4,800	0.086	N-S(2):	0.160
	LT	1.00	53	1,600	0.033 *	E-W(1):	0.112 *
Westbound	RT	1.00	69	1,600	0.027	E-W(2):	0.107
	TH	2.00	216	3,200	0.068		
	LT	1.00	45	1,600	0.028 *	V/C:	0.292
Northbound	RT	0.00	17	0	0.000	Lost Time:	0.100
	TH	3.00	690	4,800	0.147 *	ITS:	0.000
	LT	1.00	119	1,600	0.074		
Eastbound	RT	1.00	88	1,600	0.018	ICU:	0.392
	TH	1.00	134	1,600	0.084 *		
	LT	1.00	62	1,600	0.039	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	67	1,600	0.010	N-S(1):	0.206
	TH	3.00	686	4,800	0.143 *	N-S(2):	0.225 *
	LT	1.00	116	1,600	0.073	E-W(1):	0.165 *
Westbound	RT	1.00	81	1,600	0.014	E-W(2):	0.143
	TH	2.00	255	3,200	0.080		
	LT	1.00	65	1,600	0.041 *	V/C:	0.390
Northbound	RT	0.00	45	0	0.000	Lost Time:	0.100
	TH	3.00	593	4,800	0.133	ITS:	0.000
	LT	1.00	131	1,600	0.082 *		
Eastbound	RT	1.00	127	1,600	0.038	ICU:	0.490
	TH	1.00	198	1,600	0.124 *		
	LT	1.00	101	1,600	0.063	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.006	N-S(1):	0.214
	TH	3.00	1,055	4,800	0.220 *	N-S(2):	0.329 *
	LT	1.00	117	1,600	0.073	E-W(1):	0.251 *
Westbound	RT	1.00	81	1,600	0.014	E-W(2):	0.139
	TH	2.00	244	3,200	0.076		
	LT	1.00	65	1,600	0.041 *	V/C:	0.580
Northbound	RT	0.00	69	0	0.000	Lost Time:	0.100
	TH	3.00	609	4,800	0.141	ITS:	0.000
	LT	1.00	175	1,600	0.109 *		
Eastbound	RT	1.00	189	1,600	0.063	ICU:	0.680
	TH	1.00	336	1,600	0.210 *		
	LT	1.00	100	1,600	0.063	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 13 - LA CIENEGA BOULEVARD & ARBOR VITAE STREET
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	32	0	0.000	N-S(1):	0.224 *
	TH	2.00	288	3,200	0.100	N-S(2):	0.209
	LT	1.00	63	1,600	0.039 *	E-W(1):	0.130
Westbound	RT	1.00	151	1,600	0.094	E-W(2):	0.137 *
	TH	2.00	334	3,200	0.104 *		
	LT	1.00	100	1,600	0.063	V/C:	0.361
Northbound	RT	0.00	52	0	0.000	Lost Time:	0.100
	TH	2.00	541	3,200	0.185 *	ITS:	0.000
	LT	1.00	175	1,600	0.109		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.461
	TH	2.00	125	3,200	0.067		
	LT	1.00	53	1,600	0.033 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	73	0	0.000	N-S(1):	0.236 *
	TH	2.00	355	3,200	0.134	N-S(2):	0.210
	LT	1.00	92	1,600	0.058 *	E-W(1):	0.161 *
Westbound	RT	1.00	87	1,600	0.054	E-W(2):	0.104
	TH	2.00	207	3,200	0.065		
	LT	1.00	68	1,600	0.043 *	V/C:	0.397
Northbound	RT	0.00	103	0	0.000	Lost Time:	0.100
	TH	2.00	467	3,200	0.178 *	ITS:	0.000
	LT	1.00	122	1,600	0.076		
Eastbound	RT	0.00	116	0	0.000	ICU:	0.497
	TH	2.00	261	3,200	0.118 *		
	LT	1.00	63	1,600	0.039	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	47	0	0.000	N-S(1):	0.277 *
	TH	2.00	629	3,200	0.211	N-S(2):	0.275
	LT	1.00	164	1,600	0.103 *	E-W(1):	0.214 *
Westbound	RT	1.00	75	1,600	0.047	E-W(2):	0.094
	TH	2.00	214	3,200	0.067		
	LT	1.00	61	1,600	0.038 *	V/C:	0.491
Northbound	RT	0.00	225	0	0.000	Lost Time:	0.100
	TH	2.00	331	3,200	0.174 *	ITS:	0.000
	LT	1.00	102	1,600	0.064		
Eastbound	RT	0.00	166	0	0.000	ICU:	0.591
	TH	2.00	398	3,200	0.176 *		
	LT	1.00	43	1,600	0.027	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 15 - AVIATION BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	205	1,600	0.128	N-S(1):	0.279
	TH	2.00	715	3,200	0.223 *	N-S(2):	0.338 *
	LT	1.00	63	1,600	0.039	E-W(1):	0.179
Westbound	RT	0.00	79	0	0.000	E-W(2):	0.413 *
	TH	3.00	1,679	4,800	0.366 *		
	LT	2.00	321	2,880	0.111	V/C:	0.751
Northbound	RT	1.00	138	1,600	0.000	Lost Time:	0.100
	TH	2.00	768	3,200	0.240	ITS:	0.000
	LT	2.00	330	2,880	0.115 *		
Eastbound	RT	1.00	65	1,600	0.000	ICU:	0.851
	TH	3.00	327	4,800	0.068		
	LT	1.00	75	1,600	0.047 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	173	1,600	0.108	N-S(1):	0.173
	TH	2.00	463	3,200	0.145 *	N-S(2):	0.203 *
	LT	1.00	74	1,600	0.046	E-W(1):	0.287 *
Westbound	RT	0.00	102	0	0.000	E-W(2):	0.280
	TH	3.00	808	4,800	0.190		
	LT	2.00	373	2,880	0.130 *	V/C:	0.490
Northbound	RT	1.00	166	1,600	0.000	Lost Time:	0.100
	TH	2.00	406	3,200	0.127	ITS:	0.000
	LT	2.00	166	2,880	0.058 *		
Eastbound	RT	1.00	226	1,600	0.112	ICU:	0.590
	TH	3.00	753	4,800	0.157 *		
	LT	1.00	144	1,600	0.090	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	66	1,600	0.041	N-S(1):	0.224 *
	TH	2.00	224	3,200	0.070	N-S(2):	0.140
	LT	1.00	72	1,600	0.045 *	E-W(1):	0.447 *
Westbound	RT	0.00	79	0	0.000	E-W(2):	0.280
	TH	3.00	617	4,800	0.145		
	LT	2.00	222	2,880	0.077 *	V/C:	0.671
Northbound	RT	1.00	304	1,600	0.113	Lost Time:	0.100
	TH	2.00	573	3,200	0.179 *	ITS:	0.000
	LT	2.00	202	2,880	0.070		
Eastbound	RT	1.00	494	1,600	0.274	ICU:	0.771
	TH	3.00	1,775	4,800	0.370 *		
	LT	1.00	216	1,600	0.135	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 17 - AVIATION BLVD. / FLORENCE AVENUE & MANCHESTER AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	253	1,600	0.158 *	N-S(1):	0.080
	TH	2.00	330	3,200	0.103	N-S(2):	0.293 *
	LT	0.00	0	0	0.000	E-W(1):	0.166
Westbound	RT	1.00	6	1,600	0.004	E-W(2):	0.320 *
	TH	2.00	747	3,200	0.233 *		
	LT	1.00	15	1,600	0.009	V/C:	0.613
Northbound	RT	0.00	71	0	0.000	Lost Time:	0.100
	TH	2.00	185	3,200	0.080	ITS:	0.000
	LT	1.00	216	1,600	0.135 *		
Eastbound	RT	1.00	113	1,600	0.003	ICU:	0.713
	TH	2.00	501	3,200	0.157		
	LT	1.00	139	1,600	0.087 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	275	1,600	0.172 *	N-S(1):	0.103
	TH	2.00	135	3,200	0.042	N-S(2):	0.270 *
	LT	0.00	0	0	0.000	E-W(1):	0.348
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.367 *
	TH	2.00	804	3,200	0.251 *		
	LT	1.00	50	1,600	0.031	V/C:	0.637
Northbound	RT	0.00	128	0	0.000	Lost Time:	0.100
	TH	2.00	202	3,200	0.103	ITS:	0.000
	LT	1.00	156	1,600	0.098 *		
Eastbound	RT	1.00	167	1,600	0.056	ICU:	0.737
	TH	2.00	1,015	3,200	0.317		
	LT	1.00	185	1,600	0.116 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	219	1,600	0.137 *	N-S(1):	0.142
	TH	2.00	364	3,200	0.114	N-S(2):	0.282 *
	LT	0.00	0	0	0.000	E-W(1):	0.330
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.376 *
	TH	2.00	583	3,200	0.182 *		
	LT	1.00	57	1,600	0.036	V/C:	0.658
Northbound	RT	0.00	131	0	0.000	Lost Time:	0.100
	TH	2.00	322	3,200	0.142	ITS:	0.000
	LT	1.00	232	1,600	0.145 *		
Eastbound	RT	1.00	252	1,600	0.085	ICU:	0.758
	TH	2.00	942	3,200	0.294		
	LT	1.00	310	1,600	0.194 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 18 - AVIATION BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	145	1,600	0.064	N-S(1):	0.306 *
	TH	4.00	433	6,400	0.068	N-S(2):	0.216
	LT	2.00	64	2,880	0.022 *	E-W(1):	0.274
Westbound	RT	1.00	320	1,600	0.178	E-W(2):	0.286 *
	TH	4.00	1,657	6,400	0.259 *		
	LT	2.00	500	2,880	0.174	V/C:	0.592
Northbound	RT	1.00	562	1,600	0.178	Lost Time:	0.100
	TH	3.00	1,363	4,800	0.284 *	ITS:	0.000
	LT	2.00	425	2,880	0.148		
Eastbound	RT	1.00	90	1,600	0.000	ICU:	0.692
	TH	4.00	641	6,400	0.100		
	LT	2.00	77	2,880	0.027 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	222	1,600	0.079	N-S(1):	0.301 *
	TH	4.00	574	6,400	0.090	N-S(2):	0.191
	LT	2.00	314	2,880	0.109 *	E-W(1):	0.361 *
Westbound	RT	1.00	197	1,600	0.014	E-W(2):	0.275
	TH	4.00	1,375	6,400	0.215		
	LT	2.00	425	2,880	0.148 *	V/C:	0.662
Northbound	RT	1.00	544	1,600	0.192 *	Lost Time:	0.100
	TH	3.00	554	4,800	0.115	ITS:	0.000
	LT	2.00	290	2,880	0.101		
Eastbound	RT	1.00	236	1,600	0.047	ICU:	0.762
	TH	4.00	1,363	6,400	0.213 *		
	LT	2.00	173	2,880	0.060	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	211	1,600	0.049	N-S(1):	0.300 *
	TH	4.00	1,198	6,400	0.187	N-S(2):	0.279
	LT	2.00	399	2,880	0.139 *	E-W(1):	0.428 *
Westbound	RT	1.00	98	1,600	0.000	E-W(2):	0.275
	TH	4.00	1,227	6,400	0.192		
	LT	2.00	450	2,880	0.156 *	V/C:	0.728
Northbound	RT	1.00	508	1,600	0.161 *	Lost Time:	0.100
	TH	3.00	608	4,800	0.127	ITS:	0.000
	LT	2.00	265	2,880	0.092		
Eastbound	RT	1.00	365	1,600	0.136	ICU:	0.828
	TH	4.00	1,740	6,400	0.272 *		
	LT	2.00	239	2,880	0.083	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 20 - AVIATION BOULEVARD & WEST 120TH STREET
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.253 *
	TH	2.00	413	3,200	0.135	N-S(2):	0.166
	LT	1.00	49	1,600	0.031 *	E-W(1):	0.172
Westbound	RT	0.00	132	0	0.000	E-W(2):	0.277 *
	TH	2.00	42	1,600	0.274 *		
	LT	0.00	265	1,600	0.166	V/C:	0.530
Northbound	RT	1.00	44	1,600	0.000	Lost Time:	0.100
	TH	2.00	710	3,200	0.222 *	ITS:	0.000
	LT	1.00	49	1,600	0.031		
Eastbound	RT	0.00	9	1,600	0.006	ICU:	0.630
	TH	2.00	2	1,600	0.004		
	LT	0.00	4	1,600	0.003 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	15	0	0.000	N-S(1):	0.177 *
	TH	2.00	410	3,200	0.133	N-S(2):	0.176
	LT	1.00	39	1,600	0.024 *	E-W(1):	0.072
Westbound	RT	0.00	43	0	0.000	E-W(2):	0.093 *
	TH	2.00	11	1,600	0.086 *		
	LT	0.00	83	1,600	0.052	V/C:	0.270
Northbound	RT	1.00	81	1,600	0.025	Lost Time:	0.100
	TH	2.00	488	3,200	0.153 *	ITS:	0.000
	LT	1.00	68	1,600	0.043		
Eastbound	RT	0.00	32	1,600	0.020	ICU:	0.370
	TH	2.00	9	1,600	0.013		
	LT	0.00	11	1,600	0.007 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	2	0	0.000	N-S(1):	0.281 *
	TH	2.00	826	3,200	0.259	N-S(2):	0.267
	LT	1.00	156	1,600	0.098 *	E-W(1):	0.111
Westbound	RT	0.00	87	0	0.000	E-W(2):	0.144 *
	TH	2.00	2	1,600	0.128 *		
	LT	0.00	116	1,600	0.073	V/C:	0.425
Northbound	RT	1.00	187	1,600	0.081	Lost Time:	0.100
	TH	2.00	587	3,200	0.183 *	ITS:	0.000
	LT	1.00	13	1,600	0.008		
Eastbound	RT	0.00	41	0	0.000	ICU:	0.525
	TH	2.00	55	3,200	0.038		
	LT	0.00	26	1,600	0.016 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 21 - LINCOLN BOULEVARD & BAILI WAY
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	188	0	0.000	N-S(1):	0.303
	TH	3.00	1,153	4,800	0.279 *	N-S(2):	0.342 *
	LT	1.00	22	1,600	0.014	E-W(1):	0.108 *
Westbound	RT	0.00	8	0	0.000	E-W(2):	0.000
	TH	1.00	1	1,600	0.011 *		
	LT	0.00	9	1,600	0.006	V/C:	0.450
Northbound	RT	0.00	21	0	0.000	Lost Time:	0.100
	TH	3.00	1,368	4,800	0.289	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	1.00	48	1,600	0.000	ICU:	0.550
	TH	0.02	3	34	0.088		
	LT	1.98	277	2,849	0.097 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	258	0	0.000	N-S(1):	0.310
	TH	3.00	1,203	4,800	0.304 *	N-S(2):	0.355 *
	LT	1.00	43	1,600	0.027	E-W(1):	0.143 *
Westbound	RT	0.00	27	0	0.000	E-W(2):	0.000
	TH	1.00	4	1,600	0.023 *		
	LT	0.00	6	1,600	0.004	V/C:	0.498
Northbound	RT	0.00	11	0	0.000	Lost Time:	0.100
	TH	3.00	1,346	4,800	0.283	ITS:	0.000
	LT	1.00	82	1,600	0.051 *		
Eastbound	RT	1.00	38	1,600	0.000	ICU:	0.598
	TH	0.03	5	46	0.108		
	LT	1.97	341	2,838	0.120 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	363	0	0.000	N-S(1):	0.330
	TH	3.00	1,729	4,800	0.436 *	N-S(2):	0.525 *
	LT	1.00	39	1,600	0.024	E-W(1):	0.174 *
Westbound	RT	0.00	36	0	0.000	E-W(2):	0.000
	TH	1.00	5	1,600	0.029 *		
	LT	0.00	5	1,600	0.003	V/C:	0.699
Northbound	RT	0.00	9	0	0.000	Lost Time:	0.100
	TH	3.00	1,460	4,800	0.306	ITS:	0.000
	LT	1.00	143	1,600	0.089 *		
Eastbound	RT	1.00	22	1,600	0.000	ICU:	0.799
	TH	0.00	0	0	0.000		
	LT	2.00	418	2,880	0.145 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 23 - CENTINELA AVENUE & JEFFERSON BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR, EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	414	1,600	0.110	N-S(1):	0.118 *
	TH	2.00	17	3,200	0.005	N-S(2):	0.114
	LT	2.00	331	2,880	0.115 *	E-W(1):	0.181
Westbound	RT	1.00	352	1,600	0.105	E-W(2):	0.340 *
	TH	3.00	917	4,800	0.191 *		
	LT	2.00	17	2,880	0.006	V/C:	0.458
Northbound	RT	1.00	7	1,600	0.001	Lost Time:	0.100
	TH	3.00	13	4,800	0.003 *	ITS:	0.000
	LT	2.00	11	2,880	0.004		
Eastbound	RT	1.00	9	1,600	0.002	ICU:	0.558
	TH	3.00	839	4,800	0.175		
	LT	2.00	429	2,880	0.149 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	365	1,600	0.125 *	N-S(1):	0.129
	TH	2.00	20	3,200	0.006	N-S(2):	0.133 *
	LT	2.00	338	2,880	0.117	E-W(1):	0.175
Westbound	RT	1.00	255	1,600	0.042	E-W(2):	0.285 *
	TH	3.00	872	4,800	0.182 *		
	LT	2.00	11	2,880	0.004	V/C:	0.418
Northbound	RT	1.00	22	1,600	0.012	Lost Time:	0.100
	TH	3.00	16	4,800	0.003	ITS:	0.000
	LT	2.00	23	2,880	0.008 *		
Eastbound	RT	1.00	19	1,600	0.004	ICU:	0.518
	TH	3.00	819	4,800	0.171		
	LT	2.00	298	2,880	0.103 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	444	1,600	0.171	N-S(1):	0.278 *
	TH	2.00	10	3,200	0.003	N-S(2):	0.176
	LT	2.00	768	2,880	0.267 *	E-W(1):	0.207
Westbound	RT	1.00	318	1,600	0.000	E-W(2):	0.320 *
	TH	3.00	1,025	4,800	0.214 *		
	LT	2.00	5	2,880	0.002	V/C:	0.598
Northbound	RT	1.00	19	1,600	0.011 *	Lost Time:	0.100
	TH	3.00	15	4,800	0.003	ITS:	0.000
	LT	2.00	15	2,880	0.005		
Eastbound	RT	1.00	8	1,600	0.000	ICU:	0.698
	TH	3.00	983	4,800	0.205		
	LT	2.00	306	2,880	0.106 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 25 - LA BREA AVENUE & CENTINELA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.295
	TH	2.00	557	3,200	0.218 *	N-S(2):	0.342 *
	LT	1.00	122	1,600	0.076	E-W(1):	0.113
Westbound	RT	1.00	255	1,600	0.121	E-W(2):	0.340 *
	TH	2.00	848	3,200	0.265 *		
	LT	1.00	33	1,600	0.021	V/C:	0.682
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	680	3,200	0.219	ITS:	0.000
	LT	1.00	199	1,600	0.124 *		
Eastbound	RT	1.00	83	1,600	0.000	ICU:	0.782
	TH	2.00	295	3,200	0.092		
	LT	1.00	120	1,600	0.075 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	149	0	0.000	N-S(1):	0.296
	TH	2.00	623	3,200	0.241 *	N-S(2):	0.354 *
	LT	1.00	207	1,600	0.129	E-W(1):	0.174
Westbound	RT	1.00	133	1,600	0.018	E-W(2):	0.261 *
	TH	2.00	507	3,200	0.158 *		
	LT	1.00	55	1,600	0.034	V/C:	0.615
Northbound	RT	0.00	48	0	0.000	Lost Time:	0.100
	TH	2.00	487	3,200	0.167	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	1.00	191	1,600	0.063	ICU:	0.715
	TH	2.00	449	3,200	0.140		
	LT	1.00	164	1,600	0.103 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	98	0	0.000	N-S(1):	0.456 *
	TH	2.00	901	3,200	0.312	N-S(2):	0.412
	LT	1.00	261	1,600	0.163 *	E-W(1):	0.318 *
Westbound	RT	1.00	200	1,600	0.043	E-W(2):	0.257
	TH	2.00	527	3,200	0.165		
	LT	1.00	68	1,600	0.043 *	V/C:	0.774
Northbound	RT	0.00	41	0	0.000	Lost Time:	0.100
	TH	2.00	898	3,200	0.293 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	1.00	193	1,600	0.071	ICU:	0.874
	TH	2.00	880	3,200	0.275 *		
	LT	1.00	147	1,600	0.092	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 26 - LA CIENEGA BOULEVARD & CENTINELA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	14	0	0.000	N-S(1):	0.542 *
	TH	3.00	2,033	4,800	0.426	N-S(2):	0.431
	LT	1.00	107	1,600	0.067 *	E-W(1):	0.239
Westbound	RT	1.00	188	1,600	0.084	E-W(2):	0.349 *
	TH	2.00	1,117	3,200	0.349 *		
	LT	1.00	234	1,600	0.146	V/C:	0.891
Northbound	RT	0.00	36	0	0.000	Lost Time:	0.100
	TH	3.00	2,245	4,800	0.475 *	ITS:	0.000
	LT	2.00	13	2,880	0.005		
Eastbound	RT	0.00	133	0	0.000	ICU:	0.991
	TH	3.00	314	4,800	0.093		
	LT	0.00	0	0	0.000 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	33	0	0.000	N-S(1):	0.347 *
	TH	3.00	1,256	4,800	0.269	N-S(2):	0.318
	LT	1.00	136	1,600	0.085 *	E-W(1):	0.247 *
Westbound	RT	1.00	114	1,600	0.029	E-W(2):	0.225
	TH	2.00	720	3,200	0.225		
	LT	1.00	164	1,600	0.103 *	V/C:	0.594
Northbound	RT	0.00	83	0	0.000	Lost Time:	0.100
	TH	3.00	1,176	4,800	0.262 *	ITS:	0.000
	LT	2.00	142	2,880	0.049		
Eastbound	RT	0.00	132	0	0.000	ICU:	0.694
	TH	3.00	558	4,800	0.144 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	17	0	0.000	N-S(1):	0.603 *
	TH	3.00	1,951	4,800	0.410	N-S(2):	0.445
	LT	1.00	273	1,600	0.171 *	E-W(1):	0.320 *
Westbound	RT	1.00	113	1,600	0.000	E-W(2):	0.251
	TH	2.00	803	3,200	0.251		
	LT	1.00	147	1,600	0.092 *	V/C:	0.923
Northbound	RT	0.00	128	0	0.000	Lost Time:	0.100
	TH	3.00	1,945	4,800	0.432 *	ITS:	0.000
	LT	2.00	100	2,880	0.035		
Eastbound	RT	0.00	187	0	0.000	ICU:	1.023
	TH	3.00	908	4,800	0.228 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 27 - LA TIEJERA BOULEVARD & CENTINELA BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	137	0	0.000	N-S(1):	0.204
	TH	3.00	805	4,800	0.196 *	N-S(2):	0.249 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.199
Westbound	RT	0.00	9	0	0.000	E-W(2):	0.283 *
	TH	3.00	963	4,800	0.203 *		
	LT	1.00	187	1,600	0.117	V/C:	0.532
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	3.00	788	4,800	0.185	ITS:	0.000
	LT	2.00	153	2,880	0.053 *		
Eastbound	RT	0.00	61	0	0.000	ICU:	0.632
	TH	3.00	333	4,800	0.082		
	LT	1.00	128	1,600	0.080 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	92	0	0.000	N-S(1):	0.238 *
	TH	3.00	647	4,800	0.154	N-S(2):	0.216
	LT	1.00	74	1,600	0.046 *	E-W(1):	0.227 *
Westbound	RT	0.00	17	0	0.000	E-W(2):	0.222
	TH	3.00	686	4,800	0.146		
	LT	1.00	158	1,600	0.099 *	V/C:	0.465
Northbound	RT	0.00	179	0	0.000	Lost Time:	0.100
	TH	3.00	742	4,800	0.192 *	ITS:	0.000
	LT	2.00	179	2,880	0.062		
Eastbound	RT	0.00	77	0	0.000	ICU:	0.565
	TH	3.00	536	4,800	0.128 *		
	LT	1.00	121	1,600	0.076	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	102	0	0.000	N-S(1):	0.384 *
	TH	3.00	813	4,800	0.191	N-S(2):	0.259
	LT	1.00	122	1,600	0.076 *	E-W(1):	0.266
Westbound	RT	0.00	7	0	0.000	E-W(2):	0.296 *
	TH	3.00	821	4,800	0.173 *		
	LT	1.00	162	1,600	0.101	V/C:	0.680
Northbound	RT	0.00	276	0	0.000	Lost Time:	0.100
	TH	3.00	1,203	4,800	0.308 *	ITS:	0.000
	LT	2.00	196	2,880	0.068		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.780
	TH	3.00	741	4,800	0.165		
	LT	1.00	196	1,600	0.123 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 34 - LA BREA AVENUE / HAWTHORNE BOULEVARD & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	101	1,600	0.024	N-S(1):	0.204 *
	TH	3.00	483	4,800	0.101	N-S(2):	0.195
	LT	1.00	76	1,600	0.048 *	E-W(1):	0.161
Westbound	RT	0.00	131	0	0.000	E-W(2):	0.270 *
	TH	3.00	786	4,800	0.191 *		
	LT	1.00	81	1,600	0.051	V/C:	0.474
Northbound	RT	1.00	58	1,600	0.011	Lost Time:	0.100
	TH	3.00	750	4,800	0.156 *	ITS:	0.000
	LT	1.00	151	1,600	0.094		
Eastbound	RT	0.00	107	0	0.000	ICU:	0.574
	TH	3.00	421	4,800	0.110		
	LT	1.00	126	1,600	0.079 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	126	1,600	0.036	N-S(1):	0.257 *
	TH	3.00	649	4,800	0.135	N-S(2):	0.249
	LT	1.00	207	1,600	0.129 *	E-W(1):	0.251 *
Westbound	RT	0.00	111	0	0.000	E-W(2):	0.216
	TH	3.00	512	4,800	0.130		
	LT	1.00	114	1,600	0.071 *	V/C:	0.508
Northbound	RT	1.00	152	1,600	0.059	Lost Time:	0.100
	TH	3.00	614	4,800	0.128 *	ITS:	0.000
	LT	1.00	182	1,600	0.114		
Eastbound	RT	0.00	160	0	0.000	ICU:	0.608
	TH	3.00	702	4,800	0.180 *		
	LT	1.00	137	1,600	0.086	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	102	1,600	0.012	N-S(1):	0.296
	TH	3.00	1,017	4,800	0.212 *	N-S(2):	0.323 *
	LT	1.00	210	1,600	0.131	E-W(1):	0.352 *
Westbound	RT	0.00	126	0	0.000	E-W(2):	0.258
	TH	3.00	618	4,800	0.155		
	LT	1.00	120	1,600	0.075 *	V/C:	0.675
Northbound	RT	1.00	134	1,600	0.046	Lost Time:	0.100
	TH	3.00	793	4,800	0.165	ITS:	0.000
	LT	1.00	178	1,600	0.111 *		
Eastbound	RT	0.00	214	0	0.000	ICU:	0.775
	TH	3.00	1,116	4,800	0.277 *		
	LT	1.00	165	1,600	0.103	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 35 - INGLEWOOD AVENUE & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	89	0	0.000	N-S(1):	0.158
	TH	1.00	136	1,600	0.141 *	N-S(2):	0.205 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.133
Westbound	RT	0.00	75	0	0.000	E-W(2):	0.260 *
	TH	3.00	986	4,800	0.221 *		
	LT	1.00	40	1,600	0.025	V/C:	0.465
Northbound	RT	0.00	46	0	0.000	Lost Time:	0.100
	TH	1.00	166	1,600	0.133	ITS:	0.000
	LT	1.00	102	1,600	0.064 *		
Eastbound	RT	0.00	38	0	0.000	ICU:	0.565
	TH	3.00	480	4,800	0.108		
	LT	1.00	62	1,600	0.039 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	106	0	0.000	N-S(1):	0.228 *
	TH	1.00	167	1,600	0.171	N-S(2):	0.228
	LT	1.00	72	1,600	0.045 *	E-W(1):	0.238 *
Westbound	RT	0.00	62	0	0.000	E-W(2):	0.229
	TH	3.00	739	4,800	0.167		
	LT	1.00	74	1,600	0.046 *	V/C:	0.466
Northbound	RT	0.00	86	0	0.000	Lost Time:	0.100
	TH	1.00	206	1,600	0.183 *	ITS:	0.000
	LT	1.00	78	1,600	0.049		
Eastbound	RT	0.00	73	0	0.000	ICU:	0.566
	TH	3.00	850	4,800	0.192 *		
	LT	1.00	99	1,600	0.062	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	91	0	0.000	N-S(1):	0.286
	TH	1.00	358	1,600	0.281 *	N-S(2):	0.314 *
	LT	1.00	84	1,600	0.053	E-W(1):	0.389 *
Westbound	RT	0.00	72	0	0.000	E-W(2):	0.270
	TH	3.00	796	4,800	0.181		
	LT	1.00	86	1,600	0.054 *	V/C:	0.703
Northbound	RT	0.00	114	0	0.000	Lost Time:	0.100
	TH	1.00	258	1,600	0.233	ITS:	0.000
	LT	1.00	53	1,600	0.033 *		
Eastbound	RT	0.00	163	0	0.000	ICU:	0.803
	TH	3.00	1,445	4,800	0.335 *		
	LT	1.00	143	1,600	0.089	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 36 - LA CIENEGA BOULEVARD & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	610	3,200	0.073	N-S(1):	0.138
	TH	2.00	389	3,200	0.122 *	N-S(2):	0.247 *
	LT	1.00	103	1,600	0.064	E-W(1):	0.314
Westbound	RT	0.00	362	0	0.000	E-W(2):	0.369 *
	TH	4.00	1,246	6,400	0.251 *		
	LT	1.00	270	1,600	0.169	V/C:	0.616
Northbound	RT	2.00	147	3,200	0.000	Lost Time:	0.100
	TH	2.00	236	3,200	0.074	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	376	1,600	0.110	ICU:	0.716
	TH	3.00	695	4,800	0.145		
	LT	1.00	188	1,600	0.118 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	825	3,200	0.130	N-S(1):	0.231 *
	TH	2.00	298	3,200	0.093	N-S(2):	0.193
	LT	1.00	204	1,600	0.128 *	E-W(1):	0.347 *
Westbound	RT	0.00	226	0	0.000	E-W(2):	0.327
	TH	4.00	1,050	6,400	0.199		
	LT	1.00	95	1,600	0.059 *	V/C:	0.578
Northbound	RT	2.00	244	3,200	0.017	Lost Time:	0.100
	TH	2.00	330	3,200	0.103 *	ITS:	0.000
	LT	1.00	100	1,600	0.063		
Eastbound	RT	1.00	561	1,600	0.288 *	ICU:	0.678
	TH	3.00	1,282	4,800	0.267		
	LT	1.00	204	1,600	0.128	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	480	3,200	0.016	N-S(1):	0.345 *
	TH	2.00	616	3,200	0.193	N-S(2):	0.261
	LT	1.00	353	1,600	0.221 *	E-W(1):	0.324 *
Westbound	RT	0.00	154	0	0.000	E-W(2):	0.296
	TH	4.00	885	6,400	0.162		
	LT	1.00	68	1,600	0.043 *	V/C:	0.669
Northbound	RT	2.00	534	3,200	0.124 *	Lost Time:	0.100
	TH	2.00	226	3,200	0.071	ITS:	0.000
	LT	1.00	108	1,600	0.068		
Eastbound	RT	1.00	557	1,600	0.281 *	ICU:	0.769
	TH	3.00	1,280	4,800	0.267		
	LT	1.00	214	1,600	0.134	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 37 - PRAIRIE AVENUE & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.236 *
	TH	3.00	494	4,800	0.120	N-S(2):	0.204
	LT	1.00	128	1,600	0.080 *	E-W(1):	0.107
Westbound	RT	0.00	184	0	0.000	E-W(2):	0.242 *
	TH	3.00	811	4,800	0.207 *		
	LT	1.00	40	1,600	0.025	V/C:	0.478
Northbound	RT	0.00	79	0	0.000	Lost Time:	0.100
	TH	3.00	671	4,800	0.156 *	ITS:	0.000
	LT	1.00	135	1,600	0.084		
Eastbound	RT	0.00	65	0	0.000	ICU:	0.578
	TH	3.00	329	4,800	0.082		
	LT	1.00	56	1,600	0.035 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	72	0	0.000	N-S(1):	0.289 *
	TH	3.00	566	4,800	0.133	N-S(2):	0.190
	LT	1.00	256	1,600	0.160 *	E-W(1):	0.287 *
Westbound	RT	0.00	286	0	0.000	E-W(2):	0.225
	TH	3.00	575	4,800	0.179		
	LT	1.00	123	1,600	0.077 *	V/C:	0.576
Northbound	RT	0.00	104	0	0.000	Lost Time:	0.100
	TH	3.00	513	4,800	0.129 *	ITS:	0.000
	LT	1.00	91	1,600	0.057		
Eastbound	RT	0.00	119	0	0.000	ICU:	0.676
	TH	3.00	888	4,800	0.210 *		
	LT	1.00	73	1,600	0.046	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	77	0	0.000	N-S(1):	0.348 *
	TH	3.00	955	4,800	0.215	N-S(2):	0.318
	LT	1.00	269	1,600	0.168 *	E-W(1):	0.321 *
Westbound	RT	0.00	360	1,600	0.225	E-W(2):	0.312
	TH	3.00	591	3,200	0.185		
	LT	1.00	120	1,600	0.075 *	V/C:	0.669
Northbound	RT	0.00	201	0	0.000	Lost Time:	0.100
	TH	3.00	662	4,800	0.180 *	ITS:	0.000
	LT	1.00	164	1,600	0.103		
Eastbound	RT	0.00	135	0	0.000	ICU:	0.769
	TH	3.00	1,048	4,800	0.246 *		
	LT	1.00	139	1,600	0.087	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 39 - NB I-405 RAMPS & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.081
	TH	0.00	0	0	0.000 *	N-S(2):	0.317 *
	LT	0.00	0	0	0.000	E-W(1):	0.149
Westbound	RT	0.00	1	0	0.000	E-W(2):	0.252 *
	TH	3.00	1,209	4,800	0.252 *		
	LT	0.00	0	0	0.000	V/C:	0.569
Northbound	RT	1.00	129	1,600	0.081	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	914	2,880	0.317 *		
Eastbound	RT	2.00	506	3,200	0.000	ICU:	0.669
	TH	2.00	477	3,200	0.149		
	LT	1.00	0	1,600	0.000 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.105
	TH	0.00	0	0	0.000 *	N-S(2):	0.241 *
	LT	0.00	0	0	0.000	E-W(1):	0.262 *
Westbound	RT	0.00	6	0	0.000	E-W(2):	0.180
	TH	3.00	859	4,800	0.180		
	LT	0.00	0	0	0.000 *	V/C:	0.503
Northbound	RT	1.00	168	1,600	0.105	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	693	2,880	0.241 *		
Eastbound	RT	2.00	930	3,200	0.000	ICU:	0.603
	TH	2.00	837	3,200	0.262 *		
	LT	1.00	0	1,600	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.223 *
	TH	0.00	0	0	0.000	N-S(2):	0.175
	LT	0.00	0	0	0.000 *	E-W(1):	0.320 *
Westbound	RT	0.00	1	0	0.000	E-W(2):	0.194
	TH	3.00	932	4,800	0.194		
	LT	0.00	0	0	0.000 *	V/C:	0.543
Northbound	RT	1.00	356	1,600	0.223 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	505	2,880	0.175		
Eastbound	RT	1.33	680	2,126	0.000	ICU:	0.643
	TH	2.67	1,367	4,274	0.320 *		
	LT	1.00	0	1,600	0.000	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 46 - DOUGLAS STREET & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	32	1,600	0.000	N-S(1):	0.174
	TH	2.00	208	3,200	0.065 *	N-S(2):	0.182 *
	LT	2.00	64	2,880	0.022	E-W(1):	0.170
Westbound	RT	1.00	433	1,600	0.260	E-W(2):	0.381 *
	TH	3.00	1,468	4,800	0.306 *		
	LT	2.00	167	2,880	0.058	V/C:	0.563
Northbound	RT	1.00	56	1,600	0.006	Lost Time:	0.100
	TH	2.00	487	3,200	0.152	ITS:	0.000
	LT	2.00	338	2,880	0.117 *		
Eastbound	RT	0.00	154	0	0.000	ICU:	0.663
	TH	3.00	382	4,800	0.112		
	LT	1.00	120	1,600	0.075 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	53	1,600	0.001	N-S(1):	0.158 *
	TH	2.00	258	3,200	0.081	N-S(2):	0.137
	LT	2.00	210	2,880	0.073 *	E-W(1):	0.229
Westbound	RT	1.00	361	1,600	0.189 *	E-W(2):	0.253 *
	TH	3.00	842	4,800	0.175		
	LT	2.00	96	2,880	0.033	V/C:	0.411
Northbound	RT	1.00	137	1,600	0.069	Lost Time:	0.100
	TH	2.00	273	3,200	0.085 *	ITS:	0.000
	LT	2.00	160	2,880	0.056		
Eastbound	RT	0.00	202	0	0.000	ICU:	0.511
	TH	3.00	741	4,800	0.196		
	LT	1.00	102	1,600	0.064 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	73	1,600	0.024	N-S(1):	0.298 *
	TH	2.00	743	3,200	0.232	N-S(2):	0.272
	LT	2.00	324	2,880	0.113 *	E-W(1):	0.466 *
Westbound	RT	1.00	162	1,600	0.045	E-W(2):	0.162
	TH	3.00	570	4,800	0.119		
	LT	2.00	108	2,880	0.038 *	V/C:	0.764
Northbound	RT	1.00	326	1,600	0.185 *	Lost Time:	0.100
	TH	2.00	420	3,200	0.131	ITS:	0.000
	LT	2.00	116	2,880	0.040		
Eastbound	RT	0.00	311	0	0.000	ICU:	0.864
	TH	3.00	1,741	4,800	0.428 *		
	LT	1.00	68	1,600	0.043	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 47 - DOUGLAS STREET & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : Y
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	12	1,600	0.000	N-S(1):	0.057 *
	TH	0.92	17	1,470	0.012	N-S(2):	0.000
	LT	1.08	20	1,557	0.013 *	E-W(1):	0.237 *
Westbound	RT	0.00	56	0	0.000	E-W(2):	0.221
	TH	3.00	881	4,800	0.195		
	LT	2.00	189	2,880	0.066 *	V/C:	0.294
Northbound	RT	2.00	108	3,200	0.000	Lost Time:	0.100
	TH	1.00	19	1,600	0.012	ITS:	0.000
	LT	1.00	71	1,600	0.044 *		
Eastbound	RT	0.00	185	0	0.000	ICU:	0.394
	TH	3.00	636	4,800	0.171 *		
	LT	1.00	41	1,600	0.026	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	34	1,600	0.003	N-S(1):	0.071 *
	TH	0.59	25	941	0.027	N-S(2):	0.000
	LT	1.41	60	2,033	0.030 *	E-W(1):	0.196 *
Westbound	RT	0.00	36	0	0.000	E-W(2):	0.150
	TH	3.00	511	4,800	0.114		
	LT	2.00	75	2,880	0.026 *	V/C:	0.267
Northbound	RT	2.00	156	3,200	0.023	Lost Time:	0.100
	TH	1.00	18	1,600	0.011	ITS:	0.000
	LT	1.00	65	1,600	0.041 *		
Eastbound	RT	0.00	104	0	0.000	ICU:	0.367
	TH	3.00	712	4,800	0.170 *		
	LT	1.00	58	1,600	0.036	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	34	1,600	0.007	N-S(1):	0.129 *
	TH	0.58	28	933	0.030	N-S(2):	0.000
	LT	1.42	68	2,040	0.033 *	E-W(1):	0.341 *
Westbound	RT	0.00	42	0	0.000	E-W(2):	0.159
	TH	3.00	581	4,800	0.130		
	LT	2.00	48	2,880	0.017 *	V/C:	0.470
Northbound	RT	2.00	360	3,200	0.096 *	Lost Time:	0.100
	TH	1.00	28	1,600	0.018	ITS:	0.000
	LT	1.00	151	1,600	0.094		
Eastbound	RT	0.00	111	0	0.000	ICU:	0.570
	TH	3.00	1,443	4,800	0.324 *		
	LT	1.00	47	1,600	0.029	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 48 - DOUGLAS STREET & MARIPOSA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : Y
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	44	0	0.000	N-S(1):	0.111
	TH	3.00	260	4,800	0.063 *	N-S(2):	0.195 *
	LT	1.00	3	1,600	0.002	E-W(1):	0.027 *
Westbound	RT	0.00	4	0	0.000	E-W(2):	0.000
	TH	2.00	2	3,200	0.004		
	LT	0.00	6	1,600	0.004 *	V/C:	0.222
Northbound	RT	0.00	25	0	0.000	Lost Time:	0.100
	TH	3.00	497	4,800	0.109	ITS:	0.000
	LT	1.00	211	1,600	0.132 *		
Eastbound	RT	1.00	119	1,600	0.008	ICU:	0.322
	TH	0.24	8	382	0.021		
	LT	1.76	59	2,536	0.023 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	52	0	0.000	N-S(1):	0.109
	TH	3.00	308	4,800	0.075 *	N-S(2):	0.170 *
	LT	1.00	19	1,600	0.012	E-W(1):	0.091 *
Westbound	RT	0.00	5	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.007 *		
	LT	0.00	8	1,600	0.005	V/C:	0.261
Northbound	RT	0.00	36	0	0.000	Lost Time:	0.100
	TH	3.00	430	4,800	0.097	ITS:	0.000
	LT	1.00	152	1,600	0.095 *		
Eastbound	RT	1.00	211	1,600	0.084 *	ICU:	0.361
	TH	0.32	19	507	0.038		
	LT	1.68	101	2,424	0.042	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	32	0	0.000	N-S(1):	0.118
	TH	3.00	521	4,800	0.115 *	N-S(2):	0.204 *
	LT	1.00	0	1,600	0.000	E-W(1):	0.210 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.000
	TH	2.00	0	3,200	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.414
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	565	4,800	0.118	ITS:	0.000
	LT	1.00	143	1,600	0.089 *		
Eastbound	RT	1.00	407	1,600	0.210 *	ICU:	0.514
	TH	0.00	0	0	0.000		
	LT	2.00	184	2,880	0.064	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 49 - DOUGLAS STREET & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : WBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	54	1,600	0.005	N-S(1):	0.075 *
	TH	1.00	39	1,600	0.024	N-S(2):	0.048
	LT	2.00	126	2,880	0.044 *	E-W(1):	0.161
Westbound	RT	1.00	545	1,600	0.297	E-W(2):	0.409 *
	TH	3.00	1,684	4,800	0.351 *		
	LT	2.00	76	2,880	0.026	V/C:	0.484
Northbound	RT	1.00	13	1,600	0.000	Lost Time:	0.100
	TH	1.00	49	1,600	0.031 *	ITS:	0.000
	LT	1.00	39	1,600	0.024		
Eastbound	RT	1.00	47	1,600	0.017	ICU:	0.584
	TH	3.00	649	4,800	0.135		
	LT	2.00	167	2,880	0.058 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	157	1,600	0.070 *	N-S(1):	0.128 *
	TH	1.00	74	1,600	0.046	N-S(2):	0.128 *
	LT	2.00	251	2,880	0.087 *	E-W(1):	0.319
Westbound	RT	1.00	238	1,600	0.062	E-W(2):	0.403 *
	TH	3.00	1,664	4,800	0.347 *		
	LT	2.00	39	2,880	0.014	V/C:	0.531
Northbound	RT	1.00	55	1,600	0.028	Lost Time:	0.100
	TH	1.00	65	1,600	0.041 *	ITS:	0.000
	LT	1.00	93	1,600	0.058 *		
Eastbound	RT	1.00	121	1,600	0.047	ICU:	0.631
	TH	3.00	1,462	4,800	0.305		
	LT	2.00	161	2,880	0.056 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	185	1,600	0.102	N-S(1):	0.171
	TH	1.00	241	1,600	0.151 *	N-S(2):	0.202 *
	LT	2.00	393	2,880	0.136	E-W(1):	0.360 *
Westbound	RT	1.00	179	1,600	0.000	E-W(2):	0.344
	TH	3.00	1,527	4,800	0.318		
	LT	2.00	28	2,880	0.010 *	V/C:	0.562
Northbound	RT	1.00	57	1,600	0.031	Lost Time:	0.100
	TH	1.00	56	1,600	0.035	ITS:	0.000
	LT	1.00	81	1,600	0.051 *		
Eastbound	RT	1.00	133	1,600	0.058	ICU:	0.662
	TH	3.00	1,681	4,800	0.350 *		
	LT	2.00	76	2,880	0.026	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 51 - HAWTHORNE BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	46	1,600	0.005	N-S(1):	0.178
	TH	3.00	672	4,800	0.140 *	N-S(2):	0.218 *
	LT	2.00	172	2,880	0.060	E-W(1):	0.173
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.281 *
	TH	3.00	949	4,800	0.233 *		
	LT	1.00	115	1,600	0.072	V/C:	0.499
Northbound	RT	0.00	103	0	0.000	Lost Time:	0.100
	TH	4.00	649	6,400	0.118	ITS:	0.000
	LT	2.00	226	2,880	0.078 *		
Eastbound	RT	0.00	103	0	0.000	ICU:	0.599
	TH	3.00	383	4,800	0.101		
	LT	1.00	77	1,600	0.048 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	125	1,600	0.028	N-S(1):	0.231
	TH	3.00	921	4,800	0.192 *	N-S(2):	0.273 *
	LT	2.00	214	2,880	0.074	E-W(1):	0.282 *
Westbound	RT	0.00	189	0	0.000	E-W(2):	0.259
	TH	3.00	577	4,800	0.160		
	LT	1.00	186	1,600	0.116 *	V/C:	0.555
Northbound	RT	0.00	197	0	0.000	Lost Time:	0.100
	TH	4.00	809	6,400	0.157	ITS:	0.000
	LT	2.00	234	2,880	0.081 *		
Eastbound	RT	0.00	245	0	0.000	ICU:	0.655
	TH	3.00	553	4,800	0.166 *		
	LT	1.00	159	1,600	0.099	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	105	1,600	0.016	N-S(1):	0.293
	TH	3.00	1,798	4,800	0.375 *	N-S(2):	0.438 *
	LT	2.00	342	2,880	0.119	E-W(1):	0.619 *
Westbound	RT	0.00	145	0	0.000	E-W(2):	0.258
	TH	3.00	617	4,800	0.159		
	LT	1.00	153	1,600	0.096 *	V/C:	1.057
Northbound	RT	0.00	175	0	0.000	Lost Time:	0.100
	TH	4.00	939	6,400	0.174	ITS:	0.000
	LT	2.00	181	2,880	0.063 *		
Eastbound	RT	0.00	411	0	0.000	ICU:	1.157
	TH	3.00	2,100	4,800	0.523 *		
	LT	1.00	158	1,600	0.099	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 52 - INGLEWOOD AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	82	0	0.000	N-S(1):	0.157
	TH	2.00	272	3,200	0.111 *	N-S(2):	0.232 *
	LT	1.00	31	1,600	0.019	E-W(1):	0.145
Westbound	RT	0.00	68	0	0.000	E-W(2):	0.252 *
	TH	3.00	968	4,800	0.216 *		
	LT	1.00	107	1,600	0.067	V/C:	0.484
Northbound	RT	0.00	71	0	0.000	Lost Time:	0.100
	TH	2.00	369	3,200	0.138	ITS:	0.000
	LT	1.00	193	1,600	0.121 *		
Eastbound	RT	0.00	73	0	0.000	ICU:	0.584
	TH	3.00	303	4,800	0.078		
	LT	1.00	57	1,600	0.036 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	109	0	0.000	N-S(1):	0.229
	TH	2.00	460	3,200	0.178 *	N-S(2):	0.285 *
	LT	1.00	92	1,600	0.058	E-W(1):	0.233
Westbound	RT	0.00	135	0	0.000	E-W(2):	0.248 *
	TH	3.00	622	4,800	0.158 *		
	LT	1.00	130	1,600	0.081	V/C:	0.533
Northbound	RT	0.00	125	0	0.000	Lost Time:	0.100
	TH	2.00	423	3,200	0.171	ITS:	0.000
	LT	1.00	171	1,600	0.107 *		
Eastbound	RT	0.00	136	0	0.000	ICU:	0.633
	TH	3.00	593	4,800	0.152		
	LT	1.00	144	1,600	0.090 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	82	0	0.000	N-S(1):	0.267
	TH	2.00	725	3,200	0.252 *	N-S(2):	0.319 *
	LT	1.00	71	1,600	0.044	E-W(1):	0.546 *
Westbound	RT	0.00	143	0	0.000	E-W(2):	0.275
	TH	3.00	564	4,800	0.147		
	LT	1.00	176	1,600	0.110 *	V/C:	0.865
Northbound	RT	0.00	118	0	0.000	Lost Time:	0.100
	TH	2.00	596	3,200	0.223	ITS:	0.000
	LT	1.00	107	1,600	0.067 *		
Eastbound	RT	0.00	258	0	0.000	ICU:	0.965
	TH	3.00	1,833	4,800	0.436 *		
	LT	1.00	205	1,600	0.128	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 53 - LA CIENEGA BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	459	3,200	0.103 *	N-S(1):	0.062
	TH	0.00	0	0	0.000	N-S(2):	0.103 *
	LT	2.00	179	2,880	0.062	E-W(1):	0.091
Westbound	RT	0.00	286	0	0.000	E-W(2):	0.422 *
	TH	3.00	1,541	4,800	0.381 *		
	LT	0.00	0	0	0.000	V/C:	0.525
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.625
	TH	3.00	439	4,800	0.091		
	LT	1.00	65	1,600	0.041 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	304	3,200	0.051	N-S(1):	0.114 *
	TH	0.00	0	0	0.000	N-S(2):	0.051
	LT	2.00	329	2,880	0.114 *	E-W(1):	0.187
Westbound	RT	0.00	234	0	0.000	E-W(2):	0.294 *
	TH	3.00	964	4,800	0.250 *		
	LT	0.00	0	0	0.000	V/C:	0.408
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.508
	TH	3.00	896	4,800	0.187		
	LT	1.00	70	1,600	0.044 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	454	3,200	0.080	N-S(1):	0.379 *
	TH	0.00	0	0	0.000	N-S(2):	0.080
	LT	2.00	1,092	2,880	0.379 *	E-W(1):	0.442 *
Westbound	RT	0.00	226	0	0.000	E-W(2):	0.223
	TH	3.00	548	4,800	0.161		
	LT	0.00	0	0	0.000 *	V/C:	0.821
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.921
	TH	3.00	2,121	4,800	0.442 *		
	LT	1.00	99	1,600	0.062	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 54 - NASH STREET & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	39	1,600	0.024	N-S(1):	0.072 *
	TH	2.00	155	3,193	0.049	N-S(2):	0.000
	LT	1.00	78	1,446	0.054 *	E-W(1):	0.171
Westbound	RT	0.00	262	0	0.000	E-W(2):	0.352 *
	TH	3.00	1,340	4,800	0.334 *		
	LT	2.00	148	2,880	0.051	V/C:	0.424
Northbound	RT	1.12	32	1,796	0.000	Lost Time:	0.100
	TH	0.88	25	1,404	0.018 *	ITS:	0.000
	LT	2.00	2	2,880	0.001		
Eastbound	RT	1.00	49	1,600	0.030	ICU:	0.524
	TH	3.00	574	4,800	0.120		
	LT	2.00	51	2,880	0.018 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	54	1,600	0.034	N-S(1):	0.087 *
	TH	1.10	96	1,752	0.055	N-S(2):	0.000
	LT	1.90	167	2,743	0.061 *	E-W(1):	0.192
Westbound	RT	0.00	103	0	0.000	E-W(2):	0.213 *
	TH	3.00	827	4,800	0.194 *		
	LT	2.00	66	2,880	0.023	V/C:	0.300
Northbound	RT	1.13	47	1,812	0.003	Lost Time:	0.100
	TH	0.87	36	1,388	0.026 *	ITS:	0.000
	LT	2.00	8	2,880	0.003		
Eastbound	RT	1.00	34	1,600	0.020	ICU:	0.400
	TH	3.00	812	4,800	0.169		
	LT	2.00	55	2,880	0.019 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	46	1,600	0.029	N-S(1):	0.224 *
	TH	1.00	51	1,600	0.032	N-S(2):	0.000
	LT	2.00	464	2,880	0.161 *	E-W(1):	0.308 *
Westbound	RT	0.00	103	0	0.000	E-W(2):	0.201
	TH	3.00	826	4,800	0.194		
	LT	2.00	22	2,880	0.008 *	V/C:	0.532
Northbound	RT	1.19	121	1,907	0.056	Lost Time:	0.100
	TH	0.81	82	1,293	0.063 *	ITS:	0.000
	LT	2.00	16	2,880	0.006		
Eastbound	RT	1.00	2	1,600	0.000	ICU:	0.632
	TH	3.00	1,439	4,800	0.300 *		
	LT	2.00	19	2,880	0.007	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 55 - SEPULVEDA BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	129	1,600	0.043	N-S(1):	0.493 *
	TH	4.00	948	6,400	0.148	N-S(2):	0.222
	LT	2.00	221	2,880	0.077 *	E-W(1):	0.140
Westbound	RT	1.00	177	1,600	0.072	E-W(2):	0.165 *
	TH	2.00	288	3,200	0.090 *		
	LT	2.00	123	2,880	0.043	V/C:	0.658
Northbound	RT	0.00	216	0	0.000	Lost Time:	0.100
	TH	4.00	2,444	6,400	0.416 *	ITS:	0.000
	LT	2.00	213	2,880	0.074		
Eastbound	RT	1.00	214	1,600	0.097	ICU:	0.758
	TH	2.00	246	3,200	0.077		
	LT	1.00	120	1,600	0.075 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	88	1,600	0.025	N-S(1):	0.346
	TH	4.00	1,657	6,400	0.259 *	N-S(2):	0.359 *
	LT	2.00	188	2,880	0.065	E-W(1):	0.281 *
Westbound	RT	1.00	184	1,600	0.082	E-W(2):	0.147
	TH	2.00	279	3,200	0.087		
	LT	2.00	410	2,880	0.142 *	V/C:	0.640
Northbound	RT	0.00	215	0	0.000	Lost Time:	0.100
	TH	4.00	1,585	6,400	0.281	ITS:	0.000
	LT	2.00	288	2,880	0.100 *		
Eastbound	RT	1.00	302	1,600	0.139 *	ICU:	0.740
	TH	2.00	321	3,200	0.100		
	LT	1.00	96	1,600	0.060	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	73	1,600	0.006	N-S(1):	0.353
	TH	4.00	2,492	6,400	0.389 *	N-S(2):	0.483 *
	LT	2.00	239	2,880	0.083	E-W(1):	0.365 *
Westbound	RT	1.00	288	1,600	0.139	E-W(2):	0.218
	TH	2.00	341	3,200	0.107		
	LT	2.00	502	2,880	0.174 *	V/C:	0.848
Northbound	RT	0.00	156	0	0.000	Lost Time:	0.100
	TH	4.00	1,575	6,400	0.270	ITS:	0.000
	LT	2.00	271	2,880	0.094 *		
Eastbound	RT	1.00	381	1,600	0.191 *	ICU:	0.948
	TH	2.00	396	3,200	0.124		
	LT	1.00	127	1,600	0.079	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 56 - LINCOLN BOULEVARD & FIJI WAY
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	76	0	0.000	N-S(1):	0.421
	TH	3.00	1,230	4,800	0.272 *	N-S(2):	0.474 *
	LT	1.00	57	1,600	0.036	E-W(1):	0.025
Westbound	RT	0.00	44	1,600	0.028 *	E-W(2):	0.077 *
	TH	2.00	14	1,600	0.021		
	LT	0.00	20	1,600	0.013	V/C:	0.551
Northbound	RT	0.00	41	0	0.000	Lost Time:	0.100
	TH	3.00	1,807	4,800	0.385	ITS:	0.000
	LT	2.00	581	2,880	0.202 *		
Eastbound	RT	1.00	547	1,600	0.000	ICU:	0.651
	TH	1.00	19	1,600	0.012		
	LT	1.00	79	1,600	0.049 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.396
	TH	3.00	1,232	4,800	0.284 *	N-S(2):	0.460 *
	LT	1.00	62	1,600	0.039	E-W(1):	0.025
Westbound	RT	0.00	27	0	0.000	E-W(2):	0.085 *
	TH	2.00	11	3,200	0.020 *		
	LT	0.00	27	1,600	0.017	V/C:	0.545
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	3.00	1,685	4,800	0.357	ITS:	0.000
	LT	2.00	506	2,880	0.176 *		
Eastbound	RT	1.00	438	1,600	0.000	ICU:	0.645
	TH	1.00	12	1,600	0.008		
	LT	1.00	104	1,600	0.065 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	161	0	0.000	N-S(1):	0.413
	TH	3.00	1,774	4,800	0.403 *	N-S(2):	0.657 *
	LT	1.00	59	1,600	0.037	E-W(1):	0.034
Westbound	RT	0.00	23	0	0.000	E-W(2):	0.097 *
	TH	2.00	18	3,200	0.023 *		
	LT	0.00	34	1,600	0.021	V/C:	0.754
Northbound	RT	0.00	37	0	0.000	Lost Time:	0.100
	TH	3.00	1,768	4,800	0.376	ITS:	0.000
	LT	2.00	732	2,880	0.254 *		
Eastbound	RT	1.00	885	1,600	0.000	ICU:	0.854
	TH	1.00	21	1,600	0.013		
	LT	1.00	119	1,600	0.074 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 57 - LA BREA AVENUE & FLORENCE AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	74	0	0.000	N-S(1):	0.286 *
	TH	2.00	520	3,200	0.186	N-S(2):	0.206
	LT	1.00	50	1,600	0.031 *	E-W(1):	0.173
Westbound	RT	0.00	59	0	0.000	E-W(2):	0.268 *
	TH	2.00	678	3,200	0.230 *		
	LT	1.00	102	1,600	0.064	V/C:	0.554
Northbound	RT	0.00	53	0	0.000	Lost Time:	0.100
	TH	2.00	763	3,200	0.255 *	ITS:	0.000
	LT	1.00	32	1,600	0.020		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.654
	TH	2.00	300	3,200	0.109		
	LT	1.00	60	1,600	0.038 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	79	0	0.000	N-S(1):	0.299 *
	TH	2.00	735	3,200	0.254	N-S(2):	0.282
	LT	1.00	116	1,600	0.073 *	E-W(1):	0.219
Westbound	RT	0.00	179	0	0.000	E-W(2):	0.232 *
	TH	2.00	352	3,200	0.166 *		
	LT	1.00	131	1,600	0.082	V/C:	0.531
Northbound	RT	0.00	55	0	0.000	Lost Time:	0.100
	TH	2.00	667	3,200	0.226 *	ITS:	0.000
	LT	1.00	45	1,600	0.028		
Eastbound	RT	0.00	51	0	0.000	ICU:	0.631
	TH	2.00	386	3,200	0.137		
	LT	1.00	105	1,600	0.066 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	91	0	0.000	N-S(1):	0.392 *
	TH	2.00	958	3,200	0.328	N-S(2):	0.345
	LT	1.00	157	1,600	0.098 *	E-W(1):	0.341 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.244
	TH	2.00	388	3,200	0.165		
	LT	1.00	94	1,600	0.059 *	V/C:	0.733
Northbound	RT	0.00	96	0	0.000	Lost Time:	0.100
	TH	2.00	845	3,200	0.294 *	ITS:	0.000
	LT	1.00	27	1,600	0.017		
Eastbound	RT	0.00	62	0	0.000	ICU:	0.833
	TH	2.00	840	3,200	0.282 *		
	LT	1.00	127	1,600	0.079	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 58 - LA CIENEGA BOULEVARD & FLORENCE AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	197	0	0.000	N-S(1):	0.297 *
	TH	2.79	502	4,465	0.157	N-S(2):	0.000
	LT	1.21	303	1,742	0.174 *	E-W(1):	0.198
Westbound	RT	0.00	27	0	0.000	E-W(2):	0.270 *
	TH	2.00	638	3,200	0.208 *		
	LT	1.00	195	1,600	0.122	V/C:	0.567
Northbound	RT	0.00	79	0	0.000	Lost Time:	0.100
	TH	2.00	313	3,200	0.123 *	ITS:	0.000
	LT	1.00	21	1,600	0.013		
Eastbound	RT	0.00	18	0	0.000	ICU:	0.667
	TH	2.00	225	3,200	0.076		
	LT	1.00	99	1,600	0.062 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	136	0	0.000	N-S(1):	0.333 *
	TH	2.88	624	4,606	0.165	N-S(2):	0.000
	LT	1.12	296	1,615	0.183 *	E-W(1):	0.239 *
Westbound	RT	0.00	55	0	0.000	E-W(2):	0.235
	TH	2.00	362	3,200	0.130		
	LT	1.00	212	1,600	0.133 *	V/C:	0.572
Northbound	RT	0.00	107	0	0.000	Lost Time:	0.100
	TH	2.00	373	3,200	0.150 *	ITS:	0.000
	LT	1.00	21	1,600	0.013		
Eastbound	RT	0.00	32	0	0.000	ICU:	0.672
	TH	2.00	306	3,200	0.106 *		
	LT	1.00	168	1,600	0.105	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	159	0	0.000	N-S(1):	0.470 *
	TH	2.58	923	4,134	0.262	N-S(2):	0.000
	LT	1.42	593	2,039	0.291 *	E-W(1):	0.326 *
Westbound	RT	0.00	54	0	0.000	E-W(2):	0.235
	TH	2.00	343	3,200	0.124		
	LT	1.00	247	1,600	0.154 *	V/C:	0.796
Northbound	RT	0.00	105	0	0.000	Lost Time:	0.100
	TH	2.00	467	3,200	0.179 *	ITS:	0.000
	LT	1.00	19	1,600	0.012		
Eastbound	RT	0.00	16	0	0.000	ICU:	0.896
	TH	2.00	533	3,200	0.172 *		
	LT	1.00	177	1,600	0.111	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 59 - NASH STREET & GRAND AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	271	1,600	0.169 *	N-S(1):	0.096
	TH	2.00	182	1,600	0.114	N-S(2):	0.236 *
	LT	1.00	73	1,600	0.046	E-W(1):	0.056 *
Westbound	RT	0.00	24	0	0.000	E-W(2):	0.000
	TH	1.00	9	1,600	0.021 *		
	LT	1.00	19	1,600	0.012	V/C:	0.292
Northbound	RT	0.00	42	0	0.000	Lost Time:	0.100
	TH	2.00	118	3,200	0.050	ITS:	0.000
	LT	1.00	107	1,600	0.067 *		
Eastbound	RT	2.00	23	3,200	0.000	ICU:	0.392
	TH	1.00	56	1,600	0.035 *		
	LT	1.00	40	1,600	0.025	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	114	0	0.000	N-S(1):	0.051
	TH	2.00	243	3,200	0.112 *	N-S(2):	0.131 *
	LT	1.00	17	1,600	0.011	E-W(1):	0.093 *
Westbound	RT	0.00	11	0	0.000	E-W(2):	0.000
	TH	1.00	35	1,600	0.029 *		
	LT	1.00	7	1,600	0.004	V/C:	0.224
Northbound	RT	0.00	16	0	0.000	Lost Time:	0.100
	TH	2.00	113	3,200	0.040	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	2.00	109	3,200	0.025	ICU:	0.324
	TH	1.00	33	1,600	0.021		
	LT	1.00	102	1,600	0.064 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	95	0	0.000	N-S(1):	0.086
	TH	2.00	209	3,200	0.095 *	N-S(2):	0.108 *
	LT	1.00	47	1,600	0.029	E-W(1):	0.204 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.000
	TH	1.00	28	1,600	0.043 *		
	LT	1.00	35	1,600	0.022	V/C:	0.312
Northbound	RT	0.00	24	0	0.000	Lost Time:	0.100
	TH	2.00	159	3,200	0.057	ITS:	0.000
	LT	1.00	21	1,600	0.013 *		
Eastbound	RT	2.00	165	3,200	0.045	ICU:	0.412
	TH	1.00	66	1,600	0.041		
	LT	1.00	258	1,600	0.161 *	LOS:	A

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 60 - SEPULVEDA BOULEVARD & GRAND AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	191	0	0.000	N-S(1):	0.565 *
	TH	4.00	1,235	6,400	0.223	N-S(2):	0.284
	LT	1.00	358	1,600	0.224 *	E-W(1):	0.101 *
Westbound	RT	1.00	46	1,600	0.000	E-W(2):	0.000
	TH	2.00	26	3,200	0.008		
	LT	2.00	57	2,880	0.020 *	V/C:	0.666
Northbound	RT	1.00	371	1,600	0.212	Lost Time:	0.100
	TH	4.00	2,185	6,400	0.341 *	ITS:	0.000
	LT	1.00	98	1,600	0.061		
Eastbound	RT	0.00	65	0	0.000	ICU:	0.766
	TH	1.69	133	2,700	0.073		
	LT	1.31	154	1,890	0.081 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	168	0	0.000	N-S(1):	0.333
	TH	4.00	1,597	6,400	0.276 *	N-S(2):	0.412 *
	LT	1.00	156	1,600	0.098	E-W(1):	0.186 *
Westbound	RT	1.00	133	1,600	0.034	E-W(2):	0.000
	TH	2.00	245	3,200	0.077		
	LT	2.00	239	2,880	0.083 *	V/C:	0.598
Northbound	RT	1.00	126	1,600	0.000	Lost Time:	0.100
	TH	4.00	1,504	6,400	0.235	ITS:	0.000
	LT	1.00	217	1,600	0.136 *		
Eastbound	RT	0.00	145	0	0.000	ICU:	0.698
	TH	1.50	79	2,405	0.093		
	LT	1.50	223	2,155	0.103 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	122	0	0.000	N-S(1):	0.376
	TH	4.00	2,293	6,400	0.377 *	N-S(2):	0.476 *
	LT	1.00	103	1,600	0.064	E-W(1):	0.261 *
Westbound	RT	1.00	299	1,600	0.155 *	E-W(2):	0.000
	TH	2.00	238	3,200	0.074		
	LT	2.00	414	2,880	0.144	V/C:	0.737
Northbound	RT	1.00	94	1,600	0.000	Lost Time:	0.100
	TH	4.00	1,999	6,400	0.312	ITS:	0.000
	LT	1.00	158	1,600	0.099 *		
Eastbound	RT	0.00	169	1,600	0.106 *	ICU:	0.837
	TH	1.43	58	695	0.083		
	LT	1.57	209	2,254	0.093	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 62 - HAWTHORNE BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	117	0	0.000	N-S(1):	0.175
	TH	3.00	616	4,800	0.153 *	N-S(2):	0.226 *
	LT	1.00	127	1,600	0.079	E-W(1):	0.153
Westbound	RT	0.00	111	0	0.000	E-W(2):	0.253 *
	TH	3.00	789	4,800	0.188 *		
	LT	1.00	122	1,600	0.076	V/C:	0.479
Northbound	RT	1.00	187	1,600	0.079	Lost Time:	0.100
	TH	3.00	461	4,800	0.096	ITS:	0.000
	LT	2.00	209	2,880	0.073 *		
Eastbound	RT	0.00	62	0	0.000	ICU:	0.579
	TH	3.00	308	4,800	0.077		
	LT	1.00	104	1,600	0.065 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	156	0	0.000	N-S(1):	0.239
	TH	3.00	942	4,800	0.229 *	N-S(2):	0.277 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.179 *
Westbound	RT	0.00	102	0	0.000	E-W(2):	0.172
	TH	3.00	374	4,800	0.099		
	LT	1.00	119	1,600	0.074 *	V/C:	0.456
Northbound	RT	1.00	301	1,600	0.151	Lost Time:	0.100
	TH	3.00	638	4,800	0.133	ITS:	0.000
	LT	2.00	138	2,880	0.048 *		
Eastbound	RT	0.00	71	0	0.000	ICU:	0.556
	TH	3.00	433	4,800	0.105 *		
	LT	1.00	116	1,600	0.073	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	161	0	0.000	N-S(1):	0.277
	TH	3.00	1,144	4,800	0.272 *	N-S(2):	0.339 *
	LT	1.00	217	1,600	0.136	E-W(1):	0.405 *
Westbound	RT	0.00	101	0	0.000	E-W(2):	0.170
	TH	3.00	363	4,800	0.097		
	LT	1.00	70	1,600	0.044 *	V/C:	0.744
Northbound	RT	1.00	261	1,600	0.141	Lost Time:	0.100
	TH	3.00	656	4,800	0.137	ITS:	0.000
	LT	2.00	192	2,880	0.067 *		
Eastbound	RT	0.00	169	0	0.000	ICU:	0.844
	TH	3.00	1,562	4,800	0.361 *		
	LT	1.00	116	1,600	0.073	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 63 - HAWTHORNE BOULEVARD & LENNOX BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	34	0	0.000	N-S(1):	0.180
	TH	3.00	671	4,800	0.147 *	N-S(2):	0.194 *
	LT	1.00	39	1,600	0.024	E-W(1):	0.117 *
Westbound	RT	1.00	79	1,600	0.037	E-W(2):	0.096
	TH	1.00	109	1,600	0.068		
	LT	1.00	50	1,600	0.031 *	V/C:	0.311
Northbound	RT	1.00	49	1,600	0.015	Lost Time:	0.100
	TH	3.00	750	4,800	0.156	ITS:	0.000
	LT	1.00	75	1,600	0.047 *		
Eastbound	RT	0.00	138	1,600	0.086 *	ICU:	0.411
	TH	2.00	69	1,600	0.043		
	LT	1.00	44	1,600	0.028	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	87	0	0.000	N-S(1):	0.204
	TH	3.00	860	4,800	0.197 *	N-S(2):	0.320 *
	LT	1.00	79	1,600	0.049	E-W(1):	0.135
Westbound	RT	1.00	32	1,600	0.000	E-W(2):	0.143 *
	TH	1.00	147	1,600	0.092 *		
	LT	1.00	76	1,600	0.048	V/C:	0.463
Northbound	RT	1.00	85	1,600	0.029	Lost Time:	0.100
	TH	3.00	745	4,800	0.155	ITS:	0.000
	LT	1.00	196	1,600	0.123 *		
Eastbound	RT	0.00	107	0	0.000	ICU:	0.563
	TH	2.00	170	3,200	0.087		
	LT	1.00	82	1,600	0.051 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	78	0	0.000	N-S(1):	0.261
	TH	3.00	1,301	4,800	0.287 *	N-S(2):	0.430 *
	LT	1.00	71	1,600	0.044	E-W(1):	0.213 *
Westbound	RT	1.00	57	1,600	0.013	E-W(2):	0.186
	TH	1.00	186	1,600	0.116		
	LT	1.00	106	1,600	0.066 *	V/C:	0.643
Northbound	RT	1.00	109	1,600	0.035	Lost Time:	0.100
	TH	3.00	1,043	4,800	0.217	ITS:	0.000
	LT	1.00	229	1,600	0.143 *		
Eastbound	RT	0.00	171	0	0.000	ICU:	0.743
	TH	2.00	300	3,200	0.147 *		
	LT	1.00	112	1,600	0.070	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 64 - HIGHLAND AVENUE/VISTA DEL MAR & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	11	1,600	0.000	N-S(1):	0.377 *
	TH	1.00	233	1,600	0.146	N-S(2):	0.147
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.167
Westbound	RT	1.00	537	1,600	0.217 *	E-W(2):	0.286 *
	TH	1.00	48	1,600	0.030		
	LT	1.00	64	1,600	0.040	V/C:	0.663
Northbound	RT	0.00	88	0	0.000	Lost Time:	0.100
	TH	2.00	738	3,200	0.258 *	ITS:	0.000
	LT	1.00	2	1,600	0.001		
Eastbound	RT	0.00	12	0	0.000	ICU:	0.763
	TH	1.00	80	1,600	0.127		
	LT	0.00	111	1,600	0.069 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	21	1,600	0.008	N-S(1):	0.187
	TH	1.00	400	1,600	0.250 *	N-S(2):	0.263 *
	LT	1.00	61	1,600	0.038	E-W(1):	0.158 *
Westbound	RT	1.00	240	1,600	0.112	E-W(2):	0.121
	TH	1.00	67	1,600	0.042		
	LT	1.00	153	1,600	0.096 *	V/C:	0.421
Northbound	RT	0.00	147	0	0.000	Lost Time:	0.100
	TH	2.00	329	3,200	0.149	ITS:	0.000
	LT	1.00	21	1,600	0.013 *		
Eastbound	RT	0.00	21	0	0.000	ICU:	0.521
	TH	1.00	63	1,600	0.062 *		
	LT	0.00	15	1,600	0.009	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	34	1,600	0.009	N-S(1):	0.355
	TH	1.00	663	1,600	0.414 *	N-S(2):	0.420 *
	LT	1.00	324	1,600	0.203	E-W(1):	0.165 *
Westbound	RT	1.00	314	1,600	0.000	E-W(2):	0.094
	TH	1.00	110	1,600	0.069		
	LT	1.00	156	1,600	0.098 *	V/C:	0.585
Northbound	RT	0.00	92	0	0.000	Lost Time:	0.100
	TH	2.00	394	3,200	0.152	ITS:	0.000
	LT	1.00	10	1,600	0.006 *		
Eastbound	RT	0.00	12	0	0.000	ICU:	0.685
	TH	1.00	55	1,600	0.067 *		
	LT	0.00	40	1,600	0.025	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 66 - INGELWOOD AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.166
	TH	2.00	248	3,200	0.128 *	N-S(2):	0.266 *
	LT	1.00	85	1,600	0.053	E-W(1):	0.108
Westbound	RT	0.00	103	0	0.000	E-W(2):	0.258 *
	TH	3.00	954	4,800	0.220 *		
	LT	1.00	76	1,600	0.048	V/C:	0.524
Northbound	RT	1.00	94	1,600	0.035	Lost Time:	0.100
	TH	1.00	180	1,600	0.113	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	0.00	11	0	0.000	ICU:	0.624
	TH	3.00	275	4,800	0.060		
	LT	1.00	60	1,600	0.038 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	82	0	0.000	N-S(1):	0.341 *
	TH	2.00	402	3,200	0.151	N-S(2):	0.202
	LT	1.00	120	1,600	0.075 *	E-W(1):	0.207 *
Westbound	RT	0.00	205	1,600	0.128	E-W(2):	0.205
	TH	3.00	392	3,200	0.123		
	LT	1.00	156	1,600	0.098 *	V/C:	0.548
Northbound	RT	1.00	172	1,600	0.059	Lost Time:	0.100
	TH	1.00	425	1,600	0.266 *	ITS:	0.000
	LT	1.00	82	1,600	0.051		
Eastbound	RT	0.00	65	0	0.000	ICU:	0.648
	TH	3.00	456	4,800	0.109 *		
	LT	1.00	123	1,600	0.077	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	64	0	0.000	N-S(1):	0.387 *
	TH	2.00	927	3,200	0.310	N-S(2):	0.363
	LT	1.00	167	1,600	0.104 *	E-W(1):	0.441 *
Westbound	RT	0.00	186	0	0.000	E-W(2):	0.289
	TH	3.00	410	4,800	0.124		
	LT	1.00	145	1,600	0.091 *	V/C:	0.828
Northbound	RT	1.00	168	1,600	0.060	Lost Time:	0.100
	TH	1.00	452	1,600	0.283 *	ITS:	0.000
	LT	1.00	85	1,600	0.053		
Eastbound	RT	0.00	111	0	0.000	ICU:	0.928
	TH	3.00	1,571	4,800	0.350 *		
	LT	1.00	264	1,600	0.165	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 67 - LA CIENEGA BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.72	311	2,754	0.063	N-S(1):	0.076
	TH	1.28	231	2,046	0.113 *	N-S(2):	0.146 *
	LT	2.00	33	2,880	0.011	E-W(1):	0.076
Westbound	RT	2.00	581	3,200	0.170 *	E-W(2):	0.270 *
	TH	3.00	613	4,800	0.128		
	LT	2.00	85	2,880	0.030	V/C:	0.416
Northbound	RT	1.18	124	1,896	0.051	Lost Time:	0.100
	TH	1.82	190	2,904	0.065	ITS:	0.000
	LT	2.00	96	2,880	0.033 *		
Eastbound	RT	2.00	194	3,200	0.027	ICU:	0.516
	TH	3.00	221	4,800	0.046		
	LT	2.00	287	2,880	0.100 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.85	252	2,957	0.060	N-S(1):	0.119
	TH	1.15	157	1,843	0.085 *	N-S(2):	0.125 *
	LT	2.00	154	2,880	0.053	E-W(1):	0.094
Westbound	RT	2.00	285	3,200	0.036	E-W(2):	0.121 *
	TH	3.00	337	4,800	0.070 *		
	LT	2.00	45	2,880	0.016	V/C:	0.246
Northbound	RT	1.18	125	1,893	0.058	Lost Time:	0.100
	TH	1.82	192	2,907	0.066	ITS:	0.000
	LT	2.00	114	2,880	0.040 *		
Eastbound	RT	2.00	164	3,200	0.012	ICU:	0.346
	TH	3.00	372	4,800	0.078		
	LT	2.00	146	2,880	0.051 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.22	334	1,950	0.132	N-S(1):	0.292 *
	TH	1.78	488	2,850	0.171	N-S(2):	0.199
	LT	2.00	384	2,880	0.133 *	E-W(1):	0.247 *
Westbound	RT	2.00	285	3,200	0.000	E-W(2):	0.140
	TH	3.00	298	4,800	0.062		
	LT	2.00	27	2,880	0.009 *	V/C:	0.539
Northbound	RT	2.00	525	3,200	0.159 *	Lost Time:	0.100
	TH	1.00	124	1,600	0.078	ITS:	0.000
	LT	2.00	80	2,880	0.028		
Eastbound	RT	2.00	243	3,200	0.048	ICU:	0.639
	TH	3.00	1,141	4,800	0.238 *		
	LT	2.00	224	2,880	0.078	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 68 - MAIN STREET & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.309 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	0.00	0	0	0.000 *	E-W(1):	0.384 *
Westbound	RT	0.00	1	0	0.000	E-W(2):	0.214
	TH	2.00	684	3,200	0.214		
	LT	2.00	357	2,880	0.124 *	V/C:	0.693
Northbound	RT	1.00	594	1,600	0.309 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	287	2,880	0.100		
Eastbound	RT	1.00	121	1,600	0.076	ICU:	0.793
	TH	2.00	832	3,200	0.260 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	4	0	0.000	N-S(1):	0.111 *
	TH	1.00	0	1,600	0.003 *	N-S(2):	0.000
	LT	0.00	0	0	0.000	E-W(1):	0.335 *
Westbound	RT	0.00	3	0	0.000	E-W(2):	0.205
	TH	2.00	652	3,200	0.205		
	LT	2.00	457	2,880	0.159 *	V/C:	0.446
Northbound	RT	1.00	299	1,600	0.108 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	288	2,880	0.100		
Eastbound	RT	1.00	80	1,600	0.050	ICU:	0.546
	TH	2.00	564	3,200	0.176 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	3	0	0.000	N-S(1):	0.132 *
	TH	1.00	0	1,600	0.003 *	N-S(2):	0.000
	LT	0.00	1	1,600	0.001	E-W(1):	0.416 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.162
	TH	2.00	519	3,200	0.162		
	LT	2.00	560	2,880	0.194 *	V/C:	0.548
Northbound	RT	1.00	345	1,600	0.118	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	371	2,880	0.129 *		
Eastbound	RT	1.00	343	1,600	0.214	ICU:	0.648
	TH	2.00	709	3,200	0.222 *		
	LT	0.00	0	0	0.000	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 70 - PRAIRIE AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	500	3,200	0.114	N-S(1):	0.127
	TH	2.00	445	3,200	0.139 *	N-S(2):	0.248 *
	LT	2.00	80	2,880	0.028	E-W(1):	0.154
Westbound	RT	0.00	84	0	0.000	E-W(2):	0.265 *
	TH	3.00	980	4,800	0.222 *		
	LT	1.00	140	1,600	0.088	V/C:	0.513
Northbound	RT	0.00	77	0	0.000	Lost Time:	0.100
	TH	3.00	396	4,800	0.099	ITS:	0.000
	LT	2.00	315	2,880	0.109 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.613
	TH	3.00	265	4,800	0.066		
	LT	1.00	68	1,600	0.043 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.32	366	2,105	0.105	N-S(1):	0.174
	TH	2.68	747	4,295	0.174 *	N-S(2):	0.271 *
	LT	2.00	139	2,880	0.048	E-W(1):	0.172
Westbound	RT	0.00	83	0	0.000	E-W(2):	0.214 *
	TH	3.00	611	4,800	0.145 *		
	LT	1.00	111	1,600	0.069	V/C:	0.485
Northbound	RT	0.00	154	0	0.000	Lost Time:	0.100
	TH	3.00	449	4,800	0.126	ITS:	0.000
	LT	2.00	279	2,880	0.097 *		
Eastbound	RT	0.00	64	0	0.000	ICU:	0.585
	TH	3.00	431	4,800	0.103		
	LT	1.00	110	1,600	0.069 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.24	417	1,987	0.107	N-S(1):	0.225
	TH	2.76	926	4,413	0.210 *	N-S(2):	0.302 *
	LT	2.00	184	2,880	0.064	E-W(1):	0.418 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.244
	TH	3.00	566	4,800	0.141		
	LT	1.00	184	1,600	0.115 *	V/C:	0.720
Northbound	RT	0.00	185	0	0.000	Lost Time:	0.100
	TH	3.00	589	4,800	0.161	ITS:	0.000
	LT	2.00	265	2,880	0.092 *		
Eastbound	RT	0.00	171	0	0.000	ICU:	0.820
	TH	3.00	1,281	4,800	0.303 *		
	LT	1.00	164	1,600	0.103	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 71 - SEPULVEDA BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	16	0	0.000	N-S(1):	0.459 *
	TH	4.00	2,258	6,400	0.355	N-S(2):	0.422
	LT	2.00	357	2,880	0.124 *	E-W(1):	0.152
Westbound	RT	1.00	424	1,600	0.141 *	E-W(2):	0.215 *
	TH	3.00	203	4,800	0.042		
	LT	2.00	215	2,880	0.075	V/C:	0.674
Northbound	RT	1.00	596	1,600	0.335 *	Lost Time:	0.100
	TH	3.00	1,482	4,800	0.309	ITS:	0.000
	LT	1.00	107	1,600	0.067		
Eastbound	RT	1.00	177	1,600	0.077	ICU:	0.774
	TH	3.00	260	4,800	0.054		
	LT	2.00	214	2,880	0.074 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.500 *
	TH	4.00	1,851	6,400	0.294	N-S(2):	0.389
	LT	2.00	247	2,880	0.086 *	E-W(1):	0.138
Westbound	RT	1.00	327	1,600	0.119 *	E-W(2):	0.170 *
	TH	3.00	260	4,800	0.054		
	LT	2.00	188	2,880	0.065	V/C:	0.670
Northbound	RT	1.00	715	1,600	0.414 *	Lost Time:	0.100
	TH	3.00	1,330	4,800	0.277	ITS:	0.000
	LT	1.00	152	1,600	0.095		
Eastbound	RT	1.00	192	1,600	0.073	ICU:	0.770
	TH	3.00	192	4,800	0.040		
	LT	2.00	146	2,880	0.051 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	28	0	0.000	N-S(1):	0.735 *
	TH	4.00	2,367	6,400	0.374	N-S(2):	0.480
	LT	2.00	438	2,880	0.152 *	E-W(1):	0.143
Westbound	RT	1.00	493	1,600	0.156 *	E-W(2):	0.224 *
	TH	3.00	301	4,800	0.063		
	LT	2.00	197	2,880	0.068	V/C:	0.959
Northbound	RT	1.00	988	1,600	0.583 *	Lost Time:	0.100
	TH	3.00	1,912	4,800	0.398	ITS:	0.000
	LT	1.00	169	1,600	0.106		
Eastbound	RT	1.00	155	1,600	0.044	ICU:	1.059
	TH	3.00	361	4,800	0.075		
	LT	2.00	195	2,880	0.068 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 73 - NASH STREET / WB I-105 RAMPS & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	556	1,600	0.348	N-S(1):	0.409 *
	TH	2.00	1,172	3,200	0.366 *	N-S(2):	0.000
	LT	1.00	447	1,600	0.279	E-W(1):	0.198 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.155
	TH	3.00	745	4,800	0.155		
	LT	2.00	201	2,880	0.070 *	V/C:	0.607
Northbound	RT	2.00	25	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	69	1,600	0.043 *		
Eastbound	RT	0.00	131	0	0.000	ICU:	0.707
	TH	3.00	484	4,800	0.128 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.15	186	1,841	0.101	N-S(1):	0.140 *
	TH	1.85	299	2,959	0.101 *	N-S(2):	0.000
	LT	1.00	129	1,600	0.081	E-W(1):	0.140 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.129
	TH	3.00	617	4,800	0.129		
	LT	2.00	59	2,880	0.020 *	V/C:	0.280
Northbound	RT	2.00	71	3,200	0.012	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	63	1,600	0.039 *		
Eastbound	RT	0.00	98	0	0.000	ICU:	0.380
	TH	3.00	480	4,800	0.120 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.32	179	2,118	0.085	N-S(1):	0.153 *
	TH	1.52	206	2,437	0.085	N-S(2):	0.000
	LT	1.15	156	1,661	0.094 *	E-W(1):	0.180 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.164
	TH	3.00	785	4,800	0.164		
	LT	2.00	48	2,880	0.017 *	V/C:	0.333
Northbound	RT	2.00	192	3,200	0.052	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	95	1,600	0.059 *		
Eastbound	RT	0.00	76	0	0.000	ICU:	0.433
	TH	3.00	705	4,800	0.163 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 75 - I-405 NB RAMPS E/O LA CIENEGA BLVD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR, WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.118
	TH	0.00	0	0	0.000 *	N-S(2):	0.132 *
	LT	0.00	0	0	0.000	E-W(1):	0.066
Westbound	RT	1.37	475	2,197	0.000	E-W(2):	0.216 *
	TH	2.63	909	4,203	0.216 *		
	LT	0.00	0	0	0.000	V/C:	0.348
Northbound	RT	0.21	39	329	0.118	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.79	340	2,584	0.132 *		
Eastbound	RT	1.00	76	1,600	0.000	ICU:	0.448
	TH	3.00	317	4,800	0.066		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.097
	TH	0.00	0	0	0.000 *	N-S(2):	0.107 *
	LT	0.00	0	0	0.000	E-W(1):	0.111 *
Westbound	RT	1.06	173	1,703	0.000	E-W(2):	0.102
	TH	2.94	477	4,697	0.102		
	LT	0.00	0	0	0.000 *	V/C:	0.218
Northbound	RT	0.60	93	963	0.097	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.40	216	2,013	0.107 *		
Eastbound	RT	1.00	120	1,600	0.000	ICU:	0.318
	TH	3.00	534	4,800	0.111 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.157 *
	TH	0.00	0	0	0.000	N-S(2):	0.109
	LT	0.00	0	0	0.000 *	E-W(1):	0.357 *
Westbound	RT	1.32	211	2,120	0.000	E-W(2):	0.100
	TH	2.68	426	4,280	0.100		
	LT	0.00	0	0	0.000 *	V/C:	0.514
Northbound	RT	1.00	251	1,600	0.157 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	174	1,600	0.109		
Eastbound	RT	1.00	234	1,600	0.000	ICU:	0.614
	TH	3.00	1,715	4,800	0.357 *		
	LT	0.00	0	0	0.000	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 76 - INGLEWOOD AVENUE & LENNOX BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	8	0	0.000	N-S(1):	0.217 *
	TH	1.00	223	1,600	0.144	N-S(2):	0.179
	LT	1.00	39	1,600	0.024 *	E-W(1):	0.104
Westbound	RT	0.00	38	0	0.000	E-W(2):	0.110 *
	TH	1.00	126	1,600	0.103 *		
	LT	1.00	42	1,600	0.026	V/C:	0.327
Northbound	RT	0.00	65	0	0.000	Lost Time:	0.100
	TH	1.00	243	1,600	0.193 *	ITS:	0.000
	LT	1.00	56	1,600	0.035		
Eastbound	RT	0.00	33	0	0.000	ICU:	0.427
	TH	1.00	91	1,600	0.078		
	LT	1.00	11	1,600	0.007 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	24	0	0.000	N-S(1):	0.291 *
	TH	1.00	238	1,600	0.164	N-S(2):	0.174
	LT	1.00	59	1,600	0.037 *	E-W(1):	0.109 *
Westbound	RT	0.00	41	0	0.000	E-W(2):	0.101
	TH	1.00	116	1,600	0.098		
	LT	1.00	50	1,600	0.031 *	V/C:	0.400
Northbound	RT	0.00	111	0	0.000	Lost Time:	0.100
	TH	1.00	295	1,600	0.254 *	ITS:	0.000
	LT	1.00	16	1,600	0.010		
Eastbound	RT	0.00	39	0	0.000	ICU:	0.500
	TH	1.00	85	1,600	0.078 *		
	LT	1.00	4	1,600	0.003	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	18	0	0.000	N-S(1):	0.336
	TH	1.00	468	1,600	0.304 *	N-S(2):	0.339 *
	LT	1.00	69	1,600	0.043	E-W(1):	0.277 *
Westbound	RT	0.00	32	0	0.000	E-W(2):	0.104
	TH	1.00	104	1,600	0.085		
	LT	1.00	88	1,600	0.055 *	V/C:	0.616
Northbound	RT	0.00	134	0	0.000	Lost Time:	0.100
	TH	1.00	335	1,600	0.293	ITS:	0.000
	LT	1.00	56	1,600	0.035 *		
Eastbound	RT	0.00	69	0	0.000	ICU:	0.716
	TH	1.00	286	1,600	0.222 *		
	LT	1.00	30	1,600	0.019	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 77 - INGELWOOD AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	112	1,600	0.057 *	N-S(1):	0.061
	TH	1.00	58	1,600	0.038	N-S(2):	0.070 *
	LT	0.00	3	1,600	0.002	E-W(1):	0.166
Westbound	RT	0.00	5	0	0.000	E-W(2):	0.352 *
	TH	2.00	1,034	3,200	0.325 *		
	LT	1.00	18	1,600	0.011	V/C:	0.422
Northbound	RT	1.00	74	1,600	0.041	Lost Time:	0.100
	TH	1.00	74	1,600	0.059	ITS:	0.000
	LT	0.00	21	1,600	0.013 *		
Eastbound	RT	1.00	37	1,600	0.017	ICU:	0.522
	TH	2.00	496	3,200	0.155		
	LT	1.00	43	1,600	0.027 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	93	1,600	0.038	N-S(1):	0.073
	TH	1.00	81	1,600	0.063 *	N-S(2):	0.088 *
	LT	0.00	20	1,600	0.013	E-W(1):	0.294
Westbound	RT	0.00	16	0	0.000	E-W(2):	0.297 *
	TH	2.00	810	3,200	0.258 *		
	LT	1.00	71	1,600	0.044	V/C:	0.385
Northbound	RT	1.00	57	1,600	0.013	Lost Time:	0.100
	TH	1.00	56	1,600	0.060	ITS:	0.000
	LT	0.00	40	1,600	0.025 *		
Eastbound	RT	1.00	70	1,600	0.031	ICU:	0.485
	TH	2.00	800	3,200	0.250		
	LT	1.00	63	1,600	0.039 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	83	1,600	0.031	N-S(1):	0.089
	TH	1.00	163	1,600	0.118 *	N-S(2):	0.144 *
	LT	0.00	26	1,600	0.016	E-W(1):	0.401 *
Westbound	RT	0.00	6	0	0.000	E-W(2):	0.277
	TH	2.00	747	3,200	0.235		
	LT	1.00	48	1,600	0.030 *	V/C:	0.545
Northbound	RT	1.00	39	1,600	0.009	Lost Time:	0.100
	TH	1.00	74	1,600	0.073	ITS:	0.000
	LT	0.00	42	1,600	0.026 *		
Eastbound	RT	1.00	93	1,600	0.045	ICU:	0.645
	TH	2.00	1,186	3,200	0.371 *		
	LT	1.00	67	1,600	0.042	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 85 - LA BREA AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	79	1,600	0.003	N-S(1):	0.261 *
	TH	2.00	447	3,200	0.140	N-S(2):	0.215
	LT	1.00	90	1,600	0.056 *	E-W(1):	0.123
Westbound	RT	1.00	183	1,600	0.086	E-W(2):	0.330 *
	TH	2.00	758	3,200	0.237 *		
	LT	1.00	25	1,600	0.016	V/C:	0.591
Northbound	RT	0.00	19	0	0.000	Lost Time:	0.100
	TH	2.00	638	3,200	0.205 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	52	1,600	0.000	ICU:	0.691
	TH	2.00	341	3,200	0.107		
	LT	1.00	148	1,600	0.093 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	139	1,600	0.040	N-S(1):	0.306 *
	TH	2.00	579	3,200	0.181	N-S(2):	0.256
	LT	1.00	192	1,600	0.120 *	E-W(1):	0.158
Westbound	RT	1.00	193	1,600	0.061	E-W(2):	0.289 *
	TH	2.00	625	3,200	0.195 *		
	LT	1.00	44	1,600	0.028	V/C:	0.595
Northbound	RT	0.00	19	0	0.000	Lost Time:	0.100
	TH	2.00	575	3,200	0.186 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	52	1,600	0.000	ICU:	0.695
	TH	2.00	417	3,200	0.130		
	LT	1.00	151	1,600	0.094 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	65	1,600	0.000	N-S(1):	0.317
	TH	2.00	856	3,200	0.268 *	N-S(2):	0.331 *
	LT	1.00	219	1,600	0.137	E-W(1):	0.308 *
Westbound	RT	1.00	150	1,600	0.025	E-W(2):	0.264
	TH	2.00	560	3,200	0.175		
	LT	1.00	53	1,600	0.033 *	V/C:	0.639
Northbound	RT	0.00	37	0	0.000	Lost Time:	0.100
	TH	2.00	539	3,200	0.180	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	1.00	80	1,600	0.019	ICU:	0.739
	TH	2.00	880	3,200	0.275 *		
	LT	1.00	142	1,600	0.089	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 87 - LA BREA AVENUE & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	202	1,600	0.012	N-S(1):	0.192
	TH	2.00	521	3,200	0.163 *	N-S(2):	0.222 *
	LT	1.00	16	1,600	0.010	E-W(1):	0.241
Westbound	RT	0.00	32	0	0.000	E-W(2):	0.428 *
	TH	3.00	1,476	4,800	0.314 *		
	LT	1.00	110	1,600	0.069	V/C:	0.650
Northbound	RT	0.00	62	0	0.000	Lost Time:	0.100
	TH	3.00	811	4,800	0.182	ITS:	0.000
	LT	1.00	94	1,600	0.059 *		
Eastbound	RT	0.00	64	0	0.000	ICU:	0.750
	TH	3.00	760	4,800	0.172		
	LT	1.00	183	1,600	0.114 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	141	1,600	0.000	N-S(1):	0.150
	TH	2.00	490	3,200	0.153 *	N-S(2):	0.217 *
	LT	1.00	28	1,600	0.018	E-W(1):	0.302
Westbound	RT	0.00	32	0	0.000	E-W(2):	0.310 *
	TH	3.00	946	4,800	0.204 *		
	LT	1.00	135	1,600	0.084	V/C:	0.527
Northbound	RT	0.00	99	0	0.000	Lost Time:	0.100
	TH	3.00	536	4,800	0.132	ITS:	0.000
	LT	1.00	103	1,600	0.064 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.627
	TH	3.00	966	4,800	0.218		
	LT	1.00	170	1,600	0.106 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	168	1,600	0.000	N-S(1):	0.229
	TH	2.00	835	3,200	0.261 *	N-S(2):	0.300 *
	LT	1.00	41	1,600	0.026	E-W(1):	0.512 *
Westbound	RT	0.00	36	0	0.000	E-W(2):	0.345
	TH	3.00	1,022	4,800	0.220		
	LT	1.00	143	1,600	0.089 *	V/C:	0.812
Northbound	RT	0.00	121	0	0.000	Lost Time:	0.100
	TH	3.00	853	4,800	0.203	ITS:	0.000
	LT	1.00	62	1,600	0.039 *		
Eastbound	RT	0.00	81	0	0.000	ICU:	0.912
	TH	3.00	1,947	4,800	0.423 *		
	LT	1.00	200	1,600	0.125	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 88 - LA CIENEGA BOULEVARD & LA TIJERA BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	913	1,600	0.571 *	N-S(1):	0.520
	TH	3.00	2,178	4,800	0.454	N-S(2):	0.571 *
	LT	0.00	0	0	0.000	E-W(1):	0.075
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.182 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.753
Northbound	RT	0.00	83	0	0.000	Lost Time:	0.100
	TH	3.00	2,411	4,800	0.520	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	9	0	0.000	ICU:	0.853
	TH	1.00	111	1,600	0.075		
	LT	3.00	785	4,320	0.182 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	813	1,600	0.508 *	N-S(1):	0.288
	TH	3.00	1,413	4,800	0.294	N-S(2):	0.508 *
	LT	0.00	0	0	0.000	E-W(1):	0.093
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.171 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.679
Northbound	RT	0.00	107	0	0.000	Lost Time:	0.100
	TH	3.00	1,275	4,800	0.288	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.779
	TH	1.00	128	1,600	0.093		
	LT	3.00	739	4,320	0.171 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	955	1,600	0.597 *	N-S(1):	0.411
	TH	3.00	2,244	4,800	0.468	N-S(2):	0.597 *
	LT	0.00	0	0	0.000	E-W(1):	0.174
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.256 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.853
Northbound	RT	0.00	209	0	0.000	Lost Time:	0.100
	TH	3.00	1,764	4,800	0.411	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	41	0	0.000	ICU:	0.953
	TH	1.00	238	1,600	0.174		
	LT	3.00	1,105	4,320	0.256 *	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 89 - LA CIENEGA BOULEVARD & LENNOX BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.249 *
	TH	3.00	476	4,800	0.099	N-S(2):	0.099
	LT	1.00	45	1,600	0.028 *	E-W(1):	0.061
Westbound	RT	1.00	144	1,600	0.076 *	E-W(2):	0.076 *
	TH	1.00	0	1,600	0.000		
	LT	1.00	98	1,600	0.061	V/C:	0.325
Northbound	RT	0.00	56	0	0.000	Lost Time:	0.100
	TH	2.00	650	3,200	0.221 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.425
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.223 *
	TH	3.00	450	4,800	0.094	N-S(2):	0.094
	LT	1.00	66	1,600	0.041 *	E-W(1):	0.046 *
Westbound	RT	1.00	63	1,600	0.019	E-W(2):	0.019
	TH	1.00	0	1,600	0.000		
	LT	1.00	74	1,600	0.046 *	V/C:	0.269
Northbound	RT	0.00	63	0	0.000	Lost Time:	0.100
	TH	2.00	519	3,200	0.182 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.369
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.334 *
	TH	3.00	834	4,800	0.174	N-S(2):	0.174
	LT	1.00	230	1,600	0.144 *	E-W(1):	0.030 *
Westbound	RT	1.00	48	1,600	0.000	E-W(2):	0.000
	TH	1.00	0	1,600	0.000		
	LT	1.00	48	1,600	0.030 *	V/C:	0.364
Northbound	RT	0.00	153	0	0.000	Lost Time:	0.100
	TH	2.00	456	3,200	0.190 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.464
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 90 - LA CIENEGA BOULEVARD & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	107	0	0.000	N-S(1):	0.266 *
	TH	2.97	440	4,750	0.115	N-S(2):	0.000
	LT	1.03	190	1,485	0.128 *	E-W(1):	0.249 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.197
	TH	3.00	650	4,800	0.158		
	LT	2.00	480	2,880	0.167 *	V/C:	0.515
Northbound	RT	0.00	204	0	0.000	Lost Time:	0.100
	TH	2.00	237	3,200	0.138 *	ITS:	0.000
	LT	1.00	54	1,600	0.034		
Eastbound	RT	0.00	48	0	0.000	ICU:	0.615
	TH	3.00	347	4,800	0.082 *		
	LT	1.00	62	1,600	0.039	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	109	0	0.000	N-S(1):	0.274 *
	TH	2.74	476	4,384	0.133	N-S(2):	0.000
	LT	1.26	269	1,814	0.148 *	E-W(1):	0.301 *
Westbound	RT	0.00	126	0	0.000	E-W(2):	0.233
	TH	3.00	662	4,800	0.164		
	LT	2.00	389	2,880	0.135 *	V/C:	0.575
Northbound	RT	0.00	133	0	0.000	Lost Time:	0.100
	TH	2.00	269	3,200	0.126 *	ITS:	0.000
	LT	1.00	54	1,600	0.034		
Eastbound	RT	0.00	84	0	0.000	ICU:	0.675
	TH	3.00	715	4,800	0.166 *		
	LT	1.00	111	1,600	0.069	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	44	0	0.000	N-S(1):	0.364 *
	TH	2.22	637	3,552	0.192	N-S(2):	0.000
	LT	1.78	546	2,563	0.213 *	E-W(1):	0.302 *
Westbound	RT	0.00	92	0	0.000	E-W(2):	0.174
	TH	3.00	448	4,800	0.113		
	LT	2.00	292	2,880	0.101 *	V/C:	0.666
Northbound	RT	0.00	105	0	0.000	Lost Time:	0.100
	TH	2.00	379	3,200	0.151 *	ITS:	0.000
	LT	1.00	42	1,600	0.026		
Eastbound	RT	0.00	76	0	0.000	ICU:	0.766
	TH	3.00	887	4,800	0.201 *		
	LT	1.00	98	1,600	0.061	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 91 - LA CIENEGA BOULEVARD NB RAMPS & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.153
	TH	0.00	0	0	0.000 *	N-S(2):	0.170 *
	LT	0.00	0	0	0.000	E-W(1):	0.179
Westbound	RT	1.00	129	1,600	0.081	E-W(2):	0.388 *
	TH	4.00	1,753	6,400	0.274 *		
	LT	0.00	0	0	0.000	V/C:	0.558
Northbound	RT	0.00	152	0	0.000	Lost Time:	0.100
	TH	0.62	0	991	0.153	ITS:	0.000
	LT	1.38	339	1,988	0.170 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.658
	TH	3.00	860	4,800	0.179		
	LT	2.00	328	2,880	0.114 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.138 *
	TH	0.00	0	0	0.000	N-S(2):	0.081
	LT	0.00	0	0	0.000 *	E-W(1):	0.217
Westbound	RT	1.00	139	1,600	0.087	E-W(2):	0.281 *
	TH	4.00	1,136	6,400	0.178 *		
	LT	0.00	0	0	0.000	V/C:	0.419
Northbound	RT	0.00	220	0	0.000	Lost Time:	0.100
	TH	1.00	0	1,600	0.138 *	ITS:	0.000
	LT	1.00	129	1,600	0.081		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.519
	TH	3.00	1,042	4,800	0.217		
	LT	2.00	297	2,880	0.103 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.124 *
	TH	0.00	0	0	0.000	N-S(2):	0.083
	LT	0.00	0	0	0.000 *	E-W(1):	0.381
Westbound	RT	1.00	110	1,600	0.069	E-W(2):	0.412 *
	TH	4.00	1,232	6,400	0.193 *		
	LT	0.00	0	0	0.000	V/C:	0.536
Northbound	RT	0.00	198	0	0.000	Lost Time:	0.100
	TH	1.00	0	1,600	0.124 *	ITS:	0.000
	LT	1.00	133	1,600	0.083		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.636
	TH	3.00	1,831	4,800	0.381		
	LT	2.00	630	2,880	0.219 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 92 - LA CIENEGA BOULEVARD SB RAMPS & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.79	596	2,859	0.208	N-S(1):	0.044
	TH	0.21	0	341	0.208 *	N-S(2):	0.208 *
	LT	0.00	71	1,600	0.044	E-W(1):	0.266
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.398 *
	TH	3.00	1,910	4,800	0.398 *		
	LT	1.00	182	1,600	0.114	V/C:	0.606
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	101	0	0.000	ICU:	0.706
	TH	5.00	1,117	8,000	0.152		
	LT	0.00	0	0	0.000 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.64	439	2,631	0.167	N-S(1):	0.059
	TH	0.36	0	569	0.167 *	N-S(2):	0.167 *
	LT	0.00	95	1,600	0.059	E-W(1):	0.349 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.205
	TH	3.00	985	4,800	0.205		
	LT	1.00	280	1,600	0.175 *	V/C:	0.516
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	145	0	0.000	ICU:	0.616
	TH	5.00	1,247	8,000	0.174 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.54	569	2,457	0.232	N-S(1):	0.108
	TH	0.46	0	743	0.232 *	N-S(2):	0.232 *
	LT	0.00	172	1,600	0.108	E-W(1):	0.456 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.235
	TH	3.00	1,126	4,800	0.235		
	LT	1.00	244	1,600	0.153 *	V/C:	0.688
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	133	0	0.000	ICU:	0.788
	TH	5.00	2,289	8,000	0.303 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 93 - LA CIENEGA BOULEVARD & STOCKER STREET
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	NBR, WBR, SBT		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.653 *
	TH	2.00	2,169	3,200	0.000	N-S(2):	0.000
	LT	1.00	116	1,600	0.073 *	E-W(1):	0.459 *
Westbound	RT	1.00	120	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	1,323	2,880	0.459 *	V/C:	1.112
Northbound	RT	1.00	790	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,783	4,800	0.580 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.212
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.470 *
	TH	2.00	1,543	3,200	0.000	N-S(2):	0.000
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.223 *
Westbound	RT	1.00	67	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	643	2,880	0.223 *	V/C:	0.693
Northbound	RT	1.00	695	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,748	4,800	0.364 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.793
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.712 *
	TH	2.00	2,600	3,200	0.000	N-S(2):	0.000
	LT	1.00	286	1,600	0.179 *	E-W(1):	0.316 *
Westbound	RT	1.00	84	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	911	2,880	0.316 *	V/C:	1.028
Northbound	RT	1.00	1,306	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,560	4,800	0.533 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.128
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 94 - LA CIENEGA BOULEVARD & 111TH STREET
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	97	0	0.000	N-S(1):	0.216
	TH	3.00	404	4,800	0.104 *	N-S(2):	0.299 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.031 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.330
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	692	3,200	0.216	ITS:	0.000
	LT	1.00	312	1,600	0.195 *		
Eastbound	RT	1.00	70	1,600	0.000	ICU:	0.430
	TH	0.00	0	0	0.000		
	LT	2.00	89	2,880	0.031 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	177	0	0.000	N-S(1):	0.131
	TH	3.00	381	4,800	0.116 *	N-S(2):	0.262 *
	LT	0.00	0	0	0.000	E-W(1):	0.063
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.065 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.327
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	420	3,200	0.131	ITS:	0.000
	LT	1.00	234	1,600	0.146 *		
Eastbound	RT	1.00	218	1,600	0.063	ICU:	0.427
	TH	0.00	0	0	0.000		
	LT	2.00	186	2,880	0.065 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	91	0	0.000	N-S(1):	0.145
	TH	3.00	771	4,800	0.180 *	N-S(2):	0.324 *
	LT	0.00	0	0	0.000	E-W(1):	0.136 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.063
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.460
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	465	3,200	0.145	ITS:	0.000
	LT	1.00	230	1,600	0.144 *		
Eastbound	RT	1.00	332	1,600	0.136 *	ICU:	0.560
	TH	0.00	0	0	0.000		
	LT	2.00	181	2,880	0.063	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 95 - LA CIENEGA BOULEVARD & WEST 120TH STREET
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	101	1,600	0.049 *	N-S(1):	0.080
	TH	2.00	112	3,200	0.035	N-S(2):	0.092 *
	LT	1.00	45	1,600	0.028	E-W(1):	0.100
Westbound	RT	0.00	174	0	0.000	E-W(2):	0.181 *
	TH	2.00	314	3,200	0.153 *		
	LT	1.00	105	1,600	0.066	V/C:	0.273
Northbound	RT	1.00	26	1,600	0.000	Lost Time:	0.100
	TH	2.00	166	3,200	0.052	ITS:	0.000
	LT	1.00	69	1,600	0.043 *		
Eastbound	RT	0.00	44	0	0.000	ICU:	0.373
	TH	2.00	65	3,200	0.034		
	LT	1.00	44	1,600	0.028 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	48	1,600	0.017	N-S(1):	0.091
	TH	2.00	236	3,200	0.074 *	N-S(2):	0.094 *
	LT	1.00	88	1,600	0.055	E-W(1):	0.080
Westbound	RT	0.00	49	0	0.000	E-W(2):	0.088 *
	TH	2.00	150	3,200	0.062 *		
	LT	1.00	55	1,600	0.034	V/C:	0.182
Northbound	RT	1.00	76	1,600	0.030	Lost Time:	0.100
	TH	2.00	116	3,200	0.036	ITS:	0.000
	LT	1.00	32	1,600	0.020 *		
Eastbound	RT	0.00	27	0	0.000	ICU:	0.282
	TH	2.00	119	3,200	0.046		
	LT	1.00	42	1,600	0.026 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	98	1,600	0.042	N-S(1):	0.418 *
	TH	2.00	698	3,200	0.218	N-S(2):	0.241
	LT	1.00	540	1,600	0.338 *	E-W(1):	0.178 *
Westbound	RT	0.00	48	0	0.000	E-W(2):	0.106
	TH	2.00	166	3,200	0.067		
	LT	1.00	54	1,600	0.034 *	V/C:	0.596
Northbound	RT	1.00	155	1,600	0.080 *	Lost Time:	0.100
	TH	2.00	124	3,200	0.039	ITS:	0.000
	LT	1.00	36	1,600	0.023		
Eastbound	RT	0.00	73	0	0.000	ICU:	0.696
	TH	2.00	388	3,200	0.144 *		
	LT	1.00	62	1,600	0.039	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 96 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O CENTURY)
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.309 *
	TH	2.00	340	3,200	0.106	N-S(2):	0.106
	LT	1.00	113	1,600	0.071 *	E-W(1):	0.305 *
Westbound	RT	0.15	66	240	0.239	E-W(2):	0.239
	TH	0.00	0	0	0.000		
	LT	1.85	813	2,664	0.305 *	V/C:	0.614
Northbound	RT	1.00	135	1,600	0.084	Lost Time:	0.100
	TH	2.00	763	3,200	0.238 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.714
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.216 *
	TH	2.00	519	3,200	0.162	N-S(2):	0.162
	LT	1.00	53	1,600	0.033 *	E-W(1):	0.300 *
Westbound	RT	0.19	84	311	0.253	E-W(2):	0.253
	TH	0.00	0	0	0.000		
	LT	1.81	779	2,600	0.300 *	V/C:	0.516
Northbound	RT	1.00	122	1,600	0.076	Lost Time:	0.100
	TH	2.00	585	3,200	0.183 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.616
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.271 *
	TH	2.00	761	3,200	0.238	N-S(2):	0.238
	LT	1.00	141	1,600	0.088 *	E-W(1):	0.270 *
Westbound	RT	0.43	166	684	0.199	E-W(2):	0.199
	TH	0.00	0	0	0.000		
	LT	1.57	611	2,265	0.270 *	V/C:	0.541
Northbound	RT	1.00	142	1,600	0.089	Lost Time:	0.100
	TH	2.00	586	3,200	0.183 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.641
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 97 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (S/O CENTURY)
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	SBT		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.316 *
	TH	2.00	538	3,200	0.000	N-S(2):	0.000
	LT	2.00	454	2,880	0.158 *	E-W(1):	0.000
Westbound	RT	2.00	126	3,200	0.039 *	E-W(2):	0.039 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.355
Northbound	RT	0.00	32	0	0.000	Lost Time:	0.100
	TH	2.00	472	3,200	0.158 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.455
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.365 *
	TH	2.00	430	3,200	0.000	N-S(2):	0.000
	LT	2.00	561	2,880	0.195 *	E-W(1):	0.000
Westbound	RT	2.00	184	3,200	0.058 *	E-W(2):	0.058 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.423
Northbound	RT	0.00	34	0	0.000	Lost Time:	0.100
	TH	2.00	511	3,200	0.170 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.523
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.361 *
	TH	2.00	827	3,200	0.000	N-S(2):	0.000
	LT	2.00	505	2,880	0.175 *	E-W(1):	0.000
Westbound	RT	2.00	356	3,200	0.111 *	E-W(2):	0.111 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.472
Northbound	RT	0.00	31	0	0.000	Lost Time:	0.100
	TH	2.00	565	3,200	0.186 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.572
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 98 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O IMPERIAL HWY)
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.331 *
	TH	3.00	380	4,800	0.079	N-S(2):	0.079
	LT	1.00	80	1,600	0.050 *	E-W(1):	0.070 *
Westbound	RT	1.00	80	1,600	0.025	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	203	2,880	0.070 *	V/C:	0.401
Northbound	RT	1.00	105	1,600	0.066	Lost Time:	0.100
	TH	2.00	900	3,200	0.281 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.501
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.254 *
	TH	3.00	494	4,800	0.103	N-S(2):	0.103
	LT	1.00	149	1,600	0.093 *	E-W(1):	0.036 *
Westbound	RT	1.00	85	1,600	0.007	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	105	2,880	0.036 *	V/C:	0.290
Northbound	RT	1.00	79	1,600	0.049	Lost Time:	0.100
	TH	2.00	515	3,200	0.161 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.390
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.266 *
	TH	3.00	947	4,800	0.197	N-S(2):	0.197
	LT	1.00	124	1,600	0.078 *	E-W(1):	0.044 *
Westbound	RT	1.00	76	1,600	0.009	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	127	2,880	0.044 *	V/C:	0.310
Northbound	RT	1.00	51	1,600	0.032	Lost Time:	0.100
	TH	2.00	601	3,200	0.188 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.410
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 107 - LINCOLN BOULEVARD & MINDANAO WAY
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	35	0	0.000	N-S(1):	0.375 *
	TH	3.00	1,082	4,800	0.233	N-S(2):	0.304
	LT	1.00	123	1,600	0.077 *	E-W(1):	0.249 *
Westbound	RT	0.00	64	0	0.000	E-W(2):	0.155
	TH	2.00	432	3,200	0.155		
	LT	2.00	230	2,880	0.080 *	V/C:	0.624
Northbound	RT	1.00	321	1,600	0.121	Lost Time:	0.100
	TH	3.00	1,429	4,800	0.298 *	ITS:	0.000
	LT	1.00	113	1,600	0.071		
Eastbound	RT	0.00	42	0	0.000	ICU:	0.724
	TH	2.00	500	3,200	0.169 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.388 *
	TH	3.00	1,031	4,800	0.234	N-S(2):	0.279
	LT	1.00	160	1,600	0.100 *	E-W(1):	0.303 *
Westbound	RT	0.00	62	0	0.000	E-W(2):	0.183
	TH	2.00	510	3,200	0.179		
	LT	2.00	331	2,880	0.115 *	V/C:	0.691
Northbound	RT	1.00	274	1,600	0.056	Lost Time:	0.100
	TH	3.00	1,383	4,800	0.288 *	ITS:	0.000
	LT	1.00	72	1,600	0.045		
Eastbound	RT	0.00	102	0	0.000	ICU:	0.791
	TH	2.00	494	3,200	0.188 *		
	LT	0.00	7	1,600	0.004	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	85	0	0.000	N-S(1):	0.432 *
	TH	3.00	1,453	4,800	0.320	N-S(2):	0.378
	LT	1.00	200	1,600	0.125 *	E-W(1):	0.322 *
Westbound	RT	0.00	68	0	0.000	E-W(2):	0.222
	TH	2.00	633	3,200	0.219		
	LT	2.00	384	2,880	0.133 *	V/C:	0.754
Northbound	RT	1.00	281	1,600	0.042	Lost Time:	0.100
	TH	3.00	1,472	4,800	0.307 *	ITS:	0.000
	LT	1.00	92	1,600	0.058		
Eastbound	RT	0.00	118	0	0.000	ICU:	0.854
	TH	2.00	483	3,200	0.189 *		
	LT	0.00	5	1,600	0.003	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 115 - ASH AVENUE & MANCHESTER AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	139	0	0.000	N-S(1):	0.210
	TH	1.00	0	1,600	0.093 *	N-S(2):	0.320 *
	LT	0.00	9	1,600	0.006	E-W(1):	0.153
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.277 *
	TH	3.00	1,304	4,800	0.274 *		
	LT	0.00	0	0	0.000	V/C:	0.597
Northbound	RT	1.00	214	1,600	0.134	Lost Time:	0.100
	TH	0.59	194	951	0.204	ITS:	0.000
	LT	1.41	459	2,024	0.227 *		
Eastbound	RT	1.00	237	1,600	0.000	ICU:	0.697
	TH	2.00	488	3,200	0.153		
	LT	1.00	5	1,600	0.003 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	79	0	0.000	N-S(1):	0.223
	TH	1.00	0	1,600	0.056 *	N-S(2):	0.297 *
	LT	0.00	10	1,600	0.006	E-W(1):	0.210
Westbound	RT	0.00	23	0	0.000	E-W(2):	0.212 *
	TH	3.00	936	4,800	0.200 *		
	LT	0.00	0	0	0.000	V/C:	0.509
Northbound	RT	1.00	262	1,600	0.164	Lost Time:	0.100
	TH	0.57	197	908	0.217	ITS:	0.000
	LT	1.43	497	2,062	0.241 *		
Eastbound	RT	1.00	295	1,600	0.000	ICU:	0.609
	TH	2.00	672	3,200	0.210		
	LT	1.00	19	1,600	0.012 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	78	0	0.000	N-S(1):	0.224
	TH	1.00	0	1,600	0.061 *	N-S(2):	0.296 *
	LT	0.00	20	1,600	0.013	E-W(1):	0.384 *
Westbound	RT	0.00	9	0	0.000	E-W(2):	0.203
	TH	3.00	919	4,800	0.193		
	LT	0.00	0	0	0.000 *	V/C:	0.680
Northbound	RT	1.27	428	2,026	0.211	Lost Time:	0.100
	TH	0.60	204	966	0.211	ITS:	0.000
	LT	1.13	382	1,627	0.235 *		
Eastbound	RT	1.00	251	1,600	0.000	ICU:	0.780
	TH	2.00	1,230	3,200	0.384 *		
	LT	1.00	16	1,600	0.010	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 116 - NASH STREET & MARIPOSA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	312	0	0.000	N-S(1):	0.082
	TH	2.00	733	3,200	0.327 *	N-S(2):	0.345 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.051
Westbound	RT	0.00	27	0	0.000	E-W(2):	0.128 *
	TH	2.00	203	3,200	0.072 *		
	LT	1.00	28	1,600	0.018	V/C:	0.473
Northbound	RT	0.00	18	0	0.000	Lost Time:	0.100
	TH	2.00	124	3,200	0.044	ITS:	0.000
	LT	1.00	28	1,600	0.018 *		
Eastbound	RT	1.00	52	1,600	0.024	ICU:	0.573
	TH	2.00	106	3,200	0.033		
	LT	1.00	89	1,600	0.056 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	78	0	0.000	N-S(1):	0.081
	TH	2.00	253	3,200	0.103 *	N-S(2):	0.117 *
	LT	1.00	22	1,600	0.014	E-W(1):	0.071
Westbound	RT	0.00	2	0	0.000	E-W(2):	0.095 *
	TH	2.00	130	3,200	0.041 *		
	LT	1.00	12	1,600	0.008	V/C:	0.212
Northbound	RT	0.00	22	0	0.000	Lost Time:	0.100
	TH	2.00	192	3,200	0.067	ITS:	0.000
	LT	1.00	23	1,600	0.014 *		
Eastbound	RT	1.00	75	1,600	0.040	ICU:	0.312
	TH	2.00	200	3,200	0.063		
	LT	1.00	86	1,600	0.054 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	55	0	0.000	N-S(1):	0.171 *
	TH	2.00	376	3,200	0.135	N-S(2):	0.160
	LT	1.00	39	1,600	0.024 *	E-W(1):	0.089
Westbound	RT	0.00	4	0	0.000	E-W(2):	0.162 *
	TH	2.00	126	3,200	0.041 *		
	LT	1.00	8	1,600	0.005	V/C:	0.333
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	2.00	401	3,200	0.147 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	1.00	68	1,600	0.030	ICU:	0.433
	TH	2.00	269	3,200	0.084		
	LT	1.00	194	1,600	0.121 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 117 - SEPULVEDA BOULEVARD & MARIPOSA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	68	0	0.000	N-S(1):	0.473 *
	TH	4.00	1,801	6,400	0.292	N-S(2):	0.330
	LT	2.00	345	2,880	0.120 *	E-W(1):	0.140 *
Westbound	RT	1.00	54	1,600	0.000	E-W(2):	0.099
	TH	1.00	64	1,600	0.040		
	LT	1.00	58	1,600	0.036 *	V/C:	0.613
Northbound	RT	1.00	130	1,600	0.063	Lost Time:	0.100
	TH	4.00	2,262	6,400	0.353 *	ITS:	0.000
	LT	1.00	60	1,600	0.038		
Eastbound	RT	0.00	46	0	0.000	ICU:	0.713
	TH	1.00	121	1,600	0.104 *		
	LT	1.00	94	1,600	0.059	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	66	0	0.000	N-S(1):	0.355 *
	TH	4.00	1,695	6,400	0.275	N-S(2):	0.331
	LT	2.00	224	2,880	0.078 *	E-W(1):	0.197 *
Westbound	RT	1.00	136	1,600	0.046	E-W(2):	0.152
	TH	1.00	130	1,600	0.081		
	LT	1.00	135	1,600	0.084 *	V/C:	0.552
Northbound	RT	1.00	112	1,600	0.028	Lost Time:	0.100
	TH	4.00	1,772	6,400	0.277 *	ITS:	0.000
	LT	1.00	90	1,600	0.056		
Eastbound	RT	0.00	43	0	0.000	ICU:	0.652
	TH	1.00	137	1,600	0.113 *		
	LT	1.00	113	1,600	0.071	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	105	0	0.000	N-S(1):	0.424
	TH	4.00	2,300	6,400	0.376 *	N-S(2):	0.460 *
	LT	2.00	179	2,880	0.062	E-W(1):	0.201 *
Westbound	RT	1.00	237	1,600	0.117	E-W(2):	0.193
	TH	1.00	185	1,600	0.116		
	LT	1.00	155	1,600	0.097 *	V/C:	0.661
Northbound	RT	1.00	123	1,600	0.028	Lost Time:	0.100
	TH	4.00	2,317	6,400	0.362	ITS:	0.000
	LT	1.00	135	1,600	0.084 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.761
	TH	1.00	117	1,600	0.104 *		
	LT	1.00	122	1,600	0.076	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 119 - OCEAN AVENUE / VIA MARINA & WASHINGTON BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	8	0	0.000	N-S(1):	0.301 *
	TH	1.00	136	1,600	0.090 *	N-S(2):	0.000
	LT	1.00	38	1,600	0.024	E-W(1):	0.239 *
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.165
	TH	2.00	377	3,200	0.133		
	LT	1.00	127	1,600	0.079 *	V/C:	0.540
Northbound	RT	1.00	281	1,600	0.136	Lost Time:	0.100
	TH	1.00	338	1,600	0.211 *	ITS:	0.000
	LT	2.00	390	2,880	0.135		
Eastbound	RT	1.00	200	1,600	0.057	ICU:	0.640
	TH	2.00	512	3,200	0.160 *		
	LT	1.00	51	1,600	0.032	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	38	0	0.000	N-S(1):	0.237 *
	TH	1.00	143	1,600	0.113 *	N-S(2):	0.000
	LT	1.00	80	1,600	0.050	E-W(1):	0.241 *
Westbound	RT	0.00	44	0	0.000	E-W(2):	0.198
	TH	2.00	506	3,200	0.172		
	LT	1.00	164	1,600	0.103 *	V/C:	0.478
Northbound	RT	1.00	193	1,600	0.069	Lost Time:	0.100
	TH	1.00	199	1,600	0.124 *	ITS:	0.000
	LT	2.00	249	2,880	0.086		
Eastbound	RT	1.00	171	1,600	0.064	ICU:	0.578
	TH	2.00	441	3,200	0.138 *		
	LT	1.00	41	1,600	0.026	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	37	0	0.000	N-S(1):	0.438 *
	TH	1.00	438	1,600	0.297 *	N-S(2):	0.000
	LT	1.00	124	1,600	0.078	E-W(1):	0.259 *
Westbound	RT	0.00	42	0	0.000	E-W(2):	0.237
	TH	2.00	657	3,200	0.218		
	LT	1.00	153	1,600	0.096 *	V/C:	0.697
Northbound	RT	1.00	185	1,600	0.068	Lost Time:	0.100
	TH	1.00	225	1,600	0.141 *	ITS:	0.000
	LT	2.00	398	2,880	0.138		
Eastbound	RT	1.00	297	1,600	0.117	ICU:	0.797
	TH	2.00	523	3,200	0.163 *		
	LT	1.00	31	1,600	0.019	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 120 - OVERHILL DRIVE & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	69	1,600	0.021	N-S(1):	0.159 *
	TH	2.00	121	3,200	0.038	N-S(2):	0.078
	LT	1.00	99	1,600	0.062 *	E-W(1):	0.197
Westbound	RT	0.00	74	0	0.000	E-W(2):	0.381 *
	TH	3.00	1,538	4,800	0.336 *		
	LT	1.00	58	1,600	0.036	V/C:	0.540
Northbound	RT	0.00	136	0	0.000	Lost Time:	0.100
	TH	2.00	175	3,200	0.097 *	ITS:	0.000
	LT	1.00	64	1,600	0.040		
Eastbound	RT	0.00	18	0	0.000	ICU:	0.640
	TH	3.00	754	4,800	0.161		
	LT	1.00	72	1,600	0.045 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	83	1,600	0.027	N-S(1):	0.132 *
	TH	2.00	103	3,200	0.032	N-S(2):	0.065
	LT	1.00	113	1,600	0.071 *	E-W(1):	0.305 *
Westbound	RT	0.00	64	0	0.000	E-W(2):	0.256
	TH	3.00	918	4,800	0.205		
	LT	1.00	114	1,600	0.071 *	V/C:	0.437
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	2.00	106	3,200	0.061 *	ITS:	0.000
	LT	1.00	53	1,600	0.033		
Eastbound	RT	0.00	35	0	0.000	ICU:	0.537
	TH	3.00	1,088	4,800	0.234 *		
	LT	1.00	81	1,600	0.051	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	108	1,600	0.016	N-S(1):	0.297 *
	TH	2.00	359	3,200	0.112	N-S(2):	0.168
	LT	1.00	265	1,600	0.166 *	E-W(1):	0.592 *
Westbound	RT	0.00	98	0	0.000	E-W(2):	0.363
	TH	3.00	1,149	4,800	0.260		
	LT	1.00	222	1,600	0.139 *	V/C:	0.889
Northbound	RT	0.00	146	0	0.000	Lost Time:	0.100
	TH	2.00	272	3,200	0.131 *	ITS:	0.000
	LT	1.00	89	1,600	0.056		
Eastbound	RT	0.00	48	0	0.000	ICU:	0.989
	TH	3.00	2,124	4,800	0.453 *		
	LT	1.00	164	1,600	0.103	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 124 - PRAIRIE AVENUE & WEST 112TH STREET/I-105 OFF RAMP
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : Y
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.140
	TH	3.00	777	4,800	0.162 *	N-S(2):	0.162 *
	LT	1.00	24	1,600	0.015	E-W(1):	0.177 *
Westbound	RT	0.30	14	487	0.021	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.70	32	1,113	0.029 *	V/C:	0.339
Northbound	RT	0.00	5	0	0.000	Lost Time:	0.100
	TH	3.00	596	4,800	0.125	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	228	0	0.000	ICU:	0.439
	TH	1.00	9	1,600	0.148 *		
	LT	2.00	346	2,880	0.120	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.128
	TH	3.00	882	4,800	0.184 *	N-S(2):	0.184 *
	LT	1.00	14	1,600	0.009	E-W(1):	0.296 *
Westbound	RT	0.59	16	948	0.013	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.41	11	652	0.017 *	V/C:	0.480
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	552	4,800	0.119	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	406	0	0.000	ICU:	0.580
	TH	1.00	41	1,600	0.279 *		
	LT	2.00	508	2,880	0.176	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.214 *
	TH	3.00	1,023	4,800	0.213	N-S(2):	0.213
	LT	1.00	48	1,600	0.030 *	E-W(1):	0.329 *
Westbound	RT	0.32	9	514	0.003	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.68	19	1,086	0.018 *	V/C:	0.543
Northbound	RT	0.00	32	0	0.000	Lost Time:	0.100
	TH	3.00	850	4,800	0.184 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	426	0	0.000	ICU:	0.643
	TH	1.00	72	1,600	0.311 *		
	LT	2.00	621	2,880	0.216	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 125 - SEPULVEDA BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR,
FF Movements: WBR,

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	97	1,600	0.018	N-S(1):	0.503 *
	TH	3.00	946	4,800	0.197	N-S(2):	0.272
	LT	2.00	258	2,880	0.090 *	E-W(1):	0.229 *
Westbound	RT	1.00	518	1,600	0.000	E-W(2):	0.164
	TH	2.00	257	3,200	0.080		
	LT	2.00	222	2,880	0.077 *	V/C:	0.732
Northbound	RT	1.00	318	1,600	0.122	Lost Time:	0.100
	TH	4.00	2,642	6,400	0.413 *	ITS:	0.000
	LT	2.00	217	2,880	0.075		
Eastbound	RT	1.00	100	1,600	0.025	ICU:	0.832
	TH	3.00	730	4,800	0.152 *		
	LT	2.00	243	2,880	0.084	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	182	1,600	0.062	N-S(1):	0.405 *
	TH	3.00	1,459	4,800	0.304	N-S(2):	0.353
	LT	2.00	510	2,880	0.177 *	E-W(1):	0.253 *
Westbound	RT	1.00	661	1,600	0.000	E-W(2):	0.210
	TH	2.00	343	3,200	0.107		
	LT	2.00	427	2,880	0.148 *	V/C:	0.658
Northbound	RT	1.00	450	1,600	0.133	Lost Time:	0.100
	TH	4.00	1,459	6,400	0.228 *	ITS:	0.000
	LT	2.00	142	2,880	0.049		
Eastbound	RT	1.00	141	1,600	0.063	ICU:	0.758
	TH	3.00	506	4,800	0.105 *		
	LT	2.00	296	2,880	0.103	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	449	1,600	0.216	N-S(1):	0.352
	TH	3.00	2,378	4,800	0.495 *	N-S(2):	0.650 *
	LT	2.00	463	2,880	0.161	E-W(1):	0.308 *
Westbound	RT	1.00	754	1,600	0.000	E-W(2):	0.308 *
	TH	2.00	570	3,200	0.178 *		
	LT	2.00	392	2,880	0.136 *	V/C:	0.958
Northbound	RT	1.00	412	1,600	0.121	Lost Time:	0.100
	TH	4.00	1,221	6,400	0.191	ITS:	0.000
	LT	2.00	447	2,880	0.155 *		
Eastbound	RT	1.00	275	1,600	0.172 *	ICU:	1.058
	TH	3.00	633	4,800	0.132		
	LT	2.00	374	2,880	0.130 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 140 - WB SR-90 RAMPS & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : Y
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR,
FF Movements: EBR,

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.044 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.428 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.315
	TH	2.00	1,009	3,200	0.315		
	LT	3.00	1,561	4,320	0.361 *	V/C:	0.472
Northbound	RT	2.00	983	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	126	2,880	0.044 *		
Eastbound	RT	1.00	169	1,600	0.000	ICU:	0.572
	TH	3.00	322	4,800	0.067 *		
	LT	1.00	0	1,600	0.000	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.089 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.271 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.235
	TH	2.00	751	3,200	0.235		
	LT	3.00	619	4,320	0.143 *	V/C:	0.360
Northbound	RT	2.00	743	3,200	0.089 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	1.00	159	1,600	0.000	ICU:	0.460
	TH	3.00	615	4,800	0.128 *		
	LT	1.00	0	1,600	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.233 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.361 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.262
	TH	2.00	837	3,200	0.262		
	LT	3.00	798	4,320	0.185 *	V/C:	0.594
Northbound	RT	2.00	1,337	3,200	0.233 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	207	2,880	0.072		
Eastbound	RT	1.00	222	1,600	0.000	ICU:	0.694
	TH	3.00	843	4,800	0.176 *		
	LT	1.00	0	1,600	0.000	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 147 - CRENSHAW BOULEVARD & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	114	0	0.000	N-S(1):	0.200
	TH	3.00	532	4,800	0.135 *	N-S(2):	0.237 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.157
Westbound	RT	0.00	122	0	0.000	E-W(2):	0.227 *
	TH	3.00	749	4,800	0.181 *		
	LT	1.00	75	1,600	0.047	V/C:	0.464
Northbound	RT	0.00	61	0	0.000	Lost Time:	0.100
	TH	3.00	659	4,800	0.150	ITS:	0.000
	LT	1.00	163	1,600	0.102 *		
Eastbound	RT	0.00	71	0	0.000	ICU:	0.564
	TH	3.00	457	4,800	0.110		
	LT	1.00	73	1,600	0.046 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	195	0	0.000	N-S(1):	0.202
	TH	3.00	648	4,800	0.176 *	N-S(2):	0.264 *
	LT	1.00	98	1,600	0.061	E-W(1):	0.270
Westbound	RT	0.00	55	0	0.000	E-W(2):	0.310 *
	TH	3.00	747	4,800	0.167 *		
	LT	1.00	80	1,600	0.050	V/C:	0.574
Northbound	RT	0.00	63	0	0.000	Lost Time:	0.100
	TH	3.00	616	4,800	0.141	ITS:	0.000
	LT	1.00	141	1,600	0.088 *		
Eastbound	RT	0.00	249	0	0.000	ICU:	0.674
	TH	3.00	805	4,800	0.220		
	LT	1.00	228	1,600	0.143 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	216	0	0.000	N-S(1):	0.281
	TH	3.00	854	4,800	0.223 *	N-S(2):	0.361 *
	LT	1.00	154	1,600	0.096	E-W(1):	0.337 *
Westbound	RT	0.00	98	0	0.000	E-W(2):	0.315
	TH	3.00	781	4,800	0.183		
	LT	1.00	109	1,600	0.068 *	V/C:	0.698
Northbound	RT	0.00	69	0	0.000	Lost Time:	0.100
	TH	3.00	819	4,800	0.185	ITS:	0.000
	LT	1.00	221	1,600	0.138 *		
Eastbound	RT	0.00	209	0	0.000	ICU:	0.798
	TH	3.00	1,081	4,800	0.269 *		
	LT	1.00	211	1,600	0.132	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 148 - LA CIENEGA BOULEVARD & FAIRVIEW BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	53	0	0.000	N-S(1):	0.666 *
	TH	4.00	2,741	6,400	0.437	N-S(2):	0.437
	LT	0.00	0	0	0.000 *	E-W(1):	0.185 *
Westbound	RT	1.00	46	1,600	0.029	E-W(2):	0.000
	TH	0.53	104	849	0.123		
	LT	1.47	288	2,116	0.136 *	V/C:	0.851
Northbound	RT	0.00	27	0	0.000	Lost Time:	0.100
	TH	3.00	3,169	4,800	0.666 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	62	1,600	0.039	ICU:	0.951
	TH	0.80	56	1,280	0.044		
	LT	1.20	84	1,728	0.049 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	144	0	0.000	N-S(1):	0.423 *
	TH	4.00	1,947	6,400	0.327	N-S(2):	0.327
	LT	0.00	0	0	0.000 *	E-W(1):	0.180 *
Westbound	RT	1.00	36	1,600	0.023	E-W(2):	0.000
	TH	0.64	86	1,019	0.084		
	LT	1.36	184	1,963	0.094 *	V/C:	0.603
Northbound	RT	0.00	37	0	0.000	Lost Time:	0.100
	TH	3.00	1,995	4,800	0.423 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	77	1,600	0.048	ICU:	0.703
	TH	0.81	100	1,290	0.078		
	LT	1.19	148	1,719	0.086 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	125	0	0.000	N-S(1):	0.604 *
	TH	4.00	2,874	6,400	0.469	N-S(2):	0.469
	LT	0.00	0	0	0.000 *	E-W(1):	0.247 *
Westbound	RT	1.00	23	1,600	0.014	E-W(2):	0.000
	TH	0.72	136	1,157	0.118		
	LT	1.28	240	1,838	0.131 *	V/C:	0.851
Northbound	RT	0.00	114	0	0.000	Lost Time:	0.100
	TH	3.00	2,784	4,800	0.604 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	75	1,600	0.047	ICU:	0.951
	TH	0.95	158	1,514	0.104		
	LT	1.05	176	1,518	0.116 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 149 - CRENSHAW BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	72	0	0.000	N-S(1):	0.217
	TH	3.00	674	4,800	0.155 *	N-S(2):	0.224 *
	LT	1.00	114	1,600	0.071	E-W(1):	0.155
Westbound	RT	0.00	123	0	0.000	E-W(2):	0.242 *
	TH	3.00	865	4,800	0.206 *		
	LT	1.00	122	1,600	0.076	V/C:	0.466
Northbound	RT	0.00	63	0	0.000	Lost Time:	0.100
	TH	3.00	639	4,800	0.146	ITS:	0.000
	LT	1.00	111	1,600	0.069 *		
Eastbound	RT	0.00	87	0	0.000	ICU:	0.566
	TH	3.00	294	4,800	0.079		
	LT	1.00	58	1,600	0.036 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	88	0	0.000	N-S(1):	0.305 *
	TH	3.00	809	4,800	0.187	N-S(2):	0.272
	LT	1.00	178	1,600	0.111 *	E-W(1):	0.219
Westbound	RT	0.00	158	0	0.000	E-W(2):	0.221 *
	TH	3.00	514	4,800	0.140 *		
	LT	1.00	159	1,600	0.099	V/C:	0.526
Northbound	RT	0.00	104	0	0.000	Lost Time:	0.100
	TH	3.00	826	4,800	0.194 *	ITS:	0.000
	LT	1.00	136	1,600	0.085		
Eastbound	RT	0.00	161	0	0.000	ICU:	0.626
	TH	3.00	416	4,800	0.120		
	LT	1.00	130	1,600	0.081 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	125	0	0.000	N-S(1):	0.367 *
	TH	3.00	842	4,800	0.201	N-S(2):	0.293
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.369 *
Westbound	RT	0.00	103	0	0.000	E-W(2):	0.239
	TH	3.00	567	4,800	0.140		
	LT	1.00	162	1,600	0.101 *	V/C:	0.736
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	1,081	4,800	0.248 *	ITS:	0.000
	LT	1.00	147	1,600	0.092		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.836
	TH	3.00	1,114	4,800	0.268 *		
	LT	1.00	159	1,600	0.099	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 157 - LA CIENEGA BOULEVARD & 104TH STREET
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	96	0	0.000	N-S(1):	0.180
	TH	3.00	408	4,800	0.105 *	N-S(2):	0.261 *
	LT	1.00	14	1,600	0.009	E-W(1):	0.004
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.020 *
	TH	1.00	1	1,600	0.003 *		
	LT	0.00	4	1,600	0.003	V/C:	0.281
Northbound	RT	0.00	15	0	0.000	Lost Time:	0.100
	TH	2.00	531	3,200	0.171	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	1.00	101	1,600	0.000	ICU:	0.381
	TH	1.00	2	1,600	0.001		
	LT	1.00	27	1,600	0.017 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.171 *
	TH	3.00	425	4,800	0.091	N-S(2):	0.164
	LT	1.00	19	1,600	0.012 *	E-W(1):	0.007
Westbound	RT	0.00	12	0	0.000	E-W(2):	0.070 *
	TH	1.00	8	1,600	0.016 *		
	LT	0.00	5	1,600	0.003	V/C:	0.241
Northbound	RT	0.00	17	0	0.000	Lost Time:	0.100
	TH	2.00	491	3,200	0.159 *	ITS:	0.000
	LT	1.00	117	1,600	0.073		
Eastbound	RT	1.00	111	1,600	0.000	ICU:	0.341
	TH	1.00	6	1,600	0.004		
	LT	1.00	86	1,600	0.054 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	62	0	0.000	N-S(1):	0.173
	TH	3.00	791	4,800	0.178 *	N-S(2):	0.214 *
	LT	1.00	45	1,600	0.028	E-W(1):	0.069 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.054
	TH	1.00	1	1,600	0.014		
	LT	0.00	11	1,600	0.007 *	V/C:	0.283
Northbound	RT	0.00	6	0	0.000	Lost Time:	0.100
	TH	2.00	459	3,200	0.145	ITS:	0.000
	LT	1.00	57	1,600	0.036 *		
Eastbound	RT	1.00	156	1,600	0.062 *	ICU:	0.383
	TH	1.00	3	1,600	0.002		
	LT	1.00	64	1,600	0.040	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 159 - HINDRY AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	7	1,600	0.004	N-S(1):	0.042 *
	TH	1.00	10	1,600	0.025	N-S(2):	0.033
	LT	0.00	30	1,600	0.019 *	E-W(1):	0.257 *
Westbound	RT	0.00	33	0	0.000	E-W(2):	0.231
	TH	2.00	697	3,200	0.228		
	LT	1.00	89	1,600	0.056 *	V/C:	0.299
Northbound	RT	1.00	19	1,600	0.000	Lost Time:	0.100
	TH	1.00	24	1,600	0.023 *	ITS:	0.000
	LT	0.00	13	1,600	0.008		
Eastbound	RT	0.00	36	0	0.000	ICU:	0.399
	TH	2.00	606	3,200	0.201 *		
	LT	1.00	5	1,600	0.003	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.069 *
	TH	1.00	10	1,600	0.031	N-S(2):	0.059
	LT	0.00	40	1,600	0.025 *	E-W(1):	0.393 *
Westbound	RT	0.00	31	0	0.000	E-W(2):	0.240
	TH	2.00	687	3,200	0.224		
	LT	1.00	32	1,600	0.020 *	V/C:	0.462
Northbound	RT	1.00	87	1,600	0.044 *	Lost Time:	0.100
	TH	1.00	14	1,600	0.028	ITS:	0.000
	LT	0.00	31	1,600	0.019		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.562
	TH	2.00	1,114	3,200	0.373 *		
	LT	1.00	25	1,600	0.016	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	13	1,600	0.008	N-S(1):	0.057
	TH	1.00	35	1,600	0.054 *	N-S(2):	0.073 *
	LT	0.00	51	1,600	0.032	E-W(1):	0.369 *
Westbound	RT	0.00	27	0	0.000	E-W(2):	0.211
	TH	2.00	617	3,200	0.201		
	LT	1.00	40	1,600	0.025 *	V/C:	0.442
Northbound	RT	1.00	60	1,600	0.025	Lost Time:	0.100
	TH	1.00	9	1,600	0.024	ITS:	0.000
	LT	0.00	30	1,600	0.019 *		
Eastbound	RT	0.00	53	0	0.000	ICU:	0.542
	TH	2.00	1,048	3,200	0.344 *		
	LT	1.00	16	1,600	0.010	LOS:	A

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 162 - SEPULVEDA BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	137	0	0.000	N-S(1):	0.524 *
	TH	3.00	898	4,800	0.216	N-S(2):	0.284
	LT	2.00	107	2,880	0.037 *	E-W(1):	0.202
Westbound	RT	1.00	135	1,600	0.047	E-W(2):	0.226 *
	TH	2.00	404	3,200	0.126 *		
	LT	1.00	119	1,600	0.074	V/C:	0.750
Northbound	RT	0.00	95	0	0.000	Lost Time:	0.100
	TH	3.00	2,243	4,800	0.487 *	ITS:	0.000
	LT	1.00	109	1,600	0.068		
Eastbound	RT	1.00	78	1,600	0.015	ICU:	0.850
	TH	2.00	410	3,200	0.128		
	LT	1.00	160	1,600	0.100 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	203	0	0.000	N-S(1):	0.387
	TH	3.00	1,416	4,800	0.337 *	N-S(2):	0.449 *
	LT	2.00	172	2,880	0.060	E-W(1):	0.340
Westbound	RT	1.00	156	1,600	0.038	E-W(2):	0.368 *
	TH	2.00	517	3,200	0.162 *		
	LT	1.00	223	1,600	0.139	V/C:	0.817
Northbound	RT	0.00	162	0	0.000	Lost Time:	0.100
	TH	3.00	1,408	4,800	0.327	ITS:	0.000
	LT	1.00	179	1,600	0.112 *		
Eastbound	RT	1.00	184	1,600	0.059	ICU:	0.917
	TH	2.00	644	3,200	0.201		
	LT	1.00	329	1,600	0.206 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	169	0	0.000	N-S(1):	0.371
	TH	3.00	2,396	4,800	0.534 *	N-S(2):	0.637 *
	LT	2.00	182	2,880	0.063	E-W(1):	0.367 *
Westbound	RT	1.00	120	1,600	0.012	E-W(2):	0.305
	TH	2.00	532	3,200	0.166		
	LT	1.00	240	1,600	0.150 *	V/C:	1.004
Northbound	RT	0.00	173	0	0.000	Lost Time:	0.100
	TH	3.00	1,307	4,800	0.308	ITS:	0.000
	LT	1.00	164	1,600	0.103 *		
Eastbound	RT	1.00	73	1,600	0.000	ICU:	1.104
	TH	2.00	695	3,200	0.217 *		
	LT	1.00	223	1,600	0.139	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 164 - CRENSHAW BOULEVARD & MANCHESTER AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	29	0	0.000	N-S(1):	0.217
	TH	2.00	512	3,200	0.169 *	N-S(2):	0.257 *
	LT	1.00	109	1,600	0.068	E-W(1):	0.229
Westbound	RT	0.00	136	0	0.000	E-W(2):	0.327 *
	TH	2.00	795	3,200	0.291 *		
	LT	1.00	128	1,600	0.080	V/C:	0.584
Northbound	RT	0.00	98	0	0.000	Lost Time:	0.100
	TH	3.00	615	4,800	0.149	ITS:	0.000
	LT	1.00	141	1,600	0.088 *		
Eastbound	RT	0.00	57	0	0.000	ICU:	0.684
	TH	2.00	419	3,200	0.149		
	LT	1.00	57	1,600	0.036 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	53	0	0.000	N-S(1):	0.225
	TH	2.00	615	3,200	0.209 *	N-S(2):	0.305 *
	LT	1.00	133	1,600	0.083	E-W(1):	0.303 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.289
	TH	2.00	665	3,200	0.239		
	LT	1.00	168	1,600	0.105 *	V/C:	0.608
Northbound	RT	0.00	145	0	0.000	Lost Time:	0.100
	TH	3.00	535	4,800	0.142	ITS:	0.000
	LT	1.00	154	1,600	0.096 *		
Eastbound	RT	0.00	77	0	0.000	ICU:	0.708
	TH	2.00	558	3,200	0.198 *		
	LT	1.00	80	1,600	0.050	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	21	0	0.000	N-S(1):	0.256
	TH	2.00	749	3,200	0.241 *	N-S(2):	0.321 *
	LT	1.00	142	1,600	0.089	E-W(1):	0.439 *
Westbound	RT	0.00	127	0	0.000	E-W(2):	0.338
	TH	2.00	734	3,200	0.269		
	LT	1.00	166	1,600	0.104 *	V/C:	0.760
Northbound	RT	0.00	133	0	0.000	Lost Time:	0.100
	TH	3.00	670	4,800	0.167	ITS:	0.000
	LT	1.00	128	1,600	0.080 *		
Eastbound	RT	0.00	71	0	0.000	ICU:	0.860
	TH	2.00	1,000	3,200	0.335 *		
	LT	1.00	111	1,600	0.069	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 169 - PRAIRIE AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	52	0	0.000	N-S(1):	0.422 *
	TH	3.00	553	4,800	0.126	N-S(2):	0.269
	LT	1.00	166	1,600	0.104 *	E-W(1):	0.315
Westbound	RT	1.00	515	1,600	0.270	E-W(2):	0.414 *
	TH	2.00	1,114	3,200	0.348 *		
	LT	1.00	235	1,600	0.147	V/C:	0.836
Northbound	RT	1.00	172	1,600	0.000	Lost Time:	0.100
	TH	2.00	1,019	3,200	0.318 *	ITS:	0.000
	LT	1.00	228	1,600	0.143		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.936
	TH	3.00	656	4,800	0.168		
	LT	1.00	105	1,600	0.066 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	63	0	0.000	N-S(1):	0.272 *
	TH	3.00	530	4,800	0.124	N-S(2):	0.226
	LT	1.00	151	1,600	0.094 *	E-W(1):	0.274 *
Westbound	RT	1.00	189	1,600	0.071	E-W(2):	0.250
	TH	2.00	619	3,200	0.193		
	LT	1.00	143	1,600	0.089 *	V/C:	0.546
Northbound	RT	1.00	156	1,600	0.008	Lost Time:	0.100
	TH	2.00	569	3,200	0.178 *	ITS:	0.000
	LT	1.00	163	1,600	0.102		
Eastbound	RT	0.00	191	0	0.000	ICU:	0.646
	TH	3.00	698	4,800	0.185 *		
	LT	1.00	91	1,600	0.057	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	55	0	0.000	N-S(1):	0.314 *
	TH	3.00	820	4,800	0.182	N-S(2):	0.267
	LT	1.00	213	1,600	0.133 *	E-W(1):	0.366 *
Westbound	RT	1.00	152	1,600	0.028	E-W(2):	0.259
	TH	2.00	689	3,200	0.215		
	LT	1.00	149	1,600	0.093 *	V/C:	0.680
Northbound	RT	1.00	129	1,600	0.000	Lost Time:	0.100
	TH	2.00	578	3,200	0.181 *	ITS:	0.000
	LT	1.00	136	1,600	0.085		
Eastbound	RT	0.00	219	0	0.000	ICU:	0.780
	TH	3.00	1,089	4,800	0.273 *		
	LT	1.00	70	1,600	0.044	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 173 - WESTERN AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	121	0	0.000	N-S(1):	0.313 *
	TH	3.00	735	4,800	0.178	N-S(2):	0.311
	LT	1.00	134	1,600	0.084 *	E-W(1):	0.297
Westbound	RT	1.00	206	1,600	0.087	E-W(2):	0.334 *
	TH	3.00	1,117	4,800	0.233 *		
	LT	1.00	231	1,600	0.144	V/C:	0.647
Northbound	RT	1.00	160	1,600	0.028	Lost Time:	0.100
	TH	2.00	734	3,200	0.229 *	ITS:	0.000
	LT	1.00	212	1,600	0.133		
Eastbound	RT	0.00	205	0	0.000	ICU:	0.747
	TH	3.00	530	4,800	0.153		
	LT	1.00	162	1,600	0.101 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	114	0	0.000	N-S(1):	0.228 *
	TH	3.00	417	4,800	0.111	N-S(2):	0.227
	LT	1.00	135	1,600	0.084 *	E-W(1):	0.255 *
Westbound	RT	1.00	121	1,600	0.033	E-W(2):	0.190
	TH	3.00	507	4,800	0.106		
	LT	1.00	194	1,600	0.121 *	V/C:	0.483
Northbound	RT	1.00	164	1,600	0.042	Lost Time:	0.100
	TH	2.00	462	3,200	0.144 *	ITS:	0.000
	LT	1.00	185	1,600	0.116		
Eastbound	RT	0.00	166	0	0.000	ICU:	0.583
	TH	3.00	476	4,800	0.134 *		
	LT	1.00	134	1,600	0.084	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	126	0	0.000	N-S(1):	0.318 *
	TH	3.00	596	4,800	0.150	N-S(2):	0.301
	LT	1.00	175	1,600	0.109 *	E-W(1):	0.470 *
Westbound	RT	1.00	148	1,600	0.038	E-W(2):	0.241
	TH	3.00	639	4,800	0.133		
	LT	1.00	200	1,600	0.125 *	V/C:	0.788
Northbound	RT	1.00	137	1,600	0.023	Lost Time:	0.100
	TH	2.00	670	3,200	0.209 *	ITS:	0.000
	LT	1.00	242	1,600	0.151		
Eastbound	RT	0.00	259	0	0.000	ICU:	0.888
	TH	3.00	1,396	4,800	0.345 *		
	LT	1.00	173	1,600	0.108	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 175 - VERMONT AVENUE & MANCHESTER AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	91	0	0.000	N-S(1):	0.327 *
	TH	3.00	452	4,800	0.113	N-S(2):	0.185
	LT	2.00	140	2,880	0.049 *	E-W(1):	0.310
Westbound	RT	0.00	127	0	0.000	E-W(2):	0.334 *
	TH	3.00	1,098	4,800	0.255 *		
	LT	1.00	90	1,600	0.056	V/C:	0.661
Northbound	RT	0.00	114	0	0.000	Lost Time:	0.100
	TH	3.00	1,220	4,800	0.278 *	ITS:	0.000
	LT	2.00	206	2,880	0.072		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.761
	TH	3.00	1,139	4,800	0.254		
	LT	1.00	127	1,600	0.079 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	138	0	0.000	N-S(1):	0.193 *
	TH	3.00	471	4,800	0.127	N-S(2):	0.168
	LT	2.00	166	2,880	0.058 *	E-W(1):	0.279 *
Westbound	RT	0.00	154	0	0.000	E-W(2):	0.279 *
	TH	3.00	870	4,800	0.213 *		
	LT	1.00	105	1,600	0.066 *	V/C:	0.472
Northbound	RT	0.00	135	0	0.000	Lost Time:	0.100
	TH	3.00	514	4,800	0.135 *	ITS:	0.000
	LT	2.00	117	2,880	0.041		
Eastbound	RT	0.00	127	0	0.000	ICU:	0.572
	TH	3.00	896	4,800	0.213 *		
	LT	1.00	106	1,600	0.066 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	133	0	0.000	N-S(1):	0.259 *
	TH	3.00	764	4,800	0.187	N-S(2):	0.241
	LT	2.00	179	2,880	0.062 *	E-W(1):	0.355 *
Westbound	RT	0.00	122	0	0.000	E-W(2):	0.307
	TH	3.00	977	4,800	0.229		
	LT	1.00	100	1,600	0.063 *	V/C:	0.614
Northbound	RT	0.00	121	0	0.000	Lost Time:	0.100
	TH	3.00	825	4,800	0.197 *	ITS:	0.000
	LT	2.00	156	2,880	0.054		
Eastbound	RT	0.00	133	0	0.000	ICU:	0.714
	TH	3.00	1,269	4,800	0.292 *		
	LT	1.00	125	1,600	0.078	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 176 - VERMONT AVENUE & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	115	0	0.000	N-S(1):	0.300 *
	TH	3.00	638	4,800	0.157	N-S(2):	0.220
	LT	2.00	111	2,880	0.039 *	E-W(1):	0.259
Westbound	RT	0.00	139	0	0.000	E-W(2):	0.305 *
	TH	3.00	899	4,800	0.216 *		
	LT	1.00	180	1,600	0.113	V/C:	0.605
Northbound	RT	1.00	132	1,600	0.026	Lost Time:	0.100
	TH	3.00	1,254	4,800	0.261 *	ITS:	0.000
	LT	2.00	181	2,880	0.063		
Eastbound	RT	0.00	33	0	0.000	ICU:	0.705
	TH	3.00	669	4,800	0.146		
	LT	1.00	142	1,600	0.089 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	115	0	0.000	N-S(1):	0.146
	TH	3.00	497	4,800	0.128 *	N-S(2):	0.181 *
	LT	2.00	112	2,880	0.039	E-W(1):	0.210
Westbound	RT	0.00	85	0	0.000	E-W(2):	0.221 *
	TH	3.00	565	4,800	0.135 *		
	LT	1.00	110	1,600	0.069	V/C:	0.402
Northbound	RT	1.00	67	1,600	0.008	Lost Time:	0.100
	TH	3.00	513	4,800	0.107	ITS:	0.000
	LT	2.00	152	2,880	0.053 *		
Eastbound	RT	0.00	89	0	0.000	ICU:	0.502
	TH	3.00	587	4,800	0.141		
	LT	1.00	138	1,600	0.086 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	123	0	0.000	N-S(1):	0.254
	TH	3.00	814	4,800	0.195 *	N-S(2):	0.268 *
	LT	2.00	155	2,880	0.054	E-W(1):	0.306 *
Westbound	RT	0.00	37	0	0.000	E-W(2):	0.256
	TH	3.00	697	4,800	0.153		
	LT	1.00	148	1,600	0.093 *	V/C:	0.574
Northbound	RT	1.00	109	1,600	0.022	Lost Time:	0.100
	TH	3.00	959	4,800	0.200	ITS:	0.000
	LT	2.00	209	2,880	0.073 *		
Eastbound	RT	0.00	79	0	0.000	ICU:	0.674
	TH	3.00	944	4,800	0.213 *		
	LT	1.00	164	1,600	0.103	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 177 - VERMONT AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	41	1,600	0.000	N-S(1):	0.363 *
	TH	3.00	748	4,800	0.156	N-S(2):	0.283
	LT	2.00	232	2,880	0.081 *	E-W(1):	0.286
Westbound	RT	0.00	201	0	0.000	E-W(2):	0.361 *
	TH	3.00	1,216	4,800	0.295 *		
	LT	1.00	224	1,600	0.140	V/C:	0.724
Northbound	RT	0.00	156	0	0.000	Lost Time:	0.100
	TH	3.00	1,197	4,800	0.282 *	ITS:	0.000
	LT	2.00	367	2,880	0.127		
Eastbound	RT	0.00	162	0	0.000	ICU:	0.824
	TH	3.00	539	4,800	0.146		
	LT	1.00	106	1,600	0.066 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	49	1,600	0.009	N-S(1):	0.217
	TH	3.00	501	4,800	0.104 *	N-S(2):	0.226 *
	LT	2.00	147	2,880	0.051	E-W(1):	0.232 *
Westbound	RT	0.00	91	0	0.000	E-W(2):	0.157
	TH	3.00	451	4,800	0.113		
	LT	1.00	148	1,600	0.093 *	V/C:	0.458
Northbound	RT	0.00	133	0	0.000	Lost Time:	0.100
	TH	3.00	666	4,800	0.166	ITS:	0.000
	LT	2.00	351	2,880	0.122 *		
Eastbound	RT	0.00	159	0	0.000	ICU:	0.558
	TH	3.00	507	4,800	0.139 *		
	LT	1.00	70	1,600	0.044	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	94	1,600	0.018	N-S(1):	0.351 *
	TH	3.00	749	4,800	0.156	N-S(2):	0.274
	LT	2.00	203	2,880	0.070 *	E-W(1):	0.397 *
Westbound	RT	0.00	99	0	0.000	E-W(2):	0.244
	TH	3.00	675	4,800	0.161		
	LT	1.00	186	1,600	0.116 *	V/C:	0.748
Northbound	RT	0.00	234	0	0.000	Lost Time:	0.100
	TH	3.00	1,116	4,800	0.281 *	ITS:	0.000
	LT	2.00	339	2,880	0.118		
Eastbound	RT	0.00	172	0	0.000	ICU:	0.848
	TH	3.00	1,179	4,800	0.281 *		
	LT	1.00	132	1,600	0.083	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 182 - INGLEWOOD AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	148	1,600	0.069	N-S(1):	0.330 *
	TH	2.00	620	3,200	0.194	N-S(2):	0.312
	LT	1.00	169	1,600	0.106 *	E-W(1):	0.265 *
Westbound	RT	1.00	101	1,600	0.010	E-W(2):	0.206
	TH	3.00	756	4,800	0.158		
	LT	1.00	300	1,600	0.188 *	V/C:	0.595
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	2.00	546	3,200	0.224 *	ITS:	0.000
	LT	1.00	189	1,600	0.118		
Eastbound	RT	1.00	38	1,600	0.000	ICU:	0.695
	TH	3.00	368	4,800	0.077 *		
	LT	1.00	76	1,600	0.048	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	194	1,600	0.051	N-S(1):	0.235 *
	TH	2.00	405	3,200	0.127	N-S(2):	0.220
	LT	1.00	124	1,600	0.078 *	E-W(1):	0.244
Westbound	RT	1.00	82	1,600	0.013	E-W(2):	0.279 *
	TH	3.00	662	4,800	0.138 *		
	LT	1.00	171	1,600	0.107	V/C:	0.514
Northbound	RT	0.00	93	0	0.000	Lost Time:	0.100
	TH	2.00	408	3,200	0.157 *	ITS:	0.000
	LT	1.00	149	1,600	0.093		
Eastbound	RT	1.00	125	1,600	0.032	ICU:	0.614
	TH	3.00	659	4,800	0.137		
	LT	1.00	225	1,600	0.141 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	183	1,600	0.044	N-S(1):	0.410 *
	TH	2.00	707	3,200	0.221	N-S(2):	0.324
	LT	1.00	262	1,600	0.164 *	E-W(1):	0.334 *
Westbound	RT	1.00	117	1,600	0.000	E-W(2):	0.286
	TH	3.00	694	4,800	0.145		
	LT	1.00	153	1,600	0.096 *	V/C:	0.744
Northbound	RT	0.00	176	0	0.000	Lost Time:	0.100
	TH	2.00	611	3,200	0.246 *	ITS:	0.000
	LT	1.00	164	1,600	0.103		
Eastbound	RT	1.00	175	1,600	0.058	ICU:	0.844
	TH	3.00	1,141	4,800	0.238 *		
	LT	1.00	225	1,600	0.141	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 183 - HAWTHORNE BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	239	1,600	0.111	N-S(1):	0.255
	TH	3.00	854	4,800	0.178 *	N-S(2):	0.295 *
	LT	2.00	168	2,880	0.058	E-W(1):	0.192
Westbound	RT	0.00	185	0	0.000	E-W(2):	0.316 *
	TH	3.00	969	4,800	0.240 *		
	LT	1.00	127	1,600	0.079	V/C:	0.611
Northbound	RT	1.00	126	1,600	0.039	Lost Time:	0.100
	TH	3.00	945	4,800	0.197	ITS:	0.000
	LT	2.00	336	2,880	0.117 *		
Eastbound	RT	0.00	94	0	0.000	ICU:	0.711
	TH	3.00	450	4,800	0.113		
	LT	1.00	122	1,600	0.076 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	215	1,600	0.082	N-S(1):	0.238
	TH	3.00	840	4,800	0.175 *	N-S(2):	0.262 *
	LT	2.00	227	2,880	0.079	E-W(1):	0.213
Westbound	RT	0.00	165	0	0.000	E-W(2):	0.269 *
	TH	3.00	623	4,800	0.164 *		
	LT	1.00	111	1,600	0.069	V/C:	0.531
Northbound	RT	1.00	173	1,600	0.073	Lost Time:	0.100
	TH	3.00	763	4,800	0.159	ITS:	0.000
	LT	2.00	250	2,880	0.087 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.631
	TH	3.00	553	4,800	0.144		
	LT	1.00	168	1,600	0.105 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	168	1,600	0.058	N-S(1):	0.332
	TH	3.00	1,255	4,800	0.261 *	N-S(2):	0.338 *
	LT	2.00	380	2,880	0.132	E-W(1):	0.333 *
Westbound	RT	0.00	152	0	0.000	E-W(2):	0.258
	TH	3.00	635	4,800	0.164		
	LT	1.00	138	1,600	0.086 *	V/C:	0.671
Northbound	RT	1.00	171	1,600	0.064	Lost Time:	0.100
	TH	3.00	960	4,800	0.200	ITS:	0.000
	LT	2.00	223	2,880	0.077 *		
Eastbound	RT	0.00	164	0	0.000	ICU:	0.771
	TH	3.00	1,023	4,800	0.247 *		
	LT	1.00	150	1,600	0.094	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 184 - PRAIRIE AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	136	0	0.000	N-S(1):	0.271
	TH	3.00	835	4,800	0.202 *	N-S(2):	0.297 *
	LT	1.00	180	1,600	0.113	E-W(1):	0.333 *
Westbound	RT	0.00	187	0	0.000	E-W(2):	0.391 *
	TH	3.00	1,132	4,800	0.275 *		
	LT	1.00	311	1,600	0.194	V/C:	0.688
Northbound	RT	0.00	143	0	0.000	Lost Time:	0.100
	TH	3.00	616	4,800	0.158	ITS:	0.000
	LT	1.00	152	1,600	0.095 *		
Eastbound	RT	0.00	72	0	0.000	ICU:	0.788
	TH	3.00	596	4,800	0.139		
	LT	1.00	185	1,600	0.116 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.287 *
	TH	3.00	601	4,800	0.148	N-S(2):	0.232
	LT	1.00	248	1,600	0.155 *	E-W(1):	0.288 *
Westbound	RT	0.00	116	0	0.000	E-W(2):	0.254
	TH	3.00	682	4,800	0.166		
	LT	1.00	207	1,600	0.129 *	V/C:	0.575
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	3.00	503	4,800	0.132 *	ITS:	0.000
	LT	1.00	135	1,600	0.084		
Eastbound	RT	0.00	73	0	0.000	ICU:	0.675
	TH	3.00	688	4,800	0.159 *		
	LT	1.00	140	1,600	0.088	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	139	0	0.000	N-S(1):	0.350 *
	TH	3.00	910	4,800	0.219	N-S(2):	0.292
	LT	1.00	260	1,600	0.163 *	E-W(1):	0.406 *
Westbound	RT	0.00	161	0	0.000	E-W(2):	0.298
	TH	3.00	752	4,800	0.190		
	LT	1.00	247	1,600	0.154 *	V/C:	0.756
Northbound	RT	0.00	196	0	0.000	Lost Time:	0.100
	TH	3.00	700	4,800	0.187 *	ITS:	0.000
	LT	1.00	116	1,600	0.073		
Eastbound	RT	0.00	128	0	0.000	ICU:	0.856
	TH	3.00	1,080	4,800	0.252 *		
	LT	1.00	172	1,600	0.108	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 185 - CRENSHAW BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.302 *
	TH	3.00	725	4,800	0.176	N-S(2):	0.258
	LT	1.00	133	1,600	0.083 *	E-W(1):	0.263
Westbound	RT	0.00	173	0	0.000	E-W(2):	0.344 *
	TH	3.00	1,023	4,800	0.249 *		
	LT	1.00	148	1,600	0.093	V/C:	0.646
Northbound	RT	0.00	119	0	0.000	Lost Time:	0.100
	TH	3.00	932	4,800	0.219 *	ITS:	0.000
	LT	1.00	131	1,600	0.082		
Eastbound	RT	0.00	166	0	0.000	ICU:	0.746
	TH	3.00	652	4,800	0.170		
	LT	1.00	152	1,600	0.095 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	167	0	0.000	N-S(1):	0.279 *
	TH	3.00	542	4,800	0.148	N-S(2):	0.242
	LT	1.00	177	1,600	0.111 *	E-W(1):	0.257
Westbound	RT	0.00	189	0	0.000	E-W(2):	0.268 *
	TH	3.00	654	4,800	0.176 *		
	LT	1.00	149	1,600	0.093	V/C:	0.547
Northbound	RT	0.00	146	0	0.000	Lost Time:	0.100
	TH	3.00	662	4,800	0.168 *	ITS:	0.000
	LT	1.00	151	1,600	0.094		
Eastbound	RT	0.00	127	0	0.000	ICU:	0.647
	TH	3.00	662	4,800	0.164		
	LT	1.00	147	1,600	0.092 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	228	0	0.000	N-S(1):	0.299
	TH	3.00	957	4,800	0.247 *	N-S(2):	0.343 *
	LT	1.00	206	1,600	0.129	E-W(1):	0.359 *
Westbound	RT	0.00	197	0	0.000	E-W(2):	0.308
	TH	3.00	882	4,800	0.225		
	LT	1.00	161	1,600	0.101 *	V/C:	0.702
Northbound	RT	0.00	178	0	0.000	Lost Time:	0.100
	TH	3.00	640	4,800	0.170	ITS:	0.000
	LT	1.00	153	1,600	0.096 *		
Eastbound	RT	0.00	185	0	0.000	ICU:	0.802
	TH	3.00	1,053	4,800	0.258 *		
	LT	1.00	133	1,600	0.083	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 186 - WESTERN AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	71	0	0.000	N-S(1):	0.271
	TH	2.00	579	3,200	0.203 *	N-S(2):	0.319 *
	LT	1.00	77	1,600	0.048	E-W(1):	0.262
Westbound	RT	0.00	132	0	0.000	E-W(2):	0.319 *
	TH	3.00	1,145	4,800	0.266 *		
	LT	1.00	94	1,600	0.059	V/C:	0.638
Northbound	RT	1.00	86	1,600	0.024	Lost Time:	0.100
	TH	2.00	712	3,200	0.223	ITS:	0.000
	LT	1.00	186	1,600	0.116 *		
Eastbound	RT	0.00	96	0	0.000	ICU:	0.738
	TH	3.00	877	4,800	0.203		
	LT	1.00	85	1,600	0.053 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	104	0	0.000	N-S(1):	0.234
	TH	2.00	463	3,200	0.177 *	N-S(2):	0.271 *
	LT	1.00	137	1,600	0.086	E-W(1):	0.236 *
Westbound	RT	0.00	138	0	0.000	E-W(2):	0.232
	TH	3.00	707	4,800	0.176		
	LT	1.00	95	1,600	0.059 *	V/C:	0.507
Northbound	RT	1.00	121	1,600	0.046	Lost Time:	0.100
	TH	2.00	474	3,200	0.148	ITS:	0.000
	LT	1.00	150	1,600	0.094 *		
Eastbound	RT	0.00	146	0	0.000	ICU:	0.607
	TH	3.00	704	4,800	0.177 *		
	LT	1.00	90	1,600	0.056	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	101	0	0.000	N-S(1):	0.285
	TH	2.00	715	3,200	0.255 *	N-S(2):	0.366 *
	LT	1.00	136	1,600	0.085	E-W(1):	0.372 *
Westbound	RT	0.00	82	0	0.000	E-W(2):	0.299
	TH	3.00	998	4,800	0.225		
	LT	1.00	139	1,600	0.087 *	V/C:	0.738
Northbound	RT	1.00	117	1,600	0.030	Lost Time:	0.100
	TH	2.00	640	3,200	0.200	ITS:	0.000
	LT	1.00	177	1,600	0.111 *		
Eastbound	RT	0.00	187	0	0.000	ICU:	0.838
	TH	3.00	1,181	4,800	0.285 *		
	LT	1.00	119	1,600	0.074	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 187 - VERMONT AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	108	1,600	0.034	N-S(1):	0.265 *
	TH	3.00	486	4,800	0.101	N-S(2):	0.198
	LT	1.00	203	1,600	0.127 *	E-W(1):	0.308
Westbound	RT	0.00	166	0	0.000	E-W(2):	0.399 *
	TH	3.00	1,432	4,800	0.333 *		
	LT	1.00	128	1,600	0.080	V/C:	0.664
Northbound	RT	0.00	112	0	0.000	Lost Time:	0.100
	TH	3.00	552	4,800	0.138 *	ITS:	0.000
	LT	1.00	155	1,600	0.097		
Eastbound	RT	0.00	63	0	0.000	ICU:	0.764
	TH	3.00	1,029	4,800	0.228		
	LT	1.00	106	1,600	0.066 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	94	1,600	0.029	N-S(1):	0.227 *
	TH	3.00	320	4,800	0.067	N-S(2):	0.140
	LT	1.00	215	1,600	0.134 *	E-W(1):	0.296 *
Westbound	RT	0.00	138	0	0.000	E-W(2):	0.287
	TH	3.00	951	4,800	0.227		
	LT	1.00	136	1,600	0.085 *	V/C:	0.523
Northbound	RT	0.00	128	0	0.000	Lost Time:	0.100
	TH	3.00	320	4,800	0.093 *	ITS:	0.000
	LT	1.00	117	1,600	0.073		
Eastbound	RT	0.00	71	0	0.000	ICU:	0.623
	TH	3.00	940	4,800	0.211 *		
	LT	1.00	96	1,600	0.060	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	95	1,600	0.014	N-S(1):	0.330 *
	TH	3.00	751	4,800	0.156	N-S(2):	0.242
	LT	1.00	242	1,600	0.151 *	E-W(1):	0.374 *
Westbound	RT	0.00	191	0	0.000	E-W(2):	0.372
	TH	3.00	1,163	4,800	0.282		
	LT	1.00	153	1,600	0.096 *	V/C:	0.704
Northbound	RT	0.00	176	0	0.000	Lost Time:	0.100
	TH	3.00	683	4,800	0.179 *	ITS:	0.000
	LT	1.00	137	1,600	0.086		
Eastbound	RT	0.00	116	0	0.000	ICU:	0.804
	TH	3.00	1,220	4,800	0.278 *		
	LT	1.00	144	1,600	0.090	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 188 - PRAIRIE AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	108	0	0.000	N-S(1):	0.356
	TH	3.00	942	4,800	0.219 *	N-S(2):	0.423 *
	LT	1.00	189	1,600	0.118	E-W(1):	0.222
Westbound	RT	0.00	279	0	0.000	E-W(2):	0.363 *
	TH	3.00	1,051	4,800	0.277 *		
	LT	1.00	110	1,600	0.069	V/C:	0.786
Northbound	RT	0.00	146	0	0.000	Lost Time:	0.100
	TH	3.00	997	4,800	0.238	ITS:	0.000
	LT	1.00	327	1,600	0.204 *		
Eastbound	RT	0.00	154	0	0.000	ICU:	0.886
	TH	3.00	582	4,800	0.153		
	LT	1.00	138	1,600	0.086 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	108	0	0.000	N-S(1):	0.263
	TH	3.00	679	4,800	0.164 *	N-S(2):	0.295 *
	LT	1.00	207	1,600	0.129	E-W(1):	0.234 *
Westbound	RT	0.00	191	0	0.000	E-W(2):	0.219
	TH	3.00	546	4,800	0.154		
	LT	1.00	143	1,600	0.089 *	V/C:	0.529
Northbound	RT	0.00	101	0	0.000	Lost Time:	0.100
	TH	3.00	543	4,800	0.134	ITS:	0.000
	LT	1.00	210	1,600	0.131 *		
Eastbound	RT	0.00	173	0	0.000	ICU:	0.629
	TH	3.00	524	4,800	0.145 *		
	LT	1.00	104	1,600	0.065	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	118	0	0.000	N-S(1):	0.369
	TH	3.00	1,037	4,800	0.241 *	N-S(2):	0.374 *
	LT	1.00	290	1,600	0.181	E-W(1):	0.425 *
Westbound	RT	0.00	231	0	0.000	E-W(2):	0.274
	TH	3.00	684	4,800	0.191		
	LT	1.00	153	1,600	0.096 *	V/C:	0.799
Northbound	RT	0.00	113	0	0.000	Lost Time:	0.100
	TH	3.00	788	4,800	0.188	ITS:	0.000
	LT	1.00	212	1,600	0.133 *		
Eastbound	RT	0.00	295	0	0.000	ICU:	0.899
	TH	3.00	1,282	4,800	0.329 *		
	LT	1.00	133	1,600	0.083	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 189 - CRENSHAW BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	252	1,600	0.060	N-S(1):	0.327 *
	TH	3.00	771	4,800	0.161	N-S(2):	0.315
	LT	1.00	132	1,600	0.083 *	E-W(1):	0.221
Westbound	RT	0.00	285	0	0.000	E-W(2):	0.472 *
	TH	3.00	1,049	4,800	0.278 *		
	LT	1.00	126	1,600	0.079	V/C:	0.799
Northbound	RT	1.00	99	1,600	0.023	Lost Time:	0.100
	TH	3.00	1,170	4,800	0.244 *	ITS:	0.000
	LT	1.00	246	1,600	0.154		
Eastbound	RT	0.00	105	0	0.000	ICU:	0.899
	TH	3.00	575	4,800	0.142		
	LT	1.00	311	1,600	0.194 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	209	1,600	0.041	N-S(1):	0.249 *
	TH	3.00	679	4,800	0.141	N-S(2):	0.224
	LT	1.00	129	1,600	0.081 *	E-W(1):	0.192
Westbound	RT	0.00	177	0	0.000	E-W(2):	0.309 *
	TH	3.00	449	4,800	0.130 *		
	LT	1.00	115	1,600	0.072	V/C:	0.558
Northbound	RT	1.00	92	1,600	0.022	Lost Time:	0.100
	TH	3.00	806	4,800	0.168 *	ITS:	0.000
	LT	1.00	133	1,600	0.083		
Eastbound	RT	0.00	112	0	0.000	ICU:	0.658
	TH	3.00	464	4,800	0.120		
	LT	1.00	286	1,600	0.179 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	235	1,600	0.049	N-S(1):	0.287
	TH	3.00	1,224	4,800	0.255 *	N-S(2):	0.321 *
	LT	1.00	187	1,600	0.117	E-W(1):	0.356
Westbound	RT	0.00	231	0	0.000	E-W(2):	0.359 *
	TH	3.00	552	4,800	0.163 *		
	LT	1.00	117	1,600	0.073	V/C:	0.680
Northbound	RT	1.00	96	1,600	0.023	Lost Time:	0.100
	TH	3.00	814	4,800	0.170	ITS:	0.000
	LT	1.00	106	1,600	0.066 *		
Eastbound	RT	0.00	174	0	0.000	ICU:	0.780
	TH	3.00	1,184	4,800	0.283		
	LT	1.00	313	1,600	0.196 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 190 - WESTERN AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	232	1,600	0.094	N-S(1):	0.218
	TH	2.00	461	3,200	0.144 *	N-S(2):	0.267 *
	LT	1.00	53	1,600	0.033	E-W(1):	0.218
Westbound	RT	0.00	154	0	0.000	E-W(2):	0.433 *
	TH	3.00	1,434	4,800	0.331 *		
	LT	1.00	101	1,600	0.063	V/C:	0.700
Northbound	RT	0.00	68	0	0.000	Lost Time:	0.100
	TH	2.00	524	3,200	0.185	ITS:	0.000
	LT	1.00	196	1,600	0.123 *		
Eastbound	RT	0.00	139	0	0.000	ICU:	0.800
	TH	3.00	603	4,800	0.155		
	LT	1.00	163	1,600	0.102 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	175	1,600	0.067	N-S(1):	0.192 *
	TH	2.00	350	3,200	0.109 *	N-S(2):	0.192 *
	LT	1.00	73	1,600	0.046 *	E-W(1):	0.202
Westbound	RT	0.00	106	0	0.000	E-W(2):	0.232 *
	TH	3.00	594	4,800	0.146 *		
	LT	1.00	110	1,600	0.069	V/C:	0.424
Northbound	RT	0.00	118	0	0.000	Lost Time:	0.100
	TH	2.00	349	3,200	0.146 *	ITS:	0.000
	LT	1.00	133	1,600	0.083 *		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.524
	TH	3.00	518	4,800	0.133		
	LT	1.00	137	1,600	0.086 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	211	1,600	0.079	N-S(1):	0.275
	TH	2.00	558	3,200	0.174 *	N-S(2):	0.285 *
	LT	1.00	101	1,600	0.063	E-W(1):	0.381 *
Westbound	RT	0.00	102	0	0.000	E-W(2):	0.281
	TH	3.00	745	4,800	0.176		
	LT	1.00	81	1,600	0.051 *	V/C:	0.666
Northbound	RT	0.00	121	0	0.000	Lost Time:	0.100
	TH	2.00	556	3,200	0.212	ITS:	0.000
	LT	1.00	178	1,600	0.111 *		
Eastbound	RT	0.00	192	0	0.000	ICU:	0.766
	TH	3.00	1,390	4,800	0.330 *		
	LT	1.00	168	1,600	0.105	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 191 - VERMONT AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	82	1,600	0.034	N-S(1):	0.186 *
	TH	3.00	358	4,800	0.075	N-S(2):	0.118
	LT	1.00	155	1,600	0.097 *	E-W(1):	0.217
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.419 *
	TH	3.00	1,728	4,800	0.385 *		
	LT	1.00	101	1,600	0.063	V/C:	0.605
Northbound	RT	1.00	99	1,600	0.030	Lost Time:	0.100
	TH	3.00	426	4,800	0.089 *	ITS:	0.000
	LT	1.00	68	1,600	0.043		
Eastbound	RT	0.00	56	0	0.000	ICU:	0.705
	TH	3.00	684	4,800	0.154		
	LT	1.00	55	1,600	0.034 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	156	1,600	0.084 *	N-S(1):	0.102
	TH	3.00	312	4,800	0.065	N-S(2):	0.118 *
	LT	1.00	68	1,600	0.043	E-W(1):	0.184 *
Westbound	RT	0.00	55	0	0.000	E-W(2):	0.180
	TH	3.00	674	4,800	0.152		
	LT	1.00	67	1,600	0.042 *	V/C:	0.302
Northbound	RT	1.00	43	1,600	0.006	Lost Time:	0.100
	TH	3.00	281	4,800	0.059	ITS:	0.000
	LT	1.00	54	1,600	0.034 *		
Eastbound	RT	0.00	47	0	0.000	ICU:	0.402
	TH	3.00	633	4,800	0.142 *		
	LT	1.00	44	1,600	0.028	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	48	1,600	0.000	N-S(1):	0.178 *
	TH	3.00	404	4,800	0.084	N-S(2):	0.133
	LT	1.00	129	1,600	0.081 *	E-W(1):	0.342 *
Westbound	RT	0.00	76	0	0.000	E-W(2):	0.239
	TH	3.00	769	4,800	0.176		
	LT	1.00	76	1,600	0.048 *	V/C:	0.520
Northbound	RT	1.00	85	1,600	0.029	Lost Time:	0.100
	TH	3.00	465	4,800	0.097 *	ITS:	0.000
	LT	1.00	78	1,600	0.049		
Eastbound	RT	0.00	89	0	0.000	ICU:	0.620
	TH	3.00	1,321	4,800	0.294 *		
	LT	1.00	101	1,600	0.063	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 192 - AVIATION BOULEVARD & ARTESIA BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	220	0	0.000	N-S(1):	0.520 *
	TH	2.00	485	3,200	0.220	N-S(2):	0.310
	LT	1.00	103	1,600	0.064 *	E-W(1):	0.300
Westbound	RT	0.00	207	0	0.000	E-W(2):	0.448 *
	TH	2.00	799	3,200	0.314 *		
	LT	1.00	185	1,600	0.116	V/C:	0.968
Northbound	RT	0.00	143	0	0.000	Lost Time:	0.100
	TH	2.00	1,315	3,200	0.456 *	ITS:	0.000
	LT	1.00	144	1,600	0.090		
Eastbound	RT	0.00	56	0	0.000	ICU:	1.068
	TH	2.00	533	3,200	0.184		
	LT	1.00	215	1,600	0.134 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	133	0	0.000	N-S(1):	0.300 *
	TH	2.00	604	3,200	0.230	N-S(2):	0.298
	LT	1.00	175	1,600	0.109 *	E-W(1):	0.336 *
Westbound	RT	0.00	159	0	0.000	E-W(2):	0.322
	TH	2.00	501	3,200	0.206		
	LT	1.00	238	1,600	0.149 *	V/C:	0.636
Northbound	RT	0.00	149	0	0.000	Lost Time:	0.100
	TH	2.00	462	3,200	0.191 *	ITS:	0.000
	LT	1.00	109	1,600	0.068		
Eastbound	RT	0.00	72	0	0.000	ICU:	0.736
	TH	2.00	526	3,200	0.187 *		
	LT	1.00	186	1,600	0.116	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	116	0	0.000	N-S(1):	0.445
	TH	2.00	1,235	3,200	0.422 *	N-S(2):	0.497 *
	LT	1.00	253	1,600	0.158	E-W(1):	0.457 *
Westbound	RT	0.00	141	0	0.000	E-W(2):	0.365
	TH	2.00	642	3,200	0.245		
	LT	1.00	292	1,600	0.183 *	V/C:	0.954
Northbound	RT	0.00	157	0	0.000	Lost Time:	0.100
	TH	2.00	761	3,200	0.287	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	135	0	0.000	ICU:	1.054
	TH	2.00	742	3,200	0.274 *		
	LT	1.00	192	1,600	0.120	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 193 - AVIATION BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	122	1,600	0.000	N-S(1):	0.443 *
	TH	2.00	612	3,200	0.191	N-S(2):	0.230
	LT	2.00	97	2,880	0.034 *	E-W(1):	0.266
Westbound	RT	1.00	318	1,600	0.182	E-W(2):	0.356 *
	TH	2.00	638	3,200	0.199 *		
	LT	2.00	245	2,880	0.085	V/C:	0.799
Northbound	RT	0.00	125	0	0.000	Lost Time:	0.100
	TH	3.00	1,839	4,800	0.409 *	ITS:	0.000
	LT	1.00	63	1,600	0.039		
Eastbound	RT	1.00	98	1,600	0.042	ICU:	0.899
	TH	2.00	578	3,200	0.181		
	LT	1.00	251	1,600	0.157 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	215	1,600	0.073	N-S(1):	0.270
	TH	2.00	752	3,200	0.235 *	N-S(2):	0.333 *
	LT	2.00	143	2,880	0.050	E-W(1):	0.254
Westbound	RT	1.00	152	1,600	0.070	E-W(2):	0.293 *
	TH	2.00	540	3,200	0.169 *		
	LT	2.00	235	2,880	0.082	V/C:	0.626
Northbound	RT	0.00	171	0	0.000	Lost Time:	0.100
	TH	3.00	883	4,800	0.220	ITS:	0.000
	LT	1.00	157	1,600	0.098 *		
Eastbound	RT	1.00	138	1,600	0.037	ICU:	0.726
	TH	2.00	550	3,200	0.172		
	LT	1.00	198	1,600	0.124 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	400	1,600	0.192	N-S(1):	0.310
	TH	2.00	1,307	3,200	0.408 *	N-S(2):	0.516 *
	LT	2.00	323	2,880	0.112	E-W(1):	0.365 *
Westbound	RT	1.00	131	1,600	0.026	E-W(2):	0.322
	TH	2.00	655	3,200	0.205		
	LT	2.00	438	2,880	0.152 *	V/C:	0.881
Northbound	RT	0.00	139	0	0.000	Lost Time:	0.100
	TH	3.00	813	4,800	0.198	ITS:	0.000
	LT	1.00	172	1,600	0.108 *		
Eastbound	RT	1.00	172	1,600	0.054	ICU:	0.981
	TH	2.00	682	3,200	0.213 *		
	LT	1.00	187	1,600	0.117	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 196 - PRAIRIE AVENUE & FLORENCE AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.006
	TH	0.00	0	0	0.000 *	N-S(2):	0.262 *
	LT	0.00	0	0	0.000	E-W(1):	0.552 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.345
	TH	3.00	1,656	4,800	0.345		
	LT	1.00	432	1,600	0.270 *	V/C:	0.814
Northbound	RT	1.00	441	1,600	0.006	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	755	2,880	0.262 *		
Eastbound	RT	1.00	451	1,600	0.282 *	ICU:	0.914
	TH	3.00	852	4,800	0.178		
	LT	0.00	0	0	0.000	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.000
	TH	0.00	0	0	0.000 *	N-S(2):	0.109 *
	LT	0.00	0	0	0.000	E-W(1):	0.354 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.168
	TH	3.00	808	4,800	0.168		
	LT	1.00	246	1,600	0.154 *	V/C:	0.463
Northbound	RT	1.00	243	1,600	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	314	2,880	0.109 *		
Eastbound	RT	1.00	320	1,600	0.200 *	ICU:	0.563
	TH	3.00	787	4,800	0.164		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.058
	TH	0.00	0	0	0.000 *	N-S(2):	0.157 *
	LT	0.00	0	0	0.000	E-W(1):	0.523 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.206
	TH	3.00	990	4,800	0.206		
	LT	1.00	313	1,600	0.196 *	V/C:	0.680
Northbound	RT	1.00	405	1,600	0.058	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	453	2,880	0.157 *		
Eastbound	RT	1.00	523	1,600	0.327 *	ICU:	0.780
	TH	3.00	1,559	4,800	0.325		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 197 - PRAIRIE AVENUE & LENNOX BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	158	0	0.000	N-S(1):	0.261
	TH	3.00	1,072	4,800	0.256 *	N-S(2):	0.362 *
	LT	1.00	1	1,600	0.001	E-W(1):	0.054
Westbound	RT	0.00	7	0	0.000	E-W(2):	0.088 *
	TH	1.00	4	1,600	0.007 *		
	LT	0.00	0	0	0.000	V/C:	0.450
Northbound	RT	0.00	7	0	0.000	Lost Time:	0.100
	TH	3.00	1,242	4,800	0.260	ITS:	0.000
	LT	1.00	170	1,600	0.106 *		
Eastbound	RT	1.00	172	1,600	0.054	ICU:	0.550
	TH	2.00	4	3,200	0.042		
	LT	0.00	129	1,600	0.081 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	102	0	0.000	N-S(1):	0.207
	TH	3.00	880	4,800	0.205 *	N-S(2):	0.276 *
	LT	1.00	4	1,600	0.003	E-W(1):	0.045
Westbound	RT	0.00	9	0	0.000	E-W(2):	0.092 *
	TH	1.00	3	1,600	0.009 *		
	LT	0.00	3	1,600	0.002	V/C:	0.368
Northbound	RT	0.00	6	0	0.000	Lost Time:	0.100
	TH	3.00	971	4,800	0.204	ITS:	0.000
	LT	1.00	113	1,600	0.071 *		
Eastbound	RT	1.00	112	1,600	0.035	ICU:	0.468
	TH	2.00	4	3,200	0.043		
	LT	0.00	132	1,600	0.083 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	116	0	0.000	N-S(1):	0.274
	TH	3.00	1,382	4,800	0.312 *	N-S(2):	0.409 *
	LT	1.00	14	1,600	0.009	E-W(1):	0.085
Westbound	RT	0.00	6	0	0.000	E-W(2):	0.108 *
	TH	1.00	2	1,600	0.005 *		
	LT	0.00	0	0	0.000	V/C:	0.517
Northbound	RT	0.00	6	0	0.000	Lost Time:	0.100
	TH	3.00	1,267	4,800	0.265	ITS:	0.000
	LT	1.00	155	1,600	0.097 *		
Eastbound	RT	1.00	214	1,600	0.085	ICU:	0.617
	TH	2.00	6	3,200	0.053		
	LT	0.00	164	1,600	0.103 *	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 1 - ADMIRALTY WAY & BALI WAY
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	17	1,600	0.003	N-S(1):	0.469 *
	TH	2.00	1,034	3,200	0.323	N-S(2):	0.336
	LT	1.00	299	1,600	0.187 *	E-W(1):	0.029
Westbound	RT	1.88	243	3,014	0.000	E-W(2):	0.097 *
	TH	0.12	15	186	0.081 *		
	LT	1.00	17	1,600	0.011	V/C:	0.566
Northbound	RT	0.00	44	0	0.000	Lost Time:	0.100
	TH	2.00	858	3,200	0.282 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	11	0	0.000	ICU:	0.666
	TH	2.00	21	3,200	0.018		
	LT	0.00	25	1,600	0.016 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	21	1,600	0.004	N-S(1):	0.425 *
	TH	2.00	680	3,200	0.213	N-S(2):	0.232
	LT	1.00	196	1,600	0.123 *	E-W(1):	0.060
Westbound	RT	1.82	266	2,915	0.000	E-W(2):	0.110 *
	TH	0.18	26	285	0.091 *		
	LT	1.00	52	1,600	0.033	V/C:	0.535
Northbound	RT	0.00	126	0	0.000	Lost Time:	0.100
	TH	2.00	841	3,200	0.302 *	ITS:	0.000
	LT	1.00	31	1,600	0.019		
Eastbound	RT	0.00	25	0	0.000	ICU:	0.635
	TH	2.00	31	3,200	0.027		
	LT	0.00	30	1,600	0.019 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	22	1,600	0.006	N-S(1):	0.543 *
	TH	2.00	1,166	3,200	0.364	N-S(2):	0.372
	LT	1.00	268	1,600	0.168 *	E-W(1):	0.052
Westbound	RT	1.88	412	3,003	0.000	E-W(2):	0.153 *
	TH	0.12	27	197	0.137 *		
	LT	1.00	49	1,600	0.031	V/C:	0.696
Northbound	RT	0.00	123	0	0.000	Lost Time:	0.100
	TH	2.00	1,078	3,200	0.375 *	ITS:	0.000
	LT	1.00	13	1,600	0.008		
Eastbound	RT	0.00	13	0	0.000	ICU:	0.796
	TH	2.00	28	3,200	0.021		
	LT	0.00	25	1,600	0.016 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 2 - ADMIRALTY WAY & FIJI WAY
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:	WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	64	1,600	0.000	N-S(1):	0.188 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	540	2,880	0.188 *	E-W(1):	0.027
Westbound	RT	1.00	459	1,600	0.000	E-W(2):	0.118 *
	TH	1.00	110	1,600	0.069 *		
	LT	0.00	0	0	0.000	V/C:	0.306
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.406
	TH	2.00	86	3,200	0.027		
	LT	1.00	78	1,600	0.049 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	87	1,600	0.000	N-S(1):	0.128 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	369	2,880	0.128 *	E-W(1):	0.046
Westbound	RT	1.00	363	1,600	0.000	E-W(2):	0.151 *
	TH	1.00	151	1,600	0.094 *		
	LT	0.00	0	0	0.000	V/C:	0.279
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.379
	TH	2.00	148	3,200	0.046		
	LT	1.00	91	1,600	0.057 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	185	1,600	0.058	N-S(1):	0.225 *
	TH	0.00	0	0	0.000	N-S(2):	0.058
	LT	2.00	648	2,880	0.225 *	E-W(1):	0.062
Westbound	RT	1.00	554	1,600	0.000	E-W(2):	0.220 *
	TH	1.00	259	1,600	0.162 *		
	LT	0.00	0	0	0.000	V/C:	0.445
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.545
	TH	2.00	198	3,200	0.062		
	LT	1.00	92	1,600	0.058 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 3 - ADMIRALTY WAY & MINDANAO WAY
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	13	1,600	0.001	N-S(1):	0.467 *
	TH	2.00	518	3,200	0.162	N-S(2):	0.170
	LT	1.00	497	1,600	0.311 *	E-W(1):	0.082 *
Westbound	RT	1.00	397	1,600	0.000	E-W(2):	0.000
	TH	0.17	16	275	0.058		
	LT	1.83	170	2,632	0.065 *	V/C:	0.549
Northbound	RT	0.00	38	0	0.000	Lost Time:	0.100
	TH	2.00	460	3,200	0.156 *	ITS:	0.000
	LT	1.00	12	1,600	0.008		
Eastbound	RT	0.00	16	0	0.000	ICU:	0.649
	TH	2.00	14	3,200	0.017 *		
	LT	0.00	23	1,600	0.014	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	11	1,600	0.000	N-S(1):	0.403 *
	TH	2.00	466	3,200	0.146	N-S(2):	0.154
	LT	1.00	248	1,600	0.155 *	E-W(1):	0.131 *
Westbound	RT	1.00	376	1,600	0.080	E-W(2):	0.000
	TH	0.33	52	535	0.097		
	LT	1.67	259	2,398	0.108 *	V/C:	0.534
Northbound	RT	0.00	211	0	0.000	Lost Time:	0.100
	TH	2.00	583	3,200	0.248 *	ITS:	0.000
	LT	1.00	12	1,600	0.008		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.634
	TH	2.00	21	3,200	0.023 *		
	LT	0.00	33	1,600	0.021	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.012	N-S(1):	0.456 *
	TH	2.00	891	3,200	0.278	N-S(2):	0.304
	LT	1.00	293	1,600	0.183 *	E-W(1):	0.165 *
Westbound	RT	1.00	516	1,600	0.139 *	E-W(2):	0.000
	TH	0.43	75	696	0.108		
	LT	1.57	270	2,254	0.120	V/C:	0.621
Northbound	RT	0.00	108	0	0.000	Lost Time:	0.100
	TH	2.00	767	3,200	0.273 *	ITS:	0.000
	LT	1.00	41	1,600	0.026		
Eastbound	RT	0.00	29	0	0.000	ICU:	0.721
	TH	2.00	32	3,200	0.026 *		
	LT	0.00	23	1,600	0.014	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 4 - PALAWAN WAY & ADMIRALTY WAY
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.001	N-S(1):	0.158 *
	TH	1.00	45	1,600	0.028	N-S(2):	0.056
	LT	1.00	128	1,600	0.080 *	E-W(1):	0.334 *
Westbound	RT	0.00	57	0	0.000	E-W(2):	0.312
	TH	2.00	784	3,200	0.263		
	LT	1.00	60	1,600	0.038 *	V/C:	0.492
Northbound	RT	0.00	73	0	0.000	Lost Time:	0.100
	TH	1.00	51	1,600	0.078 *	ITS:	0.000
	LT	1.00	44	1,600	0.028		
Eastbound	RT	1.00	24	1,600	0.001	ICU:	0.592
	TH	2.00	948	3,200	0.296 *		
	LT	1.00	78	1,600	0.049	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	99	1,600	0.046	N-S(1):	0.134 *
	TH	1.00	40	1,600	0.025	N-S(2):	0.067
	LT	1.00	113	1,600	0.071 *	E-W(1):	0.202
Westbound	RT	0.00	68	0	0.000	E-W(2):	0.277 *
	TH	2.00	712	3,200	0.244 *		
	LT	1.00	61	1,600	0.038	V/C:	0.411
Northbound	RT	0.00	56	0	0.000	Lost Time:	0.100
	TH	1.00	45	1,600	0.063 *	ITS:	0.000
	LT	1.00	34	1,600	0.021		
Eastbound	RT	1.00	44	1,600	0.017	ICU:	0.511
	TH	2.00	524	3,200	0.164		
	LT	1.00	52	1,600	0.033 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	140	1,600	0.075	N-S(1):	0.206 *
	TH	1.00	114	1,600	0.071	N-S(2):	0.096
	LT	1.00	208	1,600	0.130 *	E-W(1):	0.342
Westbound	RT	0.00	74	0	0.000	E-W(2):	0.363 *
	TH	2.00	1,004	3,200	0.337 *		
	LT	1.00	92	1,600	0.058	V/C:	0.569
Northbound	RT	0.00	91	0	0.000	Lost Time:	0.100
	TH	1.00	30	1,600	0.076 *	ITS:	0.000
	LT	1.00	33	1,600	0.021		
Eastbound	RT	1.00	22	1,600	0.003	ICU:	0.669
	TH	2.00	909	3,200	0.284		
	LT	1.00	41	1,600	0.026 *	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 5 - VIA MARINA & ADMIRALTY WAY
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:	NBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.318 *
	TH	3.00	182	4,800	0.038	N-S(2):	0.038
	LT	1.00	303	1,600	0.189 *	E-W(1):	0.097 *
Westbound	RT	2.00	582	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	279	2,880	0.097 *	V/C:	0.415
Northbound	RT	1.00	697	1,600	0.000	Lost Time:	0.100
	TH	2.00	413	3,200	0.129 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.515
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.287 *
	TH	3.00	263	4,800	0.055	N-S(2):	0.055
	LT	1.00	259	1,600	0.162 *	E-W(1):	0.153 *
Westbound	RT	2.00	306	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	442	2,880	0.153 *	V/C:	0.440
Northbound	RT	1.00	395	1,600	0.000	Lost Time:	0.100
	TH	2.00	399	3,200	0.125 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.540
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.416 *
	TH	3.00	385	4,800	0.080	N-S(2):	0.080
	LT	1.00	523	1,600	0.327 *	E-W(1):	0.226 *
Westbound	RT	2.00	427	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	650	2,880	0.226 *	V/C:	0.642
Northbound	RT	1.00	461	1,600	0.000	Lost Time:	0.100
	TH	2.00	285	3,200	0.089 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.742
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 10 - AVIATIO BOULEVARD & ARBOR VITAE STREET
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.130
	TH	2.00	278	3,200	0.090 *	N-S(2):	0.133 *
	LT	1.00	35	1,600	0.022	E-W(1):	0.161
Westbound	RT	0.00	48	0	0.000	E-W(2):	0.206 *
	TH	2.00	567	3,200	0.192 *		
	LT	1.00	117	1,600	0.073	V/C:	0.339
Northbound	RT	1.00	26	1,600	0.000	Lost Time:	0.100
	TH	2.00	346	3,200	0.108	ITS:	0.000
	LT	1.00	68	1,600	0.043 *		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.439
	TH	2.00	270	3,200	0.088		
	LT	1.00	23	1,600	0.014 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	68	0	0.000	N-S(1):	0.138
	TH	2.00	232	3,200	0.094 *	N-S(2):	0.147 *
	LT	1.00	68	1,600	0.043	E-W(1):	0.173 *
Westbound	RT	0.00	82	0	0.000	E-W(2):	0.153
	TH	2.00	349	3,200	0.135		
	LT	1.00	82	1,600	0.051 *	V/C:	0.320
Northbound	RT	1.00	75	1,600	0.021	Lost Time:	0.100
	TH	2.00	303	3,200	0.095	ITS:	0.000
	LT	1.00	85	1,600	0.053 *		
Eastbound	RT	0.00	35	0	0.000	ICU:	0.420
	TH	2.00	355	3,200	0.122 *		
	LT	1.00	29	1,600	0.018	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.156
	TH	2.00	290	3,200	0.128 *	N-S(2):	0.189 *
	LT	1.00	66	1,600	0.041	E-W(1):	0.286 *
Westbound	RT	0.00	37	0	0.000	E-W(2):	0.158
	TH	2.00	439	3,200	0.149		
	LT	1.00	95	1,600	0.059 *	V/C:	0.475
Northbound	RT	1.00	105	1,600	0.036	Lost Time:	0.100
	TH	2.00	367	3,200	0.115	ITS:	0.000
	LT	1.00	98	1,600	0.061 *		
Eastbound	RT	0.00	13	0	0.000	ICU:	0.575
	TH	2.00	712	3,200	0.227 *		
	LT	1.00	14	1,600	0.009	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 11 - INGLEWOOD AVENUE & ARBOR VITAE STREET
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	25	0	0.000	N-S(1):	0.174 *
	TH	1.00	77	1,600	0.064 *	N-S(2):	0.000
	LT	1.00	12	1,600	0.008	E-W(1):	0.104
Westbound	RT	0.00	23	0	0.000	E-W(2):	0.176 *
	TH	2.00	501	3,200	0.164 *		
	LT	1.00	40	1,600	0.025	V/C:	0.350
Northbound	RT	0.00	56	0	0.000	Lost Time:	0.100
	TH	1.00	120	1,600	0.110 *	ITS:	0.000
	LT	1.00	156	1,600	0.098		
Eastbound	RT	0.00	39	0	0.000	ICU:	0.450
	TH	2.00	215	3,200	0.079		
	LT	1.00	19	1,600	0.012 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	58	0	0.000	N-S(1):	0.249 *
	TH	1.00	113	1,600	0.107 *	N-S(2):	0.000
	LT	1.00	28	1,600	0.018	E-W(1):	0.193 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.124
	TH	2.00	309	3,200	0.106		
	LT	1.00	66	1,600	0.041 *	V/C:	0.442
Northbound	RT	0.00	85	0	0.000	Lost Time:	0.100
	TH	1.00	142	1,600	0.142 *	ITS:	0.000
	LT	1.00	98	1,600	0.061		
Eastbound	RT	0.00	77	0	0.000	ICU:	0.542
	TH	2.00	408	3,200	0.152 *		
	LT	1.00	28	1,600	0.018	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	36	0	0.000	N-S(1):	0.347 *
	TH	1.00	234	1,600	0.169 *	N-S(2):	0.000
	LT	1.00	56	1,600	0.035	E-W(1):	0.281 *
Westbound	RT	0.00	19	0	0.000	E-W(2):	0.121
	TH	2.00	302	3,200	0.100		
	LT	1.00	90	1,600	0.056 *	V/C:	0.628
Northbound	RT	0.00	115	0	0.000	Lost Time:	0.100
	TH	1.00	169	1,600	0.178 *	ITS:	0.000
	LT	1.00	96	1,600	0.060		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.728
	TH	2.00	610	3,200	0.225 *		
	LT	1.00	34	1,600	0.021	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 12 - LA BREA AVENUE & ARBOR VITAE STREET
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	44	1,600	0.008	N-S(1):	0.180 *
	TH	3.00	414	4,800	0.086	N-S(2):	0.170
	LT	1.00	53	1,600	0.033 *	E-W(1):	0.112 *
Westbound	RT	1.00	72	1,600	0.028	E-W(2):	0.107
	TH	2.00	213	3,200	0.067		
	LT	1.00	45	1,600	0.028 *	V/C:	0.292
Northbound	RT	0.00	17	0	0.000	Lost Time:	0.100
	TH	3.00	687	4,800	0.147 *	ITS:	0.000
	LT	1.00	134	1,600	0.084		
Eastbound	RT	1.00	89	1,600	0.014	ICU:	0.392
	TH	1.00	135	1,600	0.084 *		
	LT	1.00	64	1,600	0.040	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	67	1,600	0.010	N-S(1):	0.209
	TH	3.00	671	4,800	0.140 *	N-S(2):	0.222 *
	LT	1.00	118	1,600	0.074	E-W(1):	0.165 *
Westbound	RT	1.00	81	1,600	0.014	E-W(2):	0.144
	TH	2.00	260	3,200	0.081		
	LT	1.00	65	1,600	0.041 *	V/C:	0.387
Northbound	RT	0.00	45	0	0.000	Lost Time:	0.100
	TH	3.00	601	4,800	0.135	ITS:	0.000
	LT	1.00	131	1,600	0.082 *		
Eastbound	RT	1.00	127	1,600	0.038	ICU:	0.487
	TH	1.00	199	1,600	0.124 *		
	LT	1.00	101	1,600	0.063	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	63	1,600	0.008	N-S(1):	0.222
	TH	3.00	1,050	4,800	0.219 *	N-S(2):	0.328 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.248 *
Westbound	RT	1.00	81	1,600	0.013	E-W(2):	0.139
	TH	2.00	242	3,200	0.076		
	LT	1.00	65	1,600	0.041 *	V/C:	0.576
Northbound	RT	0.00	69	0	0.000	Lost Time:	0.100
	TH	3.00	638	4,800	0.147	ITS:	0.000
	LT	1.00	174	1,600	0.109 *		
Eastbound	RT	1.00	206	1,600	0.074	ICU:	0.676
	TH	1.00	331	1,600	0.207 *		
	LT	1.00	100	1,600	0.063	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 13 - LA CIENEGA BOULEVARD & ARBOR VITAE STREET
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	32	0	0.000	N-S(1):	0.211
	TH	2.00	278	3,200	0.097 *	N-S(2):	0.258 *
	LT	1.00	59	1,600	0.037	E-W(1):	0.140
Westbound	RT	1.00	137	1,600	0.086	E-W(2):	0.164 *
	TH	2.00	420	3,200	0.131 *		
	LT	1.00	70	1,600	0.044	V/C:	0.422
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	2.00	507	3,200	0.174	ITS:	0.000
	LT	1.00	258	1,600	0.161 *		
Eastbound	RT	0.00	134	0	0.000	ICU:	0.522
	TH	2.00	172	3,200	0.096		
	LT	1.00	53	1,600	0.033 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	73	0	0.000	N-S(1):	0.253 *
	TH	2.00	425	3,200	0.156	N-S(2):	0.237
	LT	1.00	88	1,600	0.055 *	E-W(1):	0.177 *
Westbound	RT	1.00	74	1,600	0.046	E-W(2):	0.128
	TH	2.00	286	3,200	0.089		
	LT	1.00	66	1,600	0.041 *	V/C:	0.430
Northbound	RT	0.00	106	0	0.000	Lost Time:	0.100
	TH	2.00	529	3,200	0.198 *	ITS:	0.000
	LT	1.00	130	1,600	0.081		
Eastbound	RT	0.00	105	0	0.000	ICU:	0.530
	TH	2.00	330	3,200	0.136 *		
	LT	1.00	63	1,600	0.039	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	47	0	0.000	N-S(1):	0.281
	TH	2.00	594	3,200	0.200 *	N-S(2):	0.293 *
	LT	1.00	131	1,600	0.082	E-W(1):	0.320 *
Westbound	RT	1.00	74	1,600	0.046	E-W(2):	0.109
	TH	2.00	262	3,200	0.082		
	LT	1.00	59	1,600	0.037 *	V/C:	0.613
Northbound	RT	0.00	221	0	0.000	Lost Time:	0.100
	TH	2.00	415	3,200	0.199	ITS:	0.000
	LT	1.00	148	1,600	0.093 *		
Eastbound	RT	0.00	354	0	0.000	ICU:	0.713
	TH	2.00	551	3,200	0.283 *		
	LT	1.00	43	1,600	0.027	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 15 - AVIATION BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	204	1,600	0.128	N-S(1):	0.276
	TH	2.00	722	3,200	0.226 *	N-S(2):	0.341 *
	LT	1.00	67	1,600	0.042	E-W(1):	0.171
Westbound	RT	0.00	66	0	0.000	E-W(2):	0.410 *
	TH	3.00	1,670	4,800	0.362 *		
	LT	2.00	306	2,880	0.106	V/C:	0.751
Northbound	RT	1.00	140	1,600	0.000	Lost Time:	0.100
	TH	2.00	750	3,200	0.234	ITS:	0.000
	LT	2.00	331	2,880	0.115 *		
Eastbound	RT	1.00	65	1,600	0.000	ICU:	0.851
	TH	3.00	314	4,800	0.065		
	LT	1.00	77	1,600	0.048 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	178	1,600	0.111	N-S(1):	0.175
	TH	2.00	453	3,200	0.142 *	N-S(2):	0.197 *
	LT	1.00	72	1,600	0.045	E-W(1):	0.294 *
Westbound	RT	0.00	63	0	0.000	E-W(2):	0.270
	TH	3.00	799	4,800	0.180		
	LT	2.00	393	2,880	0.136 *	V/C:	0.491
Northbound	RT	1.00	160	1,600	0.000	Lost Time:	0.100
	TH	2.00	416	3,200	0.130	ITS:	0.000
	LT	2.00	157	2,880	0.055 *		
Eastbound	RT	1.00	222	1,600	0.111	ICU:	0.591
	TH	3.00	757	4,800	0.158 *		
	LT	1.00	144	1,600	0.090	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	68	1,600	0.043	N-S(1):	0.224 *
	TH	2.00	220	3,200	0.069	N-S(2):	0.139
	LT	1.00	70	1,600	0.044 *	E-W(1):	0.441 *
Westbound	RT	0.00	71	0	0.000	E-W(2):	0.282
	TH	3.00	618	4,800	0.144		
	LT	2.00	220	2,880	0.076 *	V/C:	0.665
Northbound	RT	1.00	308	1,600	0.116	Lost Time:	0.100
	TH	2.00	575	3,200	0.180 *	ITS:	0.000
	LT	2.00	202	2,880	0.070		
Eastbound	RT	1.00	494	1,600	0.274	ICU:	0.765
	TH	3.00	1,752	4,800	0.365 *		
	LT	1.00	221	1,600	0.138	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 17 - AVIATION BLVD. / FLORENCE AVENUE & MANCHESTER AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	298	1,600	0.186 *	N-S(1):	0.075
	TH	2.00	249	3,200	0.078	N-S(2):	0.342 *
	LT	0.00	0	0	0.000	E-W(1):	0.156
Westbound	RT	1.00	6	1,600	0.004	E-W(2):	0.312 *
	TH	2.00	711	3,200	0.222 *		
	LT	1.00	16	1,600	0.010	V/C:	0.654
Northbound	RT	0.00	74	0	0.000	Lost Time:	0.100
	TH	2.00	167	3,200	0.075	ITS:	0.000
	LT	1.00	249	1,600	0.156 *		
Eastbound	RT	1.00	144	1,600	0.012	ICU:	0.754
	TH	2.00	468	3,200	0.146		
	LT	1.00	144	1,600	0.090 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	244	1,600	0.153 *	N-S(1):	0.083
	TH	2.00	152	3,200	0.048	N-S(2):	0.261 *
	LT	0.00	0	0	0.000	E-W(1):	0.339
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.388 *
	TH	2.00	802	3,200	0.251 *		
	LT	1.00	51	1,600	0.032	V/C:	0.649
Northbound	RT	0.00	122	0	0.000	Lost Time:	0.100
	TH	2.00	143	3,200	0.083	ITS:	0.000
	LT	1.00	173	1,600	0.108 *		
Eastbound	RT	1.00	198	1,600	0.070	ICU:	0.749
	TH	2.00	981	3,200	0.307		
	LT	1.00	219	1,600	0.137 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	219	1,600	0.137 *	N-S(1):	0.117
	TH	2.00	387	3,200	0.121	N-S(2):	0.283 *
	LT	0.00	0	0	0.000	E-W(1):	0.316
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.400 *
	TH	2.00	567	3,200	0.177 *		
	LT	1.00	63	1,600	0.039	V/C:	0.683
Northbound	RT	0.00	133	0	0.000	Lost Time:	0.100
	TH	2.00	242	3,200	0.117	ITS:	0.000
	LT	1.00	233	1,600	0.146 *		
Eastbound	RT	1.00	260	1,600	0.090	ICU:	0.783
	TH	2.00	887	3,200	0.277		
	LT	1.00	356	1,600	0.223 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 18 - AVIATION BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	146	1,600	0.063	N-S(1):	0.303 *
	TH	4.00	440	6,400	0.069	N-S(2):	0.218
	LT	2.00	64	2,880	0.022 *	E-W(1):	0.271
Westbound	RT	1.00	317	1,600	0.176	E-W(2):	0.284 *
	TH	4.00	1,636	6,400	0.256 *		
	LT	2.00	501	2,880	0.174	V/C:	0.587
Northbound	RT	1.00	566	1,600	0.180	Lost Time:	0.100
	TH	3.00	1,351	4,800	0.281 *	ITS:	0.000
	LT	2.00	428	2,880	0.149		
Eastbound	RT	1.00	85	1,600	0.000	ICU:	0.687
	TH	4.00	623	6,400	0.097		
	LT	2.00	82	2,880	0.028 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	219	1,600	0.077	N-S(1):	0.306 *
	TH	4.00	589	6,400	0.092	N-S(2):	0.193
	LT	2.00	315	2,880	0.109 *	E-W(1):	0.356 *
Westbound	RT	1.00	198	1,600	0.014	E-W(2):	0.272
	TH	4.00	1,359	6,400	0.212		
	LT	2.00	411	2,880	0.143 *	V/C:	0.662
Northbound	RT	1.00	544	1,600	0.197 *	Lost Time:	0.100
	TH	3.00	550	4,800	0.115	ITS:	0.000
	LT	2.00	292	2,880	0.101		
Eastbound	RT	1.00	238	1,600	0.047	ICU:	0.762
	TH	4.00	1,363	6,400	0.213 *		
	LT	2.00	173	2,880	0.060	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	212	1,600	0.050	N-S(1):	0.300 *
	TH	4.00	1,199	6,400	0.187	N-S(2):	0.280
	LT	2.00	394	2,880	0.137 *	E-W(1):	0.427 *
Westbound	RT	1.00	102	1,600	0.000	E-W(2):	0.273
	TH	4.00	1,213	6,400	0.190		
	LT	2.00	449	2,880	0.156 *	V/C:	0.727
Northbound	RT	1.00	510	1,600	0.163 *	Lost Time:	0.100
	TH	3.00	608	4,800	0.127	ITS:	0.000
	LT	2.00	267	2,880	0.093		
Eastbound	RT	1.00	371	1,600	0.139	ICU:	0.827
	TH	4.00	1,735	6,400	0.271 *		
	LT	2.00	239	2,880	0.083	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 20 - AVIATION BOULEVARD & WEST 120TH STREET
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.234 *
	TH	2.00	461	3,200	0.150	N-S(2):	0.181
	LT	1.00	34	1,600	0.021 *	E-W(1):	0.152
Westbound	RT	0.00	113	0	0.000	E-W(2):	0.246 *
	TH	2.00	42	1,600	0.243 *		
	LT	0.00	233	1,600	0.146	V/C:	0.480
Northbound	RT	1.00	45	1,600	0.000	Lost Time:	0.100
	TH	2.00	680	3,200	0.213 *	ITS:	0.000
	LT	1.00	49	1,600	0.031		
Eastbound	RT	0.00	9	1,600	0.006	ICU:	0.580
	TH	2.00	2	1,600	0.004		
	LT	0.00	4	1,600	0.003 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	15	0	0.000	N-S(1):	0.167
	TH	2.00	404	3,200	0.131 *	N-S(2):	0.174 *
	LT	1.00	38	1,600	0.024	E-W(1):	0.071
Westbound	RT	0.00	37	0	0.000	E-W(2):	0.088 *
	TH	2.00	11	1,600	0.081 *		
	LT	0.00	82	1,600	0.051	V/C:	0.262
Northbound	RT	1.00	78	1,600	0.023	Lost Time:	0.100
	TH	2.00	458	3,200	0.143	ITS:	0.000
	LT	1.00	68	1,600	0.043 *		
Eastbound	RT	0.00	32	1,600	0.020	ICU:	0.362
	TH	2.00	9	1,600	0.013		
	LT	0.00	11	1,600	0.007 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	2	0	0.000	N-S(1):	0.260
	TH	2.00	825	3,200	0.258 *	N-S(2):	0.266 *
	LT	1.00	125	1,600	0.078	E-W(1):	0.107
Westbound	RT	0.00	84	0	0.000	E-W(2):	0.139 *
	TH	2.00	2	1,600	0.123 *		
	LT	0.00	110	1,600	0.069	V/C:	0.405
Northbound	RT	1.00	192	1,600	0.086	Lost Time:	0.100
	TH	2.00	581	3,200	0.182	ITS:	0.000
	LT	1.00	13	1,600	0.008 *		
Eastbound	RT	0.00	41	0	0.000	ICU:	0.505
	TH	2.00	55	3,200	0.038		
	LT	0.00	26	1,600	0.016 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 21 - LINCOLN BOULEVARD & BAILI WAY
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : Y
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	186	0	0.000	N-S(1):	0.302
	TH	3.00	1,167	4,800	0.282 *	N-S(2):	0.347 *
	LT	1.00	22	1,600	0.014	E-W(1):	0.110 *
Westbound	RT	0.00	8	0	0.000	E-W(2):	0.000
	TH	1.00	1	1,600	0.011 *		
	LT	0.00	9	1,600	0.006	V/C:	0.457
Northbound	RT	0.00	21	0	0.000	Lost Time:	0.100
	TH	3.00	1,360	4,800	0.288	ITS:	0.000
	LT	1.00	104	1,600	0.065 *		
Eastbound	RT	1.00	48	1,600	0.000	ICU:	0.557
	TH	0.02	3	34	0.089		
	LT	1.98	282	2,850	0.099 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	264	0	0.000	N-S(1):	0.312
	TH	3.00	1,202	4,800	0.305 *	N-S(2):	0.351 *
	LT	1.00	43	1,600	0.027	E-W(1):	0.146 *
Westbound	RT	0.00	27	0	0.000	E-W(2):	0.000
	TH	1.00	4	1,600	0.023 *		
	LT	0.00	6	1,600	0.004	V/C:	0.497
Northbound	RT	0.00	11	0	0.000	Lost Time:	0.100
	TH	3.00	1,356	4,800	0.285	ITS:	0.000
	LT	1.00	73	1,600	0.046 *		
Eastbound	RT	1.00	56	1,600	0.012	ICU:	0.597
	TH	0.03	5	45	0.111		
	LT	1.97	350	2,839	0.123 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	371	0	0.000	N-S(1):	0.332
	TH	3.00	1,727	4,800	0.437 *	N-S(2):	0.520 *
	LT	1.00	39	1,600	0.024	E-W(1):	0.176 *
Westbound	RT	0.00	36	0	0.000	E-W(2):	0.000
	TH	1.00	5	1,600	0.029 *		
	LT	0.00	5	1,600	0.003	V/C:	0.696
Northbound	RT	0.00	9	0	0.000	Lost Time:	0.100
	TH	3.00	1,470	4,800	0.308	ITS:	0.000
	LT	1.00	132	1,600	0.083 *		
Eastbound	RT	1.00	31	1,600	0.000	ICU:	0.796
	TH	0.00	0	0	0.000		
	LT	2.00	423	2,880	0.147 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 23 - CENTINELA AVENUE & JEFFERSON BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : SBR, EBR, WBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	411	1,600	0.105	N-S(1):	0.119 *
	TH	2.00	17	3,200	0.005	N-S(2):	0.109
	LT	2.00	335	2,880	0.116 *	E-W(1):	0.181
Westbound	RT	1.00	351	1,600	0.103	E-W(2):	0.342 *
	TH	3.00	912	4,800	0.190 *		
	LT	2.00	17	2,880	0.006	V/C:	0.461
Northbound	RT	1.00	7	1,600	0.001	Lost Time:	0.100
	TH	3.00	13	4,800	0.003 *	ITS:	0.000
	LT	2.00	11	2,880	0.004		
Eastbound	RT	1.00	9	1,600	0.002	ICU:	0.561
	TH	3.00	839	4,800	0.175		
	LT	2.00	437	2,880	0.152 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	368	1,600	0.126 *	N-S(1):	0.131
	TH	2.00	20	3,200	0.006	N-S(2):	0.134 *
	LT	2.00	342	2,880	0.119	E-W(1):	0.175
Westbound	RT	1.00	255	1,600	0.041	E-W(2):	0.286 *
	TH	3.00	874	4,800	0.182 *		
	LT	2.00	11	2,880	0.004	V/C:	0.420
Northbound	RT	1.00	22	1,600	0.012	Lost Time:	0.100
	TH	3.00	16	4,800	0.003	ITS:	0.000
	LT	2.00	23	2,880	0.008 *		
Eastbound	RT	1.00	19	1,600	0.004	ICU:	0.520
	TH	3.00	820	4,800	0.171		
	LT	2.00	299	2,880	0.104 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	434	1,600	0.163	N-S(1):	0.283 *
	TH	2.00	10	3,200	0.003	N-S(2):	0.168
	LT	2.00	782	2,880	0.272 *	E-W(1):	0.206
Westbound	RT	1.00	310	1,600	0.000	E-W(2):	0.324 *
	TH	3.00	1,031	4,800	0.215 *		
	LT	2.00	5	2,880	0.002	V/C:	0.607
Northbound	RT	1.00	19	1,600	0.011 *	Lost Time:	0.100
	TH	3.00	15	4,800	0.003	ITS:	0.000
	LT	2.00	15	2,880	0.005		
Eastbound	RT	1.00	8	1,600	0.000	ICU:	0.707
	TH	3.00	977	4,800	0.204		
	LT	2.00	313	2,880	0.109 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 25 - LA BREA AVENUE & CENTINELA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	141	0	0.000	N-S(1):	0.297
	TH	2.00	551	3,200	0.216 *	N-S(2):	0.344 *
	LT	1.00	125	1,600	0.078	E-W(1):	0.114
Westbound	RT	1.00	259	1,600	0.123	E-W(2):	0.336 *
	TH	2.00	835	3,200	0.261 *		
	LT	1.00	33	1,600	0.021	V/C:	0.680
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	681	3,200	0.219	ITS:	0.000
	LT	1.00	204	1,600	0.128 *		
Eastbound	RT	1.00	85	1,600	0.000	ICU:	0.780
	TH	2.00	296	3,200	0.093		
	LT	1.00	120	1,600	0.075 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	152	0	0.000	N-S(1):	0.300
	TH	2.00	615	3,200	0.240 *	N-S(2):	0.352 *
	LT	1.00	206	1,600	0.129	E-W(1):	0.175
Westbound	RT	1.00	131	1,600	0.018	E-W(2):	0.260 *
	TH	2.00	503	3,200	0.157 *		
	LT	1.00	55	1,600	0.034	V/C:	0.612
Northbound	RT	0.00	48	0	0.000	Lost Time:	0.100
	TH	2.00	499	3,200	0.171	ITS:	0.000
	LT	1.00	179	1,600	0.112 *		
Eastbound	RT	1.00	191	1,600	0.063	ICU:	0.712
	TH	2.00	451	3,200	0.141		
	LT	1.00	165	1,600	0.103 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	97	0	0.000	N-S(1):	0.458 *
	TH	2.00	906	3,200	0.313	N-S(2):	0.414
	LT	1.00	262	1,600	0.164 *	E-W(1):	0.317 *
Westbound	RT	1.00	200	1,600	0.043	E-W(2):	0.258
	TH	2.00	530	3,200	0.166		
	LT	1.00	68	1,600	0.043 *	V/C:	0.775
Northbound	RT	0.00	41	0	0.000	Lost Time:	0.100
	TH	2.00	899	3,200	0.294 *	ITS:	0.000
	LT	1.00	161	1,600	0.101		
Eastbound	RT	1.00	192	1,600	0.070	ICU:	0.875
	TH	2.00	877	3,200	0.274 *		
	LT	1.00	147	1,600	0.092	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 26 - LA CIENEGA BOULEVARD & CENTINELA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	14	0	0.000	N-S(1):	0.544 *
	TH	3.00	2,021	4,800	0.424	N-S(2):	0.426
	LT	1.00	107	1,600	0.067 *	E-W(1):	0.241
Westbound	RT	1.00	193	1,600	0.087	E-W(2):	0.345 *
	TH	2.00	1,103	3,200	0.345 *		
	LT	1.00	234	1,600	0.146	V/C:	0.889
Northbound	RT	0.00	35	0	0.000	Lost Time:	0.100
	TH	3.00	2,255	4,800	0.477 *	ITS:	0.000
	LT	2.00	7	2,880	0.002		
Eastbound	RT	0.00	141	0	0.000	ICU:	0.989
	TH	3.00	315	4,800	0.095		
	LT	0.00	0	0	0.000 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	33	0	0.000	N-S(1):	0.350 *
	TH	3.00	1,259	4,800	0.269	N-S(2):	0.320
	LT	1.00	136	1,600	0.085 *	E-W(1):	0.248 *
Westbound	RT	1.00	114	1,600	0.029	E-W(2):	0.224
	TH	2.00	718	3,200	0.224		
	LT	1.00	164	1,600	0.103 *	V/C:	0.598
Northbound	RT	0.00	84	0	0.000	Lost Time:	0.100
	TH	3.00	1,189	4,800	0.265 *	ITS:	0.000
	LT	2.00	146	2,880	0.051		
Eastbound	RT	0.00	136	0	0.000	ICU:	0.698
	TH	3.00	562	4,800	0.145 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	17	0	0.000	N-S(1):	0.605 *
	TH	3.00	1,954	4,800	0.411	N-S(2):	0.444
	LT	1.00	269	1,600	0.168 *	E-W(1):	0.318 *
Westbound	RT	1.00	114	1,600	0.000	E-W(2):	0.249
	TH	2.00	797	3,200	0.249		
	LT	1.00	146	1,600	0.091 *	V/C:	0.923
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	3.00	1,967	4,800	0.437 *	ITS:	0.000
	LT	2.00	96	2,880	0.033		
Eastbound	RT	0.00	186	0	0.000	ICU:	1.023
	TH	3.00	904	4,800	0.227 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 27 - LA TIEJERA BOULEVARD & CENTINELA BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.205
	TH	3.00	825	4,800	0.201 *	N-S(2):	0.254 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.180
Westbound	RT	0.00	9	0	0.000	E-W(2):	0.285 *
	TH	3.00	975	4,800	0.205 *		
	LT	1.00	155	1,600	0.097	V/C:	0.539
Northbound	RT	0.00	103	0	0.000	Lost Time:	0.100
	TH	3.00	792	4,800	0.186	ITS:	0.000
	LT	2.00	153	2,880	0.053 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.639
	TH	3.00	339	4,800	0.083		
	LT	1.00	128	1,600	0.080 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	97	0	0.000	N-S(1):	0.245 *
	TH	3.00	610	4,800	0.147	N-S(2):	0.210
	LT	1.00	74	1,600	0.046 *	E-W(1):	0.230 *
Westbound	RT	0.00	17	0	0.000	E-W(2):	0.220
	TH	3.00	683	4,800	0.146		
	LT	1.00	162	1,600	0.101 *	V/C:	0.475
Northbound	RT	0.00	185	0	0.000	Lost Time:	0.100
	TH	3.00	769	4,800	0.199 *	ITS:	0.000
	LT	2.00	180	2,880	0.063		
Eastbound	RT	0.00	79	0	0.000	ICU:	0.575
	TH	3.00	539	4,800	0.129 *		
	LT	1.00	119	1,600	0.074	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	104	0	0.000	N-S(1):	0.383 *
	TH	3.00	806	4,800	0.190	N-S(2):	0.258
	LT	1.00	121	1,600	0.076 *	E-W(1):	0.261
Westbound	RT	0.00	7	0	0.000	E-W(2):	0.301 *
	TH	3.00	827	4,800	0.174 *		
	LT	1.00	156	1,600	0.098	V/C:	0.684
Northbound	RT	0.00	270	0	0.000	Lost Time:	0.100
	TH	3.00	1,205	4,800	0.307 *	ITS:	0.000
	LT	2.00	196	2,880	0.068		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.784
	TH	3.00	733	4,800	0.163		
	LT	1.00	203	1,600	0.127 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 34 - LA BREA AVENUE / HAWTHORNE BOULEVARD & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	101	1,600	0.024	N-S(1):	0.206 *
	TH	3.00	487	4,800	0.101	N-S(2):	0.192
	LT	1.00	75	1,600	0.047 *	E-W(1):	0.164
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.272 *
	TH	3.00	796	4,800	0.193 *		
	LT	1.00	82	1,600	0.051	V/C:	0.478
Northbound	RT	1.00	57	1,600	0.010	Lost Time:	0.100
	TH	3.00	761	4,800	0.159 *	ITS:	0.000
	LT	1.00	145	1,600	0.091		
Eastbound	RT	0.00	117	0	0.000	ICU:	0.578
	TH	3.00	425	4,800	0.113		
	LT	1.00	126	1,600	0.079 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	126	1,600	0.036	N-S(1):	0.258 *
	TH	3.00	637	4,800	0.133	N-S(2):	0.239
	LT	1.00	205	1,600	0.128 *	E-W(1):	0.256 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.230
	TH	3.00	583	4,800	0.144		
	LT	1.00	106	1,600	0.066 *	V/C:	0.514
Northbound	RT	1.00	151	1,600	0.061	Lost Time:	0.100
	TH	3.00	623	4,800	0.130 *	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	0.00	201	0	0.000	ICU:	0.614
	TH	3.00	713	4,800	0.190 *		
	LT	1.00	137	1,600	0.086	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	102	1,600	0.012	N-S(1):	0.312 *
	TH	3.00	1,014	4,800	0.211	N-S(2):	0.304
	LT	1.00	225	1,600	0.141 *	E-W(1):	0.352 *
Westbound	RT	0.00	123	0	0.000	E-W(2):	0.266
	TH	3.00	660	4,800	0.163		
	LT	1.00	118	1,600	0.074 *	V/C:	0.664
Northbound	RT	1.00	134	1,600	0.047	Lost Time:	0.100
	TH	3.00	822	4,800	0.171 *	ITS:	0.000
	LT	1.00	149	1,600	0.093		
Eastbound	RT	0.00	229	0	0.000	ICU:	0.764
	TH	3.00	1,104	4,800	0.278 *		
	LT	1.00	165	1,600	0.103	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 35 - INGLEWOOD AVENUE & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	95	0	0.000	N-S(1):	0.171
	TH	1.00	143	1,600	0.149 *	N-S(2):	0.213 *
	LT	1.00	57	1,600	0.036	E-W(1):	0.122
Westbound	RT	0.00	79	0	0.000	E-W(2):	0.257 *
	TH	3.00	970	4,800	0.219 *		
	LT	1.00	35	1,600	0.022	V/C:	0.470
Northbound	RT	0.00	44	0	0.000	Lost Time:	0.100
	TH	1.00	172	1,600	0.135	ITS:	0.000
	LT	1.00	103	1,600	0.064 *		
Eastbound	RT	0.00	31	0	0.000	ICU:	0.570
	TH	3.00	449	4,800	0.100		
	LT	1.00	60	1,600	0.038 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	106	0	0.000	N-S(1):	0.229 *
	TH	1.00	175	1,600	0.176	N-S(2):	0.224
	LT	1.00	73	1,600	0.046 *	E-W(1):	0.236 *
Westbound	RT	0.00	63	0	0.000	E-W(2):	0.236 *
	TH	3.00	774	4,800	0.174 *		
	LT	1.00	69	1,600	0.043 *	V/C:	0.465
Northbound	RT	0.00	83	0	0.000	Lost Time:	0.100
	TH	1.00	209	1,600	0.183 *	ITS:	0.000
	LT	1.00	77	1,600	0.048		
Eastbound	RT	0.00	57	0	0.000	ICU:	0.565
	TH	3.00	868	4,800	0.193 *		
	LT	1.00	99	1,600	0.062 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	89	0	0.000	N-S(1):	0.296
	TH	1.00	366	1,600	0.284 *	N-S(2):	0.322 *
	LT	1.00	109	1,600	0.068	E-W(1):	0.380 *
Westbound	RT	0.00	75	0	0.000	E-W(2):	0.271
	TH	3.00	761	4,800	0.174		
	LT	1.00	83	1,600	0.052 *	V/C:	0.702
Northbound	RT	0.00	105	0	0.000	Lost Time:	0.100
	TH	1.00	260	1,600	0.228	ITS:	0.000
	LT	1.00	60	1,600	0.038 *		
Eastbound	RT	0.00	146	0	0.000	ICU:	0.802
	TH	3.00	1,428	4,800	0.328 *		
	LT	1.00	155	1,600	0.097	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 36 - LA CIENEGA BOULEVARD & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	601	3,200	0.071	N-S(1):	0.120
	TH	2.00	348	3,200	0.109 *	N-S(2):	0.247 *
	LT	1.00	56	1,600	0.035	E-W(1):	0.312
Westbound	RT	0.00	633	1,600	0.396 *	E-W(2):	0.513 *
	TH	4.00	864	4,800	0.180		
	LT	1.00	266	1,600	0.166	V/C:	0.760
Northbound	RT	2.00	154	3,200	0.000	Lost Time:	0.100
	TH	2.00	272	3,200	0.085	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	1.00	334	1,600	0.071	ICU:	0.860
	TH	3.00	700	4,800	0.146		
	LT	1.00	187	1,600	0.117 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	847	3,200	0.139	N-S(1):	0.231 *
	TH	2.00	178	3,200	0.056	N-S(2):	0.223
	LT	1.00	212	1,600	0.133 *	E-W(1):	0.329
Westbound	RT	0.00	512	1,600	0.320 *	E-W(2):	0.446 *
	TH	4.00	732	4,800	0.153		
	LT	1.00	100	1,600	0.063	V/C:	0.677
Northbound	RT	2.00	261	3,200	0.019	Lost Time:	0.100
	TH	2.00	315	3,200	0.098 *	ITS:	0.000
	LT	1.00	134	1,600	0.084		
Eastbound	RT	1.00	476	1,600	0.214	ICU:	0.777
	TH	3.00	1,278	4,800	0.266		
	LT	1.00	201	1,600	0.126 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	490	3,200	0.079	N-S(1):	0.353 *
	TH	2.00	633	3,200	0.198	N-S(2):	0.276
	LT	1.00	375	1,600	0.234 *	E-W(1):	0.292
Westbound	RT	0.00	386	1,600	0.241 *	E-W(2):	0.315 *
	TH	4.00	615	4,800	0.128		
	LT	1.00	70	1,600	0.044	V/C:	0.668
Northbound	RT	2.00	522	3,200	0.119 *	Lost Time:	0.100
	TH	2.00	283	3,200	0.088	ITS:	0.000
	LT	1.00	124	1,600	0.078		
Eastbound	RT	1.00	520	1,600	0.248	ICU:	0.768
	TH	3.00	1,072	4,800	0.223		
	LT	1.00	118	1,600	0.074 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 37 - PRAIRIE AVENUE & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.240 *
	TH	3.00	497	4,800	0.120	N-S(2):	0.196
	LT	1.00	128	1,600	0.080 *	E-W(1):	0.106
Westbound	RT	0.00	179	0	0.000	E-W(2):	0.247 *
	TH	3.00	843	4,800	0.213 *		
	LT	1.00	36	1,600	0.023	V/C:	0.487
Northbound	RT	0.00	79	0	0.000	Lost Time:	0.100
	TH	3.00	690	4,800	0.160 *	ITS:	0.000
	LT	1.00	121	1,600	0.076		
Eastbound	RT	0.00	69	0	0.000	ICU:	0.587
	TH	3.00	331	4,800	0.083		
	LT	1.00	55	1,600	0.034 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.292 *
	TH	3.00	571	4,800	0.134	N-S(2):	0.192
	LT	1.00	259	1,600	0.162 *	E-W(1):	0.289 *
Westbound	RT	0.00	284	0	0.000	E-W(2):	0.238
	TH	3.00	646	4,800	0.194		
	LT	1.00	122	1,600	0.076 *	V/C:	0.581
Northbound	RT	0.00	104	0	0.000	Lost Time:	0.100
	TH	3.00	521	4,800	0.130 *	ITS:	0.000
	LT	1.00	93	1,600	0.058		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.681
	TH	3.00	900	4,800	0.213 *		
	LT	1.00	71	1,600	0.044	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	78	0	0.000	N-S(1):	0.358 *
	TH	3.00	960	4,800	0.216	N-S(2):	0.310
	LT	1.00	275	1,600	0.172 *	E-W(1):	0.325 *
Westbound	RT	0.00	353	1,600	0.221	E-W(2):	0.308
	TH	3.00	633	3,200	0.198		
	LT	1.00	119	1,600	0.074 *	V/C:	0.683
Northbound	RT	0.00	200	0	0.000	Lost Time:	0.100
	TH	3.00	694	4,800	0.186 *	ITS:	0.000
	LT	1.00	150	1,600	0.094		
Eastbound	RT	0.00	152	0	0.000	ICU:	0.783
	TH	3.00	1,051	4,800	0.251 *		
	LT	1.00	139	1,600	0.087	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 39 - NB I-405 RAMPS & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.078
	TH	0.00	0	0	0.000 *	N-S(2):	0.314 *
	LT	0.00	0	0	0.000	E-W(1):	0.138
Westbound	RT	0.00	2	0	0.000	E-W(2):	0.250 *
	TH	3.00	1,199	4,800	0.250 *		
	LT	0.00	0	0	0.000	V/C:	0.564
Northbound	RT	1.00	125	1,600	0.078	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	904	2,880	0.314 *		
Eastbound	RT	2.00	505	3,200	0.000	ICU:	0.664
	TH	2.00	442	3,200	0.138		
	LT	1.00	0	1,600	0.000 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.105
	TH	0.00	0	0	0.000 *	N-S(2):	0.225 *
	LT	0.00	0	0	0.000	E-W(1):	0.263 *
Westbound	RT	0.00	7	0	0.000	E-W(2):	0.188
	TH	3.00	894	4,800	0.188		
	LT	0.00	0	0	0.000 *	V/C:	0.488
Northbound	RT	1.00	168	1,600	0.105	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	647	2,880	0.225 *		
Eastbound	RT	2.00	920	3,200	0.000	ICU:	0.588
	TH	2.00	840	3,200	0.263 *		
	LT	1.00	0	1,600	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.224 *
	TH	0.00	0	0	0.000	N-S(2):	0.170
	LT	0.00	0	0	0.000 *	E-W(1):	0.318 *
Westbound	RT	0.00	7	0	0.000	E-W(2):	0.189
	TH	3.00	901	4,800	0.189		
	LT	0.00	0	0	0.000 *	V/C:	0.542
Northbound	RT	1.00	359	1,600	0.224 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	489	2,880	0.170		
Eastbound	RT	1.36	694	2,182	0.000	ICU:	0.642
	TH	2.64	1,342	4,218	0.318 *		
	LT	1.00	0	1,600	0.000	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 46 - DOUGLAS STREET & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	32	1,600	0.000	N-S(1):	0.173
	TH	2.00	207	3,200	0.065 *	N-S(2):	0.181 *
	LT	2.00	63	2,880	0.022	E-W(1):	0.166
Westbound	RT	1.00	420	1,600	0.252	E-W(2):	0.373 *
	TH	3.00	1,457	4,800	0.304 *		
	LT	2.00	159	2,880	0.055	V/C:	0.554
Northbound	RT	1.00	48	1,600	0.002	Lost Time:	0.100
	TH	2.00	483	3,200	0.151	ITS:	0.000
	LT	2.00	335	2,880	0.116 *		
Eastbound	RT	0.00	153	0	0.000	ICU:	0.654
	TH	3.00	381	4,800	0.111		
	LT	1.00	111	1,600	0.069 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	48	1,600	0.000	N-S(1):	0.153 *
	TH	2.00	257	3,200	0.080	N-S(2):	0.136
	LT	2.00	203	2,880	0.070 *	E-W(1):	0.231
Westbound	RT	1.00	360	1,600	0.190 *	E-W(2):	0.251 *
	TH	3.00	821	4,800	0.171		
	LT	2.00	102	2,880	0.035	V/C:	0.404
Northbound	RT	1.00	137	1,600	0.068	Lost Time:	0.100
	TH	2.00	267	3,200	0.083 *	ITS:	0.000
	LT	2.00	160	2,880	0.056		
Eastbound	RT	0.00	205	0	0.000	ICU:	0.504
	TH	3.00	738	4,800	0.196		
	LT	1.00	98	1,600	0.061 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	59	1,600	0.010	N-S(1):	0.301 *
	TH	2.00	747	3,200	0.233	N-S(2):	0.275
	LT	2.00	325	2,880	0.113 *	E-W(1):	0.455 *
Westbound	RT	1.00	170	1,600	0.050	E-W(2):	0.174
	TH	3.00	574	4,800	0.120		
	LT	2.00	99	2,880	0.034 *	V/C:	0.756
Northbound	RT	1.00	329	1,600	0.188 *	Lost Time:	0.100
	TH	2.00	409	3,200	0.128	ITS:	0.000
	LT	2.00	121	2,880	0.042		
Eastbound	RT	0.00	305	0	0.000	ICU:	0.856
	TH	3.00	1,714	4,800	0.421 *		
	LT	1.00	86	1,600	0.054	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 47 - DOUGLAS STREET & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	12	1,600	0.000	N-S(1):	0.076 *
	TH	0.92	17	1,470	0.012	N-S(2):	0.000
	LT	1.08	20	1,557	0.013 *	E-W(1):	0.208
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.243 *
	TH	3.00	981	4,800	0.217 *		
	LT	2.00	193	2,880	0.067	V/C:	0.319
Northbound	RT	2.00	96	3,200	0.000	Lost Time:	0.100
	TH	1.00	19	1,600	0.012	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	226	1,600	0.141	ICU:	0.419
	TH	3.00	383	3,200	0.120		
	LT	1.00	41	1,600	0.026 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	34	1,600	0.003	N-S(1):	0.089 *
	TH	0.59	25	941	0.027	N-S(2):	0.000
	LT	1.41	60	2,033	0.030 *	E-W(1):	0.168 *
Westbound	RT	0.00	38	0	0.000	E-W(2):	0.163
	TH	3.00	570	4,800	0.127		
	LT	2.00	71	2,880	0.025 *	V/C:	0.257
Northbound	RT	2.00	156	3,200	0.024	Lost Time:	0.100
	TH	1.00	19	1,600	0.012	ITS:	0.000
	LT	1.00	94	1,600	0.059 *		
Eastbound	RT	0.00	159	0	0.000	ICU:	0.357
	TH	3.00	526	4,800	0.143 *		
	LT	1.00	58	1,600	0.036	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	34	1,600	0.007	N-S(1):	0.147 *
	TH	0.58	28	933	0.030	N-S(2):	0.000
	LT	1.42	68	2,040	0.033 *	E-W(1):	0.268 *
Westbound	RT	0.00	43	0	0.000	E-W(2):	0.169
	TH	3.00	627	4,800	0.140		
	LT	2.00	46	2,880	0.016 *	V/C:	0.415
Northbound	RT	2.00	368	3,200	0.099	Lost Time:	0.100
	TH	1.00	29	1,600	0.018	ITS:	0.000
	LT	1.00	182	1,600	0.114 *		
Eastbound	RT	0.00	174	0	0.000	ICU:	0.515
	TH	3.00	1,036	4,800	0.252 *		
	LT	1.00	47	1,600	0.029	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 48 - DOUGLAS STREET & MARIPOSA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	51	0	0.000	N-S(1):	0.107
	TH	3.00	262	4,800	0.065 *	N-S(2):	0.193 *
	LT	1.00	3	1,600	0.002	E-W(1):	0.026 *
Westbound	RT	0.00	4	0	0.000	E-W(2):	0.000
	TH	2.00	2	3,200	0.004		
	LT	0.00	6	1,600	0.004 *	V/C:	0.219
Northbound	RT	0.00	25	0	0.000	Lost Time:	0.100
	TH	3.00	481	4,800	0.105	ITS:	0.000
	LT	1.00	204	1,600	0.128 *		
Eastbound	RT	1.00	115	1,600	0.008	ICU:	0.319
	TH	0.26	8	413	0.019		
	LT	1.74	54	2,508	0.022 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	52	0	0.000	N-S(1):	0.110
	TH	3.00	303	4,800	0.074 *	N-S(2):	0.165 *
	LT	1.00	19	1,600	0.012	E-W(1):	0.095 *
Westbound	RT	0.00	5	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.007 *		
	LT	0.00	8	1,600	0.005	V/C:	0.260
Northbound	RT	0.00	36	0	0.000	Lost Time:	0.100
	TH	3.00	434	4,800	0.098	ITS:	0.000
	LT	1.00	146	1,600	0.091 *		
Eastbound	RT	1.00	214	1,600	0.088 *	ICU:	0.360
	TH	0.32	19	515	0.037		
	LT	1.68	99	2,416	0.041	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	33	0	0.000	N-S(1):	0.119
	TH	3.00	515	4,800	0.114 *	N-S(2):	0.207 *
	LT	1.00	0	1,600	0.000	E-W(1):	0.199 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.000
	TH	2.00	0	3,200	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.406
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	571	4,800	0.119	ITS:	0.000
	LT	1.00	148	1,600	0.093 *		
Eastbound	RT	1.00	392	1,600	0.199 *	ICU:	0.506
	TH	0.00	0	0	0.000		
	LT	2.00	186	2,880	0.065	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 49 - DOUGLAS STREET & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	59	1,600	0.006	N-S(1):	0.071 *
	TH	1.00	39	1,600	0.024	N-S(2):	0.048
	LT	2.00	123	2,880	0.043 *	E-W(1):	0.158
Westbound	RT	1.00	541	1,600	0.295	E-W(2):	0.409 *
	TH	3.00	1,670	4,800	0.348 *		
	LT	2.00	76	2,880	0.026	V/C:	0.480
Northbound	RT	1.00	13	1,600	0.000	Lost Time:	0.100
	TH	1.00	44	1,600	0.028 *	ITS:	0.000
	LT	1.00	38	1,600	0.024		
Eastbound	RT	1.00	46	1,600	0.017	ICU:	0.580
	TH	3.00	634	4,800	0.132		
	LT	2.00	177	2,880	0.061 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	163	1,600	0.073 *	N-S(1):	0.130
	TH	1.00	74	1,600	0.046	N-S(2):	0.131 *
	LT	2.00	255	2,880	0.089	E-W(1):	0.318
Westbound	RT	1.00	232	1,600	0.056	E-W(2):	0.401 *
	TH	3.00	1,652	4,800	0.344 *		
	LT	2.00	39	2,880	0.014	V/C:	0.532
Northbound	RT	1.00	55	1,600	0.028	Lost Time:	0.100
	TH	1.00	65	1,600	0.041	ITS:	0.000
	LT	1.00	93	1,600	0.058 *		
Eastbound	RT	1.00	121	1,600	0.047	ICU:	0.632
	TH	3.00	1,459	4,800	0.304		
	LT	2.00	165	2,880	0.057 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	195	1,600	0.107	N-S(1):	0.167
	TH	1.00	242	1,600	0.151 *	N-S(2):	0.202 *
	LT	2.00	379	2,880	0.132	E-W(1):	0.360 *
Westbound	RT	1.00	179	1,600	0.000	E-W(2):	0.344
	TH	3.00	1,510	4,800	0.315		
	LT	2.00	28	2,880	0.010 *	V/C:	0.562
Northbound	RT	1.00	57	1,600	0.031	Lost Time:	0.100
	TH	1.00	56	1,600	0.035	ITS:	0.000
	LT	1.00	82	1,600	0.051 *		
Eastbound	RT	1.00	130	1,600	0.056	ICU:	0.662
	TH	3.00	1,680	4,800	0.350 *		
	LT	2.00	83	2,880	0.029	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 51 - HAWTHORNE BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.007	N-S(1):	0.174
	TH	3.00	668	4,800	0.139 *	N-S(2):	0.221 *
	LT	2.00	166	2,880	0.058	E-W(1):	0.177
Westbound	RT	0.00	182	0	0.000	E-W(2):	0.276 *
	TH	3.00	912	4,800	0.228 *		
	LT	1.00	122	1,600	0.076	V/C:	0.497
Northbound	RT	0.00	111	0	0.000	Lost Time:	0.100
	TH	4.00	632	6,400	0.116	ITS:	0.000
	LT	2.00	237	2,880	0.082 *		
Eastbound	RT	0.00	102	0	0.000	ICU:	0.597
	TH	3.00	381	4,800	0.101		
	LT	1.00	77	1,600	0.048 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	115	1,600	0.023	N-S(1):	0.231
	TH	3.00	918	4,800	0.191 *	N-S(2):	0.273 *
	LT	2.00	216	2,880	0.075	E-W(1):	0.278 *
Westbound	RT	0.00	186	0	0.000	E-W(2):	0.257
	TH	3.00	576	4,800	0.159		
	LT	1.00	177	1,600	0.111 *	V/C:	0.551
Northbound	RT	0.00	197	0	0.000	Lost Time:	0.100
	TH	4.00	801	6,400	0.156	ITS:	0.000
	LT	2.00	236	2,880	0.082 *		
Eastbound	RT	0.00	243	0	0.000	ICU:	0.651
	TH	3.00	559	4,800	0.167 *		
	LT	1.00	156	1,600	0.098	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	102	1,600	0.015	N-S(1):	0.295
	TH	3.00	1,781	4,800	0.371 *	N-S(2):	0.432 *
	LT	2.00	350	2,880	0.122	E-W(1):	0.615 *
Westbound	RT	0.00	157	0	0.000	E-W(2):	0.258
	TH	3.00	609	4,800	0.160		
	LT	1.00	153	1,600	0.096 *	V/C:	1.047
Northbound	RT	0.00	191	0	0.000	Lost Time:	0.100
	TH	4.00	913	6,400	0.173	ITS:	0.000
	LT	2.00	177	2,880	0.061 *		
Eastbound	RT	0.00	410	0	0.000	ICU:	1.147
	TH	3.00	2,082	4,800	0.519 *		
	LT	1.00	156	1,600	0.098	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 52 - INGLEWOOD AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	79	0	0.000	N-S(1):	0.151
	TH	2.00	270	3,200	0.109 *	N-S(2):	0.242 *
	LT	1.00	29	1,600	0.018	E-W(1):	0.144
Westbound	RT	0.00	86	0	0.000	E-W(2):	0.247 *
	TH	3.00	929	4,800	0.211 *		
	LT	1.00	104	1,600	0.065	V/C:	0.489
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	2.00	355	3,200	0.133	ITS:	0.000
	LT	1.00	213	1,600	0.133 *		
Eastbound	RT	0.00	74	0	0.000	ICU:	0.589
	TH	3.00	306	4,800	0.079		
	LT	1.00	58	1,600	0.036 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	104	0	0.000	N-S(1):	0.230
	TH	2.00	461	3,200	0.177 *	N-S(2):	0.286 *
	LT	1.00	93	1,600	0.058	E-W(1):	0.233
Westbound	RT	0.00	127	0	0.000	E-W(2):	0.246 *
	TH	3.00	609	4,800	0.153 *		
	LT	1.00	128	1,600	0.080	V/C:	0.532
Northbound	RT	0.00	116	0	0.000	Lost Time:	0.100
	TH	2.00	435	3,200	0.172	ITS:	0.000
	LT	1.00	175	1,600	0.109 *		
Eastbound	RT	0.00	138	0	0.000	ICU:	0.632
	TH	3.00	598	4,800	0.153		
	LT	1.00	148	1,600	0.093 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	81	0	0.000	N-S(1):	0.257
	TH	2.00	739	3,200	0.256 *	N-S(2):	0.330 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.540 *
Westbound	RT	0.00	150	0	0.000	E-W(2):	0.274
	TH	3.00	548	4,800	0.145		
	LT	1.00	175	1,600	0.109 *	V/C:	0.870
Northbound	RT	0.00	121	0	0.000	Lost Time:	0.100
	TH	2.00	580	3,200	0.219	ITS:	0.000
	LT	1.00	119	1,600	0.074 *		
Eastbound	RT	0.00	245	0	0.000	ICU:	0.970
	TH	3.00	1,822	4,800	0.431 *		
	LT	1.00	206	1,600	0.129	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 53 - LA CIENEGA BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	447	3,200	0.105 *	N-S(1):	0.062
	TH	0.00	0	0	0.000	N-S(2):	0.105 *
	LT	2.00	179	2,880	0.062	E-W(1):	0.093
Westbound	RT	0.00	292	0	0.000	E-W(2):	0.410 *
	TH	3.00	1,508	4,800	0.375 *		
	LT	0.00	0	0	0.000	V/C:	0.515
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.615
	TH	3.00	444	4,800	0.093		
	LT	1.00	56	1,600	0.035 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	302	3,200	0.058	N-S(1):	0.118 *
	TH	0.00	0	0	0.000	N-S(2):	0.058
	LT	2.00	341	2,880	0.118 *	E-W(1):	0.187
Westbound	RT	0.00	240	0	0.000	E-W(2):	0.282 *
	TH	3.00	935	4,800	0.245 *		
	LT	0.00	0	0	0.000	V/C:	0.400
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.500
	TH	3.00	896	4,800	0.187		
	LT	1.00	59	1,600	0.037 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	465	3,200	0.093	N-S(1):	0.369 *
	TH	0.00	0	0	0.000	N-S(2):	0.093
	LT	2.00	1,063	2,880	0.369 *	E-W(1):	0.440 *
Westbound	RT	0.00	214	0	0.000	E-W(2):	0.212
	TH	3.00	548	4,800	0.159		
	LT	0.00	0	0	0.000 *	V/C:	0.809
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.909
	TH	3.00	2,114	4,800	0.440 *		
	LT	1.00	84	1,600	0.053	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 54 - NASH STREET & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	39	1,600	0.024	N-S(1):	0.066 *
	TH	2.00	155	3,200	0.048 *	N-S(2):	0.000
	LT	1.00	74	1,600	0.046	E-W(1):	0.168
Westbound	RT	0.00	248	0	0.000	E-W(2):	0.349 *
	TH	3.00	1,341	4,800	0.331 *		
	LT	2.00	148	2,880	0.051	V/C:	0.415
Northbound	RT	1.12	32	1,796	0.000	Lost Time:	0.100
	TH	0.88	25	1,404	0.018 *	ITS:	0.000
	LT	2.00	2	2,880	0.001		
Eastbound	RT	1.00	49	1,600	0.030	ICU:	0.515
	TH	3.00	562	4,800	0.117		
	LT	2.00	51	2,880	0.018 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	54	1,600	0.034	N-S(1):	0.087 *
	TH	1.10	96	1,752	0.055	N-S(2):	0.000
	LT	1.90	167	2,743	0.061 *	E-W(1):	0.192
Westbound	RT	0.00	103	0	0.000	E-W(2):	0.207 *
	TH	3.00	801	4,800	0.188 *		
	LT	2.00	66	2,880	0.023	V/C:	0.294
Northbound	RT	1.13	47	1,812	0.003	Lost Time:	0.100
	TH	0.87	36	1,388	0.026 *	ITS:	0.000
	LT	2.00	8	2,880	0.003		
Eastbound	RT	1.00	34	1,600	0.020	ICU:	0.394
	TH	3.00	812	4,800	0.169		
	LT	2.00	55	2,880	0.019 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	46	1,600	0.029	N-S(1):	0.223 *
	TH	1.00	51	1,600	0.032	N-S(2):	0.000
	LT	2.00	461	2,880	0.160 *	E-W(1):	0.306 *
Westbound	RT	0.00	103	0	0.000	E-W(2):	0.199
	TH	3.00	819	4,800	0.192		
	LT	2.00	22	2,880	0.008 *	V/C:	0.529
Northbound	RT	1.19	121	1,907	0.056	Lost Time:	0.100
	TH	0.81	82	1,293	0.063 *	ITS:	0.000
	LT	2.00	16	2,880	0.006		
Eastbound	RT	1.00	2	1,600	0.000	ICU:	0.629
	TH	3.00	1,431	4,800	0.298 *		
	LT	2.00	19	2,880	0.007	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 55 - SEPULVEDA BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	135	1,600	0.047	N-S(1):	0.492 *
	TH	4.00	954	6,400	0.149	N-S(2):	0.225
	LT	2.00	222	2,880	0.077 *	E-W(1):	0.141
Westbound	RT	1.00	182	1,600	0.075	E-W(2):	0.163 *
	TH	2.00	278	3,200	0.087 *		
	LT	2.00	127	2,880	0.044	V/C:	0.655
Northbound	RT	0.00	211	0	0.000	Lost Time:	0.100
	TH	4.00	2,447	6,400	0.415 *	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	1.00	216	1,600	0.097	ICU:	0.755
	TH	2.00	254	3,200	0.079		
	LT	1.00	121	1,600	0.076 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	112	1,600	0.042	N-S(1):	0.340
	TH	4.00	1,681	6,400	0.263 *	N-S(2):	0.360 *
	LT	2.00	173	2,880	0.060	E-W(1):	0.274 *
Westbound	RT	1.00	199	1,600	0.094	E-W(2):	0.151
	TH	2.00	267	3,200	0.083		
	LT	2.00	382	2,880	0.133 *	V/C:	0.634
Northbound	RT	0.00	221	0	0.000	Lost Time:	0.100
	TH	4.00	1,574	6,400	0.280	ITS:	0.000
	LT	2.00	279	2,880	0.097 *		
Eastbound	RT	1.00	303	1,600	0.141 *	ICU:	0.734
	TH	2.00	327	3,200	0.102		
	LT	1.00	91	1,600	0.057	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	89	1,600	0.017	N-S(1):	0.356
	TH	4.00	2,478	6,400	0.387 *	N-S(2):	0.478 *
	LT	2.00	242	2,880	0.084	E-W(1):	0.371 *
Westbound	RT	1.00	296	1,600	0.143	E-W(2):	0.221
	TH	2.00	337	3,200	0.105		
	LT	2.00	498	2,880	0.173 *	V/C:	0.849
Northbound	RT	0.00	152	0	0.000	Lost Time:	0.100
	TH	4.00	1,586	6,400	0.272	ITS:	0.000
	LT	2.00	261	2,880	0.091 *		
Eastbound	RT	1.00	390	1,600	0.198 *	ICU:	0.949
	TH	2.00	395	3,200	0.123		
	LT	1.00	125	1,600	0.078	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 56 - LINCOLN BOULEVARD & FIJI WAY
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	76	0	0.000	N-S(1):	0.423
	TH	3.00	1,232	4,800	0.273 *	N-S(2):	0.473 *
	LT	1.00	57	1,600	0.036	E-W(1):	0.025
Westbound	RT	0.00	44	1,600	0.028 *	E-W(2):	0.077 *
	TH	2.00	14	1,600	0.021		
	LT	0.00	20	1,600	0.013	V/C:	0.550
Northbound	RT	0.00	41	0	0.000	Lost Time:	0.100
	TH	3.00	1,815	4,800	0.387	ITS:	0.000
	LT	2.00	575	2,880	0.200 *		
Eastbound	RT	1.00	556	1,600	0.000	ICU:	0.650
	TH	1.00	19	1,600	0.012		
	LT	1.00	79	1,600	0.049 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.400
	TH	3.00	1,230	4,800	0.283 *	N-S(2):	0.459 *
	LT	1.00	62	1,600	0.039	E-W(1):	0.025
Westbound	RT	0.00	27	0	0.000	E-W(2):	0.085 *
	TH	2.00	11	3,200	0.020 *		
	LT	0.00	27	1,600	0.017	V/C:	0.544
Northbound	RT	0.00	29	0	0.000	Lost Time:	0.100
	TH	3.00	1,705	4,800	0.361	ITS:	0.000
	LT	2.00	507	2,880	0.176 *		
Eastbound	RT	1.00	424	1,600	0.000	ICU:	0.644
	TH	1.00	12	1,600	0.008		
	LT	1.00	104	1,600	0.065 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	161	0	0.000	N-S(1):	0.412
	TH	3.00	1,777	4,800	0.404 *	N-S(2):	0.659 *
	LT	1.00	59	1,600	0.037	E-W(1):	0.034
Westbound	RT	0.00	23	0	0.000	E-W(2):	0.097 *
	TH	2.00	18	3,200	0.023 *		
	LT	0.00	34	1,600	0.021	V/C:	0.756
Northbound	RT	0.00	36	0	0.000	Lost Time:	0.100
	TH	3.00	1,764	4,800	0.375	ITS:	0.000
	LT	2.00	735	2,880	0.255 *		
Eastbound	RT	1.00	885	1,600	0.000	ICU:	0.856
	TH	1.00	21	1,600	0.013		
	LT	1.00	119	1,600	0.074 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 57 - LA BREA AVENUE & FLORENCE AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	73	0	0.000	N-S(1):	0.286 *
	TH	2.00	519	3,200	0.185	N-S(2):	0.208
	LT	1.00	56	1,600	0.035 *	E-W(1):	0.183
Westbound	RT	0.00	61	0	0.000	E-W(2):	0.272 *
	TH	2.00	688	3,200	0.234 *		
	LT	1.00	112	1,600	0.070	V/C:	0.558
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	764	3,200	0.251 *	ITS:	0.000
	LT	1.00	36	1,600	0.023		
Eastbound	RT	0.00	52	0	0.000	ICU:	0.658
	TH	2.00	309	3,200	0.113		
	LT	1.00	60	1,600	0.038 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	79	0	0.000	N-S(1):	0.292 *
	TH	2.00	744	3,200	0.257	N-S(2):	0.287
	LT	1.00	109	1,600	0.068 *	E-W(1):	0.209
Westbound	RT	0.00	178	0	0.000	E-W(2):	0.219 *
	TH	2.00	311	3,200	0.153 *		
	LT	1.00	114	1,600	0.071	V/C:	0.511
Northbound	RT	0.00	39	0	0.000	Lost Time:	0.100
	TH	2.00	677	3,200	0.224 *	ITS:	0.000
	LT	1.00	48	1,600	0.030		
Eastbound	RT	0.00	51	0	0.000	ICU:	0.611
	TH	2.00	391	3,200	0.138		
	LT	1.00	105	1,600	0.066 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	91	0	0.000	N-S(1):	0.389 *
	TH	2.00	966	3,200	0.330	N-S(2):	0.352
	LT	1.00	147	1,600	0.092 *	E-W(1):	0.337 *
Westbound	RT	0.00	162	0	0.000	E-W(2):	0.247
	TH	2.00	375	3,200	0.168		
	LT	1.00	90	1,600	0.056 *	V/C:	0.726
Northbound	RT	0.00	105	0	0.000	Lost Time:	0.100
	TH	2.00	844	3,200	0.297 *	ITS:	0.000
	LT	1.00	35	1,600	0.022		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.826
	TH	2.00	840	3,200	0.281 *		
	LT	1.00	127	1,600	0.079	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 58 - LA CIENEGA BOULEVARD & FLORENCE AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	197	0	0.000	N-S(1):	0.303 *
	TH	2.74	499	4,389	0.159	N-S(2):	0.000
	LT	1.26	319	1,810	0.176 *	E-W(1):	0.205
Westbound	RT	0.00	19	0	0.000	E-W(2):	0.267 *
	TH	2.00	650	3,200	0.209 *		
	LT	1.00	209	1,600	0.131	V/C:	0.570
Northbound	RT	0.00	78	0	0.000	Lost Time:	0.100
	TH	2.00	327	3,200	0.127 *	ITS:	0.000
	LT	1.00	21	1,600	0.013		
Eastbound	RT	0.00	18	0	0.000	ICU:	0.670
	TH	2.00	220	3,200	0.074		
	LT	1.00	92	1,600	0.058 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	191	0	0.000	N-S(1):	0.347 *
	TH	2.88	597	4,606	0.171	N-S(2):	0.000
	LT	1.12	307	1,615	0.190 *	E-W(1):	0.242 *
Westbound	RT	0.00	55	0	0.000	E-W(2):	0.213
	TH	2.00	299	3,200	0.111		
	LT	1.00	222	1,600	0.139 *	V/C:	0.589
Northbound	RT	0.00	104	0	0.000	Lost Time:	0.100
	TH	2.00	397	3,200	0.157 *	ITS:	0.000
	LT	1.00	21	1,600	0.013		
Eastbound	RT	0.00	32	0	0.000	ICU:	0.689
	TH	2.00	299	3,200	0.103 *		
	LT	1.00	163	1,600	0.102	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	227	0	0.000	N-S(1):	0.473 *
	TH	2.68	881	4,295	0.258	N-S(2):	0.000
	LT	1.32	543	1,894	0.287 *	E-W(1):	0.324 *
Westbound	RT	0.00	75	0	0.000	E-W(2):	0.224
	TH	2.00	311	3,200	0.121		
	LT	1.00	250	1,600	0.156 *	V/C:	0.797
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	464	3,200	0.186 *	ITS:	0.000
	LT	1.00	19	1,600	0.012		
Eastbound	RT	0.00	16	0	0.000	ICU:	0.897
	TH	2.00	523	3,200	0.168 *		
	LT	1.00	165	1,600	0.103	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 59 - NASH STREET & GRAND AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	304	1,600	0.190 *	N-S(1):	0.096
	TH	2.00	182	1,600	0.114	N-S(2):	0.248 *
	LT	1.00	73	1,600	0.046	E-W(1):	0.057 *
Westbound	RT	0.00	24	0	0.000	E-W(2):	0.000
	TH	1.00	15	1,600	0.024 *		
	LT	1.00	19	1,600	0.012	V/C:	0.305
Northbound	RT	0.00	42	0	0.000	Lost Time:	0.100
	TH	2.00	118	3,200	0.050	ITS:	0.000
	LT	1.00	93	1,600	0.058 *		
Eastbound	RT	2.00	19	3,200	0.000	ICU:	0.405
	TH	1.00	52	1,600	0.033		
	LT	1.00	53	1,600	0.033 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.051
	TH	2.00	243	3,200	0.110 *	N-S(2):	0.129 *
	LT	1.00	17	1,600	0.011	E-W(1):	0.093 *
Westbound	RT	0.00	11	0	0.000	E-W(2):	0.000
	TH	1.00	34	1,600	0.028 *		
	LT	1.00	7	1,600	0.004	V/C:	0.222
Northbound	RT	0.00	16	0	0.000	Lost Time:	0.100
	TH	2.00	113	3,200	0.040	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	2.00	109	3,200	0.025	ICU:	0.322
	TH	1.00	27	1,600	0.017		
	LT	1.00	104	1,600	0.065 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	92	0	0.000	N-S(1):	0.086
	TH	2.00	209	3,200	0.094 *	N-S(2):	0.107 *
	LT	1.00	47	1,600	0.029	E-W(1):	0.206 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.000
	TH	1.00	29	1,600	0.043 *		
	LT	1.00	35	1,600	0.022	V/C:	0.313
Northbound	RT	0.00	24	0	0.000	Lost Time:	0.100
	TH	2.00	159	3,200	0.057	ITS:	0.000
	LT	1.00	21	1,600	0.013 *		
Eastbound	RT	2.00	162	3,200	0.044	ICU:	0.413
	TH	1.00	68	1,600	0.043		
	LT	1.00	260	1,600	0.163 *	LOS:	A

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 60 - SEPULVEDA BOULEVARD & GRAND AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	225	0	0.000	N-S(1):	0.560 *
	TH	4.00	1,231	6,400	0.228	N-S(2):	0.282
	LT	1.00	346	1,600	0.216 *	E-W(1):	0.104 *
Westbound	RT	1.00	48	1,600	0.000	E-W(2):	0.000
	TH	2.00	15	3,200	0.005		
	LT	2.00	62	2,880	0.022 *	V/C:	0.664
Northbound	RT	1.00	375	1,600	0.213	Lost Time:	0.100
	TH	4.00	2,204	6,400	0.344 *	ITS:	0.000
	LT	1.00	86	1,600	0.054		
Eastbound	RT	0.00	76	0	0.000	ICU:	0.764
	TH	1.76	133	2,818	0.074		
	LT	1.24	147	1,784	0.082 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	180	0	0.000	N-S(1):	0.339
	TH	4.00	1,633	6,400	0.283 *	N-S(2):	0.416 *
	LT	1.00	163	1,600	0.102	E-W(1):	0.187 *
Westbound	RT	1.00	133	1,600	0.032	E-W(2):	0.000
	TH	2.00	243	3,200	0.076		
	LT	2.00	238	2,880	0.083 *	V/C:	0.603
Northbound	RT	1.00	116	1,600	0.000	Lost Time:	0.100
	TH	4.00	1,517	6,400	0.237	ITS:	0.000
	LT	1.00	212	1,600	0.133 *		
Eastbound	RT	0.00	142	0	0.000	ICU:	0.703
	TH	1.53	87	2,448	0.094		
	LT	1.47	220	2,117	0.104 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	122	0	0.000	N-S(1):	0.378
	TH	4.00	2,303	6,400	0.379 *	N-S(2):	0.473 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.255 *
Westbound	RT	1.00	297	1,600	0.154 *	E-W(2):	0.000
	TH	2.00	230	3,200	0.072		
	LT	2.00	416	2,880	0.144	V/C:	0.728
Northbound	RT	1.00	100	1,600	0.000	Lost Time:	0.100
	TH	4.00	2,018	6,400	0.315	ITS:	0.000
	LT	1.00	150	1,600	0.094 *		
Eastbound	RT	0.00	162	1,600	0.101 *	ICU:	0.828
	TH	1.39	52	621	0.084		
	LT	1.61	216	2,321	0.093	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 62 - HAWTHORNE BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	172	0	0.000	N-S(1):	0.176
	TH	3.00	575	4,800	0.156 *	N-S(2):	0.214 *
	LT	1.00	116	1,600	0.073	E-W(1):	0.164
Westbound	RT	0.00	118	0	0.000	E-W(2):	0.247 *
	TH	3.00	766	4,800	0.184 *		
	LT	1.00	134	1,600	0.084	V/C:	0.461
Northbound	RT	1.00	188	1,600	0.076	Lost Time:	0.100
	TH	3.00	494	4,800	0.103	ITS:	0.000
	LT	2.00	168	2,880	0.058 *		
Eastbound	RT	0.00	63	0	0.000	ICU:	0.561
	TH	3.00	321	4,800	0.080		
	LT	1.00	101	1,600	0.063 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.258
	TH	3.00	924	4,800	0.224 *	N-S(2):	0.273 *
	LT	1.00	174	1,600	0.109	E-W(1):	0.178 *
Westbound	RT	0.00	102	0	0.000	E-W(2):	0.166
	TH	3.00	342	4,800	0.093		
	LT	1.00	125	1,600	0.078 *	V/C:	0.451
Northbound	RT	1.00	301	1,600	0.149	Lost Time:	0.100
	TH	3.00	624	4,800	0.130	ITS:	0.000
	LT	2.00	142	2,880	0.049 *		
Eastbound	RT	0.00	72	0	0.000	ICU:	0.551
	TH	3.00	410	4,800	0.100 *		
	LT	1.00	116	1,600	0.073	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	161	0	0.000	N-S(1):	0.284
	TH	3.00	1,138	4,800	0.271 *	N-S(2):	0.333 *
	LT	1.00	236	1,600	0.148	E-W(1):	0.410 *
Westbound	RT	0.00	99	0	0.000	E-W(2):	0.195
	TH	3.00	344	4,800	0.092		
	LT	1.00	102	1,600	0.064 *	V/C:	0.743
Northbound	RT	1.00	268	1,600	0.136	Lost Time:	0.100
	TH	3.00	635	4,800	0.132	ITS:	0.000
	LT	2.00	178	2,880	0.062 *		
Eastbound	RT	0.00	139	0	0.000	ICU:	0.843
	TH	3.00	1,521	4,800	0.346 *		
	LT	1.00	165	1,600	0.103	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 63 - HAWTHORNE BOULEVARD & LENNOX BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	28	0	0.000	N-S(1):	0.181
	TH	3.00	681	4,800	0.148 *	N-S(2):	0.208 *
	LT	1.00	39	1,600	0.024	E-W(1):	0.115 *
Westbound	RT	1.00	81	1,600	0.038	E-W(2):	0.088
	TH	1.00	96	1,600	0.060		
	LT	1.00	51	1,600	0.032 *	V/C:	0.323
Northbound	RT	1.00	47	1,600	0.013	Lost Time:	0.100
	TH	3.00	752	4,800	0.157	ITS:	0.000
	LT	1.00	96	1,600	0.060 *		
Eastbound	RT	0.00	133	1,600	0.083 *	ICU:	0.423
	TH	2.00	72	1,600	0.045		
	LT	1.00	44	1,600	0.028	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	89	0	0.000	N-S(1):	0.200
	TH	3.00	881	4,800	0.202 *	N-S(2):	0.314 *
	LT	1.00	77	1,600	0.048	E-W(1):	0.135
Westbound	RT	1.00	42	1,600	0.002	E-W(2):	0.143 *
	TH	1.00	146	1,600	0.091 *		
	LT	1.00	76	1,600	0.048	V/C:	0.457
Northbound	RT	1.00	85	1,600	0.029	Lost Time:	0.100
	TH	3.00	731	4,800	0.152	ITS:	0.000
	LT	1.00	179	1,600	0.112 *		
Eastbound	RT	0.00	105	0	0.000	ICU:	0.557
	TH	2.00	173	3,200	0.087		
	LT	1.00	83	1,600	0.052 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	77	0	0.000	N-S(1):	0.264
	TH	3.00	1,309	4,800	0.289 *	N-S(2):	0.443 *
	LT	1.00	74	1,600	0.046	E-W(1):	0.211 *
Westbound	RT	1.00	54	1,600	0.011	E-W(2):	0.175
	TH	1.00	167	1,600	0.104		
	LT	1.00	106	1,600	0.066 *	V/C:	0.654
Northbound	RT	1.00	106	1,600	0.033	Lost Time:	0.100
	TH	3.00	1,045	4,800	0.218	ITS:	0.000
	LT	1.00	247	1,600	0.154 *		
Eastbound	RT	0.00	169	0	0.000	ICU:	0.754
	TH	2.00	296	3,200	0.145 *		
	LT	1.00	113	1,600	0.071	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 64 - HIGHLAND AVENUE/VISTA DEL MAR & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	11	1,600	0.000	N-S(1):	0.376 *
	TH	1.00	238	1,600	0.149	N-S(2):	0.150
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.167
Westbound	RT	1.00	538	1,600	0.218 *	E-W(2):	0.287 *
	TH	1.00	48	1,600	0.030		
	LT	1.00	64	1,600	0.040	V/C:	0.663
Northbound	RT	0.00	87	0	0.000	Lost Time:	0.100
	TH	2.00	736	3,200	0.257 *	ITS:	0.000
	LT	1.00	2	1,600	0.001		
Eastbound	RT	0.00	12	0	0.000	ICU:	0.763
	TH	1.00	80	1,600	0.127		
	LT	0.00	111	1,600	0.069 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	21	1,600	0.008	N-S(1):	0.189
	TH	1.00	406	1,600	0.254 *	N-S(2):	0.267 *
	LT	1.00	64	1,600	0.040	E-W(1):	0.156 *
Westbound	RT	1.00	243	1,600	0.112	E-W(2):	0.121
	TH	1.00	67	1,600	0.042		
	LT	1.00	151	1,600	0.094 *	V/C:	0.423
Northbound	RT	0.00	144	0	0.000	Lost Time:	0.100
	TH	2.00	333	3,200	0.149	ITS:	0.000
	LT	1.00	21	1,600	0.013 *		
Eastbound	RT	0.00	21	0	0.000	ICU:	0.523
	TH	1.00	63	1,600	0.062 *		
	LT	0.00	15	1,600	0.009	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	34	1,600	0.009	N-S(1):	0.356
	TH	1.00	663	1,600	0.414 *	N-S(2):	0.420 *
	LT	1.00	324	1,600	0.203	E-W(1):	0.165 *
Westbound	RT	1.00	313	1,600	0.000	E-W(2):	0.094
	TH	1.00	110	1,600	0.069		
	LT	1.00	156	1,600	0.098 *	V/C:	0.585
Northbound	RT	0.00	92	0	0.000	Lost Time:	0.100
	TH	2.00	396	3,200	0.153	ITS:	0.000
	LT	1.00	10	1,600	0.006 *		
Eastbound	RT	0.00	12	0	0.000	ICU:	0.685
	TH	1.00	55	1,600	0.067 *		
	LT	0.00	40	1,600	0.025	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 66 - INGELWOOD AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	165	1,600	0.084	N-S(1):	0.183
	TH	1.00	238	1,600	0.149 *	N-S(2):	0.270 *
	LT	1.00	90	1,600	0.056	E-W(1):	0.110
Westbound	RT	0.00	78	0	0.000	E-W(2):	0.257 *
	TH	3.00	973	4,800	0.219 *		
	LT	1.00	77	1,600	0.048	V/C:	0.527
Northbound	RT	1.00	94	1,600	0.035	Lost Time:	0.100
	TH	1.00	203	1,600	0.127	ITS:	0.000
	LT	1.00	194	1,600	0.121 *		
Eastbound	RT	0.00	12	0	0.000	ICU:	0.627
	TH	3.00	287	4,800	0.062		
	LT	1.00	61	1,600	0.038 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	91	1,600	0.018	N-S(1):	0.344 *
	TH	1.00	397	1,600	0.248	N-S(2):	0.302
	LT	1.00	122	1,600	0.076 *	E-W(1):	0.195
Westbound	RT	0.00	210	1,600	0.131 *	E-W(2):	0.209 *
	TH	3.00	354	3,200	0.111		
	LT	1.00	155	1,600	0.097	V/C:	0.553
Northbound	RT	1.00	172	1,600	0.059	Lost Time:	0.100
	TH	1.00	429	1,600	0.268 *	ITS:	0.000
	LT	1.00	86	1,600	0.054		
Eastbound	RT	0.00	64	0	0.000	ICU:	0.653
	TH	3.00	407	4,800	0.098		
	LT	1.00	124	1,600	0.078 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	63	1,600	0.000	N-S(1):	0.388
	TH	1.00	912	1,600	0.570 *	N-S(2):	0.616 *
	LT	1.00	175	1,600	0.109	E-W(1):	0.438 *
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.285
	TH	3.00	381	4,800	0.117		
	LT	1.00	144	1,600	0.090 *	V/C:	1.054
Northbound	RT	1.00	167	1,600	0.059	Lost Time:	0.100
	TH	1.00	447	1,600	0.279	ITS:	0.000
	LT	1.00	74	1,600	0.046 *		
Eastbound	RT	0.00	122	0	0.000	ICU:	1.154
	TH	3.00	1,546	4,800	0.348 *		
	LT	1.00	268	1,600	0.168	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 67 - LA CIENEGA BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.57	241	2,515	0.047	N-S(1):	0.091
	TH	1.43	219	2,285	0.096 *	N-S(2):	0.126 *
	LT	2.00	62	2,880	0.022	E-W(1):	0.072
Westbound	RT	2.00	509	3,200	0.138	E-W(2):	0.235 *
	TH	3.00	661	4,800	0.138 *		
	LT	2.00	83	2,880	0.029	V/C:	0.361
Northbound	RT	1.07	119	1,715	0.055	Lost Time:	0.100
	TH	1.93	214	3,085	0.069	ITS:	0.000
	LT	2.00	86	2,880	0.030 *		
Eastbound	RT	2.00	188	3,200	0.029	ICU:	0.461
	TH	3.00	206	4,800	0.043		
	LT	2.00	280	2,880	0.097 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.56	199	2,494	0.058	N-S(1):	0.101
	TH	1.44	184	2,306	0.080 *	N-S(2):	0.118 *
	LT	2.00	106	2,880	0.037	E-W(1):	0.093
Westbound	RT	2.00	286	3,200	0.053	E-W(2):	0.102 *
	TH	3.00	276	4,800	0.058 *		
	LT	2.00	45	2,880	0.016	V/C:	0.220
Northbound	RT	1.26	129	2,024	0.056	Lost Time:	0.100
	TH	1.74	177	2,776	0.064	ITS:	0.000
	LT	2.00	110	2,880	0.038 *		
Eastbound	RT	2.00	143	3,200	0.006	ICU:	0.320
	TH	3.00	371	4,800	0.077		
	LT	2.00	128	2,880	0.044 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.18	320	1,894	0.140	N-S(1):	0.275 *
	TH	1.82	491	2,906	0.169	N-S(2):	0.193
	LT	2.00	329	2,880	0.114 *	E-W(1):	0.250 *
Westbound	RT	2.00	238	3,200	0.000	E-W(2):	0.118
	TH	3.00	286	4,800	0.060		
	LT	2.00	25	2,880	0.009 *	V/C:	0.525
Northbound	RT	2.00	529	3,200	0.161 *	Lost Time:	0.100
	TH	1.00	101	1,600	0.063	ITS:	0.000
	LT	2.00	68	2,880	0.024		
Eastbound	RT	2.00	211	3,200	0.042	ICU:	0.625
	TH	3.00	1,157	4,800	0.241 *		
	LT	2.00	167	2,880	0.058	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 68 - MAIN STREET & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.311 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	0.00	0	0	0.000 *	E-W(1):	0.376 *
Westbound	RT	0.00	1	0	0.000	E-W(2):	0.224
	TH	2.00	717	3,200	0.224		
	LT	2.00	338	2,880	0.117 *	V/C:	0.687
Northbound	RT	1.00	592	1,600	0.311 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	276	2,880	0.096		
Eastbound	RT	1.00	126	1,600	0.079	ICU:	0.787
	TH	2.00	828	3,200	0.259 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	4	0	0.000	N-S(1):	0.111 *
	TH	1.00	0	1,600	0.003 *	N-S(2):	0.000
	LT	0.00	0	0	0.000	E-W(1):	0.334 *
Westbound	RT	0.00	3	0	0.000	E-W(2):	0.206
	TH	2.00	657	3,200	0.206		
	LT	2.00	453	2,880	0.157 *	V/C:	0.445
Northbound	RT	1.00	299	1,600	0.108 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	291	2,880	0.101		
Eastbound	RT	1.00	71	1,600	0.044	ICU:	0.545
	TH	2.00	565	3,200	0.177 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	3	0	0.000	N-S(1):	0.128 *
	TH	1.00	0	1,600	0.003 *	N-S(2):	0.000
	LT	0.00	1	1,600	0.001	E-W(1):	0.409 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.172
	TH	2.00	550	3,200	0.172		
	LT	2.00	551	2,880	0.191 *	V/C:	0.537
Northbound	RT	1.00	349	1,600	0.122	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	361	2,880	0.125 *		
Eastbound	RT	1.00	343	1,600	0.214	ICU:	0.637
	TH	2.00	699	3,200	0.218 *		
	LT	0.00	0	0	0.000	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 70 - PRAIRIE AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	497	3,200	0.113	N-S(1):	0.131
	TH	2.00	433	3,200	0.135 *	N-S(2):	0.242 *
	LT	2.00	88	2,880	0.031	E-W(1):	0.155
Westbound	RT	0.00	85	0	0.000	E-W(2):	0.260 *
	TH	3.00	962	4,800	0.218 *		
	LT	1.00	142	1,600	0.089	V/C:	0.502
Northbound	RT	0.00	78	0	0.000	Lost Time:	0.100
	TH	3.00	400	4,800	0.100	ITS:	0.000
	LT	2.00	307	2,880	0.107 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.602
	TH	3.00	266	4,800	0.066		
	LT	1.00	67	1,600	0.042 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.32	369	2,109	0.108	N-S(1):	0.174
	TH	2.68	751	4,291	0.175 *	N-S(2):	0.272 *
	LT	2.00	139	2,880	0.048	E-W(1):	0.172
Westbound	RT	0.00	84	0	0.000	E-W(2):	0.207 *
	TH	3.00	585	4,800	0.139 *		
	LT	1.00	111	1,600	0.069	V/C:	0.479
Northbound	RT	0.00	154	0	0.000	Lost Time:	0.100
	TH	3.00	453	4,800	0.126	ITS:	0.000
	LT	2.00	278	2,880	0.097 *		
Eastbound	RT	0.00	64	0	0.000	ICU:	0.579
	TH	3.00	429	4,800	0.103		
	LT	1.00	108	1,600	0.068 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.24	406	1,980	0.101	N-S(1):	0.226
	TH	2.76	906	4,420	0.205 *	N-S(2):	0.297 *
	LT	2.00	194	2,880	0.067	E-W(1):	0.419 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.241
	TH	3.00	546	4,800	0.137		
	LT	1.00	185	1,600	0.116 *	V/C:	0.716
Northbound	RT	0.00	184	0	0.000	Lost Time:	0.100
	TH	3.00	578	4,800	0.159	ITS:	0.000
	LT	2.00	265	2,880	0.092 *		
Eastbound	RT	0.00	171	0	0.000	ICU:	0.816
	TH	3.00	1,282	4,800	0.303 *		
	LT	1.00	167	1,600	0.104	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 71 - SEPULVEDA BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	16	0	0.000	N-S(1):	0.415
	TH	4.00	2,301	6,400	0.362 *	N-S(2):	0.428 *
	LT	2.00	302	2,880	0.105	E-W(1):	0.148
Westbound	RT	1.00	396	1,600	0.143 *	E-W(2):	0.217 *
	TH	3.00	212	4,800	0.044		
	LT	2.00	204	2,880	0.071	V/C:	0.645
Northbound	RT	2.00	610	3,200	0.120	Lost Time:	0.100
	TH	3.00	1,488	4,800	0.310	ITS:	0.000
	LT	1.00	106	1,600	0.066 *		
Eastbound	RT	1.00	176	1,600	0.077	ICU:	0.745
	TH	3.00	258	4,800	0.054		
	LT	2.00	214	2,880	0.074 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.354
	TH	4.00	1,913	6,400	0.304 *	N-S(2):	0.399 *
	LT	2.00	237	2,880	0.082	E-W(1):	0.135
Westbound	RT	1.00	328	1,600	0.123 *	E-W(2):	0.173 *
	TH	3.00	260	4,800	0.054		
	LT	2.00	179	2,880	0.062	V/C:	0.572
Northbound	RT	2.00	717	3,200	0.162	Lost Time:	0.100
	TH	3.00	1,306	4,800	0.272	ITS:	0.000
	LT	1.00	152	1,600	0.095 *		
Eastbound	RT	1.00	193	1,600	0.073	ICU:	0.672
	TH	3.00	190	4,800	0.040		
	LT	2.00	145	2,880	0.050 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	28	0	0.000	N-S(1):	0.531 *
	TH	4.00	2,393	6,400	0.378	N-S(2):	0.484
	LT	2.00	376	2,880	0.131 *	E-W(1):	0.135
Westbound	RT	1.00	486	1,600	0.173 *	E-W(2):	0.240 *
	TH	3.00	300	4,800	0.063		
	LT	2.00	172	2,880	0.060	V/C:	0.771
Northbound	RT	2.00	1,000	3,200	0.253	Lost Time:	0.100
	TH	3.00	1,920	4,800	0.400 *	ITS:	0.000
	LT	1.00	169	1,600	0.106		
Eastbound	RT	1.00	157	1,600	0.045	ICU:	0.871
	TH	3.00	360	4,800	0.075		
	LT	2.00	193	2,880	0.067 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 73 - NASH STREET / WB I-105 RAMPS & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	552	1,600	0.345	N-S(1):	0.395 *
	TH	2.00	1,181	3,200	0.369 *	N-S(2):	0.000
	LT	1.00	437	1,600	0.273	E-W(1):	0.194 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.156
	TH	3.00	750	4,800	0.156		
	LT	2.00	209	2,880	0.073 *	V/C:	0.589
Northbound	RT	2.00	28	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	42	1,600	0.026 *		
Eastbound	RT	0.00	117	0	0.000	ICU:	0.689
	TH	3.00	465	4,800	0.121 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.23	203	1,972	0.103	N-S(1):	0.139 *
	TH	1.77	291	2,828	0.103 *	N-S(2):	0.000
	LT	1.00	125	1,600	0.078	E-W(1):	0.140 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.125
	TH	3.00	601	4,800	0.125		
	LT	2.00	59	2,880	0.020 *	V/C:	0.279
Northbound	RT	2.00	71	3,200	0.012	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	57	1,600	0.036 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.379
	TH	3.00	477	4,800	0.120 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.33	180	2,129	0.085	N-S(1):	0.155 *
	TH	1.54	208	2,461	0.085	N-S(2):	0.000
	LT	1.13	153	1,629	0.094 *	E-W(1):	0.181 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.157
	TH	3.00	754	4,800	0.157		
	LT	2.00	51	2,880	0.018 *	V/C:	0.336
Northbound	RT	2.00	192	3,200	0.051	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	97	1,600	0.061 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.436
	TH	3.00	721	4,800	0.163 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 75 - I-405 NB RAMPS E/O LA CIENEGA BLVD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR, WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.115
	TH	0.00	0	0	0.000 *	N-S(2):	0.127 *
	LT	0.00	0	0	0.000	E-W(1):	0.068
Westbound	RT	1.41	481	2,255	0.000	E-W(2):	0.213 *
	TH	2.59	884	4,145	0.213 *		
	LT	0.00	0	0	0.000	V/C:	0.340
Northbound	RT	0.22	41	357	0.115	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.78	326	2,558	0.127 *		
Eastbound	RT	1.00	75	1,600	0.000	ICU:	0.440
	TH	3.00	328	4,800	0.068		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.092
	TH	0.00	0	0	0.000 *	N-S(2):	0.102 *
	LT	0.00	0	0	0.000	E-W(1):	0.100 *
Westbound	RT	1.14	174	1,832	0.000	E-W(2):	0.095
	TH	2.86	434	4,568	0.095		
	LT	0.00	0	0	0.000 *	V/C:	0.202
Northbound	RT	0.65	96	1,041	0.092	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.35	199	1,943	0.102 *		
Eastbound	RT	1.00	118	1,600	0.000	ICU:	0.302
	TH	3.00	482	4,800	0.100 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.156 *
	TH	0.00	0	0	0.000	N-S(2):	0.103
	LT	0.00	0	0	0.000 *	E-W(1):	0.354 *
Westbound	RT	1.45	216	2,319	0.000	E-W(2):	0.093
	TH	2.55	380	4,081	0.093		
	LT	0.00	0	0	0.000 *	V/C:	0.510
Northbound	RT	1.00	250	1,600	0.156 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	165	1,600	0.103		
Eastbound	RT	1.00	213	1,600	0.000	ICU:	0.610
	TH	3.00	1,700	4,800	0.354 *		
	LT	0.00	0	0	0.000	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 76 - INGLEWOOD AVENUE & LENNOX BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	9	0	0.000	N-S(1):	0.215 *
	TH	1.00	218	1,600	0.142	N-S(2):	0.178
	LT	1.00	37	1,600	0.023 *	E-W(1):	0.105
Westbound	RT	0.00	39	0	0.000	E-W(2):	0.110 *
	TH	1.00	127	1,600	0.104 *		
	LT	1.00	41	1,600	0.026	V/C:	0.325
Northbound	RT	0.00	67	0	0.000	Lost Time:	0.100
	TH	1.00	240	1,600	0.192 *	ITS:	0.000
	LT	1.00	57	1,600	0.036		
Eastbound	RT	0.00	35	0	0.000	ICU:	0.425
	TH	1.00	91	1,600	0.079		
	LT	1.00	10	1,600	0.006 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.281 *
	TH	1.00	247	1,600	0.167	N-S(2):	0.180
	LT	1.00	43	1,600	0.027 *	E-W(1):	0.122 *
Westbound	RT	0.00	46	0	0.000	E-W(2):	0.093
	TH	1.00	101	1,600	0.092		
	LT	1.00	50	1,600	0.031 *	V/C:	0.403
Northbound	RT	0.00	111	0	0.000	Lost Time:	0.100
	TH	1.00	296	1,600	0.254 *	ITS:	0.000
	LT	1.00	21	1,600	0.013		
Eastbound	RT	0.00	43	0	0.000	ICU:	0.503
	TH	1.00	103	1,600	0.091 *		
	LT	1.00	1	1,600	0.001	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	28	0	0.000	N-S(1):	0.338 *
	TH	1.00	458	1,600	0.304	N-S(2):	0.332
	LT	1.00	68	1,600	0.043 *	E-W(1):	0.277 *
Westbound	RT	0.00	31	0	0.000	E-W(2):	0.103
	TH	1.00	105	1,600	0.085		
	LT	1.00	92	1,600	0.058 *	V/C:	0.615
Northbound	RT	0.00	133	0	0.000	Lost Time:	0.100
	TH	1.00	339	1,600	0.295 *	ITS:	0.000
	LT	1.00	44	1,600	0.028		
Eastbound	RT	0.00	67	0	0.000	ICU:	0.715
	TH	1.00	283	1,600	0.219 *		
	LT	1.00	28	1,600	0.018	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 77 - INGELWOOD AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	114	1,600	0.058 *	N-S(1):	0.060
	TH	1.00	58	1,600	0.037	N-S(2):	0.072 *
	LT	0.00	1	1,600	0.001	E-W(1):	0.166
Westbound	RT	0.00	1	0	0.000	E-W(2):	0.353 *
	TH	2.00	1,038	3,200	0.325 *		
	LT	1.00	19	1,600	0.012	V/C:	0.425
Northbound	RT	1.00	73	1,600	0.040	Lost Time:	0.100
	TH	1.00	73	1,600	0.059	ITS:	0.000
	LT	0.00	22	1,600	0.014 *		
Eastbound	RT	1.00	37	1,600	0.016	ICU:	0.525
	TH	2.00	492	3,200	0.154		
	LT	1.00	44	1,600	0.028 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	94	1,600	0.039	N-S(1):	0.071
	TH	1.00	83	1,600	0.062 *	N-S(2):	0.088 *
	LT	0.00	16	1,600	0.010	E-W(1):	0.298 *
Westbound	RT	0.00	17	0	0.000	E-W(2):	0.297
	TH	2.00	808	3,200	0.258		
	LT	1.00	71	1,600	0.044 *	V/C:	0.386
Northbound	RT	1.00	59	1,600	0.015	Lost Time:	0.100
	TH	1.00	56	1,600	0.061	ITS:	0.000
	LT	0.00	42	1,600	0.026 *		
Eastbound	RT	1.00	68	1,600	0.029	ICU:	0.486
	TH	2.00	814	3,200	0.254 *		
	LT	1.00	63	1,600	0.039	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	83	1,600	0.033	N-S(1):	0.084
	TH	1.00	183	1,600	0.121 *	N-S(2):	0.143 *
	LT	0.00	10	1,600	0.006	E-W(1):	0.392 *
Westbound	RT	0.00	18	0	0.000	E-W(2):	0.283
	TH	2.00	766	3,200	0.245		
	LT	1.00	26	1,600	0.016 *	V/C:	0.535
Northbound	RT	1.00	40	1,600	0.017	Lost Time:	0.100
	TH	1.00	89	1,600	0.078	ITS:	0.000
	LT	0.00	35	1,600	0.022 *		
Eastbound	RT	1.00	95	1,600	0.048	ICU:	0.635
	TH	2.00	1,203	3,200	0.376 *		
	LT	1.00	61	1,600	0.038	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 85 - LA BREA AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	79	1,600	0.003	N-S(1):	0.266 *
	TH	2.00	444	3,200	0.139	N-S(2):	0.214
	LT	1.00	106	1,600	0.066 *	E-W(1):	0.121
Westbound	RT	1.00	183	1,600	0.081	E-W(2):	0.333 *
	TH	2.00	768	3,200	0.240 *		
	LT	1.00	25	1,600	0.016	V/C:	0.599
Northbound	RT	1.00	19	1,600	0.004	Lost Time:	0.100
	TH	2.00	640	3,200	0.200 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	52	1,600	0.000	ICU:	0.699
	TH	2.00	336	3,200	0.105		
	LT	1.00	149	1,600	0.093 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	141	1,600	0.040	N-S(1):	0.320 *
	TH	2.00	573	3,200	0.179	N-S(2):	0.254
	LT	1.00	219	1,600	0.137 *	E-W(1):	0.167
Westbound	RT	1.00	191	1,600	0.051	E-W(2):	0.290 *
	TH	2.00	622	3,200	0.194 *		
	LT	1.00	44	1,600	0.028	V/C:	0.610
Northbound	RT	1.00	19	1,600	0.000	Lost Time:	0.100
	TH	2.00	585	3,200	0.183 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	52	1,600	0.000	ICU:	0.710
	TH	2.00	446	3,200	0.139		
	LT	1.00	154	1,600	0.096 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	67	1,600	0.001	N-S(1):	0.309
	TH	2.00	859	3,200	0.268 *	N-S(2):	0.331 *
	LT	1.00	218	1,600	0.136	E-W(1):	0.314 *
Westbound	RT	1.00	154	1,600	0.028	E-W(2):	0.259
	TH	2.00	566	3,200	0.177		
	LT	1.00	53	1,600	0.033 *	V/C:	0.645
Northbound	RT	1.00	37	1,600	0.007	Lost Time:	0.100
	TH	2.00	553	3,200	0.173	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	1.00	80	1,600	0.019	ICU:	0.745
	TH	2.00	900	3,200	0.281 *		
	LT	1.00	131	1,600	0.082	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 87 - LA BREA AVENUE & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	209	1,600	0.014	N-S(1):	0.193
	TH	2.00	519	3,200	0.162 *	N-S(2):	0.220 *
	LT	1.00	16	1,600	0.010	E-W(1):	0.238
Westbound	RT	0.00	32	0	0.000	E-W(2):	0.431 *
	TH	3.00	1,475	4,800	0.314 *		
	LT	1.00	106	1,600	0.066	V/C:	0.651
Northbound	RT	0.00	62	0	0.000	Lost Time:	0.100
	TH	3.00	817	4,800	0.183	ITS:	0.000
	LT	1.00	92	1,600	0.058 *		
Eastbound	RT	0.00	64	0	0.000	ICU:	0.751
	TH	3.00	761	4,800	0.172		
	LT	1.00	187	1,600	0.117 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	143	1,600	0.000	N-S(1):	0.152
	TH	2.00	486	3,200	0.152 *	N-S(2):	0.216 *
	LT	1.00	28	1,600	0.018	E-W(1):	0.304
Westbound	RT	0.00	32	0	0.000	E-W(2):	0.309 *
	TH	3.00	935	4,800	0.201 *		
	LT	1.00	135	1,600	0.084	V/C:	0.525
Northbound	RT	0.00	99	0	0.000	Lost Time:	0.100
	TH	3.00	546	4,800	0.134	ITS:	0.000
	LT	1.00	103	1,600	0.064 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.625
	TH	3.00	977	4,800	0.220		
	LT	1.00	173	1,600	0.108 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	173	1,600	0.000	N-S(1):	0.230
	TH	2.00	827	3,200	0.258 *	N-S(2):	0.297 *
	LT	1.00	41	1,600	0.026	E-W(1):	0.517 *
Westbound	RT	0.00	36	0	0.000	E-W(2):	0.341
	TH	3.00	1,012	4,800	0.218		
	LT	1.00	148	1,600	0.093 *	V/C:	0.814
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	860	4,800	0.204	ITS:	0.000
	LT	1.00	62	1,600	0.039 *		
Eastbound	RT	0.00	81	0	0.000	ICU:	0.914
	TH	3.00	1,953	4,800	0.424 *		
	LT	1.00	197	1,600	0.123	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 88 - LA CIENEGA BOULEVARD & LA TIJERA BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	927	1,600	0.579 *	N-S(1):	0.523
	TH	3.00	2,157	4,800	0.449	N-S(2):	0.579 *
	LT	0.00	0	0	0.000	E-W(1):	0.080
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.181 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.760
Northbound	RT	0.00	83	0	0.000	Lost Time:	0.100
	TH	3.00	2,426	4,800	0.523	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	9	0	0.000	ICU:	0.860
	TH	1.00	119	1,600	0.080		
	LT	3.00	780	4,320	0.181 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	797	1,600	0.498 *	N-S(1):	0.291
	TH	3.00	1,403	4,800	0.292	N-S(2):	0.498 *
	LT	0.00	0	0	0.000	E-W(1):	0.106
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.169 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.667
Northbound	RT	0.00	88	0	0.000	Lost Time:	0.100
	TH	3.00	1,307	4,800	0.291	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.767
	TH	1.00	149	1,600	0.106		
	LT	3.00	732	4,320	0.169 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	981	1,600	0.613 *	N-S(1):	0.411
	TH	3.00	2,222	4,800	0.463	N-S(2):	0.613 *
	LT	0.00	0	0	0.000	E-W(1):	0.176
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.255 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.868
Northbound	RT	0.00	207	0	0.000	Lost Time:	0.100
	TH	3.00	1,765	4,800	0.411	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	41	0	0.000	ICU:	0.968
	TH	1.00	241	1,600	0.176		
	LT	3.00	1,101	4,320	0.255 *	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 89 - LA CIENEGA BOULEVARD & LENNOX BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.271 *
	TH	3.00	449	4,800	0.094	N-S(2):	0.094
	LT	1.00	47	1,600	0.029 *	E-W(1):	0.085 *
Westbound	RT	1.00	99	1,600	0.047	E-W(2):	0.047
	TH	1.00	0	1,600	0.000		
	LT	1.00	136	1,600	0.085 *	V/C:	0.356
Northbound	RT	0.00	56	0	0.000	Lost Time:	0.100
	TH	2.00	719	3,200	0.242 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.456
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.241 *
	TH	3.00	385	4,800	0.080	N-S(2):	0.080
	LT	1.00	78	1,600	0.049 *	E-W(1):	0.050 *
Westbound	RT	1.00	42	1,600	0.002	E-W(2):	0.002
	TH	1.00	0	1,600	0.000		
	LT	1.00	80	1,600	0.050 *	V/C:	0.291
Northbound	RT	0.00	68	0	0.000	Lost Time:	0.100
	TH	2.00	545	3,200	0.192 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.391
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.340 *
	TH	3.00	904	4,800	0.188	N-S(2):	0.188
	LT	1.00	187	1,600	0.117 *	E-W(1):	0.039 *
Westbound	RT	1.00	40	1,600	0.000	E-W(2):	0.000
	TH	1.00	0	1,600	0.000		
	LT	1.00	63	1,600	0.039 *	V/C:	0.379
Northbound	RT	0.00	197	0	0.000	Lost Time:	0.100
	TH	2.00	518	3,200	0.223 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.479
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 90 - LA CIENEGA BOULEVARD & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	109	0	0.000	N-S(1):	0.253 *
	TH	3.00	479	4,800	0.123 *	N-S(2):	0.000
	LT	1.00	191	1,600	0.119	E-W(1):	0.253 *
Westbound	RT	0.00	131	0	0.000	E-W(2):	0.212
	TH	3.00	625	4,800	0.158		
	LT	2.00	489	2,880	0.170 *	V/C:	0.506
Northbound	RT	0.00	208	1,600	0.130 *	Lost Time:	0.100
	TH	2.00	205	1,600	0.128	ITS:	0.000
	LT	1.00	54	1,600	0.034		
Eastbound	RT	0.00	48	0	0.000	ICU:	0.606
	TH	3.00	352	4,800	0.083 *		
	LT	1.00	86	1,600	0.054	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	151	0	0.000	N-S(1):	0.281 *
	TH	2.67	407	4,267	0.131	N-S(2):	0.000
	LT	1.33	279	1,920	0.145 *	E-W(1):	0.307 *
Westbound	RT	0.00	124	0	0.000	E-W(2):	0.229
	TH	3.00	668	4,800	0.165		
	LT	2.00	395	2,880	0.137 *	V/C:	0.588
Northbound	RT	0.00	135	0	0.000	Lost Time:	0.100
	TH	2.00	300	3,200	0.136 *	ITS:	0.000
	LT	1.00	54	1,600	0.034		
Eastbound	RT	0.00	84	0	0.000	ICU:	0.688
	TH	3.00	731	4,800	0.170 *		
	LT	1.00	102	1,600	0.064	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	45	0	0.000	N-S(1):	0.360 *
	TH	2.07	570	3,316	0.185	N-S(2):	0.000
	LT	1.93	572	2,776	0.206 *	E-W(1):	0.306 *
Westbound	RT	0.00	112	0	0.000	E-W(2):	0.181
	TH	3.00	472	4,800	0.122		
	LT	2.00	303	2,880	0.105 *	V/C:	0.666
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	2.00	384	3,200	0.154 *	ITS:	0.000
	LT	1.00	42	1,600	0.026		
Eastbound	RT	0.00	74	0	0.000	ICU:	0.766
	TH	3.00	889	4,800	0.201 *		
	LT	1.00	94	1,600	0.059	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 91 - LA CIENEGA BOULEVARD NB RAMPS & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.154
	TH	0.00	0	0	0.000 *	N-S(2):	0.172 *
	LT	0.00	0	0	0.000	E-W(1):	0.179
Westbound	RT	1.00	129	1,600	0.081	E-W(2):	0.388 *
	TH	4.00	1,752	6,400	0.274 *		
	LT	0.00	0	0	0.000	V/C:	0.560
Northbound	RT	0.00	154	0	0.000	Lost Time:	0.100
	TH	0.62	0	998	0.154	ITS:	0.000
	LT	1.38	340	1,982	0.172 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.660
	TH	3.00	858	4,800	0.179		
	LT	2.00	329	2,880	0.114 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.141 *
	TH	0.00	0	0	0.000	N-S(2):	0.079
	LT	0.00	0	0	0.000 *	E-W(1):	0.216
Westbound	RT	1.00	139	1,600	0.087	E-W(2):	0.284 *
	TH	4.00	1,130	6,400	0.177 *		
	LT	0.00	0	0	0.000	V/C:	0.425
Northbound	RT	0.00	226	0	0.000	Lost Time:	0.100
	TH	1.00	0	1,600	0.141 *	ITS:	0.000
	LT	1.00	126	1,600	0.079		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.525
	TH	3.00	1,036	4,800	0.216		
	LT	2.00	308	2,880	0.107 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.126 *
	TH	0.00	0	0	0.000	N-S(2):	0.083
	LT	0.00	0	0	0.000 *	E-W(1):	0.381
Westbound	RT	1.00	110	1,600	0.069	E-W(2):	0.413 *
	TH	4.00	1,233	6,400	0.193 *		
	LT	0.00	0	0	0.000	V/C:	0.539
Northbound	RT	0.00	201	0	0.000	Lost Time:	0.100
	TH	1.00	0	1,600	0.126 *	ITS:	0.000
	LT	1.00	132	1,600	0.083		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.639
	TH	3.00	1,830	4,800	0.381		
	LT	2.00	634	2,880	0.220 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 92 - LA CIENEGA BOULEVARD SB RAMPS & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.79	594	2,858	0.208	N-S(1):	0.044
	TH	0.21	0	342	0.208 *	N-S(2):	0.208 *
	LT	0.00	71	1,600	0.044	E-W(1):	0.266
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.398 *
	TH	3.00	1,909	4,800	0.398 *		
	LT	1.00	183	1,600	0.114	V/C:	0.606
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	101	0	0.000	ICU:	0.706
	TH	5.00	1,116	8,000	0.152		
	LT	0.00	0	0	0.000 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.65	444	2,636	0.168	N-S(1):	0.059
	TH	0.35	0	564	0.168 *	N-S(2):	0.168 *
	LT	0.00	95	1,600	0.059	E-W(1):	0.348 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.204
	TH	3.00	978	4,800	0.204		
	LT	1.00	278	1,600	0.174 *	V/C:	0.516
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	141	0	0.000	ICU:	0.616
	TH	5.00	1,249	8,000	0.174 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.54	573	2,461	0.233	N-S(1):	0.108
	TH	0.46	0	739	0.233 *	N-S(2):	0.233 *
	LT	0.00	172	1,600	0.108	E-W(1):	0.455 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.233
	TH	3.00	1,120	4,800	0.233		
	LT	1.00	245	1,600	0.153 *	V/C:	0.688
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	123	0	0.000	ICU:	0.788
	TH	5.00	2,292	8,000	0.302 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 93 - LA CIENEGA BOULEVARD & STOCKER STREET
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	NBR, WBR, SBT		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.653 *
	TH	2.00	2,171	3,200	0.000	N-S(2):	0.000
	LT	1.00	116	1,600	0.073 *	E-W(1):	0.454 *
Westbound	RT	1.00	118	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	1,308	2,880	0.454 *	V/C:	1.107
Northbound	RT	1.00	795	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,785	4,800	0.580 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.207
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.469 *
	TH	2.00	1,555	3,200	0.000	N-S(2):	0.000
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.217 *
Westbound	RT	1.00	73	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	624	2,880	0.217 *	V/C:	0.686
Northbound	RT	1.00	708	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,740	4,800	0.363 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.786
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.712 *
	TH	2.00	2,609	3,200	0.000	N-S(2):	0.000
	LT	1.00	286	1,600	0.179 *	E-W(1):	0.315 *
Westbound	RT	1.00	83	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	906	2,880	0.315 *	V/C:	1.027
Northbound	RT	1.00	1,306	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,559	4,800	0.533 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.127
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 94 - LA CIENEGA BOULEVARD & 111TH STREET
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	43	0	0.000	N-S(1):	0.241
	TH	3.00	468	4,800	0.106 *	N-S(2):	0.263 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.028 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.291
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	770	3,200	0.241	ITS:	0.000
	LT	1.00	251	1,600	0.157 *		
Eastbound	RT	1.00	60	1,600	0.000	ICU:	0.391
	TH	0.00	0	0	0.000		
	LT	2.00	80	2,880	0.028 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	22	0	0.000	N-S(1):	0.153
	TH	3.00	477	4,800	0.104 *	N-S(2):	0.226 *
	LT	0.00	0	0	0.000	E-W(1):	0.019
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.051 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.277
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	491	3,200	0.153	ITS:	0.000
	LT	1.00	195	1,600	0.122 *		
Eastbound	RT	1.00	128	1,600	0.019	ICU:	0.377
	TH	0.00	0	0	0.000		
	LT	2.00	147	2,880	0.051 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	41	0	0.000	N-S(1):	0.152
	TH	3.00	907	4,800	0.198 *	N-S(2):	0.256 *
	LT	0.00	0	0	0.000	E-W(1):	0.072
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.092 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.348
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	486	3,200	0.152	ITS:	0.000
	LT	1.00	92	1,600	0.058 *		
Eastbound	RT	1.00	161	1,600	0.072	ICU:	0.448
	TH	0.00	0	0	0.000		
	LT	2.00	266	2,880	0.092 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 95 - LA CIENEGA BOULEVARD & WEST 120TH STREET
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	95	1,600	0.046	N-S(1):	0.084 *
	TH	2.00	90	3,200	0.028	N-S(2):	0.081
	LT	1.00	46	1,600	0.029 *	E-W(1):	0.103
Westbound	RT	0.00	185	0	0.000	E-W(2):	0.170 *
	TH	2.00	271	3,200	0.143 *		
	LT	1.00	116	1,600	0.073	V/C:	0.254
Northbound	RT	1.00	26	1,600	0.000	Lost Time:	0.100
	TH	2.00	175	3,200	0.055 *	ITS:	0.000
	LT	1.00	56	1,600	0.035		
Eastbound	RT	0.00	32	0	0.000	ICU:	0.354
	TH	2.00	63	3,200	0.030		
	LT	1.00	43	1,600	0.027 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	49	1,600	0.021	N-S(1):	0.091
	TH	2.00	236	3,200	0.074 *	N-S(2):	0.094 *
	LT	1.00	89	1,600	0.056	E-W(1):	0.087 *
Westbound	RT	0.00	42	0	0.000	E-W(2):	0.073
	TH	2.00	127	3,200	0.053		
	LT	1.00	67	1,600	0.042 *	V/C:	0.181
Northbound	RT	1.00	78	1,600	0.028	Lost Time:	0.100
	TH	2.00	113	3,200	0.035	ITS:	0.000
	LT	1.00	32	1,600	0.020 *		
Eastbound	RT	0.00	25	0	0.000	ICU:	0.281
	TH	2.00	119	3,200	0.045 *		
	LT	1.00	32	1,600	0.020	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	87	1,600	0.037	N-S(1):	0.419 *
	TH	2.00	667	3,200	0.208	N-S(2):	0.237
	LT	1.00	561	1,600	0.351 *	E-W(1):	0.176 *
Westbound	RT	0.00	44	0	0.000	E-W(2):	0.097
	TH	2.00	153	3,200	0.062		
	LT	1.00	60	1,600	0.038 *	V/C:	0.595
Northbound	RT	1.00	139	1,600	0.068 *	Lost Time:	0.100
	TH	2.00	103	3,200	0.032	ITS:	0.000
	LT	1.00	47	1,600	0.029		
Eastbound	RT	0.00	71	0	0.000	ICU:	0.695
	TH	2.00	370	3,200	0.138 *		
	LT	1.00	56	1,600	0.035	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 96 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O CENTURY)
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	50	0	0.000	N-S(1):	0.280 *
	TH	3.00	461	4,800	0.106	N-S(2):	0.213
	LT	2.00	279	2,880	0.097 *	E-W(1):	0.199 *
Westbound	RT	0.00	247	0	0.000	E-W(2):	0.000
	TH	2.00	266	3,200	0.160 *		
	LT	1.00	247	1,600	0.154	V/C:	0.479
Northbound	RT	1.00	135	1,600	0.000	Lost Time:	0.100
	TH	2.00	584	3,200	0.183 *	ITS:	0.000
	LT	2.00	309	2,880	0.107		
Eastbound	RT	1.07	67	1,720	0.000	ICU:	0.579
	TH	1.93	120	3,080	0.039 *		
	LT	1.00	51	1,600	0.032	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.222 *
	TH	3.00	216	4,800	0.066	N-S(2):	0.187
	LT	2.00	252	2,880	0.088 *	E-W(1):	0.243 *
Westbound	RT	0.00	262	0	0.000	E-W(2):	0.000
	TH	2.00	276	3,200	0.168 *		
	LT	1.00	262	1,600	0.164	V/C:	0.465
Northbound	RT	1.00	122	1,600	0.000	Lost Time:	0.100
	TH	2.00	429	3,200	0.134 *	ITS:	0.000
	LT	2.00	348	2,880	0.121		
Eastbound	RT	1.00	72	1,600	0.000	ICU:	0.565
	TH	1.91	206	3,052	0.068		
	LT	1.09	118	1,573	0.075 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.314 *
	TH	3.00	495	4,800	0.134	N-S(2):	0.223
	LT	2.00	400	2,880	0.139 *	E-W(1):	0.274 *
Westbound	RT	0.00	326	0	0.000	E-W(2):	0.000
	TH	2.00	327	3,200	0.204		
	LT	1.00	326	1,600	0.204 *	V/C:	0.588
Northbound	RT	1.00	103	1,600	0.000	Lost Time:	0.100
	TH	2.00	559	3,200	0.175 *	ITS:	0.000
	LT	2.00	256	2,880	0.089		
Eastbound	RT	1.14	115	1,831	0.018	ICU:	0.688
	TH	1.33	134	2,133	0.063		
	LT	1.52	153	2,192	0.070 *	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 97 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (S/O CENTURY)
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	SBT		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.309 *
	TH	2.00	492	3,200	0.000	N-S(2):	0.000
	LT	2.00	414	2,880	0.144 *	E-W(1):	0.000
Westbound	RT	2.00	137	3,200	0.043 *	E-W(2):	0.043 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.352
Northbound	RT	0.00	32	0	0.000	Lost Time:	0.100
	TH	2.00	497	3,200	0.165 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.452
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.335 *
	TH	2.00	336	3,200	0.000	N-S(2):	0.000
	LT	2.00	451	2,880	0.157 *	E-W(1):	0.000
Westbound	RT	2.00	184	3,200	0.058 *	E-W(2):	0.058 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.393
Northbound	RT	0.00	34	0	0.000	Lost Time:	0.100
	TH	2.00	536	3,200	0.178 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.493
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.350 *
	TH	2.00	861	3,200	0.000	N-S(2):	0.000
	LT	2.00	440	2,880	0.153 *	E-W(1):	0.000
Westbound	RT	2.00	349	3,200	0.109 *	E-W(2):	0.109 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.459
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	2.00	601	3,200	0.197 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.559
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 98 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O IMPERIAL HWY)
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.313 *
	TH	3.00	436	4,800	0.091	N-S(2):	0.091
	LT	1.00	78	1,600	0.049 *	E-W(1):	0.071 *
Westbound	RT	1.00	153	1,600	0.071 *	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	95	2,880	0.033	V/C:	0.384
Northbound	RT	1.00	105	1,600	0.066	Lost Time:	0.100
	TH	2.00	844	3,200	0.264 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.484
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.247 *
	TH	3.00	494	4,800	0.103	N-S(2):	0.103
	LT	1.00	149	1,600	0.093 *	E-W(1):	0.039 *
Westbound	RT	1.00	137	1,600	0.039 *	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	31	2,880	0.011	V/C:	0.286
Northbound	RT	1.00	79	1,600	0.049	Lost Time:	0.100
	TH	2.00	493	3,200	0.154 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.386
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.215 *
	TH	3.00	928	4,800	0.193	N-S(2):	0.193
	LT	1.00	107	1,600	0.067 *	E-W(1):	0.028 *
Westbound	RT	1.00	87	1,600	0.021	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	81	2,880	0.028 *	V/C:	0.243
Northbound	RT	1.00	51	1,600	0.032	Lost Time:	0.100
	TH	2.00	474	3,200	0.148 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.343
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 107 - LINCOLN BOULEVARD & MINDANAO WAY
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	38	0	0.000	N-S(1):	0.381 *
	TH	3.00	1,100	4,800	0.237	N-S(2):	0.316
	LT	1.00	135	1,600	0.084 *	E-W(1):	0.247 *
Westbound	RT	0.00	68	0	0.000	E-W(2):	0.153
	TH	2.00	421	3,200	0.153		
	LT	2.00	230	2,880	0.080 *	V/C:	0.628
Northbound	RT	1.00	319	1,600	0.120	Lost Time:	0.100
	TH	3.00	1,426	4,800	0.297 *	ITS:	0.000
	LT	1.00	126	1,600	0.079		
Eastbound	RT	0.00	26	0	0.000	ICU:	0.728
	TH	2.00	509	3,200	0.167 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	91	0	0.000	N-S(1):	0.402 *
	TH	3.00	998	4,800	0.227	N-S(2):	0.281
	LT	1.00	183	1,600	0.114 *	E-W(1):	0.307 *
Westbound	RT	0.00	64	0	0.000	E-W(2):	0.186
	TH	2.00	508	3,200	0.179		
	LT	2.00	332	2,880	0.115 *	V/C:	0.709
Northbound	RT	1.00	275	1,600	0.057	Lost Time:	0.100
	TH	3.00	1,380	4,800	0.288 *	ITS:	0.000
	LT	1.00	87	1,600	0.054		
Eastbound	RT	0.00	139	0	0.000	ICU:	0.809
	TH	2.00	463	3,200	0.192 *		
	LT	0.00	11	1,600	0.007	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	85	0	0.000	N-S(1):	0.436 *
	TH	3.00	1,455	4,800	0.321	N-S(2):	0.375
	LT	1.00	207	1,600	0.129 *	E-W(1):	0.321 *
Westbound	RT	0.00	61	0	0.000	E-W(2):	0.221
	TH	2.00	637	3,200	0.218		
	LT	2.00	388	2,880	0.135 *	V/C:	0.757
Northbound	RT	1.00	281	1,600	0.041	Lost Time:	0.100
	TH	3.00	1,472	4,800	0.307 *	ITS:	0.000
	LT	1.00	87	1,600	0.054		
Eastbound	RT	0.00	115	0	0.000	ICU:	0.857
	TH	2.00	475	3,200	0.186 *		
	LT	0.00	5	1,600	0.003	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 115 - ASH AVENUE & MANCHESTER AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	139	0	0.000	N-S(1):	0.209
	TH	1.00	0	1,600	0.093 *	N-S(2):	0.318 *
	LT	0.00	9	1,600	0.006	E-W(1):	0.152
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.278 *
	TH	3.00	1,308	4,800	0.275 *		
	LT	0.00	0	0	0.000	V/C:	0.596
Northbound	RT	1.00	211	1,600	0.132	Lost Time:	0.100
	TH	0.60	194	957	0.203	ITS:	0.000
	LT	1.40	455	2,019	0.225 *		
Eastbound	RT	1.00	237	1,600	0.000	ICU:	0.696
	TH	2.00	487	3,200	0.152		
	LT	1.00	5	1,600	0.003 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	79	0	0.000	N-S(1):	0.224
	TH	1.00	0	1,600	0.056 *	N-S(2):	0.298 *
	LT	0.00	10	1,600	0.006	E-W(1):	0.214 *
Westbound	RT	0.00	23	0	0.000	E-W(2):	0.211
	TH	3.00	932	4,800	0.199		
	LT	0.00	1	1,600	0.001 *	V/C:	0.512
Northbound	RT	1.00	262	1,600	0.163	Lost Time:	0.100
	TH	0.57	197	904	0.218	ITS:	0.000
	LT	1.43	500	2,066	0.242 *		
Eastbound	RT	1.00	295	1,600	0.000	ICU:	0.612
	TH	2.00	682	3,200	0.213 *		
	LT	1.00	19	1,600	0.012	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	78	0	0.000	N-S(1):	0.224
	TH	1.00	0	1,600	0.061 *	N-S(2):	0.296 *
	LT	0.00	20	1,600	0.013	E-W(1):	0.384 *
Westbound	RT	0.00	9	0	0.000	E-W(2):	0.206
	TH	3.00	934	4,800	0.196		
	LT	0.00	0	0	0.000 *	V/C:	0.680
Northbound	RT	1.27	428	2,026	0.211	Lost Time:	0.100
	TH	0.60	204	966	0.211	ITS:	0.000
	LT	1.13	382	1,627	0.235 *		
Eastbound	RT	1.00	251	1,600	0.000	ICU:	0.780
	TH	2.00	1,229	3,200	0.384 *		
	LT	1.00	16	1,600	0.010	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 116 - NASH STREET & MARIPOSA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	305	0	0.000	N-S(1):	0.081
	TH	2.00	765	3,200	0.334 *	N-S(2):	0.352 *
	LT	1.00	53	1,600	0.033	E-W(1):	0.052
Westbound	RT	0.00	13	0	0.000	E-W(2):	0.119 *
	TH	2.00	210	3,200	0.070 *		
	LT	1.00	28	1,600	0.018	V/C:	0.471
Northbound	RT	0.00	19	0	0.000	Lost Time:	0.100
	TH	2.00	136	3,200	0.048	ITS:	0.000
	LT	1.00	28	1,600	0.018 *		
Eastbound	RT	1.00	52	1,600	0.024	ICU:	0.571
	TH	2.00	109	3,200	0.034		
	LT	1.00	79	1,600	0.049 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	76	0	0.000	N-S(1):	0.085
	TH	2.00	249	3,200	0.102 *	N-S(2):	0.116 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.068
Westbound	RT	0.00	2	0	0.000	E-W(2):	0.106 *
	TH	2.00	131	3,200	0.042 *		
	LT	1.00	12	1,600	0.008	V/C:	0.222
Northbound	RT	0.00	22	0	0.000	Lost Time:	0.100
	TH	2.00	190	3,200	0.066	ITS:	0.000
	LT	1.00	23	1,600	0.014 *		
Eastbound	RT	1.00	75	1,600	0.040	ICU:	0.322
	TH	2.00	193	3,200	0.060		
	LT	1.00	103	1,600	0.064 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	56	0	0.000	N-S(1):	0.169 *
	TH	2.00	368	3,200	0.133	N-S(2):	0.158
	LT	1.00	33	1,600	0.021 *	E-W(1):	0.086
Westbound	RT	0.00	2	0	0.000	E-W(2):	0.165 *
	TH	2.00	122	3,200	0.039 *		
	LT	1.00	8	1,600	0.005	V/C:	0.334
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	2.00	403	3,200	0.148 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	1.00	68	1,600	0.030	ICU:	0.434
	TH	2.00	260	3,200	0.081		
	LT	1.00	201	1,600	0.126 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 117 - SEPULVEDA BOULEVARD & MARIPOSA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	61	0	0.000	N-S(1):	0.475 *
	TH	4.00	1,844	6,400	0.298	N-S(2):	0.342
	LT	2.00	342	2,880	0.119 *	E-W(1):	0.136 *
Westbound	RT	1.00	59	1,600	0.000	E-W(2):	0.098
	TH	1.00	62	1,600	0.039		
	LT	1.00	53	1,600	0.033 *	V/C:	0.611
Northbound	RT	1.00	118	1,600	0.057	Lost Time:	0.100
	TH	4.00	2,278	6,400	0.356 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	44	0	0.000	ICU:	0.711
	TH	1.00	121	1,600	0.103 *		
	LT	1.00	95	1,600	0.059	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	56	0	0.000	N-S(1):	0.351 *
	TH	4.00	1,765	6,400	0.285	N-S(2):	0.348
	LT	2.00	221	2,880	0.077 *	E-W(1):	0.191 *
Westbound	RT	1.00	135	1,600	0.046	E-W(2):	0.152
	TH	1.00	129	1,600	0.081		
	LT	1.00	133	1,600	0.083 *	V/C:	0.542
Northbound	RT	1.00	128	1,600	0.038	Lost Time:	0.100
	TH	4.00	1,752	6,400	0.274 *	ITS:	0.000
	LT	1.00	100	1,600	0.063		
Eastbound	RT	0.00	34	0	0.000	ICU:	0.642
	TH	1.00	138	1,600	0.108 *		
	LT	1.00	114	1,600	0.071	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	107	0	0.000	N-S(1):	0.428
	TH	4.00	2,319	6,400	0.379 *	N-S(2):	0.461 *
	LT	2.00	179	2,880	0.062	E-W(1):	0.198 *
Westbound	RT	1.00	243	1,600	0.121	E-W(2):	0.196
	TH	1.00	187	1,600	0.117		
	LT	1.00	147	1,600	0.092 *	V/C:	0.659
Northbound	RT	1.00	109	1,600	0.022	Lost Time:	0.100
	TH	4.00	2,342	6,400	0.366	ITS:	0.000
	LT	1.00	131	1,600	0.082 *		
Eastbound	RT	0.00	48	0	0.000	ICU:	0.759
	TH	1.00	122	1,600	0.106 *		
	LT	1.00	120	1,600	0.075	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 119 - OCEAN AVENUE / VIA MARINA & WASHINGTON BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	8	0	0.000	N-S(1):	0.292 *
	TH	1.00	123	1,600	0.082 *	N-S(2):	0.000
	LT	1.00	46	1,600	0.029	E-W(1):	0.239 *
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.165
	TH	2.00	376	3,200	0.133		
	LT	1.00	127	1,600	0.079 *	V/C:	0.531
Northbound	RT	1.00	282	1,600	0.137	Lost Time:	0.100
	TH	1.00	336	1,600	0.210 *	ITS:	0.000
	LT	2.00	391	2,880	0.136		
Eastbound	RT	1.00	208	1,600	0.062	ICU:	0.631
	TH	2.00	512	3,200	0.160 *		
	LT	1.00	51	1,600	0.032	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	38	0	0.000	N-S(1):	0.239 *
	TH	1.00	142	1,600	0.113 *	N-S(2):	0.000
	LT	1.00	80	1,600	0.050	E-W(1):	0.241 *
Westbound	RT	0.00	44	0	0.000	E-W(2):	0.199
	TH	2.00	508	3,200	0.173		
	LT	1.00	164	1,600	0.103 *	V/C:	0.480
Northbound	RT	1.00	191	1,600	0.068	Lost Time:	0.100
	TH	1.00	201	1,600	0.126 *	ITS:	0.000
	LT	2.00	250	2,880	0.087		
Eastbound	RT	1.00	172	1,600	0.064	ICU:	0.580
	TH	2.00	441	3,200	0.138 *		
	LT	1.00	41	1,600	0.026	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	37	0	0.000	N-S(1):	0.437 *
	TH	1.00	441	1,600	0.299 *	N-S(2):	0.000
	LT	1.00	114	1,600	0.071	E-W(1):	0.261 *
Westbound	RT	0.00	42	0	0.000	E-W(2):	0.237
	TH	2.00	656	3,200	0.218		
	LT	1.00	152	1,600	0.095 *	V/C:	0.698
Northbound	RT	1.00	186	1,600	0.069	Lost Time:	0.100
	TH	1.00	218	1,600	0.136	ITS:	0.000
	LT	2.00	398	2,880	0.138 *		
Eastbound	RT	1.00	294	1,600	0.115	ICU:	0.798
	TH	2.00	531	3,200	0.166 *		
	LT	1.00	31	1,600	0.019	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 120 - OVERHILL DRIVE & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	69	1,600	0.021	N-S(1):	0.153 *
	TH	2.00	124	3,200	0.039	N-S(2):	0.079
	LT	1.00	95	1,600	0.059 *	E-W(1):	0.197
Westbound	RT	0.00	73	0	0.000	E-W(2):	0.380 *
	TH	3.00	1,533	4,800	0.335 *		
	LT	1.00	57	1,600	0.036	V/C:	0.533
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	171	3,200	0.094 *	ITS:	0.000
	LT	1.00	64	1,600	0.040		
Eastbound	RT	0.00	18	0	0.000	ICU:	0.633
	TH	3.00	755	4,800	0.161		
	LT	1.00	72	1,600	0.045 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	83	1,600	0.027	N-S(1):	0.132 *
	TH	2.00	103	3,200	0.032	N-S(2):	0.065
	LT	1.00	112	1,600	0.070 *	E-W(1):	0.300 *
Westbound	RT	0.00	64	0	0.000	E-W(2):	0.253
	TH	3.00	906	4,800	0.202		
	LT	1.00	103	1,600	0.064 *	V/C:	0.432
Northbound	RT	0.00	92	0	0.000	Lost Time:	0.100
	TH	2.00	107	3,200	0.062 *	ITS:	0.000
	LT	1.00	53	1,600	0.033		
Eastbound	RT	0.00	35	0	0.000	ICU:	0.532
	TH	3.00	1,098	4,800	0.236 *		
	LT	1.00	81	1,600	0.051	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	108	1,600	0.016	N-S(1):	0.291 *
	TH	2.00	359	3,200	0.112	N-S(2):	0.167
	LT	1.00	258	1,600	0.161 *	E-W(1):	0.585 *
Westbound	RT	0.00	98	0	0.000	E-W(2):	0.362
	TH	3.00	1,145	4,800	0.259		
	LT	1.00	221	1,600	0.138 *	V/C:	0.876
Northbound	RT	0.00	144	0	0.000	Lost Time:	0.100
	TH	2.00	272	3,200	0.130 *	ITS:	0.000
	LT	1.00	88	1,600	0.055		
Eastbound	RT	0.00	47	0	0.000	ICU:	0.976
	TH	3.00	2,099	4,800	0.447 *		
	LT	1.00	164	1,600	0.103	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 124 - PRAIRIE AVENUE & WEST 112TH STREET/I-105 OFF RAMP
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : Y
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.134
	TH	3.00	782	4,800	0.163 *	N-S(2):	0.163 *
	LT	1.00	13	1,600	0.008	E-W(1):	0.184 *
Westbound	RT	0.61	27	982	0.023	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.39	17	618	0.028 *	V/C:	0.347
Northbound	RT	0.00	5	0	0.000	Lost Time:	0.100
	TH	3.00	600	4,800	0.126	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	231	0	0.000	ICU:	0.447
	TH	1.00	18	1,600	0.156 *		
	LT	2.00	307	2,880	0.107	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.130
	TH	3.00	879	4,800	0.183 *	N-S(2):	0.183 *
	LT	1.00	16	1,600	0.010	E-W(1):	0.300 *
Westbound	RT	0.59	16	948	0.012	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.41	11	652	0.017 *	V/C:	0.483
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	554	4,800	0.120	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	413	0	0.000	ICU:	0.583
	TH	1.00	40	1,600	0.283 *		
	LT	2.00	504	2,880	0.175	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.214 *
	TH	3.00	1,007	4,800	0.210	N-S(2):	0.210
	LT	1.00	52	1,600	0.033 *	E-W(1):	0.324 *
Westbound	RT	0.48	11	765	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.52	12	835	0.014 *	V/C:	0.538
Northbound	RT	0.00	34	0	0.000	Lost Time:	0.100
	TH	3.00	836	4,800	0.181 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	430	0	0.000	ICU:	0.638
	TH	1.00	66	1,600	0.310 *		
	LT	2.00	612	2,880	0.213	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 125 - SEPULVEDA BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : NBR,
FF Movements: WBR,

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	98	1,600	0.019	N-S(1):	0.504 *
	TH	3.00	958	4,800	0.200	N-S(2):	0.275
	LT	2.00	258	2,880	0.090 *	E-W(1):	0.231 *
Westbound	RT	1.00	500	1,600	0.000	E-W(2):	0.165
	TH	2.00	260	3,200	0.081		
	LT	2.00	228	2,880	0.079 *	V/C:	0.735
Northbound	RT	1.00	315	1,600	0.118	Lost Time:	0.100
	TH	4.00	2,648	6,400	0.414 *	ITS:	0.000
	LT	2.00	216	2,880	0.075		
Eastbound	RT	1.00	99	1,600	0.024	ICU:	0.835
	TH	3.00	728	4,800	0.152 *		
	LT	2.00	242	2,880	0.084	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	182	1,600	0.061	N-S(1):	0.405 *
	TH	3.00	1,453	4,800	0.303	N-S(2):	0.353
	LT	2.00	514	2,880	0.178 *	E-W(1):	0.255 *
Westbound	RT	1.00	648	1,600	0.000	E-W(2):	0.213
	TH	2.00	345	3,200	0.108		
	LT	2.00	433	2,880	0.150 *	V/C:	0.660
Northbound	RT	1.00	445	1,600	0.128	Lost Time:	0.100
	TH	4.00	1,452	6,400	0.227 *	ITS:	0.000
	LT	2.00	145	2,880	0.050		
Eastbound	RT	1.00	143	1,600	0.064	ICU:	0.760
	TH	3.00	503	4,800	0.105 *		
	LT	2.00	301	2,880	0.105	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	445	1,600	0.213	N-S(1):	0.351
	TH	3.00	2,373	4,800	0.494 *	N-S(2):	0.646 *
	LT	2.00	460	2,880	0.160	E-W(1):	0.312 *
Westbound	RT	1.00	743	1,600	0.000	E-W(2):	0.312 *
	TH	2.00	581	3,200	0.182 *		
	LT	2.00	385	2,880	0.134 *	V/C:	0.958
Northbound	RT	1.00	414	1,600	0.125	Lost Time:	0.100
	TH	4.00	1,222	6,400	0.191	ITS:	0.000
	LT	2.00	439	2,880	0.152 *		
Eastbound	RT	1.00	284	1,600	0.178 *	ICU:	1.058
	TH	3.00	619	4,800	0.129		
	LT	2.00	374	2,880	0.130 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 140 - WB SR-90 RAMPS & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : NBR,
FF Movements: EBR,

N-S Split Phase : Y
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.045 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.429 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.316
	TH	2.00	1,011	3,200	0.316		
	LT	3.00	1,561	4,320	0.361 *	V/C:	0.474
Northbound	RT	2.00	981	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	130	2,880	0.045 *		
Eastbound	RT	1.00	169	1,600	0.000	ICU:	0.574
	TH	3.00	326	4,800	0.068 *		
	LT	1.00	0	1,600	0.000	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.089 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.272 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.235
	TH	2.00	752	3,200	0.235		
	LT	3.00	619	4,320	0.143 *	V/C:	0.361
Northbound	RT	2.00	744	3,200	0.089 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	1.00	159	1,600	0.000	ICU:	0.461
	TH	3.00	619	4,800	0.129 *		
	LT	1.00	0	1,600	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.233 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.359 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.261
	TH	2.00	836	3,200	0.261		
	LT	3.00	797	4,320	0.184 *	V/C:	0.592
Northbound	RT	2.00	1,335	3,200	0.233 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	208	2,880	0.072		
Eastbound	RT	1.00	223	1,600	0.000	ICU:	0.692
	TH	3.00	839	4,800	0.175 *		
	LT	1.00	0	1,600	0.000	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 147 - CRENSHAW BOULEVARD & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	118	0	0.000	N-S(1):	0.205
	TH	3.00	529	4,800	0.135 *	N-S(2):	0.236 *
	LT	1.00	84	1,600	0.053	E-W(1):	0.162
Westbound	RT	0.00	103	0	0.000	E-W(2):	0.231 *
	TH	3.00	783	4,800	0.185 *		
	LT	1.00	79	1,600	0.049	V/C:	0.467
Northbound	RT	0.00	46	0	0.000	Lost Time:	0.100
	TH	3.00	682	4,800	0.152	ITS:	0.000
	LT	1.00	161	1,600	0.101 *		
Eastbound	RT	0.00	68	0	0.000	ICU:	0.567
	TH	3.00	474	4,800	0.113		
	LT	1.00	73	1,600	0.046 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	187	0	0.000	N-S(1):	0.207
	TH	3.00	652	4,800	0.175 *	N-S(2):	0.263 *
	LT	1.00	105	1,600	0.066	E-W(1):	0.267
Westbound	RT	0.00	43	0	0.000	E-W(2):	0.316 *
	TH	3.00	786	4,800	0.173 *		
	LT	1.00	69	1,600	0.043	V/C:	0.579
Northbound	RT	0.00	52	0	0.000	Lost Time:	0.100
	TH	3.00	627	4,800	0.141	ITS:	0.000
	LT	1.00	141	1,600	0.088 *		
Eastbound	RT	0.00	247	0	0.000	ICU:	0.679
	TH	3.00	826	4,800	0.224		
	LT	1.00	228	1,600	0.143 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	215	0	0.000	N-S(1):	0.281
	TH	3.00	872	4,800	0.226 *	N-S(2):	0.355 *
	LT	1.00	148	1,600	0.093	E-W(1):	0.330 *
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.322
	TH	3.00	825	4,800	0.191		
	LT	1.00	102	1,600	0.064 *	V/C:	0.685
Northbound	RT	0.00	65	0	0.000	Lost Time:	0.100
	TH	3.00	837	4,800	0.188	ITS:	0.000
	LT	1.00	207	1,600	0.129 *		
Eastbound	RT	0.00	196	0	0.000	ICU:	0.785
	TH	3.00	1,080	4,800	0.266 *		
	LT	1.00	210	1,600	0.131	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 148 - LA CIENEGA BOULEVARD & FAIRVIEW BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	53	0	0.000	N-S(1):	0.654 *
	TH	4.00	2,749	6,400	0.438	N-S(2):	0.438
	LT	0.00	0	0	0.000 *	E-W(1):	0.180 *
Westbound	RT	1.00	45	1,600	0.028	E-W(2):	0.000
	TH	0.55	104	883	0.118		
	LT	1.45	273	2,086	0.131 *	V/C:	0.834
Northbound	RT	0.00	28	0	0.000	Lost Time:	0.100
	TH	3.00	3,113	4,800	0.654 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	62	1,600	0.039	ICU:	0.934
	TH	0.80	56	1,280	0.044		
	LT	1.20	84	1,728	0.049 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	144	0	0.000	N-S(1):	0.425 *
	TH	4.00	1,967	6,400	0.330	N-S(2):	0.330
	LT	0.00	0	0	0.000 *	E-W(1):	0.170 *
Westbound	RT	1.00	35	1,600	0.022	E-W(2):	0.000
	TH	0.71	86	1,137	0.076		
	LT	1.29	156	1,857	0.084 *	V/C:	0.595
Northbound	RT	0.00	49	0	0.000	Lost Time:	0.100
	TH	3.00	1,990	4,800	0.425 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	77	1,600	0.048	ICU:	0.695
	TH	0.81	100	1,290	0.078		
	LT	1.19	148	1,719	0.086 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	125	0	0.000	N-S(1):	0.597 *
	TH	4.00	2,904	6,400	0.473	N-S(2):	0.473
	LT	0.00	0	0	0.000 *	E-W(1):	0.241 *
Westbound	RT	1.00	22	1,600	0.014	E-W(2):	0.000
	TH	0.76	136	1,209	0.113		
	LT	1.24	224	1,792	0.125 *	V/C:	0.838
Northbound	RT	0.00	108	0	0.000	Lost Time:	0.100
	TH	3.00	2,758	4,800	0.597 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	75	1,600	0.047	ICU:	0.938
	TH	0.95	158	1,514	0.104		
	LT	1.05	176	1,518	0.116 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 149 - CRENSHAW BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	67	0	0.000	N-S(1):	0.216
	TH	3.00	675	4,800	0.155 *	N-S(2):	0.231 *
	LT	1.00	113	1,600	0.071	E-W(1):	0.157
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.239 *
	TH	3.00	836	4,800	0.203 *		
	LT	1.00	123	1,600	0.077	V/C:	0.470
Northbound	RT	0.00	63	0	0.000	Lost Time:	0.100
	TH	3.00	632	4,800	0.145	ITS:	0.000
	LT	1.00	122	1,600	0.076 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.570
	TH	3.00	294	4,800	0.080		
	LT	1.00	58	1,600	0.036 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	93	0	0.000	N-S(1):	0.304 *
	TH	3.00	807	4,800	0.188	N-S(2):	0.273
	LT	1.00	175	1,600	0.109 *	E-W(1):	0.221 *
Westbound	RT	0.00	168	0	0.000	E-W(2):	0.219
	TH	3.00	493	4,800	0.138		
	LT	1.00	160	1,600	0.100 *	V/C:	0.525
Northbound	RT	0.00	104	0	0.000	Lost Time:	0.100
	TH	3.00	833	4,800	0.195 *	ITS:	0.000
	LT	1.00	136	1,600	0.085		
Eastbound	RT	0.00	164	0	0.000	ICU:	0.625
	TH	3.00	415	4,800	0.121 *		
	LT	1.00	130	1,600	0.081	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	125	0	0.000	N-S(1):	0.367 *
	TH	3.00	838	4,800	0.201	N-S(2):	0.292
	LT	1.00	195	1,600	0.122 *	E-W(1):	0.367 *
Westbound	RT	0.00	117	0	0.000	E-W(2):	0.228
	TH	3.00	535	4,800	0.136		
	LT	1.00	159	1,600	0.099 *	V/C:	0.734
Northbound	RT	0.00	109	0	0.000	Lost Time:	0.100
	TH	3.00	1,069	4,800	0.245 *	ITS:	0.000
	LT	1.00	145	1,600	0.091		
Eastbound	RT	0.00	173	0	0.000	ICU:	0.834
	TH	3.00	1,115	4,800	0.268 *		
	LT	1.00	147	1,600	0.092	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 157 - LA CIENEGA BOULEVARD & 104TH STREET
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	58	0	0.000	N-S(1):	0.195
	TH	3.00	401	4,800	0.096 *	N-S(2):	0.237 *
	LT	1.00	14	1,600	0.009	E-W(1):	0.004
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.019 *
	TH	1.00	1	1,600	0.003 *		
	LT	0.00	4	1,600	0.003	V/C:	0.256
Northbound	RT	0.00	15	0	0.000	Lost Time:	0.100
	TH	2.00	580	3,200	0.186	ITS:	0.000
	LT	1.00	225	1,600	0.141 *		
Eastbound	RT	1.00	83	1,600	0.000	ICU:	0.356
	TH	1.00	2	1,600	0.001		
	LT	1.00	26	1,600	0.016 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.170 *
	TH	3.00	331	4,800	0.071	N-S(2):	0.148
	LT	1.00	19	1,600	0.012 *	E-W(1):	0.014
Westbound	RT	0.00	12	0	0.000	E-W(2):	0.066 *
	TH	1.00	8	1,600	0.016 *		
	LT	0.00	5	1,600	0.003	V/C:	0.236
Northbound	RT	0.00	17	0	0.000	Lost Time:	0.100
	TH	2.00	490	3,200	0.158 *	ITS:	0.000
	LT	1.00	123	1,600	0.077		
Eastbound	RT	1.00	141	1,600	0.011	ICU:	0.336
	TH	1.00	6	1,600	0.004		
	LT	1.00	80	1,600	0.050 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	50	0	0.000	N-S(1):	0.191
	TH	3.00	838	4,800	0.185 *	N-S(2):	0.218 *
	LT	1.00	45	1,600	0.028	E-W(1):	0.060 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.052
	TH	1.00	1	1,600	0.014		
	LT	0.00	11	1,600	0.007 *	V/C:	0.278
Northbound	RT	0.00	6	0	0.000	Lost Time:	0.100
	TH	2.00	517	3,200	0.163	ITS:	0.000
	LT	1.00	53	1,600	0.033 *		
Eastbound	RT	1.00	137	1,600	0.053 *	ICU:	0.378
	TH	1.00	3	1,600	0.002		
	LT	1.00	61	1,600	0.038	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 159 - HINDRY AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	7	1,600	0.004	N-S(1):	0.044 *
	TH	1.00	9	1,600	0.025	N-S(2):	0.033
	LT	0.00	31	1,600	0.019 *	E-W(1):	0.244 *
Westbound	RT	0.00	29	0	0.000	E-W(2):	0.219
	TH	2.00	663	3,200	0.216		
	LT	1.00	83	1,600	0.052 *	V/C:	0.288
Northbound	RT	1.00	47	1,600	0.003	Lost Time:	0.100
	TH	1.00	27	1,600	0.025 *	ITS:	0.000
	LT	0.00	13	1,600	0.008		
Eastbound	RT	0.00	39	0	0.000	ICU:	0.388
	TH	2.00	574	3,200	0.192 *		
	LT	1.00	5	1,600	0.003	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.091 *
	TH	1.00	39	1,600	0.050	N-S(2):	0.069
	LT	0.00	41	1,600	0.026 *	E-W(1):	0.408 *
Westbound	RT	0.00	28	0	0.000	E-W(2):	0.239
	TH	2.00	685	3,200	0.223		
	LT	1.00	75	1,600	0.047 *	V/C:	0.499
Northbound	RT	1.00	105	1,600	0.042	Lost Time:	0.100
	TH	1.00	73	1,600	0.065 *	ITS:	0.000
	LT	0.00	31	1,600	0.019		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.599
	TH	2.00	1,084	3,200	0.361 *		
	LT	1.00	25	1,600	0.016	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	13	1,600	0.008	N-S(1):	0.068
	TH	1.00	53	1,600	0.070 *	N-S(2):	0.089 *
	LT	0.00	59	1,600	0.037	E-W(1):	0.353 *
Westbound	RT	0.00	26	0	0.000	E-W(2):	0.208
	TH	2.00	606	3,200	0.198		
	LT	1.00	40	1,600	0.025 *	V/C:	0.442
Northbound	RT	1.00	51	1,600	0.019	Lost Time:	0.100
	TH	1.00	19	1,600	0.031	ITS:	0.000
	LT	0.00	30	1,600	0.019 *		
Eastbound	RT	0.00	58	0	0.000	ICU:	0.542
	TH	2.00	990	3,200	0.328 *		
	LT	1.00	16	1,600	0.010	LOS:	A

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 162 - SEPULVEDA BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	137	0	0.000	N-S(1):	0.522 *
	TH	3.00	905	4,800	0.217	N-S(2):	0.286
	LT	2.00	107	2,880	0.037 *	E-W(1):	0.197
Westbound	RT	1.00	135	1,600	0.047	E-W(2):	0.227 *
	TH	2.00	405	3,200	0.127 *		
	LT	1.00	111	1,600	0.069	V/C:	0.749
Northbound	RT	0.00	85	0	0.000	Lost Time:	0.100
	TH	3.00	2,241	4,800	0.485 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	1.00	80	1,600	0.016	ICU:	0.849
	TH	2.00	409	3,200	0.128		
	LT	1.00	160	1,600	0.100 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	204	0	0.000	N-S(1):	0.387
	TH	3.00	1,415	4,800	0.337 *	N-S(2):	0.449 *
	LT	2.00	172	2,880	0.060	E-W(1):	0.340
Westbound	RT	1.00	155	1,600	0.037	E-W(2):	0.368 *
	TH	2.00	515	3,200	0.161 *		
	LT	1.00	223	1,600	0.139	V/C:	0.817
Northbound	RT	0.00	162	0	0.000	Lost Time:	0.100
	TH	3.00	1,406	4,800	0.327	ITS:	0.000
	LT	1.00	179	1,600	0.112 *		
Eastbound	RT	1.00	184	1,600	0.059	ICU:	0.917
	TH	2.00	642	3,200	0.201		
	LT	1.00	331	1,600	0.207 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.372
	TH	3.00	2,392	4,800	0.534 *	N-S(2):	0.637 *
	LT	2.00	181	2,880	0.063	E-W(1):	0.367 *
Westbound	RT	1.00	119	1,600	0.012	E-W(2):	0.306
	TH	2.00	533	3,200	0.167		
	LT	1.00	240	1,600	0.150 *	V/C:	1.004
Northbound	RT	0.00	172	0	0.000	Lost Time:	0.100
	TH	3.00	1,310	4,800	0.309	ITS:	0.000
	LT	1.00	165	1,600	0.103 *		
Eastbound	RT	1.00	73	1,600	0.000	ICU:	1.104
	TH	2.00	695	3,200	0.217 *		
	LT	1.00	223	1,600	0.139	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 164 - CRENSHAW BOULEVARD & MANCHESTER AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	29	0	0.000	N-S(1):	0.218
	TH	2.00	513	3,200	0.169 *	N-S(2):	0.257 *
	LT	1.00	108	1,600	0.068	E-W(1):	0.230
Westbound	RT	0.00	139	0	0.000	E-W(2):	0.329 *
	TH	2.00	799	3,200	0.293 *		
	LT	1.00	129	1,600	0.081	V/C:	0.586
Northbound	RT	0.00	102	0	0.000	Lost Time:	0.100
	TH	3.00	616	4,800	0.150	ITS:	0.000
	LT	1.00	141	1,600	0.088 *		
Eastbound	RT	0.00	56	0	0.000	ICU:	0.686
	TH	2.00	420	3,200	0.149		
	LT	1.00	57	1,600	0.036 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	53	0	0.000	N-S(1):	0.229
	TH	2.00	617	3,200	0.209 *	N-S(2):	0.305 *
	LT	1.00	139	1,600	0.087	E-W(1):	0.305 *
Westbound	RT	0.00	98	0	0.000	E-W(2):	0.287
	TH	2.00	661	3,200	0.237		
	LT	1.00	168	1,600	0.105 *	V/C:	0.610
Northbound	RT	0.00	143	0	0.000	Lost Time:	0.100
	TH	3.00	538	4,800	0.142	ITS:	0.000
	LT	1.00	154	1,600	0.096 *		
Eastbound	RT	0.00	77	0	0.000	ICU:	0.710
	TH	2.00	563	3,200	0.200 *		
	LT	1.00	80	1,600	0.050	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	21	0	0.000	N-S(1):	0.257
	TH	2.00	752	3,200	0.242 *	N-S(2):	0.322 *
	LT	1.00	141	1,600	0.088	E-W(1):	0.435 *
Westbound	RT	0.00	122	0	0.000	E-W(2):	0.338
	TH	2.00	739	3,200	0.269		
	LT	1.00	163	1,600	0.102 *	V/C:	0.757
Northbound	RT	0.00	139	0	0.000	Lost Time:	0.100
	TH	3.00	672	4,800	0.169	ITS:	0.000
	LT	1.00	128	1,600	0.080 *		
Eastbound	RT	0.00	71	0	0.000	ICU:	0.857
	TH	2.00	995	3,200	0.333 *		
	LT	1.00	111	1,600	0.069	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 169 - PRAIRIE AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	52	0	0.000	N-S(1):	0.425 *
	TH	3.00	555	4,800	0.126	N-S(2):	0.267
	LT	1.00	166	1,600	0.104 *	E-W(1):	0.312
Westbound	RT	1.00	511	1,600	0.268	E-W(2):	0.418 *
	TH	2.00	1,125	3,200	0.352 *		
	LT	1.00	231	1,600	0.144	V/C:	0.843
Northbound	RT	1.00	179	1,600	0.000	Lost Time:	0.100
	TH	2.00	1,026	3,200	0.321 *	ITS:	0.000
	LT	1.00	226	1,600	0.141		
Eastbound	RT	0.00	153	0	0.000	ICU:	0.943
	TH	3.00	652	4,800	0.168		
	LT	1.00	105	1,600	0.066 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	63	0	0.000	N-S(1):	0.274 *
	TH	3.00	529	4,800	0.123	N-S(2):	0.226
	LT	1.00	153	1,600	0.096 *	E-W(1):	0.278 *
Westbound	RT	1.00	189	1,600	0.070	E-W(2):	0.248
	TH	2.00	610	3,200	0.191		
	LT	1.00	144	1,600	0.090 *	V/C:	0.552
Northbound	RT	1.00	162	1,600	0.011	Lost Time:	0.100
	TH	2.00	570	3,200	0.178 *	ITS:	0.000
	LT	1.00	164	1,600	0.103		
Eastbound	RT	0.00	203	0	0.000	ICU:	0.652
	TH	3.00	699	4,800	0.188 *		
	LT	1.00	91	1,600	0.057	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	55	0	0.000	N-S(1):	0.318 *
	TH	3.00	820	4,800	0.182	N-S(2):	0.260
	LT	1.00	212	1,600	0.133 *	E-W(1):	0.368 *
Westbound	RT	1.00	145	1,600	0.024	E-W(2):	0.262
	TH	2.00	698	3,200	0.218		
	LT	1.00	152	1,600	0.095 *	V/C:	0.686
Northbound	RT	1.00	140	1,600	0.000	Lost Time:	0.100
	TH	2.00	591	3,200	0.185 *	ITS:	0.000
	LT	1.00	125	1,600	0.078		
Eastbound	RT	0.00	229	0	0.000	ICU:	0.786
	TH	3.00	1,081	4,800	0.273 *		
	LT	1.00	70	1,600	0.044	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 173 - WESTERN AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	123	0	0.000	N-S(1):	0.311
	TH	3.00	730	4,800	0.178 *	N-S(2):	0.314 *
	LT	1.00	136	1,600	0.085	E-W(1):	0.300
Westbound	RT	1.00	227	1,600	0.099	E-W(2):	0.327 *
	TH	3.00	1,092	4,800	0.228 *		
	LT	1.00	235	1,600	0.147	V/C:	0.641
Northbound	RT	1.00	164	1,600	0.029	Lost Time:	0.100
	TH	2.00	723	3,200	0.226	ITS:	0.000
	LT	1.00	217	1,600	0.136 *		
Eastbound	RT	0.00	205	0	0.000	ICU:	0.741
	TH	3.00	527	4,800	0.153		
	LT	1.00	159	1,600	0.099 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	115	0	0.000	N-S(1):	0.227 *
	TH	3.00	419	4,800	0.111 *	N-S(2):	0.227 *
	LT	1.00	134	1,600	0.084	E-W(1):	0.254 *
Westbound	RT	1.00	123	1,600	0.035	E-W(2):	0.185
	TH	3.00	491	4,800	0.102		
	LT	1.00	192	1,600	0.120 *	V/C:	0.481
Northbound	RT	1.00	165	1,600	0.043	Lost Time:	0.100
	TH	2.00	459	3,200	0.143	ITS:	0.000
	LT	1.00	186	1,600	0.116 *		
Eastbound	RT	0.00	166	0	0.000	ICU:	0.581
	TH	3.00	476	4,800	0.134 *		
	LT	1.00	133	1,600	0.083	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.323 *
	TH	3.00	583	4,800	0.149	N-S(2):	0.301
	LT	1.00	186	1,600	0.116 *	E-W(1):	0.471 *
Westbound	RT	1.00	154	1,600	0.038	E-W(2):	0.236
	TH	3.00	614	4,800	0.128		
	LT	1.00	210	1,600	0.131 *	V/C:	0.794
Northbound	RT	1.00	144	1,600	0.024	Lost Time:	0.100
	TH	2.00	663	3,200	0.207 *	ITS:	0.000
	LT	1.00	243	1,600	0.152		
Eastbound	RT	0.00	258	0	0.000	ICU:	0.894
	TH	3.00	1,375	4,800	0.340 *		
	LT	1.00	173	1,600	0.108	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 175 - VERMONT AVENUE & MANCHESTER AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	92	0	0.000	N-S(1):	0.325 *
	TH	3.00	453	4,800	0.114	N-S(2):	0.190
	LT	2.00	139	2,880	0.048 *	E-W(1):	0.314
Westbound	RT	0.00	133	0	0.000	E-W(2):	0.334 *
	TH	3.00	1,098	4,800	0.256 *		
	LT	1.00	92	1,600	0.058	V/C:	0.659
Northbound	RT	0.00	114	0	0.000	Lost Time:	0.100
	TH	3.00	1,214	4,800	0.277 *	ITS:	0.000
	LT	2.00	218	2,880	0.076		
Eastbound	RT	0.00	85	0	0.000	ICU:	0.759
	TH	3.00	1,145	4,800	0.256		
	LT	1.00	125	1,600	0.078 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	134	0	0.000	N-S(1):	0.193 *
	TH	3.00	472	4,800	0.126	N-S(2):	0.170
	LT	2.00	167	2,880	0.058 *	E-W(1):	0.278
Westbound	RT	0.00	153	0	0.000	E-W(2):	0.282 *
	TH	3.00	868	4,800	0.213 *		
	LT	1.00	104	1,600	0.065	V/C:	0.475
Northbound	RT	0.00	135	0	0.000	Lost Time:	0.100
	TH	3.00	512	4,800	0.135 *	ITS:	0.000
	LT	2.00	127	2,880	0.044		
Eastbound	RT	0.00	124	0	0.000	ICU:	0.575
	TH	3.00	900	4,800	0.213		
	LT	1.00	111	1,600	0.069 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	132	0	0.000	N-S(1):	0.264 *
	TH	3.00	738	4,800	0.181	N-S(2):	0.238
	LT	2.00	199	2,880	0.069 *	E-W(1):	0.357 *
Westbound	RT	0.00	122	0	0.000	E-W(2):	0.307
	TH	3.00	976	4,800	0.229		
	LT	1.00	100	1,600	0.063 *	V/C:	0.621
Northbound	RT	0.00	123	0	0.000	Lost Time:	0.100
	TH	3.00	812	4,800	0.195 *	ITS:	0.000
	LT	2.00	163	2,880	0.057		
Eastbound	RT	0.00	156	0	0.000	ICU:	0.721
	TH	3.00	1,253	4,800	0.294 *		
	LT	1.00	125	1,600	0.078	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 176 - VERMONT AVENUE & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.308 *
	TH	3.00	635	4,800	0.157	N-S(2):	0.211
	LT	2.00	114	2,880	0.040 *	E-W(1):	0.262
Westbound	RT	0.00	111	0	0.000	E-W(2):	0.297 *
	TH	3.00	905	4,800	0.212 *		
	LT	1.00	179	1,600	0.112	V/C:	0.605
Northbound	RT	1.00	131	1,600	0.026	Lost Time:	0.100
	TH	3.00	1,286	4,800	0.268 *	ITS:	0.000
	LT	2.00	156	2,880	0.054		
Eastbound	RT	0.00	44	0	0.000	ICU:	0.705
	TH	3.00	676	4,800	0.150		
	LT	1.00	136	1,600	0.085 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	123	0	0.000	N-S(1):	0.150
	TH	3.00	495	4,800	0.129 *	N-S(2):	0.177 *
	LT	2.00	108	2,880	0.038	E-W(1):	0.214
Westbound	RT	0.00	72	0	0.000	E-W(2):	0.225 *
	TH	3.00	598	4,800	0.140 *		
	LT	1.00	112	1,600	0.070	V/C:	0.402
Northbound	RT	1.00	68	1,600	0.008	Lost Time:	0.100
	TH	3.00	539	4,800	0.112	ITS:	0.000
	LT	2.00	138	2,880	0.048 *		
Eastbound	RT	0.00	91	0	0.000	ICU:	0.502
	TH	3.00	601	4,800	0.144		
	LT	1.00	136	1,600	0.085 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	125	0	0.000	N-S(1):	0.263 *
	TH	3.00	799	4,800	0.193	N-S(2):	0.255
	LT	2.00	163	2,880	0.057 *	E-W(1):	0.302 *
Westbound	RT	0.00	14	0	0.000	E-W(2):	0.244
	TH	3.00	707	4,800	0.150		
	LT	1.00	134	1,600	0.084 *	V/C:	0.565
Northbound	RT	1.00	110	1,600	0.027	Lost Time:	0.100
	TH	3.00	988	4,800	0.206 *	ITS:	0.000
	LT	2.00	179	2,880	0.062		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.665
	TH	3.00	948	4,800	0.218 *		
	LT	1.00	150	1,600	0.094	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 177 - VERMONT AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	42	1,600	0.000	N-S(1):	0.357 *
	TH	3.00	742	4,800	0.155	N-S(2):	0.286
	LT	2.00	223	2,880	0.077 *	E-W(1):	0.293
Westbound	RT	0.00	202	0	0.000	E-W(2):	0.356 *
	TH	3.00	1,212	4,800	0.295 *		
	LT	1.00	235	1,600	0.147	V/C:	0.713
Northbound	RT	0.00	141	0	0.000	Lost Time:	0.100
	TH	3.00	1,203	4,800	0.280 *	ITS:	0.000
	LT	2.00	377	2,880	0.131		
Eastbound	RT	0.00	144	0	0.000	ICU:	0.813
	TH	3.00	559	4,800	0.146		
	LT	1.00	98	1,600	0.061 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	41	1,600	0.004	N-S(1):	0.216
	TH	3.00	502	4,800	0.105 *	N-S(2):	0.228 *
	LT	2.00	147	2,880	0.051	E-W(1):	0.233 *
Westbound	RT	0.00	92	0	0.000	E-W(2):	0.156
	TH	3.00	449	4,800	0.113		
	LT	1.00	151	1,600	0.094 *	V/C:	0.461
Northbound	RT	0.00	134	0	0.000	Lost Time:	0.100
	TH	3.00	660	4,800	0.165	ITS:	0.000
	LT	2.00	353	2,880	0.123 *		
Eastbound	RT	0.00	157	0	0.000	ICU:	0.561
	TH	3.00	510	4,800	0.139 *		
	LT	1.00	68	1,600	0.043	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.023	N-S(1):	0.354 *
	TH	3.00	722	4,800	0.150	N-S(2):	0.266
	LT	2.00	212	2,880	0.074 *	E-W(1):	0.402 *
Westbound	RT	0.00	99	0	0.000	E-W(2):	0.236
	TH	3.00	656	4,800	0.157		
	LT	1.00	188	1,600	0.118 *	V/C:	0.756
Northbound	RT	0.00	222	0	0.000	Lost Time:	0.100
	TH	3.00	1,120	4,800	0.280 *	ITS:	0.000
	LT	2.00	333	2,880	0.116		
Eastbound	RT	0.00	189	0	0.000	ICU:	0.856
	TH	3.00	1,172	4,800	0.284 *		
	LT	1.00	126	1,600	0.079	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 182 - INGLEWOOD AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	149	1,600	0.070	N-S(1):	0.331 *
	TH	2.00	619	3,200	0.193	N-S(2):	0.314
	LT	1.00	172	1,600	0.108 *	E-W(1):	0.268 *
Westbound	RT	1.00	93	1,600	0.004	E-W(2):	0.201
	TH	3.00	737	4,800	0.154		
	LT	1.00	306	1,600	0.191 *	V/C:	0.599
Northbound	RT	0.00	165	0	0.000	Lost Time:	0.100
	TH	2.00	550	3,200	0.223 *	ITS:	0.000
	LT	1.00	194	1,600	0.121		
Eastbound	RT	1.00	39	1,600	0.000	ICU:	0.699
	TH	3.00	370	4,800	0.077 *		
	LT	1.00	75	1,600	0.047	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	191	1,600	0.049	N-S(1):	0.236 *
	TH	2.00	405	3,200	0.127	N-S(2):	0.220
	LT	1.00	127	1,600	0.079 *	E-W(1):	0.245
Westbound	RT	1.00	76	1,600	0.008	E-W(2):	0.279 *
	TH	3.00	662	4,800	0.138 *		
	LT	1.00	173	1,600	0.108	V/C:	0.515
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	2.00	412	3,200	0.157 *	ITS:	0.000
	LT	1.00	148	1,600	0.093		
Eastbound	RT	1.00	122	1,600	0.030	ICU:	0.615
	TH	3.00	659	4,800	0.137		
	LT	1.00	225	1,600	0.141 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	185	1,600	0.045	N-S(1):	0.410 *
	TH	2.00	722	3,200	0.226	N-S(2):	0.329
	LT	1.00	265	1,600	0.166 *	E-W(1):	0.333 *
Westbound	RT	1.00	120	1,600	0.000	E-W(2):	0.284
	TH	3.00	684	4,800	0.143		
	LT	1.00	155	1,600	0.097 *	V/C:	0.743
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	2.00	600	3,200	0.244 *	ITS:	0.000
	LT	1.00	164	1,600	0.103		
Eastbound	RT	1.00	178	1,600	0.060	ICU:	0.843
	TH	3.00	1,134	4,800	0.236 *		
	LT	1.00	226	1,600	0.141	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 183 - HAWTHORNE BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	242	1,600	0.112	N-S(1):	0.254
	TH	3.00	860	4,800	0.179 *	N-S(2):	0.294 *
	LT	2.00	169	2,880	0.059	E-W(1):	0.191
Westbound	RT	0.00	179	0	0.000	E-W(2):	0.315 *
	TH	3.00	954	4,800	0.236 *		
	LT	1.00	126	1,600	0.079	V/C:	0.609
Northbound	RT	1.00	139	1,600	0.048	Lost Time:	0.100
	TH	3.00	937	4,800	0.195	ITS:	0.000
	LT	2.00	331	2,880	0.115 *		
Eastbound	RT	0.00	96	0	0.000	ICU:	0.709
	TH	3.00	443	4,800	0.112		
	LT	1.00	127	1,600	0.079 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	214	1,600	0.081	N-S(1):	0.243
	TH	3.00	828	4,800	0.173 *	N-S(2):	0.259 *
	LT	2.00	238	2,880	0.083	E-W(1):	0.221
Westbound	RT	0.00	157	0	0.000	E-W(2):	0.266 *
	TH	3.00	618	4,800	0.161 *		
	LT	1.00	119	1,600	0.074	V/C:	0.525
Northbound	RT	1.00	169	1,600	0.068	Lost Time:	0.100
	TH	3.00	767	4,800	0.160	ITS:	0.000
	LT	2.00	248	2,880	0.086 *		
Eastbound	RT	0.00	142	0	0.000	ICU:	0.625
	TH	3.00	562	4,800	0.147		
	LT	1.00	168	1,600	0.105 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	157	1,600	0.052	N-S(1):	0.327
	TH	3.00	1,265	4,800	0.264 *	N-S(2):	0.344 *
	LT	2.00	377	2,880	0.131	E-W(1):	0.326 *
Westbound	RT	0.00	158	0	0.000	E-W(2):	0.256
	TH	3.00	630	4,800	0.164		
	LT	1.00	129	1,600	0.081 *	V/C:	0.670
Northbound	RT	1.00	174	1,600	0.068	Lost Time:	0.100
	TH	3.00	940	4,800	0.196	ITS:	0.000
	LT	2.00	230	2,880	0.080 *		
Eastbound	RT	0.00	164	0	0.000	ICU:	0.770
	TH	3.00	1,010	4,800	0.245 *		
	LT	1.00	147	1,600	0.092	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 184 - PRAIRIE AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	134	0	0.000	N-S(1):	0.270
	TH	3.00	834	4,800	0.202 *	N-S(2):	0.297 *
	LT	1.00	182	1,600	0.114	E-W(1):	0.343 *
Westbound	RT	0.00	189	0	0.000	E-W(2):	0.382 *
	TH	3.00	1,117	4,800	0.272 *		
	LT	1.00	321	1,600	0.201	V/C:	0.679
Northbound	RT	0.00	125	0	0.000	Lost Time:	0.100
	TH	3.00	625	4,800	0.156	ITS:	0.000
	LT	1.00	152	1,600	0.095 *		
Eastbound	RT	0.00	71	0	0.000	ICU:	0.779
	TH	3.00	610	4,800	0.142		
	LT	1.00	176	1,600	0.110 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	119	0	0.000	N-S(1):	0.285 *
	TH	3.00	593	4,800	0.148	N-S(2):	0.231
	LT	1.00	244	1,600	0.153 *	E-W(1):	0.289 *
Westbound	RT	0.00	117	0	0.000	E-W(2):	0.258
	TH	3.00	671	4,800	0.164		
	LT	1.00	210	1,600	0.131 *	V/C:	0.574
Northbound	RT	0.00	145	0	0.000	Lost Time:	0.100
	TH	3.00	489	4,800	0.132 *	ITS:	0.000
	LT	1.00	133	1,600	0.083		
Eastbound	RT	0.00	79	0	0.000	ICU:	0.674
	TH	3.00	678	4,800	0.158 *		
	LT	1.00	150	1,600	0.094	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	145	0	0.000	N-S(1):	0.350 *
	TH	3.00	902	4,800	0.218	N-S(2):	0.292
	LT	1.00	260	1,600	0.163 *	E-W(1):	0.409 *
Westbound	RT	0.00	152	0	0.000	E-W(2):	0.293
	TH	3.00	745	4,800	0.187		
	LT	1.00	254	1,600	0.159 *	V/C:	0.759
Northbound	RT	0.00	184	0	0.000	Lost Time:	0.100
	TH	3.00	712	4,800	0.187 *	ITS:	0.000
	LT	1.00	118	1,600	0.074		
Eastbound	RT	0.00	121	0	0.000	ICU:	0.859
	TH	3.00	1,080	4,800	0.250 *		
	LT	1.00	169	1,600	0.106	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 185 - CRENSHAW BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.298 *
	TH	3.00	729	4,800	0.177	N-S(2):	0.266
	LT	1.00	131	1,600	0.082 *	E-W(1):	0.266
Westbound	RT	0.00	181	0	0.000	E-W(2):	0.341 *
	TH	3.00	1,005	4,800	0.247 *		
	LT	1.00	151	1,600	0.094	V/C:	0.639
Northbound	RT	0.00	119	0	0.000	Lost Time:	0.100
	TH	3.00	917	4,800	0.216 *	ITS:	0.000
	LT	1.00	142	1,600	0.089		
Eastbound	RT	0.00	160	0	0.000	ICU:	0.739
	TH	3.00	665	4,800	0.172		
	LT	1.00	150	1,600	0.094 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	171	0	0.000	N-S(1):	0.276 *
	TH	3.00	547	4,800	0.150	N-S(2):	0.247
	LT	1.00	173	1,600	0.108 *	E-W(1):	0.255
Westbound	RT	0.00	196	0	0.000	E-W(2):	0.272 *
	TH	3.00	638	4,800	0.174 *		
	LT	1.00	148	1,600	0.093	V/C:	0.548
Northbound	RT	0.00	162	0	0.000	Lost Time:	0.100
	TH	3.00	646	4,800	0.168 *	ITS:	0.000
	LT	1.00	155	1,600	0.097		
Eastbound	RT	0.00	126	0	0.000	ICU:	0.648
	TH	3.00	652	4,800	0.162		
	LT	1.00	157	1,600	0.098 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	220	0	0.000	N-S(1):	0.303
	TH	3.00	960	4,800	0.246 *	N-S(2):	0.343 *
	LT	1.00	213	1,600	0.133	E-W(1):	0.357 *
Westbound	RT	0.00	189	0	0.000	E-W(2):	0.304
	TH	3.00	884	4,800	0.224		
	LT	1.00	158	1,600	0.099 *	V/C:	0.700
Northbound	RT	0.00	165	0	0.000	Lost Time:	0.100
	TH	3.00	649	4,800	0.170	ITS:	0.000
	LT	1.00	155	1,600	0.097 *		
Eastbound	RT	0.00	183	0	0.000	ICU:	0.800
	TH	3.00	1,054	4,800	0.258 *		
	LT	1.00	128	1,600	0.080	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 186 - WESTERN AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	71	0	0.000	N-S(1):	0.269
	TH	2.00	577	3,200	0.203 *	N-S(2):	0.320 *
	LT	1.00	77	1,600	0.048	E-W(1):	0.261
Westbound	RT	0.00	134	0	0.000	E-W(2):	0.318 *
	TH	3.00	1,139	4,800	0.265 *		
	LT	1.00	93	1,600	0.058	V/C:	0.638
Northbound	RT	1.00	88	1,600	0.026	Lost Time:	0.100
	TH	2.00	707	3,200	0.221	ITS:	0.000
	LT	1.00	187	1,600	0.117 *		
Eastbound	RT	0.00	96	0	0.000	ICU:	0.738
	TH	3.00	878	4,800	0.203		
	LT	1.00	85	1,600	0.053 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	104	0	0.000	N-S(1):	0.232
	TH	2.00	464	3,200	0.178 *	N-S(2):	0.271 *
	LT	1.00	134	1,600	0.084	E-W(1):	0.237 *
Westbound	RT	0.00	139	0	0.000	E-W(2):	0.230
	TH	3.00	696	4,800	0.174		
	LT	1.00	94	1,600	0.059 *	V/C:	0.508
Northbound	RT	1.00	123	1,600	0.048	Lost Time:	0.100
	TH	2.00	474	3,200	0.148	ITS:	0.000
	LT	1.00	149	1,600	0.093 *		
Eastbound	RT	0.00	145	0	0.000	ICU:	0.608
	TH	3.00	707	4,800	0.178 *		
	LT	1.00	89	1,600	0.056	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.285
	TH	2.00	714	3,200	0.254 *	N-S(2):	0.367 *
	LT	1.00	137	1,600	0.086	E-W(1):	0.372 *
Westbound	RT	0.00	82	0	0.000	E-W(2):	0.299
	TH	3.00	988	4,800	0.223		
	LT	1.00	144	1,600	0.090 *	V/C:	0.739
Northbound	RT	1.00	112	1,600	0.025	Lost Time:	0.100
	TH	2.00	637	3,200	0.199	ITS:	0.000
	LT	1.00	181	1,600	0.113 *		
Eastbound	RT	0.00	181	0	0.000	ICU:	0.839
	TH	3.00	1,173	4,800	0.282 *		
	LT	1.00	122	1,600	0.076	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 187 - VERMONT AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	108	1,600	0.034	N-S(1):	0.264 *
	TH	3.00	487	4,800	0.101	N-S(2):	0.194
	LT	1.00	202	1,600	0.126 *	E-W(1):	0.310
Westbound	RT	0.00	166	0	0.000	E-W(2):	0.399 *
	TH	3.00	1,430	4,800	0.333 *		
	LT	1.00	128	1,600	0.080	V/C:	0.663
Northbound	RT	0.00	111	0	0.000	Lost Time:	0.100
	TH	3.00	551	4,800	0.138 *	ITS:	0.000
	LT	1.00	148	1,600	0.093		
Eastbound	RT	0.00	63	0	0.000	ICU:	0.763
	TH	3.00	1,042	4,800	0.230		
	LT	1.00	106	1,600	0.066 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	95	1,600	0.029	N-S(1):	0.230 *
	TH	3.00	317	4,800	0.066	N-S(2):	0.131
	LT	1.00	217	1,600	0.136 *	E-W(1):	0.294 *
Westbound	RT	0.00	135	0	0.000	E-W(2):	0.285
	TH	3.00	941	4,800	0.224		
	LT	1.00	135	1,600	0.084 *	V/C:	0.524
Northbound	RT	0.00	126	0	0.000	Lost Time:	0.100
	TH	3.00	323	4,800	0.094 *	ITS:	0.000
	LT	1.00	104	1,600	0.065		
Eastbound	RT	0.00	73	0	0.000	ICU:	0.624
	TH	3.00	937	4,800	0.210 *		
	LT	1.00	97	1,600	0.061	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	98	1,600	0.016	N-S(1):	0.329 *
	TH	3.00	745	4,800	0.155	N-S(2):	0.243
	LT	1.00	241	1,600	0.151 *	E-W(1):	0.373 *
Westbound	RT	0.00	192	0	0.000	E-W(2):	0.371
	TH	3.00	1,155	4,800	0.281		
	LT	1.00	154	1,600	0.096 *	V/C:	0.702
Northbound	RT	0.00	176	0	0.000	Lost Time:	0.100
	TH	3.00	678	4,800	0.178 *	ITS:	0.000
	LT	1.00	140	1,600	0.088		
Eastbound	RT	0.00	118	0	0.000	ICU:	0.802
	TH	3.00	1,211	4,800	0.277 *		
	LT	1.00	144	1,600	0.090	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 188 - PRAIRIE AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.356
	TH	3.00	939	4,800	0.219 *	N-S(2):	0.419 *
	LT	1.00	186	1,600	0.116	E-W(1):	0.224
Westbound	RT	0.00	283	0	0.000	E-W(2):	0.362 *
	TH	3.00	1,044	4,800	0.276 *		
	LT	1.00	110	1,600	0.069	V/C:	0.781
Northbound	RT	0.00	153	0	0.000	Lost Time:	0.100
	TH	3.00	999	4,800	0.240	ITS:	0.000
	LT	1.00	320	1,600	0.200 *		
Eastbound	RT	0.00	162	0	0.000	ICU:	0.881
	TH	3.00	581	4,800	0.155		
	LT	1.00	138	1,600	0.086 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.263
	TH	3.00	678	4,800	0.164 *	N-S(2):	0.290 *
	LT	1.00	206	1,600	0.129	E-W(1):	0.228 *
Westbound	RT	0.00	194	0	0.000	E-W(2):	0.217
	TH	3.00	541	4,800	0.153		
	LT	1.00	134	1,600	0.084 *	V/C:	0.518
Northbound	RT	0.00	104	0	0.000	Lost Time:	0.100
	TH	3.00	541	4,800	0.134	ITS:	0.000
	LT	1.00	202	1,600	0.126 *		
Eastbound	RT	0.00	164	0	0.000	ICU:	0.618
	TH	3.00	526	4,800	0.144 *		
	LT	1.00	103	1,600	0.064	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	114	0	0.000	N-S(1):	0.360
	TH	3.00	1,032	4,800	0.239 *	N-S(2):	0.368 *
	LT	1.00	278	1,600	0.174	E-W(1):	0.421 *
Westbound	RT	0.00	233	0	0.000	E-W(2):	0.269
	TH	3.00	678	4,800	0.190		
	LT	1.00	150	1,600	0.094 *	V/C:	0.789
Northbound	RT	0.00	131	0	0.000	Lost Time:	0.100
	TH	3.00	764	4,800	0.186	ITS:	0.000
	LT	1.00	206	1,600	0.129 *		
Eastbound	RT	0.00	298	0	0.000	ICU:	0.889
	TH	3.00	1,272	4,800	0.327 *		
	LT	1.00	126	1,600	0.079	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 189 - CRENSHAW BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	251	1,600	0.057	N-S(1):	0.324 *
	TH	3.00	780	4,800	0.163	N-S(2):	0.315
	LT	1.00	129	1,600	0.081 *	E-W(1):	0.219
Westbound	RT	0.00	275	0	0.000	E-W(2):	0.474 *
	TH	3.00	1,036	4,800	0.273 *		
	LT	1.00	126	1,600	0.079	V/C:	0.798
Northbound	RT	1.00	99	1,600	0.023	Lost Time:	0.100
	TH	3.00	1,167	4,800	0.243 *	ITS:	0.000
	LT	1.00	243	1,600	0.152		
Eastbound	RT	0.00	92	0	0.000	ICU:	0.898
	TH	3.00	579	4,800	0.140		
	LT	1.00	321	1,600	0.201 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	208	1,600	0.042	N-S(1):	0.254 *
	TH	3.00	666	4,800	0.139	N-S(2):	0.223
	LT	1.00	133	1,600	0.083 *	E-W(1):	0.205
Westbound	RT	0.00	172	0	0.000	E-W(2):	0.302 *
	TH	3.00	435	4,800	0.126 *		
	LT	1.00	129	1,600	0.081	V/C:	0.556
Northbound	RT	1.00	74	1,600	0.006	Lost Time:	0.100
	TH	3.00	823	4,800	0.171 *	ITS:	0.000
	LT	1.00	134	1,600	0.084		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.656
	TH	3.00	486	4,800	0.124		
	LT	1.00	281	1,600	0.176 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	237	1,600	0.050	N-S(1):	0.284
	TH	3.00	1,231	4,800	0.256 *	N-S(2):	0.324 *
	LT	1.00	184	1,600	0.115	E-W(1):	0.349
Westbound	RT	0.00	237	0	0.000	E-W(2):	0.358 *
	TH	3.00	541	4,800	0.162 *		
	LT	1.00	108	1,600	0.068	V/C:	0.682
Northbound	RT	1.00	97	1,600	0.027	Lost Time:	0.100
	TH	3.00	810	4,800	0.169	ITS:	0.000
	LT	1.00	108	1,600	0.068 *		
Eastbound	RT	0.00	175	0	0.000	ICU:	0.782
	TH	3.00	1,173	4,800	0.281		
	LT	1.00	314	1,600	0.196 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 190 - WESTERN AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	241	1,600	0.100	N-S(1):	0.219
	TH	2.00	461	3,200	0.144 *	N-S(2):	0.265 *
	LT	1.00	52	1,600	0.033	E-W(1):	0.220
Westbound	RT	0.00	154	0	0.000	E-W(2):	0.433 *
	TH	3.00	1,434	4,800	0.331 *		
	LT	1.00	101	1,600	0.063	V/C:	0.698
Northbound	RT	0.00	68	0	0.000	Lost Time:	0.100
	TH	2.00	527	3,200	0.186	ITS:	0.000
	LT	1.00	194	1,600	0.121 *		
Eastbound	RT	0.00	138	0	0.000	ICU:	0.798
	TH	3.00	614	4,800	0.157		
	LT	1.00	163	1,600	0.102 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	175	1,600	0.067	N-S(1):	0.192
	TH	2.00	350	3,200	0.109 *	N-S(2):	0.193 *
	LT	1.00	73	1,600	0.046	E-W(1):	0.202
Westbound	RT	0.00	105	0	0.000	E-W(2):	0.228 *
	TH	3.00	579	4,800	0.143 *		
	LT	1.00	110	1,600	0.069	V/C:	0.421
Northbound	RT	0.00	118	0	0.000	Lost Time:	0.100
	TH	2.00	348	3,200	0.146	ITS:	0.000
	LT	1.00	134	1,600	0.084 *		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.521
	TH	3.00	517	4,800	0.133		
	LT	1.00	136	1,600	0.085 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	214	1,600	0.084	N-S(1):	0.277
	TH	2.00	551	3,200	0.172 *	N-S(2):	0.279 *
	LT	1.00	101	1,600	0.063	E-W(1):	0.380 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.276
	TH	3.00	743	4,800	0.176		
	LT	1.00	81	1,600	0.051 *	V/C:	0.659
Northbound	RT	0.00	121	0	0.000	Lost Time:	0.100
	TH	2.00	565	3,200	0.214	ITS:	0.000
	LT	1.00	171	1,600	0.107 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.759
	TH	3.00	1,381	4,800	0.329 *		
	LT	1.00	160	1,600	0.100	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 191 - VERMONT AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	89	1,600	0.039	N-S(1):	0.174 *
	TH	3.00	366	4,800	0.076	N-S(2):	0.119
	LT	1.00	137	1,600	0.086 *	E-W(1):	0.215
Westbound	RT	0.00	123	0	0.000	E-W(2):	0.416 *
	TH	3.00	1,715	4,800	0.383 *		
	LT	1.00	98	1,600	0.061	V/C:	0.590
Northbound	RT	1.00	102	1,600	0.033	Lost Time:	0.100
	TH	3.00	422	4,800	0.088 *	ITS:	0.000
	LT	1.00	69	1,600	0.043		
Eastbound	RT	0.00	55	0	0.000	ICU:	0.690
	TH	3.00	682	4,800	0.154		
	LT	1.00	52	1,600	0.033 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	157	1,600	0.085 *	N-S(1):	0.105
	TH	3.00	315	4,800	0.066	N-S(2):	0.117 *
	LT	1.00	74	1,600	0.046	E-W(1):	0.182 *
Westbound	RT	0.00	65	0	0.000	E-W(2):	0.177
	TH	3.00	654	4,800	0.150		
	LT	1.00	63	1,600	0.039 *	V/C:	0.299
Northbound	RT	1.00	42	1,600	0.007	Lost Time:	0.100
	TH	3.00	285	4,800	0.059	ITS:	0.000
	LT	1.00	51	1,600	0.032 *		
Eastbound	RT	0.00	45	0	0.000	ICU:	0.399
	TH	3.00	641	4,800	0.143 *		
	LT	1.00	43	1,600	0.027	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	58	1,600	0.004	N-S(1):	0.172 *
	TH	3.00	402	4,800	0.084	N-S(2):	0.128
	LT	1.00	120	1,600	0.075 *	E-W(1):	0.333 *
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.239
	TH	3.00	768	4,800	0.175		
	LT	1.00	66	1,600	0.041 *	V/C:	0.505
Northbound	RT	1.00	85	1,600	0.033	Lost Time:	0.100
	TH	3.00	466	4,800	0.097 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	89	0	0.000	ICU:	0.605
	TH	3.00	1,311	4,800	0.292 *		
	LT	1.00	102	1,600	0.064	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 192 - AVIATION BOULEVARD & ARTESIA BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	219	0	0.000	N-S(1):	0.520 *
	TH	2.00	487	3,200	0.221	N-S(2):	0.311
	LT	1.00	104	1,600	0.065 *	E-W(1):	0.301
Westbound	RT	0.00	207	0	0.000	E-W(2):	0.447 *
	TH	2.00	792	3,200	0.312 *		
	LT	1.00	187	1,600	0.117	V/C:	0.967
Northbound	RT	0.00	143	0	0.000	Lost Time:	0.100
	TH	2.00	1,312	3,200	0.455 *	ITS:	0.000
	LT	1.00	144	1,600	0.090		
Eastbound	RT	0.00	56	0	0.000	ICU:	1.067
	TH	2.00	533	3,200	0.184		
	LT	1.00	216	1,600	0.135 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	126	0	0.000	N-S(1):	0.301 *
	TH	2.00	609	3,200	0.230	N-S(2):	0.298
	LT	1.00	176	1,600	0.110 *	E-W(1):	0.336 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.322
	TH	2.00	502	3,200	0.207		
	LT	1.00	236	1,600	0.148 *	V/C:	0.637
Northbound	RT	0.00	146	0	0.000	Lost Time:	0.100
	TH	2.00	464	3,200	0.191 *	ITS:	0.000
	LT	1.00	109	1,600	0.068		
Eastbound	RT	0.00	72	0	0.000	ICU:	0.737
	TH	2.00	528	3,200	0.188 *		
	LT	1.00	184	1,600	0.115	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	117	0	0.000	N-S(1):	0.443
	TH	2.00	1,230	3,200	0.421 *	N-S(2):	0.496 *
	LT	1.00	250	1,600	0.156	E-W(1):	0.458 *
Westbound	RT	0.00	139	0	0.000	E-W(2):	0.364
	TH	2.00	640	3,200	0.243		
	LT	1.00	293	1,600	0.183 *	V/C:	0.954
Northbound	RT	0.00	155	0	0.000	Lost Time:	0.100
	TH	2.00	762	3,200	0.287	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	135	0	0.000	ICU:	1.054
	TH	2.00	745	3,200	0.275 *		
	LT	1.00	193	1,600	0.121	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 193 - AVIATION BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	129	1,600	0.002	N-S(1):	0.443 *
	TH	2.00	605	3,200	0.189	N-S(2):	0.228
	LT	2.00	100	2,880	0.035 *	E-W(1):	0.264
Westbound	RT	1.00	315	1,600	0.180	E-W(2):	0.356 *
	TH	2.00	636	3,200	0.199 *		
	LT	2.00	242	2,880	0.084	V/C:	0.799
Northbound	RT	0.00	122	0	0.000	Lost Time:	0.100
	TH	3.00	1,837	4,800	0.408 *	ITS:	0.000
	LT	1.00	63	1,600	0.039		
Eastbound	RT	1.00	99	1,600	0.042	ICU:	0.899
	TH	2.00	576	3,200	0.180		
	LT	1.00	251	1,600	0.157 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	217	1,600	0.074	N-S(1):	0.271
	TH	2.00	749	3,200	0.234 *	N-S(2):	0.332 *
	LT	2.00	147	2,880	0.051	E-W(1):	0.254
Westbound	RT	1.00	151	1,600	0.069	E-W(2):	0.292 *
	TH	2.00	537	3,200	0.168 *		
	LT	2.00	235	2,880	0.082	V/C:	0.624
Northbound	RT	0.00	169	0	0.000	Lost Time:	0.100
	TH	3.00	885	4,800	0.220	ITS:	0.000
	LT	1.00	157	1,600	0.098 *		
Eastbound	RT	1.00	139	1,600	0.038	ICU:	0.724
	TH	2.00	550	3,200	0.172		
	LT	1.00	198	1,600	0.124 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	402	1,600	0.193	N-S(1):	0.309
	TH	2.00	1,309	3,200	0.409 *	N-S(2):	0.517 *
	LT	2.00	317	2,880	0.110	E-W(1):	0.364 *
Westbound	RT	1.00	125	1,600	0.023	E-W(2):	0.323
	TH	2.00	656	3,200	0.205		
	LT	2.00	436	2,880	0.151 *	V/C:	0.881
Northbound	RT	0.00	139	0	0.000	Lost Time:	0.100
	TH	3.00	816	4,800	0.199	ITS:	0.000
	LT	1.00	172	1,600	0.108 *		
Eastbound	RT	1.00	171	1,600	0.053	ICU:	0.981
	TH	2.00	681	3,200	0.213 *		
	LT	1.00	188	1,600	0.118	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 196 - PRAIRIE AVENUE & FLORENCE AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.008
	TH	0.00	0	0	0.000 *	N-S(2):	0.265 *
	LT	0.00	0	0	0.000	E-W(1):	0.550 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.348
	TH	3.00	1,670	4,800	0.348		
	LT	1.00	432	1,600	0.270 *	V/C:	0.815
Northbound	RT	1.00	444	1,600	0.008	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	762	2,880	0.265 *		
Eastbound	RT	1.00	448	1,600	0.280 *	ICU:	0.915
	TH	3.00	857	4,800	0.179		
	LT	0.00	0	0	0.000	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.000
	TH	0.00	0	0	0.000 *	N-S(2):	0.111 *
	LT	0.00	0	0	0.000	E-W(1):	0.360 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.165
	TH	3.00	791	4,800	0.165		
	LT	1.00	256	1,600	0.160 *	V/C:	0.471
Northbound	RT	1.00	256	1,600	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	320	2,880	0.111 *		
Eastbound	RT	1.00	320	1,600	0.200 *	ICU:	0.571
	TH	3.00	817	4,800	0.170		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.063
	TH	0.00	0	0	0.000 *	N-S(2):	0.156 *
	LT	0.00	0	0	0.000	E-W(1):	0.525 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.206
	TH	3.00	991	4,800	0.206		
	LT	1.00	317	1,600	0.198 *	V/C:	0.681
Northbound	RT	1.00	418	1,600	0.063	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	450	2,880	0.156 *		
Eastbound	RT	1.00	523	1,600	0.327 *	ICU:	0.781
	TH	3.00	1,567	4,800	0.326		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 197 - PRAIRIE AVENUE & LENNOX BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	167	0	0.000	N-S(1):	0.262
	TH	3.00	1,067	4,800	0.257 *	N-S(2):	0.353 *
	LT	1.00	1	1,600	0.001	E-W(1):	0.060
Westbound	RT	0.00	7	0	0.000	E-W(2):	0.088 *
	TH	1.00	4	1,600	0.007 *		
	LT	0.00	0	0	0.000	V/C:	0.441
Northbound	RT	0.00	7	0	0.000	Lost Time:	0.100
	TH	3.00	1,246	4,800	0.261	ITS:	0.000
	LT	1.00	153	1,600	0.096 *		
Eastbound	RT	1.00	173	1,600	0.060	ICU:	0.541
	TH	2.00	4	3,200	0.042		
	LT	0.00	130	1,600	0.081 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	104	0	0.000	N-S(1):	0.208
	TH	3.00	881	4,800	0.205 *	N-S(2):	0.278 *
	LT	1.00	4	1,600	0.003	E-W(1):	0.045
Westbound	RT	0.00	9	0	0.000	E-W(2):	0.092 *
	TH	1.00	3	1,600	0.009 *		
	LT	0.00	3	1,600	0.002	V/C:	0.370
Northbound	RT	0.00	6	0	0.000	Lost Time:	0.100
	TH	3.00	980	4,800	0.205	ITS:	0.000
	LT	1.00	117	1,600	0.073 *		
Eastbound	RT	1.00	114	1,600	0.035	ICU:	0.470
	TH	2.00	4	3,200	0.043		
	LT	0.00	132	1,600	0.083 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.274
	TH	3.00	1,380	4,800	0.313 *	N-S(2):	0.393 *
	LT	1.00	14	1,600	0.009	E-W(1):	0.087
Westbound	RT	0.00	6	0	0.000	E-W(2):	0.113 *
	TH	1.00	2	1,600	0.005 *		
	LT	0.00	0	0	0.000	V/C:	0.506
Northbound	RT	0.00	6	0	0.000	Lost Time:	0.100
	TH	3.00	1,267	4,800	0.265	ITS:	0.000
	LT	1.00	128	1,600	0.080 *		
Eastbound	RT	1.00	203	1,600	0.087	ICU:	0.606
	TH	2.00	6	3,200	0.056		
	LT	0.00	172	1,600	0.108 *	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 1 - ADMIRALTY WAY & BALI WAY
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	17	1,600	0.003	N-S(1):	0.469 *
	TH	2.00	1,034	3,200	0.323	N-S(2):	0.336
	LT	1.00	299	1,600	0.187 *	E-W(1):	0.029
Westbound	RT	1.88	243	3,014	0.000	E-W(2):	0.097 *
	TH	0.12	15	186	0.081 *		
	LT	1.00	17	1,600	0.011	V/C:	0.566
Northbound	RT	0.00	44	0	0.000	Lost Time:	0.100
	TH	2.00	858	3,200	0.282 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	11	0	0.000	ICU:	0.666
	TH	2.00	21	3,200	0.018		
	LT	0.00	25	1,600	0.016 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	21	1,600	0.004	N-S(1):	0.425 *
	TH	2.00	680	3,200	0.213	N-S(2):	0.232
	LT	1.00	196	1,600	0.123 *	E-W(1):	0.060
Westbound	RT	1.82	266	2,915	0.000	E-W(2):	0.110 *
	TH	0.18	26	285	0.091 *		
	LT	1.00	52	1,600	0.033	V/C:	0.535
Northbound	RT	0.00	126	0	0.000	Lost Time:	0.100
	TH	2.00	841	3,200	0.302 *	ITS:	0.000
	LT	1.00	31	1,600	0.019		
Eastbound	RT	0.00	25	0	0.000	ICU:	0.635
	TH	2.00	31	3,200	0.027		
	LT	0.00	30	1,600	0.019 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	22	1,600	0.006	N-S(1):	0.543 *
	TH	2.00	1,166	3,200	0.364	N-S(2):	0.372
	LT	1.00	268	1,600	0.168 *	E-W(1):	0.052
Westbound	RT	1.88	412	3,003	0.000	E-W(2):	0.153 *
	TH	0.12	27	197	0.137 *		
	LT	1.00	49	1,600	0.031	V/C:	0.696
Northbound	RT	0.00	123	0	0.000	Lost Time:	0.100
	TH	2.00	1,078	3,200	0.375 *	ITS:	0.000
	LT	1.00	13	1,600	0.008		
Eastbound	RT	0.00	13	0	0.000	ICU:	0.796
	TH	2.00	28	3,200	0.021		
	LT	0.00	25	1,600	0.016 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 2 - ADMIRALTY WAY & FIJI WAY
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:	WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	64	1,600	0.000	N-S(1):	0.188 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	540	2,880	0.188 *	E-W(1):	0.027
Westbound	RT	1.00	459	1,600	0.000	E-W(2):	0.118 *
	TH	1.00	110	1,600	0.069 *		
	LT	0.00	0	0	0.000	V/C:	0.306
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.406
	TH	2.00	86	3,200	0.027		
	LT	1.00	78	1,600	0.049 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	87	1,600	0.000	N-S(1):	0.128 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	369	2,880	0.128 *	E-W(1):	0.046
Westbound	RT	1.00	363	1,600	0.000	E-W(2):	0.151 *
	TH	1.00	151	1,600	0.094 *		
	LT	0.00	0	0	0.000	V/C:	0.279
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.379
	TH	2.00	148	3,200	0.046		
	LT	1.00	91	1,600	0.057 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	185	1,600	0.058	N-S(1):	0.225 *
	TH	0.00	0	0	0.000	N-S(2):	0.058
	LT	2.00	648	2,880	0.225 *	E-W(1):	0.062
Westbound	RT	1.00	554	1,600	0.000	E-W(2):	0.220 *
	TH	1.00	259	1,600	0.162 *		
	LT	0.00	0	0	0.000	V/C:	0.445
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.545
	TH	2.00	198	3,200	0.062		
	LT	1.00	92	1,600	0.058 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 3 - ADMIRALTY WAY & MINDANAO WAY
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	13	1,600	0.001	N-S(1):	0.467 *
	TH	2.00	518	3,200	0.162	N-S(2):	0.170
	LT	1.00	497	1,600	0.311 *	E-W(1):	0.082 *
Westbound	RT	1.00	397	1,600	0.000	E-W(2):	0.000
	TH	0.17	16	275	0.058		
	LT	1.83	170	2,632	0.065 *	V/C:	0.549
Northbound	RT	0.00	38	0	0.000	Lost Time:	0.100
	TH	2.00	460	3,200	0.156 *	ITS:	0.000
	LT	1.00	12	1,600	0.008		
Eastbound	RT	0.00	16	0	0.000	ICU:	0.649
	TH	2.00	14	3,200	0.017 *		
	LT	0.00	23	1,600	0.014	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	11	1,600	0.000	N-S(1):	0.403 *
	TH	2.00	466	3,200	0.146	N-S(2):	0.154
	LT	1.00	248	1,600	0.155 *	E-W(1):	0.131 *
Westbound	RT	1.00	376	1,600	0.080	E-W(2):	0.000
	TH	0.33	52	535	0.097		
	LT	1.67	259	2,398	0.108 *	V/C:	0.534
Northbound	RT	0.00	211	0	0.000	Lost Time:	0.100
	TH	2.00	583	3,200	0.248 *	ITS:	0.000
	LT	1.00	12	1,600	0.008		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.634
	TH	2.00	21	3,200	0.023 *		
	LT	0.00	33	1,600	0.021	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.012	N-S(1):	0.456 *
	TH	2.00	891	3,200	0.278	N-S(2):	0.304
	LT	1.00	293	1,600	0.183 *	E-W(1):	0.165 *
Westbound	RT	1.00	516	1,600	0.139 *	E-W(2):	0.000
	TH	0.43	75	696	0.108		
	LT	1.57	270	2,254	0.120	V/C:	0.621
Northbound	RT	0.00	108	0	0.000	Lost Time:	0.100
	TH	2.00	767	3,200	0.273 *	ITS:	0.000
	LT	1.00	41	1,600	0.026		
Eastbound	RT	0.00	29	0	0.000	ICU:	0.721
	TH	2.00	32	3,200	0.026 *		
	LT	0.00	23	1,600	0.014	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 4 - PALAWAN WAY & ADMIRALTY WAY
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.001	N-S(1):	0.158 *
	TH	1.00	45	1,600	0.028	N-S(2):	0.056
	LT	1.00	128	1,600	0.080 *	E-W(1):	0.334 *
Westbound	RT	0.00	57	0	0.000	E-W(2):	0.312
	TH	2.00	784	3,200	0.263		
	LT	1.00	60	1,600	0.038 *	V/C:	0.492
Northbound	RT	0.00	73	0	0.000	Lost Time:	0.100
	TH	1.00	51	1,600	0.078 *	ITS:	0.000
	LT	1.00	44	1,600	0.028		
Eastbound	RT	1.00	24	1,600	0.001	ICU:	0.592
	TH	2.00	948	3,200	0.296 *		
	LT	1.00	78	1,600	0.049	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	99	1,600	0.046	N-S(1):	0.134 *
	TH	1.00	40	1,600	0.025	N-S(2):	0.067
	LT	1.00	113	1,600	0.071 *	E-W(1):	0.202
Westbound	RT	0.00	68	0	0.000	E-W(2):	0.277 *
	TH	2.00	712	3,200	0.244 *		
	LT	1.00	61	1,600	0.038	V/C:	0.411
Northbound	RT	0.00	56	0	0.000	Lost Time:	0.100
	TH	1.00	45	1,600	0.063 *	ITS:	0.000
	LT	1.00	34	1,600	0.021		
Eastbound	RT	1.00	44	1,600	0.017	ICU:	0.511
	TH	2.00	524	3,200	0.164		
	LT	1.00	52	1,600	0.033 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	140	1,600	0.075	N-S(1):	0.206 *
	TH	1.00	114	1,600	0.071	N-S(2):	0.096
	LT	1.00	208	1,600	0.130 *	E-W(1):	0.342
Westbound	RT	0.00	74	0	0.000	E-W(2):	0.363 *
	TH	2.00	1,004	3,200	0.337 *		
	LT	1.00	92	1,600	0.058	V/C:	0.569
Northbound	RT	0.00	91	0	0.000	Lost Time:	0.100
	TH	1.00	30	1,600	0.076 *	ITS:	0.000
	LT	1.00	33	1,600	0.021		
Eastbound	RT	1.00	22	1,600	0.003	ICU:	0.669
	TH	2.00	909	3,200	0.284		
	LT	1.00	41	1,600	0.026 *	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 5 - VIA MARINA & ADMIRALTY WAY
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:	NBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.318 *
	TH	3.00	182	4,800	0.038	N-S(2):	0.038
	LT	1.00	303	1,600	0.189 *	E-W(1):	0.097 *
Westbound	RT	2.00	582	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	279	2,880	0.097 *	V/C:	0.415
Northbound	RT	1.00	697	1,600	0.000	Lost Time:	0.100
	TH	2.00	413	3,200	0.129 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.515
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.287 *
	TH	3.00	263	4,800	0.055	N-S(2):	0.055
	LT	1.00	259	1,600	0.162 *	E-W(1):	0.153 *
Westbound	RT	2.00	306	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	442	2,880	0.153 *	V/C:	0.440
Northbound	RT	1.00	395	1,600	0.000	Lost Time:	0.100
	TH	2.00	399	3,200	0.125 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.540
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.416 *
	TH	3.00	385	4,800	0.080	N-S(2):	0.080
	LT	1.00	523	1,600	0.327 *	E-W(1):	0.226 *
Westbound	RT	2.00	427	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	650	2,880	0.226 *	V/C:	0.642
Northbound	RT	1.00	461	1,600	0.000	Lost Time:	0.100
	TH	2.00	285	3,200	0.089 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.742
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 10 - AVIATIO BOULEVARD & ARBOR VITAE STREET
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.130
	TH	2.00	278	3,200	0.090 *	N-S(2):	0.133 *
	LT	1.00	35	1,600	0.022	E-W(1):	0.161
Westbound	RT	0.00	48	0	0.000	E-W(2):	0.206 *
	TH	2.00	567	3,200	0.192 *		
	LT	1.00	117	1,600	0.073	V/C:	0.339
Northbound	RT	1.00	26	1,600	0.000	Lost Time:	0.100
	TH	2.00	346	3,200	0.108	ITS:	0.000
	LT	1.00	68	1,600	0.043 *		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.439
	TH	2.00	270	3,200	0.088		
	LT	1.00	23	1,600	0.014 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	68	0	0.000	N-S(1):	0.138
	TH	2.00	232	3,200	0.094 *	N-S(2):	0.147 *
	LT	1.00	68	1,600	0.043	E-W(1):	0.173 *
Westbound	RT	0.00	82	0	0.000	E-W(2):	0.153
	TH	2.00	349	3,200	0.135		
	LT	1.00	82	1,600	0.051 *	V/C:	0.320
Northbound	RT	1.00	75	1,600	0.021	Lost Time:	0.100
	TH	2.00	303	3,200	0.095	ITS:	0.000
	LT	1.00	85	1,600	0.053 *		
Eastbound	RT	0.00	35	0	0.000	ICU:	0.420
	TH	2.00	355	3,200	0.122 *		
	LT	1.00	29	1,600	0.018	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.156
	TH	2.00	290	3,200	0.128 *	N-S(2):	0.189 *
	LT	1.00	66	1,600	0.041	E-W(1):	0.286 *
Westbound	RT	0.00	37	0	0.000	E-W(2):	0.158
	TH	2.00	439	3,200	0.149		
	LT	1.00	95	1,600	0.059 *	V/C:	0.475
Northbound	RT	1.00	105	1,600	0.036	Lost Time:	0.100
	TH	2.00	367	3,200	0.115	ITS:	0.000
	LT	1.00	98	1,600	0.061 *		
Eastbound	RT	0.00	13	0	0.000	ICU:	0.575
	TH	2.00	712	3,200	0.227 *		
	LT	1.00	14	1,600	0.009	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 11 - INGLEWOOD AVENUE & ARBOR VITAE STREET
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	25	0	0.000	N-S(1):	0.174 *
	TH	1.00	77	1,600	0.064 *	N-S(2):	0.000
	LT	1.00	12	1,600	0.008	E-W(1):	0.104
Westbound	RT	0.00	23	0	0.000	E-W(2):	0.176 *
	TH	2.00	501	3,200	0.164 *		
	LT	1.00	40	1,600	0.025	V/C:	0.350
Northbound	RT	0.00	56	0	0.000	Lost Time:	0.100
	TH	1.00	120	1,600	0.110 *	ITS:	0.000
	LT	1.00	156	1,600	0.098		
Eastbound	RT	0.00	39	0	0.000	ICU:	0.450
	TH	2.00	215	3,200	0.079		
	LT	1.00	19	1,600	0.012 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	58	0	0.000	N-S(1):	0.249 *
	TH	1.00	113	1,600	0.107 *	N-S(2):	0.000
	LT	1.00	28	1,600	0.018	E-W(1):	0.193 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.124
	TH	2.00	309	3,200	0.106		
	LT	1.00	66	1,600	0.041 *	V/C:	0.442
Northbound	RT	0.00	85	0	0.000	Lost Time:	0.100
	TH	1.00	142	1,600	0.142 *	ITS:	0.000
	LT	1.00	98	1,600	0.061		
Eastbound	RT	0.00	77	0	0.000	ICU:	0.542
	TH	2.00	408	3,200	0.152 *		
	LT	1.00	28	1,600	0.018	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	36	0	0.000	N-S(1):	0.347 *
	TH	1.00	234	1,600	0.169 *	N-S(2):	0.000
	LT	1.00	56	1,600	0.035	E-W(1):	0.281 *
Westbound	RT	0.00	19	0	0.000	E-W(2):	0.121
	TH	2.00	302	3,200	0.100		
	LT	1.00	90	1,600	0.056 *	V/C:	0.628
Northbound	RT	0.00	115	0	0.000	Lost Time:	0.100
	TH	1.00	169	1,600	0.178 *	ITS:	0.000
	LT	1.00	96	1,600	0.060		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.728
	TH	2.00	610	3,200	0.225 *		
	LT	1.00	34	1,600	0.021	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 12 - LA BREA AVENUE & ARBOR VITAE STREET
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	44	1,600	0.008	N-S(1):	0.180 *
	TH	3.00	414	4,800	0.086	N-S(2):	0.170
	LT	1.00	53	1,600	0.033 *	E-W(1):	0.112 *
Westbound	RT	1.00	72	1,600	0.028	E-W(2):	0.107
	TH	2.00	213	3,200	0.067		
	LT	1.00	45	1,600	0.028 *	V/C:	0.292
Northbound	RT	0.00	17	0	0.000	Lost Time:	0.100
	TH	3.00	687	4,800	0.147 *	ITS:	0.000
	LT	1.00	134	1,600	0.084		
Eastbound	RT	1.00	89	1,600	0.014	ICU:	0.392
	TH	1.00	135	1,600	0.084 *		
	LT	1.00	64	1,600	0.040	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	67	1,600	0.010	N-S(1):	0.209
	TH	3.00	671	4,800	0.140 *	N-S(2):	0.222 *
	LT	1.00	118	1,600	0.074	E-W(1):	0.165 *
Westbound	RT	1.00	81	1,600	0.014	E-W(2):	0.144
	TH	2.00	260	3,200	0.081		
	LT	1.00	65	1,600	0.041 *	V/C:	0.387
Northbound	RT	0.00	45	0	0.000	Lost Time:	0.100
	TH	3.00	601	4,800	0.135	ITS:	0.000
	LT	1.00	131	1,600	0.082 *		
Eastbound	RT	1.00	127	1,600	0.038	ICU:	0.487
	TH	1.00	199	1,600	0.124 *		
	LT	1.00	101	1,600	0.063	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	63	1,600	0.008	N-S(1):	0.222
	TH	3.00	1,050	4,800	0.219 *	N-S(2):	0.328 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.248 *
Westbound	RT	1.00	81	1,600	0.013	E-W(2):	0.139
	TH	2.00	242	3,200	0.076		
	LT	1.00	65	1,600	0.041 *	V/C:	0.576
Northbound	RT	0.00	69	0	0.000	Lost Time:	0.100
	TH	3.00	638	4,800	0.147	ITS:	0.000
	LT	1.00	174	1,600	0.109 *		
Eastbound	RT	1.00	206	1,600	0.074	ICU:	0.676
	TH	1.00	331	1,600	0.207 *		
	LT	1.00	100	1,600	0.063	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 13 - LA CIENEGA BOULEVARD & ARBOR VITAE STREET
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	32	0	0.000	N-S(1):	0.211
	TH	2.00	278	3,200	0.097 *	N-S(2):	0.258 *
	LT	1.00	59	1,600	0.037	E-W(1):	0.140
Westbound	RT	1.00	137	1,600	0.086	E-W(2):	0.164 *
	TH	2.00	420	3,200	0.131 *		
	LT	1.00	70	1,600	0.044	V/C:	0.422
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	2.00	507	3,200	0.174	ITS:	0.000
	LT	1.00	258	1,600	0.161 *		
Eastbound	RT	0.00	134	0	0.000	ICU:	0.522
	TH	2.00	172	3,200	0.096		
	LT	1.00	53	1,600	0.033 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	73	0	0.000	N-S(1):	0.253 *
	TH	2.00	425	3,200	0.156	N-S(2):	0.237
	LT	1.00	88	1,600	0.055 *	E-W(1):	0.177 *
Westbound	RT	1.00	74	1,600	0.046	E-W(2):	0.128
	TH	2.00	286	3,200	0.089		
	LT	1.00	66	1,600	0.041 *	V/C:	0.430
Northbound	RT	0.00	106	0	0.000	Lost Time:	0.100
	TH	2.00	529	3,200	0.198 *	ITS:	0.000
	LT	1.00	130	1,600	0.081		
Eastbound	RT	0.00	105	0	0.000	ICU:	0.530
	TH	2.00	330	3,200	0.136 *		
	LT	1.00	63	1,600	0.039	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	47	0	0.000	N-S(1):	0.281
	TH	2.00	594	3,200	0.200 *	N-S(2):	0.293 *
	LT	1.00	131	1,600	0.082	E-W(1):	0.320 *
Westbound	RT	1.00	74	1,600	0.046	E-W(2):	0.109
	TH	2.00	262	3,200	0.082		
	LT	1.00	59	1,600	0.037 *	V/C:	0.613
Northbound	RT	0.00	221	0	0.000	Lost Time:	0.100
	TH	2.00	415	3,200	0.199	ITS:	0.000
	LT	1.00	148	1,600	0.093 *		
Eastbound	RT	0.00	354	0	0.000	ICU:	0.713
	TH	2.00	551	3,200	0.283 *		
	LT	1.00	43	1,600	0.027	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 15 - AVIATION BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	204	1,600	0.128	N-S(1):	0.276
	TH	2.00	722	3,200	0.226 *	N-S(2):	0.341 *
	LT	1.00	67	1,600	0.042	E-W(1):	0.171
Westbound	RT	0.00	66	0	0.000	E-W(2):	0.410 *
	TH	3.00	1,670	4,800	0.362 *		
	LT	2.00	306	2,880	0.106	V/C:	0.751
Northbound	RT	1.00	140	1,600	0.000	Lost Time:	0.100
	TH	2.00	750	3,200	0.234	ITS:	0.000
	LT	2.00	331	2,880	0.115 *		
Eastbound	RT	1.00	65	1,600	0.000	ICU:	0.851
	TH	3.00	314	4,800	0.065		
	LT	1.00	77	1,600	0.048 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	178	1,600	0.111	N-S(1):	0.175
	TH	2.00	453	3,200	0.142 *	N-S(2):	0.197 *
	LT	1.00	72	1,600	0.045	E-W(1):	0.294 *
Westbound	RT	0.00	63	0	0.000	E-W(2):	0.270
	TH	3.00	799	4,800	0.180		
	LT	2.00	393	2,880	0.136 *	V/C:	0.491
Northbound	RT	1.00	160	1,600	0.000	Lost Time:	0.100
	TH	2.00	416	3,200	0.130	ITS:	0.000
	LT	2.00	157	2,880	0.055 *		
Eastbound	RT	1.00	222	1,600	0.111	ICU:	0.591
	TH	3.00	757	4,800	0.158 *		
	LT	1.00	144	1,600	0.090	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	68	1,600	0.043	N-S(1):	0.224 *
	TH	2.00	220	3,200	0.069	N-S(2):	0.139
	LT	1.00	70	1,600	0.044 *	E-W(1):	0.441 *
Westbound	RT	0.00	71	0	0.000	E-W(2):	0.282
	TH	3.00	618	4,800	0.144		
	LT	2.00	220	2,880	0.076 *	V/C:	0.665
Northbound	RT	1.00	308	1,600	0.116	Lost Time:	0.100
	TH	2.00	575	3,200	0.180 *	ITS:	0.000
	LT	2.00	202	2,880	0.070		
Eastbound	RT	1.00	494	1,600	0.274	ICU:	0.765
	TH	3.00	1,752	4,800	0.365 *		
	LT	1.00	221	1,600	0.138	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 17 - AVIATION BLVD. / FLORENCE AVENUE & MANCHESTER AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	298	1,600	0.186 *	N-S(1):	0.075
	TH	2.00	249	3,200	0.078	N-S(2):	0.342 *
	LT	0.00	0	0	0.000	E-W(1):	0.156
Westbound	RT	1.00	6	1,600	0.004	E-W(2):	0.312 *
	TH	2.00	711	3,200	0.222 *		
	LT	1.00	16	1,600	0.010	V/C:	0.654
Northbound	RT	0.00	74	0	0.000	Lost Time:	0.100
	TH	2.00	167	3,200	0.075	ITS:	0.000
	LT	1.00	249	1,600	0.156 *		
Eastbound	RT	1.00	144	1,600	0.012	ICU:	0.754
	TH	2.00	468	3,200	0.146		
	LT	1.00	144	1,600	0.090 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	244	1,600	0.153 *	N-S(1):	0.083
	TH	2.00	152	3,200	0.048	N-S(2):	0.261 *
	LT	0.00	0	0	0.000	E-W(1):	0.339
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.388 *
	TH	2.00	802	3,200	0.251 *		
	LT	1.00	51	1,600	0.032	V/C:	0.649
Northbound	RT	0.00	122	0	0.000	Lost Time:	0.100
	TH	2.00	143	3,200	0.083	ITS:	0.000
	LT	1.00	173	1,600	0.108 *		
Eastbound	RT	1.00	198	1,600	0.070	ICU:	0.749
	TH	2.00	981	3,200	0.307		
	LT	1.00	219	1,600	0.137 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	219	1,600	0.137 *	N-S(1):	0.117
	TH	2.00	387	3,200	0.121	N-S(2):	0.283 *
	LT	0.00	0	0	0.000	E-W(1):	0.316
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.400 *
	TH	2.00	567	3,200	0.177 *		
	LT	1.00	63	1,600	0.039	V/C:	0.683
Northbound	RT	0.00	133	0	0.000	Lost Time:	0.100
	TH	2.00	242	3,200	0.117	ITS:	0.000
	LT	1.00	233	1,600	0.146 *		
Eastbound	RT	1.00	260	1,600	0.090	ICU:	0.783
	TH	2.00	887	3,200	0.277		
	LT	1.00	356	1,600	0.223 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 18 - AVIATION BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	146	1,600	0.063	N-S(1):	0.303 *
	TH	4.00	440	6,400	0.069	N-S(2):	0.218
	LT	2.00	64	2,880	0.022 *	E-W(1):	0.271
Westbound	RT	1.00	317	1,600	0.176	E-W(2):	0.284 *
	TH	4.00	1,636	6,400	0.256 *		
	LT	2.00	501	2,880	0.174	V/C:	0.587
Northbound	RT	1.00	566	1,600	0.180	Lost Time:	0.100
	TH	3.00	1,351	4,800	0.281 *	ITS:	0.000
	LT	2.00	428	2,880	0.149		
Eastbound	RT	1.00	85	1,600	0.000	ICU:	0.687
	TH	4.00	623	6,400	0.097		
	LT	2.00	82	2,880	0.028 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	219	1,600	0.077	N-S(1):	0.306 *
	TH	4.00	589	6,400	0.092	N-S(2):	0.193
	LT	2.00	315	2,880	0.109 *	E-W(1):	0.356 *
Westbound	RT	1.00	198	1,600	0.014	E-W(2):	0.272
	TH	4.00	1,359	6,400	0.212		
	LT	2.00	411	2,880	0.143 *	V/C:	0.662
Northbound	RT	1.00	544	1,600	0.197 *	Lost Time:	0.100
	TH	3.00	550	4,800	0.115	ITS:	0.000
	LT	2.00	292	2,880	0.101		
Eastbound	RT	1.00	238	1,600	0.047	ICU:	0.762
	TH	4.00	1,363	6,400	0.213 *		
	LT	2.00	173	2,880	0.060	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	212	1,600	0.050	N-S(1):	0.300 *
	TH	4.00	1,199	6,400	0.187	N-S(2):	0.280
	LT	2.00	394	2,880	0.137 *	E-W(1):	0.427 *
Westbound	RT	1.00	102	1,600	0.000	E-W(2):	0.273
	TH	4.00	1,213	6,400	0.190		
	LT	2.00	449	2,880	0.156 *	V/C:	0.727
Northbound	RT	1.00	510	1,600	0.163 *	Lost Time:	0.100
	TH	3.00	608	4,800	0.127	ITS:	0.000
	LT	2.00	267	2,880	0.093		
Eastbound	RT	1.00	371	1,600	0.139	ICU:	0.827
	TH	4.00	1,735	6,400	0.271 *		
	LT	2.00	239	2,880	0.083	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 20 - AVIATION BOULEVARD & WEST 120TH STREET
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.234 *
	TH	2.00	461	3,200	0.150	N-S(2):	0.181
	LT	1.00	34	1,600	0.021 *	E-W(1):	0.152
Westbound	RT	0.00	113	0	0.000	E-W(2):	0.246 *
	TH	2.00	42	1,600	0.243 *		
	LT	0.00	233	1,600	0.146	V/C:	0.480
Northbound	RT	1.00	45	1,600	0.000	Lost Time:	0.100
	TH	2.00	680	3,200	0.213 *	ITS:	0.000
	LT	1.00	49	1,600	0.031		
Eastbound	RT	0.00	9	1,600	0.006	ICU:	0.580
	TH	2.00	2	1,600	0.004		
	LT	0.00	4	1,600	0.003 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	15	0	0.000	N-S(1):	0.167
	TH	2.00	404	3,200	0.131 *	N-S(2):	0.174 *
	LT	1.00	38	1,600	0.024	E-W(1):	0.071
Westbound	RT	0.00	37	0	0.000	E-W(2):	0.088 *
	TH	2.00	11	1,600	0.081 *		
	LT	0.00	82	1,600	0.051	V/C:	0.262
Northbound	RT	1.00	78	1,600	0.023	Lost Time:	0.100
	TH	2.00	458	3,200	0.143	ITS:	0.000
	LT	1.00	68	1,600	0.043 *		
Eastbound	RT	0.00	32	1,600	0.020	ICU:	0.362
	TH	2.00	9	1,600	0.013		
	LT	0.00	11	1,600	0.007 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	2	0	0.000	N-S(1):	0.260
	TH	2.00	825	3,200	0.258 *	N-S(2):	0.266 *
	LT	1.00	125	1,600	0.078	E-W(1):	0.107
Westbound	RT	0.00	84	0	0.000	E-W(2):	0.139 *
	TH	2.00	2	1,600	0.123 *		
	LT	0.00	110	1,600	0.069	V/C:	0.405
Northbound	RT	1.00	192	1,600	0.086	Lost Time:	0.100
	TH	2.00	581	3,200	0.182	ITS:	0.000
	LT	1.00	13	1,600	0.008 *		
Eastbound	RT	0.00	41	0	0.000	ICU:	0.505
	TH	2.00	55	3,200	0.038		
	LT	0.00	26	1,600	0.016 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 21 - LINCOLN BOULEVARD & BAILI WAY
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	186	0	0.000	N-S(1):	0.302
	TH	3.00	1,167	4,800	0.282 *	N-S(2):	0.347 *
	LT	1.00	22	1,600	0.014	E-W(1):	0.110 *
Westbound	RT	0.00	8	0	0.000	E-W(2):	0.000
	TH	1.00	1	1,600	0.011 *		
	LT	0.00	9	1,600	0.006	V/C:	0.457
Northbound	RT	0.00	21	0	0.000	Lost Time:	0.100
	TH	3.00	1,360	4,800	0.288	ITS:	0.000
	LT	1.00	104	1,600	0.065 *		
Eastbound	RT	1.00	48	1,600	0.000	ICU:	0.557
	TH	0.02	3	34	0.089		
	LT	1.98	282	2,850	0.099 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	264	0	0.000	N-S(1):	0.312
	TH	3.00	1,202	4,800	0.305 *	N-S(2):	0.351 *
	LT	1.00	43	1,600	0.027	E-W(1):	0.146 *
Westbound	RT	0.00	27	0	0.000	E-W(2):	0.000
	TH	1.00	4	1,600	0.023 *		
	LT	0.00	6	1,600	0.004	V/C:	0.497
Northbound	RT	0.00	11	0	0.000	Lost Time:	0.100
	TH	3.00	1,356	4,800	0.285	ITS:	0.000
	LT	1.00	73	1,600	0.046 *		
Eastbound	RT	1.00	56	1,600	0.012	ICU:	0.597
	TH	0.03	5	45	0.111		
	LT	1.97	350	2,839	0.123 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	371	0	0.000	N-S(1):	0.332
	TH	3.00	1,727	4,800	0.437 *	N-S(2):	0.520 *
	LT	1.00	39	1,600	0.024	E-W(1):	0.176 *
Westbound	RT	0.00	36	0	0.000	E-W(2):	0.000
	TH	1.00	5	1,600	0.029 *		
	LT	0.00	5	1,600	0.003	V/C:	0.696
Northbound	RT	0.00	9	0	0.000	Lost Time:	0.100
	TH	3.00	1,470	4,800	0.308	ITS:	0.000
	LT	1.00	132	1,600	0.083 *		
Eastbound	RT	1.00	31	1,600	0.000	ICU:	0.796
	TH	0.00	0	0	0.000		
	LT	2.00	423	2,880	0.147 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 23 - CENTINELA AVENUE & JEFFERSON BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR, EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	411	1,600	0.105	N-S(1):	0.119 *
	TH	2.00	17	3,200	0.005	N-S(2):	0.109
	LT	2.00	335	2,880	0.116 *	E-W(1):	0.181
Westbound	RT	1.00	351	1,600	0.103	E-W(2):	0.342 *
	TH	3.00	912	4,800	0.190 *		
	LT	2.00	17	2,880	0.006	V/C:	0.461
Northbound	RT	1.00	7	1,600	0.001	Lost Time:	0.100
	TH	3.00	13	4,800	0.003 *	ITS:	0.000
	LT	2.00	11	2,880	0.004		
Eastbound	RT	1.00	9	1,600	0.002	ICU:	0.561
	TH	3.00	839	4,800	0.175		
	LT	2.00	437	2,880	0.152 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	368	1,600	0.126 *	N-S(1):	0.131
	TH	2.00	20	3,200	0.006	N-S(2):	0.134 *
	LT	2.00	342	2,880	0.119	E-W(1):	0.175
Westbound	RT	1.00	255	1,600	0.041	E-W(2):	0.286 *
	TH	3.00	874	4,800	0.182 *		
	LT	2.00	11	2,880	0.004	V/C:	0.420
Northbound	RT	1.00	22	1,600	0.012	Lost Time:	0.100
	TH	3.00	16	4,800	0.003	ITS:	0.000
	LT	2.00	23	2,880	0.008 *		
Eastbound	RT	1.00	19	1,600	0.004	ICU:	0.520
	TH	3.00	820	4,800	0.171		
	LT	2.00	299	2,880	0.104 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	434	1,600	0.163	N-S(1):	0.283 *
	TH	2.00	10	3,200	0.003	N-S(2):	0.168
	LT	2.00	782	2,880	0.272 *	E-W(1):	0.206
Westbound	RT	1.00	310	1,600	0.000	E-W(2):	0.324 *
	TH	3.00	1,031	4,800	0.215 *		
	LT	2.00	5	2,880	0.002	V/C:	0.607
Northbound	RT	1.00	19	1,600	0.011 *	Lost Time:	0.100
	TH	3.00	15	4,800	0.003	ITS:	0.000
	LT	2.00	15	2,880	0.005		
Eastbound	RT	1.00	8	1,600	0.000	ICU:	0.707
	TH	3.00	977	4,800	0.204		
	LT	2.00	313	2,880	0.109 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 25 - LA BREA AVENUE & CENTINELA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	141	0	0.000	N-S(1):	0.297
	TH	2.00	551	3,200	0.216 *	N-S(2):	0.344 *
	LT	1.00	125	1,600	0.078	E-W(1):	0.114
Westbound	RT	1.00	259	1,600	0.123	E-W(2):	0.336 *
	TH	2.00	835	3,200	0.261 *		
	LT	1.00	33	1,600	0.021	V/C:	0.680
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	681	3,200	0.219	ITS:	0.000
	LT	1.00	204	1,600	0.128 *		
Eastbound	RT	1.00	85	1,600	0.000	ICU:	0.780
	TH	2.00	296	3,200	0.093		
	LT	1.00	120	1,600	0.075 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	152	0	0.000	N-S(1):	0.300
	TH	2.00	615	3,200	0.240 *	N-S(2):	0.352 *
	LT	1.00	206	1,600	0.129	E-W(1):	0.175
Westbound	RT	1.00	131	1,600	0.018	E-W(2):	0.260 *
	TH	2.00	503	3,200	0.157 *		
	LT	1.00	55	1,600	0.034	V/C:	0.612
Northbound	RT	0.00	48	0	0.000	Lost Time:	0.100
	TH	2.00	499	3,200	0.171	ITS:	0.000
	LT	1.00	179	1,600	0.112 *		
Eastbound	RT	1.00	191	1,600	0.063	ICU:	0.712
	TH	2.00	451	3,200	0.141		
	LT	1.00	165	1,600	0.103 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	97	0	0.000	N-S(1):	0.458 *
	TH	2.00	906	3,200	0.313	N-S(2):	0.414
	LT	1.00	262	1,600	0.164 *	E-W(1):	0.317 *
Westbound	RT	1.00	200	1,600	0.043	E-W(2):	0.258
	TH	2.00	530	3,200	0.166		
	LT	1.00	68	1,600	0.043 *	V/C:	0.775
Northbound	RT	0.00	41	0	0.000	Lost Time:	0.100
	TH	2.00	899	3,200	0.294 *	ITS:	0.000
	LT	1.00	161	1,600	0.101		
Eastbound	RT	1.00	192	1,600	0.070	ICU:	0.875
	TH	2.00	877	3,200	0.274 *		
	LT	1.00	147	1,600	0.092	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 26 - LA CIENEGA BOULEVARD & CENTINELA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	14	0	0.000	N-S(1):	0.544 *
	TH	3.00	2,021	4,800	0.424	N-S(2):	0.426
	LT	1.00	107	1,600	0.067 *	E-W(1):	0.241
Westbound	RT	1.00	193	1,600	0.087	E-W(2):	0.345 *
	TH	2.00	1,103	3,200	0.345 *		
	LT	1.00	234	1,600	0.146	V/C:	0.889
Northbound	RT	0.00	35	0	0.000	Lost Time:	0.100
	TH	3.00	2,255	4,800	0.477 *	ITS:	0.000
	LT	2.00	7	2,880	0.002		
Eastbound	RT	0.00	141	0	0.000	ICU:	0.989
	TH	3.00	315	4,800	0.095		
	LT	0.00	0	0	0.000 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	33	0	0.000	N-S(1):	0.350 *
	TH	3.00	1,259	4,800	0.269	N-S(2):	0.320
	LT	1.00	136	1,600	0.085 *	E-W(1):	0.248 *
Westbound	RT	1.00	114	1,600	0.029	E-W(2):	0.224
	TH	2.00	718	3,200	0.224		
	LT	1.00	164	1,600	0.103 *	V/C:	0.598
Northbound	RT	0.00	84	0	0.000	Lost Time:	0.100
	TH	3.00	1,189	4,800	0.265 *	ITS:	0.000
	LT	2.00	146	2,880	0.051		
Eastbound	RT	0.00	136	0	0.000	ICU:	0.698
	TH	3.00	562	4,800	0.145 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	17	0	0.000	N-S(1):	0.605 *
	TH	3.00	1,954	4,800	0.411	N-S(2):	0.444
	LT	1.00	269	1,600	0.168 *	E-W(1):	0.318 *
Westbound	RT	1.00	114	1,600	0.000	E-W(2):	0.249
	TH	2.00	797	3,200	0.249		
	LT	1.00	146	1,600	0.091 *	V/C:	0.923
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	3.00	1,967	4,800	0.437 *	ITS:	0.000
	LT	2.00	96	2,880	0.033		
Eastbound	RT	0.00	186	0	0.000	ICU:	1.023
	TH	3.00	904	4,800	0.227 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 27 - LA TIEJERA BOULEVARD & CENTINELA BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.205
	TH	3.00	825	4,800	0.201 *	N-S(2):	0.254 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.180
Westbound	RT	0.00	9	0	0.000	E-W(2):	0.285 *
	TH	3.00	975	4,800	0.205 *		
	LT	1.00	155	1,600	0.097	V/C:	0.539
Northbound	RT	0.00	103	0	0.000	Lost Time:	0.100
	TH	3.00	792	4,800	0.186	ITS:	0.000
	LT	2.00	153	2,880	0.053 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.639
	TH	3.00	339	4,800	0.083		
	LT	1.00	128	1,600	0.080 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	97	0	0.000	N-S(1):	0.245 *
	TH	3.00	610	4,800	0.147	N-S(2):	0.210
	LT	1.00	74	1,600	0.046 *	E-W(1):	0.230 *
Westbound	RT	0.00	17	0	0.000	E-W(2):	0.220
	TH	3.00	683	4,800	0.146		
	LT	1.00	162	1,600	0.101 *	V/C:	0.475
Northbound	RT	0.00	185	0	0.000	Lost Time:	0.100
	TH	3.00	769	4,800	0.199 *	ITS:	0.000
	LT	2.00	180	2,880	0.063		
Eastbound	RT	0.00	79	0	0.000	ICU:	0.575
	TH	3.00	539	4,800	0.129 *		
	LT	1.00	119	1,600	0.074	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	104	0	0.000	N-S(1):	0.383 *
	TH	3.00	806	4,800	0.190	N-S(2):	0.258
	LT	1.00	121	1,600	0.076 *	E-W(1):	0.261
Westbound	RT	0.00	7	0	0.000	E-W(2):	0.301 *
	TH	3.00	827	4,800	0.174 *		
	LT	1.00	156	1,600	0.098	V/C:	0.684
Northbound	RT	0.00	270	0	0.000	Lost Time:	0.100
	TH	3.00	1,205	4,800	0.307 *	ITS:	0.000
	LT	2.00	196	2,880	0.068		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.784
	TH	3.00	733	4,800	0.163		
	LT	1.00	203	1,600	0.127 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 34 - LA BREA AVENUE / HAWTHORNE BOULEVARD & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	101	1,600	0.024	N-S(1):	0.206 *
	TH	3.00	487	4,800	0.101	N-S(2):	0.192
	LT	1.00	75	1,600	0.047 *	E-W(1):	0.164
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.272 *
	TH	3.00	796	4,800	0.193 *		
	LT	1.00	82	1,600	0.051	V/C:	0.478
Northbound	RT	1.00	57	1,600	0.010	Lost Time:	0.100
	TH	3.00	761	4,800	0.159 *	ITS:	0.000
	LT	1.00	145	1,600	0.091		
Eastbound	RT	0.00	117	0	0.000	ICU:	0.578
	TH	3.00	425	4,800	0.113		
	LT	1.00	126	1,600	0.079 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	126	1,600	0.036	N-S(1):	0.258 *
	TH	3.00	637	4,800	0.133	N-S(2):	0.239
	LT	1.00	205	1,600	0.128 *	E-W(1):	0.256 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.230
	TH	3.00	583	4,800	0.144		
	LT	1.00	106	1,600	0.066 *	V/C:	0.514
Northbound	RT	1.00	151	1,600	0.061	Lost Time:	0.100
	TH	3.00	623	4,800	0.130 *	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	0.00	201	0	0.000	ICU:	0.614
	TH	3.00	713	4,800	0.190 *		
	LT	1.00	137	1,600	0.086	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	102	1,600	0.012	N-S(1):	0.312 *
	TH	3.00	1,014	4,800	0.211	N-S(2):	0.304
	LT	1.00	225	1,600	0.141 *	E-W(1):	0.352 *
Westbound	RT	0.00	123	0	0.000	E-W(2):	0.266
	TH	3.00	660	4,800	0.163		
	LT	1.00	118	1,600	0.074 *	V/C:	0.664
Northbound	RT	1.00	134	1,600	0.047	Lost Time:	0.100
	TH	3.00	822	4,800	0.171 *	ITS:	0.000
	LT	1.00	149	1,600	0.093		
Eastbound	RT	0.00	229	0	0.000	ICU:	0.764
	TH	3.00	1,104	4,800	0.278 *		
	LT	1.00	165	1,600	0.103	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 35 - INGLEWOOD AVENUE & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	95	0	0.000	N-S(1):	0.171
	TH	1.00	143	1,600	0.149 *	N-S(2):	0.213 *
	LT	1.00	57	1,600	0.036	E-W(1):	0.122
Westbound	RT	0.00	79	0	0.000	E-W(2):	0.257 *
	TH	3.00	970	4,800	0.219 *		
	LT	1.00	35	1,600	0.022	V/C:	0.470
Northbound	RT	0.00	44	0	0.000	Lost Time:	0.100
	TH	1.00	172	1,600	0.135	ITS:	0.000
	LT	1.00	103	1,600	0.064 *		
Eastbound	RT	0.00	31	0	0.000	ICU:	0.570
	TH	3.00	449	4,800	0.100		
	LT	1.00	60	1,600	0.038 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	106	0	0.000	N-S(1):	0.229 *
	TH	1.00	175	1,600	0.176	N-S(2):	0.224
	LT	1.00	73	1,600	0.046 *	E-W(1):	0.236 *
Westbound	RT	0.00	63	0	0.000	E-W(2):	0.236 *
	TH	3.00	774	4,800	0.174 *		
	LT	1.00	69	1,600	0.043 *	V/C:	0.465
Northbound	RT	0.00	83	0	0.000	Lost Time:	0.100
	TH	1.00	209	1,600	0.183 *	ITS:	0.000
	LT	1.00	77	1,600	0.048		
Eastbound	RT	0.00	57	0	0.000	ICU:	0.565
	TH	3.00	868	4,800	0.193 *		
	LT	1.00	99	1,600	0.062 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	89	0	0.000	N-S(1):	0.296
	TH	1.00	366	1,600	0.284 *	N-S(2):	0.322 *
	LT	1.00	109	1,600	0.068	E-W(1):	0.380 *
Westbound	RT	0.00	75	0	0.000	E-W(2):	0.271
	TH	3.00	761	4,800	0.174		
	LT	1.00	83	1,600	0.052 *	V/C:	0.702
Northbound	RT	0.00	105	0	0.000	Lost Time:	0.100
	TH	1.00	260	1,600	0.228	ITS:	0.000
	LT	1.00	60	1,600	0.038 *		
Eastbound	RT	0.00	146	0	0.000	ICU:	0.802
	TH	3.00	1,428	4,800	0.328 *		
	LT	1.00	155	1,600	0.097	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 36 - LA CIENEGA BOULEVARD & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	601	3,200	0.071	N-S(1):	0.120
	TH	2.00	348	3,200	0.109 *	N-S(2):	0.247 *
	LT	1.00	56	1,600	0.035	E-W(1):	0.312
Westbound	RT	0.00	633	1,600	0.396 *	E-W(2):	0.513 *
	TH	4.00	864	4,800	0.180		
	LT	1.00	266	1,600	0.166	V/C:	0.760
Northbound	RT	2.00	154	3,200	0.000	Lost Time:	0.100
	TH	2.00	272	3,200	0.085	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	1.00	334	1,600	0.071	ICU:	0.860
	TH	3.00	700	4,800	0.146		
	LT	1.00	187	1,600	0.117 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	847	3,200	0.139	N-S(1):	0.231 *
	TH	2.00	178	3,200	0.056	N-S(2):	0.223
	LT	1.00	212	1,600	0.133 *	E-W(1):	0.329
Westbound	RT	0.00	512	1,600	0.320 *	E-W(2):	0.446 *
	TH	4.00	732	4,800	0.153		
	LT	1.00	100	1,600	0.063	V/C:	0.677
Northbound	RT	2.00	261	3,200	0.019	Lost Time:	0.100
	TH	2.00	315	3,200	0.098 *	ITS:	0.000
	LT	1.00	134	1,600	0.084		
Eastbound	RT	1.00	476	1,600	0.214	ICU:	0.777
	TH	3.00	1,278	4,800	0.266		
	LT	1.00	201	1,600	0.126 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	490	3,200	0.079	N-S(1):	0.353 *
	TH	2.00	633	3,200	0.198	N-S(2):	0.276
	LT	1.00	375	1,600	0.234 *	E-W(1):	0.292
Westbound	RT	0.00	386	1,600	0.241 *	E-W(2):	0.315 *
	TH	4.00	615	4,800	0.128		
	LT	1.00	70	1,600	0.044	V/C:	0.668
Northbound	RT	2.00	522	3,200	0.119 *	Lost Time:	0.100
	TH	2.00	283	3,200	0.088	ITS:	0.000
	LT	1.00	124	1,600	0.078		
Eastbound	RT	1.00	520	1,600	0.248	ICU:	0.768
	TH	3.00	1,072	4,800	0.223		
	LT	1.00	118	1,600	0.074 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 37 - PRAIRIE AVENUE & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.240 *
	TH	3.00	497	4,800	0.120	N-S(2):	0.196
	LT	1.00	128	1,600	0.080 *	E-W(1):	0.106
Westbound	RT	0.00	179	0	0.000	E-W(2):	0.247 *
	TH	3.00	843	4,800	0.213 *		
	LT	1.00	36	1,600	0.023	V/C:	0.487
Northbound	RT	0.00	79	0	0.000	Lost Time:	0.100
	TH	3.00	690	4,800	0.160 *	ITS:	0.000
	LT	1.00	121	1,600	0.076		
Eastbound	RT	0.00	69	0	0.000	ICU:	0.587
	TH	3.00	331	4,800	0.083		
	LT	1.00	55	1,600	0.034 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.292 *
	TH	3.00	571	4,800	0.134	N-S(2):	0.192
	LT	1.00	259	1,600	0.162 *	E-W(1):	0.289 *
Westbound	RT	0.00	284	0	0.000	E-W(2):	0.238
	TH	3.00	646	4,800	0.194		
	LT	1.00	122	1,600	0.076 *	V/C:	0.581
Northbound	RT	0.00	104	0	0.000	Lost Time:	0.100
	TH	3.00	521	4,800	0.130 *	ITS:	0.000
	LT	1.00	93	1,600	0.058		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.681
	TH	3.00	900	4,800	0.213 *		
	LT	1.00	71	1,600	0.044	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	78	0	0.000	N-S(1):	0.358 *
	TH	3.00	960	4,800	0.216	N-S(2):	0.310
	LT	1.00	275	1,600	0.172 *	E-W(1):	0.325 *
Westbound	RT	0.00	353	1,600	0.221	E-W(2):	0.308
	TH	3.00	633	3,200	0.198		
	LT	1.00	119	1,600	0.074 *	V/C:	0.683
Northbound	RT	0.00	200	0	0.000	Lost Time:	0.100
	TH	3.00	694	4,800	0.186 *	ITS:	0.000
	LT	1.00	150	1,600	0.094		
Eastbound	RT	0.00	152	0	0.000	ICU:	0.783
	TH	3.00	1,051	4,800	0.251 *		
	LT	1.00	139	1,600	0.087	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 39 - NB I-405 RAMPS & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.078
	TH	0.00	0	0	0.000 *	N-S(2):	0.314 *
	LT	0.00	0	0	0.000	E-W(1):	0.138
Westbound	RT	0.00	2	0	0.000	E-W(2):	0.250 *
	TH	3.00	1,199	4,800	0.250 *		
	LT	0.00	0	0	0.000	V/C:	0.564
Northbound	RT	1.00	125	1,600	0.078	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	904	2,880	0.314 *		
Eastbound	RT	2.00	505	3,200	0.000	ICU:	0.664
	TH	2.00	442	3,200	0.138		
	LT	1.00	0	1,600	0.000 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.105
	TH	0.00	0	0	0.000 *	N-S(2):	0.225 *
	LT	0.00	0	0	0.000	E-W(1):	0.263 *
Westbound	RT	0.00	7	0	0.000	E-W(2):	0.188
	TH	3.00	894	4,800	0.188		
	LT	0.00	0	0	0.000 *	V/C:	0.488
Northbound	RT	1.00	168	1,600	0.105	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	647	2,880	0.225 *		
Eastbound	RT	2.00	920	3,200	0.000	ICU:	0.588
	TH	2.00	840	3,200	0.263 *		
	LT	1.00	0	1,600	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.224 *
	TH	0.00	0	0	0.000	N-S(2):	0.170
	LT	0.00	0	0	0.000 *	E-W(1):	0.318 *
Westbound	RT	0.00	7	0	0.000	E-W(2):	0.189
	TH	3.00	901	4,800	0.189		
	LT	0.00	0	0	0.000 *	V/C:	0.542
Northbound	RT	1.00	359	1,600	0.224 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	489	2,880	0.170		
Eastbound	RT	1.36	694	2,182	0.000	ICU:	0.642
	TH	2.64	1,342	4,218	0.318 *		
	LT	1.00	0	1,600	0.000	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 46 - DOUGLAS STREET & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	32	1,600	0.000	N-S(1):	0.173
	TH	2.00	207	3,200	0.065 *	N-S(2):	0.181 *
	LT	2.00	63	2,880	0.022	E-W(1):	0.166
Westbound	RT	1.00	420	1,600	0.252	E-W(2):	0.373 *
	TH	3.00	1,457	4,800	0.304 *		
	LT	2.00	159	2,880	0.055	V/C:	0.554
Northbound	RT	1.00	48	1,600	0.002	Lost Time:	0.100
	TH	2.00	483	3,200	0.151	ITS:	0.000
	LT	2.00	335	2,880	0.116 *		
Eastbound	RT	0.00	153	0	0.000	ICU:	0.654
	TH	3.00	381	4,800	0.111		
	LT	1.00	111	1,600	0.069 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	48	1,600	0.000	N-S(1):	0.153 *
	TH	2.00	257	3,200	0.080	N-S(2):	0.136
	LT	2.00	203	2,880	0.070 *	E-W(1):	0.231
Westbound	RT	1.00	360	1,600	0.190 *	E-W(2):	0.251 *
	TH	3.00	821	4,800	0.171		
	LT	2.00	102	2,880	0.035	V/C:	0.404
Northbound	RT	1.00	137	1,600	0.068	Lost Time:	0.100
	TH	2.00	267	3,200	0.083 *	ITS:	0.000
	LT	2.00	160	2,880	0.056		
Eastbound	RT	0.00	205	0	0.000	ICU:	0.504
	TH	3.00	738	4,800	0.196		
	LT	1.00	98	1,600	0.061 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	59	1,600	0.010	N-S(1):	0.301 *
	TH	2.00	747	3,200	0.233	N-S(2):	0.275
	LT	2.00	325	2,880	0.113 *	E-W(1):	0.455 *
Westbound	RT	1.00	170	1,600	0.050	E-W(2):	0.174
	TH	3.00	574	4,800	0.120		
	LT	2.00	99	2,880	0.034 *	V/C:	0.756
Northbound	RT	1.00	329	1,600	0.188 *	Lost Time:	0.100
	TH	2.00	409	3,200	0.128	ITS:	0.000
	LT	2.00	121	2,880	0.042		
Eastbound	RT	0.00	305	0	0.000	ICU:	0.856
	TH	3.00	1,714	4,800	0.421 *		
	LT	1.00	86	1,600	0.054	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 47 - DOUGLAS STREET & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	12	1,600	0.000	N-S(1):	0.076 *
	TH	0.92	17	1,470	0.012	N-S(2):	0.000
	LT	1.08	20	1,557	0.013 *	E-W(1):	0.208
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.243 *
	TH	3.00	981	4,800	0.217 *		
	LT	2.00	193	2,880	0.067	V/C:	0.319
Northbound	RT	2.00	96	3,200	0.000	Lost Time:	0.100
	TH	1.00	19	1,600	0.012	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	226	1,600	0.141	ICU:	0.419
	TH	3.00	383	3,200	0.120		
	LT	1.00	41	1,600	0.026 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	34	1,600	0.003	N-S(1):	0.089 *
	TH	0.59	25	941	0.027	N-S(2):	0.000
	LT	1.41	60	2,033	0.030 *	E-W(1):	0.168 *
Westbound	RT	0.00	38	0	0.000	E-W(2):	0.163
	TH	3.00	570	4,800	0.127		
	LT	2.00	71	2,880	0.025 *	V/C:	0.257
Northbound	RT	2.00	156	3,200	0.024	Lost Time:	0.100
	TH	1.00	19	1,600	0.012	ITS:	0.000
	LT	1.00	94	1,600	0.059 *		
Eastbound	RT	0.00	159	0	0.000	ICU:	0.357
	TH	3.00	526	4,800	0.143 *		
	LT	1.00	58	1,600	0.036	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	34	1,600	0.007	N-S(1):	0.147 *
	TH	0.58	28	933	0.030	N-S(2):	0.000
	LT	1.42	68	2,040	0.033 *	E-W(1):	0.268 *
Westbound	RT	0.00	43	0	0.000	E-W(2):	0.169
	TH	3.00	627	4,800	0.140		
	LT	2.00	46	2,880	0.016 *	V/C:	0.415
Northbound	RT	2.00	368	3,200	0.099	Lost Time:	0.100
	TH	1.00	29	1,600	0.018	ITS:	0.000
	LT	1.00	182	1,600	0.114 *		
Eastbound	RT	0.00	174	0	0.000	ICU:	0.515
	TH	3.00	1,036	4,800	0.252 *		
	LT	1.00	47	1,600	0.029	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 48 - DOUGLAS STREET & MARIPOSA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	51	0	0.000	N-S(1):	0.107
	TH	3.00	262	4,800	0.065 *	N-S(2):	0.193 *
	LT	1.00	3	1,600	0.002	E-W(1):	0.026 *
Westbound	RT	0.00	4	0	0.000	E-W(2):	0.000
	TH	2.00	2	3,200	0.004		
	LT	0.00	6	1,600	0.004 *	V/C:	0.219
Northbound	RT	0.00	25	0	0.000	Lost Time:	0.100
	TH	3.00	481	4,800	0.105	ITS:	0.000
	LT	1.00	204	1,600	0.128 *		
Eastbound	RT	1.00	115	1,600	0.008	ICU:	0.319
	TH	0.26	8	413	0.019		
	LT	1.74	54	2,508	0.022 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	52	0	0.000	N-S(1):	0.110
	TH	3.00	303	4,800	0.074 *	N-S(2):	0.165 *
	LT	1.00	19	1,600	0.012	E-W(1):	0.095 *
Westbound	RT	0.00	5	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.007 *		
	LT	0.00	8	1,600	0.005	V/C:	0.260
Northbound	RT	0.00	36	0	0.000	Lost Time:	0.100
	TH	3.00	434	4,800	0.098	ITS:	0.000
	LT	1.00	146	1,600	0.091 *		
Eastbound	RT	1.00	214	1,600	0.088 *	ICU:	0.360
	TH	0.32	19	515	0.037		
	LT	1.68	99	2,416	0.041	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	33	0	0.000	N-S(1):	0.119
	TH	3.00	515	4,800	0.114 *	N-S(2):	0.207 *
	LT	1.00	0	1,600	0.000	E-W(1):	0.199 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.000
	TH	2.00	0	3,200	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.406
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	571	4,800	0.119	ITS:	0.000
	LT	1.00	148	1,600	0.093 *		
Eastbound	RT	1.00	392	1,600	0.199 *	ICU:	0.506
	TH	0.00	0	0	0.000		
	LT	2.00	186	2,880	0.065	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 49 - DOUGLAS STREET & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	59	1,600	0.006	N-S(1):	0.071 *
	TH	1.00	39	1,600	0.024	N-S(2):	0.048
	LT	2.00	123	2,880	0.043 *	E-W(1):	0.158
Westbound	RT	1.00	541	1,600	0.295	E-W(2):	0.409 *
	TH	3.00	1,670	4,800	0.348 *		
	LT	2.00	76	2,880	0.026	V/C:	0.480
Northbound	RT	1.00	13	1,600	0.000	Lost Time:	0.100
	TH	1.00	44	1,600	0.028 *	ITS:	0.000
	LT	1.00	38	1,600	0.024		
Eastbound	RT	1.00	46	1,600	0.017	ICU:	0.580
	TH	3.00	634	4,800	0.132		
	LT	2.00	177	2,880	0.061 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	163	1,600	0.073 *	N-S(1):	0.130
	TH	1.00	74	1,600	0.046	N-S(2):	0.131 *
	LT	2.00	255	2,880	0.089	E-W(1):	0.318
Westbound	RT	1.00	232	1,600	0.056	E-W(2):	0.401 *
	TH	3.00	1,652	4,800	0.344 *		
	LT	2.00	39	2,880	0.014	V/C:	0.532
Northbound	RT	1.00	55	1,600	0.028	Lost Time:	0.100
	TH	1.00	65	1,600	0.041	ITS:	0.000
	LT	1.00	93	1,600	0.058 *		
Eastbound	RT	1.00	121	1,600	0.047	ICU:	0.632
	TH	3.00	1,459	4,800	0.304		
	LT	2.00	165	2,880	0.057 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	195	1,600	0.107	N-S(1):	0.167
	TH	1.00	242	1,600	0.151 *	N-S(2):	0.202 *
	LT	2.00	379	2,880	0.132	E-W(1):	0.360 *
Westbound	RT	1.00	179	1,600	0.000	E-W(2):	0.344
	TH	3.00	1,510	4,800	0.315		
	LT	2.00	28	2,880	0.010 *	V/C:	0.562
Northbound	RT	1.00	57	1,600	0.031	Lost Time:	0.100
	TH	1.00	56	1,600	0.035	ITS:	0.000
	LT	1.00	82	1,600	0.051 *		
Eastbound	RT	1.00	130	1,600	0.056	ICU:	0.662
	TH	3.00	1,680	4,800	0.350 *		
	LT	2.00	83	2,880	0.029	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 51 - HAWTHORNE BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.007	N-S(1):	0.174
	TH	3.00	668	4,800	0.139 *	N-S(2):	0.221 *
	LT	2.00	166	2,880	0.058	E-W(1):	0.177
Westbound	RT	0.00	182	0	0.000	E-W(2):	0.276 *
	TH	3.00	912	4,800	0.228 *		
	LT	1.00	122	1,600	0.076	V/C:	0.497
Northbound	RT	0.00	111	0	0.000	Lost Time:	0.100
	TH	4.00	632	6,400	0.116	ITS:	0.000
	LT	2.00	237	2,880	0.082 *		
Eastbound	RT	0.00	102	0	0.000	ICU:	0.597
	TH	3.00	381	4,800	0.101		
	LT	1.00	77	1,600	0.048 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	115	1,600	0.023	N-S(1):	0.231
	TH	3.00	918	4,800	0.191 *	N-S(2):	0.273 *
	LT	2.00	216	2,880	0.075	E-W(1):	0.278 *
Westbound	RT	0.00	186	0	0.000	E-W(2):	0.257
	TH	3.00	576	4,800	0.159		
	LT	1.00	177	1,600	0.111 *	V/C:	0.551
Northbound	RT	0.00	197	0	0.000	Lost Time:	0.100
	TH	4.00	801	6,400	0.156	ITS:	0.000
	LT	2.00	236	2,880	0.082 *		
Eastbound	RT	0.00	243	0	0.000	ICU:	0.651
	TH	3.00	559	4,800	0.167 *		
	LT	1.00	156	1,600	0.098	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	102	1,600	0.015	N-S(1):	0.295
	TH	3.00	1,781	4,800	0.371 *	N-S(2):	0.432 *
	LT	2.00	350	2,880	0.122	E-W(1):	0.615 *
Westbound	RT	0.00	157	0	0.000	E-W(2):	0.258
	TH	3.00	609	4,800	0.160		
	LT	1.00	153	1,600	0.096 *	V/C:	1.047
Northbound	RT	0.00	191	0	0.000	Lost Time:	0.100
	TH	4.00	913	6,400	0.173	ITS:	0.000
	LT	2.00	177	2,880	0.061 *		
Eastbound	RT	0.00	410	0	0.000	ICU:	1.147
	TH	3.00	2,082	4,800	0.519 *		
	LT	1.00	156	1,600	0.098	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 52 - INGLEWOOD AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	79	0	0.000	N-S(1):	0.151
	TH	2.00	270	3,200	0.109 *	N-S(2):	0.242 *
	LT	1.00	29	1,600	0.018	E-W(1):	0.144
Westbound	RT	0.00	86	0	0.000	E-W(2):	0.247 *
	TH	3.00	929	4,800	0.211 *		
	LT	1.00	104	1,600	0.065	V/C:	0.489
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	2.00	355	3,200	0.133	ITS:	0.000
	LT	1.00	213	1,600	0.133 *		
Eastbound	RT	0.00	74	0	0.000	ICU:	0.589
	TH	3.00	306	4,800	0.079		
	LT	1.00	58	1,600	0.036 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	104	0	0.000	N-S(1):	0.230
	TH	2.00	461	3,200	0.177 *	N-S(2):	0.286 *
	LT	1.00	93	1,600	0.058	E-W(1):	0.233
Westbound	RT	0.00	127	0	0.000	E-W(2):	0.246 *
	TH	3.00	609	4,800	0.153 *		
	LT	1.00	128	1,600	0.080	V/C:	0.532
Northbound	RT	0.00	116	0	0.000	Lost Time:	0.100
	TH	2.00	435	3,200	0.172	ITS:	0.000
	LT	1.00	175	1,600	0.109 *		
Eastbound	RT	0.00	138	0	0.000	ICU:	0.632
	TH	3.00	598	4,800	0.153		
	LT	1.00	148	1,600	0.093 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	81	0	0.000	N-S(1):	0.257
	TH	2.00	739	3,200	0.256 *	N-S(2):	0.330 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.540 *
Westbound	RT	0.00	150	0	0.000	E-W(2):	0.274
	TH	3.00	548	4,800	0.145		
	LT	1.00	175	1,600	0.109 *	V/C:	0.870
Northbound	RT	0.00	121	0	0.000	Lost Time:	0.100
	TH	2.00	580	3,200	0.219	ITS:	0.000
	LT	1.00	119	1,600	0.074 *		
Eastbound	RT	0.00	245	0	0.000	ICU:	0.970
	TH	3.00	1,822	4,800	0.431 *		
	LT	1.00	206	1,600	0.129	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 53 - LA CIENEGA BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	447	3,200	0.105 *	N-S(1):	0.062
	TH	0.00	0	0	0.000	N-S(2):	0.105 *
	LT	2.00	179	2,880	0.062	E-W(1):	0.093
Westbound	RT	0.00	292	0	0.000	E-W(2):	0.410 *
	TH	3.00	1,508	4,800	0.375 *		
	LT	0.00	0	0	0.000	V/C:	0.515
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.615
	TH	3.00	444	4,800	0.093		
	LT	1.00	56	1,600	0.035 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	302	3,200	0.058	N-S(1):	0.118 *
	TH	0.00	0	0	0.000	N-S(2):	0.058
	LT	2.00	341	2,880	0.118 *	E-W(1):	0.187
Westbound	RT	0.00	240	0	0.000	E-W(2):	0.282 *
	TH	3.00	935	4,800	0.245 *		
	LT	0.00	0	0	0.000	V/C:	0.400
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.500
	TH	3.00	896	4,800	0.187		
	LT	1.00	59	1,600	0.037 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	465	3,200	0.093	N-S(1):	0.369 *
	TH	0.00	0	0	0.000	N-S(2):	0.093
	LT	2.00	1,063	2,880	0.369 *	E-W(1):	0.440 *
Westbound	RT	0.00	214	0	0.000	E-W(2):	0.212
	TH	3.00	548	4,800	0.159		
	LT	0.00	0	0	0.000 *	V/C:	0.809
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.909
	TH	3.00	2,114	4,800	0.440 *		
	LT	1.00	84	1,600	0.053	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 54 - NASH STREET & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	39	1,600	0.024	N-S(1):	0.066 *
	TH	2.00	155	3,200	0.048 *	N-S(2):	0.000
	LT	1.00	74	1,600	0.046	E-W(1):	0.168
Westbound	RT	0.00	248	0	0.000	E-W(2):	0.349 *
	TH	3.00	1,341	4,800	0.331 *		
	LT	2.00	148	2,880	0.051	V/C:	0.415
Northbound	RT	1.12	32	1,796	0.000	Lost Time:	0.100
	TH	0.88	25	1,404	0.018 *	ITS:	0.000
	LT	2.00	2	2,880	0.001		
Eastbound	RT	1.00	49	1,600	0.030	ICU:	0.515
	TH	3.00	562	4,800	0.117		
	LT	2.00	51	2,880	0.018 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	54	1,600	0.034	N-S(1):	0.087 *
	TH	1.10	96	1,752	0.055	N-S(2):	0.000
	LT	1.90	167	2,743	0.061 *	E-W(1):	0.192
Westbound	RT	0.00	103	0	0.000	E-W(2):	0.207 *
	TH	3.00	801	4,800	0.188 *		
	LT	2.00	66	2,880	0.023	V/C:	0.294
Northbound	RT	1.13	47	1,812	0.003	Lost Time:	0.100
	TH	0.87	36	1,388	0.026 *	ITS:	0.000
	LT	2.00	8	2,880	0.003		
Eastbound	RT	1.00	34	1,600	0.020	ICU:	0.394
	TH	3.00	812	4,800	0.169		
	LT	2.00	55	2,880	0.019 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	46	1,600	0.029	N-S(1):	0.223 *
	TH	1.00	51	1,600	0.032	N-S(2):	0.000
	LT	2.00	461	2,880	0.160 *	E-W(1):	0.306 *
Westbound	RT	0.00	103	0	0.000	E-W(2):	0.199
	TH	3.00	819	4,800	0.192		
	LT	2.00	22	2,880	0.008 *	V/C:	0.529
Northbound	RT	1.19	121	1,907	0.056	Lost Time:	0.100
	TH	0.81	82	1,293	0.063 *	ITS:	0.000
	LT	2.00	16	2,880	0.006		
Eastbound	RT	1.00	2	1,600	0.000	ICU:	0.629
	TH	3.00	1,431	4,800	0.298 *		
	LT	2.00	19	2,880	0.007	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 55 - SEPULVEDA BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	135	1,600	0.047	N-S(1):	0.492 *
	TH	4.00	954	6,400	0.149	N-S(2):	0.225
	LT	2.00	222	2,880	0.077 *	E-W(1):	0.141
Westbound	RT	1.00	182	1,600	0.075	E-W(2):	0.163 *
	TH	2.00	278	3,200	0.087 *		
	LT	2.00	127	2,880	0.044	V/C:	0.655
Northbound	RT	0.00	211	0	0.000	Lost Time:	0.100
	TH	4.00	2,447	6,400	0.415 *	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	1.00	216	1,600	0.097	ICU:	0.755
	TH	2.00	254	3,200	0.079		
	LT	1.00	121	1,600	0.076 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	112	1,600	0.042	N-S(1):	0.340
	TH	4.00	1,681	6,400	0.263 *	N-S(2):	0.360 *
	LT	2.00	173	2,880	0.060	E-W(1):	0.274 *
Westbound	RT	1.00	199	1,600	0.094	E-W(2):	0.151
	TH	2.00	267	3,200	0.083		
	LT	2.00	382	2,880	0.133 *	V/C:	0.634
Northbound	RT	0.00	221	0	0.000	Lost Time:	0.100
	TH	4.00	1,574	6,400	0.280	ITS:	0.000
	LT	2.00	279	2,880	0.097 *		
Eastbound	RT	1.00	303	1,600	0.141 *	ICU:	0.734
	TH	2.00	327	3,200	0.102		
	LT	1.00	91	1,600	0.057	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	89	1,600	0.017	N-S(1):	0.356
	TH	4.00	2,478	6,400	0.387 *	N-S(2):	0.478 *
	LT	2.00	242	2,880	0.084	E-W(1):	0.371 *
Westbound	RT	1.00	296	1,600	0.143	E-W(2):	0.221
	TH	2.00	337	3,200	0.105		
	LT	2.00	498	2,880	0.173 *	V/C:	0.849
Northbound	RT	0.00	152	0	0.000	Lost Time:	0.100
	TH	4.00	1,586	6,400	0.272	ITS:	0.000
	LT	2.00	261	2,880	0.091 *		
Eastbound	RT	1.00	390	1,600	0.198 *	ICU:	0.949
	TH	2.00	395	3,200	0.123		
	LT	1.00	125	1,600	0.078	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 56 - LINCOLN BOULEVARD & FIJI WAY
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	76	0	0.000	N-S(1):	0.423
	TH	3.00	1,232	4,800	0.273 *	N-S(2):	0.473 *
	LT	1.00	57	1,600	0.036	E-W(1):	0.025
Westbound	RT	0.00	44	1,600	0.028 *	E-W(2):	0.077 *
	TH	2.00	14	1,600	0.021		
	LT	0.00	20	1,600	0.013	V/C:	0.550
Northbound	RT	0.00	41	0	0.000	Lost Time:	0.100
	TH	3.00	1,815	4,800	0.387	ITS:	0.000
	LT	2.00	575	2,880	0.200 *		
Eastbound	RT	1.00	556	1,600	0.000	ICU:	0.650
	TH	1.00	19	1,600	0.012		
	LT	1.00	79	1,600	0.049 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.400
	TH	3.00	1,230	4,800	0.283 *	N-S(2):	0.459 *
	LT	1.00	62	1,600	0.039	E-W(1):	0.025
Westbound	RT	0.00	27	0	0.000	E-W(2):	0.085 *
	TH	2.00	11	3,200	0.020 *		
	LT	0.00	27	1,600	0.017	V/C:	0.544
Northbound	RT	0.00	29	0	0.000	Lost Time:	0.100
	TH	3.00	1,705	4,800	0.361	ITS:	0.000
	LT	2.00	507	2,880	0.176 *		
Eastbound	RT	1.00	424	1,600	0.000	ICU:	0.644
	TH	1.00	12	1,600	0.008		
	LT	1.00	104	1,600	0.065 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	161	0	0.000	N-S(1):	0.412
	TH	3.00	1,777	4,800	0.404 *	N-S(2):	0.659 *
	LT	1.00	59	1,600	0.037	E-W(1):	0.034
Westbound	RT	0.00	23	0	0.000	E-W(2):	0.097 *
	TH	2.00	18	3,200	0.023 *		
	LT	0.00	34	1,600	0.021	V/C:	0.756
Northbound	RT	0.00	36	0	0.000	Lost Time:	0.100
	TH	3.00	1,764	4,800	0.375	ITS:	0.000
	LT	2.00	735	2,880	0.255 *		
Eastbound	RT	1.00	885	1,600	0.000	ICU:	0.856
	TH	1.00	21	1,600	0.013		
	LT	1.00	119	1,600	0.074 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 57 - LA BREA AVENUE & FLORENCE AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	73	0	0.000	N-S(1):	0.286 *
	TH	2.00	519	3,200	0.185	N-S(2):	0.208
	LT	1.00	56	1,600	0.035 *	E-W(1):	0.183
Westbound	RT	0.00	61	0	0.000	E-W(2):	0.272 *
	TH	2.00	688	3,200	0.234 *		
	LT	1.00	112	1,600	0.070	V/C:	0.558
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	764	3,200	0.251 *	ITS:	0.000
	LT	1.00	36	1,600	0.023		
Eastbound	RT	0.00	52	0	0.000	ICU:	0.658
	TH	2.00	309	3,200	0.113		
	LT	1.00	60	1,600	0.038 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	79	0	0.000	N-S(1):	0.292 *
	TH	2.00	744	3,200	0.257	N-S(2):	0.287
	LT	1.00	109	1,600	0.068 *	E-W(1):	0.209
Westbound	RT	0.00	178	0	0.000	E-W(2):	0.219 *
	TH	2.00	311	3,200	0.153 *		
	LT	1.00	114	1,600	0.071	V/C:	0.511
Northbound	RT	0.00	39	0	0.000	Lost Time:	0.100
	TH	2.00	677	3,200	0.224 *	ITS:	0.000
	LT	1.00	48	1,600	0.030		
Eastbound	RT	0.00	51	0	0.000	ICU:	0.611
	TH	2.00	391	3,200	0.138		
	LT	1.00	105	1,600	0.066 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	91	0	0.000	N-S(1):	0.389 *
	TH	2.00	966	3,200	0.330	N-S(2):	0.352
	LT	1.00	147	1,600	0.092 *	E-W(1):	0.337 *
Westbound	RT	0.00	162	0	0.000	E-W(2):	0.247
	TH	2.00	375	3,200	0.168		
	LT	1.00	90	1,600	0.056 *	V/C:	0.726
Northbound	RT	0.00	105	0	0.000	Lost Time:	0.100
	TH	2.00	844	3,200	0.297 *	ITS:	0.000
	LT	1.00	35	1,600	0.022		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.826
	TH	2.00	840	3,200	0.281 *		
	LT	1.00	127	1,600	0.079	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 58 - LA CIENEGA BOULEVARD & FLORENCE AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	197	0	0.000	N-S(1):	0.303 *
	TH	2.74	499	4,389	0.159	N-S(2):	0.000
	LT	1.26	319	1,810	0.176 *	E-W(1):	0.205
Westbound	RT	0.00	19	0	0.000	E-W(2):	0.267 *
	TH	2.00	650	3,200	0.209 *		
	LT	1.00	209	1,600	0.131	V/C:	0.570
Northbound	RT	0.00	78	0	0.000	Lost Time:	0.100
	TH	2.00	327	3,200	0.127 *	ITS:	0.000
	LT	1.00	21	1,600	0.013		
Eastbound	RT	0.00	18	0	0.000	ICU:	0.670
	TH	2.00	220	3,200	0.074		
	LT	1.00	92	1,600	0.058 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	191	0	0.000	N-S(1):	0.347 *
	TH	2.88	597	4,606	0.171	N-S(2):	0.000
	LT	1.12	307	1,615	0.190 *	E-W(1):	0.242 *
Westbound	RT	0.00	55	0	0.000	E-W(2):	0.213
	TH	2.00	299	3,200	0.111		
	LT	1.00	222	1,600	0.139 *	V/C:	0.589
Northbound	RT	0.00	104	0	0.000	Lost Time:	0.100
	TH	2.00	397	3,200	0.157 *	ITS:	0.000
	LT	1.00	21	1,600	0.013		
Eastbound	RT	0.00	32	0	0.000	ICU:	0.689
	TH	2.00	299	3,200	0.103 *		
	LT	1.00	163	1,600	0.102	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	227	0	0.000	N-S(1):	0.473 *
	TH	2.68	881	4,295	0.258	N-S(2):	0.000
	LT	1.32	543	1,894	0.287 *	E-W(1):	0.324 *
Westbound	RT	0.00	75	0	0.000	E-W(2):	0.224
	TH	2.00	311	3,200	0.121		
	LT	1.00	250	1,600	0.156 *	V/C:	0.797
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	464	3,200	0.186 *	ITS:	0.000
	LT	1.00	19	1,600	0.012		
Eastbound	RT	0.00	16	0	0.000	ICU:	0.897
	TH	2.00	523	3,200	0.168 *		
	LT	1.00	165	1,600	0.103	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 59 - NASH STREET & GRAND AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	304	1,600	0.190 *	N-S(1):	0.096
	TH	2.00	182	1,600	0.114	N-S(2):	0.248 *
	LT	1.00	73	1,600	0.046	E-W(1):	0.057 *
Westbound	RT	0.00	24	0	0.000	E-W(2):	0.000
	TH	1.00	15	1,600	0.024 *		
	LT	1.00	19	1,600	0.012	V/C:	0.305
Northbound	RT	0.00	42	0	0.000	Lost Time:	0.100
	TH	2.00	118	3,200	0.050	ITS:	0.000
	LT	1.00	93	1,600	0.058 *		
Eastbound	RT	2.00	19	3,200	0.000	ICU:	0.405
	TH	1.00	52	1,600	0.033		
	LT	1.00	53	1,600	0.033 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.051
	TH	2.00	243	3,200	0.110 *	N-S(2):	0.129 *
	LT	1.00	17	1,600	0.011	E-W(1):	0.093 *
Westbound	RT	0.00	11	0	0.000	E-W(2):	0.000
	TH	1.00	34	1,600	0.028 *		
	LT	1.00	7	1,600	0.004	V/C:	0.222
Northbound	RT	0.00	16	0	0.000	Lost Time:	0.100
	TH	2.00	113	3,200	0.040	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	2.00	109	3,200	0.025	ICU:	0.322
	TH	1.00	27	1,600	0.017		
	LT	1.00	104	1,600	0.065 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	92	0	0.000	N-S(1):	0.086
	TH	2.00	209	3,200	0.094 *	N-S(2):	0.107 *
	LT	1.00	47	1,600	0.029	E-W(1):	0.206 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.000
	TH	1.00	29	1,600	0.043 *		
	LT	1.00	35	1,600	0.022	V/C:	0.313
Northbound	RT	0.00	24	0	0.000	Lost Time:	0.100
	TH	2.00	159	3,200	0.057	ITS:	0.000
	LT	1.00	21	1,600	0.013 *		
Eastbound	RT	2.00	162	3,200	0.044	ICU:	0.413
	TH	1.00	68	1,600	0.043		
	LT	1.00	260	1,600	0.163 *	LOS:	A

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 60 - SEPULVEDA BOULEVARD & GRAND AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	225	0	0.000	N-S(1):	0.560 *
	TH	4.00	1,231	6,400	0.228	N-S(2):	0.282
	LT	1.00	346	1,600	0.216 *	E-W(1):	0.104 *
Westbound	RT	1.00	48	1,600	0.000	E-W(2):	0.000
	TH	2.00	15	3,200	0.005		
	LT	2.00	62	2,880	0.022 *	V/C:	0.664
Northbound	RT	1.00	375	1,600	0.213	Lost Time:	0.100
	TH	4.00	2,204	6,400	0.344 *	ITS:	0.000
	LT	1.00	86	1,600	0.054		
Eastbound	RT	0.00	76	0	0.000	ICU:	0.764
	TH	1.76	133	2,818	0.074		
	LT	1.24	147	1,784	0.082 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	180	0	0.000	N-S(1):	0.339
	TH	4.00	1,633	6,400	0.283 *	N-S(2):	0.416 *
	LT	1.00	163	1,600	0.102	E-W(1):	0.187 *
Westbound	RT	1.00	133	1,600	0.032	E-W(2):	0.000
	TH	2.00	243	3,200	0.076		
	LT	2.00	238	2,880	0.083 *	V/C:	0.603
Northbound	RT	1.00	116	1,600	0.000	Lost Time:	0.100
	TH	4.00	1,517	6,400	0.237	ITS:	0.000
	LT	1.00	212	1,600	0.133 *		
Eastbound	RT	0.00	142	0	0.000	ICU:	0.703
	TH	1.53	87	2,448	0.094		
	LT	1.47	220	2,117	0.104 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	122	0	0.000	N-S(1):	0.378
	TH	4.00	2,303	6,400	0.379 *	N-S(2):	0.473 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.255 *
Westbound	RT	1.00	297	1,600	0.154 *	E-W(2):	0.000
	TH	2.00	230	3,200	0.072		
	LT	2.00	416	2,880	0.144	V/C:	0.728
Northbound	RT	1.00	100	1,600	0.000	Lost Time:	0.100
	TH	4.00	2,018	6,400	0.315	ITS:	0.000
	LT	1.00	150	1,600	0.094 *		
Eastbound	RT	0.00	162	1,600	0.101 *	ICU:	0.828
	TH	1.39	52	621	0.084		
	LT	1.61	216	2,321	0.093	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 62 - HAWTHORNE BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	172	0	0.000	N-S(1):	0.176
	TH	3.00	575	4,800	0.156 *	N-S(2):	0.214 *
	LT	1.00	116	1,600	0.073	E-W(1):	0.164
Westbound	RT	0.00	118	0	0.000	E-W(2):	0.247 *
	TH	3.00	766	4,800	0.184 *		
	LT	1.00	134	1,600	0.084	V/C:	0.461
Northbound	RT	1.00	188	1,600	0.076	Lost Time:	0.100
	TH	3.00	494	4,800	0.103	ITS:	0.000
	LT	2.00	168	2,880	0.058 *		
Eastbound	RT	0.00	63	0	0.000	ICU:	0.561
	TH	3.00	321	4,800	0.080		
	LT	1.00	101	1,600	0.063 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.258
	TH	3.00	924	4,800	0.224 *	N-S(2):	0.273 *
	LT	1.00	174	1,600	0.109	E-W(1):	0.178 *
Westbound	RT	0.00	102	0	0.000	E-W(2):	0.166
	TH	3.00	342	4,800	0.093		
	LT	1.00	125	1,600	0.078 *	V/C:	0.451
Northbound	RT	1.00	301	1,600	0.149	Lost Time:	0.100
	TH	3.00	624	4,800	0.130	ITS:	0.000
	LT	2.00	142	2,880	0.049 *		
Eastbound	RT	0.00	72	0	0.000	ICU:	0.551
	TH	3.00	410	4,800	0.100 *		
	LT	1.00	116	1,600	0.073	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	161	0	0.000	N-S(1):	0.284
	TH	3.00	1,138	4,800	0.271 *	N-S(2):	0.333 *
	LT	1.00	236	1,600	0.148	E-W(1):	0.410 *
Westbound	RT	0.00	99	0	0.000	E-W(2):	0.195
	TH	3.00	344	4,800	0.092		
	LT	1.00	102	1,600	0.064 *	V/C:	0.743
Northbound	RT	1.00	268	1,600	0.136	Lost Time:	0.100
	TH	3.00	635	4,800	0.132	ITS:	0.000
	LT	2.00	178	2,880	0.062 *		
Eastbound	RT	0.00	139	0	0.000	ICU:	0.843
	TH	3.00	1,521	4,800	0.346 *		
	LT	1.00	165	1,600	0.103	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 63 - HAWTHORNE BOULEVARD & LENNOX BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	28	0	0.000	N-S(1):	0.181
	TH	3.00	681	4,800	0.148 *	N-S(2):	0.208 *
	LT	1.00	39	1,600	0.024	E-W(1):	0.115 *
Westbound	RT	1.00	81	1,600	0.038	E-W(2):	0.088
	TH	1.00	96	1,600	0.060		
	LT	1.00	51	1,600	0.032 *	V/C:	0.323
Northbound	RT	1.00	47	1,600	0.013	Lost Time:	0.100
	TH	3.00	752	4,800	0.157	ITS:	0.000
	LT	1.00	96	1,600	0.060 *		
Eastbound	RT	0.00	133	1,600	0.083 *	ICU:	0.423
	TH	2.00	72	1,600	0.045		
	LT	1.00	44	1,600	0.028	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	89	0	0.000	N-S(1):	0.200
	TH	3.00	881	4,800	0.202 *	N-S(2):	0.314 *
	LT	1.00	77	1,600	0.048	E-W(1):	0.135
Westbound	RT	1.00	42	1,600	0.002	E-W(2):	0.143 *
	TH	1.00	146	1,600	0.091 *		
	LT	1.00	76	1,600	0.048	V/C:	0.457
Northbound	RT	1.00	85	1,600	0.029	Lost Time:	0.100
	TH	3.00	731	4,800	0.152	ITS:	0.000
	LT	1.00	179	1,600	0.112 *		
Eastbound	RT	0.00	105	0	0.000	ICU:	0.557
	TH	2.00	173	3,200	0.087		
	LT	1.00	83	1,600	0.052 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	77	0	0.000	N-S(1):	0.264
	TH	3.00	1,309	4,800	0.289 *	N-S(2):	0.443 *
	LT	1.00	74	1,600	0.046	E-W(1):	0.211 *
Westbound	RT	1.00	54	1,600	0.011	E-W(2):	0.175
	TH	1.00	167	1,600	0.104		
	LT	1.00	106	1,600	0.066 *	V/C:	0.654
Northbound	RT	1.00	106	1,600	0.033	Lost Time:	0.100
	TH	3.00	1,045	4,800	0.218	ITS:	0.000
	LT	1.00	247	1,600	0.154 *		
Eastbound	RT	0.00	169	0	0.000	ICU:	0.754
	TH	2.00	296	3,200	0.145 *		
	LT	1.00	113	1,600	0.071	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 64 - HIGHLAND AVENUE/VISTA DEL MAR & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	11	1,600	0.000	N-S(1):	0.376 *
	TH	1.00	238	1,600	0.149	N-S(2):	0.150
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.167
Westbound	RT	1.00	538	1,600	0.218 *	E-W(2):	0.287 *
	TH	1.00	48	1,600	0.030		
	LT	1.00	64	1,600	0.040	V/C:	0.663
Northbound	RT	0.00	87	0	0.000	Lost Time:	0.100
	TH	2.00	736	3,200	0.257 *	ITS:	0.000
	LT	1.00	2	1,600	0.001		
Eastbound	RT	0.00	12	0	0.000	ICU:	0.763
	TH	1.00	80	1,600	0.127		
	LT	0.00	111	1,600	0.069 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	21	1,600	0.008	N-S(1):	0.189
	TH	1.00	406	1,600	0.254 *	N-S(2):	0.267 *
	LT	1.00	64	1,600	0.040	E-W(1):	0.156 *
Westbound	RT	1.00	243	1,600	0.112	E-W(2):	0.121
	TH	1.00	67	1,600	0.042		
	LT	1.00	151	1,600	0.094 *	V/C:	0.423
Northbound	RT	0.00	144	0	0.000	Lost Time:	0.100
	TH	2.00	333	3,200	0.149	ITS:	0.000
	LT	1.00	21	1,600	0.013 *		
Eastbound	RT	0.00	21	0	0.000	ICU:	0.523
	TH	1.00	63	1,600	0.062 *		
	LT	0.00	15	1,600	0.009	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	34	1,600	0.009	N-S(1):	0.356
	TH	1.00	663	1,600	0.414 *	N-S(2):	0.420 *
	LT	1.00	324	1,600	0.203	E-W(1):	0.165 *
Westbound	RT	1.00	313	1,600	0.000	E-W(2):	0.094
	TH	1.00	110	1,600	0.069		
	LT	1.00	156	1,600	0.098 *	V/C:	0.585
Northbound	RT	0.00	92	0	0.000	Lost Time:	0.100
	TH	2.00	396	3,200	0.153	ITS:	0.000
	LT	1.00	10	1,600	0.006 *		
Eastbound	RT	0.00	12	0	0.000	ICU:	0.685
	TH	1.00	55	1,600	0.067 *		
	LT	0.00	40	1,600	0.025	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 66 - INGELWOOD AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	165	1,600	0.084	N-S(1):	0.183
	TH	1.00	238	1,600	0.149 *	N-S(2):	0.270 *
	LT	1.00	90	1,600	0.056	E-W(1):	0.110
Westbound	RT	0.00	78	0	0.000	E-W(2):	0.257 *
	TH	3.00	973	4,800	0.219 *		
	LT	1.00	77	1,600	0.048	V/C:	0.527
Northbound	RT	1.00	94	1,600	0.035	Lost Time:	0.100
	TH	1.00	203	1,600	0.127	ITS:	0.000
	LT	1.00	194	1,600	0.121 *		
Eastbound	RT	0.00	12	0	0.000	ICU:	0.627
	TH	3.00	287	4,800	0.062		
	LT	1.00	61	1,600	0.038 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	91	1,600	0.018	N-S(1):	0.344 *
	TH	1.00	397	1,600	0.248	N-S(2):	0.302
	LT	1.00	122	1,600	0.076 *	E-W(1):	0.195
Westbound	RT	0.00	210	1,600	0.131 *	E-W(2):	0.209 *
	TH	3.00	354	3,200	0.111		
	LT	1.00	155	1,600	0.097	V/C:	0.553
Northbound	RT	1.00	172	1,600	0.059	Lost Time:	0.100
	TH	1.00	429	1,600	0.268 *	ITS:	0.000
	LT	1.00	86	1,600	0.054		
Eastbound	RT	0.00	64	0	0.000	ICU:	0.653
	TH	3.00	407	4,800	0.098		
	LT	1.00	124	1,600	0.078 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	63	1,600	0.000	N-S(1):	0.388
	TH	1.00	912	1,600	0.570 *	N-S(2):	0.616 *
	LT	1.00	175	1,600	0.109	E-W(1):	0.438 *
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.285
	TH	3.00	381	4,800	0.117		
	LT	1.00	144	1,600	0.090 *	V/C:	1.054
Northbound	RT	1.00	167	1,600	0.059	Lost Time:	0.100
	TH	1.00	447	1,600	0.279	ITS:	0.000
	LT	1.00	74	1,600	0.046 *		
Eastbound	RT	0.00	122	0	0.000	ICU:	1.154
	TH	3.00	1,546	4,800	0.348 *		
	LT	1.00	268	1,600	0.168	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 67 - LA CIENEGA BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.57	241	2,515	0.047	N-S(1):	0.091
	TH	1.43	219	2,285	0.096 *	N-S(2):	0.126 *
	LT	2.00	62	2,880	0.022	E-W(1):	0.072
Westbound	RT	2.00	509	3,200	0.138	E-W(2):	0.235 *
	TH	3.00	661	4,800	0.138 *		
	LT	2.00	83	2,880	0.029	V/C:	0.361
Northbound	RT	1.07	119	1,715	0.055	Lost Time:	0.100
	TH	1.93	214	3,085	0.069	ITS:	0.000
	LT	2.00	86	2,880	0.030 *		
Eastbound	RT	2.00	188	3,200	0.029	ICU:	0.461
	TH	3.00	206	4,800	0.043		
	LT	2.00	280	2,880	0.097 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.56	199	2,494	0.058	N-S(1):	0.101
	TH	1.44	184	2,306	0.080 *	N-S(2):	0.118 *
	LT	2.00	106	2,880	0.037	E-W(1):	0.093
Westbound	RT	2.00	286	3,200	0.053	E-W(2):	0.102 *
	TH	3.00	276	4,800	0.058 *		
	LT	2.00	45	2,880	0.016	V/C:	0.220
Northbound	RT	1.26	129	2,024	0.056	Lost Time:	0.100
	TH	1.74	177	2,776	0.064	ITS:	0.000
	LT	2.00	110	2,880	0.038 *		
Eastbound	RT	2.00	143	3,200	0.006	ICU:	0.320
	TH	3.00	371	4,800	0.077		
	LT	2.00	128	2,880	0.044 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.18	320	1,894	0.140	N-S(1):	0.275 *
	TH	1.82	491	2,906	0.169	N-S(2):	0.193
	LT	2.00	329	2,880	0.114 *	E-W(1):	0.250 *
Westbound	RT	2.00	238	3,200	0.000	E-W(2):	0.118
	TH	3.00	286	4,800	0.060		
	LT	2.00	25	2,880	0.009 *	V/C:	0.525
Northbound	RT	2.00	529	3,200	0.161 *	Lost Time:	0.100
	TH	1.00	101	1,600	0.063	ITS:	0.000
	LT	2.00	68	2,880	0.024		
Eastbound	RT	2.00	211	3,200	0.042	ICU:	0.625
	TH	3.00	1,157	4,800	0.241 *		
	LT	2.00	167	2,880	0.058	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 68 - MAIN STREET & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.311 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	0.00	0	0	0.000 *	E-W(1):	0.376 *
Westbound	RT	0.00	1	0	0.000	E-W(2):	0.224
	TH	2.00	717	3,200	0.224		
	LT	2.00	338	2,880	0.117 *	V/C:	0.687
Northbound	RT	1.00	592	1,600	0.311 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	276	2,880	0.096		
Eastbound	RT	1.00	126	1,600	0.079	ICU:	0.787
	TH	2.00	828	3,200	0.259 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	4	0	0.000	N-S(1):	0.111 *
	TH	1.00	0	1,600	0.003 *	N-S(2):	0.000
	LT	0.00	0	0	0.000	E-W(1):	0.334 *
Westbound	RT	0.00	3	0	0.000	E-W(2):	0.206
	TH	2.00	657	3,200	0.206		
	LT	2.00	453	2,880	0.157 *	V/C:	0.445
Northbound	RT	1.00	299	1,600	0.108 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	291	2,880	0.101		
Eastbound	RT	1.00	71	1,600	0.044	ICU:	0.545
	TH	2.00	565	3,200	0.177 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	3	0	0.000	N-S(1):	0.128 *
	TH	1.00	0	1,600	0.003 *	N-S(2):	0.000
	LT	0.00	1	1,600	0.001	E-W(1):	0.409 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.172
	TH	2.00	550	3,200	0.172		
	LT	2.00	551	2,880	0.191 *	V/C:	0.537
Northbound	RT	1.00	349	1,600	0.122	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	361	2,880	0.125 *		
Eastbound	RT	1.00	343	1,600	0.214	ICU:	0.637
	TH	2.00	699	3,200	0.218 *		
	LT	0.00	0	0	0.000	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 70 - PRAIRIE AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	497	3,200	0.113	N-S(1):	0.131
	TH	2.00	433	3,200	0.135 *	N-S(2):	0.242 *
	LT	2.00	88	2,880	0.031	E-W(1):	0.155
Westbound	RT	0.00	85	0	0.000	E-W(2):	0.260 *
	TH	3.00	962	4,800	0.218 *		
	LT	1.00	142	1,600	0.089	V/C:	0.502
Northbound	RT	0.00	78	0	0.000	Lost Time:	0.100
	TH	3.00	400	4,800	0.100	ITS:	0.000
	LT	2.00	307	2,880	0.107 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.602
	TH	3.00	266	4,800	0.066		
	LT	1.00	67	1,600	0.042 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.32	369	2,109	0.108	N-S(1):	0.174
	TH	2.68	751	4,291	0.175 *	N-S(2):	0.272 *
	LT	2.00	139	2,880	0.048	E-W(1):	0.172
Westbound	RT	0.00	84	0	0.000	E-W(2):	0.207 *
	TH	3.00	585	4,800	0.139 *		
	LT	1.00	111	1,600	0.069	V/C:	0.479
Northbound	RT	0.00	154	0	0.000	Lost Time:	0.100
	TH	3.00	453	4,800	0.126	ITS:	0.000
	LT	2.00	278	2,880	0.097 *		
Eastbound	RT	0.00	64	0	0.000	ICU:	0.579
	TH	3.00	429	4,800	0.103		
	LT	1.00	108	1,600	0.068 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.24	406	1,980	0.101	N-S(1):	0.226
	TH	2.76	906	4,420	0.205 *	N-S(2):	0.297 *
	LT	2.00	194	2,880	0.067	E-W(1):	0.419 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.241
	TH	3.00	546	4,800	0.137		
	LT	1.00	185	1,600	0.116 *	V/C:	0.716
Northbound	RT	0.00	184	0	0.000	Lost Time:	0.100
	TH	3.00	578	4,800	0.159	ITS:	0.000
	LT	2.00	265	2,880	0.092 *		
Eastbound	RT	0.00	171	0	0.000	ICU:	0.816
	TH	3.00	1,282	4,800	0.303 *		
	LT	1.00	167	1,600	0.104	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 71 - SEPULVEDA BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	16	0	0.000	N-S(1):	0.415
	TH	4.00	2,301	6,400	0.362 *	N-S(2):	0.428 *
	LT	2.00	302	2,880	0.105	E-W(1):	0.148
Westbound	RT	1.00	396	1,600	0.143 *	E-W(2):	0.217 *
	TH	3.00	212	4,800	0.044		
	LT	2.00	204	2,880	0.071	V/C:	0.645
Northbound	RT	2.00	610	3,200	0.120	Lost Time:	0.100
	TH	3.00	1,488	4,800	0.310	ITS:	0.000
	LT	1.00	106	1,600	0.066 *		
Eastbound	RT	1.00	176	1,600	0.077	ICU:	0.745
	TH	3.00	258	4,800	0.054		
	LT	2.00	214	2,880	0.074 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.354
	TH	4.00	1,913	6,400	0.304 *	N-S(2):	0.399 *
	LT	2.00	237	2,880	0.082	E-W(1):	0.135
Westbound	RT	1.00	328	1,600	0.123 *	E-W(2):	0.173 *
	TH	3.00	260	4,800	0.054		
	LT	2.00	179	2,880	0.062	V/C:	0.572
Northbound	RT	2.00	717	3,200	0.162	Lost Time:	0.100
	TH	3.00	1,306	4,800	0.272	ITS:	0.000
	LT	1.00	152	1,600	0.095 *		
Eastbound	RT	1.00	193	1,600	0.073	ICU:	0.672
	TH	3.00	190	4,800	0.040		
	LT	2.00	145	2,880	0.050 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	28	0	0.000	N-S(1):	0.531 *
	TH	4.00	2,393	6,400	0.378	N-S(2):	0.484
	LT	2.00	376	2,880	0.131 *	E-W(1):	0.135
Westbound	RT	1.00	486	1,600	0.173 *	E-W(2):	0.240 *
	TH	3.00	300	4,800	0.063		
	LT	2.00	172	2,880	0.060	V/C:	0.771
Northbound	RT	2.00	1,000	3,200	0.253	Lost Time:	0.100
	TH	3.00	1,920	4,800	0.400 *	ITS:	0.000
	LT	1.00	169	1,600	0.106		
Eastbound	RT	1.00	157	1,600	0.045	ICU:	0.871
	TH	3.00	360	4,800	0.075		
	LT	2.00	193	2,880	0.067 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 73 - NASH STREET / WB I-105 RAMPS & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	552	1,600	0.345	N-S(1):	0.395 *
	TH	2.00	1,181	3,200	0.369 *	N-S(2):	0.000
	LT	1.00	437	1,600	0.273	E-W(1):	0.194 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.156
	TH	3.00	750	4,800	0.156		
	LT	2.00	209	2,880	0.073 *	V/C:	0.589
Northbound	RT	2.00	28	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	42	1,600	0.026 *		
Eastbound	RT	0.00	117	0	0.000	ICU:	0.689
	TH	3.00	465	4,800	0.121 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.23	203	1,972	0.103	N-S(1):	0.139 *
	TH	1.77	291	2,828	0.103 *	N-S(2):	0.000
	LT	1.00	125	1,600	0.078	E-W(1):	0.140 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.125
	TH	3.00	601	4,800	0.125		
	LT	2.00	59	2,880	0.020 *	V/C:	0.279
Northbound	RT	2.00	71	3,200	0.012	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	57	1,600	0.036 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.379
	TH	3.00	477	4,800	0.120 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.33	180	2,129	0.085	N-S(1):	0.155 *
	TH	1.54	208	2,461	0.085	N-S(2):	0.000
	LT	1.13	153	1,629	0.094 *	E-W(1):	0.181 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.157
	TH	3.00	754	4,800	0.157		
	LT	2.00	51	2,880	0.018 *	V/C:	0.336
Northbound	RT	2.00	192	3,200	0.051	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	97	1,600	0.061 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.436
	TH	3.00	721	4,800	0.163 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 75 - I-405 NB RAMPS E/O LA CIENEGA BLVD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR, WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.115
	TH	0.00	0	0	0.000 *	N-S(2):	0.127 *
	LT	0.00	0	0	0.000	E-W(1):	0.068
Westbound	RT	1.41	481	2,255	0.000	E-W(2):	0.213 *
	TH	2.59	884	4,145	0.213 *		
	LT	0.00	0	0	0.000	V/C:	0.340
Northbound	RT	0.22	41	357	0.115	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.78	326	2,558	0.127 *		
Eastbound	RT	1.00	75	1,600	0.000	ICU:	0.440
	TH	3.00	328	4,800	0.068		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.092
	TH	0.00	0	0	0.000 *	N-S(2):	0.102 *
	LT	0.00	0	0	0.000	E-W(1):	0.100 *
Westbound	RT	1.14	174	1,832	0.000	E-W(2):	0.095
	TH	2.86	434	4,568	0.095		
	LT	0.00	0	0	0.000 *	V/C:	0.202
Northbound	RT	0.65	96	1,041	0.092	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.35	199	1,943	0.102 *		
Eastbound	RT	1.00	118	1,600	0.000	ICU:	0.302
	TH	3.00	482	4,800	0.100 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.156 *
	TH	0.00	0	0	0.000	N-S(2):	0.103
	LT	0.00	0	0	0.000 *	E-W(1):	0.354 *
Westbound	RT	1.45	216	2,319	0.000	E-W(2):	0.093
	TH	2.55	380	4,081	0.093		
	LT	0.00	0	0	0.000 *	V/C:	0.510
Northbound	RT	1.00	250	1,600	0.156 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	165	1,600	0.103		
Eastbound	RT	1.00	213	1,600	0.000	ICU:	0.610
	TH	3.00	1,700	4,800	0.354 *		
	LT	0.00	0	0	0.000	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 76 - INGLEWOOD AVENUE & LENNOX BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	9	0	0.000	N-S(1):	0.215 *
	TH	1.00	218	1,600	0.142	N-S(2):	0.178
	LT	1.00	37	1,600	0.023 *	E-W(1):	0.105
Westbound	RT	0.00	39	0	0.000	E-W(2):	0.110 *
	TH	1.00	127	1,600	0.104 *		
	LT	1.00	41	1,600	0.026	V/C:	0.325
Northbound	RT	0.00	67	0	0.000	Lost Time:	0.100
	TH	1.00	240	1,600	0.192 *	ITS:	0.000
	LT	1.00	57	1,600	0.036		
Eastbound	RT	0.00	35	0	0.000	ICU:	0.425
	TH	1.00	91	1,600	0.079		
	LT	1.00	10	1,600	0.006 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.281 *
	TH	1.00	247	1,600	0.167	N-S(2):	0.180
	LT	1.00	43	1,600	0.027 *	E-W(1):	0.122 *
Westbound	RT	0.00	46	0	0.000	E-W(2):	0.093
	TH	1.00	101	1,600	0.092		
	LT	1.00	50	1,600	0.031 *	V/C:	0.403
Northbound	RT	0.00	111	0	0.000	Lost Time:	0.100
	TH	1.00	296	1,600	0.254 *	ITS:	0.000
	LT	1.00	21	1,600	0.013		
Eastbound	RT	0.00	43	0	0.000	ICU:	0.503
	TH	1.00	103	1,600	0.091 *		
	LT	1.00	1	1,600	0.001	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	28	0	0.000	N-S(1):	0.338 *
	TH	1.00	458	1,600	0.304	N-S(2):	0.332
	LT	1.00	68	1,600	0.043 *	E-W(1):	0.277 *
Westbound	RT	0.00	31	0	0.000	E-W(2):	0.103
	TH	1.00	105	1,600	0.085		
	LT	1.00	92	1,600	0.058 *	V/C:	0.615
Northbound	RT	0.00	133	0	0.000	Lost Time:	0.100
	TH	1.00	339	1,600	0.295 *	ITS:	0.000
	LT	1.00	44	1,600	0.028		
Eastbound	RT	0.00	67	0	0.000	ICU:	0.715
	TH	1.00	283	1,600	0.219 *		
	LT	1.00	28	1,600	0.018	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 77 - INGELWOOD AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	114	1,600	0.058 *	N-S(1):	0.060
	TH	1.00	58	1,600	0.037	N-S(2):	0.072 *
	LT	0.00	1	1,600	0.001	E-W(1):	0.166
Westbound	RT	0.00	1	0	0.000	E-W(2):	0.353 *
	TH	2.00	1,038	3,200	0.325 *		
	LT	1.00	19	1,600	0.012	V/C:	0.425
Northbound	RT	1.00	73	1,600	0.040	Lost Time:	0.100
	TH	1.00	73	1,600	0.059	ITS:	0.000
	LT	0.00	22	1,600	0.014 *		
Eastbound	RT	1.00	37	1,600	0.016	ICU:	0.525
	TH	2.00	492	3,200	0.154		
	LT	1.00	44	1,600	0.028 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	94	1,600	0.039	N-S(1):	0.071
	TH	1.00	83	1,600	0.062 *	N-S(2):	0.088 *
	LT	0.00	16	1,600	0.010	E-W(1):	0.298 *
Westbound	RT	0.00	17	0	0.000	E-W(2):	0.297
	TH	2.00	808	3,200	0.258		
	LT	1.00	71	1,600	0.044 *	V/C:	0.386
Northbound	RT	1.00	59	1,600	0.015	Lost Time:	0.100
	TH	1.00	56	1,600	0.061	ITS:	0.000
	LT	0.00	42	1,600	0.026 *		
Eastbound	RT	1.00	68	1,600	0.029	ICU:	0.486
	TH	2.00	814	3,200	0.254 *		
	LT	1.00	63	1,600	0.039	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	83	1,600	0.033	N-S(1):	0.084
	TH	1.00	183	1,600	0.121 *	N-S(2):	0.143 *
	LT	0.00	10	1,600	0.006	E-W(1):	0.392 *
Westbound	RT	0.00	18	0	0.000	E-W(2):	0.283
	TH	2.00	766	3,200	0.245		
	LT	1.00	26	1,600	0.016 *	V/C:	0.535
Northbound	RT	1.00	40	1,600	0.017	Lost Time:	0.100
	TH	1.00	89	1,600	0.078	ITS:	0.000
	LT	0.00	35	1,600	0.022 *		
Eastbound	RT	1.00	95	1,600	0.048	ICU:	0.635
	TH	2.00	1,203	3,200	0.376 *		
	LT	1.00	61	1,600	0.038	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 85 - LA BREA AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	79	1,600	0.003	N-S(1):	0.266 *
	TH	2.00	444	3,200	0.139	N-S(2):	0.214
	LT	1.00	106	1,600	0.066 *	E-W(1):	0.121
Westbound	RT	1.00	183	1,600	0.081	E-W(2):	0.333 *
	TH	2.00	768	3,200	0.240 *		
	LT	1.00	25	1,600	0.016	V/C:	0.599
Northbound	RT	1.00	19	1,600	0.004	Lost Time:	0.100
	TH	2.00	640	3,200	0.200 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	52	1,600	0.000	ICU:	0.699
	TH	2.00	336	3,200	0.105		
	LT	1.00	149	1,600	0.093 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	141	1,600	0.040	N-S(1):	0.320 *
	TH	2.00	573	3,200	0.179	N-S(2):	0.254
	LT	1.00	219	1,600	0.137 *	E-W(1):	0.167
Westbound	RT	1.00	191	1,600	0.051	E-W(2):	0.290 *
	TH	2.00	622	3,200	0.194 *		
	LT	1.00	44	1,600	0.028	V/C:	0.610
Northbound	RT	1.00	19	1,600	0.000	Lost Time:	0.100
	TH	2.00	585	3,200	0.183 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	52	1,600	0.000	ICU:	0.710
	TH	2.00	446	3,200	0.139		
	LT	1.00	154	1,600	0.096 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	67	1,600	0.001	N-S(1):	0.309
	TH	2.00	859	3,200	0.268 *	N-S(2):	0.331 *
	LT	1.00	218	1,600	0.136	E-W(1):	0.314 *
Westbound	RT	1.00	154	1,600	0.028	E-W(2):	0.259
	TH	2.00	566	3,200	0.177		
	LT	1.00	53	1,600	0.033 *	V/C:	0.645
Northbound	RT	1.00	37	1,600	0.007	Lost Time:	0.100
	TH	2.00	553	3,200	0.173	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	1.00	80	1,600	0.019	ICU:	0.745
	TH	2.00	900	3,200	0.281 *		
	LT	1.00	131	1,600	0.082	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 87 - LA BREA AVENUE & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	209	1,600	0.014	N-S(1):	0.193
	TH	2.00	519	3,200	0.162 *	N-S(2):	0.220 *
	LT	1.00	16	1,600	0.010	E-W(1):	0.238
Westbound	RT	0.00	32	0	0.000	E-W(2):	0.431 *
	TH	3.00	1,475	4,800	0.314 *		
	LT	1.00	106	1,600	0.066	V/C:	0.651
Northbound	RT	0.00	62	0	0.000	Lost Time:	0.100
	TH	3.00	817	4,800	0.183	ITS:	0.000
	LT	1.00	92	1,600	0.058 *		
Eastbound	RT	0.00	64	0	0.000	ICU:	0.751
	TH	3.00	761	4,800	0.172		
	LT	1.00	187	1,600	0.117 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	143	1,600	0.000	N-S(1):	0.152
	TH	2.00	486	3,200	0.152 *	N-S(2):	0.216 *
	LT	1.00	28	1,600	0.018	E-W(1):	0.304
Westbound	RT	0.00	32	0	0.000	E-W(2):	0.309 *
	TH	3.00	935	4,800	0.201 *		
	LT	1.00	135	1,600	0.084	V/C:	0.525
Northbound	RT	0.00	99	0	0.000	Lost Time:	0.100
	TH	3.00	546	4,800	0.134	ITS:	0.000
	LT	1.00	103	1,600	0.064 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.625
	TH	3.00	977	4,800	0.220		
	LT	1.00	173	1,600	0.108 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	173	1,600	0.000	N-S(1):	0.230
	TH	2.00	827	3,200	0.258 *	N-S(2):	0.297 *
	LT	1.00	41	1,600	0.026	E-W(1):	0.517 *
Westbound	RT	0.00	36	0	0.000	E-W(2):	0.341
	TH	3.00	1,012	4,800	0.218		
	LT	1.00	148	1,600	0.093 *	V/C:	0.814
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	860	4,800	0.204	ITS:	0.000
	LT	1.00	62	1,600	0.039 *		
Eastbound	RT	0.00	81	0	0.000	ICU:	0.914
	TH	3.00	1,953	4,800	0.424 *		
	LT	1.00	197	1,600	0.123	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 88 - LA CIENEGA BOULEVARD & LA TIJERA BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	927	1,600	0.579 *	N-S(1):	0.523
	TH	3.00	2,157	4,800	0.449	N-S(2):	0.579 *
	LT	0.00	0	0	0.000	E-W(1):	0.080
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.181 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.760
Northbound	RT	0.00	83	0	0.000	Lost Time:	0.100
	TH	3.00	2,426	4,800	0.523	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	9	0	0.000	ICU:	0.860
	TH	1.00	119	1,600	0.080		
	LT	3.00	780	4,320	0.181 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	797	1,600	0.498 *	N-S(1):	0.291
	TH	3.00	1,403	4,800	0.292	N-S(2):	0.498 *
	LT	0.00	0	0	0.000	E-W(1):	0.106
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.169 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.667
Northbound	RT	0.00	88	0	0.000	Lost Time:	0.100
	TH	3.00	1,307	4,800	0.291	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.767
	TH	1.00	149	1,600	0.106		
	LT	3.00	732	4,320	0.169 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	981	1,600	0.613 *	N-S(1):	0.411
	TH	3.00	2,222	4,800	0.463	N-S(2):	0.613 *
	LT	0.00	0	0	0.000	E-W(1):	0.176
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.255 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.868
Northbound	RT	0.00	207	0	0.000	Lost Time:	0.100
	TH	3.00	1,765	4,800	0.411	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	41	0	0.000	ICU:	0.968
	TH	1.00	241	1,600	0.176		
	LT	3.00	1,101	4,320	0.255 *	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 89 - LA CIENEGA BOULEVARD & LENNOX BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.271 *
	TH	3.00	449	4,800	0.094	N-S(2):	0.094
	LT	1.00	47	1,600	0.029 *	E-W(1):	0.085 *
Westbound	RT	1.00	99	1,600	0.047	E-W(2):	0.047
	TH	1.00	0	1,600	0.000		
	LT	1.00	136	1,600	0.085 *	V/C:	0.356
Northbound	RT	0.00	56	0	0.000	Lost Time:	0.100
	TH	2.00	719	3,200	0.242 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.456
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.241 *
	TH	3.00	385	4,800	0.080	N-S(2):	0.080
	LT	1.00	78	1,600	0.049 *	E-W(1):	0.050 *
Westbound	RT	1.00	42	1,600	0.002	E-W(2):	0.002
	TH	1.00	0	1,600	0.000		
	LT	1.00	80	1,600	0.050 *	V/C:	0.291
Northbound	RT	0.00	68	0	0.000	Lost Time:	0.100
	TH	2.00	545	3,200	0.192 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.391
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.340 *
	TH	3.00	904	4,800	0.188	N-S(2):	0.188
	LT	1.00	187	1,600	0.117 *	E-W(1):	0.039 *
Westbound	RT	1.00	40	1,600	0.000	E-W(2):	0.000
	TH	1.00	0	1,600	0.000		
	LT	1.00	63	1,600	0.039 *	V/C:	0.379
Northbound	RT	0.00	197	0	0.000	Lost Time:	0.100
	TH	2.00	518	3,200	0.223 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.479
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 90 - LA CIENEGA BOULEVARD & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	109	0	0.000	N-S(1):	0.253 *
	TH	3.00	479	4,800	0.123 *	N-S(2):	0.000
	LT	1.00	191	1,600	0.119	E-W(1):	0.253 *
Westbound	RT	0.00	131	0	0.000	E-W(2):	0.212
	TH	3.00	625	4,800	0.158		
	LT	2.00	489	2,880	0.170 *	V/C:	0.506
Northbound	RT	0.00	208	1,600	0.130 *	Lost Time:	0.100
	TH	2.00	205	1,600	0.128	ITS:	0.000
	LT	1.00	54	1,600	0.034		
Eastbound	RT	0.00	48	0	0.000	ICU:	0.606
	TH	3.00	352	4,800	0.083 *		
	LT	1.00	86	1,600	0.054	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	151	0	0.000	N-S(1):	0.281 *
	TH	2.67	407	4,267	0.131	N-S(2):	0.000
	LT	1.33	279	1,920	0.145 *	E-W(1):	0.307 *
Westbound	RT	0.00	124	0	0.000	E-W(2):	0.229
	TH	3.00	668	4,800	0.165		
	LT	2.00	395	2,880	0.137 *	V/C:	0.588
Northbound	RT	0.00	135	0	0.000	Lost Time:	0.100
	TH	2.00	300	3,200	0.136 *	ITS:	0.000
	LT	1.00	54	1,600	0.034		
Eastbound	RT	0.00	84	0	0.000	ICU:	0.688
	TH	3.00	731	4,800	0.170 *		
	LT	1.00	102	1,600	0.064	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	45	0	0.000	N-S(1):	0.360 *
	TH	2.07	570	3,316	0.185	N-S(2):	0.000
	LT	1.93	572	2,776	0.206 *	E-W(1):	0.306 *
Westbound	RT	0.00	112	0	0.000	E-W(2):	0.181
	TH	3.00	472	4,800	0.122		
	LT	2.00	303	2,880	0.105 *	V/C:	0.666
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	2.00	384	3,200	0.154 *	ITS:	0.000
	LT	1.00	42	1,600	0.026		
Eastbound	RT	0.00	74	0	0.000	ICU:	0.766
	TH	3.00	889	4,800	0.201 *		
	LT	1.00	94	1,600	0.059	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 91 - LA CIENEGA BOULEVARD NB RAMPS & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.154
	TH	0.00	0	0	0.000 *	N-S(2):	0.172 *
	LT	0.00	0	0	0.000	E-W(1):	0.179
Westbound	RT	1.00	129	1,600	0.081	E-W(2):	0.388 *
	TH	4.00	1,752	6,400	0.274 *		
	LT	0.00	0	0	0.000	V/C:	0.560
Northbound	RT	0.00	154	0	0.000	Lost Time:	0.100
	TH	0.62	0	998	0.154	ITS:	0.000
	LT	1.38	340	1,982	0.172 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.660
	TH	3.00	858	4,800	0.179		
	LT	2.00	329	2,880	0.114 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.141 *
	TH	0.00	0	0	0.000	N-S(2):	0.079
	LT	0.00	0	0	0.000 *	E-W(1):	0.216
Westbound	RT	1.00	139	1,600	0.087	E-W(2):	0.284 *
	TH	4.00	1,130	6,400	0.177 *		
	LT	0.00	0	0	0.000	V/C:	0.425
Northbound	RT	0.00	226	0	0.000	Lost Time:	0.100
	TH	1.00	0	1,600	0.141 *	ITS:	0.000
	LT	1.00	126	1,600	0.079		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.525
	TH	3.00	1,036	4,800	0.216		
	LT	2.00	308	2,880	0.107 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.126 *
	TH	0.00	0	0	0.000	N-S(2):	0.083
	LT	0.00	0	0	0.000 *	E-W(1):	0.381
Westbound	RT	1.00	110	1,600	0.069	E-W(2):	0.413 *
	TH	4.00	1,233	6,400	0.193 *		
	LT	0.00	0	0	0.000	V/C:	0.539
Northbound	RT	0.00	201	0	0.000	Lost Time:	0.100
	TH	1.00	0	1,600	0.126 *	ITS:	0.000
	LT	1.00	132	1,600	0.083		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.639
	TH	3.00	1,830	4,800	0.381		
	LT	2.00	634	2,880	0.220 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 92 - LA CIENEGA BOULEVARD SB RAMPS & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.79	594	2,858	0.208	N-S(1):	0.044
	TH	0.21	0	342	0.208 *	N-S(2):	0.208 *
	LT	0.00	71	1,600	0.044	E-W(1):	0.266
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.398 *
	TH	3.00	1,909	4,800	0.398 *		
	LT	1.00	183	1,600	0.114	V/C:	0.606
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	101	0	0.000	ICU:	0.706
	TH	5.00	1,116	8,000	0.152		
	LT	0.00	0	0	0.000 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.65	444	2,636	0.168	N-S(1):	0.059
	TH	0.35	0	564	0.168 *	N-S(2):	0.168 *
	LT	0.00	95	1,600	0.059	E-W(1):	0.348 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.204
	TH	3.00	978	4,800	0.204		
	LT	1.00	278	1,600	0.174 *	V/C:	0.516
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	141	0	0.000	ICU:	0.616
	TH	5.00	1,249	8,000	0.174 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.54	573	2,461	0.233	N-S(1):	0.108
	TH	0.46	0	739	0.233 *	N-S(2):	0.233 *
	LT	0.00	172	1,600	0.108	E-W(1):	0.455 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.233
	TH	3.00	1,120	4,800	0.233		
	LT	1.00	245	1,600	0.153 *	V/C:	0.688
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	123	0	0.000	ICU:	0.788
	TH	5.00	2,292	8,000	0.302 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 93 - LA CIENEGA BOULEVARD & STOCKER STREET
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements: NBR, WBR, SBT

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.653 *
	TH	2.00	2,171	3,200	0.000	N-S(2):	0.000
	LT	1.00	116	1,600	0.073 *	E-W(1):	0.454 *
Westbound	RT	1.00	118	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	1,308	2,880	0.454 *	V/C:	1.107
Northbound	RT	1.00	795	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,785	4,800	0.580 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.207
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.469 *
	TH	2.00	1,555	3,200	0.000	N-S(2):	0.000
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.217 *
Westbound	RT	1.00	73	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	624	2,880	0.217 *	V/C:	0.686
Northbound	RT	1.00	708	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,740	4,800	0.363 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.786
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.712 *
	TH	2.00	2,609	3,200	0.000	N-S(2):	0.000
	LT	1.00	286	1,600	0.179 *	E-W(1):	0.315 *
Westbound	RT	1.00	83	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	906	2,880	0.315 *	V/C:	1.027
Northbound	RT	1.00	1,306	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,559	4,800	0.533 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.127
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 94 - LA CIENEGA BOULEVARD & 111TH STREET
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	43	0	0.000	N-S(1):	0.241
	TH	3.00	468	4,800	0.106 *	N-S(2):	0.263 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.028 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.291
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	770	3,200	0.241	ITS:	0.000
	LT	1.00	251	1,600	0.157 *		
Eastbound	RT	1.00	60	1,600	0.000	ICU:	0.391
	TH	0.00	0	0	0.000		
	LT	2.00	80	2,880	0.028 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	22	0	0.000	N-S(1):	0.153
	TH	3.00	477	4,800	0.104 *	N-S(2):	0.226 *
	LT	0.00	0	0	0.000	E-W(1):	0.019
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.051 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.277
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	491	3,200	0.153	ITS:	0.000
	LT	1.00	195	1,600	0.122 *		
Eastbound	RT	1.00	128	1,600	0.019	ICU:	0.377
	TH	0.00	0	0	0.000		
	LT	2.00	147	2,880	0.051 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	41	0	0.000	N-S(1):	0.152
	TH	3.00	907	4,800	0.198 *	N-S(2):	0.256 *
	LT	0.00	0	0	0.000	E-W(1):	0.072
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.092 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.348
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	486	3,200	0.152	ITS:	0.000
	LT	1.00	92	1,600	0.058 *		
Eastbound	RT	1.00	161	1,600	0.072	ICU:	0.448
	TH	0.00	0	0	0.000		
	LT	2.00	266	2,880	0.092 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 95 - LA CIENEGA BOULEVARD & WEST 120TH STREET
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	95	1,600	0.046	N-S(1):	0.084 *
	TH	2.00	90	3,200	0.028	N-S(2):	0.081
	LT	1.00	46	1,600	0.029 *	E-W(1):	0.103
Westbound	RT	0.00	185	0	0.000 *	E-W(2):	0.170 *
	TH	2.00	271	3,200	0.143 *		
	LT	1.00	116	1,600	0.073	V/C:	0.254
Northbound	RT	1.00	26	1,600	0.000	Lost Time:	0.100
	TH	2.00	175	3,200	0.055 *	ITS:	0.000
	LT	1.00	56	1,600	0.035		
Eastbound	RT	0.00	32	0	0.000	ICU:	0.354
	TH	2.00	63	3,200	0.030		
	LT	1.00	43	1,600	0.027 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	49	1,600	0.021	N-S(1):	0.091
	TH	2.00	236	3,200	0.074 *	N-S(2):	0.094 *
	LT	1.00	89	1,600	0.056	E-W(1):	0.087 *
Westbound	RT	0.00	42	0	0.000	E-W(2):	0.073
	TH	2.00	127	3,200	0.053		
	LT	1.00	67	1,600	0.042 *	V/C:	0.181
Northbound	RT	1.00	78	1,600	0.028	Lost Time:	0.100
	TH	2.00	113	3,200	0.035	ITS:	0.000
	LT	1.00	32	1,600	0.020 *		
Eastbound	RT	0.00	25	0	0.000	ICU:	0.281
	TH	2.00	119	3,200	0.045 *		
	LT	1.00	32	1,600	0.020	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	87	1,600	0.037	N-S(1):	0.419 *
	TH	2.00	667	3,200	0.208	N-S(2):	0.237
	LT	1.00	561	1,600	0.351 *	E-W(1):	0.176 *
Westbound	RT	0.00	44	0	0.000	E-W(2):	0.097
	TH	2.00	153	3,200	0.062		
	LT	1.00	60	1,600	0.038 *	V/C:	0.595
Northbound	RT	1.00	139	1,600	0.068 *	Lost Time:	0.100
	TH	2.00	103	3,200	0.032	ITS:	0.000
	LT	1.00	47	1,600	0.029		
Eastbound	RT	0.00	71	0	0.000	ICU:	0.695
	TH	2.00	370	3,200	0.138 *		
	LT	1.00	56	1,600	0.035	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 96 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O CENTURY)
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : NBR,
FF Movements:

N-S Split Phase : N
E-W Split Phase : Y
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	50	0	0.000	N-S(1):	0.280 *
	TH	3.00	461	4,800	0.106	N-S(2):	0.213
	LT	2.00	279	2,880	0.097 *	E-W(1):	0.199 *
Westbound	RT	0.00	247	0	0.000	E-W(2):	0.000
	TH	2.00	266	3,200	0.160 *		
	LT	1.00	247	1,600	0.154	V/C:	0.479
Northbound	RT	1.00	135	1,600	0.000	Lost Time:	0.100
	TH	2.00	584	3,200	0.183 *	ITS:	0.000
	LT	2.00	309	2,880	0.107		
Eastbound	RT	1.07	67	1,720	0.000	ICU:	0.579
	TH	1.93	120	3,080	0.039 *		
	LT	1.00	51	1,600	0.032	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.222 *
	TH	3.00	216	4,800	0.066	N-S(2):	0.187
	LT	2.00	252	2,880	0.088 *	E-W(1):	0.243 *
Westbound	RT	0.00	262	0	0.000	E-W(2):	0.000
	TH	2.00	276	3,200	0.168 *		
	LT	1.00	262	1,600	0.164	V/C:	0.465
Northbound	RT	1.00	122	1,600	0.000	Lost Time:	0.100
	TH	2.00	429	3,200	0.134 *	ITS:	0.000
	LT	2.00	348	2,880	0.121		
Eastbound	RT	1.00	72	1,600	0.000	ICU:	0.565
	TH	1.91	206	3,052	0.068		
	LT	1.09	118	1,573	0.075 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.314 *
	TH	3.00	495	4,800	0.134	N-S(2):	0.223
	LT	2.00	400	2,880	0.139 *	E-W(1):	0.274 *
Westbound	RT	0.00	326	0	0.000	E-W(2):	0.000
	TH	2.00	327	3,200	0.204		
	LT	1.00	326	1,600	0.204 *	V/C:	0.588
Northbound	RT	1.00	103	1,600	0.000	Lost Time:	0.100
	TH	2.00	559	3,200	0.175 *	ITS:	0.000
	LT	2.00	256	2,880	0.089		
Eastbound	RT	1.14	115	1,831	0.018	ICU:	0.688
	TH	1.33	134	2,133	0.063		
	LT	1.52	153	2,192	0.070 *	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 97 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (S/O CENTURY)
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	SBT		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.309 *
	TH	2.00	492	3,200	0.000	N-S(2):	0.000
	LT	2.00	414	2,880	0.144 *	E-W(1):	0.000
Westbound	RT	2.00	137	3,200	0.043 *	E-W(2):	0.043 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.352
Northbound	RT	0.00	32	0	0.000	Lost Time:	0.100
	TH	2.00	497	3,200	0.165 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.452
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.335 *
	TH	2.00	336	3,200	0.000	N-S(2):	0.000
	LT	2.00	451	2,880	0.157 *	E-W(1):	0.000
Westbound	RT	2.00	184	3,200	0.058 *	E-W(2):	0.058 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.393
Northbound	RT	0.00	34	0	0.000	Lost Time:	0.100
	TH	2.00	536	3,200	0.178 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.493
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.350 *
	TH	2.00	861	3,200	0.000	N-S(2):	0.000
	LT	2.00	440	2,880	0.153 *	E-W(1):	0.000
Westbound	RT	2.00	349	3,200	0.109 *	E-W(2):	0.109 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.459
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	2.00	601	3,200	0.197 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.559
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 98 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O IMPERIAL HWY)
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.313 *
	TH	3.00	436	4,800	0.091	N-S(2):	0.091
	LT	1.00	78	1,600	0.049 *	E-W(1):	0.071 *
Westbound	RT	1.00	153	1,600	0.071 *	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	95	2,880	0.033	V/C:	0.384
Northbound	RT	1.00	105	1,600	0.066	Lost Time:	0.100
	TH	2.00	844	3,200	0.264 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.484
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.247 *
	TH	3.00	494	4,800	0.103	N-S(2):	0.103
	LT	1.00	149	1,600	0.093 *	E-W(1):	0.039 *
Westbound	RT	1.00	137	1,600	0.039 *	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	31	2,880	0.011	V/C:	0.286
Northbound	RT	1.00	79	1,600	0.049	Lost Time:	0.100
	TH	2.00	493	3,200	0.154 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.386
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.215 *
	TH	3.00	928	4,800	0.193	N-S(2):	0.193
	LT	1.00	107	1,600	0.067 *	E-W(1):	0.028 *
Westbound	RT	1.00	87	1,600	0.021	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	81	2,880	0.028 *	V/C:	0.243
Northbound	RT	1.00	51	1,600	0.032	Lost Time:	0.100
	TH	2.00	474	3,200	0.148 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.343
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 107 - LINCOLN BOULEVARD & MINDANAO WAY
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	38	0	0.000	N-S(1):	0.381 *
	TH	3.00	1,100	4,800	0.237	N-S(2):	0.316
	LT	1.00	135	1,600	0.084 *	E-W(1):	0.247 *
Westbound	RT	0.00	68	0	0.000	E-W(2):	0.153
	TH	2.00	421	3,200	0.153		
	LT	2.00	230	2,880	0.080 *	V/C:	0.628
Northbound	RT	1.00	319	1,600	0.120	Lost Time:	0.100
	TH	3.00	1,426	4,800	0.297 *	ITS:	0.000
	LT	1.00	126	1,600	0.079		
Eastbound	RT	0.00	26	0	0.000	ICU:	0.728
	TH	2.00	509	3,200	0.167 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	91	0	0.000	N-S(1):	0.402 *
	TH	3.00	998	4,800	0.227	N-S(2):	0.281
	LT	1.00	183	1,600	0.114 *	E-W(1):	0.307 *
Westbound	RT	0.00	64	0	0.000	E-W(2):	0.186
	TH	2.00	508	3,200	0.179		
	LT	2.00	332	2,880	0.115 *	V/C:	0.709
Northbound	RT	1.00	275	1,600	0.057	Lost Time:	0.100
	TH	3.00	1,380	4,800	0.288 *	ITS:	0.000
	LT	1.00	87	1,600	0.054		
Eastbound	RT	0.00	139	0	0.000	ICU:	0.809
	TH	2.00	463	3,200	0.192 *		
	LT	0.00	11	1,600	0.007	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	85	0	0.000	N-S(1):	0.436 *
	TH	3.00	1,455	4,800	0.321	N-S(2):	0.375
	LT	1.00	207	1,600	0.129 *	E-W(1):	0.321 *
Westbound	RT	0.00	61	0	0.000	E-W(2):	0.221
	TH	2.00	637	3,200	0.218		
	LT	2.00	388	2,880	0.135 *	V/C:	0.757
Northbound	RT	1.00	281	1,600	0.041	Lost Time:	0.100
	TH	3.00	1,472	4,800	0.307 *	ITS:	0.000
	LT	1.00	87	1,600	0.054		
Eastbound	RT	0.00	115	0	0.000	ICU:	0.857
	TH	2.00	475	3,200	0.186 *		
	LT	0.00	5	1,600	0.003	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 115 - ASH AVENUE & MANCHESTER AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	139	0	0.000	N-S(1):	0.209
	TH	1.00	0	1,600	0.093 *	N-S(2):	0.318 *
	LT	0.00	9	1,600	0.006	E-W(1):	0.152
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.278 *
	TH	3.00	1,308	4,800	0.275 *		
	LT	0.00	0	0	0.000	V/C:	0.596
Northbound	RT	1.00	211	1,600	0.132	Lost Time:	0.100
	TH	0.60	194	957	0.203	ITS:	0.000
	LT	1.40	455	2,019	0.225 *		
Eastbound	RT	1.00	237	1,600	0.000	ICU:	0.696
	TH	2.00	487	3,200	0.152		
	LT	1.00	5	1,600	0.003 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	79	0	0.000	N-S(1):	0.224
	TH	1.00	0	1,600	0.056 *	N-S(2):	0.298 *
	LT	0.00	10	1,600	0.006	E-W(1):	0.214 *
Westbound	RT	0.00	23	0	0.000	E-W(2):	0.211
	TH	3.00	932	4,800	0.199		
	LT	0.00	1	1,600	0.001 *	V/C:	0.512
Northbound	RT	1.00	262	1,600	0.163	Lost Time:	0.100
	TH	0.57	197	904	0.218	ITS:	0.000
	LT	1.43	500	2,066	0.242 *		
Eastbound	RT	1.00	295	1,600	0.000	ICU:	0.612
	TH	2.00	682	3,200	0.213 *		
	LT	1.00	19	1,600	0.012	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	78	0	0.000	N-S(1):	0.224
	TH	1.00	0	1,600	0.061 *	N-S(2):	0.296 *
	LT	0.00	20	1,600	0.013	E-W(1):	0.384 *
Westbound	RT	0.00	9	0	0.000	E-W(2):	0.206
	TH	3.00	934	4,800	0.196		
	LT	0.00	0	0	0.000 *	V/C:	0.680
Northbound	RT	1.27	428	2,026	0.211	Lost Time:	0.100
	TH	0.60	204	966	0.211	ITS:	0.000
	LT	1.13	382	1,627	0.235 *		
Eastbound	RT	1.00	251	1,600	0.000	ICU:	0.780
	TH	2.00	1,229	3,200	0.384 *		
	LT	1.00	16	1,600	0.010	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 116 - NASH STREET & MARIPOSA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	305	0	0.000	N-S(1):	0.081
	TH	2.00	765	3,200	0.334 *	N-S(2):	0.352 *
	LT	1.00	53	1,600	0.033	E-W(1):	0.052
Westbound	RT	0.00	13	0	0.000	E-W(2):	0.119 *
	TH	2.00	210	3,200	0.070 *		
	LT	1.00	28	1,600	0.018	V/C:	0.471
Northbound	RT	0.00	19	0	0.000	Lost Time:	0.100
	TH	2.00	136	3,200	0.048	ITS:	0.000
	LT	1.00	28	1,600	0.018 *		
Eastbound	RT	1.00	52	1,600	0.024	ICU:	0.571
	TH	2.00	109	3,200	0.034		
	LT	1.00	79	1,600	0.049 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	76	0	0.000	N-S(1):	0.085
	TH	2.00	249	3,200	0.102 *	N-S(2):	0.116 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.068
Westbound	RT	0.00	2	0	0.000	E-W(2):	0.106 *
	TH	2.00	131	3,200	0.042 *		
	LT	1.00	12	1,600	0.008	V/C:	0.222
Northbound	RT	0.00	22	0	0.000	Lost Time:	0.100
	TH	2.00	190	3,200	0.066	ITS:	0.000
	LT	1.00	23	1,600	0.014 *		
Eastbound	RT	1.00	75	1,600	0.040	ICU:	0.322
	TH	2.00	193	3,200	0.060		
	LT	1.00	103	1,600	0.064 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	56	0	0.000	N-S(1):	0.169 *
	TH	2.00	368	3,200	0.133	N-S(2):	0.158
	LT	1.00	33	1,600	0.021 *	E-W(1):	0.086
Westbound	RT	0.00	2	0	0.000	E-W(2):	0.165 *
	TH	2.00	122	3,200	0.039 *		
	LT	1.00	8	1,600	0.005	V/C:	0.334
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	2.00	403	3,200	0.148 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	1.00	68	1,600	0.030	ICU:	0.434
	TH	2.00	260	3,200	0.081		
	LT	1.00	201	1,600	0.126 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 117 - SEPULVEDA BOUELVARD & MARIPOSA AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	61	0	0.000	N-S(1):	0.475 *
	TH	4.00	1,844	6,400	0.298	N-S(2):	0.342
	LT	2.00	342	2,880	0.119 *	E-W(1):	0.136 *
Westbound	RT	1.00	59	1,600	0.000	E-W(2):	0.098
	TH	1.00	62	1,600	0.039		
	LT	1.00	53	1,600	0.033 *	V/C:	0.611
Northbound	RT	1.00	118	1,600	0.057	Lost Time:	0.100
	TH	4.00	2,278	6,400	0.356 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	44	0	0.000	ICU:	0.711
	TH	1.00	121	1,600	0.103 *		
	LT	1.00	95	1,600	0.059	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	56	0	0.000	N-S(1):	0.351 *
	TH	4.00	1,765	6,400	0.285	N-S(2):	0.348
	LT	2.00	221	2,880	0.077 *	E-W(1):	0.191 *
Westbound	RT	1.00	135	1,600	0.046	E-W(2):	0.152
	TH	1.00	129	1,600	0.081		
	LT	1.00	133	1,600	0.083 *	V/C:	0.542
Northbound	RT	1.00	128	1,600	0.038	Lost Time:	0.100
	TH	4.00	1,752	6,400	0.274 *	ITS:	0.000
	LT	1.00	100	1,600	0.063		
Eastbound	RT	0.00	34	0	0.000	ICU:	0.642
	TH	1.00	138	1,600	0.108 *		
	LT	1.00	114	1,600	0.071	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	107	0	0.000	N-S(1):	0.428
	TH	4.00	2,319	6,400	0.379 *	N-S(2):	0.461 *
	LT	2.00	179	2,880	0.062	E-W(1):	0.198 *
Westbound	RT	1.00	243	1,600	0.121	E-W(2):	0.196
	TH	1.00	187	1,600	0.117		
	LT	1.00	147	1,600	0.092 *	V/C:	0.659
Northbound	RT	1.00	109	1,600	0.022	Lost Time:	0.100
	TH	4.00	2,342	6,400	0.366	ITS:	0.000
	LT	1.00	131	1,600	0.082 *		
Eastbound	RT	0.00	48	0	0.000	ICU:	0.759
	TH	1.00	122	1,600	0.106 *		
	LT	1.00	120	1,600	0.075	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 119 - OCEAN AVENUE / VIA MARINA & WASHINGTON BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	8	0	0.000	N-S(1):	0.292 *
	TH	1.00	123	1,600	0.082 *	N-S(2):	0.000
	LT	1.00	46	1,600	0.029	E-W(1):	0.239 *
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.165
	TH	2.00	376	3,200	0.133		
	LT	1.00	127	1,600	0.079 *	V/C:	0.531
Northbound	RT	1.00	282	1,600	0.137	Lost Time:	0.100
	TH	1.00	336	1,600	0.210 *	ITS:	0.000
	LT	2.00	391	2,880	0.136		
Eastbound	RT	1.00	208	1,600	0.062	ICU:	0.631
	TH	2.00	512	3,200	0.160 *		
	LT	1.00	51	1,600	0.032	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	38	0	0.000	N-S(1):	0.239 *
	TH	1.00	142	1,600	0.113 *	N-S(2):	0.000
	LT	1.00	80	1,600	0.050	E-W(1):	0.241 *
Westbound	RT	0.00	44	0	0.000	E-W(2):	0.199
	TH	2.00	508	3,200	0.173		
	LT	1.00	164	1,600	0.103 *	V/C:	0.480
Northbound	RT	1.00	191	1,600	0.068	Lost Time:	0.100
	TH	1.00	201	1,600	0.126 *	ITS:	0.000
	LT	2.00	250	2,880	0.087		
Eastbound	RT	1.00	172	1,600	0.064	ICU:	0.580
	TH	2.00	441	3,200	0.138 *		
	LT	1.00	41	1,600	0.026	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	37	0	0.000	N-S(1):	0.437 *
	TH	1.00	441	1,600	0.299 *	N-S(2):	0.000
	LT	1.00	114	1,600	0.071	E-W(1):	0.261 *
Westbound	RT	0.00	42	0	0.000	E-W(2):	0.237
	TH	2.00	656	3,200	0.218		
	LT	1.00	152	1,600	0.095 *	V/C:	0.698
Northbound	RT	1.00	186	1,600	0.069	Lost Time:	0.100
	TH	1.00	218	1,600	0.136	ITS:	0.000
	LT	2.00	398	2,880	0.138 *		
Eastbound	RT	1.00	294	1,600	0.115	ICU:	0.798
	TH	2.00	531	3,200	0.166 *		
	LT	1.00	31	1,600	0.019	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 120 - OVERHILL DRIVE & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	69	1,600	0.021	N-S(1):	0.153 *
	TH	2.00	124	3,200	0.039	N-S(2):	0.079
	LT	1.00	95	1,600	0.059 *	E-W(1):	0.197
Westbound	RT	0.00	73	0	0.000	E-W(2):	0.380 *
	TH	3.00	1,533	4,800	0.335 *		
	LT	1.00	57	1,600	0.036	V/C:	0.533
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	171	3,200	0.094 *	ITS:	0.000
	LT	1.00	64	1,600	0.040		
Eastbound	RT	0.00	18	0	0.000	ICU:	0.633
	TH	3.00	755	4,800	0.161		
	LT	1.00	72	1,600	0.045 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	83	1,600	0.027	N-S(1):	0.132 *
	TH	2.00	103	3,200	0.032	N-S(2):	0.065
	LT	1.00	112	1,600	0.070 *	E-W(1):	0.300 *
Westbound	RT	0.00	64	0	0.000	E-W(2):	0.253
	TH	3.00	906	4,800	0.202		
	LT	1.00	103	1,600	0.064 *	V/C:	0.432
Northbound	RT	0.00	92	0	0.000	Lost Time:	0.100
	TH	2.00	107	3,200	0.062 *	ITS:	0.000
	LT	1.00	53	1,600	0.033		
Eastbound	RT	0.00	35	0	0.000	ICU:	0.532
	TH	3.00	1,098	4,800	0.236 *		
	LT	1.00	81	1,600	0.051	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	108	1,600	0.016	N-S(1):	0.291 *
	TH	2.00	359	3,200	0.112	N-S(2):	0.167
	LT	1.00	258	1,600	0.161 *	E-W(1):	0.585 *
Westbound	RT	0.00	98	0	0.000	E-W(2):	0.362
	TH	3.00	1,145	4,800	0.259		
	LT	1.00	221	1,600	0.138 *	V/C:	0.876
Northbound	RT	0.00	144	0	0.000	Lost Time:	0.100
	TH	2.00	272	3,200	0.130 *	ITS:	0.000
	LT	1.00	88	1,600	0.055		
Eastbound	RT	0.00	47	0	0.000	ICU:	0.976
	TH	3.00	2,099	4,800	0.447 *		
	LT	1.00	164	1,600	0.103	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 124 - PRAIRIE AVENUE & WEST 112TH STREET/I-105 OFF RAMP
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : Y
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.134
	TH	3.00	782	4,800	0.163 *	N-S(2):	0.163 *
	LT	1.00	13	1,600	0.008	E-W(1):	0.184 *
Westbound	RT	0.61	27	982	0.023	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.39	17	618	0.028 *	V/C:	0.347
Northbound	RT	0.00	5	0	0.000	Lost Time:	0.100
	TH	3.00	600	4,800	0.126	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	231	0	0.000	ICU:	0.447
	TH	1.00	18	1,600	0.156 *		
	LT	2.00	307	2,880	0.107	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.130
	TH	3.00	879	4,800	0.183 *	N-S(2):	0.183 *
	LT	1.00	16	1,600	0.010	E-W(1):	0.300 *
Westbound	RT	0.59	16	948	0.012	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.41	11	652	0.017 *	V/C:	0.483
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	554	4,800	0.120	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	413	0	0.000	ICU:	0.583
	TH	1.00	40	1,600	0.283 *		
	LT	2.00	504	2,880	0.175	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.214 *
	TH	3.00	1,007	4,800	0.210	N-S(2):	0.210
	LT	1.00	52	1,600	0.033 *	E-W(1):	0.324 *
Westbound	RT	0.48	11	765	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.52	12	835	0.014 *	V/C:	0.538
Northbound	RT	0.00	34	0	0.000	Lost Time:	0.100
	TH	3.00	836	4,800	0.181 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	430	0	0.000	ICU:	0.638
	TH	1.00	66	1,600	0.310 *		
	LT	2.00	612	2,880	0.213	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 125 - SEPULVEDA BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : NBR,
FF Movements: WBR,

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	98	1,600	0.019	N-S(1):	0.504 *
	TH	3.00	958	4,800	0.200	N-S(2):	0.275
	LT	2.00	258	2,880	0.090 *	E-W(1):	0.231 *
Westbound	RT	1.00	500	1,600	0.000	E-W(2):	0.165
	TH	2.00	260	3,200	0.081		
	LT	2.00	228	2,880	0.079 *	V/C:	0.735
Northbound	RT	1.00	315	1,600	0.118	Lost Time:	0.100
	TH	4.00	2,648	6,400	0.414 *	ITS:	0.000
	LT	2.00	216	2,880	0.075		
Eastbound	RT	1.00	99	1,600	0.024	ICU:	0.835
	TH	3.00	728	4,800	0.152 *		
	LT	2.00	242	2,880	0.084	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	182	1,600	0.061	N-S(1):	0.405 *
	TH	3.00	1,453	4,800	0.303	N-S(2):	0.353
	LT	2.00	514	2,880	0.178 *	E-W(1):	0.255 *
Westbound	RT	1.00	648	1,600	0.000	E-W(2):	0.213
	TH	2.00	345	3,200	0.108		
	LT	2.00	433	2,880	0.150 *	V/C:	0.660
Northbound	RT	1.00	445	1,600	0.128	Lost Time:	0.100
	TH	4.00	1,452	6,400	0.227 *	ITS:	0.000
	LT	2.00	145	2,880	0.050		
Eastbound	RT	1.00	143	1,600	0.064	ICU:	0.760
	TH	3.00	503	4,800	0.105 *		
	LT	2.00	301	2,880	0.105	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	445	1,600	0.213	N-S(1):	0.351
	TH	3.00	2,373	4,800	0.494 *	N-S(2):	0.646 *
	LT	2.00	460	2,880	0.160	E-W(1):	0.312 *
Westbound	RT	1.00	743	1,600	0.000	E-W(2):	0.312 *
	TH	2.00	581	3,200	0.182 *		
	LT	2.00	385	2,880	0.134 *	V/C:	0.958
Northbound	RT	1.00	414	1,600	0.125	Lost Time:	0.100
	TH	4.00	1,222	6,400	0.191	ITS:	0.000
	LT	2.00	439	2,880	0.152 *		
Eastbound	RT	1.00	284	1,600	0.178 *	ICU:	1.058
	TH	3.00	619	4,800	0.129		
	LT	2.00	374	2,880	0.130 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 140 - WB SR-90 RAMPS & SLAUSON AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : NBR,
FF Movements: EBR,

N-S Split Phase : Y
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.045 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.429 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.316
	TH	2.00	1,011	3,200	0.316		
	LT	3.00	1,561	4,320	0.361 *	V/C:	0.474
Northbound	RT	2.00	981	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	130	2,880	0.045 *		
Eastbound	RT	1.00	169	1,600	0.000	ICU:	0.574
	TH	3.00	326	4,800	0.068 *		
	LT	1.00	0	1,600	0.000	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.089 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.272 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.235
	TH	2.00	752	3,200	0.235		
	LT	3.00	619	4,320	0.143 *	V/C:	0.361
Northbound	RT	2.00	744	3,200	0.089 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	1.00	159	1,600	0.000	ICU:	0.461
	TH	3.00	619	4,800	0.129 *		
	LT	1.00	0	1,600	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.233 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.359 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.261
	TH	2.00	836	3,200	0.261		
	LT	3.00	797	4,320	0.184 *	V/C:	0.592
Northbound	RT	2.00	1,335	3,200	0.233 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	208	2,880	0.072		
Eastbound	RT	1.00	223	1,600	0.000	ICU:	0.692
	TH	3.00	839	4,800	0.175 *		
	LT	1.00	0	1,600	0.000	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 147 - CRENSHAW BOULEVARD & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	118	0	0.000	N-S(1):	0.205
	TH	3.00	529	4,800	0.135 *	N-S(2):	0.236 *
	LT	1.00	84	1,600	0.053	E-W(1):	0.162
Westbound	RT	0.00	103	0	0.000	E-W(2):	0.231 *
	TH	3.00	783	4,800	0.185 *		
	LT	1.00	79	1,600	0.049	V/C:	0.467
Northbound	RT	0.00	46	0	0.000	Lost Time:	0.100
	TH	3.00	682	4,800	0.152	ITS:	0.000
	LT	1.00	161	1,600	0.101 *		
Eastbound	RT	0.00	68	0	0.000	ICU:	0.567
	TH	3.00	474	4,800	0.113		
	LT	1.00	73	1,600	0.046 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	187	0	0.000	N-S(1):	0.207
	TH	3.00	652	4,800	0.175 *	N-S(2):	0.263 *
	LT	1.00	105	1,600	0.066	E-W(1):	0.267
Westbound	RT	0.00	43	0	0.000	E-W(2):	0.316 *
	TH	3.00	786	4,800	0.173 *		
	LT	1.00	69	1,600	0.043	V/C:	0.579
Northbound	RT	0.00	52	0	0.000	Lost Time:	0.100
	TH	3.00	627	4,800	0.141	ITS:	0.000
	LT	1.00	141	1,600	0.088 *		
Eastbound	RT	0.00	247	0	0.000	ICU:	0.679
	TH	3.00	826	4,800	0.224		
	LT	1.00	228	1,600	0.143 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	215	0	0.000	N-S(1):	0.281
	TH	3.00	872	4,800	0.226 *	N-S(2):	0.355 *
	LT	1.00	148	1,600	0.093	E-W(1):	0.330 *
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.322
	TH	3.00	825	4,800	0.191		
	LT	1.00	102	1,600	0.064 *	V/C:	0.685
Northbound	RT	0.00	65	0	0.000	Lost Time:	0.100
	TH	3.00	837	4,800	0.188	ITS:	0.000
	LT	1.00	207	1,600	0.129 *		
Eastbound	RT	0.00	196	0	0.000	ICU:	0.785
	TH	3.00	1,080	4,800	0.266 *		
	LT	1.00	210	1,600	0.131	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 148 - LA CIENEGA BOULEVARD & FAIRVIEW BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	53	0	0.000	N-S(1):	0.654 *
	TH	4.00	2,749	6,400	0.438	N-S(2):	0.438
	LT	0.00	0	0	0.000 *	E-W(1):	0.180 *
Westbound	RT	1.00	45	1,600	0.028	E-W(2):	0.000
	TH	0.55	104	883	0.118		
	LT	1.45	273	2,086	0.131 *	V/C:	0.834
Northbound	RT	0.00	28	0	0.000	Lost Time:	0.100
	TH	3.00	3,113	4,800	0.654 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	62	1,600	0.039	ICU:	0.934
	TH	0.80	56	1,280	0.044		
	LT	1.20	84	1,728	0.049 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	144	0	0.000	N-S(1):	0.425 *
	TH	4.00	1,967	6,400	0.330	N-S(2):	0.330
	LT	0.00	0	0	0.000 *	E-W(1):	0.170 *
Westbound	RT	1.00	35	1,600	0.022	E-W(2):	0.000
	TH	0.71	86	1,137	0.076		
	LT	1.29	156	1,857	0.084 *	V/C:	0.595
Northbound	RT	0.00	49	0	0.000	Lost Time:	0.100
	TH	3.00	1,990	4,800	0.425 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	77	1,600	0.048	ICU:	0.695
	TH	0.81	100	1,290	0.078		
	LT	1.19	148	1,719	0.086 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	125	0	0.000	N-S(1):	0.597 *
	TH	4.00	2,904	6,400	0.473	N-S(2):	0.473
	LT	0.00	0	0	0.000 *	E-W(1):	0.241 *
Westbound	RT	1.00	22	1,600	0.014	E-W(2):	0.000
	TH	0.76	136	1,209	0.113		
	LT	1.24	224	1,792	0.125 *	V/C:	0.838
Northbound	RT	0.00	108	0	0.000	Lost Time:	0.100
	TH	3.00	2,758	4,800	0.597 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	75	1,600	0.047	ICU:	0.938
	TH	0.95	158	1,514	0.104		
	LT	1.05	176	1,518	0.116 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 149 - CRENSHAW BOULEVARD & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	67	0	0.000	N-S(1):	0.216
	TH	3.00	675	4,800	0.155 *	N-S(2):	0.231 *
	LT	1.00	113	1,600	0.071	E-W(1):	0.157
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.239 *
	TH	3.00	836	4,800	0.203 *		
	LT	1.00	123	1,600	0.077	V/C:	0.470
Northbound	RT	0.00	63	0	0.000	Lost Time:	0.100
	TH	3.00	632	4,800	0.145	ITS:	0.000
	LT	1.00	122	1,600	0.076 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.570
	TH	3.00	294	4,800	0.080		
	LT	1.00	58	1,600	0.036 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	93	0	0.000	N-S(1):	0.304 *
	TH	3.00	807	4,800	0.188	N-S(2):	0.273
	LT	1.00	175	1,600	0.109 *	E-W(1):	0.221 *
Westbound	RT	0.00	168	0	0.000	E-W(2):	0.219
	TH	3.00	493	4,800	0.138		
	LT	1.00	160	1,600	0.100 *	V/C:	0.525
Northbound	RT	0.00	104	0	0.000	Lost Time:	0.100
	TH	3.00	833	4,800	0.195 *	ITS:	0.000
	LT	1.00	136	1,600	0.085		
Eastbound	RT	0.00	164	0	0.000	ICU:	0.625
	TH	3.00	415	4,800	0.121 *		
	LT	1.00	130	1,600	0.081	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	125	0	0.000	N-S(1):	0.367 *
	TH	3.00	838	4,800	0.201	N-S(2):	0.292
	LT	1.00	195	1,600	0.122 *	E-W(1):	0.367 *
Westbound	RT	0.00	117	0	0.000	E-W(2):	0.228
	TH	3.00	535	4,800	0.136		
	LT	1.00	159	1,600	0.099 *	V/C:	0.734
Northbound	RT	0.00	109	0	0.000	Lost Time:	0.100
	TH	3.00	1,069	4,800	0.245 *	ITS:	0.000
	LT	1.00	145	1,600	0.091		
Eastbound	RT	0.00	173	0	0.000	ICU:	0.834
	TH	3.00	1,115	4,800	0.268 *		
	LT	1.00	147	1,600	0.092	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 157 - LA CIENEGA BOULEVARD & 104TH STREET
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	58	0	0.000	N-S(1):	0.195
	TH	3.00	401	4,800	0.096 *	N-S(2):	0.237 *
	LT	1.00	14	1,600	0.009	E-W(1):	0.004
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.019 *
	TH	1.00	1	1,600	0.003 *		
	LT	0.00	4	1,600	0.003	V/C:	0.256
Northbound	RT	0.00	15	0	0.000	Lost Time:	0.100
	TH	2.00	580	3,200	0.186	ITS:	0.000
	LT	1.00	225	1,600	0.141 *		
Eastbound	RT	1.00	83	1,600	0.000	ICU:	0.356
	TH	1.00	2	1,600	0.001		
	LT	1.00	26	1,600	0.016 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.170 *
	TH	3.00	331	4,800	0.071	N-S(2):	0.148
	LT	1.00	19	1,600	0.012 *	E-W(1):	0.014
Westbound	RT	0.00	12	0	0.000	E-W(2):	0.066 *
	TH	1.00	8	1,600	0.016 *		
	LT	0.00	5	1,600	0.003	V/C:	0.236
Northbound	RT	0.00	17	0	0.000	Lost Time:	0.100
	TH	2.00	490	3,200	0.158 *	ITS:	0.000
	LT	1.00	123	1,600	0.077		
Eastbound	RT	1.00	141	1,600	0.011	ICU:	0.336
	TH	1.00	6	1,600	0.004		
	LT	1.00	80	1,600	0.050 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	50	0	0.000	N-S(1):	0.191
	TH	3.00	838	4,800	0.185 *	N-S(2):	0.218 *
	LT	1.00	45	1,600	0.028	E-W(1):	0.060 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.052
	TH	1.00	1	1,600	0.014		
	LT	0.00	11	1,600	0.007 *	V/C:	0.278
Northbound	RT	0.00	6	0	0.000	Lost Time:	0.100
	TH	2.00	517	3,200	0.163	ITS:	0.000
	LT	1.00	53	1,600	0.033 *		
Eastbound	RT	1.00	137	1,600	0.053 *	ICU:	0.378
	TH	1.00	3	1,600	0.002		
	LT	1.00	61	1,600	0.038	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 159 - HINDRY AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	7	1,600	0.004	N-S(1):	0.044 *
	TH	1.00	9	1,600	0.025	N-S(2):	0.033
	LT	0.00	31	1,600	0.019 *	E-W(1):	0.244 *
Westbound	RT	0.00	29	0	0.000	E-W(2):	0.219
	TH	2.00	663	3,200	0.216		
	LT	1.00	83	1,600	0.052 *	V/C:	0.288
Northbound	RT	1.00	47	1,600	0.003	Lost Time:	0.100
	TH	1.00	27	1,600	0.025 *	ITS:	0.000
	LT	0.00	13	1,600	0.008		
Eastbound	RT	0.00	39	0	0.000	ICU:	0.388
	TH	2.00	574	3,200	0.192 *		
	LT	1.00	5	1,600	0.003	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.091 *
	TH	1.00	39	1,600	0.050	N-S(2):	0.069
	LT	0.00	41	1,600	0.026 *	E-W(1):	0.408 *
Westbound	RT	0.00	28	0	0.000	E-W(2):	0.239
	TH	2.00	685	3,200	0.223		
	LT	1.00	75	1,600	0.047 *	V/C:	0.499
Northbound	RT	1.00	105	1,600	0.042	Lost Time:	0.100
	TH	1.00	73	1,600	0.065 *	ITS:	0.000
	LT	0.00	31	1,600	0.019		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.599
	TH	2.00	1,084	3,200	0.361 *		
	LT	1.00	25	1,600	0.016	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	13	1,600	0.008	N-S(1):	0.068
	TH	1.00	53	1,600	0.070 *	N-S(2):	0.089 *
	LT	0.00	59	1,600	0.037	E-W(1):	0.353 *
Westbound	RT	0.00	26	0	0.000	E-W(2):	0.208
	TH	2.00	606	3,200	0.198		
	LT	1.00	40	1,600	0.025 *	V/C:	0.442
Northbound	RT	1.00	51	1,600	0.019	Lost Time:	0.100
	TH	1.00	19	1,600	0.031	ITS:	0.000
	LT	0.00	30	1,600	0.019 *		
Eastbound	RT	0.00	58	0	0.000	ICU:	0.542
	TH	2.00	990	3,200	0.328 *		
	LT	1.00	16	1,600	0.010	LOS:	A

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 162 - SEPULVEDA BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : WBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	137	0	0.000	N-S(1):	0.522 *
	TH	3.00	905	4,800	0.217	N-S(2):	0.286
	LT	2.00	107	2,880	0.037 *	E-W(1):	0.197
Westbound	RT	1.00	135	1,600	0.047	E-W(2):	0.227 *
	TH	2.00	405	3,200	0.127 *		
	LT	1.00	111	1,600	0.069	V/C:	0.749
Northbound	RT	0.00	85	0	0.000	Lost Time:	0.100
	TH	3.00	2,241	4,800	0.485 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	1.00	80	1,600	0.016	ICU:	0.849
	TH	2.00	409	3,200	0.128		
	LT	1.00	160	1,600	0.100 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	204	0	0.000	N-S(1):	0.387
	TH	3.00	1,415	4,800	0.337 *	N-S(2):	0.449 *
	LT	2.00	172	2,880	0.060	E-W(1):	0.340
Westbound	RT	1.00	155	1,600	0.037	E-W(2):	0.368 *
	TH	2.00	515	3,200	0.161 *		
	LT	1.00	223	1,600	0.139	V/C:	0.817
Northbound	RT	0.00	162	0	0.000	Lost Time:	0.100
	TH	3.00	1,406	4,800	0.327	ITS:	0.000
	LT	1.00	179	1,600	0.112 *		
Eastbound	RT	1.00	184	1,600	0.059	ICU:	0.917
	TH	2.00	642	3,200	0.201		
	LT	1.00	331	1,600	0.207 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.372
	TH	3.00	2,392	4,800	0.534 *	N-S(2):	0.637 *
	LT	2.00	181	2,880	0.063	E-W(1):	0.367 *
Westbound	RT	1.00	119	1,600	0.012	E-W(2):	0.306
	TH	2.00	533	3,200	0.167		
	LT	1.00	240	1,600	0.150 *	V/C:	1.004
Northbound	RT	0.00	172	0	0.000	Lost Time:	0.100
	TH	3.00	1,310	4,800	0.309	ITS:	0.000
	LT	1.00	165	1,600	0.103 *		
Eastbound	RT	1.00	73	1,600	0.000	ICU:	1.104
	TH	2.00	695	3,200	0.217 *		
	LT	1.00	223	1,600	0.139	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 164 - CRENSHAW BOULEVARD & MANCHESTER AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	29	0	0.000	N-S(1):	0.218
	TH	2.00	513	3,200	0.169 *	N-S(2):	0.257 *
	LT	1.00	108	1,600	0.068	E-W(1):	0.230
Westbound	RT	0.00	139	0	0.000	E-W(2):	0.329 *
	TH	2.00	799	3,200	0.293 *		
	LT	1.00	129	1,600	0.081	V/C:	0.586
Northbound	RT	0.00	102	0	0.000	Lost Time:	0.100
	TH	3.00	616	4,800	0.150	ITS:	0.000
	LT	1.00	141	1,600	0.088 *		
Eastbound	RT	0.00	56	0	0.000	ICU:	0.686
	TH	2.00	420	3,200	0.149		
	LT	1.00	57	1,600	0.036 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	53	0	0.000	N-S(1):	0.229
	TH	2.00	617	3,200	0.209 *	N-S(2):	0.305 *
	LT	1.00	139	1,600	0.087	E-W(1):	0.305 *
Westbound	RT	0.00	98	0	0.000	E-W(2):	0.287
	TH	2.00	661	3,200	0.237		
	LT	1.00	168	1,600	0.105 *	V/C:	0.610
Northbound	RT	0.00	143	0	0.000	Lost Time:	0.100
	TH	3.00	538	4,800	0.142	ITS:	0.000
	LT	1.00	154	1,600	0.096 *		
Eastbound	RT	0.00	77	0	0.000	ICU:	0.710
	TH	2.00	563	3,200	0.200 *		
	LT	1.00	80	1,600	0.050	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	21	0	0.000	N-S(1):	0.257
	TH	2.00	752	3,200	0.242 *	N-S(2):	0.322 *
	LT	1.00	141	1,600	0.088	E-W(1):	0.435 *
Westbound	RT	0.00	122	0	0.000	E-W(2):	0.338
	TH	2.00	739	3,200	0.269		
	LT	1.00	163	1,600	0.102 *	V/C:	0.757
Northbound	RT	0.00	139	0	0.000	Lost Time:	0.100
	TH	3.00	672	4,800	0.169	ITS:	0.000
	LT	1.00	128	1,600	0.080 *		
Eastbound	RT	0.00	71	0	0.000	ICU:	0.857
	TH	2.00	995	3,200	0.333 *		
	LT	1.00	111	1,600	0.069	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 169 - PRAIRIE AVENUE & MANCHESTER BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	52	0	0.000	N-S(1):	0.425 *
	TH	3.00	555	4,800	0.126	N-S(2):	0.267
	LT	1.00	166	1,600	0.104 *	E-W(1):	0.312
Westbound	RT	1.00	511	1,600	0.268	E-W(2):	0.418 *
	TH	2.00	1,125	3,200	0.352 *		
	LT	1.00	231	1,600	0.144	V/C:	0.843
Northbound	RT	1.00	179	1,600	0.000	Lost Time:	0.100
	TH	2.00	1,026	3,200	0.321 *	ITS:	0.000
	LT	1.00	226	1,600	0.141		
Eastbound	RT	0.00	153	0	0.000	ICU:	0.943
	TH	3.00	652	4,800	0.168		
	LT	1.00	105	1,600	0.066 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	63	0	0.000	N-S(1):	0.274 *
	TH	3.00	529	4,800	0.123	N-S(2):	0.226
	LT	1.00	153	1,600	0.096 *	E-W(1):	0.278 *
Westbound	RT	1.00	189	1,600	0.070	E-W(2):	0.248
	TH	2.00	610	3,200	0.191		
	LT	1.00	144	1,600	0.090 *	V/C:	0.552
Northbound	RT	1.00	162	1,600	0.011	Lost Time:	0.100
	TH	2.00	570	3,200	0.178 *	ITS:	0.000
	LT	1.00	164	1,600	0.103		
Eastbound	RT	0.00	203	0	0.000	ICU:	0.652
	TH	3.00	699	4,800	0.188 *		
	LT	1.00	91	1,600	0.057	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	55	0	0.000	N-S(1):	0.318 *
	TH	3.00	820	4,800	0.182	N-S(2):	0.260
	LT	1.00	212	1,600	0.133 *	E-W(1):	0.368 *
Westbound	RT	1.00	145	1,600	0.024	E-W(2):	0.262
	TH	2.00	698	3,200	0.218		
	LT	1.00	152	1,600	0.095 *	V/C:	0.686
Northbound	RT	1.00	140	1,600	0.000	Lost Time:	0.100
	TH	2.00	591	3,200	0.185 *	ITS:	0.000
	LT	1.00	125	1,600	0.078		
Eastbound	RT	0.00	229	0	0.000	ICU:	0.786
	TH	3.00	1,081	4,800	0.273 *		
	LT	1.00	70	1,600	0.044	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 173 - WESTERN AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	123	0	0.000	N-S(1):	0.311
	TH	3.00	730	4,800	0.178 *	N-S(2):	0.314 *
	LT	1.00	136	1,600	0.085	E-W(1):	0.300
Westbound	RT	1.00	227	1,600	0.099	E-W(2):	0.327 *
	TH	3.00	1,092	4,800	0.228 *		
	LT	1.00	235	1,600	0.147	V/C:	0.641
Northbound	RT	1.00	164	1,600	0.029	Lost Time:	0.100
	TH	2.00	723	3,200	0.226	ITS:	0.000
	LT	1.00	217	1,600	0.136 *		
Eastbound	RT	0.00	205	0	0.000	ICU:	0.741
	TH	3.00	527	4,800	0.153		
	LT	1.00	159	1,600	0.099 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	115	0	0.000	N-S(1):	0.227 *
	TH	3.00	419	4,800	0.111 *	N-S(2):	0.227 *
	LT	1.00	134	1,600	0.084	E-W(1):	0.254 *
Westbound	RT	1.00	123	1,600	0.035	E-W(2):	0.185
	TH	3.00	491	4,800	0.102		
	LT	1.00	192	1,600	0.120 *	V/C:	0.481
Northbound	RT	1.00	165	1,600	0.043	Lost Time:	0.100
	TH	2.00	459	3,200	0.143	ITS:	0.000
	LT	1.00	186	1,600	0.116 *		
Eastbound	RT	0.00	166	0	0.000	ICU:	0.581
	TH	3.00	476	4,800	0.134 *		
	LT	1.00	133	1,600	0.083	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.323 *
	TH	3.00	583	4,800	0.149	N-S(2):	0.301
	LT	1.00	186	1,600	0.116 *	E-W(1):	0.471 *
Westbound	RT	1.00	154	1,600	0.038	E-W(2):	0.236
	TH	3.00	614	4,800	0.128		
	LT	1.00	210	1,600	0.131 *	V/C:	0.794
Northbound	RT	1.00	144	1,600	0.024	Lost Time:	0.100
	TH	2.00	663	3,200	0.207 *	ITS:	0.000
	LT	1.00	243	1,600	0.152		
Eastbound	RT	0.00	258	0	0.000	ICU:	0.894
	TH	3.00	1,375	4,800	0.340 *		
	LT	1.00	173	1,600	0.108	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 175 - VERMONT AVENUE & MANCHESTER AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	92	0	0.000	N-S(1):	0.325 *
	TH	3.00	453	4,800	0.114	N-S(2):	0.190
	LT	2.00	139	2,880	0.048 *	E-W(1):	0.314
Westbound	RT	0.00	133	0	0.000	E-W(2):	0.334 *
	TH	3.00	1,098	4,800	0.256 *		
	LT	1.00	92	1,600	0.058	V/C:	0.659
Northbound	RT	0.00	114	0	0.000	Lost Time:	0.100
	TH	3.00	1,214	4,800	0.277 *	ITS:	0.000
	LT	2.00	218	2,880	0.076		
Eastbound	RT	0.00	85	0	0.000	ICU:	0.759
	TH	3.00	1,145	4,800	0.256		
	LT	1.00	125	1,600	0.078 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	134	0	0.000	N-S(1):	0.193 *
	TH	3.00	472	4,800	0.126	N-S(2):	0.170
	LT	2.00	167	2,880	0.058 *	E-W(1):	0.278
Westbound	RT	0.00	153	0	0.000	E-W(2):	0.282 *
	TH	3.00	868	4,800	0.213 *		
	LT	1.00	104	1,600	0.065	V/C:	0.475
Northbound	RT	0.00	135	0	0.000	Lost Time:	0.100
	TH	3.00	512	4,800	0.135 *	ITS:	0.000
	LT	2.00	127	2,880	0.044		
Eastbound	RT	0.00	124	0	0.000	ICU:	0.575
	TH	3.00	900	4,800	0.213		
	LT	1.00	111	1,600	0.069 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	132	0	0.000	N-S(1):	0.264 *
	TH	3.00	738	4,800	0.181	N-S(2):	0.238
	LT	2.00	199	2,880	0.069 *	E-W(1):	0.357 *
Westbound	RT	0.00	122	0	0.000	E-W(2):	0.307
	TH	3.00	976	4,800	0.229		
	LT	1.00	100	1,600	0.063 *	V/C:	0.621
Northbound	RT	0.00	123	0	0.000	Lost Time:	0.100
	TH	3.00	812	4,800	0.195 *	ITS:	0.000
	LT	2.00	163	2,880	0.057		
Eastbound	RT	0.00	156	0	0.000	ICU:	0.721
	TH	3.00	1,253	4,800	0.294 *		
	LT	1.00	125	1,600	0.078	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 176 - VERMONT AVENUE & CENTURY BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.308 *
	TH	3.00	635	4,800	0.157	N-S(2):	0.211
	LT	2.00	114	2,880	0.040 *	E-W(1):	0.262
Westbound	RT	0.00	111	0	0.000	E-W(2):	0.297 *
	TH	3.00	905	4,800	0.212 *		
	LT	1.00	179	1,600	0.112	V/C:	0.605
Northbound	RT	1.00	131	1,600	0.026	Lost Time:	0.100
	TH	3.00	1,286	4,800	0.268 *	ITS:	0.000
	LT	2.00	156	2,880	0.054		
Eastbound	RT	0.00	44	0	0.000	ICU:	0.705
	TH	3.00	676	4,800	0.150		
	LT	1.00	136	1,600	0.085 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	123	0	0.000	N-S(1):	0.150
	TH	3.00	495	4,800	0.129 *	N-S(2):	0.177 *
	LT	2.00	108	2,880	0.038	E-W(1):	0.214
Westbound	RT	0.00	72	0	0.000	E-W(2):	0.225 *
	TH	3.00	598	4,800	0.140 *		
	LT	1.00	112	1,600	0.070	V/C:	0.402
Northbound	RT	1.00	68	1,600	0.008	Lost Time:	0.100
	TH	3.00	539	4,800	0.112	ITS:	0.000
	LT	2.00	138	2,880	0.048 *		
Eastbound	RT	0.00	91	0	0.000	ICU:	0.502
	TH	3.00	601	4,800	0.144		
	LT	1.00	136	1,600	0.085 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	125	0	0.000	N-S(1):	0.263 *
	TH	3.00	799	4,800	0.193	N-S(2):	0.255
	LT	2.00	163	2,880	0.057 *	E-W(1):	0.302 *
Westbound	RT	0.00	14	0	0.000	E-W(2):	0.244
	TH	3.00	707	4,800	0.150		
	LT	1.00	134	1,600	0.084 *	V/C:	0.565
Northbound	RT	1.00	110	1,600	0.027	Lost Time:	0.100
	TH	3.00	988	4,800	0.206 *	ITS:	0.000
	LT	2.00	179	2,880	0.062		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.665
	TH	3.00	948	4,800	0.218 *		
	LT	1.00	150	1,600	0.094	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 177 - VERMONT AVENUE & IMPERIAL HIGHWAY
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	42	1,600	0.000	N-S(1):	0.357 *
	TH	3.00	742	4,800	0.155	N-S(2):	0.286
	LT	2.00	223	2,880	0.077 *	E-W(1):	0.293
Westbound	RT	0.00	202	0	0.000	E-W(2):	0.356 *
	TH	3.00	1,212	4,800	0.295 *		
	LT	1.00	235	1,600	0.147	V/C:	0.713
Northbound	RT	0.00	141	0	0.000	Lost Time:	0.100
	TH	3.00	1,203	4,800	0.280 *	ITS:	0.000
	LT	2.00	377	2,880	0.131		
Eastbound	RT	0.00	144	0	0.000	ICU:	0.813
	TH	3.00	559	4,800	0.146		
	LT	1.00	98	1,600	0.061 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	41	1,600	0.004	N-S(1):	0.216
	TH	3.00	502	4,800	0.105 *	N-S(2):	0.228 *
	LT	2.00	147	2,880	0.051	E-W(1):	0.233 *
Westbound	RT	0.00	92	0	0.000	E-W(2):	0.156
	TH	3.00	449	4,800	0.113		
	LT	1.00	151	1,600	0.094 *	V/C:	0.461
Northbound	RT	0.00	134	0	0.000	Lost Time:	0.100
	TH	3.00	660	4,800	0.165	ITS:	0.000
	LT	2.00	353	2,880	0.123 *		
Eastbound	RT	0.00	157	0	0.000	ICU:	0.561
	TH	3.00	510	4,800	0.139 *		
	LT	1.00	68	1,600	0.043	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.023	N-S(1):	0.354 *
	TH	3.00	722	4,800	0.150	N-S(2):	0.266
	LT	2.00	212	2,880	0.074 *	E-W(1):	0.402 *
Westbound	RT	0.00	99	0	0.000	E-W(2):	0.236
	TH	3.00	656	4,800	0.157		
	LT	1.00	188	1,600	0.118 *	V/C:	0.756
Northbound	RT	0.00	222	0	0.000	Lost Time:	0.100
	TH	3.00	1,120	4,800	0.280 *	ITS:	0.000
	LT	2.00	333	2,880	0.116		
Eastbound	RT	0.00	189	0	0.000	ICU:	0.856
	TH	3.00	1,172	4,800	0.284 *		
	LT	1.00	126	1,600	0.079	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 182 - INGLEWOOD AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	149	1,600	0.070	N-S(1):	0.331 *
	TH	2.00	619	3,200	0.193	N-S(2):	0.314
	LT	1.00	172	1,600	0.108 *	E-W(1):	0.268 *
Westbound	RT	1.00	93	1,600	0.004	E-W(2):	0.201
	TH	3.00	737	4,800	0.154		
	LT	1.00	306	1,600	0.191 *	V/C:	0.599
Northbound	RT	0.00	165	0	0.000	Lost Time:	0.100
	TH	2.00	550	3,200	0.223 *	ITS:	0.000
	LT	1.00	194	1,600	0.121		
Eastbound	RT	1.00	39	1,600	0.000	ICU:	0.699
	TH	3.00	370	4,800	0.077 *		
	LT	1.00	75	1,600	0.047	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	191	1,600	0.049	N-S(1):	0.236 *
	TH	2.00	405	3,200	0.127	N-S(2):	0.220
	LT	1.00	127	1,600	0.079 *	E-W(1):	0.245
Westbound	RT	1.00	76	1,600	0.008	E-W(2):	0.279 *
	TH	3.00	662	4,800	0.138 *		
	LT	1.00	173	1,600	0.108	V/C:	0.515
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	2.00	412	3,200	0.157 *	ITS:	0.000
	LT	1.00	148	1,600	0.093		
Eastbound	RT	1.00	122	1,600	0.030	ICU:	0.615
	TH	3.00	659	4,800	0.137		
	LT	1.00	225	1,600	0.141 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	185	1,600	0.045	N-S(1):	0.410 *
	TH	2.00	722	3,200	0.226	N-S(2):	0.329
	LT	1.00	265	1,600	0.166 *	E-W(1):	0.333 *
Westbound	RT	1.00	120	1,600	0.000	E-W(2):	0.284
	TH	3.00	684	4,800	0.143		
	LT	1.00	155	1,600	0.097 *	V/C:	0.743
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	2.00	600	3,200	0.244 *	ITS:	0.000
	LT	1.00	164	1,600	0.103		
Eastbound	RT	1.00	178	1,600	0.060	ICU:	0.843
	TH	3.00	1,134	4,800	0.236 *		
	LT	1.00	226	1,600	0.141	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 183 - HAWTHORNE BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	242	1,600	0.112	N-S(1):	0.254
	TH	3.00	860	4,800	0.179 *	N-S(2):	0.294 *
	LT	2.00	169	2,880	0.059	E-W(1):	0.191
Westbound	RT	0.00	179	0	0.000	E-W(2):	0.315 *
	TH	3.00	954	4,800	0.236 *		
	LT	1.00	126	1,600	0.079	V/C:	0.609
Northbound	RT	1.00	139	1,600	0.048	Lost Time:	0.100
	TH	3.00	937	4,800	0.195	ITS:	0.000
	LT	2.00	331	2,880	0.115 *		
Eastbound	RT	0.00	96	0	0.000	ICU:	0.709
	TH	3.00	443	4,800	0.112		
	LT	1.00	127	1,600	0.079 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	214	1,600	0.081	N-S(1):	0.243
	TH	3.00	828	4,800	0.173 *	N-S(2):	0.259 *
	LT	2.00	238	2,880	0.083	E-W(1):	0.221
Westbound	RT	0.00	157	0	0.000	E-W(2):	0.266 *
	TH	3.00	618	4,800	0.161 *		
	LT	1.00	119	1,600	0.074	V/C:	0.525
Northbound	RT	1.00	169	1,600	0.068	Lost Time:	0.100
	TH	3.00	767	4,800	0.160	ITS:	0.000
	LT	2.00	248	2,880	0.086 *		
Eastbound	RT	0.00	142	0	0.000	ICU:	0.625
	TH	3.00	562	4,800	0.147		
	LT	1.00	168	1,600	0.105 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	157	1,600	0.052	N-S(1):	0.327
	TH	3.00	1,265	4,800	0.264 *	N-S(2):	0.344 *
	LT	2.00	377	2,880	0.131	E-W(1):	0.326 *
Westbound	RT	0.00	158	0	0.000	E-W(2):	0.256
	TH	3.00	630	4,800	0.164		
	LT	1.00	129	1,600	0.081 *	V/C:	0.670
Northbound	RT	1.00	174	1,600	0.068	Lost Time:	0.100
	TH	3.00	940	4,800	0.196	ITS:	0.000
	LT	2.00	230	2,880	0.080 *		
Eastbound	RT	0.00	164	0	0.000	ICU:	0.770
	TH	3.00	1,010	4,800	0.245 *		
	LT	1.00	147	1,600	0.092	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 184 - PRAIRIE AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	134	0	0.000	N-S(1):	0.270
	TH	3.00	834	4,800	0.202 *	N-S(2):	0.297 *
	LT	1.00	182	1,600	0.114	E-W(1):	0.343 *
Westbound	RT	0.00	189	0	0.000	E-W(2):	0.382 *
	TH	3.00	1,117	4,800	0.272 *		
	LT	1.00	321	1,600	0.201	V/C:	0.679
Northbound	RT	0.00	125	0	0.000	Lost Time:	0.100
	TH	3.00	625	4,800	0.156	ITS:	0.000
	LT	1.00	152	1,600	0.095 *		
Eastbound	RT	0.00	71	0	0.000	ICU:	0.779
	TH	3.00	610	4,800	0.142		
	LT	1.00	176	1,600	0.110 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	119	0	0.000	N-S(1):	0.285 *
	TH	3.00	593	4,800	0.148	N-S(2):	0.231
	LT	1.00	244	1,600	0.153 *	E-W(1):	0.289 *
Westbound	RT	0.00	117	0	0.000	E-W(2):	0.258
	TH	3.00	671	4,800	0.164		
	LT	1.00	210	1,600	0.131 *	V/C:	0.574
Northbound	RT	0.00	145	0	0.000	Lost Time:	0.100
	TH	3.00	489	4,800	0.132 *	ITS:	0.000
	LT	1.00	133	1,600	0.083		
Eastbound	RT	0.00	79	0	0.000	ICU:	0.674
	TH	3.00	678	4,800	0.158 *		
	LT	1.00	150	1,600	0.094	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	145	0	0.000	N-S(1):	0.350 *
	TH	3.00	902	4,800	0.218	N-S(2):	0.292
	LT	1.00	260	1,600	0.163 *	E-W(1):	0.409 *
Westbound	RT	0.00	152	0	0.000	E-W(2):	0.293
	TH	3.00	745	4,800	0.187		
	LT	1.00	254	1,600	0.159 *	V/C:	0.759
Northbound	RT	0.00	184	0	0.000	Lost Time:	0.100
	TH	3.00	712	4,800	0.187 *	ITS:	0.000
	LT	1.00	118	1,600	0.074		
Eastbound	RT	0.00	121	0	0.000	ICU:	0.859
	TH	3.00	1,080	4,800	0.250 *		
	LT	1.00	169	1,600	0.106	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 185 - CRENSHAW BOULEVARD & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.298 *
	TH	3.00	729	4,800	0.177	N-S(2):	0.266
	LT	1.00	131	1,600	0.082 *	E-W(1):	0.266
Westbound	RT	0.00	181	0	0.000	E-W(2):	0.341 *
	TH	3.00	1,005	4,800	0.247 *		
	LT	1.00	151	1,600	0.094	V/C:	0.639
Northbound	RT	0.00	119	0	0.000	Lost Time:	0.100
	TH	3.00	917	4,800	0.216 *	ITS:	0.000
	LT	1.00	142	1,600	0.089		
Eastbound	RT	0.00	160	0	0.000	ICU:	0.739
	TH	3.00	665	4,800	0.172		
	LT	1.00	150	1,600	0.094 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	171	0	0.000	N-S(1):	0.276 *
	TH	3.00	547	4,800	0.150	N-S(2):	0.247
	LT	1.00	173	1,600	0.108 *	E-W(1):	0.255
Westbound	RT	0.00	196	0	0.000	E-W(2):	0.272 *
	TH	3.00	638	4,800	0.174 *		
	LT	1.00	148	1,600	0.093	V/C:	0.548
Northbound	RT	0.00	162	0	0.000	Lost Time:	0.100
	TH	3.00	646	4,800	0.168 *	ITS:	0.000
	LT	1.00	155	1,600	0.097		
Eastbound	RT	0.00	126	0	0.000	ICU:	0.648
	TH	3.00	652	4,800	0.162		
	LT	1.00	157	1,600	0.098 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	220	0	0.000	N-S(1):	0.303
	TH	3.00	960	4,800	0.246 *	N-S(2):	0.343 *
	LT	1.00	213	1,600	0.133	E-W(1):	0.357 *
Westbound	RT	0.00	189	0	0.000	E-W(2):	0.304
	TH	3.00	884	4,800	0.224		
	LT	1.00	158	1,600	0.099 *	V/C:	0.700
Northbound	RT	0.00	165	0	0.000	Lost Time:	0.100
	TH	3.00	649	4,800	0.170	ITS:	0.000
	LT	1.00	155	1,600	0.097 *		
Eastbound	RT	0.00	183	0	0.000	ICU:	0.800
	TH	3.00	1,054	4,800	0.258 *		
	LT	1.00	128	1,600	0.080	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 186 - WESTERN AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	71	0	0.000	N-S(1):	0.269
	TH	2.00	577	3,200	0.203 *	N-S(2):	0.320 *
	LT	1.00	77	1,600	0.048	E-W(1):	0.261
Westbound	RT	0.00	134	0	0.000	E-W(2):	0.318 *
	TH	3.00	1,139	4,800	0.265 *		
	LT	1.00	93	1,600	0.058	V/C:	0.638
Northbound	RT	1.00	88	1,600	0.026	Lost Time:	0.100
	TH	2.00	707	3,200	0.221	ITS:	0.000
	LT	1.00	187	1,600	0.117 *		
Eastbound	RT	0.00	96	0	0.000	ICU:	0.738
	TH	3.00	878	4,800	0.203		
	LT	1.00	85	1,600	0.053 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	104	0	0.000	N-S(1):	0.232
	TH	2.00	464	3,200	0.178 *	N-S(2):	0.271 *
	LT	1.00	134	1,600	0.084	E-W(1):	0.237 *
Westbound	RT	0.00	139	0	0.000	E-W(2):	0.230
	TH	3.00	696	4,800	0.174		
	LT	1.00	94	1,600	0.059 *	V/C:	0.508
Northbound	RT	1.00	123	1,600	0.048	Lost Time:	0.100
	TH	2.00	474	3,200	0.148	ITS:	0.000
	LT	1.00	149	1,600	0.093 *		
Eastbound	RT	0.00	145	0	0.000	ICU:	0.608
	TH	3.00	707	4,800	0.178 *		
	LT	1.00	89	1,600	0.056	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.285
	TH	2.00	714	3,200	0.254 *	N-S(2):	0.367 *
	LT	1.00	137	1,600	0.086	E-W(1):	0.372 *
Westbound	RT	0.00	82	0	0.000	E-W(2):	0.299
	TH	3.00	988	4,800	0.223		
	LT	1.00	144	1,600	0.090 *	V/C:	0.739
Northbound	RT	1.00	112	1,600	0.025	Lost Time:	0.100
	TH	2.00	637	3,200	0.199	ITS:	0.000
	LT	1.00	181	1,600	0.113 *		
Eastbound	RT	0.00	181	0	0.000	ICU:	0.839
	TH	3.00	1,173	4,800	0.282 *		
	LT	1.00	122	1,600	0.076	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 187 - VERMONT AVENUE & ROSECRANS AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	108	1,600	0.034	N-S(1):	0.264 *
	TH	3.00	487	4,800	0.101	N-S(2):	0.194
	LT	1.00	202	1,600	0.126 *	E-W(1):	0.310
Westbound	RT	0.00	166	0	0.000	E-W(2):	0.399 *
	TH	3.00	1,430	4,800	0.333 *		
	LT	1.00	128	1,600	0.080	V/C:	0.663
Northbound	RT	0.00	111	0	0.000	Lost Time:	0.100
	TH	3.00	551	4,800	0.138 *	ITS:	0.000
	LT	1.00	148	1,600	0.093		
Eastbound	RT	0.00	63	0	0.000	ICU:	0.763
	TH	3.00	1,042	4,800	0.230		
	LT	1.00	106	1,600	0.066 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	95	1,600	0.029	N-S(1):	0.230 *
	TH	3.00	317	4,800	0.066	N-S(2):	0.131
	LT	1.00	217	1,600	0.136 *	E-W(1):	0.294 *
Westbound	RT	0.00	135	0	0.000	E-W(2):	0.285
	TH	3.00	941	4,800	0.224		
	LT	1.00	135	1,600	0.084 *	V/C:	0.524
Northbound	RT	0.00	126	0	0.000	Lost Time:	0.100
	TH	3.00	323	4,800	0.094 *	ITS:	0.000
	LT	1.00	104	1,600	0.065		
Eastbound	RT	0.00	73	0	0.000	ICU:	0.624
	TH	3.00	937	4,800	0.210 *		
	LT	1.00	97	1,600	0.061	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	98	1,600	0.016	N-S(1):	0.329 *
	TH	3.00	745	4,800	0.155	N-S(2):	0.243
	LT	1.00	241	1,600	0.151 *	E-W(1):	0.373 *
Westbound	RT	0.00	192	0	0.000	E-W(2):	0.371
	TH	3.00	1,155	4,800	0.281		
	LT	1.00	154	1,600	0.096 *	V/C:	0.702
Northbound	RT	0.00	176	0	0.000	Lost Time:	0.100
	TH	3.00	678	4,800	0.178 *	ITS:	0.000
	LT	1.00	140	1,600	0.088		
Eastbound	RT	0.00	118	0	0.000	ICU:	0.802
	TH	3.00	1,211	4,800	0.277 *		
	LT	1.00	144	1,600	0.090	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 188 - PRAIRIE AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.356
	TH	3.00	939	4,800	0.219 *	N-S(2):	0.419 *
	LT	1.00	186	1,600	0.116	E-W(1):	0.224
Westbound	RT	0.00	283	0	0.000	E-W(2):	0.362 *
	TH	3.00	1,044	4,800	0.276 *		
	LT	1.00	110	1,600	0.069	V/C:	0.781
Northbound	RT	0.00	153	0	0.000	Lost Time:	0.100
	TH	3.00	999	4,800	0.240	ITS:	0.000
	LT	1.00	320	1,600	0.200 *		
Eastbound	RT	0.00	162	0	0.000	ICU:	0.881
	TH	3.00	581	4,800	0.155		
	LT	1.00	138	1,600	0.086 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.263
	TH	3.00	678	4,800	0.164 *	N-S(2):	0.290 *
	LT	1.00	206	1,600	0.129	E-W(1):	0.228 *
Westbound	RT	0.00	194	0	0.000	E-W(2):	0.217
	TH	3.00	541	4,800	0.153		
	LT	1.00	134	1,600	0.084 *	V/C:	0.518
Northbound	RT	0.00	104	0	0.000	Lost Time:	0.100
	TH	3.00	541	4,800	0.134	ITS:	0.000
	LT	1.00	202	1,600	0.126 *		
Eastbound	RT	0.00	164	0	0.000	ICU:	0.618
	TH	3.00	526	4,800	0.144 *		
	LT	1.00	103	1,600	0.064	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	114	0	0.000	N-S(1):	0.360
	TH	3.00	1,032	4,800	0.239 *	N-S(2):	0.368 *
	LT	1.00	278	1,600	0.174	E-W(1):	0.421 *
Westbound	RT	0.00	233	0	0.000	E-W(2):	0.269
	TH	3.00	678	4,800	0.190		
	LT	1.00	150	1,600	0.094 *	V/C:	0.789
Northbound	RT	0.00	131	0	0.000	Lost Time:	0.100
	TH	3.00	764	4,800	0.186	ITS:	0.000
	LT	1.00	206	1,600	0.129 *		
Eastbound	RT	0.00	298	0	0.000	ICU:	0.889
	TH	3.00	1,272	4,800	0.327 *		
	LT	1.00	126	1,600	0.079	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 189 - CRENSHAW BOULEVARD & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	251	1,600	0.057	N-S(1):	0.324 *
	TH	3.00	780	4,800	0.163	N-S(2):	0.315
	LT	1.00	129	1,600	0.081 *	E-W(1):	0.219
Westbound	RT	0.00	275	0	0.000	E-W(2):	0.474 *
	TH	3.00	1,036	4,800	0.273 *		
	LT	1.00	126	1,600	0.079	V/C:	0.798
Northbound	RT	1.00	99	1,600	0.023	Lost Time:	0.100
	TH	3.00	1,167	4,800	0.243 *	ITS:	0.000
	LT	1.00	243	1,600	0.152		
Eastbound	RT	0.00	92	0	0.000	ICU:	0.898
	TH	3.00	579	4,800	0.140		
	LT	1.00	321	1,600	0.201 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	208	1,600	0.042	N-S(1):	0.254 *
	TH	3.00	666	4,800	0.139	N-S(2):	0.223
	LT	1.00	133	1,600	0.083 *	E-W(1):	0.205
Westbound	RT	0.00	172	0	0.000	E-W(2):	0.302 *
	TH	3.00	435	4,800	0.126 *		
	LT	1.00	129	1,600	0.081	V/C:	0.556
Northbound	RT	1.00	74	1,600	0.006	Lost Time:	0.100
	TH	3.00	823	4,800	0.171 *	ITS:	0.000
	LT	1.00	134	1,600	0.084		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.656
	TH	3.00	486	4,800	0.124		
	LT	1.00	281	1,600	0.176 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	237	1,600	0.050	N-S(1):	0.284
	TH	3.00	1,231	4,800	0.256 *	N-S(2):	0.324 *
	LT	1.00	184	1,600	0.115	E-W(1):	0.349
Westbound	RT	0.00	237	0	0.000	E-W(2):	0.358 *
	TH	3.00	541	4,800	0.162 *		
	LT	1.00	108	1,600	0.068	V/C:	0.682
Northbound	RT	1.00	97	1,600	0.027	Lost Time:	0.100
	TH	3.00	810	4,800	0.169	ITS:	0.000
	LT	1.00	108	1,600	0.068 *		
Eastbound	RT	0.00	175	0	0.000	ICU:	0.782
	TH	3.00	1,173	4,800	0.281		
	LT	1.00	314	1,600	0.196 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 190 - WESTERN AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	241	1,600	0.100	N-S(1):	0.219
	TH	2.00	461	3,200	0.144 *	N-S(2):	0.265 *
	LT	1.00	52	1,600	0.033	E-W(1):	0.220
Westbound	RT	0.00	154	0	0.000	E-W(2):	0.433 *
	TH	3.00	1,434	4,800	0.331 *		
	LT	1.00	101	1,600	0.063	V/C:	0.698
Northbound	RT	0.00	68	0	0.000	Lost Time:	0.100
	TH	2.00	527	3,200	0.186	ITS:	0.000
	LT	1.00	194	1,600	0.121 *		
Eastbound	RT	0.00	138	0	0.000	ICU:	0.798
	TH	3.00	614	4,800	0.157		
	LT	1.00	163	1,600	0.102 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	175	1,600	0.067	N-S(1):	0.192
	TH	2.00	350	3,200	0.109 *	N-S(2):	0.193 *
	LT	1.00	73	1,600	0.046	E-W(1):	0.202
Westbound	RT	0.00	105	0	0.000	E-W(2):	0.228 *
	TH	3.00	579	4,800	0.143 *		
	LT	1.00	110	1,600	0.069	V/C:	0.421
Northbound	RT	0.00	118	0	0.000	Lost Time:	0.100
	TH	2.00	348	3,200	0.146	ITS:	0.000
	LT	1.00	134	1,600	0.084 *		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.521
	TH	3.00	517	4,800	0.133		
	LT	1.00	136	1,600	0.085 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	214	1,600	0.084	N-S(1):	0.277
	TH	2.00	551	3,200	0.172 *	N-S(2):	0.279 *
	LT	1.00	101	1,600	0.063	E-W(1):	0.380 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.276
	TH	3.00	743	4,800	0.176		
	LT	1.00	81	1,600	0.051 *	V/C:	0.659
Northbound	RT	0.00	121	0	0.000	Lost Time:	0.100
	TH	2.00	565	3,200	0.214	ITS:	0.000
	LT	1.00	171	1,600	0.107 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.759
	TH	3.00	1,381	4,800	0.329 *		
	LT	1.00	160	1,600	0.100	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 191 - VERMONT AVENUE & EL SEGUNDO BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	89	1,600	0.039	N-S(1):	0.174 *
	TH	3.00	366	4,800	0.076	N-S(2):	0.119
	LT	1.00	137	1,600	0.086 *	E-W(1):	0.215
Westbound	RT	0.00	123	0	0.000	E-W(2):	0.416 *
	TH	3.00	1,715	4,800	0.383 *		
	LT	1.00	98	1,600	0.061	V/C:	0.590
Northbound	RT	1.00	102	1,600	0.033	Lost Time:	0.100
	TH	3.00	422	4,800	0.088 *	ITS:	0.000
	LT	1.00	69	1,600	0.043		
Eastbound	RT	0.00	55	0	0.000	ICU:	0.690
	TH	3.00	682	4,800	0.154		
	LT	1.00	52	1,600	0.033 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	157	1,600	0.085 *	N-S(1):	0.105
	TH	3.00	315	4,800	0.066	N-S(2):	0.117 *
	LT	1.00	74	1,600	0.046	E-W(1):	0.182 *
Westbound	RT	0.00	65	0	0.000	E-W(2):	0.177
	TH	3.00	654	4,800	0.150		
	LT	1.00	63	1,600	0.039 *	V/C:	0.299
Northbound	RT	1.00	42	1,600	0.007	Lost Time:	0.100
	TH	3.00	285	4,800	0.059	ITS:	0.000
	LT	1.00	51	1,600	0.032 *		
Eastbound	RT	0.00	45	0	0.000	ICU:	0.399
	TH	3.00	641	4,800	0.143 *		
	LT	1.00	43	1,600	0.027	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	58	1,600	0.004	N-S(1):	0.172 *
	TH	3.00	402	4,800	0.084	N-S(2):	0.128
	LT	1.00	120	1,600	0.075 *	E-W(1):	0.333 *
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.239
	TH	3.00	768	4,800	0.175		
	LT	1.00	66	1,600	0.041 *	V/C:	0.505
Northbound	RT	1.00	85	1,600	0.033	Lost Time:	0.100
	TH	3.00	466	4,800	0.097 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	89	0	0.000	ICU:	0.605
	TH	3.00	1,311	4,800	0.292 *		
	LT	1.00	102	1,600	0.064	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 192 - AVIATION BOULEVARD & ARTESIA BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	219	0	0.000	N-S(1):	0.520 *
	TH	2.00	487	3,200	0.221	N-S(2):	0.311
	LT	1.00	104	1,600	0.065 *	E-W(1):	0.301
Westbound	RT	0.00	207	0	0.000	E-W(2):	0.447 *
	TH	2.00	792	3,200	0.312 *		
	LT	1.00	187	1,600	0.117	V/C:	0.967
Northbound	RT	0.00	143	0	0.000	Lost Time:	0.100
	TH	2.00	1,312	3,200	0.455 *	ITS:	0.000
	LT	1.00	144	1,600	0.090		
Eastbound	RT	0.00	56	0	0.000	ICU:	1.067
	TH	2.00	533	3,200	0.184		
	LT	1.00	216	1,600	0.135 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	126	0	0.000	N-S(1):	0.301 *
	TH	2.00	609	3,200	0.230	N-S(2):	0.298
	LT	1.00	176	1,600	0.110 *	E-W(1):	0.336 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.322
	TH	2.00	502	3,200	0.207		
	LT	1.00	236	1,600	0.148 *	V/C:	0.637
Northbound	RT	0.00	146	0	0.000	Lost Time:	0.100
	TH	2.00	464	3,200	0.191 *	ITS:	0.000
	LT	1.00	109	1,600	0.068		
Eastbound	RT	0.00	72	0	0.000	ICU:	0.737
	TH	2.00	528	3,200	0.188 *		
	LT	1.00	184	1,600	0.115	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	117	0	0.000	N-S(1):	0.443
	TH	2.00	1,230	3,200	0.421 *	N-S(2):	0.496 *
	LT	1.00	250	1,600	0.156	E-W(1):	0.458 *
Westbound	RT	0.00	139	0	0.000	E-W(2):	0.364
	TH	2.00	640	3,200	0.243		
	LT	1.00	293	1,600	0.183 *	V/C:	0.954
Northbound	RT	0.00	155	0	0.000	Lost Time:	0.100
	TH	2.00	762	3,200	0.287	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	135	0	0.000	ICU:	1.054
	TH	2.00	745	3,200	0.275 *		
	LT	1.00	193	1,600	0.121	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 193 - AVIATION BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	129	1,600	0.002	N-S(1):	0.443 *
	TH	2.00	605	3,200	0.189	N-S(2):	0.228
	LT	2.00	100	2,880	0.035 *	E-W(1):	0.264
Westbound	RT	1.00	315	1,600	0.180	E-W(2):	0.356 *
	TH	2.00	636	3,200	0.199 *		
	LT	2.00	242	2,880	0.084	V/C:	0.799
Northbound	RT	0.00	122	0	0.000	Lost Time:	0.100
	TH	3.00	1,837	4,800	0.408 *	ITS:	0.000
	LT	1.00	63	1,600	0.039		
Eastbound	RT	1.00	99	1,600	0.042	ICU:	0.899
	TH	2.00	576	3,200	0.180		
	LT	1.00	251	1,600	0.157 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	217	1,600	0.074	N-S(1):	0.271
	TH	2.00	749	3,200	0.234 *	N-S(2):	0.332 *
	LT	2.00	147	2,880	0.051	E-W(1):	0.254
Westbound	RT	1.00	151	1,600	0.069	E-W(2):	0.292 *
	TH	2.00	537	3,200	0.168 *		
	LT	2.00	235	2,880	0.082	V/C:	0.624
Northbound	RT	0.00	169	0	0.000	Lost Time:	0.100
	TH	3.00	885	4,800	0.220	ITS:	0.000
	LT	1.00	157	1,600	0.098 *		
Eastbound	RT	1.00	139	1,600	0.038	ICU:	0.724
	TH	2.00	550	3,200	0.172		
	LT	1.00	198	1,600	0.124 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	402	1,600	0.193	N-S(1):	0.309
	TH	2.00	1,309	3,200	0.409 *	N-S(2):	0.517 *
	LT	2.00	317	2,880	0.110	E-W(1):	0.364 *
Westbound	RT	1.00	125	1,600	0.023	E-W(2):	0.323
	TH	2.00	656	3,200	0.205		
	LT	2.00	436	2,880	0.151 *	V/C:	0.881
Northbound	RT	0.00	139	0	0.000	Lost Time:	0.100
	TH	3.00	816	4,800	0.199	ITS:	0.000
	LT	1.00	172	1,600	0.108 *		
Eastbound	RT	1.00	171	1,600	0.053	ICU:	0.981
	TH	2.00	681	3,200	0.213 *		
	LT	1.00	188	1,600	0.118	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 196 - PRAIRIE AVENUE & FLORENCE AVENUE
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.008
	TH	0.00	0	0	0.000 *	N-S(2):	0.265 *
	LT	0.00	0	0	0.000	E-W(1):	0.550 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.348
	TH	3.00	1,670	4,800	0.348		
	LT	1.00	432	1,600	0.270 *	V/C:	0.815
Northbound	RT	1.00	444	1,600	0.008	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	762	2,880	0.265 *		
Eastbound	RT	1.00	448	1,600	0.280 *	ICU:	0.915
	TH	3.00	857	4,800	0.179		
	LT	0.00	0	0	0.000	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.000
	TH	0.00	0	0	0.000 *	N-S(2):	0.111 *
	LT	0.00	0	0	0.000	E-W(1):	0.360 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.165
	TH	3.00	791	4,800	0.165		
	LT	1.00	256	1,600	0.160 *	V/C:	0.471
Northbound	RT	1.00	256	1,600	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	320	2,880	0.111 *		
Eastbound	RT	1.00	320	1,600	0.200 *	ICU:	0.571
	TH	3.00	817	4,800	0.170		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.063
	TH	0.00	0	0	0.000 *	N-S(2):	0.156 *
	LT	0.00	0	0	0.000	E-W(1):	0.525 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.206
	TH	3.00	991	4,800	0.206		
	LT	1.00	317	1,600	0.198 *	V/C:	0.681
Northbound	RT	1.00	418	1,600	0.063	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	450	2,880	0.156 *		
Eastbound	RT	1.00	523	1,600	0.327 *	ICU:	0.781
	TH	3.00	1,567	4,800	0.326		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 197 - PRAIRIE AVENUE & LENNOX BOULEVARD
Description: BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	167	0	0.000	N-S(1):	0.262
	TH	3.00	1,067	4,800	0.257 *	N-S(2):	0.353 *
	LT	1.00	1	1,600	0.001	E-W(1):	0.060
Westbound	RT	0.00	7	0	0.000	E-W(2):	0.088 *
	TH	1.00	4	1,600	0.007 *		
	LT	0.00	0	0	0.000	V/C:	0.441
Northbound	RT	0.00	7	0	0.000	Lost Time:	0.100
	TH	3.00	1,246	4,800	0.261	ITS:	0.000
	LT	1.00	153	1,600	0.096 *		
Eastbound	RT	1.00	173	1,600	0.060	ICU:	0.541
	TH	2.00	4	3,200	0.042		
	LT	0.00	130	1,600	0.081 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	104	0	0.000	N-S(1):	0.208
	TH	3.00	881	4,800	0.205 *	N-S(2):	0.278 *
	LT	1.00	4	1,600	0.003	E-W(1):	0.045
Westbound	RT	0.00	9	0	0.000	E-W(2):	0.092 *
	TH	1.00	3	1,600	0.009 *		
	LT	0.00	3	1,600	0.002	V/C:	0.370
Northbound	RT	0.00	6	0	0.000	Lost Time:	0.100
	TH	3.00	980	4,800	0.205	ITS:	0.000
	LT	1.00	117	1,600	0.073 *		
Eastbound	RT	1.00	114	1,600	0.035	ICU:	0.470
	TH	2.00	4	3,200	0.043		
	LT	0.00	132	1,600	0.083 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.274
	TH	3.00	1,380	4,800	0.313 *	N-S(2):	0.393 *
	LT	1.00	14	1,600	0.009	E-W(1):	0.087
Westbound	RT	0.00	6	0	0.000	E-W(2):	0.113 *
	TH	1.00	2	1,600	0.005 *		
	LT	0.00	0	0	0.000	V/C:	0.506
Northbound	RT	0.00	6	0	0.000	Lost Time:	0.100
	TH	3.00	1,267	4,800	0.265	ITS:	0.000
	LT	1.00	128	1,600	0.080 *		
Eastbound	RT	1.00	203	1,600	0.087	ICU:	0.606
	TH	2.00	6	3,200	0.056		
	LT	0.00	172	1,600	0.108 *	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Traffix

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

Scenario Report

Scenario:	AM
Command:	AM
Volume:	AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	C	xxxxx	0.778	C	xxxxx	0.778	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	D	xxxxx	0.800	D	xxxxx	0.800	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	C	xxxxx	0.791	C	xxxxx	0.791	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	B	xxxxx	0.615	B	xxxxx	0.615	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	F	xxxxx	1.140	F	xxxxx	1.140	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	B	xxxxx	0.655	B	xxxxx	0.655	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	C	xxxxx	0.750	C	xxxxx	0.750	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	A	xxxxx	0.583	A	xxxxx	0.583	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	B	xxxxx	0.697	B	xxxxx	0.697	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.457	A	xxxxx	0.457	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	C	xxxxx	0.746	C	xxxxx	0.746	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.358	A	xxxxx	0.358	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.446	A	xxxxx	0.446	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.375	A	xxxxx	0.375	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	D	xxxxx	0.811	D	xxxxx	0.811	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	D	xxxxx	0.887	D	xxxxx	0.887	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	B	13.4	0.303	B	13.4	0.303	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	A	xxxxx	0.494	A	xxxxx	0.494	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	E	xxxxx	0.959	E	xxxxx	0.959	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.541	A	xxxxx	0.541	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.487	A	xxxxx	0.487	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	A	xxxxx	0.560	A	xxxxx	0.560	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	D	xxxxx	0.839	D	xxxxx	0.839	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.649	B	xxxxx	0.649	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.664	B	xxxxx	0.664	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	D	xxxxx	0.855	D	xxxxx	0.855	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx	0.526	A	xxxxx	0.526	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.505	A	xxxxx	0.505	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	B	xxxxx	0.646	B	xxxxx	0.646	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx	0.495	A	xxxxx	0.495	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	C	21.6	0.802	C	21.6	0.802	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	C	20.3	0.784	C	20.3	0.784	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	C	xxxxx	0.762	C	xxxxx	0.762	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	C	17.1	0.342	C	17.1	0.342	+ 0.000 D/V

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

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

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec):	130	Critical Vol./Cap.(X):	0.778
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	128	Level Of Service:	C

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:												
Base Vol:	649	1385	224	46	668	51	55	194	328	301	657	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	649	1385	224	46	668	51	55	194	328	301	657	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	649	1385	224	46	668	51	55	194	328	301	657	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	649	1385	224	46	668	51	55	194	328	301	657	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	714	1385	224	51	668	51	55	194	361	331	657	212
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.51	0.49
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	2079	671
Capacity Analysis Module:												
Vol/Sat:	0.26	0.34	0.16	0.02	0.16	0.04	0.04	0.05	0.13	0.12	0.32	0.32
Crit Volume:	357				223			55			435	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

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

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	75	Critical Vol./Cap.(X):	0.800
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	D

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	125	1346	122	79	686	24	59	515	106	77	431	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	1346	122	79	686	24	59	515	106	77	431	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	1346	122	79	686	24	59	515	106	77	431	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1346	122	79	686	24	59	515	106	77	431	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	1346	122	79	686	24	59	515	106	77	431	109
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.93	0.07	1.00	1.66	0.34	1.00	1.60	0.40
Final Sat.:	1500	2751	249	1500	2899	101	1500	2488	512	1500	2394	606
Capacity Analysis Module:												
Vol/Sat:	0.08	0.49	0.49	0.05	0.24	0.24	0.04	0.21	0.21	0.05	0.18	0.18
Crit Volume:		734		79					311	77		
Crit Moves:		****	****						****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

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

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.791
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: C

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 2	0 1	1	0 2	0 1	1	0 2 0 1
Volume Module:												
Base Vol:	48	1366	94	67	660	84	184	653	52	63	392	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	1366	94	67	660	84	184	653	52	63	392	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	1366	94	67	660	84	184	653	52	63	392	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1366	94	67	660	84	184	653	52	63	392	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	1366	94	67	660	84	184	653	52	63	392	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2807	193	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.49	0.49	0.04	0.22	0.06	0.12	0.22	0.03	0.04	0.13	0.04
Crit Volume:			730	67				327		63		
Crit Moves:			****	****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

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

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0	1	0	1 0	1	0	2 0	1	0	1 1 0
Volume Module:												
Base Vol:	105	278	114	28	163	58	59	933	56	73	633	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	278	114	28	163	58	59	933	56	73	633	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	278	114	28	163	58	59	933	56	73	633	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	278	114	28	163	58	59	933	56	73	633	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	278	114	28	163	58	59	933	56	73	633	27
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2638	113
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.08	0.02	0.12	0.04	0.04	0.34	0.04	0.05	0.24	0.24
Crit Volume:			278	28				467		73		
Crit Moves:			****	****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

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

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.140
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1 1	0	2	0 2	0 1	1	0 2	0 1	1	0 1 1 0
Volume Module:												
Base Vol:	174	1551	134	123	529	132	303	858	61	103	552	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	1551	134	123	529	132	303	858	61	103	552	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	1551	134	123	529	132	303	858	61	103	552	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	1551	134	123	529	132	303	858	61	103	552	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	1551	134	135	529	132	303	858	61	103	552	158
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.84	0.16	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.55	0.45
Final Sat.:	2750	2531	219	2750	2750	1375	1375	2750	1375	1375	2138	612
Capacity Analysis Module:												
Vol/Sat:	0.07	0.61	0.61	0.05	0.19	0.10	0.22	0.31	0.04	0.07	0.26	0.26
Crit Volume:			843	68			303					355
Crit Moves:			****	****			****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

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

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.655
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: B

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1	1	0	2 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	43	249	155	175	277	74	112	981	62	176	541	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	249	155	175	277	74	112	981	62	176	541	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	249	155	175	277	74	112	981	62	176	541	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	249	155	175	277	74	112	981	62	176	541	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	249	155	175	277	74	112	981	62	176	541	141
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.23	0.77	1.00	1.58	0.42	1.00	2.82	0.18	1.00	1.59	0.41
Final Sat.:	1375	1695	1055	1375	2170	580	1375	3880	245	1375	2181	569
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.15	0.13	0.13	0.13	0.08	0.25	0.25	0.13	0.25	0.25
Crit Volume:			202	175				348		176		
Crit Moves:			****	****				****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

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

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.750
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 114 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	2	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	121	784	140	34	371	70	267	1066	54	83	650	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	784	140	34	371	70	267	1066	54	83	650	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	784	140	34	371	70	267	1066	54	83	650	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	784	140	34	371	70	267	1066	54	83	650	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	133	784	140	34	371	70	294	1066	54	91	650	55
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.90	0.10	2.00	2.77	0.23
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2617	133	2750	3803	322
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.10	0.02	0.13	0.05	0.11	0.41	0.41	0.03	0.17	0.17
Crit Volume:		392			34			560			46	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

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

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.583
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: A

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	8	15	7	203	14	141	313	782	6	6	600	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	15	7	203	14	141	313	782	6	6	600	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	15	7	203	14	141	313	782	6	6	600	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	15	7	203	14	141	313	782	6	6	600	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	15	7	203	14	141	313	782	6	6	600	256
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.09	0.91	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	129	1296	1425	2828	22	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.14	0.11	0.11	0.22	0.28	0.28	0.00	0.21	0.18
Crit Volume:		15			203			313			300	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

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

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: B

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	33	678	354	110	312	213	437	635	25	263	537	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	678	354	110	312	213	437	635	25	263	537	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	678	354	110	312	213	437	635	25	263	537	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	678	354	110	312	213	437	635	25	263	537	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	33	678	354	110	312	213	481	635	25	289	537	103
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.92	0.08	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2646	104	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.26	0.08	0.11	0.15	0.17	0.24	0.24	0.11	0.20	0.07
Crit Volume:		339			110			240			269	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

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

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.457
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	2	0	1!	0	0
Volume Module:												
Base Vol:	0	1101	1091	0	428	4	0	0	0	768	2	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1101	1091	0	428	4	0	0	0	768	2	8
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1101	0	0	428	4	0	0	0	768	2	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1101	0	0	428	4	0	0	0	768	2	8
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1101	0	0	428	4	0	0	0	845	2	8
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.97	0.03	0.00	0.00	0.00	2.96	0.01	0.03
Final Sat.:	0	4275	1425	0	4235	40	0	0	0	4225	10	40
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.20	0.20	0.20
Crit Volume:		367			0			0			285	
Crit Moves:		****			****						****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

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

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.746
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 112 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD									JEFFERSON BOULEVARD/PLAYA STREET								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Protected				Protected					
Rights:	Include				Include				Include				Include					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0			
Lanes:	1	0	2	1	0	1	0	2	0	2	2	0	1	1	0	2	0	2	1	0
Volume Module:																				
Base Vol:	38	1519		135		55	692		476		434	226		14		99	241		181	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	38	1519		135		55	692		476		434	226		14		99	241		181	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	38	1519		135		55	692		476		434	226		14		99	241		181	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	38	1519		135		55	692		476		434	226		14		99	241		181	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.10		1.10	1.00		1.00		1.10	1.00		1.00	
FinalVolume:	38	1519		135		55	692		524		477	226		14		109	241		181	
Saturation Flow Module:																				
Sat/Lane:	1375	1375		1375		1375	1375		1375		1375	1375		1375		1375	1375		1375	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	1.00	2.76		0.24		1.00	2.00		2.00		2.00	1.88		0.12		2.00	2.00		1.00	
Final Sat.:	1375	3788		337		1375	2750		2750		2750	2590		160		2750	2750		1375	
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.40		0.40		0.04	0.25		0.19		0.17	0.09		0.09		0.04	0.09		0.13	
Crit Volume:		551				55					239								181	
Crit Moves:		****				****					****								****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

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

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	SLAUSON AVENUE									JEFFERSON BOULEVARD								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Protected				Protected					
Rights:	Include				Include				Ovl				Include					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0			
Lanes:	2	0	0	1	0	1	0	1	0	1	1	0	3	0	1	1	0	2	1	0
Volume Module:																				
Base Vol:	336	17		25		5	14		37		39	631		162		14	688		5	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	336	17		25		5	14		37		39	631		162		14	688		5	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	336	17		25		5	14		37		39	631		162		14	688		5	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	336	17		25		5	14		37		39	631		162		14	688		5	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.10	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
FinalVolume:	370	17		25		5	14		37		39	631		162		14	688		5	
Saturation Flow Module:																				
Sat/Lane:	1375	1375		1375		1375	1375		1375		1375	1375		1375		1375	1375		1375	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	2.00	0.40		0.60		1.00	1.00		1.00		1.00	3.00		1.00		1.00	2.98		0.02	
Final Sat.:	2750	557		818		1375	1375		1375		1375	4125		1375		1375	4095		30	
Capacity Analysis Module:																				
Vol/Sat:	0.13	0.03		0.03		0.00	0.01		0.03		0.03	0.15		0.12		0.01	0.17		0.17	
Crit Volume:	185								37		39								231	
Crit Moves:	****								****		****								****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

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

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.446
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	NB I-405 RAMPS									JEFFERSON BOULEVARD								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase				Split Phase				Protected				Protected					
Rights:	Include				Include				Include				Include					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0			
Lanes:	1	0	1!	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2	1	1
Volume Module:																				
Base Vol:	131	0		234		0	0		0		239	643		0		0	812		199	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	131	0		234		0	0		0		239	643		0		0	812		199	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	131	0		234		0	0		0		239	643		0		0	812		199	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	131	0		234		0	0		0		239	643		0		0	812		199	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.10	1.00		1.00		1.00	1.00		1.10		1.00	1.00		1.00		1.00	1.00		1.10	
FinalVolume:	144	0		234		0	0		0		263	643		0		0	812		219	
Saturation Flow Module:																				
Sat/Lane:	1425	1425		1425		1425	1425		1425		1425	1425		1425		1425	1425		1425	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	1.00	0.00		1.00		0.00	0.00		0.00		2.00	2.00		0.00		0.00	3.00		1.00	
Final Sat.:	1425	0		1425		0	0		0		2850	2850		0		0	4275		1425	
Capacity Analysis Module:																				
Vol/Sat:	0.10	0.00		0.16		0.00	0.00		0.00		0.09	0.23		0.00		0.00	0.19		0.15	
Crit Volume:				234			0				131						271			
Crit Moves:				****							****						****			

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

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

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.375
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	SB I-405 RAMPS									JEFFERSON BOULEVARD								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase				Split Phase				Protected				Protected					
Rights:	Include				Include				Include				Include					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0			
Lanes:	0	0	0	0	0	1	0	1!	0	1	0	0	4	0	1	2	0	2	0	0
Volume Module:																				
Base Vol:	0	0		0		125	0		295		0	719		189		332	491		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	0	0		0		125	0		295		0	719		189		332	491		0	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	0	0		0		125	0		295		0	719		189		332	491		0	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	0	0		0		125	0		295		0	719		189		332	491		0	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.10	1.00		1.10		1.00	1.00		1.00		1.00	1.10		1.00	
FinalVolume:	0	0		0		138	0		325		0	719		189		365	491		0	
Saturation Flow Module:																				
Sat/Lane:	1425	1425		1425		1425	1425		1425		1425	1425		1425		1425	1425		1425	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	0.00	0.00		0.00		1.00	0.00		2.00		0.00	4.00		1.00		2.00	2.00		0.00	
Final Sat.:	0	0		0		1425	0		2850		0	5700		1425		2850	2850		0	
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00		0.00		0.10	0.00		0.11		0.00	0.13		0.13		0.13	0.17		0.00	
Crit Volume:				0					162					189		183				
Crit Moves:									****					****		****				

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

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

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.811
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	9	511	120	576	200	12	14	67	8	170	15	282
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	511	120	576	200	12	14	67	8	170	15	282
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	511	120	576	200	12	14	67	8	170	15	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	511	120	576	200	12	14	67	8	170	15	282
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	511	120	576	200	12	14	67	8	170	15	282
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	1.60	0.37	1.00	0.97	0.03	0.16	0.75	0.09	0.92	0.08	1.00
Final Sat.:	40	2276	534	1425	1382	43	224	1073	128	1309	116	1425
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.40	0.14	0.28	0.06	0.06	0.06	0.13	0.13	0.20
Crit Volume:			320	576				89		170		
Crit Moves:			****	****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

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

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.887
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	89	940	130	149	555	104	215	1349	113	275	1238	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	940	130	149	555	104	215	1349	113	275	1238	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	940	130	149	555	104	215	1349	113	275	1238	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	940	130	149	555	104	215	1349	113	275	1238	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	89	940	130	149	555	104	237	1349	113	303	1238	169
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.34	0.09	0.11	0.20	0.08	0.09	0.33	0.08	0.11	0.30	0.12
Crit Volume:		470		149				450		151		
Crit Moves:		****		****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[13.4]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:																								
Base Vol:	0	0	187	0	0	0	0	776	48	113	481	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	187	0	0	0	0	776	48	113	481	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	187	0	0	0	0	776	48	113	481	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	187	0	0	0	0	776	48	113	481	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	388	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	824	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	616	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	815	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	616	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	815	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.30	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx
Control Del:	xxxxx	xxxx	13.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.1	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	13.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

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

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.494
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	141	2049	18	42	1069	66	89	54	45	55	59	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	2049	18	42	1069	66	89	54	45	55	59	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	2049	18	42	1069	66	89	54	45	55	59	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	2049	18	42	1069	66	89	54	45	55	59	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	2049	18	42	1069	66	89	54	45	55	59	54
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.97	0.03	1.00	2.83	0.17	1.00	2.00	1.00	1.00	1.04	0.96
Final Sat.:	1425	5650	50	1425	4026	249	1425	2850	1425	1425	1488	1362
Capacity Analysis Module:																				
Vol/Sat:	0.10	0.36	0.36	0.03	0.27	0.27	0.06	0.02	0.03	0.04	0.04	0.04
Crit Volume:		517		42			89					57
Crit Moves:		****		****			****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

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

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.959
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1 1	0	1	0 2	1 0	1	0 3 0 1
Volume Module:												
Base Vol:	140	535	192	115	367	48	161	1414	93	338	988	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	535	192	115	367	48	161	1414	93	338	988	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	535	192	115	367	48	161	1414	93	338	988	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	535	192	115	367	48	161	1414	93	338	988	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	535	192	115	367	48	161	1414	93	338	988	97
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.47	0.53	1.00	1.77	0.23	1.00	2.81	0.19	1.00	3.00	1.00
Final Sat.:	1375	2024	726	1375	2432	318	1375	3870	255	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.26	0.26	0.08	0.15	0.15	0.12	0.37	0.37	0.25	0.24	0.07
Crit Volume:			364	115					502	338		
Crit Moves:			****	****					****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

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

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.541
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	1	0	1 0	1	0	1 0
Volume Module:												
Base Vol:	145	379	102	25	154	68	70	775	57	58	508	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	379	102	25	154	68	70	775	57	58	508	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	379	102	25	154	68	70	775	57	58	508	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	379	102	25	154	68	70	775	57	58	508	33
PCE Adj:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	379	102	50	154	68	70	775	57	58	508	33
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.46	1.21	0.33	0.23	1.27	0.50	1.00	1.86	0.14	1.00	1.88	0.12
Final Sat.:	695	1816	489	338	1912	750	1500	2794	206	1500	2817	183
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.07	0.08	0.09	0.05	0.28	0.28	0.04	0.18	0.18
Crit Volume:			313	25					416	58		
Crit Moves:			****	****					****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

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

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	1	0	1 1	0	2	0 1
Volume Module:												
Base Vol:	49	456	32	93	163	127	126	664	40	17	341	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	456	32	93	163	127	126	664	40	17	341	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	456	32	93	163	127	126	664	40	17	341	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	456	32	93	163	127	126	664	40	17	341	131
PCE Adj:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	456	32	186	163	127	126	664	40	17	341	131
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.18	1.70	0.12	0.64	0.83	0.53	1.00	1.89	0.11	1.00	2.00	1.00
Final Sat.:	274	2547	179	962	1238	800	1500	2830	170	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.10	0.13	0.16	0.08	0.23	0.23	0.01	0.11	0.09
Crit Volume:		269		93				352		17		
Crit Moves:		****		****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

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

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.560
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 1	0	2	0 1	1	0	1 0	2	0	2 0 1
Volume Module:												
Base Vol:	119	1492	57	97	581	13	12	143	51	77	244	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	1492	57	97	581	13	12	143	51	77	244	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	1492	57	97	581	13	12	143	51	77	244	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	1492	57	97	581	13	12	143	51	77	244	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	131	1492	57	107	581	13	12	143	51	85	244	188
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.89	0.11	2.00	1.96	0.04	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3973	152	2750	2690	60	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.38	0.38	0.04	0.22	0.22	0.01	0.05	0.04	0.03	0.09	0.14
Crit Volume:		516		53			12					188
Crit Moves:		****		****			****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

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

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.839
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 141 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	143	1188	215	69	309	76	164	835	337	153	1080	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	1188	215	69	309	76	164	835	337	153	1080	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	1188	215	69	309	76	164	835	337	153	1080	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	1188	215	69	309	76	164	835	337	153	1080	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	1188	215	69	309	76	164	835	337	153	1080	46
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.84	0.16
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5275	225
Capacity Analysis Module:												
Vol/Sat:	0.10	0.43	0.16	0.05	0.11	0.06	0.12	0.20	0.25	0.11	0.20	0.20
Crit Volume:		594			69				337	153		
Crit Moves:		****			****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

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

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	81	945	87	20	355	68	193	615	74	75	444	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	945	87	20	355	68	193	615	74	75	444	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	945	87	20	355	68	193	615	74	75	444	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	945	87	20	355	68	193	615	74	75	444	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	945	87	20	355	68	193	615	74	75	444	45
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.68	0.32	1.00	1.79	0.21	1.00	1.82	0.18
Final Sat.:	1500	2747	253	1500	2518	482	1500	2678	322	1500	2724	276
Capacity Analysis Module:												
Vol/Sat:	0.05	0.34	0.34	0.01	0.14	0.14	0.13	0.23	0.23	0.05	0.16	0.16
Crit Volume:		516			20			193			245	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

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

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.664
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	24	1081	21	10	395	63	241	492	28	19	387	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	1081	21	10	395	63	241	492	28	19	387	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	1081	21	10	395	63	241	492	28	19	387	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1081	21	10	395	63	241	492	28	19	387	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	1081	21	10	395	63	241	492	28	19	387	62
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.72	0.28	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2943	57	1500	2587	413	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.37	0.37	0.01	0.15	0.15	0.16	0.16	0.02	0.01	0.13	0.04
Crit Volume:		551			10			241			194	
Crit Moves:		****	****				****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

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

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.855
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1	0	1!	0	0	0	0	1!	0	0
Volume Module:												
Base Vol:	533	1013	0	0	406	409	465	0	42	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	533	1013	0	0	406	409	465	0	42	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	533	1013	0	0	406	409	465	0	42	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	533	1013	0	0	406	409	465	0	42	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	533	1013	0	0	406	409	512	0	42	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.85	0.00	0.15	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2634	0	216	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.37	0.36	0.00	0.00	0.14	0.29	0.19	0.00	0.19	0.00	0.00	0.00
Crit Volume:	533					409	277				0	
Crit Moves:	****					****	****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

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

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.526
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0 2	1	0	0 1	0	1	0 3	0 1	3 0 2 0 1
Volume Module:												
Base Vol:	125	0	984	0	0	0	0	323	168	1562	1012	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	0	984	0	0	0	0	323	168	1562	1012	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	125	0	984	0	0	0	0	323	0	1562	1012	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	0	984	0	0	0	0	323	0	1562	1012	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	138	0	1082	0	0	0	0	323	0	1718	1012	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.38	0.00	0.00	0.00	0.00	0.08	0.00	0.40	0.36	0.00
Crit Volume:	69				0			108		573		
Crit Moves:	****							****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

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

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.505
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1 1	0	0	0 1!	0 0	0 0 1! 0 0
Volume Module:												
Base Vol:	15	1007	88	10	465	43	18	73	38	49	118	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	1007	88	10	465	43	18	73	38	49	118	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	1007	88	10	465	43	18	73	38	49	118	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1007	88	10	465	43	18	73	38	49	118	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	1007	88	10	465	43	18	73	38	49	118	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.83	0.17	0.14	0.57	0.29	0.27	0.65	0.08
Final Sat.:	1500	2759	241	1500	2746	254	209	849	442	404	973	124
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.37	0.01	0.17	0.17	0.09	0.09	0.09	0.12	0.12	0.12
Crit Volume:			548	10			18					182
Crit Moves:			****	****			****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

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

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.646
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	1	0	0 1	1	2	0 3	0 1	2 0 2 1 0
Volume Module:												
Base Vol:	40	14	128	29	3	18	71	1015	18	331	2243	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	14	128	29	3	18	71	1015	18	331	2243	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	14	128	29	3	18	71	1015	18	331	2243	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	14	128	29	3	18	71	1015	18	331	2243	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	14	141	29	3	20	78	1015	18	364	2243	81
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.18	1.82	1.00	0.26	1.74	2.00	3.00	1.00	2.00	2.90	0.10
Final Sat.:	1425	258	2592	1425	375	2475	2850	4275	1425	2850	4126	149
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.02	0.01	0.01	0.03	0.24	0.01	0.13	0.54	0.54
Crit Volume:		77			29			39			775	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

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

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0	0 1	0	1	0 1	1 0	1 0 1 1 0
Volume Module:												
Base Vol:	97	228	37	16	207	55	52	467	197	51	578	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	228	37	16	207	55	52	467	197	51	578	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	228	37	16	207	55	52	467	197	51	578	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	228	37	16	207	55	52	467	197	51	578	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	228	37	16	207	55	52	467	197	51	578	32
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.86	0.14	1.00	0.79	0.21	1.00	1.41	0.59	1.00	1.90	0.10
Final Sat.:	1500	1291	209	1500	1185	315	1500	2110	890	1500	2843	157
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.01	0.17	0.17	0.03	0.22	0.22	0.03	0.20	0.20
Crit Volume:	97				262				332	51		
Crit Moves:	****				****				****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.802
Loss Time (sec): 0 Average Delay (sec/veh): 21.6
Optimal Cycle: 0 Level Of Service: C

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	2	963	32	15	569	4	0	0	0	76	1	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	963	32	15	569	4	0	0	0	76	1	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	963	32	15	569	4	0	0	0	76	1	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	963	32	15	569	4	0	0	0	76	1	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	963	32	15	569	4	0	0	0	76	1	63
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	1.93	0.06	0.05	1.94	0.01	0.00	1.00	0.00	0.99	0.01	1.00
Final Sat.:	2	1206	40	29	1093	8	0	449	0	416	5	489
Capacity Analysis Module:												
Vol/Sat:	0.80	0.80	0.80	0.52	0.52	0.52	xxxx	0.00	xxxx	0.18	0.18	0.13
Crit Moves:	****			****				****		****		
Delay/Veh:	27.2	26.8	26.5	15.3	15.2	15.2	0.0	0.0	0.0	12.4	12.4	10.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.2	26.8	26.5	15.3	15.2	15.2	0.0	0.0	0.0	12.4	12.4	10.5
LOS by Move:	D	D	D	C	C	C	*	*	*	B	B	B
ApproachDel:	26.8			15.2			xxxxxx			11.5		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	26.8			15.2			xxxxxx			11.5		
LOS by Appr:	D			C			*			B		
AllWayAvgQ:	3.2	3.1	3.1	1.0	1.0	1.0	0.0	0.0	0.0	0.2	0.2	0.1

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.784
Loss Time (sec): 0 Average Delay (sec/veh): 20.3
Optimal Cycle: 0 Level Of Service: C

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 1	1 0	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	42	1006	0	0	558	75	55	0	46	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	1006	0	0	558	75	55	0	46	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	1006	0	0	558	75	55	0	46	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	1006	0	0	558	75	55	0	46	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	1006	0	0	558	75	55	0	46	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.76	0.24	0.54	0.00	0.46	0.00	0.00	0.00
Final Sat.:	586	1284	0	0	1041	142	302	0	253	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.78	xxxx	xxxx	0.54	0.53	0.18	xxxx	0.18	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	9.2	25.0	0.0	0.0	15.1	14.7	10.6	0.0	10.6	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	25.0	0.0	0.0	15.1	14.7	10.6	0.0	10.6	0.0	0.0	0.0
LOS by Move:	A	D	*	*	C	B	B	*	B	*	*	*
ApproachDel:	24.4			15.0			10.6			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	24.4			15.0			10.6			xxxxxx		
LOS by Appr:	C			C			B			*		
AllWayAvgQ:	0.1	3.0	0.0	0.0	1.1	1.0	0.2	0.2	0.2	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

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

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.762
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 119 Level Of Service: C

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	108	808	287	73	504	126	162	677	114	172	741	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	808	287	73	504	126	162	677	114	172	741	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	808	287	73	504	126	162	677	114	172	741	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	808	287	73	504	126	162	677	114	172	741	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	808	287	73	504	126	162	677	114	172	741	76
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.81	0.19
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2494	256
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.21	0.05	0.18	0.09	0.12	0.25	0.08	0.13	0.30	0.30
Crit Volume:		404			73			162				409
Crit Moves:		****			****			****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: C[17.1]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	1!	0	0	1	0	2
Volume Module:												
Base Vol:	0	0	0	4	0	169	261	731	0	0	808	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	4	0	169	261	731	0	0	808	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	4	0	169	261	731	0	0	808	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	4	0	169	261	731	0	0	808	91
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1741	2107	450	899	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	80	52	562	764	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	58	34	562	764	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	0.00	0.30	0.34	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	469	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	17.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				17.1		xxxxxx			xxxxxx		
ApproachLOS:	*				C		*			*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

Scenario Report

Scenario:	MD
Command:	MD
Volume:	MD
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	B	xxxxx	0.627	B	xxxxx	0.627	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	B	xxxxx	0.694	B	xxxxx	0.694	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	B	xxxxx	0.661	B	xxxxx	0.661	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	A	xxxxx	0.435	A	xxxxx	0.435	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	B	xxxxx	0.644	B	xxxxx	0.644	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	A	xxxxx	0.478	A	xxxxx	0.478	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	A	xxxxx	0.550	A	xxxxx	0.550	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	A	xxxxx	0.545	A	xxxxx	0.545	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	A	xxxxx	0.536	A	xxxxx	0.536	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.418	A	xxxxx	0.418	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	B	xxxxx	0.677	B	xxxxx	0.677	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.471	A	xxxxx	0.471	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.450	A	xxxxx	0.450	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.415	A	xxxxx	0.415	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	C	xxxxx	0.725	C	xxxxx	0.725	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	B	12.1	0.247	B	12.1	0.247	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	A	xxxxx	0.598	A	xxxxx	0.598	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	D	xxxxx	0.802	D	xxxxx	0.802	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.481	A	xxxxx	0.481	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.392	A	xxxxx	0.392	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	B	xxxxx	0.602	B	xxxxx	0.602	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	C	xxxxx	0.711	C	xxxxx	0.711	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	A	xxxxx	0.586	A	xxxxx	0.586	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	A	xxxxx	0.564	A	xxxxx	0.564	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	B	xxxxx	0.606	B	xxxxx	0.606	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx	0.431	A	xxxxx	0.431	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.453	A	xxxxx	0.453	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	A	xxxxx	0.453	A	xxxxx	0.453	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx	0.437	A	xxxxx	0.437	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	B	13.7	0.532	B	13.7	0.532	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	C	15.1	0.584	C	15.1	0.584	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	B	xxxxx	0.659	B	xxxxx	0.659	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	E	37.0	0.521	E	37.0	0.521	+ 0.000 D/V

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

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

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.627
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:												
Base Vol:	451	1009	219	114	696	58	107	345	401	265	321	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	451	1009	219	114	696	58	107	345	401	265	321	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	451	1009	219	114	696	58	107	345	401	265	321	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	451	1009	219	114	696	58	107	345	401	265	321	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	496	1009	219	125	696	58	107	345	441	292	321	230
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.17	0.83
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	1602	1148
Capacity Analysis Module:												
Vol/Sat:	0.18	0.24	0.16	0.05	0.17	0.04	0.08	0.08	0.16	0.11	0.20	0.20
Crit Volume:	248				232		107				276	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

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

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 75 Critical Vol./Cap.(X): 0.694
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Street Name:	CENTINELA AVENUE									WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:															
Base Vol:	148	772	84	117	744	88	109	523	154	110	635	101			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	148	772	84	117	744	88	109	523	154	110	635	101			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	148	772	84	117	744	88	109	523	154	110	635	101			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	148	772	84	117	744	88	109	523	154	110	635	101			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	148	772	84	117	744	88	109	523	154	110	635	101			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.80	0.20	1.00	1.79	0.21	1.00	1.55	0.45	1.00	1.73	0.27			
Final Sat.:	1500	2706	294	1500	2683	317	1500	2318	682	1500	2588	412			
Capacity Analysis Module:															
Vol/Sat:	0.10	0.29	0.29	0.08	0.28	0.28	0.07	0.23	0.23	0.07	0.25	0.25			
Crit Volume:	148					416	109					368			
Crit Moves:	****					****	****					****			

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

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

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.661
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Street Name:	CENTINELA AVENUE									WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:															
Base Vol:	79	785	107	69	724	226	235	470	79	89	483	59			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	79	785	107	69	724	226	235	470	79	89	483	59			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	79	785	107	69	724	226	235	470	79	89	483	59			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	79	785	107	69	724	226	235	470	79	89	483	59			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	79	785	107	69	724	226	235	470	79	89	483	59			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	1500	2640	360	1500	3000	1500	1500	3000	1500	1500	3000	1500			
Capacity Analysis Module:															
Vol/Sat:	0.05	0.30	0.30	0.05	0.24	0.15	0.16	0.16	0.05	0.06	0.16	0.04			
Crit Volume:			446	69			235				242				
Crit Moves:			****	****			****				****				

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

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

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.435
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name:	DUQUESNE AVENUE									CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1
Volume Module:															
Base Vol:	69	185	123	37	191	70	60	508	66	73	534	22			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	69	185	123	37	191	70	60	508	66	73	534	22			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	69	185	123	37	191	70	60	508	66	73	534	22			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	69	185	123	37	191	70	60	508	66	73	534	22			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	69	185	123	37	191	70	60	508	66	73	534	22			
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08			
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2641	109			
Capacity Analysis Module:															
Vol/Sat:	0.05	0.13	0.09	0.03	0.14	0.05	0.04	0.18	0.05	0.05	0.20	0.20			
Crit Volume:	69				191		60				278				
Crit Moves:	****				****		****				****				

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

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

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: B

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1 1	0	2	0 2	0 1	1	0 2	0 1	1	0 1 1 0
Volume Module:												
Base Vol:	130	620	117	167	647	148	145	464	68	156	431	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	620	117	167	647	148	145	464	68	156	431	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	620	117	167	647	148	145	464	68	156	431	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	620	117	167	647	148	145	464	68	156	431	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	620	117	184	647	148	145	464	68	156	431	129
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.68	0.32	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.54	0.46
Final Sat.:	2750	2313	437	2750	2750	1375	1375	2750	1375	1375	2117	633
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.07	0.24	0.11	0.11	0.17	0.05	0.11	0.20	0.20
Crit Volume:			369		92		145					280
Crit Moves:			****		****		****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

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

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.478
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1	1 0	1	0 2	1 0	1	0 1 1 0
Volume Module:												
Base Vol:	40	200	100	132	379	127	41	514	64	182	497	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	200	100	132	379	127	41	514	64	182	497	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	200	100	132	379	127	41	514	64	182	497	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	200	100	132	379	127	41	514	64	182	497	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	200	100	132	379	127	41	514	64	182	497	89
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.33	0.67	1.00	1.50	0.50	1.00	2.67	0.33	1.00	1.70	0.30
Final Sat.:	1375	1833	917	1375	2060	690	1375	3668	457	1375	2332	418
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.10	0.18	0.18	0.03	0.14	0.14	0.13	0.21	0.21
Crit Volume:		150			132				193	182		
Crit Moves:		****			****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

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

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.550
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 0 1	1	0	2 0 1	2	0	1 1 0	2	0	2 1 0
Volume Module:												
Base Vol:	127	672	126	27	539	137	184	532	137	106	496	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	672	126	27	539	137	184	532	137	106	496	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	672	126	27	539	137	184	532	137	106	496	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	672	126	27	539	137	184	532	137	106	496	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	140	672	126	27	539	137	202	532	137	117	496	64
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.59	0.41	2.00	2.66	0.34
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2187	563	2750	3654	471
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.09	0.02	0.20	0.10	0.07	0.24	0.24	0.04	0.14	0.14
Crit Volume:		336			27				335	58		
Crit Moves:		****			****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

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

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.545
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: A

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0 1	1	0	0 1 0	1	0	1 1 0	1	0	2 0 1
Volume Module:												
Base Vol:	9	19	11	207	34	220	252	603	20	27	524	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	19	11	207	34	220	252	603	20	27	524	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	19	11	207	34	220	252	603	20	27	524	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	19	11	207	34	220	252	603	20	27	524	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	19	11	207	34	220	252	603	20	27	524	154
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.13	0.87	1.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	191	1234	1425	2759	91	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.15	0.18	0.18	0.18	0.22	0.22	0.02	0.18	0.11
Crit Volume:	9				254		252				262	
Crit Moves:	****				****		****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

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

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.536
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: A

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	2	0	1
Volume Module:															
Base Vol:	57	424	231	77	349	339	345	535	46	238	517	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	424	231	77	349	339	345	535	46	238	517	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	424	231	77	349	339	345	535	46	238	517	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	424	231	77	349	339	345	535	46	238	517	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	57	424	231	77	349	339	380	535	46	262	517	126
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.84	0.16	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2532	218	2750	2750	1375
Capacity Analysis Module:															
Vol/Sat:	0.04	0.15	0.17	0.06	0.13	0.25	0.14	0.21	0.21	0.10	0.19	0.09
Crit Volume:	212			77			190			259		
Crit Moves:	****			****			****			****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

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

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.418
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!	0	0
Volume Module:															
Base Vol:	0	802	935	0	612	15	0	0	0	866	7	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	802	935	0	612	15	0	0	0	866	7	25
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	802	0	0	612	15	0	0	0	866	7	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	802	0	0	612	15	0	0	0	866	7	25
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	802	0	0	612	15	0	0	0	953	7	25
Saturation Flow Module:															
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.93	0.07	0.00	0.00	0.00	2.90	0.02	0.08
Final Sat.:	0	4275	1425	0	4173	102	0	0	0	4136	30	109
Capacity Analysis Module:															
Vol/Sat:	0.00	0.19	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.23	0.23	0.23
Crit Volume:	267			0					0	328		
Crit Moves:	****			****						****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

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

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	0	2	1	0	2	0	2	1	0
Volume Module:															
Base Vol:	76	1216	137	123	910	432	310	170	37	143	227	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	1216	137	123	910	432	310	170	37	143	227	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	1216	137	123	910	432	310	170	37	143	227	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1216	137	123	910	432	310	170	37	143	227	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	76	1216	137	123	910	475	341	170	37	157	227	187
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.70	0.30	1.00	2.00	2.00	2.00	1.64	0.36	2.00	2.00	1.00
Final Sat.:	1375	3707	418	1375	2750	2750	2750	2258	492	2750	2750	1375
Capacity Analysis Module:															
Vol/Sat:	0.06	0.33	0.33	0.09	0.33	0.17	0.12	0.08	0.08	0.06	0.08	0.14
Crit Volume:	451			123			171					187
Crit Moves:	****			****			****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

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

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1	0	1	0	1	0	1	1	0	3	0	1	1	0	2	1	0
Volume Module:															
Base Vol:	526	54	40	4	16	59	72	732	225	56	598	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	526	54	40	4	16	59	72	732	225	56	598	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	526	54	40	4	16	59	72	732	225	56	598	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	526	54	40	4	16	59	72	732	225	56	598	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	579	54	40	4	16	59	72	732	225	56	598	17
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.57	0.43	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.92	0.08
Final Sat.:	2750	790	585	1375	1375	1375	1375	4125	1375	1375	4011	114
Capacity Analysis Module:															
Vol/Sat:	0.21	0.07	0.07	0.00	0.01	0.04	0.05	0.18	0.16	0.04	0.15	0.15
Crit Volume:	289					59		244		56		
Crit Moves:	****					****		****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

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

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0 0	0 0	2	0	2 0	0	0 2	1 1
Volume Module:												
Base Vol:	85	0	145	0	0	0	294	907	0	0	998	307
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	0	145	0	0	0	294	907	0	0	998	307
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	0	145	0	0	0	294	907	0	0	998	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	0	145	0	0	0	294	907	0	0	998	307
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	94	0	145	0	0	0	323	907	0	0	998	338
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.99	1.01
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4259	1441
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.10	0.00	0.00	0.00	0.11	0.32	0.00	0.00	0.23	0.23
Crit Volume:			145			0		162				334
Crit Moves:			****					****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

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

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.415
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0	1	0	4	0	1	2 0 2 0
Volume Module:												
Base Vol:	0	0	0	379	0	202	0	788	143	331	649	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	379	0	202	0	788	143	331	649	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	379	0	202	0	788	143	331	649	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	379	0	202	0	788	143	331	649	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	417	0	222	0	788	143	364	649	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.96	xxxx	1.04	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2789	0	1486	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.15	0.00	0.14	0.10	0.13	0.23	0.00
Crit Volume:		0		213				197		182		
Crit Moves:				****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

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

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	0	0	1! 0	0	1	0 0 1
Volume Module:												
Base Vol:	9	284	85	403	215	11	8	8	5	206	21	459
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	284	85	403	215	11	8	8	5	206	21	459
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	284	85	403	215	11	8	8	5	206	21	459
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	284	85	403	215	11	8	8	5	206	21	459
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	284	85	403	215	11	8	8	5	206	21	459
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	1.50	0.45	1.00	0.97	0.03	0.38	0.38	0.24	0.91	0.09	1.00
Final Sat.:	68	2141	641	1425	1375	50	543	543	339	1293	132	1425
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.28	0.16	0.22	0.01	0.01	0.01	0.16	0.16	0.32
Crit Volume:		189			403			8			227	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

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

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.725
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 1	1	0	2 0 1	2	0	3 0 1	2	0	3 0 1
Volume Module:												
Base Vol:	144	679	182	125	555	134	248	1163	117	263	1190	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	679	182	125	555	134	248	1163	117	263	1190	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	679	182	125	555	134	248	1163	117	263	1190	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	679	182	125	555	134	248	1163	117	263	1190	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	144	679	182	125	555	134	273	1163	117	289	1190	109
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.13	0.09	0.20	0.10	0.10	0.28	0.09	0.11	0.29	0.08
Crit Volume:		340			125			388		145		
Crit Moves:		****			****			****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[12.1]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1	0	0	0	0	0	2	0	1	1	0	2	0
Volume Module:																
Base Vol:	0	0	166		0	0	0		0	658	43		155	708	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	166		0	0	0		0	658	43		155	708	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	166		0	0	0		0	658	43		155	708	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	166		0	0	0		0	658	43		155	708	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	329		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		701	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	673		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		905	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	673		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		905	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	0.25		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.17	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	1.0		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.6	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	12.1		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		9.8	xxxx	xxxxx	
LOS by Move:	*	*	B		*	*	*		*	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:		12.1				xxxxx				xxxxx				xxxxx		
ApproachLOS:		B				*				*				*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

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

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.598
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD								SAWTELLE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	1	0	1	1
Volume Module:																
Base Vol:	106	1468	58		112	1285	89		121	106	68		103	187	148	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	106	1468	58		112	1285	89		121	106	68		103	187	148	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	106	1468	58		112	1285	89		121	106	68		103	187	148	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	106	1468	58		112	1285	89		121	106	68		103	187	148	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	106	1468	58		112	1285	89		121	106	68		103	187	148	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.85	0.15		1.00	2.81	0.19		1.00	2.00	1.00		1.00	1.12	0.88	
Final Sat.:	1425	5483	217		1425	3998	277		1425	2850	1425		1425	1591	1259	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.27	0.27		0.08	0.32	0.32		0.08	0.04	0.05		0.07	0.12	0.12	
Crit Volume:	106						458		121					168		
Crit Moves:	****						****		****					****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

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

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.802
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 143 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD								VENICE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Prot+Permit				Prot+Permit				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1	0	1	0	1	1	0	2	1	0	3	0	1
Volume Module:																
Base Vol:	232	253	185		85	312	66		91	1164	85		265	1085	93	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	232	253	185		85	312	66		91	1164	85		265	1085	93	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	232	253	185		85	312	66		91	1164	85		265	1085	93	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	232	253	185		85	312	66		91	1164	85		265	1085	93	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	232	253	185		85	312	66		91	1164	85		265	1085	93	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.16	0.84		1.00	1.65	0.35		1.00	2.80	0.20		1.00	3.00	1.00	
Final Sat.:	1375	1588	1162		1375	2270	480		1375	3844	281		1375	4125	1375	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.16	0.16		0.06	0.14	0.14		0.07	0.30	0.30		0.19	0.26	0.07	
Crit Volume:	232						189			416			265			
Crit Moves:	****						****			****			****			

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

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

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.481
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD								WASHINGTON BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	1	0	1	0	0	1	0	1	0	1	1	0	1	1	0
Volume Module:																
Base Vol:	143	229	80		27	139	84		72	641	97		71	617	34	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	143	229	80		27	139	84		72	641	97		71	617	34	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	143	229	80		27	139	84		72	641	97		71	617	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	143	229	80		27	139	84		72	641	97		71	617	34	
PCE Adj:	1.00	1.00	1.00		2.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	143	229	80		54	139	84		72	641	97		71	617	34	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.63	1.02	0.35		0.24	1.15	0.61		1.00	1.74	0.26		1.00	1.90	0.10	
Final Sat.:	949	1520	531		363	1727	910		1500	2606	394		1500	2843	157	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.15	0.15		0.07	0.08	0.09		0.05	0.25	0.25		0.05	0.22	0.22	
Crit Volume:	143						139				369		71			
Crit Moves:	****						****				****		****			

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

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

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.392
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD							WASHINGTON PLACE							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	1	0	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:																		
Base Vol:	26	228		41	110	164		172	94	541		60	17	427		89		
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00		
Initial Bse:	26	228		41	110	164		172	94	541		60	17	427		89		
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00		
PHF Volume:	26	228		41	110	164		172	94	541		60	17	427		89		
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0		
Reduced Vol:	26	228		41	110	164		172	94	541		60	17	427		89		
PCE Adj:	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00		
FinalVolume:	52	228		41	110	164		172	94	541		60	17	427		89		
Saturation Flow Module:																		
Sat/Lane:	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500		1500		
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00		
Lanes:	0.19	1.55		0.26	0.49	0.74		0.77	1.00	1.80		0.20	1.00	2.00		1.00		
Final Sat.:	290	2327		383	740	1103		1157	1500	2700		300	1500	3000		1500		
Capacity Analysis Module:																		
Vol/Sat:	0.09	0.10		0.11	0.15	0.15		0.15	0.06	0.20		0.20	0.01	0.14		0.06		
Crit Volume:				161	110							301	17					
Crit Moves:				****	****							****	****					

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

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

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.602
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD							SLAUSON AVENUE							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	1	0	2	0	1	1	0	1	0	1	0	2	0	1	
Volume Module:																		
Base Vol:	299	1145		107	302	661		48	46	188		84	180	266		198		
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00		
Initial Bse:	299	1145		107	302	661		48	46	188		84	180	266		198		
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00		
PHF Volume:	299	1145		107	302	661		48	46	188		84	180	266		198		
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0		
Reduced Vol:	299	1145		107	302	661		48	46	188		84	180	266		198		
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00		
MLF Adj:	1.10	1.00		1.00	1.10	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00		
FinalVolume:	329	1145		107	332	661		48	46	188		84	198	266		198		
Saturation Flow Module:																		
Sat/Lane:	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375		1375		
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00		
Lanes:	2.00	2.74		0.26	2.00	1.86		0.14	1.00	2.00		1.00	2.00	2.00		1.00		
Final Sat.:	2750	3772		353	2750	2564		186	1375	2750		1375	2750	2750		1375		
Capacity Analysis Module:																		
Vol/Sat:	0.12	0.30		0.30	0.12	0.26		0.26	0.03	0.07		0.06	0.07	0.10		0.14		
Crit Volume:				417	166				46							198		
Crit Moves:				****	****				****							****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

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

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.711
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD							VENICE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Prot+Permit				Prot+Permit				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	1	0	3	1	0	
Volume Module:																		
Base Vol:	241	838		323	73	454		77	176	1026		357	129	1111		67		
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00		
Initial Bse:	241	838		323	73	454		77	176	1026		357	129	1111		67		
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00		
PHF Volume:	241	838		323	73	454		77	176	1026		357	129	1111		67		
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0		
Reduced Vol:	241	838		323	73	454		77	176	1026		357	129	1111		67		
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00		
FinalVolume:	241	838		323	73	454		77	176	1026		357	129	1111		67		
Saturation Flow Module:																		
Sat/Lane:	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375		1375		
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00		
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00	3.00	1.00		1.00	3.77	0.23				
Final Sat.:	1375	2750		1375	1375	2750		1375	4125			1375	5187	313				
Capacity Analysis Module:																		
Vol/Sat:	0.18	0.30		0.23	0.05	0.17		0.06	0.13	0.25		0.26	0.09	0.21		0.21		
Crit Volume:		419			73							357	129					
Crit Moves:		****			****							****	****					

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

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

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD							WASHINGTON PLACE							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1	0	1	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:																		
Base Vol:	100	646		84	45	564		141	148	435		119	97	482		75		
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00		
Initial Bse:	100	646		84	45	564		141	148	435		119	97	482		75		
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00		
PHF Volume:	100	646		84	45	564		141	148	435		119	97	482		75		
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0		
Reduced Vol:	100	646		84	45	564		141	148	435		119	97	482		75		
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00		
FinalVolume:	100	646		84	45	564		141	148	435		119	97	482		75		
Saturation Flow Module:																		
Sat/Lane:	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500		1500		
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00		
Lanes:	1.00	1.77		0.23	1.00	1.60		0.40	1.00	1.57		0.43	1.00	1.73		0.27		
Final Sat.:	1500	2655		345	1500	2400		600	1500	2356		644	1500	2596		404		
Capacity Analysis Module:																		
Vol/Sat:	0.07	0.24		0.24	0.03	0.24		0.24	0.10	0.18		0.18	0.06	0.19		0.19		
Crit Volume:	100				353				148							279		
Crit Moves:	****				****				****							****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

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

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.564
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	1	0	1	0	1	1	0	2	0	1
Volume Module:														
Base Vol:	72	760	50	28	554	77	213	347	106	15	401	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	760	50	28	554	77	213	347	106	15	401	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	760	50	28	554	77	213	347	106	15	401	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	760	50	28	554	77	213	347	106	15	401	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	760	50	28	554	77	213	347	106	15	401	68
Saturation Flow Module:														
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.88	0.12	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2815	185	1500	2634	366	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:														
Vol/Sat:	0.05	0.27	0.27	0.02	0.21	0.21	0.14	0.12	0.07	0.01	0.13	0.05
Crit Volume:		405			28			213			201	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

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

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: B

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1	0	1!	0	0	0	0	1!	0	0
Volume Module:														
Base Vol:	230	797	0	0	604	334	436	0	120	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	797	0	0	604	334	436	0	120	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	797	0	0	604	334	436	0	120	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	797	0	0	604	334	436	0	120	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	230	797	0	0	604	334	480	0	120	0	0	0
Saturation Flow Module:														
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.60	0.00	0.40	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2280	0	570	0	1425	0
Capacity Analysis Module:														
Vol/Sat:	0.16	0.28	0.00	0.00	0.21	0.23	0.21	0.00	0.21	0.00	0.00	0.00
Crit Volume:	230					334	300				0	
Crit Moves:	****					****	****					

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

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

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.431
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0	2	1	0	0	1	0	1	0	3	0	1	3	0	2	0	1
Volume Module:														
Base Vol:	219	0	744	0	0	0	0	614	159	617	750	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	0	744	0	0	0	0	614	159	617	750	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	219	0	744	0	0	0	0	614	0	617	750	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	0	744	0	0	0	0	614	0	617	750	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	241	0	818	0	0	0	0	614	0	679	750	0
Saturation Flow Module:														
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:														
Vol/Sat:	0.08	0.00	0.29	0.00	0.00	0.00	0.00	0.14	0.00	0.16	0.26	0.00
Crit Volume:			409			0			205			0		
Crit Moves:			****						****			****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

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

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	0	1!	0	0	0	0	1!	0	0
Volume Module:														
Base Vol:	51	872	47	21	712	50	26	39	26	62	86	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	872	47	21	712	50	26	39	26	62	86	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	872	47	21	712	50	26	39	26	62	86	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	872	47	21	712	50	26	39	26	62	86	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	872	47	21	712	50	26	39	26	62	86	25
Saturation Flow Module:														
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.87	0.13	0.28	0.43	0.29	0.36	0.50	0.14
Final Sat.:	1500	2847	153	1500	2803	197	429	643	429	538	746	217
Capacity Analysis Module:														
Vol/Sat:	0.03	0.31	0.31	0.01	0.25	0.25	0.06	0.06	0.06	0.12	0.12	0.12
Crit Volume:		460			21			26			173	
Crit Moves:		****			****			****			****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

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

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	0	0 1	1	2	0 3	0 1	2	0 2 1 0
Volume Module:												
Base Vol:	32	13	226	58	13	59	57	1054	55	192	1125	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	13	226	58	13	59	57	1054	55	192	1125	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	13	226	58	13	59	57	1054	55	192	1125	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	13	226	58	13	59	57	1054	55	192	1125	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	32	13	249	58	13	65	63	1054	55	211	1125	29
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.10	1.90	1.00	0.33	1.67	2.00	3.00	1.00	2.00	2.92	0.08
Final Sat.:	1425	142	2708	1425	476	2374	2850	4275	1425	2850	4168	107
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.09	0.04	0.03	0.03	0.02	0.25	0.04	0.07	0.27	0.27
Crit Volume:		131			58			351		106		
Crit Moves:		****			****			****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

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

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.437
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0 1	0	1	0 1	1 0	1	0 1 1 0
Volume Module:												
Base Vol:	86	149	38	33	138	60	72	481	101	49	553	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	149	38	33	138	60	72	481	101	49	553	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	149	38	33	138	60	72	481	101	49	553	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	149	38	33	138	60	72	481	101	49	553	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	149	38	33	138	60	72	481	101	49	553	46
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.80	0.20	1.00	0.70	0.30	1.00	1.65	0.35	1.00	1.85	0.15
Final Sat.:	1500	1195	305	1500	1045	455	1500	2479	521	1500	2770	230
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.02	0.13	0.13	0.05	0.19	0.19	0.03	0.20	0.20
Crit Volume:	86					198	72					300
Crit Moves:	****					****	****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.532
Loss Time (sec): 0 Average Delay (sec/veh): 13.7
Optimal Cycle: 0 Level Of Service: B

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0 1	0	1	0 1	0	0	1! 0	0	1	0 0 1
Volume Module:												
Base Vol:	9	618	51	29	617	4	8	3	5	48	1	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	618	51	29	617	4	8	3	5	48	1	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	618	51	29	617	4	8	3	5	48	1	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	618	51	29	617	4	8	3	5	48	1	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	618	51	29	617	4	8	3	5	48	1	29
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	1.82	0.15	0.09	1.90	0.01	0.50	0.19	0.31	0.98	0.02	1.00
Final Sat.:	17	1174	98	56	1204	8	238	89	149	427	9	509
Capacity Analysis Module:												
Vol/Sat:	0.53	0.53	0.52	0.51	0.51	0.51	0.03	0.03	0.03	0.11	0.11	0.06
Crit Moves:	****			****				****		****		
Delay/Veh:	14.2	14.0	13.7	13.9	13.8	13.7	10.3	10.3	10.3	11.2	11.2	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	14.0	13.7	13.9	13.8	13.7	10.3	10.3	10.3	11.2	11.2	9.5
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	A
ApproachDel:		14.0			13.8			10.3			10.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.0			13.8			10.3			10.6	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	1.1	1.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 0 Average Delay (sec/veh): 15.1
Optimal Cycle: 0 Level Of Service: C

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 0	0 0	1	1 0	0 0	1!	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	99	618	0	0	588	103	93	0	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	618	0	0	588	103	93	0	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	618	0	0	588	103	93	0	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	618	0	0	588	103	93	0	130	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	618	0	0	588	103	93	0	130	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.70	0.30	0.42	0.00	0.58	0.00	0.00	0.00
Final Sat.:	539	1171	0	0	1006	180	239	0	334	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.53	xxxx	xxxx	0.58	0.57	0.39	xxxx	0.39	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	10.7	15.1	0.0	0.0	16.6	15.9	12.7	0.0	12.7	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	15.1	0.0	0.0	16.6	15.9	12.7	0.0	12.7	0.0	0.0	0.0
LOS by Move:	B	C	*	*	C	C	B	*	B	*	*	*
ApproachDel:		14.5			16.5			12.7			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		14.5			16.5			12.7			xxxxxx	
LOS by Appr:		B			C			B			*	
AllWayAvgQ:	0.2	1.0	0.0	0.0	1.3	1.2	0.6	0.6	0.6	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

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

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: B

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	175	630	214	90	659	157	118	548	113	88	537	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	630	214	90	659	157	118	548	113	88	537	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	630	214	90	659	157	118	548	113	88	537	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	630	214	90	659	157	118	548	113	88	537	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	630	214	90	659	157	118	548	113	88	537	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.89	0.11
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2604	146
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.16	0.07	0.24	0.11	0.09	0.20	0.08	0.06	0.21	0.21
Crit Volume:	175				330		118				284	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: E[37.0]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	0 0	1!	0 0	1 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	6	0	235	222	975	0	0	1126	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	6	0	235	222	975	0	0	1126	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	6	0	235	222	975	0	0	1126	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	6	0	235	222	975	0	0	1126	67
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2091	2579	597	1193	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	46	26	451	592	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	33	16	451	592	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.18	0.00	0.52	0.37	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.7	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	343	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	5.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	37.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	E	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			37.0			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

Scenario Report

Scenario:	PM
Command:	PM
Volume:	PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	C	xxxxx	0.797	C	xxxxx	0.797	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	E	xxxxx	0.918	E	xxxxx	0.918	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	D	xxxxx	0.824	D	xxxxx	0.824	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	B	xxxxx	0.664	B	xxxxx	0.664	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	E	xxxxx	0.914	E	xxxxx	0.914	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	D	xxxxx	0.850	D	xxxxx	0.850	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	C	xxxxx	0.717	C	xxxxx	0.717	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	B	xxxxx	0.691	B	xxxxx	0.691	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	C	xxxxx	0.755	C	xxxxx	0.755	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.479	A	xxxxx	0.479	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	D	xxxxx	0.863	D	xxxxx	0.863	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.493	A	xxxxx	0.493	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	C	xxxxx	0.749	C	xxxxx	0.749	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.463	A	xxxxx	0.463	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	D	xxxxx	0.832	D	xxxxx	0.832	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	E	xxxxx	0.943	E	xxxxx	0.943	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	B	12.8	0.375	B	12.8	0.375	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	B	xxxxx	0.669	B	xxxxx	0.669	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	E	xxxxx	0.949	E	xxxxx	0.949	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	B	xxxxx	0.620	B	xxxxx	0.620	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	C	xxxxx	0.779	C	xxxxx	0.779	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	E	xxxxx	0.994	E	xxxxx	0.994	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	C	xxxxx	0.700	C	xxxxx	0.700	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.652	B	xxxxx	0.652	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	D	xxxxx	0.803	D	xxxxx	0.803	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	C	xxxxx	0.713	C	xxxxx	0.713	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.571	A	xxxxx	0.571	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	C	xxxxx	0.778	C	xxxxx	0.778	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	B	xxxxx	0.615	B	xxxxx	0.615	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	D	28.5	0.820	D	28.5	0.820	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	D	27.2	0.841	D	27.2	0.841	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	E	xxxxx	0.978	E	xxxxx	0.978	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F	68.1	0.629	F	68.1	0.629	+ 0.000 D/V

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

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

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.797
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 140 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0
Volume Module:												
Base Vol:	481	1298	253	161	1350	50	103	580	736	342	380	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	481	1298	253	161	1350	50	103	580	736	342	380	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	481	1298	253	161	1350	50	103	580	736	342	380	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	481	1298	253	161	1350	50	103	580	736	342	380	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	529	1298	253	177	1350	50	103	580	810	376	380	159
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.41	0.59
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	1939	811
Capacity Analysis Module:												
Vol/Sat:	0.19	0.31	0.18	0.06	0.33	0.04	0.07	0.14	0.29	0.14	0.20	0.20
Crit Volume:	265				450			193		188		
Crit Moves:	****				****			****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

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

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 75 Critical Vol./Cap.(X): 0.918
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	134	1103	86	129	1337	84	86	641	177	123	644	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	1103	86	129	1337	84	86	641	177	123	644	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	1103	86	129	1337	84	86	641	177	123	644	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1103	86	129	1337	84	86	641	177	123	644	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	1103	86	129	1337	84	86	641	177	123	644	104
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.86	0.14	1.00	1.88	0.12	1.00	1.57	0.43	1.00	1.72	0.28
Final Sat.:	1500	2783	217	1500	2823	177	1500	2351	649	1500	2583	417
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.40	0.09	0.47	0.47	0.06	0.27	0.27	0.08	0.25	0.25
Crit Volume:	134					711			409	123		
Crit Moves:	****					****			****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

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

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.824
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 Level Of Service: D

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	70	1062	165	64	1369	179	170	642	82	126	622	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1062	165	64	1369	179	170	642	82	126	622	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1062	165	64	1369	179	170	642	82	126	622	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1062	165	64	1369	179	170	642	82	126	622	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1062	165	64	1369	179	170	642	82	126	622	74
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.73	0.27	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2597	403	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.41	0.41	0.04	0.46	0.12	0.11	0.21	0.05	0.08	0.21	0.05
Crit Volume:	70				685		170				311	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

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

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.664
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: B

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	92	237	140	100	281	165	76	903	94	88	736	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	237	140	100	281	165	76	903	94	88	736	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	237	140	100	281	165	76	903	94	88	736	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	237	140	100	281	165	76	903	94	88	736	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	237	140	100	281	165	76	903	94	88	736	23
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.94	0.06
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2667	83
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.10	0.07	0.20	0.12	0.06	0.33	0.07	0.06	0.28	0.28
Crit Volume:	92				281			452		88		
Crit Moves:	****				****			****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

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

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.914
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	2	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	139	694	146	143	953	323	220	783	124	186	840	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	694	146	143	953	323	220	783	124	186	840	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	694	146	143	953	323	220	783	124	186	840	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	694	146	143	953	323	220	783	124	186	840	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	694	146	157	953	323	220	783	124	186	840	128
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.65	0.35	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.74	0.26
Final Sat.:	2750	2272	478	2750	2750	1375	1375	2750	1375	1375	2386	364
Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.31	0.06	0.35	0.23	0.16	0.28	0.09	0.14	0.35	0.35
Crit Volume:	76				477		220					484
Crit Moves:	****				****		****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

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

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.850
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 152 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	71	302	64	100	764	215	77	765	78	305	875	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	302	64	100	764	215	77	765	78	305	875	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	302	64	100	764	215	77	765	78	305	875	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	302	64	100	764	215	77	765	78	305	875	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	302	64	100	764	215	77	765	78	305	875	188
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.65	0.35	1.00	1.56	0.44	1.00	2.72	0.28	1.00	1.65	0.35
Final Sat.:	1375	2269	481	1375	2146	604	1375	3743	382	1375	2264	486
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.07	0.36	0.36	0.06	0.20	0.20	0.22	0.39	0.39
Crit Volume:	71					490	77					532
Crit Moves:	****					****	****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

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

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.717
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:																				
Base Vol:	126	744	133	72	784	195	302	525	115	137	1030	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	744	133	72	784	195	302	525	115	137	1030	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	744	133	72	784	195	302	525	115	137	1030	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	744	133	72	784	195	302	525	115	137	1030	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	139	744	133	72	784	195	332	525	115	151	1030	44
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.64	0.36	2.00	2.88	0.12
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2256	494	2750	3956	169
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.27	0.10	0.05	0.29	0.14	0.12	0.23	0.23	0.05	0.26	0.26
Crit Volume:	69				392		166					358
Crit Moves:	****				****		****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

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

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: B

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:																				
Base Vol:	17	22	12	341	19	320	302	1047	15	10	640	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	22	12	341	19	320	302	1047	15	10	640	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	22	12	341	19	320	302	1047	15	10	640	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	22	12	341	19	320	302	1047	15	10	640	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	22	12	341	19	320	302	1047	15	10	640	147
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.06	0.94	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	80	1345	1425	2810	40	1425	2850	1425
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.02	0.01	0.24	0.24	0.24	0.21	0.37	0.37	0.01	0.22	0.10
Crit Volume:		22			341			302			320	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

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

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.755
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 116 Level Of Service: C

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:																				
Base Vol:	48	466	402	156	587	364	377	872	48	345	504	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	466	402	156	587	364	377	872	48	345	504	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	466	402	156	587	364	377	872	48	345	504	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	466	402	156	587	364	377	872	48	345	504	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	48	466	402	156	587	364	415	872	48	380	504	92
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.90	0.10	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2607	143	2750	2750	1375
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.17	0.29	0.11	0.21	0.26	0.15	0.33	0.33	0.14	0.18	0.07
Crit Volume:		233			156				460	190		
Crit Moves:		****			****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

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

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.479
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!	0	0
Volume Module:																				
Base Vol:	0	1185	1244	0	987	10	0	0	0	749	14	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1185	1244	0	987	10	0	0	0	749	14	25
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1185	0	0	987	10	0	0	0	749	14	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1185	0	0	987	10	0	0	0	749	14	25
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1185	0	0	987	10	0	0	0	824	14	25
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.97	0.03	0.00	0.00	0.00	2.86	0.05	0.09
Final Sat.:	0	4275	1425	0	4232	43	0	0	0	4082	69	124
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.28	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.20	0.20	0.20
Crit Volume:		395			0				0	288		
Crit Moves:		****			****					****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

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

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.863
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 1	0	1	0 2	0 2	2	0 1	1 0	2	0 2 1 0
Volume Module:												
Base Vol:	57	1721	185	99	1196	478	470	512	16	273	245	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	1721	185	99	1196	478	470	512	16	273	245	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	1721	185	99	1196	478	470	512	16	273	245	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1721	185	99	1196	478	470	512	16	273	245	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00
FinalVolume:	57	1721	185	99	1196	526	517	512	16	300	245	194
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.71	0.29	1.00	2.00	2.00	2.00	1.94	0.06	2.00	2.00	1.00
Final Sat.:	1375	3725	400	1375	2750	2750	2750	2667	83	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.46	0.46	0.07	0.43	0.19	0.19	0.19	0.19	0.11	0.09	0.14
Crit Volume:		635			99			259				194
Crit Moves:		****			****			****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

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

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.493
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0 1	0	1	0 1	0 1	1	0 3	0 1	1	0 2 1 0
Volume Module:												
Base Vol:	482	58	32	7	18	53	72	931	411	49	768	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	482	58	32	7	18	53	72	931	411	49	768	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	482	58	32	7	18	53	72	931	411	49	768	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	482	58	32	7	18	53	72	931	411	49	768	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	530	58	32	7	18	53	72	931	411	49	768	6
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.64	0.36	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.98	0.02
Final Sat.:	2750	886	489	1375	1375	1375	1375	4125	1375	1375	4093	32
Capacity Analysis Module:												
Vol/Sat:	0.19	0.07	0.07	0.01	0.01	0.04	0.05	0.23	0.30	0.04	0.19	0.19
Crit Volume:	265					53		310		49		
Crit Moves:	****					****		****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

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

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.749
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: C

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0	0 0	2	0	2 0	0	0	2 1 1
Volume Module:												
Base Vol:	288	0	597	0	0	0	157	829	0	0	1153	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	0	597	0	0	0	157	829	0	0	1153	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	288	0	597	0	0	0	157	829	0	0	1153	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	0	597	0	0	0	157	829	0	0	1153	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	317	0	597	0	0	0	173	829	0	0	1153	211
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.42	0.00	0.00	0.00	0.06	0.29	0.00	0.00	0.27	0.15
Crit Volume:			597			0		86			384	
Crit Moves:			****					****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

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

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.463
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0 1	0	0	4 0 1	2	0	2 0 0
Volume Module:												
Base Vol:	0	0	0	141	0	175	0	860	248	538	902	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	141	0	175	0	860	248	538	902	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	141	0	175	0	860	248	538	902	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	141	0	175	0	860	248	538	902	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.00
FinalVolume:	0	0	0	155	0	193	0	860	248	592	902	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.33	0.01	1.66	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1908	0	2367	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.00	0.15	0.17	0.21	0.32	0.00
Crit Volume:			0			116			248	296		
Crit Moves:						****			****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

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

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 136 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	9	663	105	479	454	32	6	46	21	242	48	326
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	663	105	479	454	32	6	46	21	242	48	326
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	663	105	479	454	32	6	46	21	242	48	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	663	105	479	454	32	6	46	21	242	48	326
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	663	105	479	454	32	6	46	21	242	48	326
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	1.71	0.27	0.99	0.94	0.07	0.08	0.63	0.29	0.83	0.17	1.00
Final Sat.:	33	2432	385	1415	1341	95	117	898	410	1189	236	1425
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.34	0.34	0.34	0.05	0.05	0.05	0.20	0.20	0.23
Crit Volume:		389				483		73		242		
Crit Moves:		****				****		****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

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

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.943
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	156	995	197	183	900	142	268	1368	155	292	1257	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	995	197	183	900	142	268	1368	155	292	1257	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	995	197	183	900	142	268	1368	155	292	1257	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	995	197	183	900	142	268	1368	155	292	1257	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	156	995	197	183	900	142	295	1368	155	321	1257	82
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.36	0.14	0.13	0.33	0.10	0.11	0.33	0.11	0.12	0.30	0.06
Crit Volume:		497		183				456		161		
Crit Moves:		****		****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: B[12.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	0	0	0	0	1	0	2	0	0
Volume Module:												
Base Vol:	0	0	166	0	0	0	0	748	97	300	857	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	166	0	0	0	0	748	97	300	857	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	166	0	0	0	0	748	97	300	857	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	166	0	0	0	0	748	97	300	857	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	374	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	845	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	629	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	800	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	629	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	800	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.26	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.37	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.7	xxxx	xxxxx
Control Del:	xxxxx	xxxx	12.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.2	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	B	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	12.8			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

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

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.669
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	124	2219	81	123	1576	148	115	154	137	82	172	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	2219	81	123	1576	148	115	154	137	82	172	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	2219	81	123	1576	148	115	154	137	82	172	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	2219	81	123	1576	148	115	154	137	82	172	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	2219	81	123	1576	148	115	154	137	82	172	106
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.86	0.14	1.00	2.74	0.26	1.00	2.00	1.00	1.00	1.24	0.76
Final Sat.:	1425	5499	201	1425	3908	367	1425	2850	1425	1425	1763	1087
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.40	0.09	0.40	0.40	0.08	0.05	0.10	0.06	0.10	0.10
Crit Volume:	124				575		115				139	
Crit Moves:	****				****		****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

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

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.949
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1 1	0	1	0 2	1 0	1	0 3 0 1
Volume Module:												
Base Vol:	190	564	184	109	634	52	111	1572	106	213	1248	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	564	184	109	634	52	111	1572	106	213	1248	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	564	184	109	634	52	111	1572	106	213	1248	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	564	184	109	634	52	111	1572	106	213	1248	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	564	184	109	634	52	111	1572	106	213	1248	89
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.51	0.49	1.00	1.85	0.15	1.00	2.81	0.19	1.00	3.00	1.00
Final Sat.:	1375	2074	676	1375	2542	208	1375	3864	261	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.14	0.27	0.27	0.08	0.25	0.25	0.08	0.41	0.41	0.15	0.30	0.06
Crit Volume:	190					343		559		213		
Crit Moves:	****					****		****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

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

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.620
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: B

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	0	1	0 1	1 0	1	0 1 1 0
Volume Module:												
Base Vol:	107	492	48	26	513	82	90	741	98	80	761	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	492	48	26	513	82	90	741	98	80	761	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	492	48	26	513	82	90	741	98	80	761	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	492	48	26	513	82	90	741	98	80	761	45
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	214	492	48	52	513	82	90	741	98	80	761	45
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	1.48	0.13	0.09	1.66	0.25	1.00	1.77	0.23	1.00	1.89	0.11
Final Sat.:	594	2215	191	131	2489	380	1500	2650	350	1500	2833	167
Capacity Analysis Module:												
Vol/Sat:	0.18	0.22	0.25	0.20	0.21	0.22	0.06	0.28	0.28	0.05	0.27	0.27
Crit Volume:	107					324			420	80		
Crit Moves:	****					****			****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

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

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	0	1 0 1 0	1	0	1 1 0	1	0	2 0 1
Volume Module:												
Base Vol:	36	469	30	72	513	201	79	688	76	23	511	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	469	30	72	513	201	79	688	76	23	511	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	469	30	72	513	201	79	688	76	23	511	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	469	30	72	513	201	79	688	76	23	511	134
PCE Adj:	4.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	469	30	144	513	201	79	688	76	23	511	134
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	1.74	0.09	0.20	1.33	0.47	1.00	1.80	0.20	1.00	2.00	1.00
Final Sat.:	253	2607	140	303	1995	703	1500	2702	298	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.21	0.24	0.26	0.29	0.05	0.25	0.25	0.02	0.17	0.09
Crit Volume:	36					429		382		23		
Crit Moves:	****					****		****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

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

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.779
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 128 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 1	0	2	0 1 1 0	1	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	196	1641	93	338	1228	40	67	314	117	221	261	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	1641	93	338	1228	40	67	314	117	221	261	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	1641	93	338	1228	40	67	314	117	221	261	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	1641	93	338	1228	40	67	314	117	221	261	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	216	1641	93	372	1228	40	67	314	117	243	261	240
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.84	0.16	2.00	1.94	0.06	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3904	221	2750	2663	87	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.42	0.42	0.14	0.46	0.46	0.05	0.11	0.09	0.09	0.09	0.17
Crit Volume:		578	186			67						240
Crit Moves:		****	****			****						****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

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

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.994
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	247	1493	355	85	758	80	223	1423	288	83	1204	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	1493	355	85	758	80	223	1423	288	83	1204	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	1493	355	85	758	80	223	1423	288	83	1204	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	1493	355	85	758	80	223	1423	288	83	1204	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	247	1493	355	85	758	80	223	1423	288	83	1204	44
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.33	0.67	1.00	3.86	0.14
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4574	926	1375	5306	194
Capacity Analysis Module:												
Vol/Sat:	0.18	0.54	0.26	0.06	0.28	0.06	0.16	0.31	0.31	0.06	0.23	0.23
Crit Volume:		747			85			223			312	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

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

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	106	920	96	47	821	132	144	576	113	113	569	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	920	96	47	821	132	144	576	113	113	569	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	920	96	47	821	132	144	576	113	113	569	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	920	96	47	821	132	144	576	113	113	569	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	920	96	47	821	132	144	576	113	113	569	79
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	1.72	0.28	1.00	1.67	0.33	1.00	1.76	0.24
Final Sat.:	1500	2717	283	1500	2584	416	1500	2508	492	1500	2634	366
Capacity Analysis Module:												
Vol/Sat:	0.07	0.34	0.34	0.03	0.32	0.32	0.10	0.23	0.23	0.08	0.22	0.22
Crit Volume:	106				477		144				324	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

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

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.652
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	59	1018	34	19	906	79	172	533	67	22	509	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	1018	34	19	906	79	172	533	67	22	509	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	1018	34	19	906	79	172	533	67	22	509	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	1018	34	19	906	79	172	533	67	22	509	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	1018	34	19	906	79	172	533	67	22	509	54
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2903	97	1500	2759	241	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.35	0.01	0.33	0.33	0.11	0.18	0.04	0.01	0.17	0.04
Crit Volume:	59				493		172				255	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

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

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.803
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 144 Level Of Service: D

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1	0
Volume Module:												
Base Vol:	126	1139	0	0	920	126	973	0	47	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	1139	0	0	920	126	973	0	47	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	1139	0	0	920	126	973	0	47	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1139	0	0	920	126	973	0	47	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	1139	0	0	920	126	1070	0	47	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.92	0.00	0.08	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2730	0	120	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.00	0.00	0.32	0.09	0.39	0.00	0.39	0.00	0.00	0.00
Crit Volume:	126				460		559				0	
Crit Moves:	****				****		****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

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

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.713
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 Level Of Service: C

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0 2	1	0	0 1	1	0	1 0 3	0 1	3 0 2 0 1
Volume Module:												
Base Vol:	207	0	1336	0	0	0	0	842	223	797	839	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	0	1336	0	0	0	0	842	223	797	839	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	207	0	1336	0	0	0	0	842	0	797	839	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	0	1336	0	0	0	0	842	0	797	839	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	228	0	1470	0	0	0	0	842	0	877	839	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.52	0.00	0.00	0.00	0.00	0.20	0.00	0.21	0.29	0.00
Crit Volume:			735			0		281		0		
Crit Moves:			****					****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

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

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.571
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1	1	0	0 0	1! 0	0 0 1! 0 0
Volume Module:												
Base Vol:	65	1052	100	31	982	75	25	89	63	58	137	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	1052	100	31	982	75	25	89	63	58	137	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	1052	100	31	982	75	25	89	63	58	137	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	1052	100	31	982	75	25	89	63	58	137	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	1052	100	31	982	75	25	89	63	58	137	29
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.86	0.14	0.14	0.50	0.36	0.26	0.61	0.13
Final Sat.:	1500	2740	260	1500	2787	213	212	754	534	388	917	194
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.38	0.02	0.35	0.35	0.12	0.12	0.12	0.15	0.15	0.15
Crit Volume:		576			31			25			224	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

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

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.778
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 103 Level Of Service: C

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	1	0	0 1	1	2	0 3	0 1	2 0 2 1 0
Volume Module:												
Base Vol:	41	16	406	111	30	83	23	1988	61	188	1391	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	16	406	111	30	83	23	1988	61	188	1391	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	16	406	111	30	83	23	1988	61	188	1391	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	16	406	111	30	83	23	1988	61	188	1391	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	41	16	447	111	30	91	25	1988	61	207	1391	23
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	1.93	1.00	0.49	1.51	2.00	3.00	1.00	2.00	2.95	0.05
Final Sat.:	1425	99	2751	1425	705	2145	2850	4275	1425	2850	4205	70
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.08	0.04	0.04	0.01	0.47	0.04	0.07	0.33	0.33
Crit Volume:		231			111			663		103		
Crit Moves:		****			****			****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

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

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: B

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0	0 1	0	1	0	1 1	0 1 0 1 1 0
Volume Module:												
Base Vol:	83	222	27	36	293	74	77	654	134	79	600	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	222	27	36	293	74	77	654	134	79	600	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	222	27	36	293	74	77	654	134	79	600	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	222	27	36	293	74	77	654	134	79	600	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	222	27	36	293	74	77	654	134	79	600	69
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.89	0.11	1.00	0.80	0.20	1.00	1.66	0.34	1.00	1.79	0.21
Final Sat.:	1500	1337	163	1500	1198	302	1500	2490	510	1500	2691	309
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.17	0.02	0.24	0.24	0.05	0.26	0.26	0.05	0.22	0.22
Crit Volume:	83				367				394	79		
Crit Moves:	****				****				****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 0 Average Delay (sec/veh): 28.5
Optimal Cycle: 0 Level Of Service: D

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	8	867	60	39	871	6	6	2	5	80	1	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	867	60	39	871	6	6	2	5	80	1	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	867	60	39	871	6	6	2	5	80	1	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	867	60	39	871	6	6	2	5	80	1	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	867	60	39	871	6	6	2	5	80	1	37
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	1.85	0.13	0.09	1.90	0.01	0.47	0.15	0.38	0.99	0.01	1.00
Final Sat.:	10	1065	74	48	1080	7	208	69	173	381	5	441
Capacity Analysis Module:												
Vol/Sat:	0.82	0.81	0.81	0.81	0.81	0.80	0.03	0.03	0.03	0.21	0.21	0.08
Crit Moves:	****			****				****		****		
Delay/Veh:	30.6	29.9	29.0	29.8	29.4	29.0	11.0	11.0	11.0	13.3	13.3	10.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	29.9	29.0	29.8	29.4	29.0	11.0	11.0	11.0	13.3	13.3	10.7
LOS by Move:	D	D	D	D	D	D	B	B	B	B	B	B
ApproachDel:	29.8			29.4			11.0			12.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	29.8			29.4			11.0			12.5		
LOS by Appr:	D			D			B			B		
AllWayAvgQ:	3.4	3.2	3.2	3.3	3.2	3.2	0.0	0.0	0.0	0.2	0.2	0.1

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.841
Loss Time (sec): 0 Average Delay (sec/veh): 27.2
Optimal Cycle: 0 Level Of Service: D

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	83	822	0	0	831	119	109	0	103	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	822	0	0	831	119	109	0	103	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	822	0	0	831	119	109	0	103	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	822	0	0	831	119	109	0	103	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	822	0	0	831	119	109	0	103	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.75	0.25	0.51	0.00	0.49	0.00	0.00	0.00
Final Sat.:	507	1102	0	0	988	144	282	0	267	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.75	xxxx	xxxx	0.84	0.83	0.39	xxxx	0.39	xxxx	xxxx	xxxx
Crit Moves:		****			****				****			
Delay/Veh:	11.0	25.4	0.0	0.0	33.6	31.7	13.4	0.0	13.4	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	25.4	0.0	0.0	33.6	31.7	13.4	0.0	13.4	0.0	0.0	0.0
LOS by Move:	B	D	*	*	D	D	B	*	B	*	*	*
ApproachDel:	24.0			33.3			13.4			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	24.0			33.3			13.4			xxxxxx		
LOS by Appr:	C			D			B			*		
AllWayAvgQ:	0.2	2.5	0.0	0.0	4.0	3.6	0.6	0.6	0.6	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

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

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.978
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	170	775	278	88	1011	183	138	744	149	297	623	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	775	278	88	1011	183	138	744	149	297	623	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	775	278	88	1011	183	138	744	149	297	623	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	775	278	88	1011	183	138	744	149	297	623	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	775	278	88	1011	183	138	744	149	297	623	21
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.93	0.07
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2660	90
Capacity Analysis Module:												
Vol/Sat:	0.12	0.28	0.20	0.06	0.37	0.13	0.10	0.27	0.11	0.22	0.23	0.23
Crit Volume:	170				506			372		297		
Crit Moves:	****				****			****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 7.6 Worst Case Level Of Service: F[68.1]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0 0	0 0	0	0 0	1! 0	0	1 0	2 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	5	0	256	259	1094	0	0	1251	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	5	0	256	259	1094	0	0	1251	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	5	0	256	259	1094	0	0	1251	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	5	0	256	259	1094	0	0	1251	79
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2356	2903	665	1330	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	31	16	407	526	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	19	8	407	526	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.27	0.00	0.63	0.49	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.7	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	18.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	292	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	8.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	68.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			68.1			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

Scenario Report

Scenario:	AM
Command:	AM
Volume:	AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	C	xxxxx	0.787	C	xxxxx	0.787	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	D	xxxxx	0.804	D	xxxxx	0.804	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	C	xxxxx	0.791	C	xxxxx	0.791	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	B	xxxxx	0.612	B	xxxxx	0.612	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	F	xxxxx	1.142	F	xxxxx	1.142	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	B	xxxxx	0.671	B	xxxxx	0.671	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	C	xxxxx	0.749	C	xxxxx	0.749	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	A	xxxxx	0.585	A	xxxxx	0.585	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	B	xxxxx	0.700	B	xxxxx	0.700	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.460	A	xxxxx	0.460	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	C	xxxxx	0.743	C	xxxxx	0.743	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.347	A	xxxxx	0.347	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.445	A	xxxxx	0.445	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.351	A	xxxxx	0.351	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	D	xxxxx	0.831	D	xxxxx	0.831	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	D	xxxxx	0.893	D	xxxxx	0.893	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	B	13.4	0.304	B	13.4	0.304	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	A	xxxxx	0.491	A	xxxxx	0.491	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	E	xxxxx	0.971	E	xxxxx	0.971	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.549	A	xxxxx	0.549	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.505	A	xxxxx	0.505	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	A	xxxxx	0.559	A	xxxxx	0.559	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	D	xxxxx	0.828	D	xxxxx	0.828	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.639	B	xxxxx	0.639	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.658	B	xxxxx	0.658	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	D	xxxxx	0.898	D	xxxxx	0.898	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx	0.536	A	xxxxx	0.536	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.508	A	xxxxx	0.508	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	B	xxxxx	0.647	B	xxxxx	0.647	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx	0.501	A	xxxxx	0.501	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	C	21.7	0.798	C	21.7	0.798	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	C	20.3	0.777	C	20.3	0.777	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	C	xxxxx	0.766	C	xxxxx	0.766	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	C	17.1	0.333	C	17.1	0.333	+ 0.000 D/V

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

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

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.787
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 133 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0
Volume Module:												
Base Vol:	611	1319	214	11	768	46	61	249	273	309	645	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	611	1319	214	11	768	46	61	249	273	309	645	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	611	1319	214	11	768	46	61	249	273	309	645	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	611	1319	214	11	768	46	61	249	273	309	645	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	672	1319	214	12	768	46	61	249	300	340	645	213
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.50	0.50
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	2067	683
Capacity Analysis Module:												
Vol/Sat:	0.24	0.32	0.16	0.00	0.19	0.03	0.04	0.06	0.11	0.12	0.31	0.31
Crit Volume:	336				256		61				429	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

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

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 75 Critical Vol./Cap.(X): 0.804
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: D

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	115	1350	122	80	717	22	60	519	106	77	426	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	1350	122	80	717	22	60	519	106	77	426	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	1350	122	80	717	22	60	519	106	77	426	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1350	122	80	717	22	60	519	106	77	426	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	1350	122	80	717	22	60	519	106	77	426	105
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.94	0.06	1.00	1.66	0.34	1.00	1.60	0.40
Final Sat.:	1500	2751	249	1500	2911	89	1500	2491	509	1500	2407	593
Capacity Analysis Module:												
Vol/Sat:	0.08	0.49	0.49	0.05	0.25	0.25	0.04	0.21	0.21	0.05	0.18	0.18
Crit Volume:		736		80				313		77		
Crit Moves:		****		****				****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

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

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.791
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: C

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	48	1364	91	66	690	76	186	657	52	64	400	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	1364	91	66	690	76	186	657	52	64	400	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	1364	91	66	690	76	186	657	52	64	400	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1364	91	66	690	76	186	657	52	64	400	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	1364	91	66	690	76	186	657	52	64	400	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2812	188	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.49	0.48	0.04	0.23	0.05	0.12	0.22	0.03	0.04	0.13	0.04
Crit Volume:		728			66			329			64	
Crit Moves:	****			****			****			****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

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

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: B

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	107	277	113	28	167	62	63	922	56	75	643	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	277	113	28	167	62	63	922	56	75	643	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	277	113	28	167	62	63	922	56	75	643	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	277	113	28	167	62	63	922	56	75	643	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	277	113	28	167	62	63	922	56	75	643	27
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2639	111
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.08	0.02	0.12	0.05	0.05	0.34	0.04	0.05	0.24	0.24
Crit Volume:		277			28			461			75	
Crit Moves:	****			****			****			****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

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

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.142
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	2	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	174	1551	130	123	558	120	308	856	60	112	557	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	1551	130	123	558	120	308	856	60	112	557	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	1551	130	123	558	120	308	856	60	112	557	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	1551	130	123	558	120	308	856	60	112	557	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	1551	130	135	558	120	308	856	60	112	557	151
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.85	0.15	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.57	0.43
Final Sat.:	2750	2537	213	2750	2750	1375	1375	2750	1375	1375	2163	587
Capacity Analysis Module:												
Vol/Sat:	0.07	0.61	0.61	0.05	0.20	0.09	0.22	0.31	0.04	0.08	0.26	0.26
Crit Volume:		841			68			308			354	
Crit Moves:	****			****			****			****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

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

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.671
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	43	249	155	183	278	86	103	985	61	189	532	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	249	155	183	278	86	103	985	61	189	532	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	249	155	183	278	86	103	985	61	189	532	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	249	155	183	278	86	103	985	61	189	532	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	249	155	183	278	86	103	985	61	189	532	144
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.23	0.77	1.00	1.53	0.47	1.00	2.83	0.17	1.00	1.57	0.43
Final Sat.:	1375	1695	1055	1375	2100	650	1375	3884	241	1375	2164	586
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.15	0.13	0.13	0.13	0.07	0.25	0.25	0.14	0.25	0.25
Crit Volume:		202			183				349	189		
Crit Moves:	****			****					****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

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

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.749
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 113 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:												
Base Vol:	122	770	136	33	387	71	260	1069	61	84	654	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	770	136	33	387	71	260	1069	61	84	654	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	770	136	33	387	71	260	1069	61	84	654	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	770	136	33	387	71	260	1069	61	84	654	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	134	770	136	33	387	71	286	1069	61	92	654	55
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.89	0.11	2.00	2.77	0.23
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2602	148	2750	3805	320
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.10	0.02	0.14	0.05	0.10	0.41	0.41	0.03	0.17	0.17
Crit Volume:		385		33			565			46		
Crit Moves:		****		****			****			****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

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

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.585
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: A

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	8	15	7	208	14	153	311	777	6	6	598	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	15	7	208	14	153	311	777	6	6	598	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	15	7	208	14	153	311	777	6	6	598	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	15	7	208	14	153	311	777	6	6	598	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	15	7	208	14	153	311	777	6	6	598	260
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.08	0.92	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	119	1306	1425	2828	22	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.15	0.12	0.12	0.22	0.27	0.27	0.00	0.21	0.18
Crit Volume:		15		208			311				299	
Crit Moves:		****		****			****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

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

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: B

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:												
Base Vol:	33	679	347	109	340	234	438	636	25	266	545	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	679	347	109	340	234	438	636	25	266	545	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	679	347	109	340	234	438	636	25	266	545	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	679	347	109	340	234	438	636	25	266	545	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	33	679	347	109	340	234	482	636	25	293	545	104
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.92	0.08	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2646	104	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.25	0.08	0.12	0.17	0.18	0.24	0.24	0.11	0.20	0.08
Crit Volume:		340		109			241				273	
Crit Moves:		****		****			****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

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

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.460
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!	0	0
Volume Module:												
Base Vol:	0	1086	1088	0	472	4	0	0	0	791	2	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1086	1088	0	472	4	0	0	0	791	2	8
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1086	0	0	472	4	0	0	0	791	2	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1086	0	0	472	4	0	0	0	791	2	8
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1086	0	0	472	4	0	0	0	870	2	8
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.97	0.03	0.00	0.00	0.00	2.96	0.01	0.03
Final Sat.:	0	4275	1425	0	4239	36	0	0	0	4226	10	39
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.11	0.11	0.00	0.00	0.00	0.21	0.21	0.21
Crit Volume:		362		0						293		
Crit Moves:		****		****						****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

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

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.743
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 110 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 1	0	1	0 2	0	2	0 1	1	0	2 0 2 1 0
Volume Module:												
Base Vol:	38	1516	123	52	725	473	431	226	14	91	239	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	1516	123	52	725	473	431	226	14	91	239	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	1516	123	52	725	473	431	226	14	91	239	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1516	123	52	725	473	431	226	14	91	239	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.00
FinalVolume:	38	1516	123	52	725	520	474	226	14	100	239	186
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.77	0.23	1.00	2.00	2.00	2.00	1.88	0.12	2.00	2.00	1.00
Final Sat.:	1375	3815	310	1375	2750	2750	2750	2590	160	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.40	0.04	0.26	0.19	0.17	0.09	0.09	0.04	0.09	0.14
Crit Volume:		546		52			237					186
Crit Moves:		****		****			****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

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

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.347
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0 1	0	1	0 1	0	1	0 1	1	0	2 1 0
Volume Module:												
Base Vol:	298	11	25	4	43	35	40	627	155	14	684	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	298	11	25	4	43	35	40	627	155	14	684	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	298	11	25	4	43	35	40	627	155	14	684	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	11	25	4	43	35	40	627	155	14	684	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	328	11	25	4	43	35	40	627	155	14	684	5
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.31	0.69	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.98	0.02
Final Sat.:	2750	420	955	1375	1375	1375	1375	4125	1375	1375	4095	30
Capacity Analysis Module:												
Vol/Sat:	0.12	0.03	0.03	0.00	0.03	0.03	0.03	0.15	0.11	0.01	0.17	0.17
Crit Volume:	164				43		40				230	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

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

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.445
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0	0 0	2	0	2 0	0	0	2 1 1
Volume Module:												
Base Vol:	124	0	237	0	0	0	239	630	0	0	799	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	0	237	0	0	0	239	630	0	0	799	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	0	237	0	0	0	239	630	0	0	799	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	0	237	0	0	0	239	630	0	0	799	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	136	0	237	0	0	0	263	630	0	0	799	185
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.17	0.00	0.00	0.00	0.09	0.22	0.00	0.00	0.19	0.13
Crit Volume:			237			0		131			266	
Crit Moves:			****					****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

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

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.351
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0	1	0	0 1	2	0	2 0 0
Volume Module:												
Base Vol:	0	0	0	134	0	263	0	697	173	329	480	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	134	0	263	0	697	173	329	480	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	134	0	263	0	697	173	329	480	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	134	0	263	0	697	173	329	480	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	147	0	289	0	697	173	362	480	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.01	0.01	1.98	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1443	0	2832	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.10	0.00	0.12	0.12	0.13	0.17	0.00
Crit Volume:		0		146				174		181		
Crit Moves:				****				****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

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

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.831
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 135 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	8	539	120	579	218	12	7	65	17	183	16	281
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	539	120	579	218	12	7	65	17	183	16	281
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	539	120	579	218	12	7	65	17	183	16	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	539	120	579	218	12	7	65	17	183	16	281
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	539	120	579	218	12	7	65	17	183	16	281
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	1.62	0.36	1.00	0.97	0.03	0.08	0.73	0.19	0.92	0.08	1.00
Final Sat.:	34	2303	513	1425	1383	42	112	1041	272	1310	115	1425
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.41	0.16	0.28	0.06	0.06	0.06	0.14	0.14	0.20
Crit Volume:		334		579					89	183		
Crit Moves:		****		****					****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

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

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.893
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	90	949	138	153	557	104	215	1355	116	271	1238	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	949	138	153	557	104	215	1355	116	271	1238	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	949	138	153	557	104	215	1355	116	271	1238	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	949	138	153	557	104	215	1355	116	271	1238	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	90	949	138	153	557	104	237	1355	116	298	1238	184
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.10	0.11	0.20	0.08	0.09	0.33	0.08	0.11	0.30	0.13
Crit Volume:		475		153				452		149		
Crit Moves:		****		****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[13.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	1	0	2	0	0
Volume Module:												
Base Vol:	0	0	187	0	0	0	0	777	53	113	481	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	187	0	0	0	0	777	53	113	481	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	187	0	0	0	0	777	53	113	481	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	187	0	0	0	0	777	53	113	481	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	389	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	830	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	616	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	811	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	616	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	811	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.30	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx
Control Del:	xxxxx	xxxx	13.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		13.4			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

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

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	140	2040	18	42	1114	66	89	57	53	55	64	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	2040	18	42	1114	66	89	57	53	55	64	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	2040	18	42	1114	66	89	57	53	55	64	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	2040	18	42	1114	66	89	57	53	55	64	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	2040	18	42	1114	66	89	57	53	55	64	45
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.97	0.03	1.00	2.83	0.17	1.00	2.00	1.00	1.00	1.17	0.83
Final Sat.:	1425	5650	50	1425	4036	239	1425	2850	1425	1425	1673	1177
Capacity Analysis Module:												
Vol/Sat:	0.10	0.36	0.36	0.03	0.28	0.28	0.06	0.02	0.04	0.04	0.04	0.04
Crit Volume:		515		42			89					55
Crit Moves:		****		****			****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

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

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.971
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	138	558	187	114	382	49	156	1420	110	339	980	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	558	187	114	382	49	156	1420	110	339	980	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	558	187	114	382	49	156	1420	110	339	980	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	558	187	114	382	49	156	1420	110	339	980	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	558	187	114	382	49	156	1420	110	339	980	99
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.50	0.50	1.00	1.77	0.23	1.00	2.78	0.22	1.00	3.00	1.00
Final Sat.:	1375	2060	690	1375	2437	313	1375	3828	297	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.27	0.27	0.08	0.16	0.16	0.11	0.37	0.37	0.25	0.24	0.07
Crit Volume:		373			114			510			339	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

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

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.549
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	148	385	108	25	182	54	75	778	62	58	505	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	385	108	25	182	54	75	778	62	58	505	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	385	108	25	182	54	75	778	62	58	505	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	385	108	25	182	54	75	778	62	58	505	33
PCE Adj:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	385	108	50	182	54	75	778	62	58	505	33
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.46	1.20	0.34	0.21	1.41	0.38	1.00	1.85	0.15	1.00	1.88	0.12
Final Sat.:	693	1802	505	318	2116	566	1500	2779	221	1500	2816	184
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.08	0.09	0.10	0.05	0.28	0.28	0.04	0.18	0.18
Crit Volume:		321			25				420	58		
Crit Moves:		****			****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

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

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.505
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	1 0	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	66	431	32	97	186	123	126	659	32	17	325	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	431	32	97	186	123	126	659	32	17	325	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	431	32	97	186	123	126	659	32	17	325	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	431	32	97	186	123	126	659	32	17	325	145
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	431	32	194	186	123	126	659	32	17	325	145
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	1.61	0.11	0.63	0.88	0.49	1.00	1.91	0.09	1.00	2.00	1.00
Final Sat.:	428	2411	161	942	1325	734	1500	2861	139	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.15	0.18	0.20	0.10	0.14	0.17	0.08	0.23	0.23	0.01	0.11	0.10
Crit Volume:			297		97			346			17	
Crit Moves:			****		****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

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

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.559
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 0	2	0 1	1 0	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	101	1497	64	94	630	13	12	151	65	74	255	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	1497	64	94	630	13	12	151	65	74	255	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	1497	64	94	630	13	12	151	65	74	255	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	1497	64	94	630	13	12	151	65	74	255	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	111	1497	64	103	630	13	12	151	65	81	255	185
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.88	0.12	2.00	1.96	0.04	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3956	169	2750	2694	56	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.38	0.04	0.23	0.23	0.01	0.05	0.05	0.03	0.09	0.13
Crit Volume:		520			52			12				185
Crit Moves:		****			****			****				****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

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

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.828
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 133 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	131	1164	215	69	331	75	168	828	330	158	1082	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	1164	215	69	331	75	168	828	330	158	1082	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	1164	215	69	331	75	168	828	330	158	1082	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	1164	215	69	331	75	168	828	330	158	1082	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	1164	215	69	331	75	168	828	330	158	1082	44
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.84	0.16
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5285	215
Capacity Analysis Module:												
Vol/Sat:	0.10	0.42	0.16	0.05	0.12	0.05	0.12	0.20	0.24	0.11	0.20	0.20
Crit Volume:		582			69				330	158		
Crit Moves:		****			****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

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

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.639
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	84	927	83	20	377	62	189	613	70	75	443	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	927	83	20	377	62	189	613	70	75	443	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	927	83	20	377	62	189	613	70	75	443	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	927	83	20	377	62	189	613	70	75	443	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	927	83	20	377	62	189	613	70	75	443	45
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.72	0.28	1.00	1.80	0.20	1.00	1.82	0.18
Final Sat.:	1500	2753	247	1500	2576	424	1500	2693	307	1500	2723	277
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.34	0.01	0.15	0.15	0.13	0.23	0.23	0.05	0.16	0.16
Crit Volume:			505	20			189					244
Crit Moves:			****	****			****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

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

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	2	0	1	0
Volume Module:												
Base Vol:	22	1063	21	11	410	63	239	491	30	19	390	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1063	21	11	410	63	239	491	30	19	390	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	1063	21	11	410	63	239	491	30	19	390	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1063	21	11	410	63	239	491	30	19	390	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	1063	21	11	410	63	239	491	30	19	390	63
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.73	0.27	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2942	58	1500	2600	400	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.36	0.01	0.16	0.16	0.16	0.16	0.02	0.01	0.13	0.04
Crit Volume:		542		11			239				195	
Crit Moves:		****		****			****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

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

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.898
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1!	0
Volume Module:												
Base Vol:	552	999	0	0	421	437	490	0	43	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	552	999	0	0	421	437	490	0	43	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	552	999	0	0	421	437	490	0	43	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	552	999	0	0	421	437	490	0	43	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	552	999	0	0	421	437	539	0	43	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.85	0.00	0.15	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2639	0	211	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.39	0.35	0.00	0.00	0.15	0.31	0.20	0.00	0.20	0.00	0.00	0.00
Crit Volume:	552					437	291				0	
Crit Moves:	****					****	****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

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

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.536
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0 2	1	0	0 1	0	1	0 3	0	1
Volume Module:												
Base Vol:	126	0	986	0	0	0	0	355	169	1572	1023	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	0	986	0	0	0	0	355	169	1572	1023	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	126	0	986	0	0	0	0	355	0	1572	1023	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	0	986	0	0	0	0	355	0	1572	1023	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	139	0	1085	0	0	0	0	355	0	1729	1023	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.38	0.00	0.00	0.00	0.00	0.08	0.00	0.40	0.36	0.00
Crit Volume:	69				0			118		576		
Crit Moves:	****							****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

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

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.508
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1 1	0	0	0 1!	0	0
Volume Module:												
Base Vol:	18	991	88	13	486	42	23	69	39	50	122	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	991	88	13	486	42	23	69	39	50	122	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	991	88	13	486	42	23	69	39	50	122	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	991	88	13	486	42	23	69	39	50	122	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	991	88	13	486	42	23	69	39	50	122	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.84	0.16	0.17	0.53	0.30	0.27	0.65	0.08
Final Sat.:	1500	2755	245	1500	2761	239	263	790	447	401	979	120
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.36	0.01	0.18	0.18	0.09	0.09	0.09	0.12	0.12	0.12
Crit Volume:			540	13			23			187		
Crit Moves:			****	****			****			****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

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

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.647
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: B

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	1	0	0 1	1	2	0 3	0	1
Volume Module:												
Base Vol:	40	14	127	29	3	18	71	1040	18	331	2251	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	14	127	29	3	18	71	1040	18	331	2251	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	14	127	29	3	18	71	1040	18	331	2251	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	14	127	29	3	18	71	1040	18	331	2251	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	14	140	29	3	20	78	1040	18	364	2251	81
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.18	1.82	1.00	0.26	1.74	2.00	3.00	1.00	2.00	2.90	0.10
Final Sat.:	1425	260	2590	1425	375	2475	2850	4275	1425	2850	4127	148
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.02	0.01	0.01	0.03	0.24	0.01	0.13	0.55	0.55
Crit Volume:		77		29			39					777
Crit Moves:		****		****			****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

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

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.501
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0	0 1	0	1	1 0	1	0
Volume Module:												
Base Vol:	102	225	38	16	212	52	52	468	200	51	575	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	225	38	16	212	52	52	468	200	51	575	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	225	38	16	212	52	52	468	200	51	575	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	225	38	16	212	52	52	468	200	51	575	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	225	38	16	212	52	52	468	200	51	575	32
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.86	0.14	1.00	0.80	0.20	1.00	1.40	0.60	1.00	1.89	0.11
Final Sat.:	1500	1283	217	1500	1205	295	1500	2102	898	1500	2842	158
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.18	0.01	0.18	0.18	0.03	0.22	0.22	0.03	0.20	0.20
Crit Volume:	102				264				334	51		
Crit Moves:	****				****				****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.798
Loss Time (sec): 0 Average Delay (sec/veh): 21.7
Optimal Cycle: 0 Level Of Service: C

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	2	950	32	15	603	4	0	0	0	76	1	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	950	32	15	603	4	0	0	0	76	1	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	950	32	15	603	4	0	0	0	76	1	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	950	32	15	603	4	0	0	0	76	1	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	950	32	15	603	4	0	0	0	76	1	63
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	1.93	0.06	0.05	1.94	0.01	0.00	1.00	0.00	0.99	0.01	1.00
Final Sat.:	3	1195	40	27	1098	7	0	446	0	412	5	484
Capacity Analysis Module:												
Vol/Sat:	0.80	0.80	0.79	0.55	0.55	0.55	xxxx	0.00	xxxx	0.18	0.18	0.13
Crit Moves:	****			****				****		****		
Delay/Veh:	27.1	26.7	26.3	16.0	16.0	15.9	0.0	0.0	0.0	12.5	12.5	10.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.1	26.7	26.3	16.0	16.0	15.9	0.0	0.0	0.0	12.5	12.5	10.5
LOS by Move:	D	D	D	C	C	C	*	*	*	B	B	B
ApproachDel:	26.7			16.0			xxxxxx			11.6		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	26.7			16.0			xxxxxx			11.6		
LOS by Appr:	D			C			*			B		
AllWayAvgQ:	3.2	3.1	3.1	1.1	1.1	1.1	0.0	0.0	0.0	0.2	0.2	0.1

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 0 Average Delay (sec/veh): 20.3
Optimal Cycle: 0 Level Of Service: C

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	22	988	0	0	592	74	55	0	48	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	988	0	0	592	74	55	0	48	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	988	0	0	592	74	55	0	48	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	988	0	0	592	74	55	0	48	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	988	0	0	592	74	55	0	48	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.78	0.22	0.53	0.00	0.47	0.00	0.00	0.00
Final Sat.:	581	1272	0	0	1054	134	296	0	258	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.78	xxxx	xxxx	0.56	0.55	0.19	xxxx	0.19	xxxx	xxxx	xxxx
Crit Moves:		****			****				****			
Delay/Veh:	9.1	24.7	0.0	0.0	15.7	15.3	10.7	0.0	10.7	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	24.7	0.0	0.0	15.7	15.3	10.7	0.0	10.7	0.0	0.0	0.0
LOS by Move:	A	C	*	*	C	C	B	*	B	*	*	*
ApproachDel:	24.3			15.7			10.7			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	24.3			15.7			10.7			xxxxxx		
LOS by Appr:	C			C			B			*		
AllWayAvgQ:	0.0	2.9	0.0	0.0	1.2	1.1	0.2	0.2	0.2	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

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

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.766
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 121 Level Of Service: C

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	108	804	278	76	516	121	158	672	114	174	758	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	804	278	76	516	121	158	672	114	174	758	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	804	278	76	516	121	158	672	114	174	758	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	804	278	76	516	121	158	672	114	174	758	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	804	278	76	516	121	158	672	114	174	758	77
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.82	0.18
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2496	254
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.20	0.06	0.19	0.09	0.11	0.24	0.08	0.13	0.30	0.30
Crit Volume:		402			76			158				418
Crit Moves:		****			****			****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: C[17.1]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	0	0	1!	0	0	1	0	0	0	1	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	4	0	172	254	718	0	0	0	809	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	4	0	172	254	718	0	0	0	809	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	4	0	172	254	718	0	0	0	809	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	4	0	172	254	718	0	0	0	809	92
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1722	2081	451	901	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	82	54	562	763	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	61	36	562	763	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	0.00	0.31	0.33	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	473	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	17.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			17.1			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

Scenario Report

Scenario:	MD
Command:	MD
Volume:	MD
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	in
# 28 SEPULVEDA BOULEVARD & CENTINEL	B	xxxxx	0.633	B	xxxxx	0.633	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	C	xxxxx	0.703	C	xxxxx	0.703	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	B	xxxxx	0.662	B	xxxxx	0.662	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	A	xxxxx	0.437	A	xxxxx	0.437	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	B	xxxxx	0.646	B	xxxxx	0.646	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	A	xxxxx	0.489	A	xxxxx	0.489	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	A	xxxxx	0.548	A	xxxxx	0.548	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	A	xxxxx	0.547	A	xxxxx	0.547	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	A	xxxxx	0.538	A	xxxxx	0.538	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.413	A	xxxxx	0.413	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	B	xxxxx	0.679	B	xxxxx	0.679	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.456	A	xxxxx	0.456	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.434	A	xxxxx	0.434	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.407	A	xxxxx	0.407	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	A	xxxxx	0.599	A	xxxxx	0.599	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	C	xxxxx	0.736	C	xxxxx	0.736	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	B	12.1	0.245	B	12.1	0.245	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	A	xxxxx	0.596	A	xxxxx	0.596	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	D	xxxxx	0.811	D	xxxxx	0.811	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.486	A	xxxxx	0.486	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.396	A	xxxxx	0.396	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	B	xxxxx	0.600	B	xxxxx	0.600	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	C	xxxxx	0.713	C	xxxxx	0.713	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	A	xxxxx	0.581	A	xxxxx	0.581	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	A	xxxxx	0.557	A	xxxxx	0.557	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	B	xxxxx	0.636	B	xxxxx	0.636	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx	0.437	A	xxxxx	0.437	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.449	A	xxxxx	0.449	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	A	xxxxx	0.454	A	xxxxx	0.454	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx	0.436	A	xxxxx	0.436	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	B	13.8	0.535	B	13.8	0.535	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	C	15.1	0.584	C	15.1	0.584	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	B	xxxxx	0.665	B	xxxxx	0.665	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	E	38.2	0.519	E	38.2	0.519	+ 0.000 D/V

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

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

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.633
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:												
Base Vol:	441	940	218	95	714	57	107	383	290	259	331	234
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	441	940	218	95	714	57	107	383	290	259	331	234
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	441	940	218	95	714	57	107	383	290	259	331	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	441	940	218	95	714	57	107	383	290	259	331	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	485	940	218	105	714	57	107	383	319	285	331	234
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.17	0.83
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	1611	1139
Capacity Analysis Module:												
Vol/Sat:	0.18	0.23	0.16	0.04	0.17	0.04	0.08	0.09	0.12	0.10	0.21	0.21
Crit Volume:	243				238		107					283
Crit Moves:	****				****		****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

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

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 75 Critical Vol./Cap.(X): 0.703
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: C

Street Name:	CENTINELA AVENUE									WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:															
Base Vol:	147	745	84	138	756	85	109	517	150	110	639	116			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	147	745	84	138	756	85	109	517	150	110	639	116			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	147	745	84	138	756	85	109	517	150	110	639	116			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	147	745	84	138	756	85	109	517	150	110	639	116			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	147	745	84	138	756	85	109	517	150	110	639	116			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.80	0.20	1.00	1.80	0.20	1.00	1.55	0.45	1.00	1.69	0.31			
Final Sat.:	1500	2696	304	1500	2697	303	1500	2325	675	1500	2539	461			
Capacity Analysis Module:															
Vol/Sat:	0.10	0.28	0.28	0.09	0.28	0.28	0.07	0.22	0.22	0.07	0.25	0.25			
Crit Volume:	147					421	109					378			
Crit Moves:	****					****	****					****			

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

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

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Street Name:	CENTINELA AVENUE									WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:															
Base Vol:	79	786	108	69	748	215	234	474	79	96	485	59			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	79	786	108	69	748	215	234	474	79	96	485	59			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	79	786	108	69	748	215	234	474	79	96	485	59			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	79	786	108	69	748	215	234	474	79	96	485	59			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	79	786	108	69	748	215	234	474	79	96	485	59			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	1500	2638	362	1500	3000	1500	1500	3000	1500	1500	3000	1500			
Capacity Analysis Module:															
Vol/Sat:	0.05	0.30	0.30	0.05	0.25	0.14	0.16	0.16	0.05	0.06	0.16	0.04			
Crit Volume:		447			69			234			242				
Crit Moves:		****			****			****			****				

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

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

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.437
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name:	DUQUESNE AVENUE									CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1
Volume Module:															
Base Vol:	68	182	124	37	191	66	59	501	68	71	544	22			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	68	182	124	37	191	66	59	501	68	71	544	22			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	68	182	124	37	191	66	59	501	68	71	544	22			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	68	182	124	37	191	66	59	501	68	71	544	22			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	68	182	124	37	191	66	59	501	68	71	544	22			
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08			
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2643	107			
Capacity Analysis Module:															
Vol/Sat:	0.05	0.13	0.09	0.03	0.14	0.05	0.04	0.18	0.05	0.05	0.21	0.21			
Crit Volume:	68				191		59				283				
Crit Moves:	****				****		****				****				

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

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

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.646
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: B

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1 1	0	2	0 2	0 1	1	0 2	0 1	1	0 1 1 0
Volume Module:												
Base Vol:	131	622	117	167	652	136	141	473	68	151	442	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	622	117	167	652	136	141	473	68	151	442	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	622	117	167	652	136	141	473	68	151	442	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	622	117	167	652	136	141	473	68	151	442	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	622	117	184	652	136	141	473	68	151	442	129
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.68	0.32	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.55	0.45
Final Sat.:	2750	2315	435	2750	2750	1375	1375	2750	1375	1375	2129	621
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.07	0.24	0.10	0.10	0.17	0.05	0.11	0.21	0.21
Crit Volume:		370			92			141			286	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

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

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.489
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1	1 0	1	0 2	1 0	1	0 1 1 0
Volume Module:												
Base Vol:	40	211	108	134	383	91	34	515	64	186	499	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	211	108	134	383	91	34	515	64	186	499	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	211	108	134	383	91	34	515	64	186	499	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	211	108	134	383	91	34	515	64	186	499	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	211	108	134	383	91	34	515	64	186	499	90
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.32	0.68	1.00	1.62	0.38	1.00	2.67	0.33	1.00	1.69	0.31
Final Sat.:	1375	1819	931	1375	2222	528	1375	3669	456	1375	2330	420
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.10	0.17	0.17	0.02	0.14	0.14	0.14	0.21	0.21
Crit Volume:			160	134				193		186		
Crit Moves:			****	****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

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

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.548
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 0 1	1	0	2 0 1	2	0	1 1 0	2	0	2 1 0
Volume Module:												
Base Vol:	127	667	129	27	542	133	188	532	135	107	490	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	667	129	27	542	133	188	532	135	107	490	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	667	129	27	542	133	188	532	135	107	490	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	667	129	27	542	133	188	532	135	107	490	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	140	667	129	27	542	133	207	532	135	118	490	64
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.60	0.40	2.00	2.65	0.35
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2193	557	2750	3648	477
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.09	0.02	0.20	0.10	0.08	0.24	0.24	0.04	0.13	0.13
Crit Volume:		334			27				334	59		
Crit Moves:		****			****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

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

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: A

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0 1	1	0	0 1 0	1	0	1 1 0	1	0	2 0 1
Volume Module:												
Base Vol:	9	19	11	206	34	223	252	598	20	27	524	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	19	11	206	34	223	252	598	20	27	524	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	19	11	206	34	223	252	598	20	27	524	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	19	11	206	34	223	252	598	20	27	524	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	19	11	206	34	223	252	598	20	27	524	158
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.13	0.87	1.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	189	1236	1425	2758	92	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.14	0.18	0.18	0.18	0.22	0.22	0.02	0.18	0.11
Crit Volume:	9				257		252				262	
Crit Moves:	****				****		****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

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

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.538
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: A

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0
Volume Module:												
Base Vol:	57	420	219	80	354	342	347	539	46	230	517	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	420	219	80	354	342	347	539	46	230	517	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	420	219	80	354	342	347	539	46	230	517	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	420	219	80	354	342	347	539	46	230	517	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	57	420	219	80	354	342	382	539	46	253	517	131
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.84	0.16	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2534	216	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.16	0.06	0.13	0.25	0.14	0.21	0.21	0.09	0.19	0.10
Crit Volume:		210			80			191			259	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

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

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.413
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0
Volume Module:												
Base Vol:	0	784	935	0	614	15	0	0	0	862	7	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	784	935	0	614	15	0	0	0	862	7	25
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	784	0	0	614	15	0	0	0	862	7	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	784	0	0	614	15	0	0	0	862	7	25
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	784	0	0	614	15	0	0	0	948	7	25
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.93	0.07	0.00	0.00	0.00	2.90	0.02	0.08
Final Sat.:	0	4275	1425	0	4173	102	0	0	0	4135	31	109
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.23	0.23	0.23
Crit Volume:		261			0					0	327	
Crit Moves:		****			****						****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

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

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.679
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	0	2	1	0
Volume Module:												
Base Vol:	76	1190	130	124	917	428	329	156	37	128	216	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	1190	130	124	917	428	329	156	37	128	216	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	1190	130	124	917	428	329	156	37	128	216	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1190	130	124	917	428	329	156	37	128	216	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	76	1190	130	124	917	471	362	156	37	141	216	188
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.70	0.30	1.00	2.00	2.00	2.00	1.62	0.38	2.00	2.00	1.00
Final Sat.:	1375	3719	406	1375	2750	2750	2750	2223	527	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.32	0.09	0.33	0.17	0.13	0.07	0.07	0.05	0.08	0.14
Crit Volume:		440			124			181				188
Crit Moves:		****			****			****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

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

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.456
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	0	1	0	1	0	1	1	0	2
Volume Module:												
Base Vol:	488	55	40	4	16	58	47	735	223	56	583	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	488	55	40	4	16	58	47	735	223	56	583	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	488	55	40	4	16	58	47	735	223	56	583	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	488	55	40	4	16	58	47	735	223	56	583	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	537	55	40	4	16	58	47	735	223	56	583	17
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.58	0.42	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.92	0.08
Final Sat.:	2750	796	579	1375	1375	1375	1375	4125	1375	1375	4008	117
Capacity Analysis Module:												
Vol/Sat:	0.20	0.07	0.07	0.00	0.01	0.04	0.03	0.18	0.16	0.04	0.15	0.15
Crit Volume:	268					58		245		56		
Crit Moves:	****					****		****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

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

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.434
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0 0	0 0	2	0	2 0	0	0 2	1 1
Volume Module:												
Base Vol:	83	0	146	0	0	0	265	898	0	0	982	272
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	0	146	0	0	0	265	898	0	0	982	272
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	0	146	0	0	0	265	898	0	0	982	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	0	146	0	0	0	265	898	0	0	982	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	91	0	146	0	0	0	292	898	0	0	982	299
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.10	0.00	0.00	0.00	0.10	0.32	0.00	0.00	0.23	0.21
Crit Volume:			146			0		146			327	
Crit Moves:			****					****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

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

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.407
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0	1	0	4	0	1	2 0 2 0
Volume Module:												
Base Vol:	0	0	0	383	0	149	0	745	118	332	632	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	383	0	149	0	745	118	332	632	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	383	0	149	0	745	118	332	632	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	383	0	149	0	745	118	332	632	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	421	0	164	0	745	118	365	632	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2850	0	1425	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.12	0.00	0.13	0.08	0.13	0.22	0.00
Crit Volume:		0		211				186		183		
Crit Moves:				****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

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

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	0	0	1! 0	0	1	0 0 1
Volume Module:												
Base Vol:	9	300	85	407	226	11	8	14	5	216	26	459
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	300	85	407	226	11	8	14	5	216	26	459
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	300	85	407	226	11	8	14	5	216	26	459
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	300	85	407	226	11	8	14	5	216	26	459
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	300	85	407	226	11	8	14	5	216	26	459
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	1.52	0.43	1.00	0.97	0.03	0.30	0.52	0.18	0.89	0.11	1.00
Final Sat.:	65	2170	615	1425	1376	49	422	739	264	1272	153	1425
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.29	0.16	0.23	0.02	0.02	0.02	0.17	0.17	0.32
Crit Volume:		197			407			8			242	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

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

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.736
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: C

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 1	1	0	2 0 1	2	0	3 0 1	2	0	3 0 1
Volume Module:												
Base Vol:	145	692	183	128	557	133	250	1156	117	278	1185	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	692	183	128	557	133	250	1156	117	278	1185	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	692	183	128	557	133	250	1156	117	278	1185	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	692	183	128	557	133	250	1156	117	278	1185	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	145	692	183	128	557	133	275	1156	117	306	1185	106
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.13	0.09	0.20	0.10	0.10	0.28	0.09	0.11	0.29	0.08
Crit Volume:		346			128			385		153		
Crit Moves:		****			****			****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[12.1]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 0	0	0	2	0 1	1	0	2	0 0
Volume Module:																
Base Vol:	0	0	165		0	0	0		0	658	51		151	710	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	165		0	0	0		0	658	51		151	710	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	165		0	0	0		0	658	51		151	710	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	165		0	0	0		0	658	51		151	710	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	329		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		709	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	673		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		899	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	673		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		899	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	0.25		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.17	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	1.0		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.6	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	12.1		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		9.8	xxxx	xxxxx	
LOS by Move:	*	*	B		*	*	*		*	*	*		A	*	*	
Movement:	LT	LTR	RT		LT	LTR	RT		LT	LTR	RT		LT	LTR	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	12.1				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	B				*				*				*			

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

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

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD								SAWTELLE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1 0	1	0	2	1 0	1	0	2	0 1	1	0	1	1 0
Volume Module:																
Base Vol:	104	1452	58		113	1286	89		121	105	68		103	187	146	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	104	1452	58		113	1286	89		121	105	68		103	187	146	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	104	1452	58		113	1286	89		121	105	68		103	187	146	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	104	1452	58		113	1286	89		121	105	68		103	187	146	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	104	1452	58		113	1286	89		121	105	68		103	187	146	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.85	0.15		1.00	2.81	0.19		1.00	2.00	1.00		1.00	1.12	0.88	
Final Sat.:	1425	5481	219		1425	3998	277		1425	2850	1425		1425	1600	1250	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.26	0.26		0.08	0.32	0.32		0.08	0.04	0.05		0.07	0.12	0.12	
Crit Volume:	104						458		121					167		
Crit Moves:	****						****		****					****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

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

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.811
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 151 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD								VENICE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Prot+Permit				Prot+Permit				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	1 0	1	0	3	0 1
Volume Module:																
Base Vol:	234	266	186		84	323	65		91	1165	70		276	1091	91	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	234	266	186		84	323	65		91	1165	70		276	1091	91	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	234	266	186		84	323	65		91	1165	70		276	1091	91	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	234	266	186		84	323	65		91	1165	70		276	1091	91	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	234	266	186		84	323	65		91	1165	70		276	1091	91	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.18	0.82		1.00	1.66	0.34		1.00	2.83	0.17		1.00	3.00	1.00	
Final Sat.:	1375	1618	1132		1375	2289	461		1375	3891	234		1375	4125	1375	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.16	0.16		0.06	0.14	0.14		0.07	0.30	0.30		0.20	0.26	0.07	
Crit Volume:	234					194				412			276			
Crit Moves:	****					****				****			****			

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

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

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.486
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD								WASHINGTON BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	1	0	1 0	0	1	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	146	220	74		27	148	85		71	642	96		84	603	34	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	146	220	74		27	148	85		71	642	96		84	603	34	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	146	220	74		27	148	85		71	642	96		84	603	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	146	220	74		27	148	85		71	642	96		84	603	34	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	146	220	74		27	148	85		71	642	96		84	603	34	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.66	1.00	0.34		0.21	1.14	0.65		1.00	1.74	0.26		1.00	1.89	0.11	
Final Sat.:	995	1500	505		312	1708	981		1500	2610	390		1500	2840	160	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.15	0.15		0.09	0.09	0.09		0.05	0.25	0.25		0.06	0.21	0.21	
Crit Volume:	146						130				369		84			
Crit Moves:	****						****				****		****			

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

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

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.396
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	27	237	41	108	155	175	94	543	62	17	418	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	237	41	108	155	175	94	543	62	17	418	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	237	41	108	155	175	94	543	62	17	418	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	237	41	108	155	175	94	543	62	17	418	85
PCE Adj:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	237	41	108	155	175	94	543	62	17	418	85
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	1.56	0.25	0.49	0.71	0.80	1.00	1.80	0.20	1.00	2.00	1.00
Final Sat.:	291	2338	370	740	1062	1199	1500	2693	307	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.11	0.15	0.15	0.15	0.06	0.20	0.20	0.01	0.14	0.06
Crit Volume:			166	108				303		17		
Crit Moves:			****	****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

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

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.600
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	2	0	1	1	0	1	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	299	1130	112	302	675	48	46	185	84	182	271	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	299	1130	112	302	675	48	46	185	84	182	271	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	299	1130	112	302	675	48	46	185	84	182	271	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	299	1130	112	302	675	48	46	185	84	182	271	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	329	1130	112	332	675	48	46	185	84	200	271	199
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.73	0.27	2.00	1.87	0.13	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3753	372	2750	2567	183	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.30	0.30	0.12	0.26	0.26	0.03	0.07	0.06	0.07	0.10	0.14
Crit Volume:		414		166			46					199
Crit Moves:		****		****			****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

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

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.713
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	3	1	0	1	0	3	1	0
Volume Module:												
Base Vol:	246	832	321	73	443	77	182	1018	361	130	1105	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	832	321	73	443	77	182	1018	361	130	1105	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	246	832	321	73	443	77	182	1018	361	130	1105	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	832	321	73	443	77	182	1018	361	130	1105	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	246	832	321	73	443	77	182	1018	361	130	1105	68
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.77	0.23
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5181	319
Capacity Analysis Module:												
Vol/Sat:	0.18	0.30	0.23	0.05	0.16	0.06	0.13	0.25	0.26	0.09	0.21	0.21
Crit Volume:		416		73					361	130		
Crit Moves:		****		****					****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

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

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	100	631	84	45	565	127	145	434	119	97	486	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	631	84	45	565	127	145	434	119	97	486	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	631	84	45	565	127	145	434	119	97	486	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	631	84	45	565	127	145	434	119	97	486	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	631	84	45	565	127	145	434	119	97	486	75
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.77	0.23	1.00	1.63	0.37	1.00	1.57	0.43	1.00	1.73	0.27
Final Sat.:	1500	2648	352	1500	2449	551	1500	2354	646	1500	2599	401
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.03	0.23	0.23	0.10	0.18	0.18	0.06	0.19	0.19
Crit Volume:	100					346	145				281	
Crit Moves:	****					****	****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

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

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.557
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	1	0	1	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																								
Base Vol:	66	744	50	30	545	77	212	339	102	15	392	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	744	50	30	545	77	212	339	102	15	392	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	744	50	30	545	77	212	339	102	15	392	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	744	50	30	545	77	212	339	102	15	392	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	744	50	30	545	77	212	339	102	15	392	71
Saturation Flow Module:																								
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	1.75	0.25	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2811	189	1500	2629	371	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.26	0.26	0.02	0.21	0.21	0.14	0.11	0.07	0.01	0.13	0.05
Crit Volume:		397			30			212			196	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

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

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.636
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: B

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1	0	1!	0	0	0	0	1!	0	0
Volume Module:																								
Base Vol:	252	782	0	0	597	349	447	0	120	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	252	782	0	0	597	349	447	0	120	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	252	782	0	0	597	349	447	0	120	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	252	782	0	0	597	349	447	0	120	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	252	782	0	0	597	349	492	0	120	0	0	0
Saturation Flow Module:																								
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.60	0.01	0.39	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2291	0	559	0	1425	0
Capacity Analysis Module:																								
Vol/Sat:	0.18	0.27	0.00	0.00	0.21	0.24	0.21	0.00	0.21	0.00	0.00	0.00
Crit Volume:	252					349	306				0	
Crit Moves:	****					****	****					

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

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

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.437
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0	2	1	0	0	1	0	1	3	0	1	3	0	2	0	1
Volume Module:																								
Base Vol:	222	0	743	0	0	0	0	641	160	623	754	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	222	0	743	0	0	0	0	641	160	623	754	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	222	0	743	0	0	0	0	641	0	623	754	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	0	743	0	0	0	0	641	0	623	754	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	244	0	817	0	0	0	0	641	0	685	754	0
Saturation Flow Module:																								
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:																								
Vol/Sat:	0.09	0.00	0.29	0.00	0.00	0.00	0.00	0.15	0.00	0.16	0.26	0.00
Crit Volume:			409			0			214		0	
Crit Moves:			****						****		****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

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

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.449
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:																								
Base Vol:	50	855	47	21	717	49	30	36	24	64	81	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	855	47	21	717	49	30	36	24	64	81	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	855	47	21	717	49	30	36	24	64	81	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	855	47	21	717	49	30	36	24	64	81	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	855	47	21	717	49	30	36	24	64	81	26
Saturation Flow Module:																								
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.87	0.13	0.33	0.40	0.27	0.37	0.48	0.15
Final Sat.:	1500	2844	156	1500	2808	192	500	600	400	561	711	228
Capacity Analysis Module:																								
Vol/Sat:	0.03	0.30	0.30	0.01	0.26	0.26	0.06	0.06	0.06	0.11	0.11	0.11
Crit Volume:			451		21			30			171	
Crit Moves:			****		****			****			****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

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

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.454
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	0	0 1	1	2	0 3	0 1	2	0 2 1 0
Volume Module:												
Base Vol:	32	13	226	58	13	59	57	1055	55	193	1108	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	13	226	58	13	59	57	1055	55	193	1108	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	13	226	58	13	59	57	1055	55	193	1108	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	13	226	58	13	59	57	1055	55	193	1108	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	32	13	249	58	13	65	63	1055	55	212	1108	29
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.10	1.90	1.00	0.33	1.67	2.00	3.00	1.00	2.00	2.92	0.08
Final Sat.:	1425	142	2708	1425	476	2374	2850	4275	1425	2850	4166	109
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.09	0.04	0.03	0.03	0.02	0.25	0.04	0.07	0.27	0.27
Crit Volume:		131			58			352		106		
Crit Moves:		****			****			****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

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

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.436
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0	1	0	1 0	1	0	1 1 0
Volume Module:												
Base Vol:	86	147	38	34	137	61	72	478	98	49	551	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	147	38	34	137	61	72	478	98	49	551	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	147	38	34	137	61	72	478	98	49	551	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	147	38	34	137	61	72	478	98	49	551	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	147	38	34	137	61	72	478	98	49	551	46
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.79	0.21	1.00	0.69	0.31	1.00	1.66	0.34	1.00	1.85	0.15
Final Sat.:	1500	1192	308	1500	1038	462	1500	2490	510	1500	2769	231
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.02	0.13	0.13	0.05	0.19	0.19	0.03	0.20	0.20
Crit Volume:	86					198	72				299	
Crit Moves:	****					****	****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 0 Average Delay (sec/veh): 13.8
Optimal Cycle: 0 Level Of Service: B

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0 1	0	1	0 1	0	0	1! 0	0	1	0 0 1
Volume Module:												
Base Vol:	9	622	51	29	621	4	8	3	5	48	1	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	622	51	29	621	4	8	3	5	48	1	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	622	51	29	621	4	8	3	5	48	1	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	622	51	29	621	4	8	3	5	48	1	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	622	51	29	621	4	8	3	5	48	1	29
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	1.82	0.15	0.09	1.90	0.01	0.50	0.19	0.31	0.98	0.02	1.00
Final Sat.:	17	1173	97	56	1202	8	237	89	148	427	9	508
Capacity Analysis Module:												
Vol/Sat:	0.54	0.53	0.52	0.52	0.52	0.51	0.03	0.03	0.03	0.11	0.11	0.06
Crit Moves:	****			****				****		****		
Delay/Veh:	14.3	14.1	13.8	14.0	13.9	13.8	10.3	10.3	10.3	11.2	11.2	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.3	14.1	13.8	14.0	13.9	13.8	10.3	10.3	10.3	11.2	11.2	9.5
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	A
ApproachDel:		14.1			13.9			10.3			10.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.1			13.9			10.3			10.6	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	1.1	1.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 0 Average Delay (sec/veh): 15.1
Optimal Cycle: 0 Level Of Service: C

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 0	0 0	1	1 0	0 0	1!	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	96	618	0	0	588	103	93	0	131	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	618	0	0	588	103	93	0	131	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	618	0	0	588	103	93	0	131	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	618	0	0	588	103	93	0	131	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	618	0	0	588	103	93	0	131	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.70	0.30	0.42	0.00	0.58	0.00	0.00	0.00
Final Sat.:	538	1171	0	0	1006	180	238	0	335	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.53	xxxx	xxxx	0.58	0.57	0.39	xxxx	0.39	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	10.6	15.1	0.0	0.0	16.6	15.9	12.7	0.0	12.7	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	15.1	0.0	0.0	16.6	15.9	12.7	0.0	12.7	0.0	0.0	0.0
LOS by Move:	B	C	*	*	C	C	B	*	B	*	*	*
ApproachDel:		14.5			16.5			12.7			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		14.5			16.5			12.7			xxxxxx	
LOS by Appr:		B			C			B			*	
AllWayAvgQ:	0.2	1.0	0.0	0.0	1.3	1.2	0.6	0.6	0.6	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

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

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: B

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	175	625	202	90	663	163	129	533	112	90	528	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	625	202	90	663	163	129	533	112	90	528	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	625	202	90	663	163	129	533	112	90	528	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	625	202	90	663	163	129	533	112	90	528	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	625	202	90	663	163	129	533	112	90	528	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.89	0.11
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2602	148
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.15	0.07	0.24	0.12	0.09	0.19	0.08	0.07	0.20	0.20
Crit Volume:	175				332		129					279
Crit Moves:	****				****		****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 4.7 Worst Case Level Of Service: E[38.2]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	0 0	1!	0 0	1 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	7	0	235	208	968	0	0	1121	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	7	0	235	208	968	0	0	1121	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	7	0	235	208	968	0	0	1121	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	7	0	235	208	968	0	0	1121	67
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2055	2539	594	1188	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	49	28	453	595	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	36	18	453	595	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.20	0.00	0.52	0.35	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.6	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	339	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	5.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	38.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	E	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				38.2		xxxxxx			xxxxxx		
ApproachLOS:	*				E		*			*		

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

Scenario Report

Scenario:	PM
Command:	PM
Volume:	PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	D	xxxxx	0.827	D	xxxxx	0.827	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	E	xxxxx	0.921	E	xxxxx	0.921	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	D	xxxxx	0.836	D	xxxxx	0.836	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	B	xxxxx	0.669	B	xxxxx	0.669	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	E	xxxxx	0.924	E	xxxxx	0.924	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	D	xxxxx	0.857	D	xxxxx	0.857	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	C	xxxxx	0.713	C	xxxxx	0.713	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	B	xxxxx	0.696	B	xxxxx	0.696	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	C	xxxxx	0.760	C	xxxxx	0.760	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.482	A	xxxxx	0.482	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	D	xxxxx	0.866	D	xxxxx	0.866	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.479	A	xxxxx	0.479	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	C	xxxxx	0.757	C	xxxxx	0.757	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.460	A	xxxxx	0.460	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	D	xxxxx	0.849	D	xxxxx	0.849	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	E	xxxxx	0.951	E	xxxxx	0.951	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	B	12.8	0.377	B	12.8	0.377	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	B	xxxxx	0.669	B	xxxxx	0.669	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	E	xxxxx	0.951	E	xxxxx	0.951	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	B	xxxxx	0.681	B	xxxxx	0.681	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.585	A	xxxxx	0.585	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	C	xxxxx	0.775	C	xxxxx	0.775	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	E	xxxxx	0.994	E	xxxxx	0.994	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.699	B	xxxxx	0.699	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.653	B	xxxxx	0.653	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	D	xxxxx	0.834	D	xxxxx	0.834	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	C	xxxxx	0.716	C	xxxxx	0.716	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.569	A	xxxxx	0.569	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	C	xxxxx	0.781	C	xxxxx	0.781	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	B	xxxxx	0.608	B	xxxxx	0.608	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	D	28.5	0.820	D	28.5	0.820	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	D	27.3	0.842	D	27.3	0.842	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	E	xxxxx	0.981	E	xxxxx	0.981	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F	68.8	0.629	F	68.8	0.629	+ 0.000 D/V

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

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

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.827
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 164 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0
Volume Module:												
Base Vol:	507	1295	259	153	1409	40	100	584	708	353	364	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	507	1295	259	153	1409	40	100	584	708	353	364	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	507	1295	259	153	1409	40	100	584	708	353	364	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	507	1295	259	153	1409	40	100	584	708	353	364	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	558	1295	259	168	1409	40	100	584	779	388	364	166
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.37	0.63
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	1889	861
Capacity Analysis Module:												
Vol/Sat:	0.20	0.31	0.19	0.06	0.34	0.03	0.07	0.14	0.28	0.14	0.19	0.19
Crit Volume:	279				470			195		194		
Crit Moves:	****				****			****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

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

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 75 Critical Vol./Cap.(X): 0.921
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	140	1112	86	136	1354	82	86	632	179	118	637	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	1112	86	136	1354	82	86	632	179	118	637	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	1112	86	136	1354	82	86	632	179	118	637	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	1112	86	136	1354	82	86	632	179	118	637	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	1112	86	136	1354	82	86	632	179	118	637	94
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.86	0.14	1.00	1.89	0.11	1.00	1.56	0.44	1.00	1.74	0.26
Final Sat.:	1500	2785	215	1500	2829	171	1500	2338	662	1500	2614	386
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.40	0.09	0.48	0.48	0.06	0.27	0.27	0.08	0.24	0.24
Crit Volume:	140					718		406		118		
Crit Moves:	****					****		****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

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

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.836
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 105 Level Of Service: D

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	70	1056	168	62	1392	163	176	635	81	125	623	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1056	168	62	1392	163	176	635	81	125	623	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1056	168	62	1392	163	176	635	81	125	623	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1056	168	62	1392	163	176	635	81	125	623	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1056	168	62	1392	163	176	635	81	125	623	77
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.73	0.27	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2588	412	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.41	0.41	0.04	0.46	0.11	0.12	0.21	0.05	0.08	0.21	0.05
Crit Volume:	70				696		176				312	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

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

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.669
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: B

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	92	244	141	100	286	163	74	905	89	90	737	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	244	141	100	286	163	74	905	89	90	737	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	244	141	100	286	163	74	905	89	90	737	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	244	141	100	286	163	74	905	89	90	737	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	244	141	100	286	163	74	905	89	90	737	23
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.94	0.06
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2667	83
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.18	0.10	0.07	0.21	0.12	0.05	0.33	0.06	0.07	0.28	0.28
Crit Volume:	92				286			453			90	
Crit Moves:	****				****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

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

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.924
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	2	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	140	699	142	144	972	310	218	786	125	175	850	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	699	142	144	972	310	218	786	125	175	850	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	699	142	144	972	310	218	786	125	175	850	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	699	142	144	972	310	218	786	125	175	850	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	699	142	158	972	310	218	786	125	175	850	128
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.66	0.34	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.74	0.26
Final Sat.:	2750	2286	464	2750	2750	1375	1375	2750	1375	1375	2390	360
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.31	0.31	0.06	0.35	0.23	0.16	0.29	0.09	0.13	0.36	0.36
Crit Volume:	77				486		218					489
Crit Moves:	****				****		****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

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

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.857
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 160 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	72	303	68	96	770	221	84	761	77	306	869	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	303	68	96	770	221	84	761	77	306	869	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	303	68	96	770	221	84	761	77	306	869	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	303	68	96	770	221	84	761	77	306	869	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	303	68	96	770	221	84	761	77	306	869	185
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.63	0.37	1.00	1.55	0.45	1.00	2.72	0.28	1.00	1.65	0.35
Final Sat.:	1375	2246	504	1375	2137	613	1375	3746	379	1375	2267	483
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.13	0.13	0.07	0.36	0.36	0.06	0.20	0.20	0.22	0.38	0.38
Crit Volume:	72					496	84				527	
Crit Moves:	****					****	****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

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

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.713
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:												
Base Vol:	127	747	131	72	781	195	299	530	117	140	1023	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	747	131	72	781	195	299	530	117	140	1023	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	747	131	72	781	195	299	530	117	140	1023	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	747	131	72	781	195	299	530	117	140	1023	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	140	747	131	72	781	195	329	530	117	154	1023	44
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.64	0.36	2.00	2.88	0.12
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2253	497	2750	3955	170
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.10	0.05	0.28	0.14	0.12	0.24	0.24	0.06	0.26	0.26
Crit Volume:	70				390		164					356
Crit Moves:	****				****		****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

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

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.696
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: B

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	17	22	12	340	19	325	309	1044	15	10	641	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	22	12	340	19	325	309	1044	15	10	641	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	22	12	340	19	325	309	1044	15	10	641	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	22	12	340	19	325	309	1044	15	10	641	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	22	12	340	19	325	309	1044	15	10	641	145
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.06	0.94	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	79	1346	1425	2810	40	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.01	0.24	0.24	0.24	0.22	0.37	0.37	0.01	0.22	0.10
Crit Volume:		22		340			309				321	
Crit Moves:		****		****			****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

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

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.760
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 118 Level Of Service: C

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	0	1
Volume Module:												
Base Vol:	47	471	410	155	604	367	388	871	48	354	504	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	471	410	155	604	367	388	871	48	354	504	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	471	410	155	604	367	388	871	48	354	504	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	471	410	155	604	367	388	871	48	354	504	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	47	471	410	155	604	367	427	871	48	389	504	87
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.90	0.10	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2606	144	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.30	0.11	0.22	0.27	0.16	0.33	0.33	0.14	0.18	0.06
Crit Volume:		236		155			460			195		
Crit Moves:		****		****			****			****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

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

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.482
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!!	0	0
Volume Module:												
Base Vol:	0	1192	1254	0	996	10	0	0	0	755	14	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1192	1254	0	996	10	0	0	0	755	14	25
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1192	0	0	996	10	0	0	0	755	14	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1192	0	0	996	10	0	0	0	755	14	25
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1192	0	0	996	10	0	0	0	831	14	25
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.97	0.03	0.00	0.00	0.00	2.86	0.05	0.09
Final Sat.:	0	4275	1425	0	4233	42	0	0	0	4083	69	123
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.20	0.20	0.20
Crit Volume:		397		0			0			290		
Crit Moves:		****		****						****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

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

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.866
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 1	0	1	0 2	0 2	2	0 1	1 0	2	0 2 1 0
Volume Module:												
Base Vol:	57	1735	188	100	1193	488	472	516	16	290	248	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	1735	188	100	1193	488	472	516	16	290	248	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	1735	188	100	1193	488	472	516	16	290	248	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1735	188	100	1193	488	472	516	16	290	248	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	57	1735	188	100	1193	537	519	516	16	319	248	190
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.71	0.29	1.00	2.00	2.00	2.00	1.94	0.06	2.00	2.00	1.00
Final Sat.:	1375	3722	403	1375	2750	2750	2750	2667	83	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.47	0.47	0.07	0.43	0.20	0.19	0.19	0.19	0.12	0.09	0.14
Crit Volume:			641	100			260					190
Crit Moves:			****	****			****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

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

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.479
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0 1	0	1	0 1	0 1	1	0 3	0 1	1	0 2 1 0
Volume Module:												
Base Vol:	449	64	32	8	20	51	70	936	426	49	781	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	449	64	32	8	20	51	70	936	426	49	781	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	449	64	32	8	20	51	70	936	426	49	781	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	449	64	32	8	20	51	70	936	426	49	781	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	494	64	32	8	20	51	70	936	426	49	781	6
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.67	0.33	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.98	0.02
Final Sat.:	2750	917	458	1375	1375	1375	1375	4125	1375	1375	4094	31
Capacity Analysis Module:												
Vol/Sat:	0.18	0.07	0.07	0.01	0.01	0.04	0.05	0.23	0.31	0.04	0.19	0.19
Crit Volume:	247					51		312		49		
Crit Moves:	****					****		****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

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

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.757
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: C

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0	0 0 0	2	0	2 0 0	0	0	2 1 1
Volume Module:												
Base Vol:	257	0	602	0	0	0	155	841	0	0	1175	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	257	0	602	0	0	0	155	841	0	0	1175	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	257	0	602	0	0	0	155	841	0	0	1175	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	0	602	0	0	0	155	841	0	0	1175	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	283	0	602	0	0	0	171	841	0	0	1175	164
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.42	0.00	0.00	0.00	0.06	0.30	0.00	0.00	0.27	0.12
Crit Volume:			602			0		85			392	
Crit Moves:			****				****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

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

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.460
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0 0	1	0	1! 0 1	0	0	4 0 1	2	0	2 0 0
Volume Module:												
Base Vol:	0	0	0	154	0	147	0	858	246	543	868	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	154	0	147	0	858	246	543	868	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	154	0	147	0	858	246	543	868	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	154	0	147	0	858	246	543	868	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.00
FinalVolume:	0	0	0	169	0	162	0	858	246	597	868	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.53	0.01	1.46	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2187	0	2088	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.00	0.15	0.17	0.21	0.30	0.00
Crit Volume:			0			110			246	299		
Crit Moves:						****			****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

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

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.849
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 151 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	8	670	106	477	465	35	1	59	11	259	39	326
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	670	106	477	465	35	1	59	11	259	39	326
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	670	106	477	465	35	1	59	11	259	39	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	670	106	477	465	35	1	59	11	259	39	326
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	670	106	477	465	35	1	59	11	259	39	326
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	1.71	0.27	0.98	0.95	0.07	0.01	0.84	0.15	0.87	0.13	1.00
Final Sat.:	29	2436	385	1391	1356	102	20	1184	221	1239	186	1425
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.34	0.34	0.34	0.05	0.05	0.05	0.21	0.21	0.23
Crit Volume:			392			489			71		259	
Crit Moves:			****			****			****		****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

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

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.951
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	156	997	193	193	907	141	268	1363	157	295	1258	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	997	193	193	907	141	268	1363	157	295	1258	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	997	193	193	907	141	268	1363	157	295	1258	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	997	193	193	907	141	268	1363	157	295	1258	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	156	997	193	193	907	141	295	1363	157	325	1258	89
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.36	0.14	0.14	0.33	0.10	0.11	0.33	0.11	0.12	0.30	0.06
Crit Volume:			499			193			454		162	
Crit Moves:			****			****			****		****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: B[12.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	0	0	0	0	1	0	2	0	0
Volume Module:												
Base Vol:	0	0	167	0	0	0	0	747	98	302	867	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	167	0	0	0	0	747	98	302	867	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	167	0	0	0	0	747	98	302	867	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	167	0	0	0	0	747	98	302	867	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	374	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	845	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	630	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	800	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	630	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	800	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.27	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.38	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.8	xxxx	xxxxx
Control Del:	xxxxx	xxxx	12.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.2	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		12.8			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

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

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.669
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	125	2229	81	123	1584	148	115	149	138	83	171	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	2229	81	123	1584	148	115	149	138	83	171	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	2229	81	123	1584	148	115	149	138	83	171	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	2229	81	123	1584	148	115	149	138	83	171	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	2229	81	123	1584	148	115	149	138	83	171	102
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.86	0.14	1.00	2.74	0.26	1.00	2.00	1.00	1.00	1.25	0.75
Final Sat.:	1425	5500	200	1425	3910	365	1425	2850	1425	1425	1785	1065
Capacity Analysis Module:												
Vol/Sat:	0.09	0.41	0.41	0.09	0.41	0.41	0.08	0.05	0.10	0.06	0.10	0.10
Crit Volume:	125					577	115					137
Crit Moves:	****					****	****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

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

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.951
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	187	572	177	124	632	59	113	1560	107	219	1240	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	572	177	124	632	59	113	1560	107	219	1240	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	572	177	124	632	59	113	1560	107	219	1240	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	572	177	124	632	59	113	1560	107	219	1240	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	187	572	177	124	632	59	113	1560	107	219	1240	85
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.53	0.47	1.00	1.83	0.17	1.00	2.81	0.19	1.00	3.00	1.00
Final Sat.:	1375	2100	650	1375	2515	235	1375	3860	265	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.14	0.27	0.27	0.09	0.25	0.25	0.08	0.40	0.40	0.16	0.30	0.06
Crit Volume:	187					346		556		219		
Crit Moves:	****					****		****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

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

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	103	510	42	26	512	94	79	754	93	90	751	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	510	42	26	512	94	79	754	93	90	751	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	510	42	26	512	94	79	754	93	90	751	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	510	42	26	512	94	79	754	93	90	751	45
PCE Adj:	4.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	412	510	42	52	512	94	79	754	93	90	751	45
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.59	1.32	0.09	0.09	1.63	0.28	1.00	1.78	0.22	1.00	1.89	0.11
Final Sat.:	893	1976	131	129	2443	429	1500	2671	329	1500	2830	170
Capacity Analysis Module:												
Vol/Sat:	0.12	0.26	0.32	0.20	0.21	0.22	0.05	0.28	0.28	0.06	0.27	0.27
Crit Volume:			482	26					424	90		
Crit Moves:			****	****					****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

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

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.585
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	1 0	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	34	481	30	66	519	212	79	690	78	28	519	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	481	30	66	519	212	79	690	78	28	519	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	481	30	66	519	212	79	690	78	28	519	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	481	30	66	519	212	79	690	78	28	519	129
PCE Adj:	4.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	481	30	132	519	212	79	690	78	28	519	129
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	1.76	0.09	0.18	1.33	0.49	1.00	1.80	0.20	1.00	2.00	1.00
Final Sat.:	230	2631	139	271	1992	737	1500	2695	305	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.15	0.18	0.22	0.24	0.26	0.29	0.05	0.26	0.26	0.02	0.17	0.09
Crit Volume:	34					431		384		28		
Crit Moves:	****					****		****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

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

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 126 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 0	2	0 1	1 0	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	180	1677	105	334	1255	40	67	318	130	222	273	221
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1677	105	334	1255	40	67	318	130	222	273	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1677	105	334	1255	40	67	318	130	222	273	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1677	105	334	1255	40	67	318	130	222	273	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	198	1677	105	367	1255	40	67	318	130	244	273	221
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.82	0.18	2.00	1.94	0.06	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3882	243	2750	2665	85	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.07	0.43	0.43	0.13	0.47	0.47	0.05	0.12	0.09	0.09	0.10	0.16
Crit Volume:		594		184			67					221
Crit Moves:		****		****			****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

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

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.994
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	3	1	0	1	0	3	1	0
Volume Module:																				
Base Vol:	247	1489	356	86	755	84	225	1416	288	82	1199	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	1489	356	86	755	84	225	1416	288	82	1199	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	1489	356	86	755	84	225	1416	288	82	1199	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	1489	356	86	755	84	225	1416	288	82	1199	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	247	1489	356	86	755	84	225	1416	288	82	1199	45
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.32	0.68	1.00	3.86	0.14
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4570	930	1375	5301	199
Capacity Analysis Module:																				
Vol/Sat:	0.18	0.54	0.26	0.06	0.27	0.06	0.16	0.31	0.31	0.06	0.23	0.23
Crit Volume:		744			86			225				311
Crit Moves:		****			****			****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

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

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.699
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	107	927	88	47	821	129	142	587	110	113	570	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	927	88	47	821	129	142	587	110	113	570	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	927	88	47	821	129	142	587	110	113	570	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	927	88	47	821	129	142	587	110	113	570	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	927	88	47	821	129	142	587	110	113	570	79
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.73	0.27	1.00	1.68	0.32	1.00	1.76	0.24
Final Sat.:	1500	2740	260	1500	2593	407	1500	2527	473	1500	2635	365
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.34	0.34	0.03	0.32	0.32	0.09	0.23	0.23	0.08	0.22	0.22
Crit Volume:	107					475	142				325	
Crit Moves:	****					****	****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

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

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	56	1026	34	21	903	84	175	522	67	23	509	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	1026	34	21	903	84	175	522	67	23	509	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	1026	34	21	903	84	175	522	67	23	509	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	1026	34	21	903	84	175	522	67	23	509	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	1026	34	21	903	84	175	522	67	23	509	52
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.83	0.17	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2904	96	1500	2745	255	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.35	0.35	0.01	0.33	0.33	0.12	0.17	0.04	0.02	0.17	0.03
Crit Volume:	56				494		175				255	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

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

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.834
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 171 Level Of Service: D

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1	0	1!	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	150	1144	0	0	939	130	991	0	47	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	1144	0	0	939	130	991	0	47	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	1144	0	0	939	130	991	0	47	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1144	0	0	939	130	991	0	47	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	1144	0	0	939	130	1090	0	47	0	0	0
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.92	0.00	0.08	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2732	0	118	0	1425	0
Capacity Analysis Module:																				
Vol/Sat:	0.11	0.40	0.00	0.00	0.33	0.09	0.40	0.00	0.40	0.00	0.00	0.00
Crit Volume:	150				470		569				0	
Crit Moves:	****				****		****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

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

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.716
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0 2	1	0	0 1	1	0	1 0	3	0
Volume Module:												
Base Vol:	207	0	1339	0	0	0	0	850	222	802	840	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	0	1339	0	0	0	0	850	222	802	840	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	207	0	1339	0	0	0	0	850	0	802	840	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	0	1339	0	0	0	0	850	0	802	840	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	228	0	1473	0	0	0	0	850	0	882	840	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.52	0.00	0.00	0.00	0.00	0.20	0.00	0.21	0.29	0.00
Crit Volume:			736			0			283			0
Crit Moves:			****						****			****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

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

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.569
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1 1	0	0	0 1! 0	0	0
Volume Module:												
Base Vol:	65	1057	101	30	986	73	23	88	65	56	136	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	1057	101	30	986	73	23	88	65	56	136	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	1057	101	30	986	73	23	88	65	56	136	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	1057	101	30	986	73	23	88	65	56	136	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	1057	101	30	986	73	23	88	65	56	136	29
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.86	0.14	0.13	0.50	0.37	0.25	0.62	0.13
Final Sat.:	1500	2738	262	1500	2793	207	196	750	554	380	923	197
Capacity Analysis Module:												
Vol/Sat:	0.04	0.39	0.39	0.02	0.35	0.35	0.12	0.12	0.12	0.15	0.15	0.15
Crit Volume:			579	30			23			221		
Crit Moves:			****	****			****			****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

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

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.781
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 104 Level Of Service: C

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	1	0	0 1	1	2	0 3	0	1
Volume Module:												
Base Vol:	42	16	407	111	30	83	23	1998	60	189	1404	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	16	407	111	30	83	23	1998	60	189	1404	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	16	407	111	30	83	23	1998	60	189	1404	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	16	407	111	30	83	23	1998	60	189	1404	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	42	16	448	111	30	91	25	1998	60	208	1404	23
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	1.93	1.00	0.49	1.51	2.00	3.00	1.00	2.00	2.95	0.05
Final Sat.:	1425	98	2752	1425	705	2145	2850	4275	1425	2850	4206	69
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.08	0.04	0.04	0.01	0.47	0.04	0.07	0.33	0.33
Crit Volume:		232		111				666		104		
Crit Moves:		****		****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

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

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.608
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: B

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0	0 1	0	1	1 0	1	0
Volume Module:												
Base Vol:	84	224	27	35	284	73	80	651	135	78	593	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	224	27	35	284	73	80	651	135	78	593	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	224	27	35	284	73	80	651	135	78	593	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	224	27	35	284	73	80	651	135	78	593	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	224	27	35	284	73	80	651	135	78	593	68
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.89	0.11	1.00	0.80	0.20	1.00	1.66	0.34	1.00	1.79	0.21
Final Sat.:	1500	1339	161	1500	1193	307	1500	2485	515	1500	2691	309
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.17	0.02	0.24	0.24	0.05	0.26	0.26	0.05	0.22	0.22
Crit Volume:	84				357			393		78		
Crit Moves:	****				****			****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 0 Average Delay (sec/veh): 28.5
Optimal Cycle: 0 Level Of Service: D

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	8	867	60	39	871	6	6	2	5	80	1	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	867	60	39	871	6	6	2	5	80	1	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	867	60	39	871	6	6	2	5	80	1	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	867	60	39	871	6	6	2	5	80	1	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	867	60	39	871	6	6	2	5	80	1	37
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	1.85	0.13	0.09	1.90	0.01	0.47	0.15	0.38	0.99	0.01	1.00
Final Sat.:	10	1065	74	48	1080	7	208	69	173	381	5	441
Capacity Analysis Module:												
Vol/Sat:	0.82	0.81	0.81	0.81	0.81	0.80	0.03	0.03	0.03	0.21	0.21	0.08
Crit Moves:	****			****				****		****		
Delay/Veh:	30.6	29.9	29.0	29.8	29.4	29.0	11.0	11.0	11.0	13.3	13.3	10.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	29.9	29.0	29.8	29.4	29.0	11.0	11.0	11.0	13.3	13.3	10.7
LOS by Move:	D	D	D	D	D	D	B	B	B	B	B	B
ApproachDel:	29.8			29.4			11.0			12.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	29.8			29.4			11.0			12.5		
LOS by Appr:	D			D			B			B		
AllWayAvgQ:	3.4	3.2	3.2	3.3	3.2	3.2	0.0	0.0	0.0	0.2	0.2	0.1

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.842
Loss Time (sec): 0 Average Delay (sec/veh): 27.3
Optimal Cycle: 0 Level Of Service: D

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	81	822	0	0	831	119	108	0	106	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	822	0	0	831	119	108	0	106	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	822	0	0	831	119	108	0	106	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	822	0	0	831	119	108	0	106	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	822	0	0	831	119	108	0	106	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.75	0.25	0.50	0.00	0.50	0.00	0.00	0.00
Final Sat.:	507	1101	0	0	987	143	277	0	272	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.75	xxxx	xxxx	0.84	0.83	0.39	xxxx	0.39	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	11.0	25.4	0.0	0.0	33.7	31.8	13.5	0.0	13.5	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	25.4	0.0	0.0	33.7	31.8	13.5	0.0	13.5	0.0	0.0	0.0
LOS by Move:	B	D	*	*	D	D	B	*	B	*	*	*
ApproachDel:	24.1			33.4			13.5			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	24.1			33.4			13.5			xxxxxx		
LOS by Appr:	C			D			B			*		
AllWayAvgQ:	0.2	2.5	0.0	0.0	4.0	3.6	0.6	0.6	0.6	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

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

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.981
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	168	771	290	81	1008	200	138	752	148	301	614	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	771	290	81	1008	200	138	752	148	301	614	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	771	290	81	1008	200	138	752	148	301	614	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	771	290	81	1008	200	138	752	148	301	614	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	771	290	81	1008	200	138	752	148	301	614	21
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.93	0.07
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2659	91
Capacity Analysis Module:												
Vol/Sat:	0.12	0.28	0.21	0.06	0.37	0.15	0.10	0.27	0.11	0.22	0.23	0.23
Crit Volume:	168				504			376		301		
Crit Moves:	****				****			****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 7.8 Worst Case Level Of Service: F[68.8]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0 0	0 0	0	0 0	1! 0	0	1 0	2 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	5	0	257	263	1093	0	0	1245	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	5	0	257	263	1093	0	0	1245	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	5	0	257	263	1093	0	0	1245	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	5	0	257	263	1093	0	0	1245	81
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2358	2905	663	1326	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	31	16	409	527	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	19	8	409	527	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.27	0.00	0.63	0.50	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	18.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	291	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	8.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	68.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			68.8			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

Scenario Report

Scenario:	AM
Command:	AM
Volume:	AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	C	xxxxx	0.779	C	xxxxx	0.779	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	D	xxxxx	0.803	D	xxxxx	0.803	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	C	xxxxx	0.790	C	xxxxx	0.790	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	F	xxxxx	1.142	F	xxxxx	1.142	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	B	xxxxx	0.668	B	xxxxx	0.668	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	C	xxxxx	0.749	C	xxxxx	0.749	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	A	xxxxx	0.582	A	xxxxx	0.582	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	B	xxxxx	0.698	B	xxxxx	0.698	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.459	A	xxxxx	0.459	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	C	xxxxx	0.748	C	xxxxx	0.748	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.354	A	xxxxx	0.354	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.445	A	xxxxx	0.445	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.378	A	xxxxx	0.378	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	D	xxxxx	0.811	D	xxxxx	0.811	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	D	xxxxx	0.889	D	xxxxx	0.889	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	B	13.4	0.303	B	13.4	0.303	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	A	xxxxx	0.493	A	xxxxx	0.493	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	E	xxxxx	0.962	E	xxxxx	0.962	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.546	A	xxxxx	0.546	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.488	A	xxxxx	0.488	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	A	xxxxx	0.560	A	xxxxx	0.560	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	D	xxxxx	0.833	D	xxxxx	0.833	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.648	B	xxxxx	0.648	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.660	B	xxxxx	0.660	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	D	xxxxx	0.851	D	xxxxx	0.851	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx	0.526	A	xxxxx	0.526	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.511	A	xxxxx	0.511	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	B	xxxxx	0.647	B	xxxxx	0.647	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx	0.496	A	xxxxx	0.496	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	C	21.6	0.802	C	21.6	0.802	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	C	20.3	0.785	C	20.3	0.785	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	C	xxxxx	0.766	C	xxxxx	0.766	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	C	17.8	0.336	C	17.8	0.336	+ 0.000 D/V

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

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

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.779
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 128 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:												
Base Vol:	656	1385	228	46	680	50	54	196	329	301	652	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	656	1385	228	46	680	50	54	196	329	301	652	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	656	1385	228	46	680	50	54	196	329	301	652	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	656	1385	228	46	680	50	54	196	329	301	652	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	722	1385	228	51	680	50	54	196	362	331	652	207
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.52	0.48
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	2087	663
Capacity Analysis Module:												
Vol/Sat:	0.26	0.34	0.17	0.02	0.16	0.04	0.04	0.05	0.13	0.12	0.31	0.31
Crit Volume:	361				227			54				430
Crit Moves:	****				****		****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

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

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 75 Critical Vol./Cap.(X): 0.803
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 Level Of Service: D

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	127	1345	122	82	681	23	61	519	106	77	429	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	1345	122	82	681	23	61	519	106	77	429	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	1345	122	82	681	23	61	519	106	77	429	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1345	122	82	681	23	61	519	106	77	429	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	1345	122	82	681	23	61	519	106	77	429	109
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.93	0.07	1.00	1.66	0.34	1.00	1.59	0.41
Final Sat.:	1500	2751	249	1500	2902	98	1500	2491	509	1500	2392	608
Capacity Analysis Module:												
Vol/Sat:	0.08	0.49	0.49	0.05	0.23	0.23	0.04	0.21	0.21	0.05	0.18	0.18
Crit Volume:		734		82				313			77	
Crit Moves:		****		****				****			****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

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

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.790
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: C

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	48	1368	92	67	658	85	186	651	52	63	391	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	1368	92	67	658	85	186	651	52	63	391	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	1368	92	67	658	85	186	651	52	63	391	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1368	92	67	658	85	186	651	52	63	391	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	1368	92	67	658	85	186	651	52	63	391	60
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2811	189	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.49	0.49	0.04	0.22	0.06	0.12	0.22	0.03	0.04	0.13	0.04
Crit Volume:		730			67			326			63	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

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

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.616
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	106	277	114	28	162	60	60	933	55	75	637	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	277	114	28	162	60	60	933	55	75	637	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	277	114	28	162	60	60	933	55	75	637	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	277	114	28	162	60	60	933	55	75	637	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	277	114	28	162	60	60	933	55	75	637	27
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2638	112
Capacity Analysis Module:																				
Vol/Sat:	0.08	0.20	0.08	0.02	0.12	0.04	0.04	0.34	0.04	0.05	0.24	0.24
Crit Volume:		277			28			467			75	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

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

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.142
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	2	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	173	1549	134	123	533	132	305	860	61	109	553	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	1549	134	123	533	132	305	860	61	109	553	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	1549	134	123	533	132	305	860	61	109	553	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	1549	134	123	533	132	305	860	61	109	553	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	1549	134	135	533	132	305	860	61	109	553	158
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.84	0.16	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.56	0.44
Final Sat.:	2750	2531	219	2750	2750	1375	1375	2750	1375	1375	2139	611
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.61	0.61	0.05	0.19	0.10	0.22	0.31	0.04	0.08	0.26	0.26
Crit Volume:		842			68			305				356
Crit Moves:		****			****			****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

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

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	44	258	151	179	269	77	113	985	61	186	539	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	258	151	179	269	77	113	985	61	186	539	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	258	151	179	269	77	113	985	61	186	539	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	258	151	179	269	77	113	985	61	186	539	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	258	151	179	269	77	113	985	61	186	539	138
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.26	0.74	1.00	1.55	0.45	1.00	2.83	0.17	1.00	1.59	0.41
Final Sat.:	1375	1735	1015	1375	2138	612	1375	3884	241	1375	2189	561
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.15	0.15	0.13	0.13	0.13	0.08	0.25	0.25	0.14	0.25	0.25
Crit Volume:			205		179				349		186	
Crit Moves:			****		****				****		****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

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

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.749
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 113 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:												
Base Vol:	118	783	144	33	369	70	266	1065	60	78	657	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	783	144	33	369	70	266	1065	60	78	657	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	783	144	33	369	70	266	1065	60	78	657	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	783	144	33	369	70	266	1065	60	78	657	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	130	783	144	33	369	70	293	1065	60	86	657	55
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.89	0.11	2.00	2.77	0.23
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2603	147	2750	3806	319
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.10	0.02	0.13	0.05	0.11	0.41	0.41	0.03	0.17	0.17
Crit Volume:		392			33			563			43	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

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

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.582
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: A

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	8	15	7	203	14	142	313	780	6	6	596	258
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	15	7	203	14	142	313	780	6	6	596	258
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	15	7	203	14	142	313	780	6	6	596	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	15	7	203	14	142	313	780	6	6	596	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	15	7	203	14	142	313	780	6	6	596	258
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.09	0.91	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	128	1297	1425	2828	22	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.14	0.11	0.11	0.22	0.28	0.28	0.00	0.21	0.18
Crit Volume:		15			203			313			298	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

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

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.698
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: B

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	0	1
Volume Module:												
Base Vol:	33	682	349	110	312	222	433	640	25	259	540	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	682	349	110	312	222	433	640	25	259	540	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	682	349	110	312	222	433	640	25	259	540	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	682	349	110	312	222	433	640	25	259	540	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	33	682	349	110	312	222	476	640	25	285	540	102
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.92	0.08	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2647	103	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.25	0.08	0.11	0.16	0.17	0.24	0.24	0.10	0.20	0.07
Crit Volume:		341			110			238			270	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

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

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.459
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!0	0
Volume Module:												
Base Vol:	0	1097	1091	0	434	4	0	0	0	777	2	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1097	1091	0	434	4	0	0	0	777	2	8
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1097	0	0	434	4	0	0	0	777	2	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1097	0	0	434	4	0	0	0	777	2	8
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1097	0	0	434	4	0	0	0	855	2	8
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.97	0.03	0.00	0.00	0.00	2.96	0.01	0.03
Final Sat.:	0	4275	1425	0	4236	39	0	0	0	4226	10	40
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.20	0.20	0.20
Crit Volume:		366			0			0			288	
Crit Moves:		****			****						****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

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

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.748
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 113 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 1	0	1	0 2	0 2	2	0 1	1 0	2	0 2 1 0
Volume Module:												
Base Vol:	38	1515	144	52	703	474	435	226	14	97	238	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	1515	144	52	703	474	435	226	14	97	238	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	1515	144	52	703	474	435	226	14	97	238	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1515	144	52	703	474	435	226	14	97	238	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00
FinalVolume:	38	1515	144	52	703	521	479	226	14	107	238	184
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.74	0.26	1.00	2.00	2.00	2.00	1.88	0.12	2.00	2.00	1.00
Final Sat.:	1375	3767	358	1375	2750	2750	2750	2590	160	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.40	0.04	0.26	0.19	0.17	0.09	0.09	0.04	0.09	0.13
Crit Volume:		553			52		239					184
Crit Moves:		****			****		****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

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

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.354
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0 1	0	1	0 1	0 1	1	0 3	0 1	1	0 2 1 0
Volume Module:												
Base Vol:	330	15	25	4	16	37	39	632	161	14	684	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	15	25	4	16	37	39	632	161	14	684	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	15	25	4	16	37	39	632	161	14	684	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	15	25	4	16	37	39	632	161	14	684	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	363	15	25	4	16	37	39	632	161	14	684	5
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.38	0.62	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.98	0.02
Final Sat.:	2750	516	859	1375	1375	1375	1375	4125	1375	1375	4095	30
Capacity Analysis Module:												
Vol/Sat:	0.13	0.03	0.03	0.00	0.01	0.03	0.03	0.15	0.12	0.01	0.17	0.17
Crit Volume:	182					37	39				230	
Crit Moves:	****					****	****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

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

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.445
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0	0 0	2	0	2 0	0	0	2 1 1
Volume Module:												
Base Vol:	130	0	237	0	0	0	235	641	0	0	805	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	0	237	0	0	0	235	641	0	0	805	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	0	237	0	0	0	235	641	0	0	805	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	237	0	0	0	235	641	0	0	805	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	143	0	237	0	0	0	259	641	0	0	805	215
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.17	0.00	0.00	0.00	0.09	0.22	0.00	0.00	0.19	0.15
Crit Volume:			237			0	129				268	
Crit Moves:			****				****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

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

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.378
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0 1	0	0	4 0 1	2	0	2 0 0
Volume Module:												
Base Vol:	0	0	0	125	0	297	0	713	193	331	483	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	125	0	297	0	713	193	331	483	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	125	0	297	0	713	193	331	483	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	125	0	297	0	713	193	331	483	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.00
FinalVolume:	0	0	0	138	0	327	0	713	193	364	483	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1425	0	2850	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.11	0.00	0.13	0.14	0.13	0.17	0.00
Crit Volume:			0			163			193	182		
Crit Moves:						****			****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

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

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.811
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	8	514	120	572	197	16	11	71	7	173	10	283
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	514	120	572	197	16	11	71	7	173	10	283
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	514	120	572	197	16	11	71	7	173	10	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	514	120	572	197	16	11	71	7	173	10	283
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	514	120	572	197	16	11	71	7	173	10	283
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	1.61	0.37	1.00	0.96	0.04	0.12	0.80	0.08	0.95	0.05	1.00
Final Sat.:	36	2282	533	1425	1367	58	176	1137	112	1347	78	1425
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.40	0.14	0.28	0.06	0.06	0.06	0.13	0.13	0.20
Crit Volume:			321	572					89	173		
Crit Moves:			****	****					****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

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

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.889
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	91	945	129	151	555	104	218	1347	114	272	1235	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	945	129	151	555	104	218	1347	114	272	1235	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	945	129	151	555	104	218	1347	114	272	1235	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	945	129	151	555	104	218	1347	114	272	1235	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	91	945	129	151	555	104	240	1347	114	299	1235	166
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.07	0.34	0.09	0.11	0.20	0.08	0.09	0.33	0.08	0.11	0.30	0.12
Crit Volume:		472		151				449		150		
Crit Moves:		****		****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[13.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	0	0	0	0	1	0	1	2	0	0
Volume Module:												
Base Vol:	0	0	187	0	0	0	0	776	48	115	481	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	187	0	0	0	0	776	48	115	481	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	187	0	0	0	0	776	48	115	481	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	187	0	0	0	0	776	48	115	481	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	388	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	824	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	616	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	815	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	616	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	815	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.30	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx
Control Del:	xxxxx	xxxx	13.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.1	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	13.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

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

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.493
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	136	2053	18	41	1077	66	89	54	46	55	64	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	2053	18	41	1077	66	89	54	46	55	64	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	2053	18	41	1077	66	89	54	46	55	64	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	2053	18	41	1077	66	89	54	46	55	64	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	2053	18	41	1077	66	89	54	46	55	64	46
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.97	0.03	1.00	2.83	0.17	1.00	2.00	1.00	1.00	1.16	0.84
Final Sat.:	1425	5650	50	1425	4028	247	1425	2850	1425	1425	1658	1192
Capacity Analysis Module:												
Vol/Sat:	0.10	0.36	0.36	0.03	0.27	0.27	0.06	0.02	0.03	0.04	0.04	0.04
Crit Volume:			518	41			89					55
Crit Moves:			****	****			****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

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

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.962
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1 1	0	1	0 2	1	0	3 0 1
Volume Module:												
Base Vol:	139	542	186	117	366	48	156	1419	95	337	989	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	542	186	117	366	48	156	1419	95	337	989	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	542	186	117	366	48	156	1419	95	337	989	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	542	186	117	366	48	156	1419	95	337	989	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	542	186	117	366	48	156	1419	95	337	989	94
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.49	0.51	1.00	1.77	0.23	1.00	2.81	0.19	1.00	3.00	1.00
Final Sat.:	1375	2047	703	1375	2431	319	1375	3866	259	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.26	0.26	0.09	0.15	0.15	0.11	0.37	0.37	0.25	0.24	0.07
Crit Volume:			364	117					505	337		
Crit Moves:			****	****					****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

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

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.546
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	1	0	1 0	1	1	0 1
Volume Module:												
Base Vol:	147	372	115	25	160	63	81	782	57	58	510	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	372	115	25	160	63	81	782	57	58	510	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	372	115	25	160	63	81	782	57	58	510	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	372	115	25	160	63	81	782	57	58	510	33
PCE Adj:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	372	115	50	160	63	81	782	57	58	510	33
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.46	1.18	0.36	0.22	1.32	0.46	1.00	1.86	0.14	1.00	1.88	0.12
Final Sat.:	696	1760	544	336	1971	692	1500	2796	204	1500	2818	182
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.07	0.08	0.09	0.05	0.28	0.28	0.04	0.18	0.18
Crit Volume:			317	25					420	58		
Crit Moves:			****	****					****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

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

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.488
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	1	1	0 1	1	0	2 0 1
Volume Module:												
Base Vol:	54	455	32	92	163	128	124	663	41	17	339	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	455	32	92	163	128	124	663	41	17	339	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	455	32	92	163	128	124	663	41	17	339	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	455	32	92	163	128	124	663	41	17	339	137
PCE Adj:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	455	32	184	163	128	124	663	41	17	339	137
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	1.68	0.12	0.63	0.83	0.54	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	299	2523	177	948	1243	808	1500	2825	175	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.10	0.13	0.16	0.08	0.23	0.23	0.01	0.11	0.09
Crit Volume:			271	92					352	17		
Crit Moves:			****	****					****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

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

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.560
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 1	0	2	0 1 1	0	1	0 2	0	1	2 0 2 0 1
Volume Module:												
Base Vol:	115	1494	49	96	591	13	12	143	52	76	240	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	1494	49	96	591	13	12	143	52	76	240	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	1494	49	96	591	13	12	143	52	76	240	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1494	49	96	591	13	12	143	52	76	240	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	127	1494	49	106	591	13	12	143	52	84	240	191
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.90	0.10	2.00	1.96	0.04	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3994	131	2750	2691	59	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.37	0.37	0.04	0.22	0.22	0.01	0.05	0.04	0.03	0.09	0.14
Crit Volume:			514	53			12					191
Crit Moves:			****	****			****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

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

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.833
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 137 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	3	1	0	1	0	3	1	0
Volume Module:																				
Base Vol:	139	1175	217	69	311	78	166	834	337	152	1080	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	1175	217	69	311	78	166	834	337	152	1080	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	1175	217	69	311	78	166	834	337	152	1080	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	1175	217	69	311	78	166	834	337	152	1080	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	1175	217	69	311	78	166	834	337	152	1080	47
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.83	0.17
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5271	229
Capacity Analysis Module:																				
Vol/Sat:	0.10	0.43	0.16	0.05	0.11	0.06	0.12	0.20	0.25	0.11	0.20	0.20
Crit Volume:		588			69				337	152		
Crit Moves:		****			****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

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

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.648
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	82	944	86	20	354	68	193	615	74	75	443	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	944	86	20	354	68	193	615	74	75	443	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	944	86	20	354	68	193	615	74	75	443	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	944	86	20	354	68	193	615	74	75	443	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	944	86	20	354	68	193	615	74	75	443	45
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.68	0.32	1.00	1.79	0.21	1.00	1.82	0.18
Final Sat.:	1500	2750	250	1500	2517	483	1500	2678	322	1500	2723	277
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.34	0.34	0.01	0.14	0.14	0.13	0.23	0.23	0.05	0.16	0.16
Crit Volume:		515			20			193				244
Crit Moves:		****			****			****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

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

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.660
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	30	1076	20	11	396	63	239	493	27	19	385	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1076	20	11	396	63	239	493	27	19	385	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1076	20	11	396	63	239	493	27	19	385	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1076	20	11	396	63	239	493	27	19	385	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1076	20	11	396	63	239	493	27	19	385	63
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.73	0.27	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2945	55	1500	2588	412	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:																				
Vol/Sat:	0.02	0.37	0.37	0.01	0.15	0.15	0.16	0.16	0.02	0.01	0.13	0.04
Crit Volume:		548			11			239			193	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

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

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.851
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1	0	1!	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	531	1008	0	0	407	408	458	0	43	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	531	1008	0	0	407	408	458	0	43	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	531	1008	0	0	407	408	458	0	43	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	531	1008	0	0	407	408	458	0	43	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	531	1008	0	0	407	408	504	0	43	0	0	0
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.84	xxxx	0.16	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2626	0	224	0	1425	0
Capacity Analysis Module:																				
Vol/Sat:	0.37	0.35	0.00	0.00	0.14	0.29	0.19	0.00	0.19	0.00	0.00	0.00
Crit Volume:	531					408	273				0	
Crit Moves:	****					****	****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

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

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.526
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0 2	1	0	0 1	0	1	0 3	0 1	3 0 2 0 1
Volume Module:												
Base Vol:	126	0	983	0	0	0	0	322	169	1561	1009	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	0	983	0	0	0	0	322	169	1561	1009	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	126	0	983	0	0	0	0	322	0	1561	1009	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	0	983	0	0	0	0	322	0	1561	1009	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	139	0	1081	0	0	0	0	322	0	1717	1009	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.38	0.00	0.00	0.00	0.00	0.08	0.00	0.40	0.35	0.00
Crit Volume:	69				0			107		572		
Crit Moves:	****							****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

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

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.511
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1	1 0	0	0 1!	0 0	0 0 1! 0 0
Volume Module:												
Base Vol:	18	1002	89	12	467	38	26	66	35	49	121	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1002	89	12	467	38	26	66	35	49	121	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	1002	89	12	467	38	26	66	35	49	121	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1002	89	12	467	38	26	66	35	49	121	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	1002	89	12	467	38	26	66	35	49	121	13
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.85	0.15	0.20	0.52	0.28	0.27	0.66	0.07
Final Sat.:	1500	2755	245	1500	2774	226	307	780	413	402	992	107
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.36	0.01	0.17	0.17	0.08	0.08	0.08	0.12	0.12	0.12
Crit Volume:		546			12			26			183	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

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

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.647
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: B

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1 1	1	0	0 1	1	2	0 3	0 1	2 0 2 1 0
Volume Module:												
Base Vol:	40	14	129	29	3	18	71	1018	18	331	2248	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	14	129	29	3	18	71	1018	18	331	2248	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	14	129	29	3	18	71	1018	18	331	2248	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	14	129	29	3	18	71	1018	18	331	2248	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	14	142	29	3	20	78	1018	18	364	2248	81
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.18	1.82	1.00	0.26	1.74	2.00	3.00	1.00	2.00	2.90	0.10
Final Sat.:	1425	256	2594	1425	375	2475	2850	4275	1425	2850	4126	149
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.02	0.01	0.01	0.03	0.24	0.01	0.13	0.54	0.54
Crit Volume:		78			29			39				776
Crit Moves:		****			****			****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

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

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.496
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1 0	1	0	0 1	0	1	0 1	1 0	1 0 1 1 0
Volume Module:												
Base Vol:	98	227	37	16	209	55	52	467	196	51	575	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	227	37	16	209	55	52	467	196	51	575	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	227	37	16	209	55	52	467	196	51	575	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	227	37	16	209	55	52	467	196	51	575	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	227	37	16	209	55	52	467	196	51	575	31
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.86	0.14	1.00	0.79	0.21	1.00	1.41	0.59	1.00	1.90	0.10
Final Sat.:	1500	1290	210	1500	1188	313	1500	2113	887	1500	2847	153
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.18	0.01	0.18	0.18	0.03	0.22	0.22	0.03	0.20	0.20
Crit Volume:	98				264			332		51		
Crit Moves:	****				****			****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.802
Loss Time (sec): 0 Average Delay (sec/veh): 21.6
Optimal Cycle: 0 Level Of Service: C

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	2	963	32	15	569	4	0	0	0	76	1	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	963	32	15	569	4	0	0	0	76	1	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	963	32	15	569	4	0	0	0	76	1	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	963	32	15	569	4	0	0	0	76	1	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	963	32	15	569	4	0	0	0	76	1	63
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	1.93	0.06	0.05	1.94	0.01	0.00	1.00	0.00	0.99	0.01	1.00
Final Sat.:	2	1206	40	29	1093	8	0	449	0	416	5	489
Capacity Analysis Module:												
Vol/Sat:	0.80	0.80	0.80	0.52	0.52	0.52	xxxx	0.00	xxxx	0.18	0.18	0.13
Crit Moves:	****			****				****		****		
Delay/Veh:	27.2	26.8	26.5	15.3	15.2	15.2	0.0	0.0	0.0	12.4	12.4	10.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.2	26.8	26.5	15.3	15.2	15.2	0.0	0.0	0.0	12.4	12.4	10.5
LOS by Move:	D	D	D	C	C	C	*	*	*	B	B	B
ApproachDel:	26.8			15.2			xxxxxx			11.5		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	26.8			15.2			xxxxxx			11.5		
LOS by Appr:	D			C			*			B		
AllWayAvgQ:	3.2	3.1	3.1	1.0	1.0	1.0	0.0	0.0	0.0	0.2	0.2	0.1

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.785
Loss Time (sec): 0 Average Delay (sec/veh): 20.3
Optimal Cycle: 0 Level Of Service: C

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 1	1 0	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	42	1006	0	0	558	75	55	0	48	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	1006	0	0	558	75	55	0	48	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	1006	0	0	558	75	55	0	48	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	1006	0	0	558	75	55	0	48	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	1006	0	0	558	75	55	0	48	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.76	0.24	0.53	0.00	0.47	0.00	0.00	0.00
Final Sat.:	585	1282	0	0	1039	142	297	0	259	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.78	xxxx	xxxx	0.54	0.53	0.19	xxxx	0.19	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	9.2	25.1	0.0	0.0	15.1	14.7	10.7	0.0	10.7	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	25.1	0.0	0.0	15.1	14.7	10.7	0.0	10.7	0.0	0.0	0.0
LOS by Move:	A	D	*	*	C	B	B	*	B	*	*	*
ApproachDel:	24.5			15.1			10.7			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	24.5			15.1			10.7			xxxxxx		
LOS by Appr:	C			C			B			*		
AllWayAvgQ:	0.1	3.0	0.0	0.0	1.1	1.0	0.2	0.2	0.2	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

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

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.766
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 121 Level Of Service: C

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	108	815	279	73	508	118	160	682	113	172	750	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	815	279	73	508	118	160	682	113	172	750	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	815	279	73	508	118	160	682	113	172	750	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	815	279	73	508	118	160	682	113	172	750	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	815	279	73	508	118	160	682	113	172	750	76
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.82	0.18
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2497	253
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.20	0.05	0.18	0.09	0.12	0.25	0.08	0.13	0.30	0.30
Crit Volume:		408			73			160				413
Crit Moves:		****			****			****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: C[17.8]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	1	1	0
Volume Module:																		
Base Vol:	0	0	0	5	0	166	256	729	0	0	812	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	5	0	166	256	729	0	0	812	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	5	0	166	256	729	0	0	812	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	5	0	166	256	729	0	0	812	91
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1734	2099	452	903	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	80	53	561	761	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	59	35	561	761	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.08	0.00	0.30	0.34	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	450	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	17.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				17.8		xxxxxx			xxxxxx		
ApproachLOS:	*				C		*			*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

Scenario Report

Scenario:	MD
Command:	MD
Volume:	MD
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	in
# 28 SEPULVEDA BOULEVARD & CENTINEL	B	xxxxx	0.629	B	xxxxx	0.629	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	B	xxxxx	0.693	B	xxxxx	0.693	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	B	xxxxx	0.659	B	xxxxx	0.659	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	A	xxxxx	0.439	A	xxxxx	0.439	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	B	xxxxx	0.645	B	xxxxx	0.645	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	A	xxxxx	0.476	A	xxxxx	0.476	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	A	xxxxx	0.547	A	xxxxx	0.547	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	A	xxxxx	0.545	A	xxxxx	0.545	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	A	xxxxx	0.537	A	xxxxx	0.537	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.419	A	xxxxx	0.419	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	B	xxxxx	0.680	B	xxxxx	0.680	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.472	A	xxxxx	0.472	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.459	A	xxxxx	0.459	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.423	A	xxxxx	0.423	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	A	xxxxx	0.581	A	xxxxx	0.581	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	C	xxxxx	0.728	C	xxxxx	0.728	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	B	12.2	0.254	B	12.2	0.254	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	A	xxxxx	0.599	A	xxxxx	0.599	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	D	xxxxx	0.804	D	xxxxx	0.804	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.487	A	xxxxx	0.487	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.392	A	xxxxx	0.392	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	A	xxxxx	0.598	A	xxxxx	0.598	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	C	xxxxx	0.714	C	xxxxx	0.714	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	A	xxxxx	0.587	A	xxxxx	0.587	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	A	xxxxx	0.564	A	xxxxx	0.564	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	B	xxxxx	0.609	B	xxxxx	0.609	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx	0.431	A	xxxxx	0.431	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.453	A	xxxxx	0.453	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	A	xxxxx	0.453	A	xxxxx	0.453	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx	0.440	A	xxxxx	0.440	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	B	13.7	0.532	B	13.7	0.532	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	C	15.1	0.584	C	15.1	0.584	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	B	xxxxx	0.667	B	xxxxx	0.667	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	E	40.6	0.510	E	40.6	0.510	+ 0.000 D/V

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

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

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.629
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:												
Base Vol:	457	1002	219	114	700	59	106	346	396	266	322	226
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	457	1002	219	114	700	59	106	346	396	266	322	226
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	457	1002	219	114	700	59	106	346	396	266	322	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	457	1002	219	114	700	59	106	346	396	266	322	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	503	1002	219	125	700	59	106	346	436	293	322	226
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.18	0.82
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	1616	1134
Capacity Analysis Module:												
Vol/Sat:	0.18	0.24	0.16	0.05	0.17	0.04	0.08	0.08	0.16	0.11	0.20	0.20
Crit Volume:	251				233		106			274		
Crit Moves:	****				****		****			****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

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

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 75 Critical Vol./Cap.(X): 0.693
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Street Name:	CENTINELA AVENUE									WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:															
Base Vol:	148	774	84	111	746	89	109	525	153	110	633	98			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	148	774	84	111	746	89	109	525	153	110	633	98			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	148	774	84	111	746	89	109	525	153	110	633	98			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	148	774	84	111	746	89	109	525	153	110	633	98			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	148	774	84	111	746	89	109	525	153	110	633	98			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.80	0.20	1.00	1.79	0.21	1.00	1.55	0.45	1.00	1.73	0.27			
Final Sat.:	1500	2706	294	1500	2680	320	1500	2323	677	1500	2598	402			
Capacity Analysis Module:															
Vol/Sat:	0.10	0.29	0.29	0.07	0.28	0.28	0.07	0.23	0.23	0.07	0.24	0.24			
Crit Volume:	148				418		109				366				
Crit Moves:	****				****		****				****				

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

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

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Street Name:	CENTINELA AVENUE									WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:															
Base Vol:	79	784	107	69	722	227	233	471	79	89	482	60			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	79	784	107	69	722	227	233	471	79	89	482	60			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	79	784	107	69	722	227	233	471	79	89	482	60			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	79	784	107	69	722	227	233	471	79	89	482	60			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	79	784	107	69	722	227	233	471	79	89	482	60			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	1500	2640	360	1500	3000	1500	1500	3000	1500	1500	3000	1500			
Capacity Analysis Module:															
Vol/Sat:	0.05	0.30	0.30	0.05	0.24	0.15	0.16	0.16	0.05	0.06	0.16	0.04			
Crit Volume:		446	69		233			241							
Crit Moves:		****	****		****			****							

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

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

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.439
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:															
Base Vol:	70	185	124	37	191	71	62	507	65	76	538	22			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	70	185	124	37	191	71	62	507	65	76	538	22			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	70	185	124	37	191	71	62	507	65	76	538	22			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	70	185	124	37	191	71	62	507	65	76	538	22			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	70	185	124	37	191	71	62	507	65	76	538	22			
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08			
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2642	108			
Capacity Analysis Module:															
Vol/Sat:	0.05	0.13	0.09	0.03	0.14	0.05	0.05	0.18	0.05	0.06	0.20	0.20			
Crit Volume:	70				191		62				280				
Crit Moves:	****				****		****				****				

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

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

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.645
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: B

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1 1	0	2	0 2	0 1	1	0 2	0 1	1	0 1 1 0
Volume Module:												
Base Vol:	130	618	121	167	645	148	144	461	68	158	433	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	618	121	167	645	148	144	461	68	158	433	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	618	121	167	645	148	144	461	68	158	433	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	618	121	167	645	148	144	461	68	158	433	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	618	121	184	645	148	144	461	68	158	433	129
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.67	0.33	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.54	0.46
Final Sat.:	2750	2300	450	2750	2750	1375	1375	2750	1375	1375	2119	631
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.07	0.23	0.11	0.10	0.17	0.05	0.11	0.20	0.20
Crit Volume:		370			92			144			281	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

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

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.476
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1	1 0	1	0 2	1 0	1	0 1 1 0
Volume Module:												
Base Vol:	40	197	102	134	380	127	41	509	63	181	501	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	197	102	134	380	127	41	509	63	181	501	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	197	102	134	380	127	41	509	63	181	501	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	197	102	134	380	127	41	509	63	181	501	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	197	102	134	380	127	41	509	63	181	501	90
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.32	0.68	1.00	1.50	0.50	1.00	2.67	0.33	1.00	1.70	0.30
Final Sat.:	1375	1812	938	1375	2061	689	1375	3671	454	1375	2331	419
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.10	0.18	0.18	0.03	0.14	0.14	0.13	0.21	0.21
Crit Volume:			150		134				191		181	
Crit Moves:			****		****				****		****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

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

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 0 1	1	0	2 0 1	2	0	1 1 0	2	0	2 1 0
Volume Module:												
Base Vol:	127	673	123	27	539	136	181	523	138	106	493	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	673	123	27	539	136	181	523	138	106	493	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	673	123	27	539	136	181	523	138	106	493	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	673	123	27	539	136	181	523	138	106	493	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	140	673	123	27	539	136	199	523	138	117	493	64
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.58	0.42	2.00	2.66	0.34
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2176	574	2750	3651	474
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.09	0.02	0.20	0.10	0.07	0.24	0.24	0.04	0.14	0.14
Crit Volume:		337			27			331			58	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

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

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.545
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: A

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0 1	1	0	0 1 0	1	0	1 1 0	1	0	2 0 1
Volume Module:												
Base Vol:	9	19	11	208	34	220	252	607	20	27	524	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	19	11	208	34	220	252	607	20	27	524	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	19	11	208	34	220	252	607	20	27	524	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	19	11	208	34	220	252	607	20	27	524	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	19	11	208	34	220	252	607	20	27	524	155
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.13	0.87	1.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	191	1234	1425	2759	91	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.15	0.18	0.18	0.18	0.22	0.22	0.02	0.18	0.11
Crit Volume:	9				254		252				262	
Crit Moves:	****				****		****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

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

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.537
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: A

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0
Volume Module:												
Base Vol:	57	422	227	77	352	337	347	538	46	238	520	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	422	227	77	352	337	347	538	46	238	520	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	422	227	77	352	337	347	538	46	238	520	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	422	227	77	352	337	347	538	46	238	520	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	57	422	227	77	352	337	382	538	46	262	520	124
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.84	0.16	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2533	217	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.17	0.06	0.13	0.25	0.14	0.21	0.21	0.10	0.19	0.09
Crit Volume:		211			77			191			260	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

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

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.419
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0
Volume Module:												
Base Vol:	0	804	942	0	614	15	0	0	0	868	7	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	804	942	0	614	15	0	0	0	868	7	25
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	804	0	0	614	15	0	0	0	868	7	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	804	0	0	614	15	0	0	0	868	7	25
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	804	0	0	614	15	0	0	0	955	7	25
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.93	0.07	0.00	0.00	0.00	2.90	0.02	0.08
Final Sat.:	0	4275	1425	0	4173	102	0	0	0	4136	30	108
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.23	0.23	0.23
Crit Volume:		268			0					0	329	
Crit Moves:		****			****						****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

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

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	0	2	1	0
Volume Module:												
Base Vol:	76	1216	135	123	909	434	318	165	37	146	227	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	1216	135	123	909	434	318	165	37	146	227	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	1216	135	123	909	434	318	165	37	146	227	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1216	135	123	909	434	318	165	37	146	227	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	76	1216	135	123	909	477	350	165	37	161	227	187
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.70	0.30	1.00	2.00	2.00	2.00	1.63	0.37	2.00	2.00	1.00
Final Sat.:	1375	3713	412	1375	2750	2750	2750	2246	504	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.33	0.33	0.09	0.33	0.17	0.13	0.07	0.07	0.06	0.08	0.14
Crit Volume:			450	123			175					187
Crit Moves:			****	****			****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

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

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.472
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	0	1	0	1	0	1	1	0	2
Volume Module:												
Base Vol:	526	54	40	4	16	59	57	735	225	56	600	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	526	54	40	4	16	59	57	735	225	56	600	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	526	54	40	4	16	59	57	735	225	56	600	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	526	54	40	4	16	59	57	735	225	56	600	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	579	54	40	4	16	59	57	735	225	56	600	17
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.57	0.43	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.92	0.08
Final Sat.:	2750	790	585	1375	1375	1375	1375	4125	1375	1375	4011	114
Capacity Analysis Module:												
Vol/Sat:	0.21	0.07	0.07	0.00	0.01	0.04	0.04	0.18	0.16	0.04	0.15	0.15
Crit Volume:	289					59		245		56		
Crit Moves:	****					****		****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

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

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.459
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0 0	0 0	2	0	2 0	0	0 2	1 1
Volume Module:												
Base Vol:	85	0	151	0	0	0	307	906	0	0	1001	303
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	0	151	0	0	0	307	906	0	0	1001	303
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	0	151	0	0	0	307	906	0	0	1001	303
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	0	151	0	0	0	307	906	0	0	1001	303
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	94	0	151	0	0	0	338	906	0	0	1001	333
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.11	0.00	0.00	0.00	0.12	0.32	0.00	0.00	0.23	0.23
Crit Volume:			151			0		169			334	
Crit Moves:			****					****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

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

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.423
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0	1	0	4	0	1	2 0	2	0
Volume Module:												
Base Vol:	0	0	0	379	0	213	0	799	143	337	646	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	379	0	213	0	799	143	337	646	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	379	0	213	0	799	143	337	646	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	379	0	213	0	799	143	337	646	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	417	0	234	0	799	143	371	646	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.92	0.01	1.07	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2737	0	1538	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.15	0.00	0.14	0.10	0.13	0.23	0.00
Crit Volume:			0			217			200		185	
Crit Moves:						****			****		****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

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

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	0 1	0 1	0	0	1! 0	0	1	0 0	1
Volume Module:												
Base Vol:	9	283	85	403	217	11	8	9	5	209	20	460
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	283	85	403	217	11	8	9	5	209	20	460
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	283	85	403	217	11	8	9	5	209	20	460
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	283	85	403	217	11	8	9	5	209	20	460
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	283	85	403	217	11	8	9	5	209	20	460
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	1.50	0.45	1.00	0.97	0.03	0.36	0.41	0.23	0.91	0.09	1.00
Final Sat.:	68	2139	643	1425	1375	50	518	583	324	1301	124	1425
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.28	0.16	0.22	0.02	0.02	0.02	0.16	0.16	0.32
Crit Volume:			189	403			8			229		
Crit Moves:			****	****			****			****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

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

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.728
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: C

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0	1	1	0	2	0	1	2	0	3 0	1
Volume Module:												
Base Vol:	143	677	185	126	557	134	252	1156	117	262	1193	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	677	185	126	557	134	252	1156	117	262	1193	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	677	185	126	557	134	252	1156	117	262	1193	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	677	185	126	557	134	252	1156	117	262	1193	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	143	677	185	126	557	134	277	1156	117	288	1193	110
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.13	0.09	0.20	0.10	0.10	0.28	0.09	0.10	0.29	0.08
Crit Volume:		339			126		139				398	
Crit Moves:		****			****		****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: B[12.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 0	0	0	2	0 1	1	0	2	0 0
Volume Module:																
Base Vol:	0	0	171		0	0	0		0	656	47		155	711	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	171		0	0	0		0	656	47		155	711	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	171		0	0	0		0	656	47		155	711	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	171		0	0	0		0	656	47		155	711	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	328		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		703	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	674		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		904	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	674		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		904	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	0.25		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.17	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	1.0		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.6	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	12.2		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		9.8	xxxx	xxxxx	
LOS by Move:	*	*	B		*	*	*		*	*	*		A	*	*	
Movement:	LT	LTR	RT		LT	LTR	RT		LT	LTR	RT		LT	LTR	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	12.2				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	B				*				*				*			

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

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

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD								SAWTELLE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1 0	1	0	2	1 0	1	0	2	0 1	1	0	1	1 0
Volume Module:																
Base Vol:	106	1476	58		113	1285	89		121	105	69		103	187	149	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	106	1476	58		113	1285	89		121	105	69		103	187	149	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	106	1476	58		113	1285	89		121	105	69		103	187	149	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	106	1476	58		113	1285	89		121	105	69		103	187	149	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	106	1476	58		113	1285	89		121	105	69		103	187	149	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.85	0.15		1.00	2.81	0.19		1.00	2.00	1.00		1.00	1.11	0.89	
Final Sat.:	1425	5484	216		1425	3998	277		1425	2850	1425		1425	1586	1264	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.27	0.27		0.08	0.32	0.32		0.08	0.04	0.05		0.07	0.12	0.12	
Crit Volume:	106						458		121					168		
Crit Moves:	****						****		****					****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

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

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.804
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 145 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD								VENICE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Prot+Permit				Prot+Permit				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	1 0	1	0	3	0 1
Volume Module:																
Base Vol:	230	252	185		85	311	66		91	1167	84		270	1086	96	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	230	252	185		85	311	66		91	1167	84		270	1086	96	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	230	252	185		85	311	66		91	1167	84		270	1086	96	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	230	252	185		85	311	66		91	1167	84		270	1086	96	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	230	252	185		85	311	66		91	1167	84		270	1086	96	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.15	0.85		1.00	1.65	0.35		1.00	2.80	0.20		1.00	3.00	1.00	
Final Sat.:	1375	1586	1164		1375	2269	481		1375	3848	277		1375	4125	1375	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.16	0.16		0.06	0.14	0.14		0.07	0.30	0.30		0.20	0.26	0.07	
Crit Volume:	230						189			417			270			
Crit Moves:	****						****			****			****			

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

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

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD								WASHINGTON BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	1	0	1 0	0	1	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	143	227	80		27	141	84		71	648	97		76	624	34	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	143	227	80		27	141	84		71	648	97		76	624	34	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	143	227	80		27	141	84		71	648	97		76	624	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	143	227	80		27	141	84		71	648	97		76	624	34	
PCE Adj:	1.00	1.00	1.00		2.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	143	227	80		54	141	84		71	648	97		76	624	34	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.63	1.01	0.36		0.24	1.16	0.60		1.00	1.74	0.26		1.00	1.90	0.10	
Final Sat.:	953	1513	533		360	1737	903		1500	2609	391		1500	2845	155	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.15	0.15		0.08	0.08	0.09		0.05	0.25	0.25		0.05	0.22	0.22	
Crit Volume:	143						139			373			76			
Crit Moves:	****						****			****			****			

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

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

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.392
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	28	224	41	110	166	175	93	541	60	17	422	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	224	41	110	166	175	93	541	60	17	422	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	224	41	110	166	175	93	541	60	17	422	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	224	41	110	166	175	93	541	60	17	422	93
PCE Adj:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	224	41	110	166	175	93	541	60	17	422	93
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	1.53	0.26	0.49	0.74	0.77	1.00	1.80	0.20	1.00	2.00	1.00
Final Sat.:	317	2300	383	732	1104	1164	1500	2700	300	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.11	0.15	0.15	0.15	0.06	0.20	0.20	0.01	0.14	0.06
Crit Volume:			161	110					301	17		
Crit Moves:			****	****					****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

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

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.598
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	2	0	1	1	0	1	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	293	1143	95	302	663	48	46	187	84	180	267	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	293	1143	95	302	663	48	46	187	84	180	267	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	293	1143	95	302	663	48	46	187	84	180	267	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	1143	95	302	663	48	46	187	84	180	267	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	322	1143	95	332	663	48	46	187	84	198	267	198
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.77	0.23	2.00	1.86	0.14	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3808	317	2750	2564	186	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.30	0.30	0.12	0.26	0.26	0.03	0.07	0.06	0.07	0.10	0.14
Crit Volume:			413	166			46					198
Crit Moves:			****	****			****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

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

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	3	1	0	1	0	3	1	0
Volume Module:												
Base Vol:	246	844	324	73	452	81	181	1023	358	129	1112	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	844	324	73	452	81	181	1023	358	129	1112	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	246	844	324	73	452	81	181	1023	358	129	1112	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	844	324	73	452	81	181	1023	358	129	1112	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	246	844	324	73	452	81	181	1023	358	129	1112	67
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.77	0.23
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5187	313
Capacity Analysis Module:												
Vol/Sat:	0.18	0.31	0.24	0.05	0.16	0.06	0.13	0.25	0.26	0.09	0.21	0.21
Crit Volume:		422		73					358	129		
Crit Moves:		****		****					****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

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

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	100	647	84	45	564	140	149	435	119	97	485	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	647	84	45	564	140	149	435	119	97	485	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	647	84	45	564	140	149	435	119	97	485	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	647	84	45	564	140	149	435	119	97	485	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	647	84	45	564	140	149	435	119	97	485	75
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.77	0.23	1.00	1.60	0.40	1.00	1.57	0.43	1.00	1.73	0.27
Final Sat.:	1500	2655	345	1500	2403	597	1500	2356	644	1500	2598	402
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.03	0.23	0.23	0.10	0.18	0.18	0.06	0.19	0.19
Crit Volume:	100				352		149					280
Crit Moves:	****				****		****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

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

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.564
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	1	0	1	0	1	1	0	2	0	1
Volume Module:														
Base Vol:	74	759	50	29	553	77	213	347	105	15	398	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	759	50	29	553	77	213	347	105	15	398	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	759	50	29	553	77	213	347	105	15	398	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	759	50	29	553	77	213	347	105	15	398	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	759	50	29	553	77	213	347	105	15	398	68
Saturation Flow Module:														
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.88	0.12	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2815	185	1500	2633	367	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:														
Vol/Sat:	0.05	0.27	0.27	0.02	0.21	0.21	0.14	0.12	0.07	0.01	0.13	0.05
Crit Volume:			405		29			213			199	
Crit Moves:			****		****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

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

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.609
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: B

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1	0	1!	0	0	0	1!	0	0
Volume Module:														
Base Vol:	230	795	0	0	604	333	445	0	120	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	795	0	0	604	333	445	0	120	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	795	0	0	604	333	445	0	120	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	795	0	0	604	333	445	0	120	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	230	795	0	0	604	333	490	0	120	0	0	0
Saturation Flow Module:														
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.61	0.00	0.39	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2289	0	561	0	1425	0
Capacity Analysis Module:														
Vol/Sat:	0.16	0.28	0.00	0.00	0.21	0.23	0.21	0.00	0.21	0.00	0.00	0.00
Crit Volume:	230					333	305				0	
Crit Moves:	****					****	****					

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

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

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.431
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0	2	1	0	0	1	0	1	3	0	2	0	1
Volume Module:														
Base Vol:	220	0	743	0	0	0	0	615	159	619	751	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	0	743	0	0	0	0	615	159	619	751	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	220	0	743	0	0	0	0	615	0	619	751	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	0	743	0	0	0	0	615	0	619	751	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	242	0	817	0	0	0	0	615	0	681	751	0
Saturation Flow Module:														
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:														
Vol/Sat:	0.08	0.00	0.29	0.00	0.00	0.00	0.00	0.14	0.00	0.16	0.26	0.00
Crit Volume:			409		0			205		0		
Crit Moves:			****					****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

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

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	1!	0	0	0	1!	0	0
Volume Module:														
Base Vol:	50	873	48	21	712	51	24	39	26	63	85	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	873	48	21	712	51	24	39	26	63	85	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	873	48	21	712	51	24	39	26	63	85	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	873	48	21	712	51	24	39	26	63	85	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	873	48	21	712	51	24	39	26	63	85	26
Saturation Flow Module:														
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.87	0.13	0.27	0.44	0.29	0.36	0.49	0.15
Final Sat.:	1500	2844	156	1500	2799	201	404	657	438	543	733	224
Capacity Analysis Module:														
Vol/Sat:	0.03	0.31	0.31	0.01	0.25	0.25	0.06	0.06	0.06	0.12	0.12	0.12
Crit Volume:			461		21			24				174
Crit Moves:			****		****			****				****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

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

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	0	0 1	1	2	0 3	0 1	2	0 2 1 0
Volume Module:												
Base Vol:	32	13	227	58	13	59	57	1050	55	193	1127	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	13	227	58	13	59	57	1050	55	193	1127	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	13	227	58	13	59	57	1050	55	193	1127	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	13	227	58	13	59	57	1050	55	193	1127	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	32	13	250	58	13	65	63	1050	55	212	1127	29
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.10	1.90	1.00	0.33	1.67	2.00	3.00	1.00	2.00	2.92	0.08
Final Sat.:	1425	141	2709	1425	476	2374	2850	4275	1425	2850	4168	107
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.09	0.04	0.03	0.03	0.02	0.25	0.04	0.07	0.27	0.27
Crit Volume:		131			58			350		106		
Crit Moves:		****			****			****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

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

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.440
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0	1	0	1 0	1	0	1 1 0
Volume Module:												
Base Vol:	87	149	38	33	140	60	72	482	100	49	554	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	149	38	33	140	60	72	482	100	49	554	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	149	38	33	140	60	72	482	100	49	554	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	149	38	33	140	60	72	482	100	49	554	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	149	38	33	140	60	72	482	100	49	554	47
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.80	0.20	1.00	0.70	0.30	1.00	1.66	0.34	1.00	1.84	0.16
Final Sat.:	1500	1195	305	1500	1050	450	1500	2485	515	1500	2765	235
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.02	0.13	0.13	0.05	0.19	0.19	0.03	0.20	0.20
Crit Volume:		87			200			72			301	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.532
Loss Time (sec): 0 Average Delay (sec/veh): 13.7
Optimal Cycle: 0 Level Of Service: B

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0 1	0	1	0 1	0	0	1! 0	0	1	0 0 1
Volume Module:												
Base Vol:	9	618	51	29	617	4	8	3	5	48	1	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	618	51	29	617	4	8	3	5	48	1	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	618	51	29	617	4	8	3	5	48	1	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	618	51	29	617	4	8	3	5	48	1	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	618	51	29	617	4	8	3	5	48	1	29
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	1.82	0.15	0.09	1.90	0.01	0.50	0.19	0.31	0.98	0.02	1.00
Final Sat.:	17	1174	98	56	1204	8	238	89	149	427	9	509
Capacity Analysis Module:												
Vol/Sat:	0.53	0.53	0.52	0.51	0.51	0.51	0.03	0.03	0.03	0.11	0.11	0.06
Crit Moves:	****			****				****		****		
Delay/Veh:	14.2	14.0	13.7	13.9	13.8	13.7	10.3	10.3	10.3	11.2	11.2	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	14.0	13.7	13.9	13.8	13.7	10.3	10.3	10.3	11.2	11.2	9.5
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	A
ApproachDel:		14.0			13.8			10.3			10.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.0			13.8			10.3			10.6	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	1.1	1.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 0 Average Delay (sec/veh): 15.1
Optimal Cycle: 0 Level Of Service: C

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 0	0 0	1	1 0	0 0	1!	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	96	618	0	0	588	103	93	0	131	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	618	0	0	588	103	93	0	131	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	618	0	0	588	103	93	0	131	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	618	0	0	588	103	93	0	131	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	618	0	0	588	103	93	0	131	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.70	0.30	0.42	0.00	0.58	0.00	0.00	0.00
Final Sat.:	538	1171	0	0	1006	180	238	0	335	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.53	xxxx	xxxx	0.58	0.57	0.39	xxxx	0.39	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	10.6	15.1	0.0	0.0	16.6	15.9	12.7	0.0	12.7	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	15.1	0.0	0.0	16.6	15.9	12.7	0.0	12.7	0.0	0.0	0.0
LOS by Move:	B	C	*	*	C	C	B	*	B	*	*	*
ApproachDel:		14.5			16.5			12.7			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		14.5			16.5			12.7			xxxxxx	
LOS by Appr:		B			C			B			*	
AllWayAvgQ:	0.2	1.0	0.0	0.0	1.3	1.2	0.6	0.6	0.6	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

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

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: B

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	175	633	208	90	658	158	131	535	113	88	535	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	633	208	90	658	158	131	535	113	88	535	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	633	208	90	658	158	131	535	113	88	535	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	633	208	90	658	158	131	535	113	88	535	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	633	208	90	658	158	131	535	113	88	535	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.89	0.11
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2604	146
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.15	0.07	0.24	0.11	0.10	0.19	0.08	0.06	0.21	0.21
Crit Volume:	175				329		131				283	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: E[40.6]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	0 0	1!	0 0	1 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	7	0	229	221	977	0	0	1134	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	7	0	229	221	977	0	0	1134	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	7	0	229	221	977	0	0	1134	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	7	0	229	221	977	0	0	1134	67
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2098	2587	601	1201	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	46	26	449	588	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	32	16	449	588	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.22	0.00	0.51	0.38	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.7	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	325	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	5.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	40.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	E	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				40.6		xxxxxx			xxxxxx		
ApproachLOS:	*				E		*			*		

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Scenario Report

Scenario:	PM
Command:	PM
Volume:	PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	D	xxxxx	0.804	D	xxxxx	0.804	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	E	xxxxx	0.917	E	xxxxx	0.917	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	D	xxxxx	0.828	D	xxxxx	0.828	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	B	xxxxx	0.664	B	xxxxx	0.664	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	E	xxxxx	0.919	E	xxxxx	0.919	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	D	xxxxx	0.854	D	xxxxx	0.854	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	C	xxxxx	0.718	C	xxxxx	0.718	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	B	xxxxx	0.691	B	xxxxx	0.691	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	C	xxxxx	0.754	C	xxxxx	0.754	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.479	A	xxxxx	0.479	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	D	xxxxx	0.863	D	xxxxx	0.863	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.489	A	xxxxx	0.489	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	C	xxxxx	0.751	C	xxxxx	0.751	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.466	A	xxxxx	0.466	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	D	xxxxx	0.833	D	xxxxx	0.833	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	E	xxxxx	0.950	E	xxxxx	0.950	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	B	12.8	0.379	B	12.8	0.379	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	B	xxxxx	0.667	B	xxxxx	0.667	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	E	xxxxx	0.948	E	xxxxx	0.948	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	B	xxxxx	0.675	B	xxxxx	0.675	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	C	xxxxx	0.777	C	xxxxx	0.777	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	E	xxxxx	0.993	E	xxxxx	0.993	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	C	xxxxx	0.701	C	xxxxx	0.701	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.654	B	xxxxx	0.654	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	D	xxxxx	0.805	D	xxxxx	0.805	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	C	xxxxx	0.713	C	xxxxx	0.713	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.570	A	xxxxx	0.570	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	C	xxxxx	0.779	C	xxxxx	0.779	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	B	xxxxx	0.607	B	xxxxx	0.607	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	D	28.5	0.820	D	28.5	0.820	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	D	27.4	0.843	D	27.4	0.843	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	E	xxxxx	0.988	E	xxxxx	0.988	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F	68.2	0.629	F	68.2	0.629	+ 0.000 D/V

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

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

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.804
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 145 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:												
Base Vol:	499	1280	254	157	1346	50	100	587	730	340	367	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	499	1280	254	157	1346	50	100	587	730	340	367	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	499	1280	254	157	1346	50	100	587	730	340	367	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	499	1280	254	157	1346	50	100	587	730	340	367	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	549	1280	254	173	1346	50	100	587	803	374	367	174
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.36	0.64
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	1866	884
Capacity Analysis Module:												
Vol/Sat:	0.20	0.31	0.18	0.06	0.33	0.04	0.07	0.14	0.29	0.14	0.20	0.20
Crit Volume:	274				449			196		187		
Crit Moves:	****				****			****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

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

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 75 Critical Vol./Cap.(X): 0.917
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	133	1103	86	122	1340	84	86	647	169	123	642	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	1103	86	122	1340	84	86	647	169	123	642	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	1103	86	122	1340	84	86	647	169	123	642	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1103	86	122	1340	84	86	647	169	123	642	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	1103	86	122	1340	84	86	647	169	123	642	100
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.86	0.14	1.00	1.88	0.12	1.00	1.59	0.41	1.00	1.73	0.27
Final Sat.:	1500	2783	217	1500	2823	177	1500	2379	621	1500	2596	404
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.40	0.08	0.47	0.47	0.06	0.27	0.27	0.08	0.25	0.25
Crit Volume:	133				712			408		123		
Crit Moves:	****				****			****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

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

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.828
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	70	1059	164	63	1369	175	173	642	82	122	628	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1059	164	63	1369	175	173	642	82	122	628	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1059	164	63	1369	175	173	642	82	122	628	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1059	164	63	1369	175	173	642	82	122	628	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1059	164	63	1369	175	173	642	82	122	628	74
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.73	0.27	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2598	402	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.41	0.41	0.04	0.46	0.12	0.12	0.21	0.05	0.08	0.21	0.05
Crit Volume:	70				685		173				314	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

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

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.664
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: B

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	91	238	140	100	281	167	75	904	95	89	736	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	238	140	100	281	167	75	904	95	89	736	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	238	140	100	281	167	75	904	95	89	736	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	238	140	100	281	167	75	904	95	89	736	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	238	140	100	281	167	75	904	95	89	736	23
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.94	0.06
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2667	83
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.17	0.10	0.07	0.20	0.12	0.05	0.33	0.07	0.06	0.28	0.28
Crit Volume:	91				281			452		89		
Crit Moves:	****				****			****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

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

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.919
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	2	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	140	694	145	143	956	320	224	783	123	186	840	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	694	145	143	956	320	224	783	123	186	840	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	694	145	143	956	320	224	783	123	186	840	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	694	145	143	956	320	224	783	123	186	840	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	694	145	157	956	320	224	783	123	186	840	128
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.65	0.35	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.74	0.26
Final Sat.:	2750	2275	475	2750	2750	1375	1375	2750	1375	1375	2386	364
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.31	0.31	0.06	0.35	0.23	0.16	0.28	0.09	0.14	0.35	0.35
Crit Volume:	77				478		224					484
Crit Moves:	****				****		****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

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

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.854
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 156 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	71	299	68	95	762	223	80	764	78	306	871	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	299	68	95	762	223	80	764	78	306	871	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	299	68	95	762	223	80	764	78	306	871	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	299	68	95	762	223	80	764	78	306	871	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	299	68	95	762	223	80	764	78	306	871	190
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.63	0.37	1.00	1.55	0.45	1.00	2.72	0.28	1.00	1.64	0.36
Final Sat.:	1375	2240	510	1375	2127	623	1375	3743	382	1375	2258	492
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.13	0.13	0.07	0.36	0.36	0.06	0.20	0.20	0.22	0.39	0.39
Crit Volume:	71					493	80					531
Crit Moves:	****					****	****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

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

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.718
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 101 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:																				
Base Vol:	130	743	130	72	784	195	302	530	113	138	1028	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	743	130	72	784	195	302	530	113	138	1028	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	743	130	72	784	195	302	530	113	138	1028	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	743	130	72	784	195	302	530	113	138	1028	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	143	743	130	72	784	195	332	530	113	152	1028	44
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.65	0.35	2.00	2.88	0.12
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2267	483	2750	3956	169
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.27	0.09	0.05	0.29	0.14	0.12	0.23	0.23	0.06	0.26	0.26
Crit Volume:	72				392			166				357
Crit Moves:	****				****			****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

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

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: B

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:																				
Base Vol:	17	22	12	341	19	322	301	1049	15	10	641	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	22	12	341	19	322	301	1049	15	10	641	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	22	12	341	19	322	301	1049	15	10	641	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	22	12	341	19	322	301	1049	15	10	641	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	22	12	341	19	322	301	1049	15	10	641	148
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.06	0.94	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	79	1346	1425	2810	40	1425	2850	1425
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.02	0.01	0.24	0.24	0.24	0.21	0.37	0.37	0.01	0.22	0.10
Crit Volume:		22			341			301			321	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

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

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.754
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 116 Level Of Service: C

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	0	1
Volume Module:																				
Base Vol:	47	465	403	154	589	364	378	872	48	347	502	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	465	403	154	589	364	378	872	48	347	502	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	465	403	154	589	364	378	872	48	347	502	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	465	403	154	589	364	378	872	48	347	502	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	47	465	403	154	589	364	416	872	48	382	502	92
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.90	0.10	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2607	143	2750	2750	1375
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.17	0.29	0.11	0.21	0.26	0.15	0.33	0.33	0.14	0.18	0.07
Crit Volume:		233			154				460	191		
Crit Moves:		****			****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

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

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.479
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!	0	0
Volume Module:																				
Base Vol:	0	1185	1244	0	987	10	0	0	0	747	14	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1185	1244	0	987	10	0	0	0	747	14	25
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1185	0	0	987	10	0	0	0	747	14	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1185	0	0	987	10	0	0	0	747	14	25
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1185	0	0	987	10	0	0	0	822	14	25
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.97	0.03	0.00	0.00	0.00	2.86	0.05	0.09
Final Sat.:	0	4275	1425	0	4232	43	0	0	0	4081	70	124
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.28	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.20	0.20	0.20
Crit Volume:		395			0				0	287		
Crit Moves:		****			****					****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

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

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.863
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	0	2	2	0	1	1	0	2	0	2	1	0
Volume Module:																				
Base Vol:	57	1720	184	98	1189	486	466	514	16	272	245	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	1720	184	98	1189	486	466	514	16	272	245	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	1720	184	98	1189	486	466	514	16	272	245	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1720	184	98	1189	486	466	514	16	272	245	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.00
FinalVolume:	57	1720	184	98	1189	535	513	514	16	299	245	198
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.71	0.29	1.00	2.00	2.00	2.00	1.94	0.06	2.00	2.00	1.00
Final Sat.:	1375	3726	399	1375	2750	2750	2750	2667	83	2750	2750	1375
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.46	0.46	0.07	0.43	0.19	0.19	0.19	0.19	0.11	0.09	0.14
Crit Volume:			635			98			256			198
Crit Moves:			****			****			****			****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

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

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.489
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1	0	1	0	1	0	1	1	0	3	0	1	1	0	2	1	0
Volume Module:																				
Base Vol:	474	57	32	7	18	53	72	930	410	49	776	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	474	57	32	7	18	53	72	930	410	49	776	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	474	57	32	7	18	53	72	930	410	49	776	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	57	32	7	18	53	72	930	410	49	776	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	521	57	32	7	18	53	72	930	410	49	776	6
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.64	0.36	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.98	0.02
Final Sat.:	2750	881	494	1375	1375	1375	1375	4125	1375	1375	4093	32
Capacity Analysis Module:																				
Vol/Sat:	0.19	0.06	0.06	0.01	0.01	0.04	0.05	0.23	0.30	0.04	0.19	0.19
Crit Volume:	261					53		310		49		
Crit Moves:	****					****		****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

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

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.751
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: C

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1!	0	0	0	0	0	0	2	0	2	0	0	0	2	1	1
Volume Module:																				
Base Vol:	287	0	595	0	0	0	161	827	0	0	1160	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	287	0	595	0	0	0	161	827	0	0	1160	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	287	0	595	0	0	0	161	827	0	0	1160	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	0	595	0	0	0	161	827	0	0	1160	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	316	0	595	0	0	0	177	827	0	0	1160	205
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:																				
Vol/Sat:	0.22	0.00	0.42	0.00	0.00	0.00	0.06	0.29	0.00	0.00	0.27	0.14
Crit Volume:			595			0			89			387
Crit Moves:			****						****			****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

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

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.466
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	1!	0	1	0	0	4	0	1	2	0	2	0	0
Volume Module:																				
Base Vol:	0	0	0	140	0	180	0	865	247	546	900	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	140	0	180	0	865	247	546	900	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	140	0	180	0	865	247	546	900	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	140	0	180	0	865	247	546	900	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.00
FinalVolume:	0	0	0	154	0	198	0	865	247	601	900	0
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.31	xxxx	1.69	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1870	0	2405	0	5700	1425	2850	2850	0
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.00	0.15	0.17	0.21	0.32	0.00
Crit Volume:			0			117			247	300		
Crit Moves:						****			****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

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

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.833
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 137 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	10	660	105	470	455	39	2	54	16	246	39	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	660	105	470	455	39	2	54	16	246	39	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	660	105	470	455	39	2	54	16	246	39	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	660	105	470	455	39	2	54	16	246	39	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	660	105	470	455	39	2	54	16	246	39	330
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	1.70	0.27	0.98	0.94	0.08	0.03	0.75	0.22	0.86	0.14	1.00
Final Sat.:	37	2427	386	1390	1345	115	40	1069	317	1230	195	1425
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.34	0.34	0.34	0.05	0.05	0.05	0.20	0.20	0.23
Crit Volume:			388			482			72			246
Crit Moves:			****			****			****			****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

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

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.950
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	156	996	188	191	897	141	267	1365	160	294	1258	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	996	188	191	897	141	267	1365	160	294	1258	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	996	188	191	897	141	267	1365	160	294	1258	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	996	188	191	897	141	267	1365	160	294	1258	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	156	996	188	191	897	141	294	1365	160	323	1258	82
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.36	0.14	0.14	0.33	0.10	0.11	0.33	0.12	0.12	0.30	0.06
Crit Volume:			498			191			455			162
Crit Moves:			****			****			****			****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: B[12.8]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	T	R				L	T	R				L	T	R				L	T	R			
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	1		0	0	0	0	0		0	0	2	0	1		1	0	2	0	0	
Volume Module:																								
Base Vol:	0	0	165				0	0	0				0	750	100				302	859	0			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	0	165				0	0	0				0	750	100				302	859	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	0	0	165				0	0	0				0	750	100				302	859	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	0	0	165				0	0	0				0	750	100				302	859	0			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx												
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx												
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	375	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	850	xxxx	xxxxx												
Potent Cap.:	xxxx	xxxx	628	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	797	xxxx	xxxxx												
Move Cap.:	xxxx	xxxx	628	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	797	xxxx	xxxxx												
Volume/Cap:	xxxx	xxxx	0.26	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.38	xxxx	xxxx												
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	1.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.8	xxxx	xxxxx												
Control Del:	xxxxx	xxxx	12.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.2	xxxx	xxxxx												
LOS by Move:	*	*	A	*	*	*	*	*	*	B	*	*												
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT												
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*												
ApproachDel:	12.8			xxxxxx			xxxxxx			xxxxxx														
ApproachLOS:	B			*			*			*														

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

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

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	124	2217	81	113	1586	148	115	154	128	82	171	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	2217	81	113	1586	148	115	154	128	82	171	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	2217	81	113	1586	148	115	154	128	82	171	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	2217	81	113	1586	148	115	154	128	82	171	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	2217	81	113	1586	148	115	154	128	82	171	97
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.86	0.14	1.00	2.74	0.26	1.00	2.00	1.00	1.00	1.28	0.72
Final Sat.:	1425	5499	201	1425	3910	365	1425	2850	1425	1425	1818	1032
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.40	0.08	0.41	0.41	0.08	0.05	0.09	0.06	0.09	0.09
Crit Volume:	124					578	115					134
Crit Moves:	****					****	****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

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

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.948
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1 1	0	1	0 2	1 0	1	0 3 0 1
Volume Module:												
Base Vol:	186	570	184	116	611	72	111	1559	117	218	1235	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	570	184	116	611	72	111	1559	117	218	1235	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	570	184	116	611	72	111	1559	117	218	1235	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	570	184	116	611	72	111	1559	117	218	1235	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	570	184	116	611	72	111	1559	117	218	1235	93
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.51	0.49	1.00	1.79	0.21	1.00	2.79	0.21	1.00	3.00	1.00
Final Sat.:	1375	2079	671	1375	2460	290	1375	3837	288	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.14	0.27	0.27	0.08	0.25	0.25	0.08	0.41	0.41	0.16	0.30	0.07
Crit Volume:	186					342			559	218		
Crit Moves:	****					****			****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

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

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.675
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	0	1	0 1	1 0	1	0 1 1 0
Volume Module:												
Base Vol:	106	498	43	27	510	91	82	749	99	79	758	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	498	43	27	510	91	82	749	99	79	758	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	498	43	27	510	91	82	749	99	79	758	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	498	43	27	510	91	82	749	99	79	758	45
PCE Adj:	4.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	424	498	43	54	510	91	82	749	99	79	758	45
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.64	1.27	0.09	0.09	1.63	0.28	1.00	1.77	0.23	1.00	1.89	0.11
Final Sat.:	967	1900	134	135	2448	417	1500	2650	350	1500	2832	168
Capacity Analysis Module:												
Vol/Sat:	0.11	0.26	0.32	0.20	0.21	0.22	0.05	0.28	0.28	0.05	0.27	0.27
Crit Volume:			482	27				424		79		
Crit Moves:			****	****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

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

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	0	1 0 1 0	1	0	1 1 0	1	0	2 0 1
Volume Module:												
Base Vol:	38	465	30	68	518	200	80	690	77	21	515	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	465	30	68	518	200	80	690	77	21	515	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	465	30	68	518	200	80	690	77	21	515	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	465	30	68	518	200	80	690	77	21	515	135
PCE Adj:	4.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	465	30	136	518	200	80	690	77	21	515	135
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.18	1.73	0.09	0.19	1.34	0.47	1.00	1.80	0.20	1.00	2.00	1.00
Final Sat.:	272	2589	139	284	2013	703	1500	2699	301	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.22	0.24	0.26	0.28	0.05	0.26	0.26	0.01	0.17	0.09
Crit Volume:	38					427			384	21		
Crit Moves:	****					****			****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 127 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 1	0	2	0 1 1 0	1	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	189	1644	93	340	1218	40	67	313	117	222	259	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	1644	93	340	1218	40	67	313	117	222	259	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	1644	93	340	1218	40	67	313	117	222	259	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	1644	93	340	1218	40	67	313	117	222	259	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	208	1644	93	374	1218	40	67	313	117	244	259	235
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.84	0.16	2.00	1.94	0.06	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3904	221	2750	2663	87	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.42	0.42	0.14	0.46	0.46	0.05	0.11	0.09	0.09	0.09	0.17
Crit Volume:			579	187			67					235
Crit Moves:			****	****			****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.993
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	3	1	0	1	0	3	1	0
Volume Module:																				
Base Vol:	250	1491	355	85	756	80	223	1422	288	84	1203	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	1491	355	85	756	80	223	1422	288	84	1203	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	1491	355	85	756	80	223	1422	288	84	1203	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	1491	355	85	756	80	223	1422	288	84	1203	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	1491	355	85	756	80	223	1422	288	84	1203	44
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.33	0.67	1.00	3.86	0.14
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4574	926	1375	5306	194
Capacity Analysis Module:																				
Vol/Sat:	0.18	0.54	0.26	0.06	0.27	0.06	0.16	0.31	0.31	0.06	0.23	0.23
Crit Volume:		746			85			223			312	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.701
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	105	920	96	47	824	129	147	578	111	112	568	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	920	96	47	824	129	147	578	111	112	568	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	920	96	47	824	129	147	578	111	112	568	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	920	96	47	824	129	147	578	111	112	568	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	920	96	47	824	129	147	578	111	112	568	79
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	1.73	0.27	1.00	1.68	0.32	1.00	1.76	0.24
Final Sat.:	1500	2717	283	1500	2594	406	1500	2517	483	1500	2634	366
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.34	0.34	0.03	0.32	0.32	0.10	0.23	0.23	0.07	0.22	0.22
Crit Volume:	105					477	147				324	
Crit Moves:	****					****	****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.654
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	61	1020	34	19	902	84	175	529	67	28	505	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	1020	34	19	902	84	175	529	67	28	505	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	1020	34	19	902	84	175	529	67	28	505	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	1020	34	19	902	84	175	529	67	28	505	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	1020	34	19	902	84	175	529	67	28	505	53
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.83	0.17	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2903	97	1500	2744	256	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.35	0.35	0.01	0.33	0.33	0.12	0.18	0.04	0.02	0.17	0.04
Crit Volume:	61					493	175				253	
Crit Moves:	****					****	****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.805
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 146 Level Of Service: D

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1	0	1!	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	129	1140	0	0	920	122	972	0	47	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1140	0	0	920	122	972	0	47	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	1140	0	0	920	122	972	0	47	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	1140	0	0	920	122	972	0	47	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	1140	0	0	920	122	1069	0	47	0	0	0
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.92	0.00	0.08	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2730	0	120	0	1425	0
Capacity Analysis Module:																				
Vol/Sat:	0.09	0.40	0.00	0.00	0.32	0.09	0.39	0.00	0.39	0.00	0.00	0.00
Crit Volume:	129					460		558				0
Crit Moves:	****					****		****				

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.713
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 Level Of Service: C

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0	2	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	207	0	1337	0	0	0	0	843	222	798	837	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	0	1337	0	0	0	0	843	222	798	837	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	207	0	1337	0	0	0	0	843	0	798	837	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	0	1337	0	0	0	0	843	0	798	837	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	228	0	1471	0	0	0	0	843	0	878	837	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.52	0.00	0.00	0.00	0.00	0.20	0.00	0.21	0.29	0.00
Crit Volume:			735			0		281		0		
Crit Moves:			****					****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	0	1! 0
Volume Module:												
Base Vol:	62	1053	101	29	982	74	23	90	65	56	139	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	1053	101	29	982	74	23	90	65	56	139	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	1053	101	29	982	74	23	90	65	56	139	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	1053	101	29	982	74	23	90	65	56	139	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	1053	101	29	982	74	23	90	65	56	139	31
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.82	0.18	1.00	1.86	0.14	0.13	0.51	0.36	0.25	0.61	0.14
Final Sat.:	1500	2737	263	1500	2790	210	194	758	548	372	923	206
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.38	0.02	0.35	0.35	0.12	0.12	0.12	0.15	0.15	0.15
Crit Volume:			577	29			23					226
Crit Moves:			****	****			****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.779
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 103 Level Of Service: C

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	1	1	0	0	1	2	0	2 1 0
Volume Module:												
Base Vol:	42	16	405	111	30	83	23	1995	60	189	1392	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	16	405	111	30	83	23	1995	60	189	1392	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	16	405	111	30	83	23	1995	60	189	1392	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	16	405	111	30	83	23	1995	60	189	1392	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	42	16	446	111	30	91	25	1995	60	208	1392	23
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	1.93	1.00	0.49	1.51	2.00	3.00	1.00	2.00	2.95	0.05
Final Sat.:	1425	99	2751	1425	705	2145	2850	4275	1425	2850	4206	69
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.08	0.04	0.04	0.01	0.47	0.04	0.07	0.33	0.33
Crit Volume:		231		111				665		104		
Crit Moves:		****		****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.607
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: B

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	1	0	0	1	0	1	1 0
Volume Module:												
Base Vol:	83	216	27	35	283	72	75	654	136	78	599	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	216	27	35	283	72	75	654	136	78	599	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	216	27	35	283	72	75	654	136	78	599	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	216	27	35	283	72	75	654	136	78	599	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	216	27	35	283	72	75	654	136	78	599	68
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.89	0.11	1.00	0.80	0.20	1.00	1.66	0.34	1.00	1.80	0.20
Final Sat.:	1500	1333	167	1500	1196	304	1500	2484	516	1500	2694	306
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.16	0.02	0.24	0.24	0.05	0.26	0.26	0.05	0.22	0.22
Crit Volume:	83					355		395		78		
Crit Moves:	****					****		****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 0 Average Delay (sec/veh): 28.5
Optimal Cycle: 0 Level Of Service: D

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	8	867	60	39	871	6	6	2	5	80	1	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	867	60	39	871	6	6	2	5	80	1	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	867	60	39	871	6	6	2	5	80	1	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	867	60	39	871	6	6	2	5	80	1	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	867	60	39	871	6	6	2	5	80	1	37
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	1.85	0.13	0.09	1.90	0.01	0.47	0.15	0.38	0.99	0.01	1.00
Final Sat.:	10	1065	74	48	1080	7	208	69	173	381	5	441
Capacity Analysis Module:												
Vol/Sat:	0.82	0.81	0.81	0.81	0.81	0.80	0.03	0.03	0.03	0.21	0.21	0.08
Crit Moves:	****			****				****		****		
Delay/Veh:	30.6	29.9	29.0	29.8	29.4	29.0	11.0	11.0	11.0	13.3	13.3	10.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	29.9	29.0	29.8	29.4	29.0	11.0	11.0	11.0	13.3	13.3	10.7
LOS by Move:	D	D	D	D	D	D	B	B	B	B	B	B
ApproachDel:	29.8			29.4			11.0			12.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	29.8			29.4			11.0			12.5		
LOS by Appr:	D			D			B			B		
AllWayAvgQ:	3.4	3.2	3.2	3.3	3.2	3.2	0.0	0.0	0.0	0.2	0.2	0.1

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.843
Loss Time (sec): 0 Average Delay (sec/veh): 27.4
Optimal Cycle: 0 Level Of Service: D

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 1	1 0	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	83	822	0	0	831	119	109	0	106	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	822	0	0	831	119	109	0	106	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	822	0	0	831	119	109	0	106	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	822	0	0	831	119	109	0	106	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	822	0	0	831	119	109	0	106	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.75	0.25	0.51	0.00	0.49	0.00	0.00	0.00
Final Sat.:	507	1100	0	0	986	143	278	0	271	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.75	xxxx	xxxx	0.84	0.83	0.39	xxxx	0.39	xxxx	xxxx	xxxx
Crit Moves:		****			****				****			
Delay/Veh:	11.0	25.5	0.0	0.0	33.8	31.9	13.5	0.0	13.5	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	25.5	0.0	0.0	33.8	31.9	13.5	0.0	13.5	0.0	0.0	0.0
LOS by Move:	B	D	*	*	D	D	B	*	B	*	*	*
ApproachDel:	24.2			33.6			13.5			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	24.2			33.6			13.5			xxxxxx		
LOS by Appr:	C			D			B			*		
AllWayAvgQ:	0.2	2.5	0.0	0.0	4.0	3.6	0.6	0.6	0.6	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	105	Critical Vol./Cap.(X):	0.988
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	OVERLAND AVENUE								WASHINGTON BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Prot+Permit				Prot+Permit				Prot+Permit				Prot+Permit			
Rights:	Ovl				Ovl				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:																
Base Vol:	171	781	276		88	1009	187	123	769	148	299	622	21			
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	171	781	276		88	1009	187	123	769	148	299	622	21			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	171	781	276		88	1009	187	123	769	148	299	622	21			
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0	0			
Reduced Vol:	171	781	276		88	1009	187	123	769	148	299	622	21			
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	171	781	276		88	1009	187	123	769	148	299	622	21			
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375	1375	1375	1375	1375	1375	1375			
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.93	0.07			
Final Sat.:	1375	2750	1375		1375	2750	1375	1375	2750	1375	1375	2660	90			
Capacity Analysis Module:																
Vol/Sat:	0.12	0.28	0.20		0.06	0.37	0.14	0.09	0.28	0.11	0.22	0.23	0.23			
Crit Volume:	171					505			385		299					
Crit Moves:	****					****			****		****					

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh):	7.6	Worst Case Level Of Service:	F[68.2]

Street Name:	WALGROVE AVENUE												WASHINGTON BOULEVARD											
Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	0		0	0	1!	0	0		1	0	2	0	0		0	0	1	1	0	
Volume Module:																								
Base Vol:	0	0	0		5		0	255		256	1095		0	0		1258	78						
Growth Adj:	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00						
Initial Bse:	0	0	0		5		0	255		256	1095		0	0		1258	78						
User Adj:	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00						
PHF Adj:	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00						
PHF Volume:	0	0	0		5		0	255		256	1095		0	0		1258	78						
Reduct Vol:	0	0	0		0		0	0		0	0		0	0		0	0						
FinalVolume:	0	0	0		5		0	255		256	1095		0	0		1258	78						
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx		6.8		6.5	6.9		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx									
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5		4.0	3.3		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx									
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx		2357		2904	668		1336	xxxx	xxxxx	xxxx	xxxx	xxxxx									
Potent Cap.:	xxxx	xxxx	xxxxx		31		16	405		523	xxxx	xxxxx	xxxx	xxxx	xxxxx									
Move Cap.:	xxxx	xxxx	xxxxx		19		8	405		523	xxxx	xxxxx	xxxx	xxxx	xxxxx									
Volume/Cap:	xxxx	xxxx	xxxx		0.27		0.00	0.63		0.49	xxxx	xxxx	xxxx	xxxx	xxxx									
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx		xxxx	xxxxx		2.7	xxxx	xxxxx	xxxx	xxxx	xxxxx									
Control Del:	xxxxx	xxxx	xxxxx		xxxxx		xxxx	xxxxx		18.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx									
LOS by Move:	*	*	*		*		*	*		C	*	*	*	*	*									
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx		291	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx									
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx		8.1	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx									
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx		68.2	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx									
Shared LOS:	*	*	*		*		F	*		*	*	*	*	*	*									
ApproachDel:	xxxxxx						68.2			xxxxxx			xxxxxx											
ApproachLOS:	*						F			*			*											

Note: Queue reported is the number of cars per lane.

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LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Scenario Report

Scenario:	AM
Command:	AM
Volume:	AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	C	xxxxx	0.782	C	xxxxx	0.782	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	D	xxxxx	0.804	D	xxxxx	0.804	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	C	xxxxx	0.790	C	xxxxx	0.790	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	F	xxxxx	1.139	F	xxxxx	1.139	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	B	xxxxx	0.663	B	xxxxx	0.663	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	C	xxxxx	0.749	C	xxxxx	0.749	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	A	xxxxx	0.586	A	xxxxx	0.586	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	B	xxxxx	0.698	B	xxxxx	0.698	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.459	A	xxxxx	0.459	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	C	xxxxx	0.744	C	xxxxx	0.744	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.354	A	xxxxx	0.354	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.448	A	xxxxx	0.448	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.374	A	xxxxx	0.374	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	D	xxxxx	0.809	D	xxxxx	0.809	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	D	xxxxx	0.890	D	xxxxx	0.890	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOULE	B	13.4	0.303	B	13.4	0.303	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	A	xxxxx	0.494	A	xxxxx	0.494	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	E	xxxxx	0.964	E	xxxxx	0.964	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.546	A	xxxxx	0.546	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.489	A	xxxxx	0.489	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	A	xxxxx	0.561	A	xxxxx	0.561	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	D	xxxxx	0.837	D	xxxxx	0.837	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.649	B	xxxxx	0.649	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.664	B	xxxxx	0.664	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	D	xxxxx	0.854	D	xxxxx	0.854	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx	0.528	A	xxxxx	0.528	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.506	A	xxxxx	0.506	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	B	xxxxx	0.644	B	xxxxx	0.644	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx	0.496	A	xxxxx	0.496	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	C	21.8	0.804	C	21.8	0.804	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	C	20.3	0.784	C	20.3	0.784	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	C	xxxxx	0.764	C	xxxxx	0.764	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	C	18.7	0.337	C	18.7	0.337	+ 0.000 D/V

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec):	130	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	131	Level Of Service:	C

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0
Volume Module:												
Base Vol:	659	1382	223	45	670	51	58	196	320	301	655	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	659	1382	223	45	670	51	58	196	320	301	655	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	659	1382	223	45	670	51	58	196	320	301	655	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	659	1382	223	45	670	51	58	196	320	301	655	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	725	1382	223	50	670	51	58	196	352	331	655	209
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.52	0.48
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	2085	665
Capacity Analysis Module:												
Vol/Sat:	0.26	0.34	0.16	0.02	0.16	0.04	0.04	0.05	0.13	0.12	0.31	0.31
Crit Volume:	362				223			58			432	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	75	Critical Vol./Cap.(X):	0.804
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	Level Of Service:	D

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	127	1343	122	85	680	23	59	516	106	77	431	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	1343	122	85	680	23	59	516	106	77	431	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	1343	122	85	680	23	59	516	106	77	431	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1343	122	85	680	23	59	516	106	77	431	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	1343	122	85	680	23	59	516	106	77	431	109
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.93	0.07	1.00	1.66	0.34	1.00	1.60	0.40
Final Sat.:	1500	2750	250	1500	2902	98	1500	2489	511	1500	2394	606
Capacity Analysis Module:												
Vol/Sat:	0.08	0.49	0.49	0.06	0.23	0.23	0.04	0.21	0.21	0.05	0.18	0.18
Crit Volume:		733		85				311			77	
Crit Moves:		****		****				****			****	

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LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.790
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: C

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 2	0 1	1	0 2	0 1	1	0 2 0 1
Volume Module:												
Base Vol:	48	1364	95	66	660	84	188	652	52	63	391	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	1364	95	66	660	84	188	652	52	63	391	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	1364	95	66	660	84	188	652	52	63	391	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1364	95	66	660	84	188	652	52	63	391	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	1364	95	66	660	84	188	652	52	63	391	61
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2805	195	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.49	0.49	0.04	0.22	0.06	0.13	0.22	0.03	0.04	0.13	0.04
Crit Volume:			730	66				326		63		
Crit Moves:			****	****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.616
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0	1	0	1 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	106	277	115	28	165	59	59	934	55	75	631	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	277	115	28	165	59	59	934	55	75	631	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	277	115	28	165	59	59	934	55	75	631	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	277	115	28	165	59	59	934	55	75	631	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	277	115	28	165	59	59	934	55	75	631	27
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2637	113
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.08	0.02	0.12	0.04	0.04	0.34	0.04	0.05	0.24	0.24
Crit Volume:			277	28				467		75		
Crit Moves:			****	****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.139
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1 1	0	2	0 2 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	174	1554	132	123	531	128	300	862	61	101	554	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	1554	132	123	531	128	300	862	61	101	554	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	1554	132	123	531	128	300	862	61	101	554	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	1554	132	123	531	128	300	862	61	101	554	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	1554	132	135	531	128	300	862	61	101	554	157
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.84	0.16	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.56	0.44
Final Sat.:	2750	2535	215	2750	2750	1375	1375	2750	1375	1375	2143	607
Capacity Analysis Module:												
Vol/Sat:	0.07	0.61	0.61	0.05	0.19	0.09	0.22	0.31	0.04	0.07	0.26	0.26
Crit Volume:			843	68			300			356		
Crit Moves:			****	****			****			****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: B

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1 1	0	1	0 2 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	43	255	154	178	273	72	114	982	61	181	541	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	255	154	178	273	72	114	982	61	181	541	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	255	154	178	273	72	114	982	61	181	541	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	255	154	178	273	72	114	982	61	181	541	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	255	154	178	273	72	114	982	61	181	541	140
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.25	0.75	1.00	1.58	0.42	1.00	2.82	0.18	1.00	1.59	0.41
Final Sat.:	1375	1715	1035	1375	2176	574	1375	3884	241	1375	2185	565
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.15	0.13	0.13	0.13	0.08	0.25	0.25	0.13	0.25	0.25
Crit Volume:			205	178				348		181		
Crit Moves:			****	****				****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.749
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 113 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:												
Base Vol:	118	784	142	33	371	69	266	1067	55	79	654	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	784	142	33	371	69	266	1067	55	79	654	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	784	142	33	371	69	266	1067	55	79	654	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	784	142	33	371	69	266	1067	55	79	654	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	130	784	142	33	371	69	293	1067	55	87	654	55
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.90	0.10	2.00	2.77	0.23
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2615	135	2750	3805	320
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.10	0.02	0.13	0.05	0.11	0.41	0.41	0.03	0.17	0.17
Crit Volume:		392			33				561	43		
Crit Moves:		****			****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: A

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	8	15	7	205	14	142	315	781	6	6	600	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	15	7	205	14	142	315	781	6	6	600	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	15	7	205	14	142	315	781	6	6	600	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	15	7	205	14	142	315	781	6	6	600	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	15	7	205	14	142	315	781	6	6	600	255
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.09	0.91	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	128	1297	1425	2828	22	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.14	0.11	0.11	0.22	0.28	0.28	0.00	0.21	0.18
Crit Volume:		15			205			315			300	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.698
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: B

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:												
Base Vol:	33	675	354	110	308	217	442	636	24	261	539	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	675	354	110	308	217	442	636	24	261	539	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	675	354	110	308	217	442	636	24	261	539	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	675	354	110	308	217	442	636	24	261	539	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	33	675	354	110	308	217	486	636	24	287	539	103
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.93	0.07	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2650	100	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.26	0.08	0.11	0.16	0.18	0.24	0.24	0.10	0.20	0.07
Crit Volume:		338			110			243			270	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.459
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!0	0
Volume Module:												
Base Vol:	0	1099	1097	0	431	4	0	0	0	774	2	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1099	1097	0	431	4	0	0	0	774	2	8
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1099	0	0	431	4	0	0	0	774	2	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1099	0	0	431	4	0	0	0	774	2	8
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1099	0	0	431	4	0	0	0	851	2	8
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.97	0.03	0.00	0.00	0.00	2.96	0.01	0.03
Final Sat.:	0	4275	1425	0	4236	39	0	0	0	4225	10	40
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.20	0.20	0.20
Crit Volume:		366			0				0	287		
Crit Moves:		****			****					****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.744
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 111 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 1	0	1	0 2	0 2	2	0 1	1 0	2	0 2 1 0
Volume Module:												
Base Vol:	38	1526	133	52	702	475	430	233	14	89	241	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	1526	133	52	702	475	430	233	14	89	241	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	1526	133	52	702	475	430	233	14	89	241	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1526	133	52	702	475	430	233	14	89	241	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.00
FinalVolume:	38	1526	133	52	702	523	473	233	14	98	241	181
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.76	0.24	1.00	2.00	2.00	2.00	1.89	0.11	2.00	2.00	1.00
Final Sat.:	1375	3794	331	1375	2750	2750	2750	2594	156	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.40	0.04	0.26	0.19	0.17	0.09	0.09	0.04	0.09	0.13
Crit Volume:			553	52			236					181
Crit Moves:			****	****			****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.354
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0 1	0	1	0 1	0 1	1	0 3	0 1	1	0 2 1 0
Volume Module:												
Base Vol:	329	17	25	4	14	36	39	633	163	14	687	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	329	17	25	4	14	36	39	633	163	14	687	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	329	17	25	4	14	36	39	633	163	14	687	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	329	17	25	4	14	36	39	633	163	14	687	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	362	17	25	4	14	36	39	633	163	14	687	5
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.40	0.60	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.98	0.02
Final Sat.:	2750	557	818	1375	1375	1375	1375	4125	1375	1375	4095	30
Capacity Analysis Module:												
Vol/Sat:	0.13	0.03	0.03	0.00	0.01	0.03	0.03	0.15	0.12	0.01	0.17	0.17
Crit Volume:	181					36	39					231
Crit Moves:	****					****	****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.448
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0	0 0	2	0 2	0 0	0	0 2	1 1
Volume Module:												
Base Vol:	130	0	235	0	0	0	244	644	0	0	809	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	0	235	0	0	0	244	644	0	0	809	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	0	235	0	0	0	244	644	0	0	809	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	235	0	0	0	244	644	0	0	809	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	143	0	235	0	0	0	268	644	0	0	809	212
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.16	0.00	0.00	0.00	0.09	0.23	0.00	0.00	0.19	0.15
Crit Volume:			235			0	134				270	
Crit Moves:			****				****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.374
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0 1	0	0 4	0 1	2	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	128	0	293	0	723	190	331	488	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	128	0	293	0	723	190	331	488	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	128	0	293	0	723	190	331	488	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	128	0	293	0	723	190	331	488	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.00
FinalVolume:	0	0	0	141	0	322	0	723	190	364	488	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1425	0	2850	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.11	0.00	0.13	0.13	0.13	0.17	0.00
Crit Volume:			0			161			190	182		
Crit Moves:						****			****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.809
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 119 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	9	512	120	576	197	14	13	66	8	169	15	283
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	512	120	576	197	14	13	66	8	169	15	283
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	512	120	576	197	14	13	66	8	169	15	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	512	120	576	197	14	13	66	8	169	15	283
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	512	120	576	197	14	13	66	8	169	15	283
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	1.60	0.37	1.00	0.96	0.04	0.15	0.76	0.09	0.92	0.08	1.00
Final Sat.:	40	2276	534	1425	1374	51	213	1081	131	1309	116	1425
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.40	0.14	0.28	0.06	0.06	0.06	0.13	0.13	0.20
Crit Volume:			321	576					87	169		
Crit Moves:			****	****					****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.890
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	90	949	126	151	554	105	214	1348	114	271	1238	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	949	126	151	554	105	214	1348	114	271	1238	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	949	126	151	554	105	214	1348	114	271	1238	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	949	126	151	554	105	214	1348	114	271	1238	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	90	949	126	151	554	105	235	1348	114	298	1238	169
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.09	0.11	0.20	0.08	0.09	0.33	0.08	0.11	0.30	0.12
Crit Volume:		475		151				449		149		
Crit Moves:		****		****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[13.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	0	0	0	0	1	0	2	0	0
Volume Module:												
Base Vol:	0	0	187	0	0	0	0	775	53	115	480	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	187	0	0	0	0	775	53	115	480	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	187	0	0	0	0	775	53	115	480	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	187	0	0	0	0	775	53	115	480	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	388	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	828	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	617	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	812	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	617	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	812	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.30	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx
Control Del:	xxxxx	xxxx	13.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	13.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.494
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	142	2050	18	41	1074	66	89	54	45	55	58	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	2050	18	41	1074	66	89	54	45	55	58	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	2050	18	41	1074	66	89	54	45	55	58	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	2050	18	41	1074	66	89	54	45	55	58	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	2050	18	41	1074	66	89	54	45	55	58	57
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.97	0.03	1.00	2.83	0.17	1.00	2.00	1.00	1.00	1.01	0.99
Final Sat.:	1425	5650	50	1425	4028	248	1425	2850	1425	1425	1437	1413
Capacity Analysis Module:												
Vol/Sat:	0.10	0.36	0.36	0.03	0.27	0.27	0.06	0.02	0.03	0.04	0.04	0.04
Crit Volume:			517	41			89				58	
Crit Moves:			****	****			****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.964
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1 1	0	1	0 2 1	0	1	0 3 0 1
Volume Module:												
Base Vol:	150	547	182	117	362	48	153	1423	100	337	979	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	547	182	117	362	48	153	1423	100	337	979	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	547	182	117	362	48	153	1423	100	337	979	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	547	182	117	362	48	153	1423	100	337	979	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	547	182	117	362	48	153	1423	100	337	979	103
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.50	0.50	1.00	1.77	0.23	1.00	2.80	0.20	1.00	3.00	1.00
Final Sat.:	1375	2063	687	1375	2428	322	1375	3854	271	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.27	0.27	0.09	0.15	0.15	0.11	0.37	0.37	0.25	0.24	0.07
Crit Volume:		365			117				508	337		
Crit Moves:		****			****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.546
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	0	1	0 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	145	371	118	25	152	68	77	780	58	58	510	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	371	118	25	152	68	77	780	58	58	510	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	371	118	25	152	68	77	780	58	58	510	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	371	118	25	152	68	77	780	58	58	510	33
PCE Adj:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	371	118	50	152	68	77	780	58	58	510	33
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.46	1.17	0.37	0.23	1.27	0.50	1.00	1.86	0.14	1.00	1.88	0.12
Final Sat.:	686	1756	558	341	1904	756	1500	2792	208	1500	2818	182
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.07	0.08	0.09	0.05	0.28	0.28	0.04	0.18	0.18
Crit Volume:		317			25				419	58		
Crit Moves:		****			****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.489
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	0	1	1 0	1	0	2 0 1
Volume Module:												
Base Vol:	44	462	32	94	159	126	122	665	42	17	344	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	462	32	94	159	126	122	665	42	17	344	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	462	32	94	159	126	122	665	42	17	344	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	462	32	94	159	126	122	665	42	17	344	131
PCE Adj:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	462	32	188	159	126	122	665	42	17	344	131
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	1.72	0.12	0.66	0.81	0.53	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	245	2576	178	989	1211	799	1500	2822	178	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.10	0.13	0.16	0.08	0.24	0.24	0.01	0.11	0.09
Crit Volume:			269		94				354	17		
Crit Moves:			****		****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 1	0	2	0 1 1	0	1	0 2	0	1	2 0 2 0 1
Volume Module:												
Base Vol:	115	1496	50	98	579	13	12	143	51	79	241	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	1496	50	98	579	13	12	143	51	79	241	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	1496	50	98	579	13	12	143	51	79	241	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1496	50	98	579	13	12	143	51	79	241	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	127	1496	50	108	579	13	12	143	51	87	241	190
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.90	0.10	2.00	1.96	0.04	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3992	133	2750	2690	60	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.37	0.37	0.04	0.22	0.22	0.01	0.05	0.04	0.03	0.09	0.14
Crit Volume:		515			54			12				190
Crit Moves:		****			****			****				****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.837
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 140 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	141	1189	215	69	313	73	167	835	335	153	1082	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	1189	215	69	313	73	167	835	335	153	1082	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	1189	215	69	313	73	167	835	335	153	1082	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	1189	215	69	313	73	167	835	335	153	1082	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	1189	215	69	313	73	167	835	335	153	1082	45
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.84	0.16
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5280	220
Capacity Analysis Module:												
Vol/Sat:	0.10	0.43	0.16	0.05	0.11	0.05	0.12	0.20	0.24	0.11	0.20	0.20
Crit Volume:		595			69				335	153		
Crit Moves:		****			****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	83	945	87	20	355	70	195	616	75	75	441	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	945	87	20	355	70	195	616	75	75	441	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	945	87	20	355	70	195	616	75	75	441	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	945	87	20	355	70	195	616	75	75	441	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	945	87	20	355	70	195	616	75	75	441	45
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.67	0.33	1.00	1.78	0.22	1.00	1.81	0.19
Final Sat.:	1500	2747	253	1500	2506	494	1500	2674	326	1500	2722	278
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.34	0.01	0.14	0.14	0.13	0.23	0.23	0.05	0.16	0.16
Crit Volume:		516			20			195			243	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.664
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	27	1082	21	10	396	63	241	493	29	19	387	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	1082	21	10	396	63	241	493	29	19	387	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	1082	21	10	396	63	241	493	29	19	387	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1082	21	10	396	63	241	493	29	19	387	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	1082	21	10	396	63	241	493	29	19	387	62
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.73	0.27	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2943	57	1500	2588	412	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.37	0.37	0.01	0.15	0.15	0.16	0.16	0.02	0.01	0.13	0.04
Crit Volume:		552			10			241			194	
Crit Moves:		****	****				****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.854
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1!	0
Volume Module:												
Base Vol:	530	1015	0	0	406	410	464	0	43	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	530	1015	0	0	406	410	464	0	43	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	530	1015	0	0	406	410	464	0	43	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	530	1015	0	0	406	410	464	0	43	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	530	1015	0	0	406	410	510	0	43	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.84	0.00	0.16	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2629	0	221	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.37	0.36	0.00	0.00	0.14	0.29	0.19	0.00	0.19	0.00	0.00	0.00
Crit Volume:	530					410	277				0	
Crit Moves:	****					****	****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0 2	1	0	0 1	0	1	0 3	0 1	3 0 2 0 1
Volume Module:												
Base Vol:	130	0	981	0	0	0	0	326	169	1561	1011	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	0	981	0	0	0	0	326	169	1561	1011	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	130	0	981	0	0	0	0	326	0	1561	1011	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	981	0	0	0	0	326	0	1561	1011	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	143	0	1079	0	0	0	0	326	0	1717	1011	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.38	0.00	0.00	0.00	0.00	0.08	0.00	0.40	0.35	0.00
Crit Volume:	72			0			109			572		
Crit Moves:	****						****			****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.506
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1	1	0	0 0	1! 0	0 0 1! 0 0
Volume Module:												
Base Vol:	17	1006	87	10	465	39	20	70	37	48	120	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	1006	87	10	465	39	20	70	37	48	120	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	1006	87	10	465	39	20	70	37	48	120	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1006	87	10	465	39	20	70	37	48	120	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	1006	87	10	465	39	20	70	37	48	120	14
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.85	0.15	0.16	0.55	0.29	0.26	0.66	0.08
Final Sat.:	1500	2761	239	1500	2768	232	236	827	437	396	989	115
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.36	0.01	0.17	0.17	0.08	0.08	0.08	0.12	0.12	0.12
Crit Volume:			547	10			20			182		
Crit Moves:			****	****			****			****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	1	0	0 1	1	2	0 3	0 1	2 0 2 1 0
Volume Module:												
Base Vol:	40	14	128	29	3	18	71	1018	18	331	2237	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	14	128	29	3	18	71	1018	18	331	2237	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	14	128	29	3	18	71	1018	18	331	2237	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	14	128	29	3	18	71	1018	18	331	2237	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	14	141	29	3	20	78	1018	18	364	2237	81
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.18	1.82	1.00	0.26	1.74	2.00	3.00	1.00	2.00	2.90	0.10
Final Sat.:	1425	258	2592	1425	375	2475	2850	4275	1425	2850	4126	149
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.02	0.01	0.01	0.03	0.24	0.01	0.13	0.54	0.54
Crit Volume:		77		29			39			773		
Crit Moves:		****		****			****			****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.496
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0	0 1	0	1	0 1	1 0	1 0 1 1 0
Volume Module:												
Base Vol:	97	226	37	15	208	54	52	468	199	51	575	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	226	37	15	208	54	52	468	199	51	575	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	226	37	15	208	54	52	468	199	51	575	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	226	37	15	208	54	52	468	199	51	575	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	226	37	15	208	54	52	468	199	51	575	32
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.86	0.14	1.00	0.79	0.21	1.00	1.40	0.60	1.00	1.89	0.11
Final Sat.:	1500	1289	211	1500	1191	309	1500	2105	895	1500	2842	158
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.01	0.17	0.17	0.03	0.22	0.22	0.03	0.20	0.20
Crit Volume:	97			262					334	51		
Crit Moves:	****			****					****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.804
Loss Time (sec): 0 Average Delay (sec/veh): 21.8
Optimal Cycle: 0 Level Of Service: C

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	2	967	32	15	566	4	0	0	0	76	1	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	967	32	15	566	4	0	0	0	76	1	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	967	32	15	566	4	0	0	0	76	1	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	967	32	15	566	4	0	0	0	76	1	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	967	32	15	566	4	0	0	0	76	1	63
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	1.93	0.06	0.05	1.94	0.01	0.00	1.00	0.00	0.99	0.01	1.00
Final Sat.:	2	1207	40	29	1092	8	0	449	0	416	5	489
Capacity Analysis Module:												
Vol/Sat:	0.80	0.80	0.80	0.52	0.52	0.52	xxxx	0.00	xxxx	0.18	0.18	0.13
Crit Moves:	****			****				****		****		
Delay/Veh:	27.4	27.0	26.7	15.3	15.2	15.1	0.0	0.0	0.0	12.4	12.4	10.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.4	27.0	26.7	15.3	15.2	15.1	0.0	0.0	0.0	12.4	12.4	10.5
LOS by Move:	D	D	D	C	C	C	*	*	*	B	B	B
ApproachDel:	27.0			15.2			xxxxxx			11.5		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	27.0			15.2			xxxxxx			11.5		
LOS by Appr:	D			C			*			B		
AllWayAvgQ:	3.3	3.2	3.2	1.0	1.0	1.0	0.0	0.0	0.0	0.2	0.2	0.1

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.784
Loss Time (sec): 0 Average Delay (sec/veh): 20.3
Optimal Cycle: 0 Level Of Service: C

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	34	1010	0	0	554	75	54	0	44	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	1010	0	0	554	75	54	0	44	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	1010	0	0	554	75	54	0	44	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	1010	0	0	554	75	54	0	44	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	1010	0	0	554	75	54	0	44	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.76	0.24	0.55	0.00	0.45	0.00	0.00	0.00
Final Sat.:	587	1288	0	0	1043	143	306	0	249	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.78	xxxx	xxxx	0.53	0.52	0.18	xxxx	0.18	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	9.1	25.0	0.0	0.0	14.9	14.6	10.6	0.0	10.6	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	25.0	0.0	0.0	14.9	14.6	10.6	0.0	10.6	0.0	0.0	0.0
LOS by Move:	A	C	*	*	B	B	B	*	B	*	*	*
ApproachDel:	24.5			14.9			10.6			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	24.5			14.9			10.6			xxxxxx		
LOS by Appr:	C			B			B			*		
AllWayAvgQ:	0.1	3.0	0.0	0.0	1.1	1.0	0.2	0.2	0.2	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.764
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 Level Of Service: C

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	108	818	274	73	502	119	156	689	113	172	749	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	818	274	73	502	119	156	689	113	172	749	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	818	274	73	502	119	156	689	113	172	749	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	818	274	73	502	119	156	689	113	172	749	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	818	274	73	502	119	156	689	113	172	749	76
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.82	0.18
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2497	253
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.20	0.05	0.18	0.09	0.11	0.25	0.08	0.13	0.30	0.30
Crit Volume:		409			73			156				413
Crit Moves:		****			****			****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: C[18.7]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	0	0	1!	0	0	1	0	0	2	0	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	6	0	165	256	730	0	0	812	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	6	0	165	256	730	0	0	812	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	6	0	165	256	730	0	0	812	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	6	0	165	256	730	0	0	812	93
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1736	2101	453	905	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	80	52	560	760	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	59	35	560	760	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.10	0.00	0.29	0.34	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	432	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	18.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				18.7		xxxxxx			xxxxxx		
ApproachLOS:	*				C		*			*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Scenario Report

Scenario:	MD
Command:	MD
Volume:	MD
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	in
# 28 SEPULVEDA BOULEVARD & CENTINEL	B	xxxxx	0.637	B	xxxxx	0.637	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	B	xxxxx	0.696	B	xxxxx	0.696	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	B	xxxxx	0.660	B	xxxxx	0.660	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	A	xxxxx	0.436	A	xxxxx	0.436	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	B	xxxxx	0.644	B	xxxxx	0.644	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	A	xxxxx	0.477	A	xxxxx	0.477	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	A	xxxxx	0.547	A	xxxxx	0.547	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	A	xxxxx	0.548	A	xxxxx	0.548	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	A	xxxxx	0.536	A	xxxxx	0.536	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.419	A	xxxxx	0.419	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	B	xxxxx	0.678	B	xxxxx	0.678	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.471	A	xxxxx	0.471	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.451	A	xxxxx	0.451	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.415	A	xxxxx	0.415	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	A	xxxxx	0.577	A	xxxxx	0.577	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	C	xxxxx	0.726	C	xxxxx	0.726	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOULE	B	12.2	0.257	B	12.2	0.257	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	A	xxxxx	0.598	A	xxxxx	0.598	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	D	xxxxx	0.802	D	xxxxx	0.802	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.483	A	xxxxx	0.483	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.391	A	xxxxx	0.391	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	A	xxxxx	0.599	A	xxxxx	0.599	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	C	xxxxx	0.711	C	xxxxx	0.711	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	A	xxxxx	0.586	A	xxxxx	0.586	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	A	xxxxx	0.563	A	xxxxx	0.563	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	B	xxxxx	0.605	B	xxxxx	0.605	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx	0.432	A	xxxxx	0.432	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.453	A	xxxxx	0.453	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	A	xxxxx	0.450	A	xxxxx	0.450	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx	0.439	A	xxxxx	0.439	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	B	13.7	0.533	B	13.7	0.533	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	C	15.1	0.579	C	15.1	0.579	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	B	xxxxx	0.666	B	xxxxx	0.666	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	E	40.9	0.514	E	40.9	0.514	+ 0.000 D/V

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:												
Base Vol:	476	1011	218	114	693	60	107	344	402	265	326	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	476	1011	218	114	693	60	107	344	402	265	326	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	476	1011	218	114	693	60	107	344	402	265	326	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	476	1011	218	114	693	60	107	344	402	265	326	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	524	1011	218	125	693	60	107	344	442	292	326	225
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.18	0.82
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	1627	1123
Capacity Analysis Module:												
Vol/Sat:	0.19	0.25	0.16	0.05	0.17	0.04	0.08	0.08	0.16	0.11	0.20	0.20
Crit Volume:	262				231		107				276	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 75 Critical Vol./Cap.(X): 0.696
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	149	772	84	116	747	88	109	525	152	110	636	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	772	84	116	747	88	109	525	152	110	636	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	772	84	116	747	88	109	525	152	110	636	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	772	84	116	747	88	109	525	152	110	636	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	772	84	116	747	88	109	525	152	110	636	101
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.79	0.21	1.00	1.55	0.45	1.00	1.73	0.27
Final Sat.:	1500	2706	294	1500	2684	316	1500	2326	674	1500	2589	411
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.29	0.08	0.28	0.28	0.07	0.23	0.23	0.07	0.25	0.25
Crit Volume:	149					418	109				369	
Crit Moves:	****					****	****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.660
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	79	786	108	69	725	225	233	468	79	91	481	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	786	108	69	725	225	233	468	79	91	481	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	786	108	69	725	225	233	468	79	91	481	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	786	108	69	725	225	233	468	79	91	481	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	786	108	69	725	225	233	468	79	91	481	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2638	362	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.30	0.05	0.24	0.15	0.16	0.16	0.05	0.06	0.16	0.04
Crit Volume:		447			69			233			240	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.436
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	69	186	123	37	192	70	60	508	67	73	534	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	186	123	37	192	70	60	508	67	73	534	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	186	123	37	192	70	60	508	67	73	534	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	186	123	37	192	70	60	508	67	73	534	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	186	123	37	192	70	60	508	67	73	534	22
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2641	109
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.09	0.03	0.14	0.05	0.04	0.18	0.05	0.05	0.20	0.20
Crit Volume:	69				192		60				278	
Crit Moves:	****				****		****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: B

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1 1	0	2	0 2	0 1	1	0 2	0 1	1	0 1 1 0
Volume Module:												
Base Vol:	130	621	117	167	647	146	144	464	68	153	432	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	621	117	167	647	146	144	464	68	153	432	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	621	117	167	647	146	144	464	68	153	432	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	621	117	167	647	146	144	464	68	153	432	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	621	117	184	647	146	144	464	68	153	432	129
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.68	0.32	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.54	0.46
Final Sat.:	2750	2314	436	2750	2750	1375	1375	2750	1375	1375	2118	632
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.07	0.24	0.11	0.10	0.17	0.05	0.11	0.20	0.20
Crit Volume:		369			92			144				281
Crit Moves:		****			****			****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.477
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1	1 0	1	0 2	1 0	1	0 1 1 0
Volume Module:												
Base Vol:	40	201	102	133	379	126	41	509	64	181	499	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	201	102	133	379	126	41	509	64	181	499	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	201	102	133	379	126	41	509	64	181	499	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	201	102	133	379	126	41	509	64	181	499	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	201	102	133	379	126	41	509	64	181	499	89
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.33	0.67	1.00	1.50	0.50	1.00	2.66	0.34	1.00	1.70	0.30
Final Sat.:	1375	1824	926	1375	2064	686	1375	3664	461	1375	2334	416
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.10	0.18	0.18	0.03	0.14	0.14	0.13	0.21	0.21
Crit Volume:			152	133					191	181		
Crit Moves:			****	****					****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 0 1	1	0	2 0 1	2	0	1 1 0	2	0	2 1 0
Volume Module:												
Base Vol:	126	674	126	27	541	137	184	519	140	106	491	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	674	126	27	541	137	184	519	140	106	491	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	674	126	27	541	137	184	519	140	106	491	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	674	126	27	541	137	184	519	140	106	491	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	139	674	126	27	541	137	202	519	140	117	491	64
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.58	0.42	2.00	2.65	0.35
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2166	584	2750	3649	476
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.09	0.02	0.20	0.10	0.07	0.24	0.24	0.04	0.13	0.13
Crit Volume:		337			27				330	58		
Crit Moves:		****			****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.548
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: A

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0 1	1	0	0 1 0	1	0	1 1 0	1	0	2 0 1
Volume Module:												
Base Vol:	9	19	11	207	34	222	255	605	20	27	522	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	19	11	207	34	222	255	605	20	27	522	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	19	11	207	34	222	255	605	20	27	522	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	19	11	207	34	222	255	605	20	27	522	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	19	11	207	34	222	255	605	20	27	522	156
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.13	0.87	1.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	189	1236	1425	2759	91	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.15	0.18	0.18	0.18	0.22	0.22	0.02	0.18	0.11
Crit Volume:		9			256			255			261	
Crit Moves:		****			****			****			****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.536
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: A

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0
Volume Module:												
Base Vol:	57	424	229	76	350	340	346	540	46	234	518	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	424	229	76	350	340	346	540	46	234	518	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	424	229	76	350	340	346	540	46	234	518	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	424	229	76	350	340	346	540	46	234	518	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	57	424	229	76	350	340	381	540	46	257	518	127
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.84	0.16	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2534	216	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.17	0.06	0.13	0.25	0.14	0.21	0.21	0.09	0.19	0.09
Crit Volume:		212			76			190			259	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.419
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0
Volume Module:												
Base Vol:	0	803	940	0	615	15	0	0	0	868	7	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	803	940	0	615	15	0	0	0	868	7	25
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	803	0	0	615	15	0	0	0	868	7	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	803	0	0	615	15	0	0	0	868	7	25
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	803	0	0	615	15	0	0	0	955	7	25
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.93	0.07	0.00	0.00	0.00	2.90	0.02	0.08
Final Sat.:	0	4275	1425	0	4173	102	0	0	0	4136	30	108
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.23	0.23	0.23
Crit Volume:		268			0					0	329	
Crit Moves:		****			****						****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	0	2	1	0
Volume Module:												
Base Vol:	76	1217	133	123	910	432	314	170	37	143	225	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	1217	133	123	910	432	314	170	37	143	225	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	1217	133	123	910	432	314	170	37	143	225	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1217	133	123	910	432	314	170	37	143	225	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	76	1217	133	123	910	475	345	170	37	157	225	187
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.70	0.30	1.00	2.00	2.00	2.00	1.64	0.36	2.00	2.00	1.00
Final Sat.:	1375	3719	406	1375	2750	2750	2750	2258	492	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.33	0.33	0.09	0.33	0.17	0.13	0.08	0.08	0.06	0.08	0.14
Crit Volume:		450			123			173				187
Crit Moves:		****			****			****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	0	1	0	1	0	3	0	1	1
Volume Module:												
Base Vol:	523	54	40	4	16	59	57	736	226	56	597	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	523	54	40	4	16	59	57	736	226	56	597	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	523	54	40	4	16	59	57	736	226	56	597	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	523	54	40	4	16	59	57	736	226	56	597	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	575	54	40	4	16	59	57	736	226	56	597	17
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.57	0.43	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.92	0.08
Final Sat.:	2750	790	585	1375	1375	1375	1375	4125	1375	1375	4011	114
Capacity Analysis Module:												
Vol/Sat:	0.21	0.07	0.07	0.00	0.01	0.04	0.04	0.18	0.16	0.04	0.15	0.15
Crit Volume:	288					59		245		56		
Crit Moves:	****					****		****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.451
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0 0	0 0	2	0	2 0	0	0 2	1 1
Volume Module:												
Base Vol:	83	0	150	0	0	0	289	909	0	0	997	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	0	150	0	0	0	289	909	0	0	997	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	0	150	0	0	0	289	909	0	0	997	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	0	150	0	0	0	289	909	0	0	997	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	91	0	150	0	0	0	318	909	0	0	997	337
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.99	1.01
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4261	1439
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.11	0.00	0.00	0.00	0.11	0.32	0.00	0.00	0.23	0.23
Crit Volume:			150			0		159				333
Crit Moves:			****					****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.415
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0	1	0	4 0	1	2	0 2 0
Volume Module:												
Base Vol:	0	0	0	379	0	201	0	784	143	333	645	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	379	0	201	0	784	143	333	645	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	379	0	201	0	784	143	333	645	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	379	0	201	0	784	143	333	645	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	417	0	221	0	784	143	366	645	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.96	0.00	1.04	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2793	0	1482	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.15	0.00	0.14	0.10	0.13	0.23	0.00
Crit Volume:			0			213		196		183		
Crit Moves:						****		****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.577
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	0	0	1! 0	0	1	0 0 1
Volume Module:												
Base Vol:	8	289	85	399	215	11	5	13	5	209	21	459
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	289	85	399	215	11	5	13	5	209	21	459
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	289	85	399	215	11	5	13	5	209	21	459
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	289	85	399	215	11	5	13	5	209	21	459
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	289	85	399	215	11	5	13	5	209	21	459
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	1.51	0.45	1.00	0.96	0.04	0.22	0.56	0.22	0.91	0.09	1.00
Final Sat.:	60	2156	634	1425	1375	50	310	805	310	1295	130	1425
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.28	0.16	0.22	0.02	0.02	0.02	0.16	0.16	0.32
Crit Volume:			191	399				23		209		
Crit Moves:			****	****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.726
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 1	1	0	2 0 1	2	0	3 0 1	2	0	3 0 1
Volume Module:												
Base Vol:	146	678	185	127	557	134	250	1160	117	264	1188	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	678	185	127	557	134	250	1160	117	264	1188	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	678	185	127	557	134	250	1160	117	264	1188	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	678	185	127	557	134	250	1160	117	264	1188	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	146	678	185	127	557	134	275	1160	117	290	1188	109
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.13	0.09	0.20	0.10	0.10	0.28	0.09	0.11	0.29	0.08
Crit Volume:		339			127			387		145		
Crit Moves:		****			****			****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: B[12.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1	0	0	0	0	0	2	0	1	1	0	2	0
Volume Module:																
Base Vol:	0	0	173		0	0	0		0	655	61		157	713	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	173		0	0	0		0	655	61		157	713	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	173		0	0	0		0	655	61		157	713	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	173		0	0	0		0	655	61		157	713	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	328		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		716	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	674		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		894	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	674		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		894	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	0.26		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.18	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	1.0		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.6	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	12.2		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		9.9	xxxx	xxxxx	
LOS by Move:	*	*	B		*	*	*		*	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	12.2				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	B				*				*				*			

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.598
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD								SAWTELLE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	1	0	1	1
Volume Module:																
Base Vol:	106	1473	58		116	1284	89		121	106	68		103	187	149	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	106	1473	58		116	1284	89		121	106	68		103	187	149	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	106	1473	58		116	1284	89		121	106	68		103	187	149	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	106	1473	58		116	1284	89		121	106	68		103	187	149	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	106	1473	58		116	1284	89		121	106	68		103	187	149	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.85	0.15		1.00	2.81	0.19		1.00	2.00	1.00		1.00	1.11	0.89	
Final Sat.:	1425	5484	216		1425	3998	277		1425	2850	1425		1425	1586	1264	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.27	0.27		0.08	0.32	0.32		0.08	0.04	0.05		0.07	0.12	0.12	
Crit Volume:	106						458		121					168		
Crit Moves:	****						****		****					****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.802
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 143 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD								VENICE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Prot+Permit				Prot+Permit				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1	0	1	0	1	1	0	2	1	0	3	0	1
Volume Module:																
Base Vol:	231	256	184		85	310	66		91	1168	81		267	1088	90	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	231	256	184		85	310	66		91	1168	81		267	1088	90	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	231	256	184		85	310	66		91	1168	81		267	1088	90	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	231	256	184		85	310	66		91	1168	81		267	1088	90	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	231	256	184		85	310	66		91	1168	81		267	1088	90	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.16	0.84		1.00	1.65	0.35		1.00	2.81	0.19		1.00	3.00	1.00	
Final Sat.:	1375	1600	1150		1375	2267	483		1375	3857	268		1375	4125	1375	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.16	0.16		0.06	0.14	0.14		0.07	0.30	0.30		0.19	0.26	0.07	
Crit Volume:	231					188					416		267			
Crit Moves:	****					****					****		****			

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.483
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD								WASHINGTON BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	1	0	1	0	0	1	0	1	0	1	1	0	1	1	0
Volume Module:																
Base Vol:	142	232	80		27	138	86		72	649	97		71	621	34	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	142	232	80		27	138	86		72	649	97		71	621	34	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	142	232	80		27	138	86		72	649	97		71	621	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	142	232	80		27	138	86		72	649	97		71	621	34	
PCE Adj:	1.00	1.00	1.00		2.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	142	232	80		54	138	86		72	649	97		71	621	34	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.63	1.02	0.35		0.24	1.14	0.62		1.00	1.74	0.26		1.00	1.90	0.10	
Final Sat.:	938	1533	529		362	1710	928		1500	2610	390		1500	2844	156	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.15	0.15		0.07	0.08	0.09		0.05	0.25	0.25		0.05	0.22	0.22	
Crit Volume:	142						139			373			71			
Crit Moves:	****						****			****			****			

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.391
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	25	233	41	110	165	174	94	537	59	17	424	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	233	41	110	165	174	94	537	59	17	424	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	233	41	110	165	174	94	537	59	17	424	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	233	41	110	165	174	94	537	59	17	424	89
PCE Adj:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	233	41	110	165	174	94	537	59	17	424	89
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.18	1.57	0.25	0.49	0.73	0.78	1.00	1.80	0.20	1.00	2.00	1.00
Final Sat.:	274	2347	380	735	1102	1163	1500	2703	297	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.11	0.15	0.15	0.15	0.06	0.20	0.20	0.01	0.14	0.06
Crit Volume:			162	110				298		17		
Crit Moves:			****	****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	2	0	1	1	0	1	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	296	1141	98	302	660	48	46	189	84	180	267	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	296	1141	98	302	660	48	46	189	84	180	267	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	296	1141	98	302	660	48	46	189	84	180	267	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	1141	98	302	660	48	46	189	84	180	267	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	326	1141	98	332	660	48	46	189	84	198	267	198
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.76	0.24	2.00	1.86	0.14	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3799	326	2750	2564	186	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.30	0.30	0.12	0.26	0.26	0.03	0.07	0.06	0.07	0.10	0.14
Crit Volume:		413		166			46					198
Crit Moves:		****		****			****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.711
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	3	1	0	1	0	3	1	0
Volume Module:												
Base Vol:	242	836	324	73	452	80	180	1024	358	129	1110	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	242	836	324	73	452	80	180	1024	358	129	1110	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	242	836	324	73	452	80	180	1024	358	129	1110	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	836	324	73	452	80	180	1024	358	129	1110	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	242	836	324	73	452	80	180	1024	358	129	1110	67
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.77	0.23
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5187	313
Capacity Analysis Module:												
Vol/Sat:	0.18	0.30	0.24	0.05	0.16	0.06	0.13	0.25	0.26	0.09	0.21	0.21
Crit Volume:		418		73					358	129		
Crit Moves:		****		****					****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	100	647	83	45	567	138	147	437	119	97	484	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	647	83	45	567	138	147	437	119	97	484	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	647	83	45	567	138	147	437	119	97	484	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	647	83	45	567	138	147	437	119	97	484	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	647	83	45	567	138	147	437	119	97	484	75
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.77	0.23	1.00	1.61	0.39	1.00	1.57	0.43	1.00	1.73	0.27
Final Sat.:	1500	2659	341	1500	2413	587	1500	2358	642	1500	2597	403
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.03	0.23	0.24	0.10	0.19	0.19	0.06	0.19	0.19
Crit Volume:	100					353	147					280
Crit Moves:	****					****	****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	71	761	50	29	555	77	211	346	104	15	397	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	761	50	29	555	77	211	346	104	15	397	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	761	50	29	555	77	211	346	104	15	397	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	761	50	29	555	77	211	346	104	15	397	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	761	50	29	555	77	211	346	104	15	397	68
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.88	0.12	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2815	185	1500	2634	366	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.02	0.21	0.21	0.14	0.12	0.07	0.01	0.13	0.05
Crit Volume:			406	29			211			199		
Crit Moves:			****	****			****			****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: B

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1	0
Volume Module:												
Base Vol:	231	795	0	0	606	331	437	0	120	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	795	0	0	606	331	437	0	120	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	795	0	0	606	331	437	0	120	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	795	0	0	606	331	437	0	120	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	231	795	0	0	606	331	481	0	120	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.60	0.01	0.39	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2281	0	569	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.28	0.00	0.00	0.21	0.23	0.21	0.00	0.21	0.00	0.00	0.00
Crit Volume:	231					331	300				0	
Crit Moves:	****					****	****					

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.432
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0	2	1	0	0	1	0	3	0
Volume Module:												
Base Vol:	220	0	744	0	0	0	0	619	159	619	752	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	0	744	0	0	0	0	619	159	619	752	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	220	0	744	0	0	0	0	619	0	619	752	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	0	744	0	0	0	0	619	0	619	752	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	242	0	818	0	0	0	0	619	0	681	752	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.29	0.00	0.00	0.00	0.00	0.14	0.00	0.16	0.26	0.00
Crit Volume:			409		0			206		0		
Crit Moves:			****					****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	0	1!
Volume Module:												
Base Vol:	50	873	47	21	714	50	26	39	25	62	85	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	873	47	21	714	50	26	39	25	62	85	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	873	47	21	714	50	26	39	25	62	85	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	873	47	21	714	50	26	39	25	62	85	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	873	47	21	714	50	26	39	25	62	85	26
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.87	0.13	0.29	0.43	0.28	0.36	0.49	0.15
Final Sat.:	1500	2847	153	1500	2804	196	433	650	417	538	737	225
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.31	0.01	0.25	0.25	0.06	0.06	0.06	0.12	0.12	0.12
Crit Volume:		460			21			26			173	
Crit Moves:		****			****			****			****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	0	0 1	1	2	0 3	0 1	2	0 2 1 0
Volume Module:												
Base Vol:	32	13	223	58	13	59	57	1056	55	186	1134	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	13	223	58	13	59	57	1056	55	186	1134	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	13	223	58	13	59	57	1056	55	186	1134	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	13	223	58	13	59	57	1056	55	186	1134	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	32	13	245	58	13	65	63	1056	55	205	1134	29
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.10	1.90	1.00	0.33	1.67	2.00	3.00	1.00	2.00	2.93	0.07
Final Sat.:	1425	143	2707	1425	476	2374	2850	4275	1425	2850	4168	107
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.09	0.04	0.03	0.03	0.02	0.25	0.04	0.07	0.27	0.27
Crit Volume:		129		58				352		102		
Crit Moves:		****		****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.439
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0	1	0	1 0	1	0	1 1 0
Volume Module:												
Base Vol:	88	149	38	35	140	60	72	481	100	49	552	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	149	38	35	140	60	72	481	100	49	552	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	149	38	35	140	60	72	481	100	49	552	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	149	38	35	140	60	72	481	100	49	552	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	149	38	35	140	60	72	481	100	49	552	46
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.80	0.20	1.00	0.70	0.30	1.00	1.66	0.34	1.00	1.85	0.15
Final Sat.:	1500	1195	305	1500	1050	450	1500	2484	516	1500	2769	231
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.02	0.13	0.13	0.05	0.19	0.19	0.03	0.20	0.20
Crit Volume:	88				200		72					299
Crit Moves:	****				****		****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 0 Average Delay (sec/veh): 13.7
Optimal Cycle: 0 Level Of Service: B

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0 1	0	1	0 1	0	0	1! 0	0	1	0 0 1
Volume Module:												
Base Vol:	9	620	51	29	617	4	8	3	5	48	1	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	620	51	29	617	4	8	3	5	48	1	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	620	51	29	617	4	8	3	5	48	1	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	620	51	29	617	4	8	3	5	48	1	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	620	51	29	617	4	8	3	5	48	1	29
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	1.82	0.15	0.09	1.90	0.01	0.50	0.19	0.31	0.98	0.02	1.00
Final Sat.:	17	1174	98	56	1203	8	238	89	148	427	9	509
Capacity Analysis Module:												
Vol/Sat:	0.53	0.53	0.52	0.52	0.51	0.51	0.03	0.03	0.03	0.11	0.11	0.06
Crit Moves:	****			****				****		****		
Delay/Veh:	14.3	14.0	13.8	14.0	13.9	13.8	10.3	10.3	10.3	11.2	11.2	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.3	14.0	13.8	14.0	13.9	13.8	10.3	10.3	10.3	11.2	11.2	9.5
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	A
ApproachDel:		14.0			13.9			10.3			10.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.0			13.9			10.3			10.6	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	1.1	1.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.579
Loss Time (sec): 0 Average Delay (sec/veh): 15.1
Optimal Cycle: 0 Level Of Service: C

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 0	0	0	1 1 0	0	0	1! 0 0	0	0	0 0 0
Volume Module:												
Base Vol:	98	621	0	0	580	103	92	0	135	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	621	0	0	580	103	92	0	135	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	621	0	0	580	103	92	0	135	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	621	0	0	580	103	92	0	135	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	621	0	0	580	103	92	0	135	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.70	0.30	0.41	0.00	0.59	0.00	0.00	0.00
Final Sat.:	538	1171	0	0	1001	181	232	0	341	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.53	xxxx	xxxx	0.58	0.57	0.40	xxxx	0.40	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	10.7	15.2	0.0	0.0	16.4	15.8	12.8	0.0	12.8	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	15.2	0.0	0.0	16.4	15.8	12.8	0.0	12.8	0.0	0.0	0.0
LOS by Move:	B	C	*	*	C	C	B	*	B	*	*	*
ApproachDel:		14.6			16.3			12.8			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		14.6			16.3			12.8			xxxxxx	
LOS by Appr:		B			C			B			*	
AllWayAvgQ:	0.2	1.0	0.0	0.0	1.3	1.2	0.6	0.6	0.6	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.666
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: B

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	175	629	216	90	656	162	132	547	112	90	531	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	629	216	90	656	162	132	547	112	90	531	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	629	216	90	656	162	132	547	112	90	531	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	629	216	90	656	162	132	547	112	90	531	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	629	216	90	656	162	132	547	112	90	531	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.89	0.11
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2603	147
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.16	0.07	0.24	0.12	0.10	0.20	0.08	0.07	0.20	0.20
Crit Volume:	175				328		132					281
Crit Moves:	****				****		****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: E[40.9]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0 0 0	0	0	1! 0 0	1	0	2 0 0	0	0	1 1 0
Volume Module:												
Base Vol:	0	0	0	7	0	231	223	976	0	0	1131	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	7	0	231	223	976	0	0	1131	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	7	0	231	223	976	0	0	1131	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	7	0	231	223	976	0	0	1131	67
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2099	2587	599	1198	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	46	26	450	590	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	32	16	450	590	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.22	0.00	0.51	0.38	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	326	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	5.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	40.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	E	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			40.9			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Scenario Report

Scenario:	PM
Command:	PM
Volume:	PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS Veh	Base V/ C	Future Del/ LOS Veh	Future V/ C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	D xxxxx	0.806	D xxxxx	0.806	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	E xxxxx	0.918	E xxxxx	0.918	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	D xxxxx	0.824	D xxxxx	0.824	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	B xxxxx	0.665	B xxxxx	0.665	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	E xxxxx	0.915	E xxxxx	0.915	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	D xxxxx	0.852	D xxxxx	0.852	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	C xxxxx	0.715	C xxxxx	0.715	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	B xxxxx	0.695	B xxxxx	0.695	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	C xxxxx	0.755	C xxxxx	0.755	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A xxxxx	0.477	A xxxxx	0.477	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	D xxxxx	0.863	D xxxxx	0.863	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A xxxxx	0.489	A xxxxx	0.489	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	C xxxxx	0.752	C xxxxx	0.752	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A xxxxx	0.464	A xxxxx	0.464	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	D xxxxx	0.834	D xxxxx	0.834	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	E xxxxx	0.949	E xxxxx	0.949	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOULE	B 12.8	0.378	B 12.8	0.378	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	B xxxxx	0.668	B xxxxx	0.668	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	E xxxxx	0.950	E xxxxx	0.950	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	B xxxxx	0.624	B xxxxx	0.624	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A xxxxx	0.584	A xxxxx	0.584	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	C xxxxx	0.778	C xxxxx	0.778	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	E xxxxx	0.991	E xxxxx	0.991	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	C xxxxx	0.702	C xxxxx	0.702	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	B xxxxx	0.652	B xxxxx	0.652	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	D xxxxx	0.803	D xxxxx	0.803	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	C xxxxx	0.712	C xxxxx	0.712	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A xxxxx	0.568	A xxxxx	0.568	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	C xxxxx	0.777	C xxxxx	0.777	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	B xxxxx	0.609	B xxxxx	0.609	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	D 28.5	0.820	D 28.5	0.820	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	D 27.2	0.840	D 27.2	0.840	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	E xxxxx	0.984	E xxxxx	0.984	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F 68.1	0.625	F 68.1	0.625	+ 0.000 D/V

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.806
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 146 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0
Volume Module:												
Base Vol:	494	1278	252	159	1353	51	102	587	736	344	368	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	494	1278	252	159	1353	51	102	587	736	344	368	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	494	1278	252	159	1353	51	102	587	736	344	368	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	494	1278	252	159	1353	51	102	587	736	344	368	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	543	1278	252	175	1353	51	102	587	810	378	368	168
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.37	0.63
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	1888	862
Capacity Analysis Module:												
Vol/Sat:	0.20	0.31	0.18	0.06	0.33	0.04	0.07	0.14	0.29	0.14	0.19	0.19
Crit Volume:	272				451			196		189		
Crit Moves:	****				****			****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 75 Critical Vol./Cap.(X): 0.918
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	133	1100	86	123	1339	84	86	643	177	123	641	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	1100	86	123	1339	84	86	643	177	123	641	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	1100	86	123	1339	84	86	643	177	123	641	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1100	86	123	1339	84	86	643	177	123	641	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	1100	86	123	1339	84	86	643	177	123	641	105
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.85	0.15	1.00	1.88	0.12	1.00	1.57	0.43	1.00	1.72	0.28
Final Sat.:	1500	2782	218	1500	2823	177	1500	2352	648	1500	2578	422
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.40	0.08	0.47	0.47	0.06	0.27	0.27	0.08	0.25	0.25
Crit Volume:	133					712		410		123		
Crit Moves:	****					****		****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.824
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 Level Of Service: D

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	70	1060	165	63	1363	182	173	640	83	125	624	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1060	165	63	1363	182	173	640	83	125	624	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1060	165	63	1363	182	173	640	83	125	624	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1060	165	63	1363	182	173	640	83	125	624	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1060	165	63	1363	182	173	640	83	125	624	74
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.73	0.27	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2596	404	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.41	0.41	0.04	0.45	0.12	0.12	0.21	0.06	0.08	0.21	0.05
Crit Volume:	70				682		173				312	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: B

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	92	238	143	100	285	165	74	900	93	87	737	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	238	143	100	285	165	74	900	93	87	737	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	238	143	100	285	165	74	900	93	87	737	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	238	143	100	285	165	74	900	93	87	737	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	238	143	100	285	165	74	900	93	87	737	23
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.94	0.06
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2667	83
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.10	0.07	0.21	0.12	0.05	0.33	0.07	0.06	0.28	0.28
Crit Volume:	92				285			450		87		
Crit Moves:	****				****			****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.915
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	2	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	140	694	141	142	954	324	220	783	124	187	841	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	694	141	142	954	324	220	783	124	187	841	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	694	141	142	954	324	220	783	124	187	841	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	694	141	142	954	324	220	783	124	187	841	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	694	141	156	954	324	220	783	124	187	841	128
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.66	0.34	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.74	0.26
Final Sat.:	2750	2286	464	2750	2750	1375	1375	2750	1375	1375	2387	363
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.30	0.06	0.35	0.24	0.16	0.28	0.09	0.14	0.35	0.35
Crit Volume:	77				477		220					485
Crit Moves:	****				****		****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.852
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 154 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	71	302	66	99	767	216	78	764	79	302	874	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	302	66	99	767	216	78	764	79	302	874	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	302	66	99	767	216	78	764	79	302	874	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	302	66	99	767	216	78	764	79	302	874	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	302	66	99	767	216	78	764	79	302	874	188
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.64	0.36	1.00	1.56	0.44	1.00	2.72	0.28	1.00	1.65	0.35
Final Sat.:	1375	2257	493	1375	2146	604	1375	3738	387	1375	2263	487
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.07	0.36	0.36	0.06	0.20	0.20	0.22	0.39	0.39
Crit Volume:	71					492	78				531	
Crit Moves:	****					****	****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.715
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:																				
Base Vol:	127	741	131	72	783	196	302	527	114	141	1025	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	741	131	72	783	196	302	527	114	141	1025	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	741	131	72	783	196	302	527	114	141	1025	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	741	131	72	783	196	302	527	114	141	1025	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	140	741	131	72	783	196	332	527	114	155	1025	44
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.64	0.36	2.00	2.88	0.12
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2261	489	2750	3955	170
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.27	0.10	0.05	0.28	0.14	0.12	0.23	0.23	0.06	0.26	0.26
Crit Volume:	70				392		166				356	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.695
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: B

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:																				
Base Vol:	17	22	12	345	19	320	303	1045	15	10	640	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	22	12	345	19	320	303	1045	15	10	640	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	22	12	345	19	320	303	1045	15	10	640	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	22	12	345	19	320	303	1045	15	10	640	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	22	12	345	19	320	303	1045	15	10	640	148
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.06	0.94	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	80	1345	1425	2810	40	1425	2850	1425
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.02	0.01	0.24	0.24	0.24	0.21	0.37	0.37	0.01	0.22	0.10
Crit Volume:		22			345			303			320	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.755
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 116 Level Of Service: C

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	0	1
Volume Module:																				
Base Vol:	48	467	408	156	591	360	375	867	48	348	501	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	467	408	156	591	360	375	867	48	348	501	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	467	408	156	591	360	375	867	48	348	501	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	467	408	156	591	360	375	867	48	348	501	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	48	467	408	156	591	360	413	867	48	383	501	93
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.90	0.10	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2606	144	2750	2750	1375
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.17	0.30	0.11	0.21	0.26	0.15	0.33	0.33	0.14	0.18	0.07
Crit Volume:		234			156			458			191	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.477
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!	0	0
Volume Module:																				
Base Vol:	0	1181	1238	0	983	10	0	0	0	743	14	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1181	1238	0	983	10	0	0	0	743	14	25
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1181	0	0	983	10	0	0	0	743	14	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1181	0	0	983	10	0	0	0	743	14	25
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1181	0	0	983	10	0	0	0	817	14	25
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.97	0.03	0.00	0.00	0.00	2.86	0.05	0.09
Final Sat.:	0	4275	1425	0	4232	43	0	0	0	4080	70	125
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.28	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.20	0.20	0.20
Crit Volume:		394			0					285		
Crit Moves:		****			****					****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.863
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	0	2	2	0	1	1	0	2	0	2	1	0
Volume Module:																				
Base Vol:	57	1709	192	98	1186	482	470	513	16	280	247	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	1709	192	98	1186	482	470	513	16	280	247	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	1709	192	98	1186	482	470	513	16	280	247	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1709	192	98	1186	482	470	513	16	280	247	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	57	1709	192	98	1186	530	517	513	16	308	247	196
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.70	0.30	1.00	2.00	2.00	2.00	1.94	0.06	2.00	2.00	1.00
Final Sat.:	1375	3708	417	1375	2750	2750	2750	2667	83	2750	2750	1375
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.46	0.46	0.07	0.43	0.19	0.19	0.19	0.19	0.11	0.09	0.14
Crit Volume:			634		98			259				196
Crit Moves:			****		****			****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.489
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1	0	1	0	1	0	1	1	0	3	0	1	1	0	2	1	0
Volume Module:																				
Base Vol:	475	58	32	7	19	52	72	932	411	49	774	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	475	58	32	7	19	52	72	932	411	49	774	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	475	58	32	7	19	52	72	932	411	49	774	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	475	58	32	7	19	52	72	932	411	49	774	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	523	58	32	7	19	52	72	932	411	49	774	6
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.64	0.36	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.98	0.02
Final Sat.:	2750	886	489	1375	1375	1375	1375	4125	1375	1375	4093	32
Capacity Analysis Module:																				
Vol/Sat:	0.19	0.07	0.07	0.01	0.01	0.04	0.05	0.23	0.30	0.04	0.19	0.19
Crit Volume:	261					52		311		49		
Crit Moves:	****					****		****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.752
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: C

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1!	0	0	0	0	0	0	2	0	2	0	0	0	2	1	1
Volume Module:																				
Base Vol:	286	0	599	0	0	0	158	827	0	0	1156	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	286	0	599	0	0	0	158	827	0	0	1156	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	286	0	599	0	0	0	158	827	0	0	1156	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	0	599	0	0	0	158	827	0	0	1156	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	315	0	599	0	0	0	174	827	0	0	1156	206
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:																				
Vol/Sat:	0.22	0.00	0.42	0.00	0.00	0.00	0.06	0.29	0.00	0.00	0.27	0.14
Crit Volume:			599		0			87			385	
Crit Moves:			****					****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.464
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	1!	0	1	0	0	4	0	1	2	0	2	0	0
Volume Module:																				
Base Vol:	0	0	0	141	0	174	0	859	247	543	897	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	141	0	174	0	859	247	543	897	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	141	0	174	0	859	247	543	897	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	141	0	174	0	859	247	543	897	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.00
FinalVolume:	0	0	0	155	0	191	0	859	247	597	897	0
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.34	0.00	1.66	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1914	0	2361	0	5700	1425	2850	2850	0
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.00	0.15	0.17	0.21	0.31	0.00
Crit Volume:			0			116			247	299		
Crit Moves:						****			****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.834
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 137 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	10	656	105	473	460	32	7	49	16	248	39	329
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	656	105	473	460	32	7	49	16	248	39	329
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	656	105	473	460	32	7	49	16	248	39	329
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	656	105	473	460	32	7	49	16	248	39	329
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	656	105	473	460	32	7	49	16	248	39	329
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	1.70	0.27	0.98	0.95	0.07	0.10	0.68	0.22	0.86	0.14	1.00
Final Sat.:	37	2425	388	1397	1359	95	139	970	317	1231	194	1425
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.34	0.34	0.34	0.05	0.05	0.05	0.20	0.20	0.23
Crit Volume:		386				483		72		248		
Crit Moves:		****				****		****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.949
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	157	996	188	187	895	142	268	1367	158	298	1258	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	996	188	187	895	142	268	1367	158	298	1258	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	996	188	187	895	142	268	1367	158	298	1258	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	996	188	187	895	142	268	1367	158	298	1258	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	157	996	188	187	895	142	295	1367	158	328	1258	81
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.36	0.14	0.14	0.33	0.10	0.11	0.33	0.11	0.12	0.30	0.06
Crit Volume:		498		187				456		164		
Crit Moves:		****		****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: B[12.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	0	0	0	0	1	0	2	0	0
Volume Module:												
Base Vol:	0	0	165	0	0	0	0	750	98	302	857	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	165	0	0	0	0	750	98	302	857	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	165	0	0	0	0	750	98	302	857	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	165	0	0	0	0	750	98	302	857	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	375	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	848	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	628	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	798	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	628	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	798	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.26	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.38	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.8	xxxx	xxxxx
Control Del:	xxxxx	xxxx	12.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.2	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		12.8			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	124	2208	81	119	1576	148	115	151	132	82	170	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	2208	81	119	1576	148	115	151	132	82	170	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	2208	81	119	1576	148	115	151	132	82	170	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	2208	81	119	1576	148	115	151	132	82	170	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	2208	81	119	1576	148	115	151	132	82	170	106
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.86	0.14	1.00	2.74	0.26	1.00	2.00	1.00	1.00	1.23	0.77
Final Sat.:	1425	5498	202	1425	3908	367	1425	2850	1425	1425	1755	1095
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.40	0.08	0.40	0.40	0.08	0.05	0.09	0.06	0.10	0.10
Crit Volume:	124				575		115				138	
Crit Moves:	****				****		****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.950
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	186	559	185	118	633	59	115	1559	110	218	1235	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	559	185	118	633	59	115	1559	110	218	1235	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	559	185	118	633	59	115	1559	110	218	1235	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	559	185	118	633	59	115	1559	110	218	1235	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	559	185	118	633	59	115	1559	110	218	1235	88
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.50	0.50	1.00	1.83	0.17	1.00	2.80	0.20	1.00	3.00	1.00
Final Sat.:	1375	2066	684	1375	2516	234	1375	3853	272	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.14	0.27	0.27	0.09	0.25	0.25	0.08	0.40	0.40	0.16	0.30	0.06
Crit Volume:	186				346				556	218		
Crit Moves:	****				****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.624
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	106	503	39	26	513	86	78	752	100	79	758	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	503	39	26	513	86	78	752	100	79	758	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	503	39	26	513	86	78	752	100	79	758	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	503	39	26	513	86	78	752	100	79	758	45
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	503	39	52	513	86	78	752	100	79	758	45
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	1.51	0.10	0.09	1.65	0.26	1.00	1.77	0.23	1.00	1.89	0.11
Final Sat.:	587	2258	155	130	2473	396	1500	2648	352	1500	2832	168
Capacity Analysis Module:												
Vol/Sat:	0.18	0.22	0.25	0.20	0.21	0.22	0.05	0.28	0.28	0.05	0.27	0.27
Crit Volume:	106					326		426		79		
Crit Moves:	****					****		****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	41	460	30	69	517	208	78	687	78	21	512	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	460	30	69	517	208	78	687	78	21	512	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	460	30	69	517	208	78	687	78	21	512	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	460	30	69	517	208	78	687	78	21	512	137
PCE Adj:	4.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	460	30	138	517	208	78	687	78	21	512	137
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	1.71	0.09	0.19	1.33	0.48	1.00	1.80	0.20	1.00	2.00	1.00
Final Sat.:	301	2561	138	286	1991	723	1500	2694	306	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.22	0.24	0.26	0.29	0.05	0.25	0.26	0.01	0.17	0.09
Crit Volume:	41					431			383	21		
Crit Moves:	****					****			****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.778
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 128 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 0	2	0 1	1 0	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	191	1637	94	339	1225	40	67	313	119	221	259	239
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	1637	94	339	1225	40	67	313	119	221	259	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	1637	94	339	1225	40	67	313	119	221	259	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	1637	94	339	1225	40	67	313	119	221	259	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	210	1637	94	373	1225	40	67	313	119	243	259	239
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.84	0.16	2.00	1.94	0.06	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3901	224	2750	2663	87	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.42	0.42	0.14	0.46	0.46	0.05	0.11	0.09	0.09	0.09	0.17
Crit Volume:		577			186			67				239
Crit Moves:		****			****			****				****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.991
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	3	1	0	1	0	3	1	0
Volume Module:																				
Base Vol:	246	1492	354	85	759	73	219	1423	289	83	1205	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	1492	354	85	759	73	219	1423	289	83	1205	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	246	1492	354	85	759	73	219	1423	289	83	1205	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	1492	354	85	759	73	219	1423	289	83	1205	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	246	1492	354	85	759	73	219	1423	289	83	1205	45
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.32	0.68	1.00	3.86	0.14
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4572	928	1375	5302	198
Capacity Analysis Module:																				
Vol/Sat:	0.18	0.54	0.26	0.06	0.28	0.05	0.16	0.31	0.31	0.06	0.23	0.23
Crit Volume:		746			85			219			313	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.702
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	107	916	96	47	825	127	147	576	110	112	568	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	916	96	47	825	127	147	576	110	112	568	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	916	96	47	825	127	147	576	110	112	568	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	916	96	47	825	127	147	576	110	112	568	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	916	96	47	825	127	147	576	110	112	568	79
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	1.73	0.27	1.00	1.68	0.32	1.00	1.76	0.24
Final Sat.:	1500	2715	285	1500	2600	400	1500	2519	481	1500	2634	366
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.34	0.34	0.03	0.32	0.32	0.10	0.23	0.23	0.07	0.22	0.22
Crit Volume:	107					476	147				324	
Crit Moves:	****					****	****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.652
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	59	1018	34	19	902	81	173	530	66	27	508	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	1018	34	19	902	81	173	530	66	27	508	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	1018	34	19	902	81	173	530	66	27	508	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	1018	34	19	902	81	173	530	66	27	508	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	1018	34	19	902	81	173	530	66	27	508	54
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2903	97	1500	2753	247	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.35	0.35	0.01	0.33	0.33	0.12	0.18	0.04	0.02	0.17	0.04
Crit Volume:	59					492	173				254	
Crit Moves:	****					****	****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.803
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 144 Level Of Service: D

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1	0	1!	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	127	1139	0	0	918	125	972	0	46	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	1139	0	0	918	125	972	0	46	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	1139	0	0	918	125	972	0	46	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1139	0	0	918	125	972	0	46	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	1139	0	0	918	125	1069	0	46	0	0	0
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.92	0.00	0.08	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2732	0	118	0	1425	0
Capacity Analysis Module:																				
Vol/Sat:	0.09	0.40	0.00	0.00	0.32	0.09	0.39	0.00	0.39	0.00	0.00	0.00
Crit Volume:	127					459	558				0	
Crit Moves:	****					****	****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.712
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 Level Of Service: C

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0 2	1	0	0 1	1	0	1 0	3	0
Volume Module:												
Base Vol:	208	0	1335	0	0	0	0	839	223	797	836	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	0	1335	0	0	0	0	839	223	797	836	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	208	0	1335	0	0	0	0	839	0	797	836	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	0	1335	0	0	0	0	839	0	797	836	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	229	0	1469	0	0	0	0	839	0	877	836	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.52	0.00	0.00	0.00	0.00	0.20	0.00	0.21	0.29	0.00
Crit Volume:			734			0			280		0	
Crit Moves:			****						****		****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.568
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1 1	0	0	0 1!	0	0
Volume Module:												
Base Vol:	64	1048	101	30	984	75	24	88	65	54	139	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1048	101	30	984	75	24	88	65	54	139	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	1048	101	30	984	75	24	88	65	54	139	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1048	101	30	984	75	24	88	65	54	139	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	1048	101	30	984	75	24	88	65	54	139	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.82	0.18	1.00	1.86	0.14	0.13	0.50	0.37	0.24	0.63	0.13
Final Sat.:	1500	2736	264	1500	2788	212	203	746	551	363	935	202
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.38	0.02	0.35	0.35	0.12	0.12	0.12	0.15	0.15	0.15
Crit Volume:			575		30			24				223
Crit Moves:			****		****			****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 102 Level Of Service: C

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	1	0	0 1	1	2	0 3	0	1
Volume Module:												
Base Vol:	42	16	406	111	30	83	23	1985	60	188	1388	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	16	406	111	30	83	23	1985	60	188	1388	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	16	406	111	30	83	23	1985	60	188	1388	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	16	406	111	30	83	23	1985	60	188	1388	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	42	16	447	111	30	91	25	1985	60	207	1388	23
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	1.93	1.00	0.49	1.51	2.00	3.00	1.00	2.00	2.95	0.05
Final Sat.:	1425	99	2751	1425	705	2145	2850	4275	1425	2850	4205	70
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.08	0.04	0.04	0.01	0.46	0.04	0.07	0.33	0.33
Crit Volume:		231			111			662		103		
Crit Moves:		****			****			****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.609
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: B

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0	0 1	0	1	0 1	1	0
Volume Module:												
Base Vol:	83	220	27	35	284	74	75	653	136	78	596	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	220	27	35	284	74	75	653	136	78	596	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	220	27	35	284	74	75	653	136	78	596	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	220	27	35	284	74	75	653	136	78	596	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	220	27	35	284	74	75	653	136	78	596	68
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.89	0.11	1.00	0.79	0.21	1.00	1.66	0.34	1.00	1.80	0.20
Final Sat.:	1500	1336	164	1500	1190	310	1500	2483	517	1500	2693	307
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.16	0.02	0.24	0.24	0.05	0.26	0.26	0.05	0.22	0.22
Crit Volume:	83				358			395		78		
Crit Moves:	****				****			****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 0 Average Delay (sec/veh): 28.5
Optimal Cycle: 0 Level Of Service: D

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	8	867	60	39	871	6	6	2	5	80	1	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	867	60	39	871	6	6	2	5	80	1	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	867	60	39	871	6	6	2	5	80	1	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	867	60	39	871	6	6	2	5	80	1	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	867	60	39	871	6	6	2	5	80	1	37
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	1.85	0.13	0.09	1.90	0.01	0.47	0.15	0.38	0.99	0.01	1.00
Final Sat.:	10	1065	74	48	1080	7	208	69	173	381	5	441
Capacity Analysis Module:												
Vol/Sat:	0.82	0.81	0.81	0.81	0.81	0.80	0.03	0.03	0.03	0.21	0.21	0.08
Crit Moves:	****			****				****		****		
Delay/Veh:	30.6	29.9	29.0	29.8	29.4	29.0	11.0	11.0	11.0	13.3	13.3	10.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	29.9	29.0	29.8	29.4	29.0	11.0	11.0	11.0	13.3	13.3	10.7
LOS by Move:	D	D	D	D	D	D	B	B	B	B	B	B
ApproachDel:	29.8			29.4			11.0			12.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	29.8			29.4			11.0			12.5		
LOS by Appr:	D			D			B			B		
AllWayAvgQ:	3.4	3.2	3.2	3.3	3.2	3.2	0.0	0.0	0.0	0.2	0.2	0.1

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.840
Loss Time (sec): 0 Average Delay (sec/veh): 27.2
Optimal Cycle: 0 Level Of Service: D

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 1	1 0	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	73	822	0	0	831	119	110	0	102	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	822	0	0	831	119	110	0	102	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	822	0	0	831	119	110	0	102	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	822	0	0	831	119	110	0	102	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	822	0	0	831	119	110	0	102	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.75	0.25	0.52	0.00	0.48	0.00	0.00	0.00
Final Sat.:	507	1103	0	0	989	144	285	0	264	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.75	xxxx	xxxx	0.84	0.83	0.39	xxxx	0.39	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	10.8	25.3	0.0	0.0	33.3	31.5	13.4	0.0	13.4	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	25.3	0.0	0.0	33.3	31.5	13.4	0.0	13.4	0.0	0.0	0.0
LOS by Move:	B	D	*	*	D	D	B	*	B	*	*	*
ApproachDel:	24.1			33.1			13.4			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	24.1			33.1			13.4			xxxxxx		
LOS by Appr:	C			D			B			*		
AllWayAvgQ:	0.2	2.5	0.0	0.0	4.0	3.6	0.6	0.6	0.6	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.984
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	172	769	284	88	1011	184	134	756	149	297	626	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	172	769	284	88	1011	184	134	756	149	297	626	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	769	284	88	1011	184	134	756	149	297	626	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	769	284	88	1011	184	134	756	149	297	626	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	769	284	88	1011	184	134	756	149	297	626	21
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.94	0.06
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2661	89
Capacity Analysis Module:												
Vol/Sat:	0.13	0.28	0.21	0.06	0.37	0.13	0.10	0.27	0.11	0.22	0.24	0.24
Crit Volume:	172				506			378		297		
Crit Moves:	****				****			****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 7.6 Worst Case Level Of Service: F[68.1]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0 0	0 0	0	0 1!	0 0	1	0 2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	5	0	254	259	1095	0	0	1255	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	5	0	254	259	1095	0	0	1255	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	5	0	254	259	1095	0	0	1255	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	5	0	254	259	1095	0	0	1255	78
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2360	2907	667	1333	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	30	16	406	524	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	19	8	406	524	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.27	0.00	0.63	0.49	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.7	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	18.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	290	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	8.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	68.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			68.1			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Scenario Report

Scenario:	AM
Command:	AM
Volume:	AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	C	xxxxx	0.782	C	xxxxx	0.782	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	D	xxxxx	0.804	D	xxxxx	0.804	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	C	xxxxx	0.790	C	xxxxx	0.790	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	F	xxxxx	1.139	F	xxxxx	1.139	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	B	xxxxx	0.663	B	xxxxx	0.663	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	C	xxxxx	0.749	C	xxxxx	0.749	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	A	xxxxx	0.586	A	xxxxx	0.586	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	B	xxxxx	0.698	B	xxxxx	0.698	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.459	A	xxxxx	0.459	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	C	xxxxx	0.744	C	xxxxx	0.744	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.354	A	xxxxx	0.354	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.448	A	xxxxx	0.448	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.374	A	xxxxx	0.374	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	D	xxxxx	0.809	D	xxxxx	0.809	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	D	xxxxx	0.890	D	xxxxx	0.890	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOULE	B	13.4	0.303	B	13.4	0.303	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	A	xxxxx	0.494	A	xxxxx	0.494	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	E	xxxxx	0.964	E	xxxxx	0.964	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.546	A	xxxxx	0.546	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.489	A	xxxxx	0.489	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	A	xxxxx	0.561	A	xxxxx	0.561	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	D	xxxxx	0.837	D	xxxxx	0.837	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.649	B	xxxxx	0.649	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.664	B	xxxxx	0.664	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	D	xxxxx	0.854	D	xxxxx	0.854	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx	0.528	A	xxxxx	0.528	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.506	A	xxxxx	0.506	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	B	xxxxx	0.644	B	xxxxx	0.644	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx	0.496	A	xxxxx	0.496	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	C	21.8	0.804	C	21.8	0.804	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	C	20.3	0.784	C	20.3	0.784	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	C	xxxxx	0.764	C	xxxxx	0.764	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	C	18.7	0.337	C	18.7	0.337	+ 0.000 D/V

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.782
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 131 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0
Volume Module:												
Base Vol:	659	1382	223	45	670	51	58	196	320	301	655	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	659	1382	223	45	670	51	58	196	320	301	655	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	659	1382	223	45	670	51	58	196	320	301	655	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	659	1382	223	45	670	51	58	196	320	301	655	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	725	1382	223	50	670	51	58	196	352	331	655	209
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.52	0.48
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	2085	665
Capacity Analysis Module:												
Vol/Sat:	0.26	0.34	0.16	0.02	0.16	0.04	0.04	0.05	0.13	0.12	0.31	0.31
Crit Volume:	362				223			58			432	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 75 Critical Vol./Cap.(X): 0.804
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: D

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	127	1343	122	85	680	23	59	516	106	77	431	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	1343	122	85	680	23	59	516	106	77	431	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	1343	122	85	680	23	59	516	106	77	431	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1343	122	85	680	23	59	516	106	77	431	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	1343	122	85	680	23	59	516	106	77	431	109
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.93	0.07	1.00	1.66	0.34	1.00	1.60	0.40
Final Sat.:	1500	2750	250	1500	2902	98	1500	2489	511	1500	2394	606
Capacity Analysis Module:												
Vol/Sat:	0.08	0.49	0.49	0.06	0.23	0.23	0.04	0.21	0.21	0.05	0.18	0.18
Crit Volume:		733		85				311		77		
Crit Moves:		****		****				****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.790
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: C

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 2	0 1	1	0 2	0 1	1	0 2 0 1
Volume Module:												
Base Vol:	48	1364	95	66	660	84	188	652	52	63	391	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	1364	95	66	660	84	188	652	52	63	391	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	1364	95	66	660	84	188	652	52	63	391	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1364	95	66	660	84	188	652	52	63	391	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	1364	95	66	660	84	188	652	52	63	391	61
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2805	195	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.49	0.49	0.04	0.22	0.06	0.13	0.22	0.03	0.04	0.13	0.04
Crit Volume:			730	66				326		63		
Crit Moves:			****	****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.616
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0	1	0	1 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	106	277	115	28	165	59	59	934	55	75	631	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	277	115	28	165	59	59	934	55	75	631	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	277	115	28	165	59	59	934	55	75	631	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	277	115	28	165	59	59	934	55	75	631	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	277	115	28	165	59	59	934	55	75	631	27
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2637	113
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.08	0.02	0.12	0.04	0.04	0.34	0.04	0.05	0.24	0.24
Crit Volume:			277	28				467		75		
Crit Moves:			****	****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.139
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1 1	0	2	0 2 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	174	1554	132	123	531	128	300	862	61	101	554	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	1554	132	123	531	128	300	862	61	101	554	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	1554	132	123	531	128	300	862	61	101	554	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	1554	132	123	531	128	300	862	61	101	554	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	1554	132	135	531	128	300	862	61	101	554	157
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.84	0.16	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.56	0.44
Final Sat.:	2750	2535	215	2750	2750	1375	1375	2750	1375	1375	2143	607
Capacity Analysis Module:												
Vol/Sat:	0.07	0.61	0.61	0.05	0.19	0.09	0.22	0.31	0.04	0.07	0.26	0.26
Crit Volume:			843	68			300			356		
Crit Moves:			****	****			****			****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: B

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1 1	0	1	0 2 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	43	255	154	178	273	72	114	982	61	181	541	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	255	154	178	273	72	114	982	61	181	541	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	255	154	178	273	72	114	982	61	181	541	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	255	154	178	273	72	114	982	61	181	541	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	255	154	178	273	72	114	982	61	181	541	140
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.25	0.75	1.00	1.58	0.42	1.00	2.82	0.18	1.00	1.59	0.41
Final Sat.:	1375	1715	1035	1375	2176	574	1375	3884	241	1375	2185	565
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.15	0.13	0.13	0.13	0.08	0.25	0.25	0.13	0.25	0.25
Crit Volume:			205	178				348		181		
Crit Moves:			****	****				****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.749
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 113 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	1	0
Volume Module:												
Base Vol:	118	784	142	33	371	69	266	1067	55	79	654	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	784	142	33	371	69	266	1067	55	79	654	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	784	142	33	371	69	266	1067	55	79	654	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	784	142	33	371	69	266	1067	55	79	654	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	130	784	142	33	371	69	293	1067	55	87	654	55
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.90	0.10	2.00	2.77	0.23
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2615	135	2750	3805	320
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.10	0.02	0.13	0.05	0.11	0.41	0.41	0.03	0.17	0.17
Crit Volume:		392			33				561	43		
Crit Moves:		****			****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: A

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	8	15	7	205	14	142	315	781	6	6	600	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	15	7	205	14	142	315	781	6	6	600	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	15	7	205	14	142	315	781	6	6	600	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	15	7	205	14	142	315	781	6	6	600	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	15	7	205	14	142	315	781	6	6	600	255
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.09	0.91	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	128	1297	1425	2828	22	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.14	0.11	0.11	0.22	0.28	0.28	0.00	0.21	0.18
Crit Volume:		15			205			315			300	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.698
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: B

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	1	0
Volume Module:												
Base Vol:	33	675	354	110	308	217	442	636	24	261	539	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	675	354	110	308	217	442	636	24	261	539	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	675	354	110	308	217	442	636	24	261	539	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	675	354	110	308	217	442	636	24	261	539	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	33	675	354	110	308	217	486	636	24	287	539	103
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.93	0.07	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2650	100	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.26	0.08	0.11	0.16	0.18	0.24	0.24	0.10	0.20	0.07
Crit Volume:		338			110			243			270	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.459
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!!	0	0
Volume Module:												
Base Vol:	0	1099	1097	0	431	4	0	0	0	774	2	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1099	1097	0	431	4	0	0	0	774	2	8
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1099	0	0	431	4	0	0	0	774	2	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1099	0	0	431	4	0	0	0	774	2	8
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1099	0	0	431	4	0	0	0	851	2	8
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.97	0.03	0.00	0.00	0.00	2.96	0.01	0.03
Final Sat.:	0	4275	1425	0	4236	39	0	0	0	4225	10	40
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.20	0.20	0.20
Crit Volume:		366			0				0	287		
Crit Moves:		****			****					****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.744
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 111 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 1	0	1	0 2	0 2	2	0 1	1 0	2	0 2 1 0
Volume Module:												
Base Vol:	38	1526	133	52	702	475	430	233	14	89	241	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	1526	133	52	702	475	430	233	14	89	241	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	1526	133	52	702	475	430	233	14	89	241	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1526	133	52	702	475	430	233	14	89	241	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.00
FinalVolume:	38	1526	133	52	702	523	473	233	14	98	241	181
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.76	0.24	1.00	2.00	2.00	2.00	1.89	0.11	2.00	2.00	1.00
Final Sat.:	1375	3794	331	1375	2750	2750	2750	2594	156	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.40	0.04	0.26	0.19	0.17	0.09	0.09	0.04	0.09	0.13
Crit Volume:			553	52			236					181
Crit Moves:			****	****			****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.354
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0 1	0	1	0 1	0 1	1	0 3	0 1	1	0 2 1 0
Volume Module:												
Base Vol:	329	17	25	4	14	36	39	633	163	14	687	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	329	17	25	4	14	36	39	633	163	14	687	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	329	17	25	4	14	36	39	633	163	14	687	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	329	17	25	4	14	36	39	633	163	14	687	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	362	17	25	4	14	36	39	633	163	14	687	5
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.40	0.60	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.98	0.02
Final Sat.:	2750	557	818	1375	1375	1375	1375	4125	1375	1375	4095	30
Capacity Analysis Module:												
Vol/Sat:	0.13	0.03	0.03	0.00	0.01	0.03	0.03	0.15	0.12	0.01	0.17	0.17
Crit Volume:	181					36	39					231
Crit Moves:	****					****	****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.448
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0	0 0	2	0	2 0	0	0	2 1 1
Volume Module:												
Base Vol:	130	0	235	0	0	0	244	644	0	0	809	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	0	235	0	0	0	244	644	0	0	809	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	0	235	0	0	0	244	644	0	0	809	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	235	0	0	0	244	644	0	0	809	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	143	0	235	0	0	0	268	644	0	0	809	212
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.16	0.00	0.00	0.00	0.09	0.23	0.00	0.00	0.19	0.15
Crit Volume:			235		0		134				270	
Crit Moves:			****				****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.374
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0 1	0	0	4 0 1	2	0	2 0 0
Volume Module:												
Base Vol:	0	0	0	128	0	293	0	723	190	331	488	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	128	0	293	0	723	190	331	488	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	128	0	293	0	723	190	331	488	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	128	0	293	0	723	190	331	488	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.00
FinalVolume:	0	0	0	141	0	322	0	723	190	364	488	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1425	0	2850	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.11	0.00	0.13	0.13	0.13	0.17	0.00
Crit Volume:			0			161			190	182		
Crit Moves:						****			****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.809
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 119 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	9	512	120	576	197	14	13	66	8	169	15	283
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	512	120	576	197	14	13	66	8	169	15	283
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	512	120	576	197	14	13	66	8	169	15	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	512	120	576	197	14	13	66	8	169	15	283
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	512	120	576	197	14	13	66	8	169	15	283
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	1.60	0.37	1.00	0.96	0.04	0.15	0.76	0.09	0.92	0.08	1.00
Final Sat.:	40	2276	534	1425	1374	51	213	1081	131	1309	116	1425
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.40	0.14	0.28	0.06	0.06	0.06	0.13	0.13	0.20
Crit Volume:			321	576					87	169		
Crit Moves:			****	****					****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.890
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	90	949	126	151	554	105	214	1348	114	271	1238	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	949	126	151	554	105	214	1348	114	271	1238	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	949	126	151	554	105	214	1348	114	271	1238	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	949	126	151	554	105	214	1348	114	271	1238	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	90	949	126	151	554	105	235	1348	114	298	1238	169
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.09	0.11	0.20	0.08	0.09	0.33	0.08	0.11	0.30	0.12
Crit Volume:		475		151				449		149		
Crit Moves:		****		****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[13.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	0	0	0	0	1	0	2	0	0
Volume Module:												
Base Vol:	0	0	187	0	0	0	0	775	53	115	480	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	187	0	0	0	0	775	53	115	480	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	187	0	0	0	0	775	53	115	480	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	187	0	0	0	0	775	53	115	480	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	388	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	828	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	617	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	812	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	617	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	812	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.30	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx
Control Del:	xxxxx	xxxx	13.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	13.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.494
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	142	2050	18	41	1074	66	89	54	45	55	58	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	2050	18	41	1074	66	89	54	45	55	58	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	2050	18	41	1074	66	89	54	45	55	58	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	2050	18	41	1074	66	89	54	45	55	58	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	2050	18	41	1074	66	89	54	45	55	58	57
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.97	0.03	1.00	2.83	0.17	1.00	2.00	1.00	1.00	1.01	0.99
Final Sat.:	1425	5650	50	1425	4028	248	1425	2850	1425	1425	1437	1413
Capacity Analysis Module:												
Vol/Sat:	0.10	0.36	0.36	0.03	0.27	0.27	0.06	0.02	0.03	0.04	0.04	0.04
Crit Volume:			517	41			89				58	
Crit Moves:			****	****			****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.964
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1 1	0	1	0 2 1	0	1	0 3 0 1
Volume Module:												
Base Vol:	150	547	182	117	362	48	153	1423	100	337	979	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	547	182	117	362	48	153	1423	100	337	979	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	547	182	117	362	48	153	1423	100	337	979	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	547	182	117	362	48	153	1423	100	337	979	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	547	182	117	362	48	153	1423	100	337	979	103
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.50	0.50	1.00	1.77	0.23	1.00	2.80	0.20	1.00	3.00	1.00
Final Sat.:	1375	2063	687	1375	2428	322	1375	3854	271	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.27	0.27	0.09	0.15	0.15	0.11	0.37	0.37	0.25	0.24	0.07
Crit Volume:		365			117				508	337		
Crit Moves:		****			****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.546
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	0	1	0 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	145	371	118	25	152	68	77	780	58	58	510	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	371	118	25	152	68	77	780	58	58	510	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	371	118	25	152	68	77	780	58	58	510	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	371	118	25	152	68	77	780	58	58	510	33
PCE Adj:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	371	118	50	152	68	77	780	58	58	510	33
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.46	1.17	0.37	0.23	1.27	0.50	1.00	1.86	0.14	1.00	1.88	0.12
Final Sat.:	686	1756	558	341	1904	756	1500	2792	208	1500	2818	182
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.07	0.08	0.09	0.05	0.28	0.28	0.04	0.18	0.18
Crit Volume:		317			25				419	58		
Crit Moves:		****			****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.489
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	0	1	1 0	1	0	2 0 1
Volume Module:												
Base Vol:	44	462	32	94	159	126	122	665	42	17	344	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	462	32	94	159	126	122	665	42	17	344	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	462	32	94	159	126	122	665	42	17	344	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	462	32	94	159	126	122	665	42	17	344	131
PCE Adj:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	462	32	188	159	126	122	665	42	17	344	131
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	1.72	0.12	0.66	0.81	0.53	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	245	2576	178	989	1211	799	1500	2822	178	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.10	0.13	0.16	0.08	0.24	0.24	0.01	0.11	0.09
Crit Volume:		269			94				354	17		
Crit Moves:		****			****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 1	0	2	0 1 1	0	1	0 2	0	1	2 0 2 0 1
Volume Module:												
Base Vol:	115	1496	50	98	579	13	12	143	51	79	241	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	1496	50	98	579	13	12	143	51	79	241	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	1496	50	98	579	13	12	143	51	79	241	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1496	50	98	579	13	12	143	51	79	241	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	127	1496	50	108	579	13	12	143	51	87	241	190
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.90	0.10	2.00	1.96	0.04	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3992	133	2750	2690	60	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.37	0.37	0.04	0.22	0.22	0.01	0.05	0.04	0.03	0.09	0.14
Crit Volume:		515			54			12				190
Crit Moves:		****			****			****				****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.837
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 140 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	3	1	0	1	0	3	1	0
Volume Module:																				
Base Vol:	141	1189	215	69	313	73	167	835	335	153	1082	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	1189	215	69	313	73	167	835	335	153	1082	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	1189	215	69	313	73	167	835	335	153	1082	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	1189	215	69	313	73	167	835	335	153	1082	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	1189	215	69	313	73	167	835	335	153	1082	45
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.84	0.16
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5280	220
Capacity Analysis Module:																				
Vol/Sat:	0.10	0.43	0.16	0.05	0.11	0.05	0.12	0.20	0.24	0.11	0.20	0.20
Crit Volume:		595			69				335	153		
Crit Moves:		****			****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	83	945	87	20	355	70	195	616	75	75	441	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	945	87	20	355	70	195	616	75	75	441	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	945	87	20	355	70	195	616	75	75	441	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	945	87	20	355	70	195	616	75	75	441	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	945	87	20	355	70	195	616	75	75	441	45
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.67	0.33	1.00	1.78	0.22	1.00	1.81	0.19
Final Sat.:	1500	2747	253	1500	2506	494	1500	2674	326	1500	2722	278
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.34	0.34	0.01	0.14	0.14	0.13	0.23	0.23	0.05	0.16	0.16
Crit Volume:		516			20			195			243	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.664
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	27	1082	21	10	396	63	241	493	29	19	387	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	1082	21	10	396	63	241	493	29	19	387	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	1082	21	10	396	63	241	493	29	19	387	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1082	21	10	396	63	241	493	29	19	387	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	1082	21	10	396	63	241	493	29	19	387	62
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.73	0.27	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2943	57	1500	2588	412	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:																				
Vol/Sat:	0.02	0.37	0.37	0.01	0.15	0.15	0.16	0.16	0.02	0.01	0.13	0.04
Crit Volume:		552			10			241			194	
Crit Moves:		****	****				****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.854
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1	0	1!	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	530	1015	0	0	406	410	464	0	43	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	530	1015	0	0	406	410	464	0	43	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	530	1015	0	0	406	410	464	0	43	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	530	1015	0	0	406	410	464	0	43	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	530	1015	0	0	406	410	510	0	43	0	0	0
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.84	0.00	0.16	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2629	0	221	0	1425	0
Capacity Analysis Module:																				
Vol/Sat:	0.37	0.36	0.00	0.00	0.14	0.29	0.19	0.00	0.19	0.00	0.00	0.00
Crit Volume:	530					410	277			0		
Crit Moves:	****					****	****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0 2	1	0	0 1	0	1	0 3	0 1	3 0 2 0 1
Volume Module:												
Base Vol:	130	0	981	0	0	0	0	326	169	1561	1011	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	0	981	0	0	0	0	326	169	1561	1011	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	130	0	981	0	0	0	0	326	0	1561	1011	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	981	0	0	0	0	326	0	1561	1011	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	143	0	1079	0	0	0	0	326	0	1717	1011	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.38	0.00	0.00	0.00	0.00	0.08	0.00	0.40	0.35	0.00
Crit Volume:	72				0			109		572		
Crit Moves:	****							****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.506
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1	0	1	0 0	1! 0	0 0 1! 0 0
Volume Module:												
Base Vol:	17	1006	87	10	465	39	20	70	37	48	120	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	1006	87	10	465	39	20	70	37	48	120	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	1006	87	10	465	39	20	70	37	48	120	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1006	87	10	465	39	20	70	37	48	120	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	1006	87	10	465	39	20	70	37	48	120	14
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.85	0.15	0.16	0.55	0.29	0.26	0.66	0.08
Final Sat.:	1500	2761	239	1500	2768	232	236	827	437	396	989	115
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.36	0.01	0.17	0.17	0.08	0.08	0.08	0.12	0.12	0.12
Crit Volume:			547	10			20			182		
Crit Moves:			****	****			****			****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	1	0	0 1	1	2	0 3	0 1	2 0 2 1 0
Volume Module:												
Base Vol:	40	14	128	29	3	18	71	1018	18	331	2237	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	14	128	29	3	18	71	1018	18	331	2237	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	14	128	29	3	18	71	1018	18	331	2237	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	14	128	29	3	18	71	1018	18	331	2237	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	14	141	29	3	20	78	1018	18	364	2237	81
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.18	1.82	1.00	0.26	1.74	2.00	3.00	1.00	2.00	2.90	0.10
Final Sat.:	1425	258	2592	1425	375	2475	2850	4275	1425	2850	4126	149
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.02	0.01	0.01	0.03	0.24	0.01	0.13	0.54	0.54
Crit Volume:		77		29			39			773		
Crit Moves:		****		****			****			****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.496
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0	0 1	0	1	0	1 0	1 0 1 1 0
Volume Module:												
Base Vol:	97	226	37	15	208	54	52	468	199	51	575	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	226	37	15	208	54	52	468	199	51	575	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	226	37	15	208	54	52	468	199	51	575	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	226	37	15	208	54	52	468	199	51	575	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	226	37	15	208	54	52	468	199	51	575	32
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.86	0.14	1.00	0.79	0.21	1.00	1.40	0.60	1.00	1.89	0.11
Final Sat.:	1500	1289	211	1500	1191	309	1500	2105	895	1500	2842	158
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.01	0.17	0.17	0.03	0.22	0.22	0.03	0.20	0.20
Crit Volume:	97				262				334	51		
Crit Moves:	****				****				****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.804
Loss Time (sec): 0 Average Delay (sec/veh): 21.8
Optimal Cycle: 0 Level Of Service: C

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	2	967	32	15	566	4	0	0	0	76	1	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	967	32	15	566	4	0	0	0	76	1	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	967	32	15	566	4	0	0	0	76	1	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	967	32	15	566	4	0	0	0	76	1	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	967	32	15	566	4	0	0	0	76	1	63
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	1.93	0.06	0.05	1.94	0.01	0.00	1.00	0.00	0.99	0.01	1.00
Final Sat.:	2	1207	40	29	1092	8	0	449	0	416	5	489
Capacity Analysis Module:												
Vol/Sat:	0.80	0.80	0.80	0.52	0.52	0.52	xxxx	0.00	xxxx	0.18	0.18	0.13
Crit Moves:	****			****				****		****		
Delay/Veh:	27.4	27.0	26.7	15.3	15.2	15.1	0.0	0.0	0.0	12.4	12.4	10.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.4	27.0	26.7	15.3	15.2	15.1	0.0	0.0	0.0	12.4	12.4	10.5
LOS by Move:	D	D	D	C	C	C	*	*	*	B	B	B
ApproachDel:	27.0			15.2			xxxxxx			11.5		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	27.0			15.2			xxxxxx			11.5		
LOS by Appr:	D			C			*			B		
AllWayAvgQ:	3.3	3.2	3.2	1.0	1.0	1.0	0.0	0.0	0.0	0.2	0.2	0.1

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.784
Loss Time (sec): 0 Average Delay (sec/veh): 20.3
Optimal Cycle: 0 Level Of Service: C

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	34	1010	0	0	554	75	54	0	44	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	1010	0	0	554	75	54	0	44	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	1010	0	0	554	75	54	0	44	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	1010	0	0	554	75	54	0	44	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	1010	0	0	554	75	54	0	44	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.76	0.24	0.55	0.00	0.45	0.00	0.00	0.00
Final Sat.:	587	1288	0	0	1043	143	306	0	249	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.78	xxxx	xxxx	0.53	0.52	0.18	xxxx	0.18	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	9.1	25.0	0.0	0.0	14.9	14.6	10.6	0.0	10.6	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	25.0	0.0	0.0	14.9	14.6	10.6	0.0	10.6	0.0	0.0	0.0
LOS by Move:	A	C	*	*	B	B	B	*	B	*	*	*
ApproachDel:	24.5			14.9			10.6			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	24.5			14.9			10.6			xxxxxx		
LOS by Appr:	C			B			B			*		
AllWayAvgQ:	0.1	3.0	0.0	0.0	1.1	1.0	0.2	0.2	0.2	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.764
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 Level Of Service: C

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	108	818	274	73	502	119	156	689	113	172	749	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	818	274	73	502	119	156	689	113	172	749	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	818	274	73	502	119	156	689	113	172	749	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	818	274	73	502	119	156	689	113	172	749	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	818	274	73	502	119	156	689	113	172	749	76
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.82	0.18
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2497	253
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.20	0.05	0.18	0.09	0.11	0.25	0.08	0.13	0.30	0.30
Crit Volume:		409			73			156				413
Crit Moves:		****			****			****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: C[18.7]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	6	0	165	256	730	0	0	812	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	6	0	165	256	730	0	0	812	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	6	0	165	256	730	0	0	812	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	6	0	165	256	730	0	0	812	93
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1736	2101	453	905	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	80	52	560	760	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	59	35	560	760	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.10	0.00	0.29	0.34	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	432	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	18.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				18.7		xxxxxx			xxxxxx		
ApproachLOS:	*				C		*			*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Scenario Report

Scenario:	MD
Command:	MD
Volume:	MD
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	in
# 28 SEPULVEDA BOULEVARD & CENTINEL	B	xxxxx	0.637	B	xxxxx	0.637	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	B	xxxxx	0.696	B	xxxxx	0.696	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	B	xxxxx	0.660	B	xxxxx	0.660	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	A	xxxxx	0.436	A	xxxxx	0.436	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	B	xxxxx	0.644	B	xxxxx	0.644	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	A	xxxxx	0.477	A	xxxxx	0.477	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	A	xxxxx	0.547	A	xxxxx	0.547	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	A	xxxxx	0.548	A	xxxxx	0.548	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	A	xxxxx	0.536	A	xxxxx	0.536	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.419	A	xxxxx	0.419	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	B	xxxxx	0.678	B	xxxxx	0.678	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.471	A	xxxxx	0.471	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.451	A	xxxxx	0.451	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.415	A	xxxxx	0.415	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	A	xxxxx	0.577	A	xxxxx	0.577	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	C	xxxxx	0.726	C	xxxxx	0.726	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOULE	B	12.2	0.257	B	12.2	0.257	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	A	xxxxx	0.598	A	xxxxx	0.598	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	D	xxxxx	0.802	D	xxxxx	0.802	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.483	A	xxxxx	0.483	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.391	A	xxxxx	0.391	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	A	xxxxx	0.599	A	xxxxx	0.599	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	C	xxxxx	0.711	C	xxxxx	0.711	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	A	xxxxx	0.586	A	xxxxx	0.586	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	A	xxxxx	0.563	A	xxxxx	0.563	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	B	xxxxx	0.605	B	xxxxx	0.605	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx	0.432	A	xxxxx	0.432	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.453	A	xxxxx	0.453	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	A	xxxxx	0.450	A	xxxxx	0.450	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx	0.439	A	xxxxx	0.439	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	B	13.7	0.533	B	13.7	0.533	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	C	15.1	0.579	C	15.1	0.579	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	B	xxxxx	0.666	B	xxxxx	0.666	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	E	40.9	0.514	E	40.9	0.514	+ 0.000 D/V

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:												
Base Vol:	476	1011	218	114	693	60	107	344	402	265	326	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	476	1011	218	114	693	60	107	344	402	265	326	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	476	1011	218	114	693	60	107	344	402	265	326	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	476	1011	218	114	693	60	107	344	402	265	326	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	524	1011	218	125	693	60	107	344	442	292	326	225
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.18	0.82
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	1627	1123
Capacity Analysis Module:												
Vol/Sat:	0.19	0.25	0.16	0.05	0.17	0.04	0.08	0.08	0.16	0.11	0.20	0.20
Crit Volume:	262				231		107				276	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 75 Critical Vol./Cap.(X): 0.696
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	149	772	84	116	747	88	109	525	152	110	636	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	772	84	116	747	88	109	525	152	110	636	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	772	84	116	747	88	109	525	152	110	636	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	772	84	116	747	88	109	525	152	110	636	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	772	84	116	747	88	109	525	152	110	636	101
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.79	0.21	1.00	1.55	0.45	1.00	1.73	0.27
Final Sat.:	1500	2706	294	1500	2684	316	1500	2326	674	1500	2589	411
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.29	0.08	0.28	0.28	0.07	0.23	0.23	0.07	0.25	0.25
Crit Volume:	149					418	109				369	
Crit Moves:	****					****	****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.660
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	79	786	108	69	725	225	233	468	79	91	481	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	786	108	69	725	225	233	468	79	91	481	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	786	108	69	725	225	233	468	79	91	481	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	786	108	69	725	225	233	468	79	91	481	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	786	108	69	725	225	233	468	79	91	481	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2638	362	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.30	0.05	0.24	0.15	0.16	0.16	0.05	0.06	0.16	0.04
Crit Volume:		447			69			233			240	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.436
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	69	186	123	37	192	70	60	508	67	73	534	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	186	123	37	192	70	60	508	67	73	534	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	186	123	37	192	70	60	508	67	73	534	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	186	123	37	192	70	60	508	67	73	534	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	186	123	37	192	70	60	508	67	73	534	22
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2641	109
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.09	0.03	0.14	0.05	0.04	0.18	0.05	0.05	0.20	0.20
Crit Volume:	69				192		60				278	
Crit Moves:	****				****		****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: B

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	2	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	130	621	117	167	647	146	144	464	68	153	432	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	621	117	167	647	146	144	464	68	153	432	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	621	117	167	647	146	144	464	68	153	432	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	621	117	167	647	146	144	464	68	153	432	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	621	117	184	647	146	144	464	68	153	432	129
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.68	0.32	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.54	0.46
Final Sat.:	2750	2314	436	2750	2750	1375	1375	2750	1375	1375	2118	632
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.07	0.24	0.11	0.10	0.17	0.05	0.11	0.20	0.20
Crit Volume:		369			92			144				281
Crit Moves:		****			****			****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.477
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	40	201	102	133	379	126	41	509	64	181	499	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	201	102	133	379	126	41	509	64	181	499	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	201	102	133	379	126	41	509	64	181	499	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	201	102	133	379	126	41	509	64	181	499	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	201	102	133	379	126	41	509	64	181	499	89
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.33	0.67	1.00	1.50	0.50	1.00	2.66	0.34	1.00	1.70	0.30
Final Sat.:	1375	1824	926	1375	2064	686	1375	3664	461	1375	2334	416
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.10	0.18	0.18	0.03	0.14	0.14	0.13	0.21	0.21
Crit Volume:			152	133					191	181		
Crit Moves:			****	****					****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	2	1	0
Volume Module:												
Base Vol:	126	674	126	27	541	137	184	519	140	106	491	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	674	126	27	541	137	184	519	140	106	491	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	674	126	27	541	137	184	519	140	106	491	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	674	126	27	541	137	184	519	140	106	491	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	139	674	126	27	541	137	202	519	140	117	491	64
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.58	0.42	2.00	2.65	0.35
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2166	584	2750	3649	476
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.09	0.02	0.20	0.10	0.07	0.24	0.24	0.04	0.13	0.13
Crit Volume:		337			27				330	58		
Crit Moves:		****			****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.548
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: A

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	9	19	11	207	34	222	255	605	20	27	522	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	19	11	207	34	222	255	605	20	27	522	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	19	11	207	34	222	255	605	20	27	522	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	19	11	207	34	222	255	605	20	27	522	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	19	11	207	34	222	255	605	20	27	522	156
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.13	0.87	1.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	189	1236	1425	2759	91	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.15	0.18	0.18	0.18	0.22	0.22	0.02	0.18	0.11
Crit Volume:	9				256		255				261	
Crit Moves:	****				****		****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.536
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: A

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0
Volume Module:												
Base Vol:	57	424	229	76	350	340	346	540	46	234	518	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	424	229	76	350	340	346	540	46	234	518	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	424	229	76	350	340	346	540	46	234	518	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	424	229	76	350	340	346	540	46	234	518	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	57	424	229	76	350	340	381	540	46	257	518	127
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.84	0.16	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2534	216	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.17	0.06	0.13	0.25	0.14	0.21	0.21	0.09	0.19	0.09
Crit Volume:		212			76			190			259	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.419
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0
Volume Module:												
Base Vol:	0	803	940	0	615	15	0	0	0	868	7	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	803	940	0	615	15	0	0	0	868	7	25
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	803	0	0	615	15	0	0	0	868	7	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	803	0	0	615	15	0	0	0	868	7	25
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	803	0	0	615	15	0	0	0	955	7	25
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.93	0.07	0.00	0.00	0.00	2.90	0.02	0.08
Final Sat.:	0	4275	1425	0	4173	102	0	0	0	4136	30	108
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.23	0.23	0.23
Crit Volume:		268			0					0	329	
Crit Moves:		****			****						****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	0	2	1	0
Volume Module:												
Base Vol:	76	1217	133	123	910	432	314	170	37	143	225	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	1217	133	123	910	432	314	170	37	143	225	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	1217	133	123	910	432	314	170	37	143	225	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1217	133	123	910	432	314	170	37	143	225	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	76	1217	133	123	910	475	345	170	37	157	225	187
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.70	0.30	1.00	2.00	2.00	2.00	1.64	0.36	2.00	2.00	1.00
Final Sat.:	1375	3719	406	1375	2750	2750	2750	2258	492	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.33	0.33	0.09	0.33	0.17	0.13	0.08	0.08	0.06	0.08	0.14
Crit Volume:		450			123			173				187
Crit Moves:		****			****			****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	0	1	0	1	0	1	1	0	2
Volume Module:												
Base Vol:	523	54	40	4	16	59	57	736	226	56	597	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	523	54	40	4	16	59	57	736	226	56	597	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	523	54	40	4	16	59	57	736	226	56	597	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	523	54	40	4	16	59	57	736	226	56	597	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	575	54	40	4	16	59	57	736	226	56	597	17
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.57	0.43	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.92	0.08
Final Sat.:	2750	790	585	1375	1375	1375	1375	4125	1375	1375	4011	114
Capacity Analysis Module:												
Vol/Sat:	0.21	0.07	0.07	0.00	0.01	0.04	0.04	0.18	0.16	0.04	0.15	0.15
Crit Volume:	288					59		245		56		
Crit Moves:	****					****		****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.451
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0 0	0 0	2	0	2 0	0	0 2	1 1
Volume Module:												
Base Vol:	83	0	150	0	0	0	289	909	0	0	997	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	0	150	0	0	0	289	909	0	0	997	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	0	150	0	0	0	289	909	0	0	997	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	0	150	0	0	0	289	909	0	0	997	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	91	0	150	0	0	0	318	909	0	0	997	337
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.99	1.01
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4261	1439
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.11	0.00	0.00	0.00	0.11	0.32	0.00	0.00	0.23	0.23
Crit Volume:			150			0		159				333
Crit Moves:			****					****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.415
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0	1	0	4 0	1	2	0 2 0
Volume Module:												
Base Vol:	0	0	0	379	0	201	0	784	143	333	645	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	379	0	201	0	784	143	333	645	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	379	0	201	0	784	143	333	645	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	379	0	201	0	784	143	333	645	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	417	0	221	0	784	143	366	645	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.96	0.00	1.04	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2793	0	1482	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.15	0.00	0.14	0.10	0.13	0.23	0.00
Crit Volume:			0			213		196		183		
Crit Moves:						****		****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.577
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	0	0	1! 0	0	1	0 0 1
Volume Module:												
Base Vol:	8	289	85	399	215	11	5	13	5	209	21	459
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	289	85	399	215	11	5	13	5	209	21	459
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	289	85	399	215	11	5	13	5	209	21	459
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	289	85	399	215	11	5	13	5	209	21	459
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	289	85	399	215	11	5	13	5	209	21	459
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	1.51	0.45	1.00	0.96	0.04	0.22	0.56	0.22	0.91	0.09	1.00
Final Sat.:	60	2156	634	1425	1375	50	310	805	310	1295	130	1425
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.28	0.16	0.22	0.02	0.02	0.02	0.16	0.16	0.32
Crit Volume:			191	399				23		209		
Crit Moves:			****	****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.726
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 1	1	0	2 0 1	2	0	3 0 1	2	0	3 0 1
Volume Module:												
Base Vol:	146	678	185	127	557	134	250	1160	117	264	1188	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	678	185	127	557	134	250	1160	117	264	1188	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	678	185	127	557	134	250	1160	117	264	1188	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	678	185	127	557	134	250	1160	117	264	1188	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	146	678	185	127	557	134	275	1160	117	290	1188	109
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.13	0.09	0.20	0.10	0.10	0.28	0.09	0.11	0.29	0.08
Crit Volume:		339		127				387		145		
Crit Moves:		****		****				****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: B[12.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1	0	0	0	0	0	2	0	1	1	0	2	0
Volume Module:																
Base Vol:	0	0	173		0	0	0		0	655	61		157	713	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	173		0	0	0		0	655	61		157	713	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	173		0	0	0		0	655	61		157	713	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	173		0	0	0		0	655	61		157	713	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	328		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		716	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	674		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		894	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	674		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		894	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	0.26		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.18	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	1.0		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.6	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	12.2		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		9.9	xxxx	xxxxx	
LOS by Move:	*	*	B		*	*	*		*	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:		12.2				xxxxxx				xxxxxx				xxxxxx		
ApproachLOS:		B				*				*				*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.598
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD								SAWTELLE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	1	0	1	1
Volume Module:																
Base Vol:	106	1473	58		116	1284	89		121	106	68		103	187	149	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	106	1473	58		116	1284	89		121	106	68		103	187	149	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	106	1473	58		116	1284	89		121	106	68		103	187	149	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	106	1473	58		116	1284	89		121	106	68		103	187	149	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	106	1473	58		116	1284	89		121	106	68		103	187	149	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.85	0.15		1.00	2.81	0.19		1.00	2.00	1.00		1.00	1.11	0.89	
Final Sat.:	1425	5484	216		1425	3998	277		1425	2850	1425		1425	1586	1264	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.27	0.27		0.08	0.32	0.32		0.08	0.04	0.05		0.07	0.12	0.12	
Crit Volume:	106						458		121					168		
Crit Moves:	****						****		****					****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.802
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 143 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD								VENICE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Prot+Permit				Prot+Permit				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1	0	1	0	1	1	0	2	1	0	3	0	1
Volume Module:																
Base Vol:	231	256	184		85	310	66		91	1168	81		267	1088	90	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	231	256	184		85	310	66		91	1168	81		267	1088	90	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	231	256	184		85	310	66		91	1168	81		267	1088	90	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	231	256	184		85	310	66		91	1168	81		267	1088	90	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	231	256	184		85	310	66		91	1168	81		267	1088	90	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.16	0.84		1.00	1.65	0.35		1.00	2.81	0.19		1.00	3.00	1.00	
Final Sat.:	1375	1600	1150		1375	2267	483		1375	3857	268		1375	4125	1375	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.16	0.16		0.06	0.14	0.14		0.07	0.30	0.30		0.19	0.26	0.07	
Crit Volume:	231					188					416		267			
Crit Moves:	****					****					****		****			

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.483
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD								WASHINGTON BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	1	0	1	0	0	1	0	1	0	1	0	1	0	1	0
Volume Module:																
Base Vol:	142	232	80		27	138	86		72	649	97		71	621	34	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	142	232	80		27	138	86		72	649	97		71	621	34	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	142	232	80		27	138	86		72	649	97		71	621	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	142	232	80		27	138	86		72	649	97		71	621	34	
PCE Adj:	1.00	1.00	1.00		2.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	142	232	80		54	138	86		72	649	97		71	621	34	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.63	1.02	0.35		0.24	1.14	0.62		1.00	1.74	0.26		1.00	1.90	0.10	
Final Sat.:	938	1533	529		362	1710	928		1500	2610	390		1500	2844	156	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.15	0.15		0.07	0.08	0.09		0.05	0.25	0.25		0.05	0.22	0.22	
Crit Volume:	142						139			373			71			
Crit Moves:	****						****			****			****			

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.391
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	25	233	41	110	165	174	94	537	59	17	424	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	233	41	110	165	174	94	537	59	17	424	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	233	41	110	165	174	94	537	59	17	424	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	233	41	110	165	174	94	537	59	17	424	89
PCE Adj:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	233	41	110	165	174	94	537	59	17	424	89
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.18	1.57	0.25	0.49	0.73	0.78	1.00	1.80	0.20	1.00	2.00	1.00
Final Sat.:	274	2347	380	735	1102	1163	1500	2703	297	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.11	0.15	0.15	0.15	0.06	0.20	0.20	0.01	0.14	0.06
Crit Volume:			162	110				298		17		
Crit Moves:			****	****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	2	0	1	1	0	1	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	296	1141	98	302	660	48	46	189	84	180	267	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	296	1141	98	302	660	48	46	189	84	180	267	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	296	1141	98	302	660	48	46	189	84	180	267	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	1141	98	302	660	48	46	189	84	180	267	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	326	1141	98	332	660	48	46	189	84	198	267	198
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.76	0.24	2.00	1.86	0.14	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3799	326	2750	2564	186	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.30	0.30	0.12	0.26	0.26	0.03	0.07	0.06	0.07	0.10	0.14
Crit Volume:		413		166			46					198
Crit Moves:		****		****			****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.711
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	3	1	0	1	0	3	1	0
Volume Module:												
Base Vol:	242	836	324	73	452	80	180	1024	358	129	1110	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	242	836	324	73	452	80	180	1024	358	129	1110	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	242	836	324	73	452	80	180	1024	358	129	1110	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	836	324	73	452	80	180	1024	358	129	1110	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	242	836	324	73	452	80	180	1024	358	129	1110	67
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.77	0.23
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5187	313
Capacity Analysis Module:												
Vol/Sat:	0.18	0.30	0.24	0.05	0.16	0.06	0.13	0.25	0.26	0.09	0.21	0.21
Crit Volume:		418		73					358	129		
Crit Moves:		****		****					****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	100	647	83	45	567	138	147	437	119	97	484	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	647	83	45	567	138	147	437	119	97	484	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	647	83	45	567	138	147	437	119	97	484	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	647	83	45	567	138	147	437	119	97	484	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	647	83	45	567	138	147	437	119	97	484	75
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.77	0.23	1.00	1.61	0.39	1.00	1.57	0.43	1.00	1.73	0.27
Final Sat.:	1500	2659	341	1500	2413	587	1500	2358	642	1500	2597	403
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.03	0.23	0.24	0.10	0.19	0.19	0.06	0.19	0.19
Crit Volume:	100					353	147					280
Crit Moves:	****					****	****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	1	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	71	761	50	29	555	77	211	346	104	15	397	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	761	50	29	555	77	211	346	104	15	397	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	761	50	29	555	77	211	346	104	15	397	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	761	50	29	555	77	211	346	104	15	397	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	761	50	29	555	77	211	346	104	15	397	68
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.88	0.12	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2815	185	1500	2634	366	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.02	0.21	0.21	0.14	0.12	0.07	0.01	0.13	0.05
Crit Volume:			406	29			211				199	
Crit Moves:			****	****			****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: B

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1	0
Volume Module:												
Base Vol:	231	795	0	0	606	331	437	0	120	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	795	0	0	606	331	437	0	120	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	795	0	0	606	331	437	0	120	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	795	0	0	606	331	437	0	120	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	231	795	0	0	606	331	481	0	120	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.60	0.01	0.39	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2281	0	569	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.28	0.00	0.00	0.21	0.23	0.21	0.00	0.21	0.00	0.00	0.00
Crit Volume:	231					331	300				0	
Crit Moves:	****					****	****					

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.432
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0	2	1	0	0	1	0	3	0	2	0	1
Volume Module:															
Base Vol:	220	0	744	0	0	0	0	619	159	619	752	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	0	744	0	0	0	0	619	159	619	752	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	220	0	744	0	0	0	0	619	0	619	752	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	0	744	0	0	0	0	619	0	619	752	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	242	0	818	0	0	0	0	619	0	681	752	0
Saturation Flow Module:															
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:															
Vol/Sat:	0.08	0.00	0.29	0.00	0.00	0.00	0.00	0.14	0.00	0.16	0.26	0.00
Crit Volume:			409			0			206			0
Crit Moves:			****						****		****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	0	1!	0	0
Volume Module:															
Base Vol:	50	873	47	21	714	50	26	39	25	62	85	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	873	47	21	714	50	26	39	25	62	85	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	873	47	21	714	50	26	39	25	62	85	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	873	47	21	714	50	26	39	25	62	85	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	873	47	21	714	50	26	39	25	62	85	26
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.87	0.13	0.29	0.43	0.28	0.36	0.49	0.15
Final Sat.:	1500	2847	153	1500	2804	196	433	650	417	538	737	225
Capacity Analysis Module:															
Vol/Sat:	0.03	0.31	0.31	0.01	0.25	0.25	0.06	0.06	0.06	0.12	0.12	0.12
Crit Volume:		460			21			26			173	
Crit Moves:		****			****			****			****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	0	0 1	1	2	0 3	0 1	2	0 2 1 0
Volume Module:												
Base Vol:	32	13	223	58	13	59	57	1056	55	186	1134	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	13	223	58	13	59	57	1056	55	186	1134	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	13	223	58	13	59	57	1056	55	186	1134	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	13	223	58	13	59	57	1056	55	186	1134	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	32	13	245	58	13	65	63	1056	55	205	1134	29
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.10	1.90	1.00	0.33	1.67	2.00	3.00	1.00	2.00	2.93	0.07
Final Sat.:	1425	143	2707	1425	476	2374	2850	4275	1425	2850	4168	107
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.09	0.04	0.03	0.03	0.02	0.25	0.04	0.07	0.27	0.27
Crit Volume:		129		58				352		102		
Crit Moves:		****		****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.439
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0	1	0	1 0	1	0	1 1 0
Volume Module:												
Base Vol:	88	149	38	35	140	60	72	481	100	49	552	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	149	38	35	140	60	72	481	100	49	552	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	149	38	35	140	60	72	481	100	49	552	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	149	38	35	140	60	72	481	100	49	552	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	149	38	35	140	60	72	481	100	49	552	46
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.80	0.20	1.00	0.70	0.30	1.00	1.66	0.34	1.00	1.85	0.15
Final Sat.:	1500	1195	305	1500	1050	450	1500	2484	516	1500	2769	231
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.02	0.13	0.13	0.05	0.19	0.19	0.03	0.20	0.20
Crit Volume:	88				200		72					299
Crit Moves:	****				****		****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 0 Average Delay (sec/veh): 13.7
Optimal Cycle: 0 Level Of Service: B

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0 1	0	0	0 1	0	0	1! 0	0	1	0 0 1
Volume Module:												
Base Vol:	9	620	51	29	617	4	8	3	5	48	1	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	620	51	29	617	4	8	3	5	48	1	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	620	51	29	617	4	8	3	5	48	1	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	620	51	29	617	4	8	3	5	48	1	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	620	51	29	617	4	8	3	5	48	1	29
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	1.82	0.15	0.09	1.90	0.01	0.50	0.19	0.31	0.98	0.02	1.00
Final Sat.:	17	1174	98	56	1203	8	238	89	148	427	9	509
Capacity Analysis Module:												
Vol/Sat:	0.53	0.53	0.52	0.52	0.51	0.51	0.03	0.03	0.03	0.11	0.11	0.06
Crit Moves:	****			****				****		****		
Delay/Veh:	14.3	14.0	13.8	14.0	13.9	13.8	10.3	10.3	10.3	11.2	11.2	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.3	14.0	13.8	14.0	13.9	13.8	10.3	10.3	10.3	11.2	11.2	9.5
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	A
ApproachDel:		14.0			13.9			10.3			10.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.0			13.9			10.3			10.6	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	1.1	1.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.579
Loss Time (sec): 0 Average Delay (sec/veh): 15.1
Optimal Cycle: 0 Level Of Service: C

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 0	0	0	1 1 0	0	0	1! 0 0	0	0	0 0 0
Volume Module:												
Base Vol:	98	621	0	0	580	103	92	0	135	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	621	0	0	580	103	92	0	135	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	621	0	0	580	103	92	0	135	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	621	0	0	580	103	92	0	135	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	621	0	0	580	103	92	0	135	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.70	0.30	0.41	0.00	0.59	0.00	0.00	0.00
Final Sat.:	538	1171	0	0	1001	181	232	0	341	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.53	xxxx	xxxx	0.58	0.57	0.40	xxxx	0.40	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	10.7	15.2	0.0	0.0	16.4	15.8	12.8	0.0	12.8	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	15.2	0.0	0.0	16.4	15.8	12.8	0.0	12.8	0.0	0.0	0.0
LOS by Move:	B	C	*	*	C	C	B	*	B	*	*	*
ApproachDel:		14.6			16.3			12.8			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		14.6			16.3			12.8			xxxxxx	
LOS by Appr:		B			C			B			*	
AllWayAvgQ:	0.2	1.0	0.0	0.0	1.3	1.2	0.6	0.6	0.6	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.666
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: B

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	175	629	216	90	656	162	132	547	112	90	531	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	629	216	90	656	162	132	547	112	90	531	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	629	216	90	656	162	132	547	112	90	531	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	629	216	90	656	162	132	547	112	90	531	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	629	216	90	656	162	132	547	112	90	531	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.89	0.11
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2603	147
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.16	0.07	0.24	0.12	0.10	0.20	0.08	0.07	0.20	0.20
Crit Volume:	175				328		132					281
Crit Moves:	****				****		****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: E[40.9]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0 0 0	0	0	1! 0 0	1	0	2 0 0	0	0	1 1 0
Volume Module:												
Base Vol:	0	0	0	7	0	231	223	976	0	0	1131	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	7	0	231	223	976	0	0	1131	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	7	0	231	223	976	0	0	1131	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	7	0	231	223	976	0	0	1131	67
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2099	2587	599	1198	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	46	26	450	590	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	32	16	450	590	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.22	0.00	0.51	0.38	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	326	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	5.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	40.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	E	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				40.9		xxxxxx			xxxxxx		
ApproachLOS:	*				E		*			*		

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Scenario Report

Scenario:	PM
Command:	PM
Volume:	PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Veh	V/ C	Future Del/ LOS	Veh	V/ C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	D	xxxxx	0.806	D	xxxxx	0.806	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	E	xxxxx	0.918	E	xxxxx	0.918	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	D	xxxxx	0.824	D	xxxxx	0.824	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	B	xxxxx	0.665	B	xxxxx	0.665	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	E	xxxxx	0.915	E	xxxxx	0.915	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	D	xxxxx	0.852	D	xxxxx	0.852	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	C	xxxxx	0.715	C	xxxxx	0.715	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	B	xxxxx	0.695	B	xxxxx	0.695	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	C	xxxxx	0.755	C	xxxxx	0.755	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.477	A	xxxxx	0.477	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	D	xxxxx	0.863	D	xxxxx	0.863	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.489	A	xxxxx	0.489	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	C	xxxxx	0.752	C	xxxxx	0.752	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.464	A	xxxxx	0.464	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	D	xxxxx	0.834	D	xxxxx	0.834	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	E	xxxxx	0.949	E	xxxxx	0.949	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOULE	B	12.8	0.378	B	12.8	0.378	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	B	xxxxx	0.668	B	xxxxx	0.668	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	E	xxxxx	0.950	E	xxxxx	0.950	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	B	xxxxx	0.624	B	xxxxx	0.624	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.584	A	xxxxx	0.584	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	C	xxxxx	0.778	C	xxxxx	0.778	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	E	xxxxx	0.991	E	xxxxx	0.991	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	C	xxxxx	0.702	C	xxxxx	0.702	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.652	B	xxxxx	0.652	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	D	xxxxx	0.803	D	xxxxx	0.803	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	C	xxxxx	0.712	C	xxxxx	0.712	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.568	A	xxxxx	0.568	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	C	xxxxx	0.777	C	xxxxx	0.777	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	B	xxxxx	0.609	B	xxxxx	0.609	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	D	28.5	0.820	D	28.5	0.820	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	D	27.2	0.840	D	27.2	0.840	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	E	xxxxx	0.984	E	xxxxx	0.984	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F	68.1	0.625	F	68.1	0.625	+ 0.000 D/V

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.806
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 146 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0
Volume Module:												
Base Vol:	494	1278	252	159	1353	51	102	587	736	344	368	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	494	1278	252	159	1353	51	102	587	736	344	368	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	494	1278	252	159	1353	51	102	587	736	344	368	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	494	1278	252	159	1353	51	102	587	736	344	368	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	543	1278	252	175	1353	51	102	587	810	378	368	168
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.37	0.63
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	1888	862
Capacity Analysis Module:												
Vol/Sat:	0.20	0.31	0.18	0.06	0.33	0.04	0.07	0.14	0.29	0.14	0.19	0.19
Crit Volume:	272				451			196		189		
Crit Moves:	****				****			****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 75 Critical Vol./Cap.(X): 0.918
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	133	1100	86	123	1339	84	86	643	177	123	641	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	1100	86	123	1339	84	86	643	177	123	641	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	1100	86	123	1339	84	86	643	177	123	641	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1100	86	123	1339	84	86	643	177	123	641	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	1100	86	123	1339	84	86	643	177	123	641	105
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.85	0.15	1.00	1.88	0.12	1.00	1.57	0.43	1.00	1.72	0.28
Final Sat.:	1500	2782	218	1500	2823	177	1500	2352	648	1500	2578	422
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.40	0.08	0.47	0.47	0.06	0.27	0.27	0.08	0.25	0.25
Crit Volume:	133					712		410		123		
Crit Moves:	****					****		****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.824
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 Level Of Service: D

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	70	1060	165	63	1363	182	173	640	83	125	624	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1060	165	63	1363	182	173	640	83	125	624	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1060	165	63	1363	182	173	640	83	125	624	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1060	165	63	1363	182	173	640	83	125	624	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1060	165	63	1363	182	173	640	83	125	624	74
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.73	0.27	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2596	404	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.41	0.41	0.04	0.45	0.12	0.12	0.21	0.06	0.08	0.21	0.05
Crit Volume:	70				682		173				312	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: B

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	92	238	143	100	285	165	74	900	93	87	737	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	238	143	100	285	165	74	900	93	87	737	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	238	143	100	285	165	74	900	93	87	737	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	238	143	100	285	165	74	900	93	87	737	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	238	143	100	285	165	74	900	93	87	737	23
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.94	0.06
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2667	83
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.10	0.07	0.21	0.12	0.05	0.33	0.07	0.06	0.28	0.28
Crit Volume:	92				285			450		87		
Crit Moves:	****				****			****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.915
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	2	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	140	694	141	142	954	324	220	783	124	187	841	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	694	141	142	954	324	220	783	124	187	841	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	694	141	142	954	324	220	783	124	187	841	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	694	141	142	954	324	220	783	124	187	841	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	694	141	156	954	324	220	783	124	187	841	128
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.66	0.34	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.74	0.26
Final Sat.:	2750	2286	464	2750	2750	1375	1375	2750	1375	1375	2387	363
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.30	0.06	0.35	0.24	0.16	0.28	0.09	0.14	0.35	0.35
Crit Volume:	77				477		220					485
Crit Moves:	****				****		****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.852
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 154 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	71	302	66	99	767	216	78	764	79	302	874	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	302	66	99	767	216	78	764	79	302	874	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	302	66	99	767	216	78	764	79	302	874	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	302	66	99	767	216	78	764	79	302	874	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	302	66	99	767	216	78	764	79	302	874	188
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.64	0.36	1.00	1.56	0.44	1.00	2.72	0.28	1.00	1.65	0.35
Final Sat.:	1375	2257	493	1375	2146	604	1375	3738	387	1375	2263	487
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.07	0.36	0.36	0.06	0.20	0.20	0.22	0.39	0.39
Crit Volume:	71					492	78				531	
Crit Moves:	****					****	****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.715
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:												
Base Vol:	127	741	131	72	783	196	302	527	114	141	1025	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	741	131	72	783	196	302	527	114	141	1025	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	741	131	72	783	196	302	527	114	141	1025	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	741	131	72	783	196	302	527	114	141	1025	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	140	741	131	72	783	196	332	527	114	155	1025	44
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.64	0.36	2.00	2.88	0.12
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2261	489	2750	3955	170
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.10	0.05	0.28	0.14	0.12	0.23	0.23	0.06	0.26	0.26
Crit Volume:	70				392		166				356	
Crit Moves:	****				****		****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.695
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: B

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	17	22	12	345	19	320	303	1045	15	10	640	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	22	12	345	19	320	303	1045	15	10	640	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	22	12	345	19	320	303	1045	15	10	640	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	22	12	345	19	320	303	1045	15	10	640	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	22	12	345	19	320	303	1045	15	10	640	148
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.06	0.94	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	80	1345	1425	2810	40	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.01	0.24	0.24	0.24	0.21	0.37	0.37	0.01	0.22	0.10
Crit Volume:		22			345			303			320	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.755
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 116 Level Of Service: C

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	0	1
Volume Module:												
Base Vol:	48	467	408	156	591	360	375	867	48	348	501	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	467	408	156	591	360	375	867	48	348	501	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	467	408	156	591	360	375	867	48	348	501	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	467	408	156	591	360	375	867	48	348	501	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	48	467	408	156	591	360	413	867	48	383	501	93
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.90	0.10	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2606	144	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.30	0.11	0.21	0.26	0.15	0.33	0.33	0.14	0.18	0.07
Crit Volume:		234			156			458		191		
Crit Moves:		****			****			****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.477
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!!	0	0
Volume Module:												
Base Vol:	0	1181	1238	0	983	10	0	0	0	743	14	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1181	1238	0	983	10	0	0	0	743	14	25
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1181	0	0	983	10	0	0	0	743	14	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1181	0	0	983	10	0	0	0	743	14	25
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1181	0	0	983	10	0	0	0	817	14	25
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.97	0.03	0.00	0.00	0.00	2.86	0.05	0.09
Final Sat.:	0	4275	1425	0	4232	43	0	0	0	4080	70	125
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.20	0.20	0.20
Crit Volume:		394			0					285		
Crit Moves:		****			****					****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.863
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	0	2	2	0	1	1	0	2	0	2	1	0
Volume Module:																				
Base Vol:	57	1709	192	98	1186	482	470	513	16	280	247	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	1709	192	98	1186	482	470	513	16	280	247	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	1709	192	98	1186	482	470	513	16	280	247	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1709	192	98	1186	482	470	513	16	280	247	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00
FinalVolume:	57	1709	192	98	1186	530	517	513	16	308	247	196
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.70	0.30	1.00	2.00	2.00	2.00	1.94	0.06	2.00	2.00	1.00
Final Sat.:	1375	3708	417	1375	2750	2750	2750	2667	83	2750	2750	1375
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.46	0.46	0.07	0.43	0.19	0.19	0.19	0.19	0.11	0.09	0.14
Crit Volume:			634		98			259				196
Crit Moves:			****		****			****				****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.489
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1	0	1	0	1	0	1	1	0	3	0	1	1	0	2	1	0
Volume Module:																				
Base Vol:	475	58	32	7	19	52	72	932	411	49	774	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	475	58	32	7	19	52	72	932	411	49	774	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	475	58	32	7	19	52	72	932	411	49	774	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	475	58	32	7	19	52	72	932	411	49	774	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	523	58	32	7	19	52	72	932	411	49	774	6
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.64	0.36	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.98	0.02
Final Sat.:	2750	886	489	1375	1375	1375	1375	4125	1375	1375	4093	32
Capacity Analysis Module:																				
Vol/Sat:	0.19	0.07	0.07	0.01	0.01	0.04	0.05	0.23	0.30	0.04	0.19	0.19
Crit Volume:	261					52		311		49		
Crit Moves:	****					****		****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.752
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: C

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1!	0	0	0	0	0	0	2	0	2	0	0	0	2	1	1
Volume Module:																				
Base Vol:	286	0	599	0	0	0	158	827	0	0	1156	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	286	0	599	0	0	0	158	827	0	0	1156	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	286	0	599	0	0	0	158	827	0	0	1156	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	0	599	0	0	0	158	827	0	0	1156	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	315	0	599	0	0	0	174	827	0	0	1156	206
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:																				
Vol/Sat:	0.22	0.00	0.42	0.00	0.00	0.00	0.06	0.29	0.00	0.00	0.27	0.14
Crit Volume:			599		0			87			385	
Crit Moves:			****					****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.464
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	1!	0	1	0	0	4	0	1	2	0	2	0	0
Volume Module:																				
Base Vol:	0	0	0	141	0	174	0	859	247	543	897	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	141	0	174	0	859	247	543	897	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	141	0	174	0	859	247	543	897	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	141	0	174	0	859	247	543	897	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.00
FinalVolume:	0	0	0	155	0	191	0	859	247	597	897	0
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.34	0.00	1.66	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1914	0	2361	0	5700	1425	2850	2850	0
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.00	0.15	0.17	0.21	0.31	0.00
Crit Volume:			0			116			247	299		
Crit Moves:						****			****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.834
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 137 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	10	656	105	473	460	32	7	49	16	248	39	329
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	656	105	473	460	32	7	49	16	248	39	329
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	656	105	473	460	32	7	49	16	248	39	329
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	656	105	473	460	32	7	49	16	248	39	329
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	656	105	473	460	32	7	49	16	248	39	329
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	1.70	0.27	0.98	0.95	0.07	0.10	0.68	0.22	0.86	0.14	1.00
Final Sat.:	37	2425	388	1397	1359	95	139	970	317	1231	194	1425
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.34	0.34	0.34	0.05	0.05	0.05	0.20	0.20	0.23
Crit Volume:		386				483		72		248		
Crit Moves:		****				****		****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.949
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	157	996	188	187	895	142	268	1367	158	298	1258	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	996	188	187	895	142	268	1367	158	298	1258	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	996	188	187	895	142	268	1367	158	298	1258	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	996	188	187	895	142	268	1367	158	298	1258	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	157	996	188	187	895	142	295	1367	158	328	1258	81
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.36	0.14	0.14	0.33	0.10	0.11	0.33	0.11	0.12	0.30	0.06
Crit Volume:		498		187				456		164		
Crit Moves:		****		****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: B[12.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	0	0	0	0	1	0	1	2	0	0	
Volume Module:												
Base Vol:	0	0	165	0	0	0	0	750	98	302	857	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	165	0	0	0	0	750	98	302	857	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	165	0	0	0	0	750	98	302	857	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	165	0	0	0	0	750	98	302	857	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	375	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	848	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	628	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	798	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	628	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	798	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.26	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.38	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.8	xxxx	xxxxx
Control Del:	xxxxx	xxxx	12.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.2	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		12.8			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	124	2208	81	119	1576	148	115	151	132	82	170	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	2208	81	119	1576	148	115	151	132	82	170	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	2208	81	119	1576	148	115	151	132	82	170	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	2208	81	119	1576	148	115	151	132	82	170	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	2208	81	119	1576	148	115	151	132	82	170	106
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.86	0.14	1.00	2.74	0.26	1.00	2.00	1.00	1.00	1.23	0.77
Final Sat.:	1425	5498	202	1425	3908	367	1425	2850	1425	1425	1755	1095
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.40	0.08	0.40	0.40	0.08	0.05	0.09	0.06	0.10	0.10
Crit Volume:	124				575		115				138	
Crit Moves:	****				****		****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.950
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1 1	0	1	0 2 1	0	1	0 3 0 1
Volume Module:												
Base Vol:	186	559	185	118	633	59	115	1559	110	218	1235	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	559	185	118	633	59	115	1559	110	218	1235	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	559	185	118	633	59	115	1559	110	218	1235	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	559	185	118	633	59	115	1559	110	218	1235	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	559	185	118	633	59	115	1559	110	218	1235	88
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.50	0.50	1.00	1.83	0.17	1.00	2.80	0.20	1.00	3.00	1.00
Final Sat.:	1375	2066	684	1375	2516	234	1375	3853	272	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.14	0.27	0.27	0.09	0.25	0.25	0.08	0.40	0.40	0.16	0.30	0.06
Crit Volume:	186				346				556	218		
Crit Moves:	****				****				****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.624
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	0	1	0 1	0	1	0 1
Volume Module:												
Base Vol:	106	503	39	26	513	86	78	752	100	79	758	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	503	39	26	513	86	78	752	100	79	758	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	503	39	26	513	86	78	752	100	79	758	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	503	39	26	513	86	78	752	100	79	758	45
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	503	39	52	513	86	78	752	100	79	758	45
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	1.51	0.10	0.09	1.65	0.26	1.00	1.77	0.23	1.00	1.89	0.11
Final Sat.:	587	2258	155	130	2473	396	1500	2648	352	1500	2832	168
Capacity Analysis Module:												
Vol/Sat:	0.18	0.22	0.25	0.20	0.21	0.22	0.05	0.28	0.28	0.05	0.27	0.27
Crit Volume:	106					326		426		79		
Crit Moves:	****					****		****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	0	1	1 0	1	0	2 0 1
Volume Module:												
Base Vol:	41	460	30	69	517	208	78	687	78	21	512	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	460	30	69	517	208	78	687	78	21	512	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	460	30	69	517	208	78	687	78	21	512	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	460	30	69	517	208	78	687	78	21	512	137
PCE Adj:	4.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	460	30	138	517	208	78	687	78	21	512	137
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	1.71	0.09	0.19	1.33	0.48	1.00	1.80	0.20	1.00	2.00	1.00
Final Sat.:	301	2561	138	286	1991	723	1500	2694	306	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.22	0.24	0.26	0.29	0.05	0.25	0.26	0.01	0.17	0.09
Crit Volume:	41					431			383	21		
Crit Moves:	****					****			****	****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.778
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 128 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 1	0	2	0 1 1	0	1	0 2	0	1	2 0 2 0 1
Volume Module:												
Base Vol:	191	1637	94	339	1225	40	67	313	119	221	259	239
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	1637	94	339	1225	40	67	313	119	221	259	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	1637	94	339	1225	40	67	313	119	221	259	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	1637	94	339	1225	40	67	313	119	221	259	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	210	1637	94	373	1225	40	67	313	119	243	259	239
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.84	0.16	2.00	1.94	0.06	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3901	224	2750	2663	87	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.42	0.42	0.14	0.46	0.46	0.05	0.11	0.09	0.09	0.09	0.17
Crit Volume:		577			186			67				239
Crit Moves:		****			****			****				****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.991
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	246	1492	354	85	759	73	219	1423	289	83	1205	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	1492	354	85	759	73	219	1423	289	83	1205	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	246	1492	354	85	759	73	219	1423	289	83	1205	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	1492	354	85	759	73	219	1423	289	83	1205	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	246	1492	354	85	759	73	219	1423	289	83	1205	45
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.32	0.68	1.00	3.86	0.14
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4572	928	1375	5302	198
Capacity Analysis Module:												
Vol/Sat:	0.18	0.54	0.26	0.06	0.28	0.05	0.16	0.31	0.31	0.06	0.23	0.23
Crit Volume:		746			85			219			313	
Crit Moves:		****			****			****			****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.702
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	107	916	96	47	825	127	147	576	110	112	568	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	916	96	47	825	127	147	576	110	112	568	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	916	96	47	825	127	147	576	110	112	568	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	916	96	47	825	127	147	576	110	112	568	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	916	96	47	825	127	147	576	110	112	568	79
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	1.73	0.27	1.00	1.68	0.32	1.00	1.76	0.24
Final Sat.:	1500	2715	285	1500	2600	400	1500	2519	481	1500	2634	366
Capacity Analysis Module:												
Vol/Sat:	0.07	0.34	0.34	0.03	0.32	0.32	0.10	0.23	0.23	0.07	0.22	0.22
Crit Volume:	107					476	147				324	
Crit Moves:	****					****	****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.652
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	59	1018	34	19	902	81	173	530	66	27	508	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	1018	34	19	902	81	173	530	66	27	508	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	1018	34	19	902	81	173	530	66	27	508	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	1018	34	19	902	81	173	530	66	27	508	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	1018	34	19	902	81	173	530	66	27	508	54
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2903	97	1500	2753	247	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.35	0.01	0.33	0.33	0.12	0.18	0.04	0.02	0.17	0.04
Crit Volume:	59					492	173				254	
Crit Moves:	****					****	****				****	

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.803
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 144 Level Of Service: D

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1!	0
Volume Module:												
Base Vol:	127	1139	0	0	918	125	972	0	46	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	1139	0	0	918	125	972	0	46	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	1139	0	0	918	125	972	0	46	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1139	0	0	918	125	972	0	46	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	1139	0	0	918	125	1069	0	46	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.92	0.00	0.08	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2732	0	118	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.00	0.00	0.32	0.09	0.39	0.00	0.39	0.00	0.00	0.00
Crit Volume:	127					459	558				0	
Crit Moves:	****					****	****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.712
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 Level Of Service: C

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0	2	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	208	0	1335	0	0	0	0	839	223	797	836	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	0	1335	0	0	0	0	839	223	797	836	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	208	0	1335	0	0	0	0	839	0	797	836	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	0	1335	0	0	0	0	839	0	797	836	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	229	0	1469	0	0	0	0	839	0	877	836	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.52	0.00	0.00	0.00	0.00	0.20	0.00	0.21	0.29	0.00
Crit Volume:			734			0			280		0	
Crit Moves:			****					****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.568
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	0	1! 0
Volume Module:												
Base Vol:	64	1048	101	30	984	75	24	88	65	54	139	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1048	101	30	984	75	24	88	65	54	139	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	1048	101	30	984	75	24	88	65	54	139	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1048	101	30	984	75	24	88	65	54	139	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	1048	101	30	984	75	24	88	65	54	139	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.82	0.18	1.00	1.86	0.14	0.13	0.50	0.37	0.24	0.63	0.13
Final Sat.:	1500	2736	264	1500	2788	212	203	746	551	363	935	202
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.38	0.02	0.35	0.35	0.12	0.12	0.12	0.15	0.15	0.15
Crit Volume:			575	30			24					223
Crit Moves:			****	****			****					****

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 102 Level Of Service: C

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	1	1	0	0	1	1	2	0 2 1 0
Volume Module:												
Base Vol:	42	16	406	111	30	83	23	1985	60	188	1388	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	16	406	111	30	83	23	1985	60	188	1388	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	16	406	111	30	83	23	1985	60	188	1388	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	16	406	111	30	83	23	1985	60	188	1388	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	42	16	447	111	30	91	25	1985	60	207	1388	23
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	1.93	1.00	0.49	1.51	2.00	3.00	1.00	2.00	2.95	0.05
Final Sat.:	1425	99	2751	1425	705	2145	2850	4275	1425	2850	4205	70
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.08	0.04	0.04	0.01	0.46	0.04	0.07	0.33	0.33
Crit Volume:		231		111				662		103		
Crit Moves:		****		****				****		****		

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.609
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: B

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	1	0	0	1	0	1	1 0
Volume Module:												
Base Vol:	83	220	27	35	284	74	75	653	136	78	596	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	220	27	35	284	74	75	653	136	78	596	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	220	27	35	284	74	75	653	136	78	596	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	220	27	35	284	74	75	653	136	78	596	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	220	27	35	284	74	75	653	136	78	596	68
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.89	0.11	1.00	0.79	0.21	1.00	1.66	0.34	1.00	1.80	0.20
Final Sat.:	1500	1336	164	1500	1190	310	1500	2483	517	1500	2693	307
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.16	0.02	0.24	0.24	0.05	0.26	0.26	0.05	0.22	0.22
Crit Volume:	83				358			395		78		
Crit Moves:	****				****			****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 0 Average Delay (sec/veh): 28.5
Optimal Cycle: 0 Level Of Service: D

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	8	867	60	39	871	6	6	2	5	80	1	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	867	60	39	871	6	6	2	5	80	1	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	867	60	39	871	6	6	2	5	80	1	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	867	60	39	871	6	6	2	5	80	1	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	867	60	39	871	6	6	2	5	80	1	37
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	1.85	0.13	0.09	1.90	0.01	0.47	0.15	0.38	0.99	0.01	1.00
Final Sat.:	10	1065	74	48	1080	7	208	69	173	381	5	441
Capacity Analysis Module:												
Vol/Sat:	0.82	0.81	0.81	0.81	0.81	0.80	0.03	0.03	0.03	0.21	0.21	0.08
Crit Moves:	****			****				****		****		
Delay/Veh:	30.6	29.9	29.0	29.8	29.4	29.0	11.0	11.0	11.0	13.3	13.3	10.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	29.9	29.0	29.8	29.4	29.0	11.0	11.0	11.0	13.3	13.3	10.7
LOS by Move:	D	D	D	D	D	D	B	B	B	B	B	B
ApproachDel:	29.8			29.4			11.0			12.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	29.8			29.4			11.0			12.5		
LOS by Appr:	D			D			B			B		
AllWayAvgQ:	3.4	3.2	3.2	3.3	3.2	3.2	0.0	0.0	0.0	0.2	0.2	0.1

Note: Queue reported is the number of cars per lane.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.840
Loss Time (sec): 0 Average Delay (sec/veh): 27.2
Optimal Cycle: 0 Level Of Service: D

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	73	822	0	0	831	119	110	0	102	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	822	0	0	831	119	110	0	102	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	822	0	0	831	119	110	0	102	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	822	0	0	831	119	110	0	102	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	822	0	0	831	119	110	0	102	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.75	0.25	0.52	0.00	0.48	0.00	0.00	0.00
Final Sat.:	507	1103	0	0	989	144	285	0	264	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.75	xxxx	xxxx	0.84	0.83	0.39	xxxx	0.39	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	10.8	25.3	0.0	0.0	33.3	31.5	13.4	0.0	13.4	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	25.3	0.0	0.0	33.3	31.5	13.4	0.0	13.4	0.0	0.0	0.0
LOS by Move:	B	D	*	*	D	D	B	*	B	*	*	*
ApproachDel:	24.1			33.1			13.4			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	24.1			33.1			13.4			xxxxxx		
LOS by Appr:	C			D			B			*		
AllWayAvgQ:	0.2	2.5	0.0	0.0	4.0	3.6	0.6	0.6	0.6	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	105	Critical Vol./Cap.(X):	0.984
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	OVERLAND AVENUE									WASHINGTON BOULEVARD										
Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Prot+Permit				Prot+Permit				Prot+Permit				Prot+Permit							
Rights:	Ovl				Ovl				Ovl				Include							
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0					
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0					
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	172	769	284		88	1011	184	134	756	149	297	626	21							
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
Initial Bse:	172	769	284		88	1011	184	134	756	149	297	626	21							
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
PHF Volume:	172	769	284		88	1011	184	134	756	149	297	626	21							
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0	0							
Reduced Vol:	172	769	284		88	1011	184	134	756	149	297	626	21							
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
FinalVolume:	172	769	284		88	1011	184	134	756	149	297	626	21							
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375		1375	1375	1375	1375	1375	1375	1375	1375	1375							
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.94	0.06							
Final Sat.:	1375	2750	1375		1375	2750	1375	1375	2750	1375	1375	2661	89							
Capacity Analysis Module:																				
Vol/Sat:	0.13	0.28	0.21		0.06	0.37	0.13	0.10	0.27	0.11	0.22	0.24	0.24							
Crit Volume:	172					506			378		297									
Crit Moves:	****					****			****		****									

LAX SPAS
BASELINE (2010) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh):	7.6	Worst Case Level Of Service:	F[68.1]

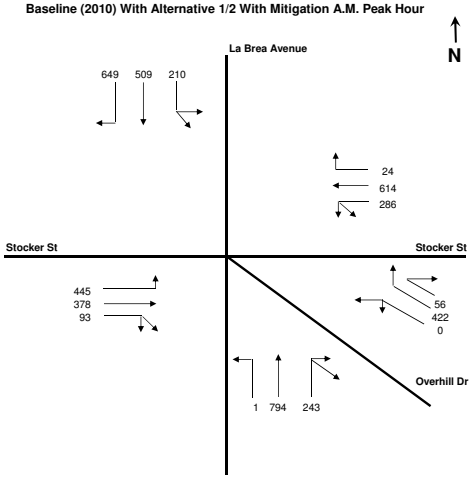
Street Name:	WALGROVE AVENUE									WASHINGTON BOULEVARD										
Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Rights:	Include				Include				Include				Include							
Lanes:	0	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	0	1	1	0
Volume Module:																				
Base Vol:	0	0	0		5	0	254		259	1095	0		0	1255		78				
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00				
Initial Bse:	0	0	0		5	0	254		259	1095	0		0	1255		78				
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00				
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00				
PHF Volume:	0	0	0		5	0	254		259	1095	0		0	1255		78				
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0		0				
FinalVolume:	0	0	0		5	0	254		259	1095	0		0	1255		78				
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx		6.8	6.5	6.9		4.1	xxxx	xxxxx		xxxxx	xxxx		xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	4.0	3.3		2.2	xxxx	xxxxx		xxxxx	xxxx		xxxxx				
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx		2360	2907	667		1333	xxxx	xxxxx		xxxx	xxxx		xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx		30	16	406		524	xxxx	xxxxx		xxxx	xxxx		xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx		19	8	406		524	xxxx	xxxxx		xxxx	xxxx		xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx		0.27	0.00	0.63		0.49	xxxx	xxxx		xxxx	xxxx		xxxx				
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		2.7	xxxx	xxxxx		xxxx	xxxx		xxxxx				
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		18.4	xxxx	xxxxx		xxxxx	xxxx		xxxxx				
LOS by Move:	*	*	*		*	*	*		C	*	*		*	*		*				
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	290	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx					
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	8.1	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx					
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	68.1	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx					
Shared LOS:	*	*	*		*	F	*		*	*	*		*	*	*					
ApproachDel:	xxxxxx					68.1			xxxxxx				xxxxxx							
ApproachLOS:	*					F			*				*							

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Manual Calculations

Intersection 86
CMA Methodology
Baseline (2010) With Alternative 1/2 With Mitigation A.M. Peak Hour



1) $\frac{445}{2}$ or $\frac{286}{2}$

= **223**

2) $\frac{614}{2}$ or $\frac{24}{1}$ or $\frac{378 + 93}{2}$

= **307**

3) $\frac{509}{2}$ or $\frac{794}{3}$ or $\frac{243}{2}$

= **265**

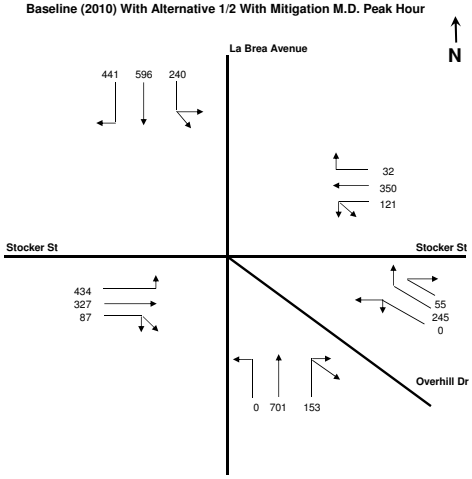
4) $\frac{210}{2}$ or $\frac{422 + 56}{3}$

= **159**

Critical Volumes = 223 + 307 + 265 + 159 = 954

V/C = $\frac{954}{1,375}$ – 0.00 = 0.694 LOS B

Intersection 86
CMA Methodology
Baseline (2010) With Alternative 1/2 With Mitigation M.D. Peak Hour



1) $\frac{434}{2}$ or $\frac{121}{2}$

= **217**

2) $\frac{350}{2}$ or $\frac{32}{1}$ or $\frac{327 + 87}{2}$

= **207**

3) $\frac{596}{2}$ or $\frac{701}{3}$ or $\frac{153}{2}$

= **298**

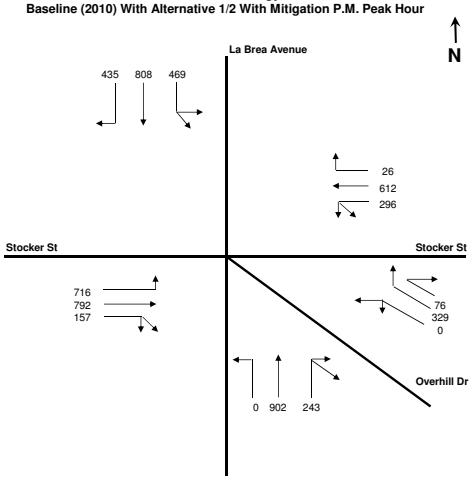
4) $\frac{240}{2}$ or $\frac{245 + 55}{3}$

= **120**

Critical Volumes = 217 + 207 + 298 + 120 = 842

V/C = $\frac{842}{1,375}$ – 0.00 = 0.612 LOS B

Intersection 86
CMA Methodology
Baseline (2010) With Alternative 1/2 With Mitigation P.M. Peak Hour



1) $\frac{716}{2}$ or $\frac{296}{2}$

= **358**

2) $\frac{612}{2}$ or $\frac{26}{1}$ or $\frac{792 + 157}{2}$

= **475**

3) $\frac{808}{2}$ or $\frac{902}{3}$ or $\frac{243}{2}$

= **404**

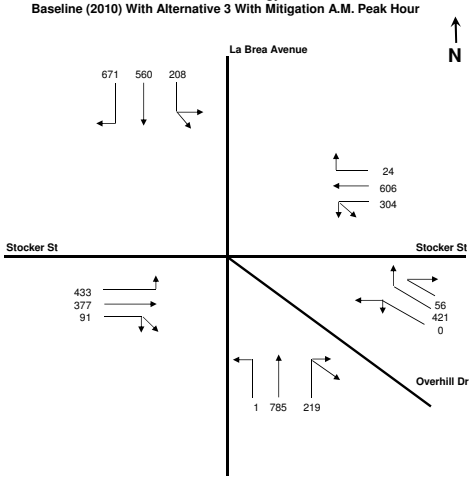
4) $\frac{469}{2}$ or $\frac{329 + 76}{3}$

= **235**

Critical Volumes = 358 + 475 + 404 + 235 = 1,472

V/C = $\frac{1,472}{1,375}$ – 0.00 = 1.071 LOS F

Intersection 86
CMA Methodology
Baseline (2010) With Alternative 3 With Mitigation A.M. Peak Hour



1) $\frac{433}{2}$ or $\frac{304}{2}$

= **217**

2) $\frac{606}{2}$ or $\frac{24}{1}$ or $\frac{377 + 91}{2}$

= **303**

3) $\frac{560}{2}$ or $\frac{785}{3}$ or $\frac{219}{2}$

= **280**

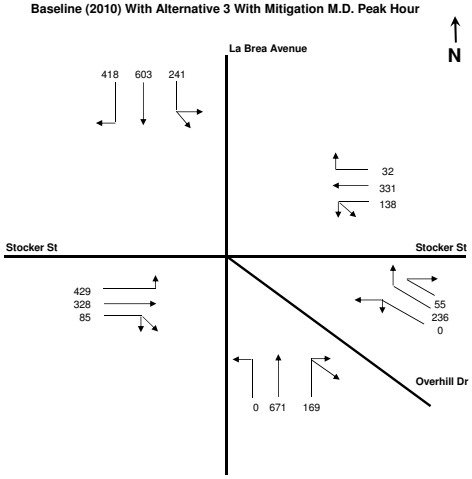
4) $\frac{208}{2}$ or $\frac{421 + 56}{3}$

= **159**

Critical Volumes = 217 + 303 + 280 + 159 = 959

V/C = $\frac{959}{1,375}$ – 0.00 = 0.697 LOS B

Intersection 86
CMA Methodology
Baseline (2010) With Alternative 3 With Mitigation M.D. Peak Hour



1) $\frac{429}{2}$ or $\frac{138}{2}$

= **215**

2) $\frac{331}{2}$ or $\frac{32}{1}$ or $\frac{328 + 85}{2}$

= **207**

3) $\frac{603}{2}$ or $\frac{671}{3}$ or $\frac{169}{2}$

= **302**

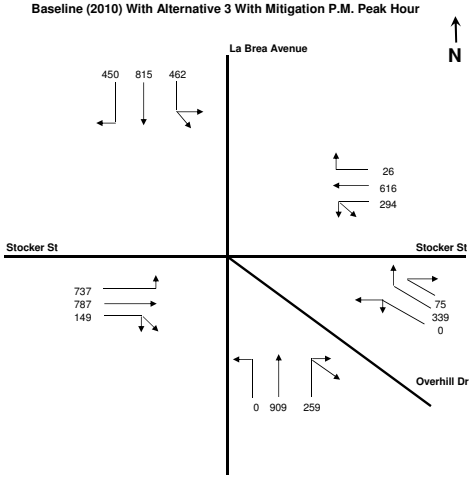
4) $\frac{241}{2}$ or $\frac{236 + 55}{3}$

= **121**

Critical Volumes = 215 + 207 + 302 + 121 = 845

V/C = $\frac{845}{1,375}$ – 0.00 = 0.615 LOS B

Intersection 86
CMA Methodology
Baseline (2010) With Alternative 3 With Mitigation P.M. Peak Hour



1) $\frac{737}{2}$ or $\frac{294}{2}$

= **369**

2) $\frac{616}{2}$ or $\frac{26}{1}$ or $\frac{787 + 149}{2}$

= **468**

3) $\frac{815}{2}$ or $\frac{909}{3}$ or $\frac{259}{2}$

= **408**

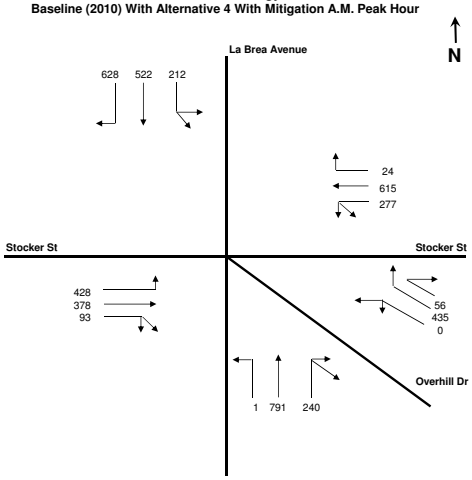
4) $\frac{462}{2}$ or $\frac{339 + 75}{3}$

= **231**

Critical Volumes = 369 + 468 + 408 + 231 = 1,476

V/C = $\frac{1,476}{1,375}$ – 0.00 = 1.073 LOS F

Intersection 86
CMA Methodology
Baseline (2010) With Alternative 4 With Mitigation A.M. Peak Hour



1) $\frac{428}{2}$ or $\frac{277}{2}$

= **214**

2) $\frac{615}{2}$ or $\frac{24}{1}$ or $\frac{378 + 93}{2}$

= **308**

3) $\frac{522}{2}$ or $\frac{791}{3}$ or $\frac{240}{2}$

= **264**

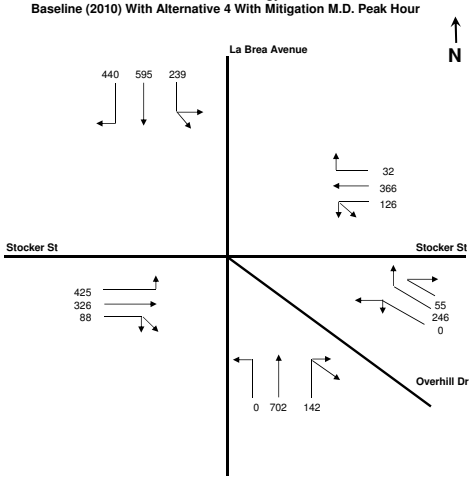
4) $\frac{212}{2}$ or $\frac{435 + 56}{3}$

= **164**

Critical Volumes = 214 + 308 + 264 + 164 = 950

V/C = $\frac{950}{1,375}$ – 0.00 = 0.691 LOS B

Intersection 86
CMA Methodology
Baseline (2010) With Alternative 4 With Mitigation M.D. Peak Hour



1) $\frac{425}{2}$ or $\frac{126}{2}$

= **213**

2) $\frac{366}{2}$ or $\frac{32}{1}$ or $\frac{326 + 88}{2}$

= **207**

3) $\frac{595}{2}$ or $\frac{702}{3}$ or $\frac{142}{2}$

= **298**

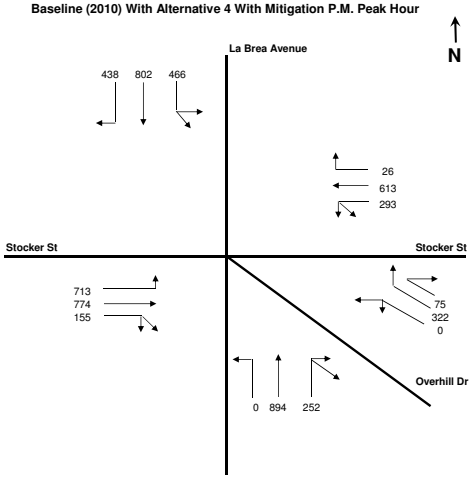
4) $\frac{239}{2}$ or $\frac{246 + 55}{3}$

= **120**

Critical Volumes = 213 + 207 + 298 + 120 = 838

V/C = $\frac{838}{1,375}$ – 0.00 = 0.609 LOS B

Intersection 86
CMA Methodology
Baseline (2010) With Alternative 4 With Mitigation P.M. Peak Hour



1) $\frac{713}{2}$ or $\frac{293}{2}$

= **357**

2) $\frac{613}{2}$ or $\frac{26}{1}$ or $\frac{774 + 155}{2}$

= **465**

3) $\frac{802}{2}$ or $\frac{894}{3}$ or $\frac{252}{2}$

= **401**

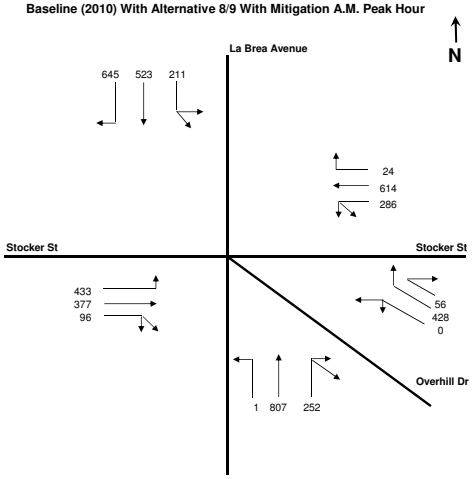
4) $\frac{466}{2}$ or $\frac{322 + 75}{3}$

= **233**

Critical Volumes = 357 + 465 + 401 + 233 = 1,456

V/C = $\frac{1,456}{1,375}$ – 0.00 = 1.059 LOS F

Intersection 86
CMA Methodology
Baseline (2010) With Alternative 8/9 With Mitigation A.M. Peak Hour



1) $\frac{433}{2}$ or $\frac{286}{2}$

= **217**

2) $\frac{614}{2}$ or $\frac{24}{1}$ or $\frac{377 + 96}{2}$

= **307**

3) $\frac{523}{2}$ or $\frac{807}{3}$ or $\frac{252}{2}$

= **269**

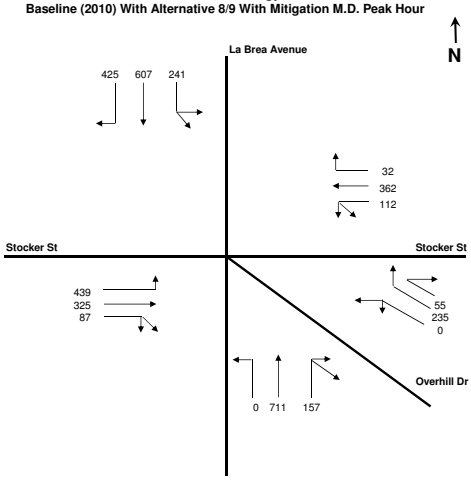
4) $\frac{211}{2}$ or $\frac{428 + 56}{3}$

= **161**

Critical Volumes = 217 + 307 + 269 + 161 = 954

V/C = $\frac{954}{1,375}$ – 0.00 = 0.694 LOS B

Intersection 86
CMA Methodology
Baseline (2010) With Alternative 8/9 With Mitigation M.D. Peak Hour



1) $\frac{439}{2}$ or $\frac{112}{2}$

= **220**

2) $\frac{362}{2}$ or $\frac{32}{1}$ or $\frac{325 + 87}{2}$

= **206**

3) $\frac{607}{2}$ or $\frac{711}{3}$ or $\frac{157}{2}$

= **304**

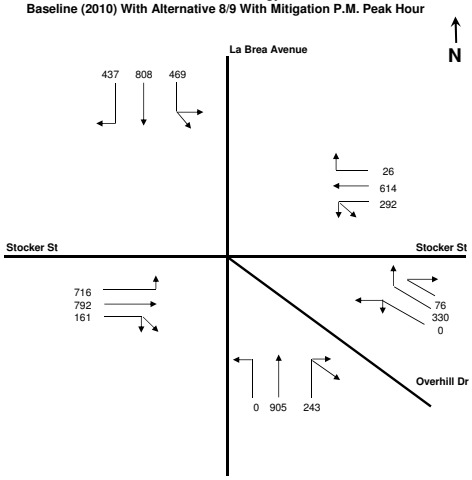
4) $\frac{241}{2}$ or $\frac{235 + 55}{3}$

= **121**

Critical Volumes = 220 + 206 + 304 + 121 = 851

V/C = $\frac{851}{1,375}$ – 0.00 = 0.619 LOS B

Intersection 86
CMA Methodology
Baseline (2010) With Alternative 8/9 With Mitigation P.M. Peak Hour



1) $\frac{716}{2}$ or $\frac{292}{2}$

= **358**

2) $\frac{614}{2}$ or $\frac{26}{1}$ or $\frac{792 + 161}{2}$

= **477**

3) $\frac{808}{2}$ or $\frac{905}{3}$ or $\frac{243}{2}$

= **404**

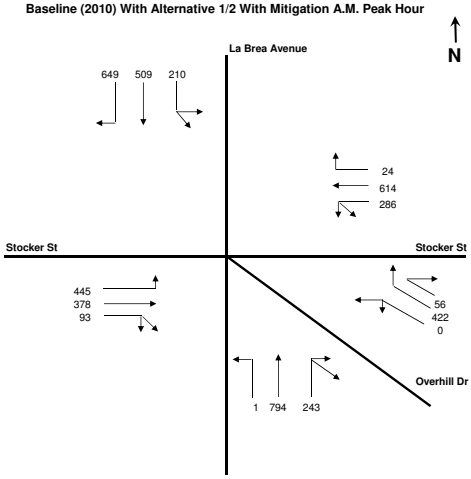
4) $\frac{469}{2}$ or $\frac{330 + 76}{3}$

= **235**

Critical Volumes = 358 + 477 + 404 + 235 = 1,474

V/C = $\frac{1,474}{1,375}$ – 0.00 = 1.072 LOS F

Intersection 86
ICU Methodology
Baseline (2010) With Alternative 1/2 With Mitigation A.M. Peak Hour



1) $\frac{445}{3200}$ or $\frac{286}{3200}$

= **0.139**

2) $\frac{614}{3200}$ or $\frac{24}{1600}$ or $\left\{\frac{378 + 93}{3200}\right\}$

= **0.192**

3) $\frac{509}{3200}$ or $\frac{794}{4800}$ or $\frac{243}{3200}$

= **0.165**

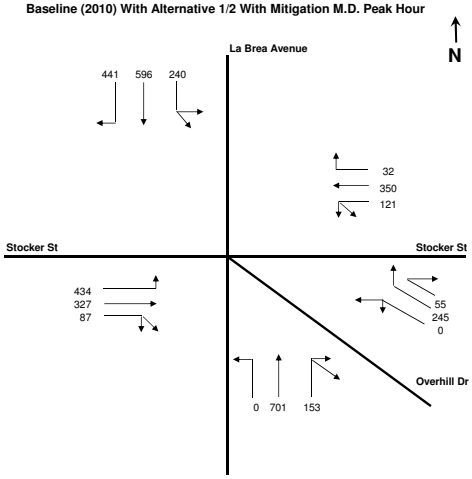
4) $\frac{210}{3200}$ or $\left\{\frac{422 + 56}{4800}\right\}$

= **0.1**

Critical Volumes = 0.139 + 0.192 + 0.165 + 0.1 = 0.596

V/C = 0.596 — 0.00 = 0.596 LOS A

Intersection 86
ICU Methodology
Baseline (2010) With Alternative 1/2 With Mitigation M.D. Peak Hour



1) $\frac{434}{3200}$ or $\frac{121}{3200}$

= **0.136**

2) $\frac{350}{3200}$ or $\frac{32}{1600}$ or $\left\{\frac{327 + 87}{3200}\right\}$

= **0.129**

3) $\frac{596}{3200}$ or $\frac{701}{4800}$ or $\frac{153}{3200}$

= **0.186**

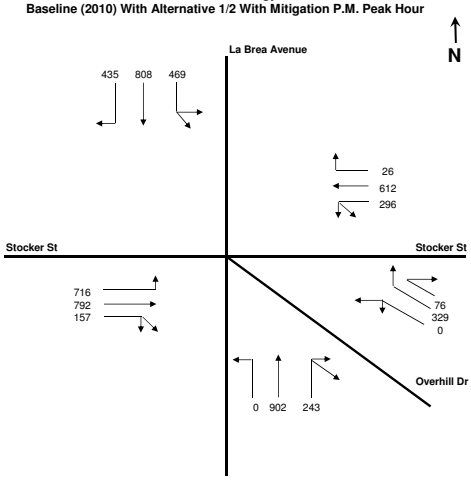
4) $\frac{240}{3200}$ or $\left\{\frac{245 + 55}{4800}\right\}$

= **0.075**

Critical Volumes = 0.136 + 0.129 + 0.186 + 0.075 = 0.526

V/C = 0.526 — 0.00 = 0.526 LOS A

Intersection 86
ICU Methodology
Baseline (2010) With Alternative 1/2 With Mitigation P.M. Peak Hour



1) $\frac{716}{3200}$ or $\frac{296}{3200}$

= **0.224**

2) $\frac{612}{3200}$ or $\frac{26}{1600}$ or $\left\{\frac{792 + 157}{3200}\right\}$

= **0.297**

3) $\frac{808}{3200}$ or $\frac{902}{4800}$ or $\frac{243}{3200}$

= **0.253**

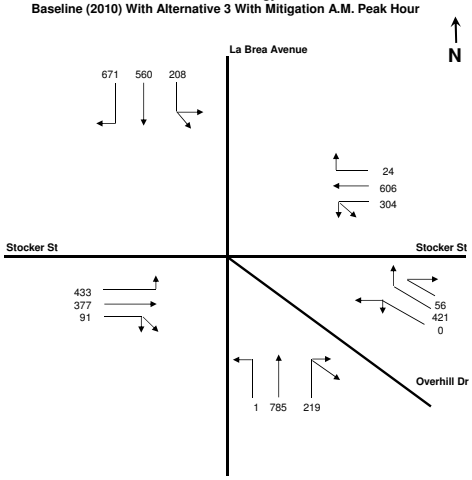
4) $\frac{469}{3200}$ or $\left\{\frac{329 + 76}{4800}\right\}$

= **0.147**

Critical Volumes = 0.224 + 0.297 + 0.253 + 0.147 = 0.921

V/C = 0.921 — 0.00 = 0.921 LOS E

Intersection 86
ICU Methodology
Baseline (2010) With Alternative 3 With Mitigation A.M. Peak Hour



1) $\frac{433}{3200}$ or $\frac{304}{3200}$

= **0.135**

2) $\frac{606}{3200}$ or $\frac{24}{1600}$ or $\left\{\frac{377 + 91}{3200}\right\}$

= **0.189**

3) $\frac{560}{3200}$ or $\frac{785}{4800}$ or $\frac{219}{3200}$

= **0.175**

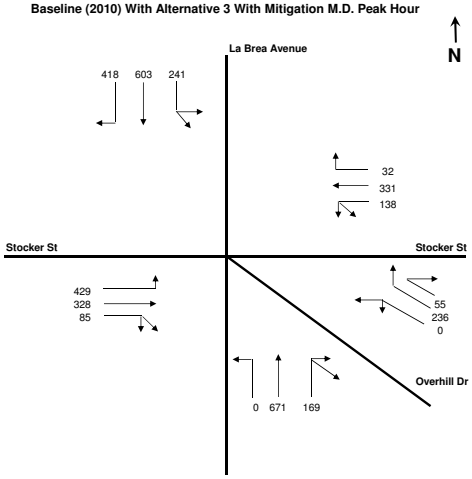
4) $\frac{208}{3200}$ or $\left\{\frac{421 + 56}{4800}\right\}$

= **0.099**

Critical Volumes = 0.135 + 0.189 + 0.175 + 0.099 = 0.598

V/C = 0.598 — 0.00 = 0.598 LOS A

Intersection 86
ICU Methodology
Baseline (2010) With Alternative 3 With Mitigation M.D. Peak Hour



1) $\frac{429}{3200}$ or $\frac{138}{3200}$

= **0.134**

2) $\frac{331}{3200}$ or $\frac{32}{1600}$ or $\left\{\frac{328 + 85}{3200}\right\}$

= **0.129**

3) $\frac{603}{3200}$ or $\frac{671}{4800}$ or $\frac{169}{3200}$

= **0.188**

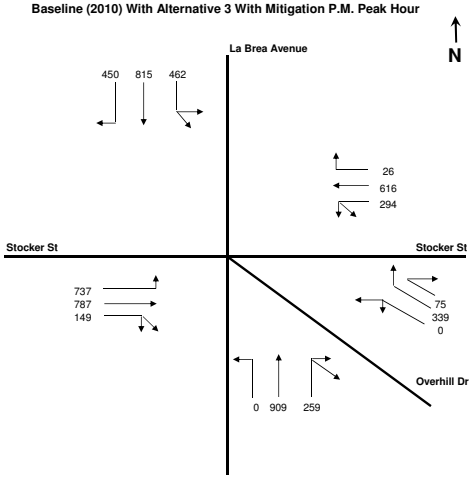
4) $\frac{241}{3200}$ or $\left\{\frac{236 + 55}{4800}\right\}$

= **0.075**

Critical Volumes = 0.134 + 0.129 + 0.188 + 0.075 = 0.526

V/C = 0.526 – 0.00 = 0.526 LOS A

Intersection 86
ICU Methodology
Baseline (2010) With Alternative 3 With Mitigation P.M. Peak Hour



1) $\frac{737}{3200}$ or $\frac{294}{3200}$

= **0.23**

2) $\frac{616}{3200}$ or $\frac{26}{1600}$ or $\left\{\frac{787 + 149}{3200}\right\}$

= **0.293**

3) $\frac{815}{3200}$ or $\frac{909}{4800}$ or $\frac{259}{3200}$

= **0.255**

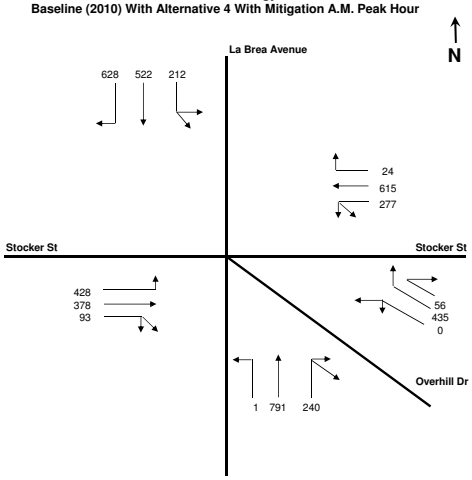
4) $\frac{462}{3200}$ or $\left\{\frac{339 + 75}{4800}\right\}$

= **0.144**

Critical Volumes = 0.23 + 0.293 + 0.255 + 0.144 = 0.922

V/C = 0.922 – 0.00 = 0.922 LOS E

Intersection 86
ICU Methodology
Baseline (2010) With Alternative 4 With Mitigation A.M. Peak Hour



1) $\frac{428}{3200}$ or $\frac{277}{3200}$

= **0.134**

2) $\frac{615}{3200}$ or $\frac{24}{1600}$ or $\left\{\frac{378 + 93}{3200}\right\}$

= **0.192**

3) $\frac{522}{3200}$ or $\frac{791}{4800}$ or $\frac{240}{3200}$

= **0.165**

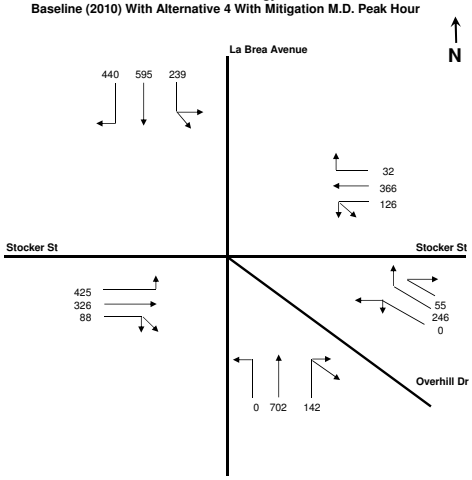
4) $\frac{212}{3200}$ or $\left\{\frac{435 + 56}{4800}\right\}$

= **0.102**

Critical Volumes = 0.134 + 0.192 + 0.165 + 0.102 = 0.593

V/C = 0.593 – 0.00 = 0.593 LOS A

Intersection 86
ICU Methodology
Baseline (2010) With Alternative 4 With Mitigation M.D. Peak Hour



1) $\frac{425}{3200}$ or $\frac{126}{3200}$

= **0.133**

2) $\frac{366}{3200}$ or $\frac{32}{1600}$ or $\left\{\frac{326 + 88}{3200}\right\}$

= **0.129**

3) $\frac{595}{3200}$ or $\frac{702}{4800}$ or $\frac{142}{3200}$

= **0.186**

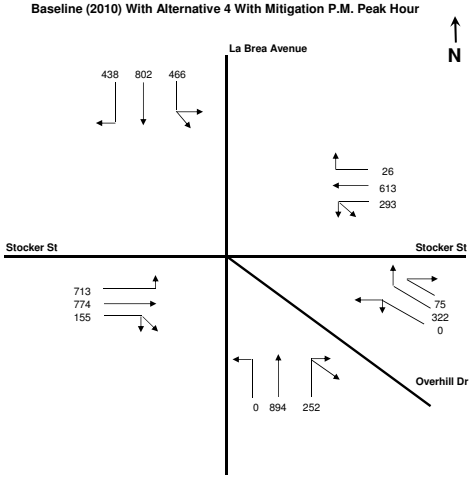
4) $\frac{239}{3200}$ or $\left\{\frac{246 + 55}{4800}\right\}$

= **0.075**

Critical Volumes = 0.133 + 0.129 + 0.186 + 0.075 = 0.523

V/C = 0.523 – 0.00 = 0.523 LOS A

Intersection 86
ICU Methodology
Baseline (2010) With Alternative 4 With Mitigation P.M. Peak Hour



1) $\frac{713}{3200}$ or $\frac{293}{3200}$

= **0.223**

2) $\frac{613}{3200}$ or $\frac{26}{1600}$ or $\left\{\frac{774 + 155}{3200}\right\}$

= **0.29**

3) $\frac{802}{3200}$ or $\frac{894}{4800}$ or $\frac{252}{3200}$

= **0.251**

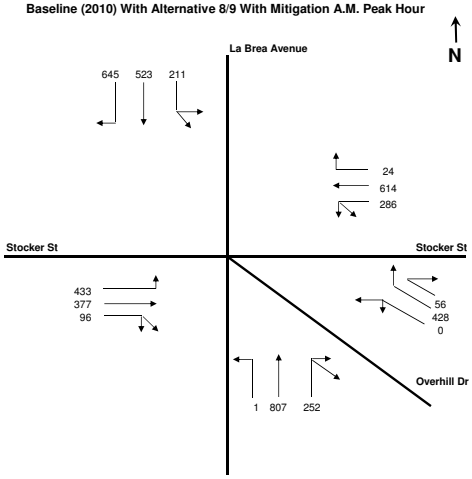
4) $\frac{466}{3200}$ or $\left\{\frac{322 + 75}{4800}\right\}$

= **0.146**

Critical Volumes = 0.223 + 0.29 + 0.251 + 0.146 = 0.910

V/C = 0.910 – 0.00 = 0.910 LOS E

Intersection 86
ICU Methodology
Baseline (2010) With Alternative 8/9 With Mitigation A.M. Peak Hour



1) $\frac{433}{3200}$ or $\frac{286}{3200}$

= **0.135**

2) $\frac{614}{3200}$ or $\frac{24}{1600}$ or $\left\{\frac{377 + 96}{3200}\right\}$

= **0.192**

3) $\frac{523}{3200}$ or $\frac{807}{4800}$ or $\frac{252}{3200}$

= **0.168**

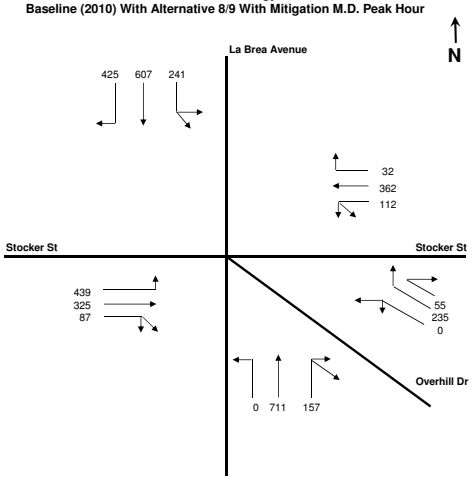
4) $\frac{211}{3200}$ or $\left\{\frac{428 + 56}{4800}\right\}$

= **0.101**

Critical Volumes = 0.135 + 0.192 + 0.168 + 0.101 = 0.596

V/C = 0.596 – 0.00 = 0.596 LOS A

Intersection 86
ICU Methodology
Baseline (2010) With Alternative 8/9 With Mitigation M.D. Peak Hour



1) $\frac{439}{3200}$ or $\frac{112}{3200}$

= **0.137**

2) $\frac{362}{3200}$ or $\frac{32}{1600}$ or $\left\{\frac{325 + 87}{3200}\right\}$

= **0.129**

3) $\frac{607}{3200}$ or $\frac{711}{4800}$ or $\frac{157}{3200}$

= **0.19**

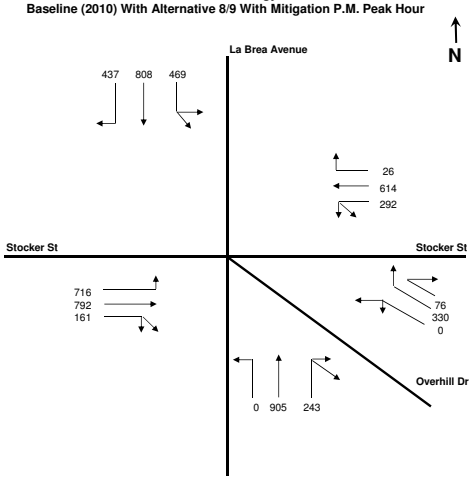
4) $\frac{241}{3200}$ or $\left\{\frac{235 + 55}{4800}\right\}$

= **0.075**

Critical Volumes = 0.137 + 0.129 + 0.19 + 0.075 = 0.531

V/C = 0.531 – 0.00 = 0.531 LOS A

Intersection 86
ICU Methodology
Baseline (2010) With Alternative 8/9 With Mitigation P.M. Peak Hour



1) $\frac{716}{3200}$ or $\frac{292}{3200}$

= **0.224**

2) $\frac{614}{3200}$ or $\frac{26}{1600}$ or $\left\{\frac{792 + 161}{3200}\right\}$

= **0.298**

3) $\frac{808}{3200}$ or $\frac{905}{4800}$ or $\frac{243}{3200}$

= **0.253**

4) $\frac{469}{3200}$ or $\left\{\frac{330 + 76}{4800}\right\}$

= **0.147**

Critical Volumes = 0.224 + 0.298 + 0.253 + 0.147 = 0.922

V/C = 0.922 – 0.00 = 0.922 LOS E

Attachment 4
Future (2025) Conditions

Critical Movement Analysis

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	460	1	280	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	750	3	**250**	0	0	**0**
	Through-Right		0			0	
	Right	90	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	**50**	0	0	0
	Left-Through		0			0	
	Through	190	2	95	0	0	**0**
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	220	0	0	**0**
	Left-Through		0			0	
	Through	530	1	**305**	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	430		North-South:	0
			East-West:	355		East-West:	0
			SUM:	785		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.571			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.571			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	1	200	0	0	**0**
	Left-Through		0			0	
	Through	690	1	**410**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	640	3	213	0	0	**0**
	Through-Right		0			0	
	Right	130	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	530	2	**265**	0	0	**0**
	Through-Right		0			0	
	Right	190	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	**190**	0	0	**0**
	Left-Through		0			0	
	Through	450	1	290	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	470		North-South:	0
			East-West:	455		East-West:	0
			SUM:	925		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.673			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.673			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	990	1	**570**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	610	3	203	0	0	**0**
	Through-Right		0			0	
	Right	130	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	690	2	**345**	0	0	**0**
	Through-Right		0			0	
	Right	180	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	470	1	295	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	690		North-South:	0
			East-West:	475		East-West:	0
			SUM:	1165		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.847			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.847			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	40	2	**20**	0	0	0
	Through-Right		0			0	
	Right	40	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	2	77	0	0	0
	Left-Through		1			0	
	Through	20	1	20	0	0	**0**
	Through-Right		0			0	
	Right	290	1	**177**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	410	2	**226**	0	0	0
	Left-Through		0			0	
	Through	1160	4	290	0	0	**0**
	Through-Right		0			0	
	Right	20	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	2440	4	**610**	0	0	0
	Through-Right		0			0	
	Right	400	1	323	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	197		North-South:	0
			East-West:	836		East-West:	0
			SUM:	1033		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.751			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.751			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	**30**	0	0	**0**
	Left-Through		0			0	
	Through	40	2	20	0	0	0
	Through-Right		0			0	
	Right	40	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	330	2	115	0	0	0
	Left-Through		1			0	
	Through	20	1	20	0	0	**0**
	Through-Right		0			0	
	Right	360	1	**195**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	600	2	**330**	0	0	0
	Left-Through		0			0	
	Through	1770	4	443	0	0	**0**
	Through-Right		0			0	
	Right	20	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	1890	4	**473**	0	0	0
	Through-Right		0			0	
	Right	250	1	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	225		*North-South:*	0
			East-West:	803		*East-West:*	0
			SUM:	1028		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.748			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.748			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	**0**
	Left-Through		0			0	
	Through	40	2	20	0	0	0
	Through-Right		0			0	
	Right	70	1	**45**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	510	2	179	0	0	0
	Left-Through		1			0	
	Through	20	1	20	0	0	**0**
	Through-Right		0			0	
	Right	400	1	**238**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	590	2	**325**	0	0	0
	Left-Through		0			0	
	Through	2120	4	530	0	0	**0**
	Through-Right		0			0	
	Right	20	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	1520	4	**380**	0	0	0
	Through-Right		0			0	
	Right	360	1	181	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	283		*North-South:*	0
			East-West:	705		*East-West:*	0
			SUM:	988		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.719			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.719			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	0	70	0	0	**0**
	Left-Through		1			0	
	Through	130	0	**200**	0	0	0
	Through-Right		0			0	
	Right	360	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	0	**100**	0	0	0
	Left-Through		1			0	
	Through	50	0	90	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	450	2	**157**	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	720	2	**396**	0	0	**0**
	Left-Through		0			0	
	Through	960	1	485	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	300		*North-South:*	0
			East-West:	553		*East-West:*	0
			SUM:	853		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.620			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.620			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	0	60	0	0	**0**
	Left-Through		1			0	
	Through	70	0	**130**	0	0	0
	Through-Right		0			0	
	Right	500	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	0	40	0	0	0
	Left-Through		1			0	
	Through	70	0	**90**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	610	2	**210**	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	570	2	**314**	0	0	**0**
	Left-Through		0			0	
	Through	700	1	360	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	220		*North-South:*	0
			East-West:	524		*East-West:*	0
			SUM:	744		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.541			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.541			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	0	40	0	0	**0**
	Left-Through		1			0	
	Through	110	0	**150**	0	0	0
	Through-Right		0			0	
	Right	610	2	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	0	50	0	0	0
	Left-Through		1			0	
	Through	90	0	**110**	0	0	**0**
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1100	2	**383**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	530	2	**292**	0	0	**0**
	Left-Through		0			0	
	Through	690	1	355	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	260		North-South:	0
			East-West:	675		East-West:	0
			SUM:	935		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.680			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.680			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	340	1	230	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	700	1	**385**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	**10**	0	0	0
	Left-Through		0			0	
	Through	630	1	350	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	1240	1	**680**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	465		North-South:	0
			East-West:	690		East-West:	0
			SUM:	1155		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.840			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.840			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	500	1	**390**	0	0	0
	Through-Right		1			0	
	Right	280	0	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	460	1	265	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1040	1	**565**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	260	1	**260**	0	0	**0**
	Left-Through		0			0	
	Through	1030	1	545	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	480		North-South:	0
			East-West:	825		East-West:	0
			SUM:	1305		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.949			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.949			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	80	0	0	**0**
	Left-Through		0			0	
	Through	690	1	**505**	0	0	0
	Through-Right		1			0	
	Right	320	0	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	400	1	235	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	1360	1	**710**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	890	1	485	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	595		North-South:	0
			East-West:	850		East-West:	0
			SUM:	1445		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.051			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.051			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD
East-West Street: ARBOR VITAE STREET
Scenario: FUTURE (2025) CONDITIONS
Count Date:
Analyst:
Date:

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	240	1	**240**	0	0	**0**
	Left-Through		0			0	
	Through	440	2	220	0	0	0
	Through-Right		0			0	
	Right	140	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	350	1	**215**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	0	0	0
	Left-Through		0			0	
	Through	300	1	195	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	720	1	**385**	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	455		North-South:	0
			East-West:	425		East-West:	0
			SUM:	880		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.640			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.640			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD
East-West Street: ARBOR VITAE STREET
Scenario: FUTURE (2025) CONDITIONS
Count Date:
Analyst:
Date:

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	420	2	210	0	0	0
	Through-Right		0			0	
	Right	190	1	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	300	1	**195**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	520	1	**335**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	440	1	260	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	375		North-South:	0
			East-West:	485		East-West:	0
			SUM:	860		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.625			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.625			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD
East-West Street: ARBOR VITAE STREET
Scenario: FUTURE (2025) CONDITIONS
Count Date:
Analyst:
Date:

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	1	**220**	0	0	**0**
	Left-Through		0			0	
	Through	500	2	250	0	0	0
	Through-Right		0			0	
	Right	200	1	105	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	430	1	**260**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	920	1	**555**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	**190**	0	0	**0**
	Left-Through		0			0	
	Through	530	1	285	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	480		North-South:	0
			East-West:	745		East-West:	0
			SUM:	1225		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.891			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.891			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD
East-West Street: ARBOR VITAE STREET
Scenario: FUTURE (2025) CONDITIONS
Count Date:
Analyst:
Date:

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	300	1	**300**	0	0	**0**
	Left-Through		0			0	
	Through	540	1	295	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	440	1	**240**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	180	1	180	0	0	**0**
	Through-Right		1			0	
	Right	190	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	530	2	**265**	0	0	0
	Through-Right		0			0	
	Right	160	1	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	540		North-South:	0
			East-West:	325		East-West:	0
			SUM:	865		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.577			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.577			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	190	1	**190**	0	0	**0**
Left-Through		0			0	
Through	480	1	295	0	0	0
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	1	100	0	0	0
Left-Through		0			0	
Through	360	1	**220**	0	0	**0**
Through-Right		1			0	
Right	80	0	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	70	1	70	0	0	0
Left-Through		0			0	
Through	370	1	**320**	0	0	**0**
Through-Right		1			0	
Right	270	0	270	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	70	1	**70**	0	0	**0**
Left-Through		0			0	
Through	340	2	170	0	0	0
Through-Right		0			0	
Right	90	1	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	410		*North-South:*	0
		East-West:	390		*East-West:*	0
		SUM:	800		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.533			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.533			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	150	1	150	0	0	**0**
Left-Through		0			0	
Through	490	1	**360**	0	0	0
Through-Right		1			0	
Right	230	0	230	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	150	1	**150**	0	0	0
Left-Through		0			0	
Through	630	1	345	0	0	**0**
Through-Right		1			0	
Right	60	0	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	60	1	60	0	0	0
Left-Through		0			0	
Through	640	1	**550**	0	0	**0**
Through-Right		1			0	
Right	460	0	460	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	60	1	**60**	0	0	**0**
Left-Through		0			0	
Through	330	2	165	0	0	0
Through-Right		0			0	
Right	80	1	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	510		*North-South:*	0
		East-West:	610		*East-West:*	0
		SUM:	1120		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.747			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.747			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	880	2	**484**	0	0	**0**
Left-Through		0			0	
Through	790	1	425	0	0	0
Through-Right		1			0	
Right	60	0	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	2	55	0	0	0
Left-Through		0			0	
Through	430	2	**215**	0	0	**0**
Through-Right		0			0	
Right	200	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	240	1	**240**	0	0	0
Left-Through		0			0	
Through	1080	3	358	0	0	**0**
Through-Right		1			0	
Right	350	0	350	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	130	1	130	0	0	**0**
Left-Through		0			0	
Through	1850	3	**495**	0	0	0
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	699		*North-South:*	0
		East-West:	735		*East-West:*	0
		SUM:	1434		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.043			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.043			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	530	2	**292**	0	0	**0**
Left-Through		0			0	
Through	710	1	395	0	0	0
Through-Right		1			0	
Right	80	0	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	2	55	0	0	0
Left-Through		0			0	
Through	330	2	**165**	0	0	**0**
Through-Right		0			0	
Right	210	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	370	1	**370**	0	0	0
Left-Through		0			0	
Through	1630	3	478	0	0	**0**
Through-Right		1			0	
Right	280	0	280	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	170	1	170	0	0	**0**
Left-Through		0			0	
Through	1630	3	**448**	0	0	0
Through-Right		1			0	
Right	160	0	160	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	457		*North-South:*	0
		East-West:	818		*East-West:*	0
		SUM:	1275		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.927			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.927			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	540	2	297	0	0	**0**
	Left-Through		0			0	
	Through	1250	1	**685**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	2	**61**	0	0	0
	Left-Through		0			0	
	Through	530	2	265	0	0	**0**
	Through-Right		0			0	
	Right	170	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	580	1	**580**	0	0	0
	Left-Through		0			0	
	Through	1920	3	605	0	0	**0**
	Through-Right		1			0	
	Right	500	0	500	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	1130	3	**320**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	746		*North-South:*	0
			East-West:	900		*East-West:*	0
			SUM:	1646		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.197			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.197			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	270	2	149	0	0	**0**
	Left-Through		0			0	
	Through	580	2	**290**	0	0	0
	Through-Right		0			0	
	Right	120	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	2	**138**	0	0	0
	Left-Through		0			0	
	Through	370	2	185	0	0	**0**
	Through-Right		0			0	
	Right	210	1	105	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	2	**105**	0	0	0
	Left-Through		0			0	
	Through	240	2	113	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	2	121	0	0	**0**
	Left-Through		0			0	
	Through	1160	3	387	0	0	0
	Through-Right		0			0	
	Right	670	1	**532**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	428		*North-South:*	0
			East-West:	637		*East-West:*	0
			SUM:	1065		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.775			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.775			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	2	88	0	0	**0**
	Left-Through		0			0	
	Through	370	2	**185**	0	0	0
	Through-Right		0			0	
	Right	110	1	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	360	2	**198**	0	0	0
	Left-Through		0			0	
	Through	330	2	165	0	0	**0**
	Through-Right		0			0	
	Right	150	1	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	250	2	**138**	0	0	0
	Left-Through		0			0	
	Through	560	2	233	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	2	61	0	0	**0**
	Left-Through		0			0	
	Through	530	3	177	0	0	0
	Through-Right		0			0	
	Right	440	1	**242**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	383		*North-South:*	0
			East-West:	380		*East-West:*	0
			SUM:	763		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.555			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.555			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	2	**105**	0	0	**0**
	Left-Through		0			0	
	Through	430	2	215	0	0	0
	Through-Right		0			0	
	Right	230	1	54	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	280	2	154	0	0	0
	Left-Through		0			0	
	Through	560	2	**280**	0	0	**0**
	Through-Right		0			0	
	Right	150	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	300	2	165	0	0	0
	Left-Through		0			0	
	Through	1290	2	**527**	0	0	**0**
	Through-Right		1			0	
	Right	290	0	290	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	320	2	**176**	0	0	**0**
	Left-Through		0			0	
	Through	410	3	137	0	0	0
	Through-Right		0			0	
	Right	440	1	286	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	385		*North-South:*	0
			East-West:	703		*East-West:*	0
			SUM:	1088		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.791			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.791			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 2	WB--	0	EB-- 0	WB--	0	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**	60	1	60	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1270	1	**695**	0	0	0	750	1	**445**	0	0	0
	Through-Right		1			0			1			0	
	Right	120	0	120	0	0	0	140	0	140	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0	100	1	**100**	0	0	0
	Left-Through		0			0			0			0	
	Through	740	1	405	0	0	**0**	670	1	370	0	0	**0**
	Through-Right		1			0			1			0	
	Right	70	0	70	0	0	0	70	0	70	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	30	1	30	0	0	0	50	1	50	0	0	0
	Left-Through		0			0			0			0	
	Through	40	0	**60**	0	0	**0**	60	0	**100**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	20	0	0	0	0	0	40	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	40	1	40	0	0	**0**	150	1	**150**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	50	1	**50**	0	0	0	40	1	40	0	0	0
	Through-Right		1			0			1			0	
	Right	80	0	20	0	0	0	140	0	90	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	815		North-South:	0		North-South:	545		North-South:	0
			East-West:	110		East-West:	0		East-West:	250		East-West:	0
			SUM:	925		SUM:	0		SUM:	795		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.673			0.000			0.578			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.673			0.000			0.578			0.000
LEVEL OF SERVICE (LOS):				B			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 2	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	40	1	40	0	0	**0**						
	Left-Through		0			0							
	Through	930	1	**540**	0	0	0						
	Through-Right		1			0							
	Right	150	0	150	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	100	1	**100**	0	0	0						
	Left-Through		0			0							
	Through	1070	1	565	0	0	**0**						
	Through-Right		1			0							
	Right	60	0	60	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	90	1	90	0	0	0						
	Left-Through		0			0							
	Through	70	0	**110**	0	0	**0**						
	Through-Right		1			0							
	Right	40	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	150	1	**150**	0	0	**0**						
	Left-Through		0			0							
	Through	50	1	50	0	0	0						
	Through-Right		1			0							
	Right	170	0	120	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	640		North-South:	0						
			East-West:	260		East-West:	0						
			SUM:	900		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.655			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.655			0.000						
LEVEL OF SERVICE (LOS):				B			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	110	1	**110**	0	0	**0**						
	Left-Through		0			0							
	Through	1370	2	467	0	0	0						
	Through-Right		1			0							
	Right	30	0	30	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	30	1	30	0	0	0						
	Left-Through		0			0							
	Through	1260	2	**567**	0	0	**0**						
	Through-Right		1			0							
	Right	440	0	440	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	360	1	**185**	0	0	0						
	Left-Through		1			0							
	Through	10	0	185	0	0	**0**						
	Through-Right		0			0							
	Right	240	1	185	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	10	0	10	0	0	**0**						
	Left-Through		0			0							
	Through	10	0	**30**	0	0	0						
	Through-Right		0			0							
	Right	10	0	0	0	0	0						
	Left-Through-Right		1			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	677		North-South:	0						
			East-West:	215		East-West:	0						
			SUM:	892		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.649			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.649			0.000						
LEVEL OF SERVICE (LOS):				B			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	70	1	**70**	0	0	**0**
Left-Through		0			0	
Through	1470	2	497	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	50	1	50	0	0	0
Left-Through		0			0	
Through	1220	2	**583**	0	0	**0**
Through-Right		1			0	
Right	530	0	530	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	360	1	185	0	0	0
Left-Through		1			0	
Through	10	0	185	0	0	**0**
Through-Right		0			0	
Right	250	1	**215**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	10	0	**50**	0	0	0
Through-Right		0			0	
Right	30	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	653		*North-South:*	0
		East-West:	265		*East-West:*	0
		SUM:	918		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.668			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.668			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	180	1	**180**	0	0	**0**
Left-Through		0			0	
Through	1610	2	540	0	0	0
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	40	1	40	0	0	0
Left-Through		0			0	
Through	1730	2	**807**	0	0	**0**
Through-Right		1			0	
Right	690	0	690	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	480	1	**240**	0	0	0
Left-Through		1			0	
Through	0	0	240	0	0	**0**
Through-Right		0			0	
Right	280	1	190	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	10	0	**60**	0	0	0
Through-Right		0			0	
Right	40	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	987		*North-South:*	0
		East-West:	300		*East-West:*	0
		SUM:	1287		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.936			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.936			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2400	4	**600**	0	0	0
Through-Right		0			0	
Right	420	1	101	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	2	**11**	0	0	0
Left-Through		0			0	
Through	1840	4	460	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	580	2	**319**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	10	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	611		*North-South:*	0
		East-West:	319		*East-West:*	0
		SUM:	930		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.653			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.653			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1670	4	**418**	0	0	0
Through-Right		0			0	
Right	330	1	137	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	10	2	**6**	0	0	0
Left-Through		0			0	
Through	1550	4	388	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	350	2	**193**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	20	1	14	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	424		*North-South:*	0
		East-West:	193		*East-West:*	0
		SUM:	617		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.433			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.433			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2460	4	**615**	0	0	0
	Through-Right		0			0	
	Right	590	1	282	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	2	**28**	0	0	0
	Left-Through		0			0	
	Through	2310	4	578	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	560	2	**308**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	40	1	12	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	643		North-South:	0
			East-West:	308		East-West:	0
			SUM:	951		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.667			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.667			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	3	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	2	**11**	0	0	**0**
	Left-Through		0			0	
	Through	20	3	7	0	0	0
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	460	2	253	0	0	0
	Left-Through		0			0	
	Through	20	2	10	0	0	**0**
	Through-Right		0			0	
	Right	670	1	**400**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	490	2	**270**	0	0	0
	Left-Through		0			0	
	Through	960	3	320	0	0	**0**
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	2	11	0	0	**0**
	Left-Through		0			0	
	Through	1020	3	**340**	0	0	0
	Through-Right		0			0	
	Right	380	1	127	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	411		North-South:	0
			East-West:	610		East-West:	0
			SUM:	1021		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.743			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.743			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	3	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	2	17	0	0	**0**
	Left-Through		0			0	
	Through	20	3	7	0	0	0
	Through-Right		0			0	
	Right	30	1	**25**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	420	2	**231**	0	0	0
	Left-Through		0			0	
	Through	20	2	10	0	0	**0**
	Through-Right		0			0	
	Right	440	1	225	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	390	2	**215**	0	0	0
	Left-Through		0			0	
	Through	990	3	330	0	0	**0**
	Through-Right		0			0	
	Right	20	1	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	2	11	0	0	**0**
	Left-Through		0			0	
	Through	1000	3	**333**	0	0	0
	Through-Right		0			0	
	Right	300	1	69	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	256		North-South:	0
			East-West:	548		East-West:	0
			SUM:	804		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.585			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.585			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	3	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	2	11	0	0	**0**
	Left-Through		0			0	
	Through	20	3	7	0	0	0
	Through-Right		0			0	
	Right	20	1	**17**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	920	2	**506**	0	0	0
	Left-Through		0			0	
	Through	10	2	5	0	0	**0**
	Through-Right		0			0	
	Right	450	1	54	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	720	2	**396**	0	0	0
	Left-Through		0			0	
	Through	1060	3	353	0	0	**0**
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	2	6	0	0	**0**
	Left-Through		0			0	
	Through	1120	3	**373**	0	0	0
	Through-Right		0			0	
	Right	450	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	523		North-South:	0
			East-West:	769		East-West:	0
			SUM:	1292		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.940			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.940			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**	20	1	20	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1150	2	**575**	0	0	0	760	2	**380**	0	0	0
	Through-Right		0			0			0			0	
	Right	190	1	146	0	0	0	140	1	129	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0	160	1	**160**	0	0	0
	Left-Through		0			0			0			0	
	Through	890	2	445	0	0	**0**	820	2	410	0	0	**0**
	Through-Right		0			0			0			0	
	Right	140	1	0	0	0	0	120	1	40	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	310	1	**310**	0	0	0	160	1	**160**	0	0	0
	Left-Through		0			0			0			0	
	Through	840	1	430	0	0	**0**	280	1	150	0	0	**0**
	Through-Right		1			0			1			0	
	Right	20	0	20	0	0	0	20	0	20	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	160	2	88	0	0	**0**	40	2	22	0	0	**0**
	Left-Through		0			0			0			0	
	Through	290	1	**225**	0	0	0	330	1	**265**	0	0	0
	Through-Right		1			0			1			0	
	Right	160	0	160	0	0	0	200	0	200	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	715		North-South:	0		North-South:	540		North-South:	0
			East-West:	535		East-West:	0		East-West:	425		East-West:	0
			SUM:	1250		SUM:	0		SUM:	965		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.877			0.000			0.677			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.877			0.000			0.677			0.000
LEVEL OF SERVICE (LOS):				D			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	30	1	30	0	0	**0**						
	Left-Through		0			0							
	Through	1380	2	**690**	0	0	0						
	Through-Right		0			0							
	Right	350	1	317	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	180	1	**180**	0	0	0						
	Left-Through		0			0							
	Through	1410	2	705	0	0	**0**						
	Through-Right		0			0							
	Right	190	1	105	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	170	1	**170**	0	0	0						
	Left-Through		0			0							
	Through	560	1	290	0	0	**0**						
	Through-Right		1			0							
	Right	20	0	20	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	120	2	66	0	0	**0**						
	Left-Through		0			0							
	Through	600	1	**395**	0	0	0						
	Through-Right		1			0							
	Right	190	0	190	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	870		North-South:	0						
			East-West:	565		East-West:	0						
			SUM:	1435		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				1.007			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.007			0.000						
LEVEL OF SERVICE (LOS):				F			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	40	2	22	0	0	**0**						
	Left-Through		0			0							
	Through	2350	2	**800**	0	0	0						
	Through-Right		1			0							
	Right	50	0	50	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	140	1	**140**	0	0	0						
	Left-Through		0			0							
	Through	2190	2	737	0	0	**0**						
	Through-Right		1			0							
	Right	20	0	20	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	370	2	185	0	0	**0**						
	Through-Right		1			0							
	Right	200	0	**189**	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	240	1	**240**	0	0	**0**						
	Left-Through		0			0							
	Through	1190	3	397	0	0	0						
	Through-Right		0			0							
	Right	260	1	190	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	940		North-South:	0						
			East-West:	429		East-West:	0						
			SUM:	1369		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.996			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.996			0.000						
LEVEL OF SERVICE (LOS):				E			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	2	99	0	0	**0**
	Left-Through		0			0	
	Through	1370	2	**487**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	1440	2	493	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	630	2	**267**	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	820	3	273	0	0	0
	Through-Right		0			0	
	Right	150	1	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	637		*North-South:*	0
			East-West:	437		*East-West:*	0
			SUM:	1074		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.781			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.781			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	2	83	0	0	**0**
	Left-Through		0			0	
	Through	2200	2	**780**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	320	1	**320**	0	0	0
	Left-Through		0			0	
	Through	2100	2	707	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1090	2	**437**	0	0	**0**
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	920	3	307	0	0	0
	Through-Right		0			0	
	Right	160	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1100		*North-South:*	0
			East-West:	597		*East-West:*	0
			SUM:	1697		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.234			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.234			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	2	**88**	0	0	**0**
	Left-Through		0			0	
	Through	810	2	310	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1130	2	**447**	0	0	**0**
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	440	2	167	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	2	121	0	0	**0**
	Left-Through		0			0	
	Through	1030	2	**347**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	535		*North-South:*	0
			East-West:	487		*East-West:*	0
			SUM:	1022		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.743			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.743			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	2	99	0	0	**0**
	Left-Through		0			0	
	Through	830	2	**340**	0	0	0
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	740	2	290	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	630	2	240	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	2	132	0	0	**0**
	Left-Through		0			0	
	Through	740	2	**253**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	420		*North-South:*	0
			East-West:	383		*East-West:*	0
			SUM:	803		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.584			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.584			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	1540	2	**633**	0	0	0
	Through-Right		1			0	
	Right	360	0	360	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	890	2	340	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	880	2	310	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	2	127	0	0	**0**
	Left-Through		0			0	
	Through	920	2	**310**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	763		*North-South:*	0
			East-West:	530		*East-West:*	0
			SUM:	1293		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.940			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.940			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1470	1	**805**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	730	2	365	0	0	**0**
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	1570	3	523	0	0	**0**
	Through-Right		0			0	
	Right	140	1	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1200	2	**463**	0	0	0
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	905		*North-South:*	0
			East-West:	673		*East-West:*	0
			SUM:	1578		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.148			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.148			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	910	1	**535**	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	730	2	365	0	0	**0**
	Through-Right		0			0	
	Right	110	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	1190	3	397	0	0	**0**
	Through-Right		0			0	
	Right	140	1	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	1	200	0	0	**0**
	Left-Through		0			0	
	Through	1330	2	**477**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	685		*North-South:*	0
			East-West:	687		*East-West:*	0
			SUM:	1372		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.998			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.998			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1300	1	**710**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	1320	2	660	0	0	**0**
	Through-Right		0			0	
	Right	80	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1530	3	**510**	0	0	**0**
	Through-Right		0			0	
	Right	270	1	205	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	1	**230**	0	0	**0**
	Left-Through		0			0	
	Through	1540	2	560	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	860		*North-South:*	0
			East-West:	740		*East-West:*	0
			SUM:	1600		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.164			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.164			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	60	1	60	0	0	**0**
Left-Through		0			0	
Through	1380	1	**740**	0	0	0
Through-Right		1			0	
Right	100	0	100	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	80	1	**80**	0	0	0
Left-Through		0			0	
Through	860	2	430	0	0	**0**
Through-Right		0			0	
Right	110	1	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	200	1	200	0	0	0
Left-Through		0			0	
Through	720	2	**360**	0	0	**0**
Through-Right		0			0	
Right	60	1	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	80	1	**80**	0	0	**0**
Left-Through		0			0	
Through	450	2	225	0	0	0
Through-Right		0			0	
Right	70	1	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	820		*North-South:*	0
		East-West:	440		*East-West:*	0
		SUM:	1260		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.840			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.840			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	100	1	100	0	0	**0**
Left-Through		0			0	
Through	900	1	**510**	0	0	0
Through-Right		1			0	
Right	120	0	120	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	80	1	**80**	0	0	0
Left-Through		0			0	
Through	830	2	415	0	0	**0**
Through-Right		0			0	
Right	240	1	120	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	240	1	**240**	0	0	0
Left-Through		0			0	
Through	520	2	260	0	0	**0**
Through-Right		0			0	
Right	80	1	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	110	1	110	0	0	**0**
Left-Through		0			0	
Through	520	2	**260**	0	0	0
Through-Right		0			0	
Right	70	1	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	590		*North-South:*	0
		East-West:	500		*East-West:*	0
		SUM:	1090		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.727			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.727			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	90	1	90	0	0	**0**
Left-Through		0			0	
Through	1410	1	**790**	0	0	0
Through-Right		1			0	
Right	170	0	170	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	80	1	**80**	0	0	0
Left-Through		0			0	
Through	1440	2	720	0	0	**0**
Through-Right		0			0	
Right	180	1	95	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	170	1	170	0	0	0
Left-Through		0			0	
Through	810	2	**405**	0	0	**0**
Through-Right		0			0	
Right	110	1	65	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	150	1	**150**	0	0	**0**
Left-Through		0			0	
Through	660	2	330	0	0	0
Through-Right		0			0	
Right	90	1	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	870		*North-South:*	0
		East-West:	555		*East-West:*	0
		SUM:	1425		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.950			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.950			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	760	3	253	0	0	0
Through-Right		0			0	
Right	310	1	310	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	400	2	220	0	0	0
Left-Through		0			0	
Through	1080	2	**540**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	20	0	20	0	0	0
Left-Through		0			0	
Through	0	0	20	0	0	**0**
Through-Right		0			0	
Right	160	1	**160**	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	540		*North-South:*	0
		East-West:	160		*East-West:*	0
		SUM:	700		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.491			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.491			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	690	3	230	0	0	0
	Through-Right		0			0	
	Right	200	1	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	320	2	176	0	0	0
	Left-Through		0			0	
	Through	830	2	**415**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	0	30	0	0	0
	Left-Through		0			0	
	Through	0	0	30	0	0	**0**
	Through-Right		0			0	
	Right	130	1	**130**	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	415		*North-South:*	0
			East-West:	130		*East-West:*	0
			SUM:	545		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.382			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.382			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1260	3	**420**	0	0	0
	Through-Right		0			0	
	Right	250	1	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	710	2	**391**	0	0	0
	Left-Through		0			0	
	Through	1060	2	530	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	0	30	0	0	0
	Left-Through		0			0	
	Through	0	0	30	0	0	**0**
	Through-Right		0			0	
	Right	80	1	**80**	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	811		*North-South:*	0
			East-West:	80		*East-West:*	0
			SUM:	891		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.625			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.625			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		2	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	720	2	360	0	0	0
	Through-Right		0			0	
	Right	50	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1200	2	**403**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	20	0	0	0	0	**0**
	Through-Right		0			0	
	Right	40	0	**40**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
WESTBOUND	Left	320	1	**317**	0	0	**0**
	Left-Through		0			0	
	Through	10	0	317	0	0	0
	Through-Right		0			0	
	Right	620	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	413		*North-South:*	0
			East-West:	357		*East-West:*	0
			SUM:	770		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.540			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.540			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		2	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	**20**	0	0	**0**
	Left-Through		0			0	
	Through	620	2	310	0	0	0
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	920	2	**310**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	20	0	0	0	0	**0**
	Through-Right		0			0	
	Right	20	0	**20**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
WESTBOUND	Left	250	1	**173**	0	0	**0**
	Left-Through		0			0	
	Through	20	0	173	0	0	0
	Through-Right		0			0	
	Right	250	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	330		*North-South:*	0
			East-West:	193		*East-West:*	0
			SUM:	523		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.367			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.367			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMPS
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	**0**
	Left-Through		0			0	
	Through	1170	2	**585**	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1490	2	503	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	20	0	0	0	0	**0**
	Through-Right		0			0	
	Right	30	0	**30**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
WESTBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	20	0	**320**	0	0	0
	Through-Right		0			0	
	Right	620	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	585		North-South:	0
			East-West:	350		East-West:	0
			SUM:	935		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.656			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.656			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	340	1	**340**	0	0	**0**
	Left-Through		0			0	
	Through	320	2	160	0	0	0
	Through-Right		0			0	
	Right	160	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	570	2	**285**	0	0	**0**
	Through-Right		0			0	
	Right	710	2	281	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	700	3	233	0	0	**0**
	Through-Right		0			0	
	Right	350	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	1	250	0	0	**0**
	Left-Through		0			0	
	Through	1350	3	**433**	0	0	0
	Through-Right		1			0	
	Right	380	0	380	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	625		North-South:	0
			East-West:	543		East-West:	0
			SUM:	1168		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.849			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.849			0.000
	LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	1	**220**	0	0	**0**
	Left-Through		0			0	
	Through	360	2	180	0	0	0
	Through-Right		0			0	
	Right	270	2	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	260	1	260	0	0	0
	Left-Through		0			0	
	Through	360	2	180	0	0	**0**
	Through-Right		0			0	
	Right	830	2	**257**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	200	0	0	0
	Left-Through		0			0	
	Through	1380	3	**460**	0	0	**0**
	Through-Right		0			0	
	Right	520	1	300	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	900	3	288	0	0	0
	Through-Right		1			0	
	Right	250	0	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	477		North-South:	0
			East-West:	570		East-West:	0
			SUM:	1047		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.761			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.761			0.000
	LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	240	1	240	0	0	**0**
	Left-Through		0			0	
	Through	340	2	170	0	0	0
	Through-Right		0			0	
	Right	540	2	**227**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	470	1	**470**	0	0	0
	Left-Through		0			0	
	Through	820	2	410	0	0	**0**
	Through-Right		0			0	
	Right	390	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	240	1	240	0	0	0
	Left-Through		0			0	
	Through	1520	3	**507**	0	0	**0**
	Through-Right		0			0	
	Right	520	1	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	750	3	230	0	0	0
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	697		North-South:	0
			East-West:	577		East-West:	0
			SUM:	1274		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.927			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.927			0.000
	LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**	0	0	0	0	0	**0**
	Left-Through		0			0			0			0	
	Through	3210	4	**803**	0	0	0	2660	4	**665**	0	0	0
	Through-Right		0			0			0			0	
	Right	30	1	0	0	0	0	40	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0	0	0	**0**	0	0	0
	Left-Through		0			0			0			0	
	Through	2060	4	515	0	0	**0**	1610	4	403	0	0	**0**
	Through-Right		0			0			0			0	
	Right	160	1	160	0	0	0	200	1	200	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	**0**	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	**0**	0	0	**0**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	330	1	190	0	0	**0**	410	1	**230**	0	0	**0**
	Left-Through		1			0			1			0	
	Through	50	0	190	0	0	0	50	0	230	0	0	0
	Through-Right		0			0			0			0	
	Right	390	2	**215**	0	0	0	270	2	149	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	803		*North-South:*	0		*North-South:*	665		*North-South:*	0
			East-West:	215		*East-West:*	0		*East-West:*	230		*East-West:*	0
			SUM:	1018		*SUM:*	0		*SUM:*	895		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.679			0.000			0.597			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.679			0.000			0.597			0.000
LEVEL OF SERVICE (LOS):				B			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				2			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	2	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	0	0	0	0	0	**0**						
	Left-Through		0			0							
	Through	3270	4	**818**	0	0	0						
	Through-Right		0			0							
	Right	10	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	0	0	**0**	0	0	0						
	Left-Through		0			0							
	Through	2840	4	710	0	0	**0**						
	Through-Right		0			0							
	Right	180	1	180	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	0	0	**0**	0	0	**0**						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	610	1	**315**	0	0	**0**						
	Left-Through		1			0							
	Through	20	0	315	0	0	0						
	Through-Right		0			0							
	Right	290	2	160	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	818		*North-South:*	0						
			East-West:	315		*East-West:*	0						
			SUM:	1133		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.755			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.755			0.000						
LEVEL OF SERVICE (LOS):				C			A						

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				2			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	0	0	0	0	0	**0**						
	Left-Through		0			0							
	Through	2030	2	**1015**	0	0	0						
	Through-Right		0			0							
	Right	540	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	20	0	**20**	0	0	0						
	Left-Through		1			0							
	Through	420	1	270	0	0	**0**						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	0	0	**0**	0	0	**0**						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	390	2	**215**	0	0	**0**						
	Left-Through		0			0							
	Through	0	0	0	0	0	0						
	Through-Right		0			0							
	Right	10	1	10	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	1035		*North-South:*	0						
			East-West:	215		*East-West:*	0						
			SUM:	1250		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.833			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.833			0.000						
LEVEL OF SERVICE (LOS):				D			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	750	2	375	0	0	0
Through-Right		0			0	
Right	220	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	40	0	40	0	0	0
Left-Through		1			0	
Through	390	1	275	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	450	2	248	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	10	1	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	415		North-South:	0
		East-West:	248		East-West:	0
		SUM:	663		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.442			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.442			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	890	2	445	0	0	0
Through-Right		0			0	
Right	360	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	60	0	60	0	0	0
Left-Through		1			0	
Through	1230	1	795	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	840	2	462	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	10	1	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	795		North-South:	0
		East-West:	462		East-West:	0
		SUM:	1257		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.838			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.838			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	30	0	30	0	0	0
Left-Through		1			0	
Through	0	0	30	0	0	0
Through-Right		0			0	
Right	1150	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	10	0	10	0	0	0
Left-Through		0			0	
Through	0	0	20	0	0	0
Through-Right		0			0	
Right	10	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
EASTBOUND Left	10	1	10	0	0	0
Left-Through		0			0	
Through	1260	1	635	0	0	0
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	420	1	420	0	0	0
Left-Through		0			0	
Through	360	1	185	0	0	0
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	50		North-South:	0
		East-West:	1055		East-West:	0
		SUM:	1105		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.775			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.775			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	30	0	30	0	0	0
Left-Through		1			0	
Through	0	0	30	0	0	0
Through-Right		0			0	
Right	440	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	10	0	10	0	0	0
Left-Through		0			0	
Through	0	0	20	0	0	0
Through-Right		0			0	
Right	10	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
EASTBOUND Left	10	1	10	0	0	0
Left-Through		0			0	
Through	530	1	280	0	0	0
Through-Right		1			0	
Right	30	0	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	400	1	400	0	0	0
Left-Through		0			0	
Through	390	1	200	0	0	0
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	50		North-South:	0
		East-West:	680		East-West:	0
		SUM:	730		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.512			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.512			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	50	0	**50**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	50	0	0	0
	Through-Right		0			0	
	Right	550	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	660	1	**345**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	890	1	**890**	0	0	**0**
	Left-Through		0			0	
	Through	1070	1	540	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	70		*North-South:*	0
			East-West:	1235		*East-West:*	0
			SUM:	1305		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.916			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.916			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	90	1	**90**	0	0	**0**
	Left-Through		0			0	
	Through	30	1	30	0	0	0
	Through-Right		0			0	
	Right	130	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	30	0	30	0	0	**0**
	Through-Right		0			0	
	Right	20	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	460	2	227	0	0	**0**
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	260	2	143	0	0	**0**
	Left-Through		0			0	
	Through	1160	2	**413**	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	120		*North-South:*	0
			East-West:	473		*East-West:*	0
			SUM:	593		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.431			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.431			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	20	1	20	0	0	0
	Through-Right		0			0	
	Right	190	2	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**50**	0	0	0
	Left-Through		0			0	
	Through	30	0	50	0	0	**0**
	Through-Right		0			0	
	Right	40	1	5	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	540	2	213	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	2	50	0	0	**0**
	Left-Through		0			0	
	Through	570	2	**203**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	130		*North-South:*	0
			East-West:	273		*East-West:*	0
			SUM:	403		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.293			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.293			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	40	1	40	0	0	0
	Through-Right		0			0	
	Right	450	2	**204**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**60**	0	0	0
	Left-Through		0			0	
	Through	40	0	60	0	0	**0**
	Through-Right		0			0	
	Right	40	1	10	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	1160	2	**427**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	2	**44**	0	0	**0**
	Left-Through		0			0	
	Through	690	2	247	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	264		*North-South:*	0
			East-West:	471		*East-West:*	0
			SUM:	735		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.535			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.535			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	590	2	**325**	0	0	**0**
Left-Through		0			0	
Through	1930	2	660	0	0	0
Through-Right		1			0	
Right	50	0	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	60	1	60	0	0	0
Left-Through		0			0	
Through	1510	2	**530**	0	0	**0**
Through-Right		1			0	
Right	80	0	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	80	1	**80**	0	0	0
Left-Through		0			0	
Through	20	1	20	0	0	**0**
Through-Right		0			0	
Right	680	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	40	0	40	0	0	**0**
Left-Through		1			0	
Through	20	0	**70**	0	0	0
Through-Right		1			0	
Right	50	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	855		*North-South:*	0
		East-West:	150		*East-West:*	0
		SUM:	1005		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.705			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.705			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	570	2	**314**	0	0	**0**
Left-Through		0			0	
Through	1900	2	653	0	0	0
Through-Right		1			0	
Right	60	0	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	70	1	70	0	0	0
Left-Through		0			0	
Through	1380	2	**503**	0	0	**0**
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	110	1	**110**	0	0	0
Left-Through		0			0	
Through	20	1	20	0	0	**0**
Through-Right		0			0	
Right	520	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	50	0	50	0	0	**0**
Left-Through		1			0	
Through	20	0	**50**	0	0	0
Through-Right		1			0	
Right	30	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	817		*North-South:*	0
		East-West:	160		*East-West:*	0
		SUM:	977		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.686			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.686			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	910	2	**501**	0	0	**0**
Left-Through		0			0	
Through	2150	2	740	0	0	0
Through-Right		1			0	
Right	70	0	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	60	1	60	0	0	0
Left-Through		0			0	
Through	1890	2	**687**	0	0	**0**
Through-Right		1			0	
Right	170	0	170	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	120	1	**120**	0	0	0
Left-Through		0			0	
Through	40	1	40	0	0	**0**
Through-Right		0			0	
Right	910	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	50	0	50	0	0	**0**
Left-Through		1			0	
Through	30	0	**60**	0	0	0
Through-Right		1			0	
Right	30	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	1188		*North-South:*	0
		East-West:	180		*East-West:*	0
		SUM:	1368		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.960			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.960			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	10	1	10	0	0	**0**
Left-Through		0			0	
Through	1290	1	**730**	0	0	0
Through-Right		1			0	
Right	170	0	170	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	90	1	**90**	0	0	0
Left-Through		0			0	
Through	390	1	200	0	0	**0**
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	10	0	10	0	0	0
Left-Through		0			0	
Through	10	0	**30**	0	0	**0**
Through-Right		0			0	
Right	10	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
WESTBOUND Left	80	1	45	0	0	**0**
Left-Through		1			0	
Through	10	0	45	0	0	0
Through-Right		0			0	
Right	120	1	**75**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	820		*North-South:*	0
		East-West:	105		*East-West:*	0
		SUM:	925		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.649			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.649			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	550	1	350	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	450	1	235	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	10	0	30	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	70	0	0	0
	Left-Through		1			0	
	Through	20	0	70	0	0	0
	Through-Right		0			0	
	Right	90	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	420		North-South:	0
			East-West:	100		East-West:	0
			SUM:	520		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.365			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.365			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	730	1	445	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1110	1	560	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	10	0	30	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	95	0	0	0
	Left-Through		1			0	
	Through	10	0	95	0	0	0
	Through-Right		0			0	
	Right	100	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	570		North-South:	0
			East-West:	125		East-West:	0
			SUM:	695		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.488			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.488			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 3		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1800	4	450	0	0	0
	Through-Right		0			0	
	Right	890	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	2	88	0	0	0
	Left-Through		0			0	
	Through	960	3	320	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	570	3	200	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	240	1	152	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	538		North-South:	0
			East-West:	200		East-West:	0
			SUM:	738		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.518			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.518			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 3		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1140	4	285	0	0	0
	Through-Right		0			0	
	Right	740	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	320	2	176	0	0	0
	Left-Through		0			0	
	Through	1060	3	353	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	720	3	252	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	270	1	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	461		North-South:	0
			East-West:	252		East-West:	0
			SUM:	713		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.500			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.500			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	NB-- 0	SB-- 0		0
		EB-- 0	WB-- 3	EB-- 0	WB-- 0		0
	ATSAC-1 or ATSAC+ATCS-2?		0				0
	Override Capacity		0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1640	4	**410**	0	0	0
	Through-Right		0			0	
	Right	640	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	590	2	**325**	0	0	0
	Left-Through		0			0	
	Through	2130	3	710	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	740	3	**259**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	220	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	735		*North-South:*	0
			East-West:	259		*East-West:*	0
			SUM:	994		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.698			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.698			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	NB-- 0	SB-- 0		0
		EB-- 3	WB-- 3	EB-- 0	WB-- 0		0
	ATSAC-1 or ATSAC+ATCS-2?		0				0
	Override Capacity		0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	2	**94**	0	0	**0**
	Left-Through		0			0	
	Through	210	1	140	0	0	0
	Through-Right		1			0	
	Right	210	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	2	33	0	0	0
	Left-Through		0			0	
	Through	270	1	**240**	0	0	**0**
	Through-Right		1			0	
	Right	450	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	350	2	**193**	0	0	0
	Left-Through		0			0	
	Through	230	3	77	0	0	**0**
	Through-Right		0			0	
	Right	190	2	11	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	2	55	0	0	**0**
	Left-Through		0			0	
	Through	720	3	240	0	0	0
	Through-Right		0			0	
	Right	690	2	**347**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	334		*North-South:*	0
			East-West:	540		*East-West:*	0
			SUM:	874		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.636			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.636			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	NB-- 0	SB-- 0		0
		EB-- 3	WB-- 3	EB-- 0	WB-- 0		0
	ATSAC-1 or ATSAC+ATCS-2?		0				0
	Override Capacity		0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	2	66	0	0	**0**
	Left-Through		0			0	
	Through	200	1	**120**	0	0	0
	Through-Right		1			0	
	Right	160	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	210	2	**116**	0	0	0
	Left-Through		0			0	
	Through	210	1	160	0	0	**0**
	Through-Right		1			0	
	Right	270	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	2	**94**	0	0	0
	Left-Through		0			0	
	Through	420	3	140	0	0	**0**
	Through-Right		0			0	
	Right	150	2	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	2	33	0	0	**0**
	Left-Through		0			0	
	Through	330	3	**110**	0	0	0
	Through-Right		0			0	
	Right	330	2	66	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	236		*North-South:*	0
			East-West:	204		*East-West:*	0
			SUM:	440		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.320			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.320			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	NB-- 0	SB-- 0		0
		EB-- 3	WB-- 3	EB-- 0	WB-- 0		0
	ATSAC-1 or ATSAC+ATCS-2?		0				0
	Override Capacity		0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	2	39	0	0	**0**
	Left-Through		0			0	
	Through	190	1	190	0	0	0
	Through-Right		1			0	
	Right	580	1	**305**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	620	2	**341**	0	0	0
	Left-Through		0			0	
	Through	500	1	307	0	0	**0**
	Through-Right		1			0	
	Right	420	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	310	2	171	0	0	0
	Left-Through		0			0	
	Through	1270	3	**423**	0	0	**0**
	Through-Right		0			0	
	Right	220	2	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	2	**28**	0	0	**0**
	Left-Through		0			0	
	Through	320	3	107	0	0	0
	Through-Right		0			0	
	Right	280	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	646		*North-South:*	0
			East-West:	451		*East-West:*	0
			SUM:	1097		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.798			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.798			0.000
	LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	300	1	150	0	0	**0**
	Left-Through		1			0	
	Through	0	0	150	0	0	0
	Through-Right		0			0	
	Right	600	1	**504**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	940	2	**470**	0	0	**0**
	Through-Right		0			0	
	Right	190	1	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	350	2	**193**	0	0	**0**
	Left-Through		0			0	
	Through	810	1	410	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	524		North-South:	0
			East-West:	663		East-West:	0
			SUM:	1187		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.863			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.863			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	330	1	165	0	0	**0**
	Left-Through		1			0	
	Through	0	0	165	0	0	0
	Through-Right		0			0	
	Right	340	1	**203**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	680	2	**340**	0	0	**0**
	Through-Right		0			0	
	Right	110	1	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	500	2	**275**	0	0	**0**
	Left-Through		0			0	
	Through	730	1	370	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	223		North-South:	0
			East-West:	615		East-West:	0
			SUM:	838		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.609			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.609			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	470	1	**235**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	235	0	0	0
	Through-Right		0			0	
	Right	330	1	179	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	870	2	**435**	0	0	**0**
	Through-Right		0			0	
	Right	360	1	243	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	550	2	**303**	0	0	**0**
	Left-Through		0			0	
	Through	620	1	315	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	255		North-South:	0
			East-West:	738		East-West:	0
			SUM:	993		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.722			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.722			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	700	1	**355**	0	0	0
	Left-Through		1			0	
	Through	10	0	355	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	260	2	**143**	0	0	0
	Left-Through		0			0	
	Through	420	1	215	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	270	2	**135**	0	0	0
	Through-Right		0			0	
	Right	840	2	107	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	385		North-South:	0
			East-West:	278		East-West:	0
			SUM:	663		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.482			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.482			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	520	1	**265**	0	0	0
	Left-Through		1			0	
	Through	10	0	265	0	0	**0**
	Through-Right		0			0	
	Right	110	1	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	2	**66**	0	0	0
	Left-Through		0			0	
	Through	260	1	135	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	390	2	**195**	0	0	0
	Through-Right		0			0	
	Right	670	2	104	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	295		North-South:	0
			East-West:	261		East-West:	0
			SUM:	556		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.404			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.404			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	830	1	**420**	0	0	0
	Left-Through		1			0	
	Through	10	0	420	0	0	**0**
	Through-Right		0			0	
	Right	240	1	152	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	2	**88**	0	0	0
	Left-Through		0			0	
	Through	390	1	200	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	390	2	**195**	0	0	0
	Through-Right		0			0	
	Right	700	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	450		North-South:	0
			East-West:	283		East-West:	0
			SUM:	733		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.533			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.533			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1590	3	**530**	0	0	0
	Through-Right		0			0	
	Right	590	1	483	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	440	2	**242**	0	0	0
	Left-Through		0			0	
	Through	2350	3	593	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	370	2	**204**	0	0	0
	Left-Through		0			0	
	Through	330	3	110	0	0	**0**
	Through-Right		0			0	
	Right	200	1	145	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	390	2	215	0	0	**0**
	Left-Through		0			0	
	Through	220	3	73	0	0	0
	Through-Right		0			0	
	Right	510	1	**268**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	772		North-South:	0
			East-West:	472		East-West:	0
			SUM:	1244		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.905			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.905			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	1370	3	457	0	0	0
	Through-Right		0			0	
	Right	730	1	**681**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	300	2	**165**	0	0	0
	Left-Through		0			0	
	Through	1990	3	505	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	320	2	**176**	0	0	0
	Left-Through		0			0	
	Through	240	3	80	0	0	**0**
	Through-Right		0			0	
	Right	200	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	2	99	0	0	**0**
	Left-Through		0			0	
	Through	270	3	90	0	0	0
	Through-Right		0			0	
	Right	390	1	**225**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	846		North-South:	0
			East-West:	401		East-West:	0
			SUM:	1247		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.907			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.907			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	2130	3	710	0	0	0
	Through-Right		0			0	
	Right	1110	1	**1044**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	410	2	**226**	0	0	0
	Left-Through		0			0	
	Through	2590	3	655	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	300	2	**165**	0	0	0
	Left-Through		0			0	
	Through	580	3	193	0	0	**0**
	Through-Right		0			0	
	Right	160	1	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	2	132	0	0	**0**
	Left-Through		0			0	
	Through	300	3	100	0	0	0
	Through-Right		0			0	
	Right	610	1	**384**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		1270	North-South:		0
		East-West:		549	East-West:		0
		SUM:		1819	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				1.323			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.323			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	1030	2	**515**	0	0	0
	Through-Right		0			0	
	Right	610	1	505	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	310	1	160	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	**10**	0	0	0
	Left-Through		0			0	
	Through	10	1	10	0	0	**0**
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	**105**	0	0	**0**
	Left-Through		1			0	
	Through	20	0	105	0	0	0
	Through-Right		0			0	
	Right	90	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		595	North-South:		0
		East-West:		115	East-West:		0
		SUM:		710	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.516			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.516			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	330	2	**165**	0	0	0
	Through-Right		0			0	
	Right	290	1	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	250	1	130	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	20	1	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	280	1	**160**	0	0	**0**
	Left-Through		1			0	
	Through	40	0	160	0	0	0
	Through-Right		0			0	
	Right	120	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		265	North-South:		0
		East-West:		180	East-West:		0
		SUM:		445	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.324			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.324			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	470	2	235	0	0	0
	Through-Right		0			0	
	Right	270	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	160	0	0	0
	Left-Through		0			0	
	Through	820	1	**415**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	40	1	**40**	0	0	**0**
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	430	1	**235**	0	0	**0**
	Left-Through		1			0	
	Through	40	0	235	0	0	0
	Through-Right		0			0	
	Right	170	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		425	North-South:		0
		East-West:		275	East-West:		0
		SUM:		700	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.509			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.509			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ East-West Street: IMPERIAL HIGHWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	30	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	450	1	**420**	0	0	0
	Left-Through		1			0	
	Through	1230	0	420	0	0	**0**
	Through-Right		1			0	
	Right	560	1	420	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	480	2	**213**	0	0	**0**
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	2	**138**	0	0	**0**
	Left-Through		0			0	
	Through	930	2	310	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	480		North-South:	0
			East-West:	351		East-West:	0
			SUM:	831		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.604			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.604			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ East-West Street: IMPERIAL HIGHWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	80	2	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	**130**	0	0	0
	Left-Through		1			0	
	Through	370	0	130	0	0	**0**
	Through-Right		1			0	
	Right	200	1	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	480	2	**200**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	2	**33**	0	0	**0**
	Left-Through		0			0	
	Through	610	2	203	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	230		North-South:	0
			East-West:	233		East-West:	0
			SUM:	463		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.337			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.337			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ East-West Street: IMPERIAL HIGHWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	200	2	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	160	0	0	0
	Left-Through		1			0	
	Through	220	0	**220**	0	0	**0**
	Through-Right		1			0	
	Right	200	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	820	2	**307**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	2	**55**	0	0	**0**
	Left-Through		0			0	
	Through	780	2	260	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	360		North-South:	0
			East-West:	362		East-West:	0
			SUM:	722		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.525			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.525			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION East-West Street: IMPERIAL HIGHWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	800	2	**440**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	500	2	181	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	270	3	90	0	0	**0**
	Through-Right		0			0	
	Right	320	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	2	94	0	0	**0**
	Left-Through		0			0	
	Through	1250	1	**625**	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	440		North-South:	0
			East-West:	625		East-West:	0
			SUM:	1065		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.747			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.747			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION East-West Street: IMPERIAL HIGHWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	440	2	**242**	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	0	0	0	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	190	2	0	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	0	0	**0**	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	0	0	0	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	450	3	150	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	440	1	**198**	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	340	2	**187**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	490	1	245	0	0	0
WESTBOUND Through-Right		1			0	
WESTBOUND Right	0	0	0	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		North-South:	242		North-South:	0
		East-West:	385		East-West:	0
		SUM:	627		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.440			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.440			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION East-West Street: IMPERIAL HIGHWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	580	2	**319**	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	0	0	0	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	260	2	0	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	0	0	**0**	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	0	0	0	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	1460	3	**487**	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	560	1	241	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	370	2	**204**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	440	1	220	0	0	0
WESTBOUND Through-Right		1			0	
WESTBOUND Right	0	0	0	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		North-South:	319		North-South:	0
		East-West:	691		East-West:	0
		SUM:	1010		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.709			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.709			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: JEFFERSON BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	20	1	20	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	1970	4	**493**	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	420	1	227	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	480	2	**264**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	1470	4	368	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	280	1	100	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	180	1	180	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	360	2	**133**	0	0	**0**
EASTBOUND Through-Right		1			0	
EASTBOUND Right	40	0	40	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	350	2	**193**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	140	2	70	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	560	2	44	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		North-South:	757		North-South:	0
		East-West:	326		East-West:	0
		SUM:	1083		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.788			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.788			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: JEFFERSON BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	30	1	30	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	1440	4	**360**	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	220	1	27	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	530	2	**292**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	1150	4	288	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	270	1	190	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	80	1	80	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	130	2	**63**	0	0	**0**
EASTBOUND Through-Right		1			0	
EASTBOUND Right	60	0	60	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	350	2	**193**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	160	2	80	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	760	2	126	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		North-South:	652		North-South:	0
		East-West:	256		East-West:	0
		SUM:	908		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.660			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.660			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD
East-West Street: JEFFERSON BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	1980	4	**495**	0	0	0
	Through-Right		0			0	
	Right	490	1	226	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	560	2	**308**	0	0	0
	Left-Through		0			0	
	Through	1800	4	450	0	0	**0**
	Through-Right		0			0	
	Right	490	1	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	210	0	0	0
	Left-Through		0			0	
	Through	190	2	**90**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	480	2	**264**	0	0	**0**
	Left-Through		0			0	
	Through	240	2	120	0	0	0
	Through-Right		0			0	
	Right	630	2	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	803		North-South:	0
			East-West:	354		East-West:	0
			SUM:	1157		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.841			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.841			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS
East-West Street: JEFFERSON BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**310**	0	0	0
	Through-Right		0			0	
	Right	310	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	320	2	**176**	0	0	0
	Left-Through		0			0	
	Through	800	2	400	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1130	2	**377**	0	0	0
	Through-Right		1			0	
	Right	180	1	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	310		North-South:	0
			East-West:	553		East-West:	0
			SUM:	863		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.606			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.606			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS
East-West Street: JEFFERSON BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**160**	0	0	0
	Through-Right		0			0	
	Right	160	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	310	2	**171**	0	0	0
	Left-Through		0			0	
	Through	1100	2	550	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1170	2	**405**	0	0	0
	Through-Right		1			0	
	Right	450	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	160		North-South:	0
			East-West:	576		East-West:	0
			SUM:	736		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.516			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.516			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS
East-West Street: JEFFERSON BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	290	1	290	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**630**	0	0	0
	Through-Right		0			0	
	Right	630	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	260	2	**143**	0	0	0
	Left-Through		0			0	
	Through	1090	2	545	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1450	2	**483**	0	0	0
	Through-Right		1			0	
	Right	180	1	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	630		North-South:	0
			East-West:	626		East-West:	0
			SUM:	1256		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.881			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.881			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS
East-West Street: JEFFERSON BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	0	0	**175**	0	0	**0**
	Through-Right		0			0	
	Right	350	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	950	4	**238**	0	0	**0**
	Through-Right		0			0	
	Right	230	1	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	330	2	**182**	0	0	**0**
	Left-Through		0			0	
	Through	830	2	415	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	175		North-South:	0
			East-West:	420		East-West:	0
			SUM:	595		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.418			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.418			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS
East-West Street: JEFFERSON BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	390	1	207	0	0	0
	Left-Through		0			0	
	Through	0	0	**207**	0	0	**0**
	Through-Right		0			0	
	Right	230	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	900	4	225	0	0	**0**
	Through-Right		0			0	
	Right	200	1	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	340	2	187	0	0	**0**
	Left-Through		0			0	
	Through	830	2	**415**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	207		North-South:	0
			East-West:	415		East-West:	0
			SUM:	622		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.436			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.436			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS
East-West Street: JEFFERSON BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	117	0	0	0
	Left-Through		0			0	
	Through	0	0	**117**	0	0	**0**
	Through-Right		0			0	
	Right	200	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1220	4	305	0	0	**0**
	Through-Right		0			0	
	Right	320	1	**320**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	600	2	**330**	0	0	**0**
	Left-Through		0			0	
	Through	1140	2	570	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	117		North-South:	0
			East-West:	650		East-West:	0
			SUM:	767		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.538			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.538			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD
East-West Street: LA TIJERA BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2510	2	**887**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2400	3	800	0	0	**0**
	Through-Right		0			0	
	Right	960	1	680	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	800	3	280	0	0	0
	Left-Through		0			0	
	Through	300	0	**310**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	887		North-South:	0
			East-West:	310		East-West:	0
			SUM:	1197		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.798			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.798			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1490	2	**567**	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1510	3	503	0	0	**0**
	Through-Right		0			0	
	Right	820	1	547	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	780	3	273	0	0	0
	Left-Through		0			0	
	Through	340	0	**360**	0	0	**0**
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	567		*North-South:*	0
			East-West:	360		*East-West:*	0
			SUM:	927		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.618			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.618			0.000
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2280	2	**867**	0	0	0
	Through-Right		1			0	
	Right	320	0	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2320	3	773	0	0	**0**
	Through-Right		0			0	
	Right	1000	1	618	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1090	3	382	0	0	0
	Left-Through		0			0	
	Through	740	0	**790**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	867		*North-South:*	0
			East-West:	790		*East-West:*	0
			SUM:	1657		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.105			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.105			0.000
LEVEL OF SERVICE (LOS):				**F**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	820	1	**440**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	580	3	193	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	200	1	**170**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	500		*North-South:*	0
			East-West:	170		*East-West:*	0
			SUM:	670		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.447			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.447			0.000
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	650	1	**365**	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	460	3	153	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	70	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	465		*North-South:*	0
			East-West:	100		*East-West:*	0
			SUM:	565		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.377			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.377			0.000
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	650	1	**435**	0	0	0
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	290	1	**290**	0	0	0
	Left-Through		0			0	
	Through	1050	3	350	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	90	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	725		*North-South:*	0
			East-West:	70		*East-West:*	0
			SUM:	795		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.530			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.530			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	390	1	**390**	0	0	**0**
	Left-Through		0			0	
	Through	860	2	430	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	650	2	**260**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	2	**50**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	650		*North-South:*	0
			East-West:	50		*East-West:*	0
			SUM:	700		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.467			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.467			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	570	2	285	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	440	2	**200**	0	0	**0**
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	2	**99**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	180	1	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	370		*North-South:*	0
			East-West:	99		*East-West:*	0
			SUM:	469		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.313			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.313			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	680	2	340	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	990	2	**370**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	230	2	127	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	280	1	**205**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	520		*North-South:*	0
			East-West:	205		*East-West:*	0
			SUM:	725		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.483			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.483			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD
East-West Street: SB I-405 RAMPS (N/O CENTURY)
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	770	1	**385**	0	0	0
	Through-Right		1			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	590	2	295	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	910	1	**490**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	70	0	490	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
CRITICAL VOLUMES			North-South:	525		North-South:	0
			East-West:	490		East-West:	0
			SUM:	1015		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.677			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.677			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD
East-West Street: SB I-405 RAMPS (N/O CENTURY)
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	650	1	**325**	0	0	0
	Through-Right		1			0	
	Right	130	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	490	2	245	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	930	1	**510**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	90	0	510	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
CRITICAL VOLUMES			North-South:	545		North-South:	0
			East-West:	510		East-West:	0
			SUM:	1055		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.703			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.703			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD
East-West Street: SB I-405 RAMPS (N/O CENTURY)
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	790	1	**395**	0	0	0
	Through-Right		1			0	
	Right	110	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	860	2	430	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	740	1	**455**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	170	0	455	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
CRITICAL VOLUMES			North-South:	605		North-South:	0
			East-West:	455		East-West:	0
			SUM:	1060		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.707			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.707			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD
East-West Street: SB I-405 RAMPS (S/O CENTURY)
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	670	1	**355**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	430	2	**237**	0	0	0
	Left-Through		0			0	
	Through	640	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	140	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	592		North-South:	0
			East-West:	0		East-West:	0
			SUM:	592		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.395			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.395			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	670	1	**355**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	520	2	**286**	0	0	0
	Left-Through		0			0	
	Through	510	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	190	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	641		*North-South:*	0
			East-West:	0		*East-West:*	0
			SUM:	641		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.427			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.427			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	770	1	**405**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	500	2	**275**	0	0	0
	Left-Through		0			0	
	Through	990	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	360	2	**61**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	680		*North-South:*	0
			East-West:	61		*East-West:*	0
			SUM:	741		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.494			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.494			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	1000	2	**500**	0	0	0
	Through-Right		0			0	
	Right	110	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	640	2	213	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	220	1	**175**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	590		*North-South:*	0
			East-West:	175		*East-West:*	0
			SUM:	765		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.556			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.556			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	600	2	**300**	0	0	0
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	520	2	173	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	170	2	**94**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	80	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	450		*North-South:*	0
			East-West:	94		*East-West:*	0
			SUM:	544		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.396			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.396			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	740	2	**370**	0	0	0
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	1180	2	393	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	200	2	**110**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	80	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	480		*North-South:*	0
			East-West:	110		*East-West:*	0
			SUM:	590		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.429			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.429			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	2	**88**	0	0	**0**
	Left-Through		0			0	
	Through	1630	2	550	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	1350	2	**640**	0	0	**0**
	Through-Right		1			0	
	Right	570	0	570	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**95**	0	0	0
	Left-Through		1			0	
	Through	10	0	95	0	0	**0**
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	728		*North-South:*	0
			East-West:	125		*East-West:*	0
			SUM:	853		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.620			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.620			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	2	39	0	0	**0**
	Left-Through		0			0	
	Through	1270	2	**427**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	**40**	0	0	0
	Left-Through		0			0	
	Through	940	2	377	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	**80**	0	0	0
	Left-Through		1			0	
	Through	10	0	80	0	0	**0**
	Through-Right		0			0	
	Right	80	1	41	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	467		*North-South:*	0
			East-West:	110		*East-West:*	0
			SUM:	577		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.420			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.420			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	2	17	0	0	**0**
	Left-Through		0			0	
	Through	1830	2	**617**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	**50**	0	0	0
	Left-Through		0			0	
	Through	1590	2	643	0	0	**0**
	Through-Right		1			0	
	Right	340	0	340	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	590	1	**300**	0	0	0
	Left-Through		1			0	
	Through	10	0	300	0	0	**0**
	Through-Right		0			0	
	Right	180	1	163	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	667		*North-South:*	0
			East-West:	330		*East-West:*	0
			SUM:	997		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.725			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.725			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	**40**	0	0	**0**
	Left-Through		0			0	
	Through	220	2	110	0	0	0
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	610	2	**305**	0	0	**0**
	Through-Right		0			0	
	Right	300	1	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	490	2	245	0	0	**0**
	Through-Right		0			0	
	Right	30	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	240	0	0	**0**
	Left-Through		0			0	
	Through	900	2	**450**	0	0	0
	Through-Right		0			0	
	Right	20	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	345		*North-South:*	0
			East-West:	610		*East-West:*	0
			SUM:	955		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.670			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.670			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	410	2	205	0	0	0
	Through-Right		0			0	
	Right	240	1	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	460	2	**230**	0	0	**0**
	Through-Right		0			0	
	Right	240	1	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	690	2	345	0	0	**0**
	Through-Right		0			0	
	Right	110	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	710	2	**355**	0	0	0
	Through-Right		0			0	
	Right	20	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	350		*North-South:*	0
			East-West:	575		*East-West:*	0
			SUM:	925		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.649			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.649			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	660	2	**330**	0	0	0
	Through-Right		0			0	
	Right	370	1	295	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	400	2	200	0	0	**0**
	Through-Right		0			0	
	Right	260	1	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	390	1	**390**	0	0	0
	Left-Through		0			0	
	Through	900	2	450	0	0	**0**
	Through-Right		0			0	
	Right	40	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	720	2	**360**	0	0	0
	Through-Right		0			0	
	Right	20	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	360		*North-South:*	0
			East-West:	750		*East-West:*	0
			SUM:	1110		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.779			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.779			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	1440	3	**480**	0	0	0
	Through-Right		0			0	
	Right	110	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	1210	3	403	0	0	**0**
	Through-Right		0			0	
	Right	220	1	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	170	2	85	0	0	**0**
	Through-Right		0			0	
	Right	100	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	240	0	0	**0**
	Left-Through		0			0	
	Through	520	1	**295**	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	550		*North-South:*	0
			East-West:	415		*East-West:*	0
			SUM:	965		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.702			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.702			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB--	0
		EB-- 3	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1170	3	**390**	0	0	0
	Through-Right		0			0	
	Right	170	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	1050	3	350	0	0	**0**
	Through-Right		0			0	
	Right	140	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	420	2	**210**	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	390	1	**390**	0	0	**0**
	Left-Through		0			0	
	Through	370	1	260	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	540		*North-South:*	0
			East-West:	600		*East-West:*	0
			SUM:	1140		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.829			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.829			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB--	0
		EB-- 3	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1700	3	**567**	0	0	0
	Through-Right		0			0	
	Right	130	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	1590	3	530	0	0	**0**
	Through-Right		0			0	
	Right	210	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	1	220	0	0	0
	Left-Through		0			0	
	Through	820	2	**410**	0	0	**0**
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	**240**	0	0	**0**
	Left-Through		0			0	
	Through	400	1	270	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	657		*North-South:*	0
			East-West:	650		*East-West:*	0
			SUM:	1307		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.951			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.951			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	200	1	**200**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	380	1	**380**	0	0	0
	Left-Through		0			0	
	Through	780	3	260	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1450	3	**445**	0	0	0
	Through-Right		1			0	
	Right	330	0	330	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	200		*North-South:*	0
			East-West:	825		*East-West:*	0
			SUM:	1025		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.719			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.719			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	320	1	320	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	370	1	**370**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	390	1	**390**	0	0	0
	Left-Through		0			0	
	Through	1050	3	350	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1170	3	**370**	0	0	0
	Through-Right		1			0	
	Right	310	0	310	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	370		*North-South:*	0
			East-West:	760		*East-West:*	0
			SUM:	1130		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.793			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.793			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS
East-West Street: LA TIJERA BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	270	1	270	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	320	1	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	360	1	360	0	0	0
	Left-Through		0			0	
	Through	1930	3	643	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1150	3	330	0	0	0
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	320		North-South:	0
			East-West:	690		East-West:	0
			SUM:	1010		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.709			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.709			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS
East-West Street: LA TIJERA BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	2 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	0	110	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	430	1	270	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1050	3	318	0	0	0
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	220	0	0	0
	Left-Through		0			0	
	Through	1410	3	470	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	270		North-South:	0
			East-West:	538		East-West:	0
			SUM:	808		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.567			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.567			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS
East-West Street: LA TIJERA BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	2 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	0	140	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	410	1	275	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1300	3	370	0	0	0
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	300	1	300	0	0	0
	Left-Through		0			0	
	Through	1190	3	397	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	275		North-South:	0
			East-West:	670		East-West:	0
			SUM:	945		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.663			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.663			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS
East-West Street: LA TIJERA BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	2 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	280	0	280	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	430	1	355	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2010	3	548	0	0	0
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	1	210	0	0	0
	Left-Through		0			0	
	Through	1210	3	403	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	355		North-South:	0
			East-West:	758		East-West:	0
			SUM:	1113		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.781			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.781			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD
East-West Street: LMU DRIVE
Scenario: FUTURE (2025) CONDITIONS
Count Date:
Analyst:
Date:

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	10	1	10	0	0	**0**
Left-Through		0			0	
Through	2700	4	**675**	0	0	0
Through-Right		0			0	
Right	200	1	160	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	300	2	**165**	0	0	0
Left-Through		0			0	
Through	2110	3	703	0	0	**0**
Through-Right		0			0	
Right	10	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	30	1	**30**	0	0	0
Left-Through		0			0	
Through	10	0	30	0	0	**0**
Through-Right		1			0	
Right	20	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	40	1	40	0	0	**0**
Left-Through		0			0	
Through	10	0	**50**	0	0	0
Through-Right		0			0	
Right	90	1	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	840		North-South:	0
		East-West:	80		East-West:	0
		SUM:	920		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.669			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.669			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD
East-West Street: LMU DRIVE
Scenario: FUTURE (2025) CONDITIONS
Count Date:
Analyst:
Date:

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	20	1	**20**	0	0	**0**
Left-Through		0			0	
Through	1790	4	448	0	0	0
Through-Right		0			0	
Right	160	1	53	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	120	2	66	0	0	0
Left-Through		0			0	
Through	1760	3	**587**	0	0	**0**
Through-Right		0			0	
Right	20	1	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	20	1	20	0	0	0
Left-Through		0			0	
Through	10	0	**30**	0	0	**0**
Through-Right		1			0	
Right	20	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	120	1	**107**	0	0	**0**
Left-Through		0			0	
Through	10	0	107	0	0	0
Through-Right		0			0	
Right	190	1	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	607		North-South:	0
		East-West:	137		East-West:	0
		SUM:	744		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.541			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.541			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD
East-West Street: LMU DRIVE
Scenario: FUTURE (2025) CONDITIONS
Count Date:
Analyst:
Date:

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	20	1	**20**	0	0	**0**
Left-Through		0			0	
Through	2740	4	685	0	0	0
Through-Right		0			0	
Right	110	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	160	2	88	0	0	0
Left-Through		0			0	
Through	2690	3	**897**	0	0	**0**
Through-Right		0			0	
Right	20	1	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	20	1	20	0	0	0
Left-Through		0			0	
Through	10	0	**30**	0	0	**0**
Through-Right		1			0	
Right	20	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	140	1	140	0	0	**0**
Left-Through		0			0	
Through	10	0	**150**	0	0	0
Through-Right		0			0	
Right	290	1	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	917		North-South:	0
		East-West:	180		East-West:	0
		SUM:	1097		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.798			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.798			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD
East-West Street: MANCHESTER AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date:
Analyst:
Date:

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	120	1	**120**	0	0	**0**
Left-Through		0			0	
Through	1530	3	413	0	0	0
Through-Right		1			0	
Right	120	0	120	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	170	1	170	0	0	0
Left-Through		0			0	
Through	1650	2	**567**	0	0	**0**
Through-Right		1			0	
Right	50	0	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	310	1	**310**	0	0	0
Left-Through		0			0	
Through	420	2	210	0	0	**0**
Through-Right		0			0	
Right	140	1	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	210	1	210	0	0	**0**
Left-Through		0			0	
Through	480	2	**240**	0	0	0
Through-Right		0			0	
Right	250	1	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	687		North-South:	0
		East-West:	550		East-West:	0
		SUM:	1237		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.900			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.900			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1150	3	**325**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	850	2	313	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	270	2	135	0	0	**0**
	Through-Right		0			0	
	Right	110	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	390	2	**195**	0	0	0
	Through-Right		0			0	
	Right	260	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	555		*North-South:*	0
			East-West:	335		*East-West:*	0
			SUM:	890		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.647			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.647			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	2130	3	**590**	0	0	0
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	1	**270**	0	0	0
	Left-Through		0			0	
	Through	1640	2	593	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	470	2	**235**	0	0	**0**
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	**240**	0	0	**0**
	Left-Through		0			0	
	Through	500	2	250	0	0	0
	Through-Right		0			0	
	Right	270	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	860		*North-South:*	0
			East-West:	475		*East-West:*	0
			SUM:	1335		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.971			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.971			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	2	39	0	0	**0**
	Left-Through		0			0	
	Through	1800	3	**600**	0	0	0
	Through-Right		0			0	
	Right	200	1	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	200	2	**110**	0	0	0
	Left-Through		0			0	
	Through	1700	3	433	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	80	1	80	0	0	**0**
	Through-Right		0			0	
	Right	190	1	**151**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**100**	0	0	**0**
	Left-Through		1			0	
	Through	30	0	100	0	0	0
	Through-Right		0			0	
	Right	170	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	710		*North-South:*	0
			East-West:	251		*East-West:*	0
			SUM:	961		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.699			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.699			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	2	66	0	0	**0**
	Left-Through		0			0	
	Through	1870	3	**623**	0	0	0
	Through-Right		0			0	
	Right	310	1	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	2	**132**	0	0	0
	Left-Through		0			0	
	Through	1810	3	470	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	70	1	70	0	0	**0**
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	290	1	**170**	0	0	**0**
	Left-Through		1			0	
	Through	50	0	170	0	0	0
	Through-Right		0			0	
	Right	240	1	108	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	755		*North-South:*	0
			East-West:	240		*East-West:*	0
			SUM:	995		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.724			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.724			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: MAXELLA AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 3	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	2	83	0	0	**0**
	Left-Through		0			0	
	Through	2090	3	**697**	0	0	0
	Through-Right		0			0	
	Right	360	1	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	2	**99**	0	0	0
	Left-Through		0			0	
	Through	2140	3	565	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	80	1	**80**	0	0	**0**
	Through-Right		0			0	
	Right	100	1	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	300	1	200	0	0	**0**
	Left-Through		1			0	
	Through	100	0	200	0	0	0
	Through-Right		0			0	
	Right	300	1	**201**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	796		North-South:	0
			East-West:	281		East-West:	0
			SUM:	1077		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.783			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.783			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: MINDANAO WAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 2		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	1470	3	**490**	0	0	0
	Through-Right		0			0	
	Right	350	1	207	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	1370	2	467	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	610	1	**330**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	260	2	**143**	0	0	**0**
	Left-Through		0			0	
	Through	430	1	255	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	680		North-South:	0
			East-West:	473		East-West:	0
			SUM:	1153		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.839			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.839			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: MINDANAO WAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 2		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	1500	3	**500**	0	0	0
	Through-Right		0			0	
	Right	300	1	74	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	280	1	**280**	0	0	0
	Left-Through		0			0	
	Through	1160	2	420	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	540	1	**330**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	410	2	**226**	0	0	**0**
	Left-Through		0			0	
	Through	500	1	290	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	780		North-South:	0
			East-West:	556		East-West:	0
			SUM:	1336		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.972			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.972			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: MINDANAO WAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 2		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	1760	3	**587**	0	0	0
	Through-Right		0			0	
	Right	320	1	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	300	1	**300**	0	0	0
	Left-Through		0			0	
	Through	1560	2	553	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	520	1	**315**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	430	2	**237**	0	0	**0**
	Left-Through		0			0	
	Through	640	1	355	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	887		North-South:	0
			East-West:	552		East-West:	0
			SUM:	1439		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.047			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.047			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1690	4	**592**	0	0	**0**	1230	4	**431**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1770	0	0	0	0	0	1600	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	250	0	0	0	0	0	200	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	1320	4	**330**	0	0	**0**	1720	4	**430**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	30	1	30	0	0	0	40	1	40	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	**0**	0	0	0	0	0	**0**
	Through-Right		0			0			0			0	
	Right	1570	4	**254**	0	0	0	1030	4	**146**	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	10	1	10	0	0	0	40	1	40	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	922		North-South:	0		North-South:	861		North-South:	0
			East-West:	254		East-West:	0		East-West:	146		East-West:	0
			SUM:	1176		SUM:	0		SUM:	1007		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.784			0.000			0.671			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.784			0.000			0.671			0.000
LEVEL OF SERVICE (LOS):				C			A			B			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				2			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	1920	4	**672**	0	0	**0**						
	Left-Through		0			0							
	Through	1890	0	0	0	0	0						
	Through-Right		0			0							
	Right	310	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	1980	4	**495**	0	0	**0**						
	Through-Right		0			0							
	Right	30	1	30	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	**0**	0	0	0						
	Left-Through		0			0							
	Through	0	0	0	0	0	**0**						
	Through-Right		0			0							
	Right	1810	4	298	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	0	0	0	0	0	**0**						
	Left-Through		0			0							
	Through	0	0	0	0	0	0						
	Through-Right		0			0							
	Right	390	1	**390**	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	1167		North-South:	0						
			East-West:	390		East-West:	0						
			SUM:	1557		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				1.038			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.038			0.000						
LEVEL OF SERVICE (LOS):				F			A						

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 3	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	140	2	77	0	0	**0**						
	Left-Through		0			0							
	Through	1380	1	**760**	0	0	0						
	Through-Right		1			0							
	Right	140	0	140	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	280	2	**154**	0	0	0						
	Left-Through		0			0							
	Through	1480	1	775	0	0	**0**						
	Through-Right		1			0							
	Right	70	0	70	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	70	2	39	0	0	0						
	Left-Through		0			0							
	Through	870	3	**290**	0	0	**0**						
	Through-Right		0			0							
	Right	150	1	73	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	290	2	**160**	0	0	**0**						
	Left-Through		0			0							
	Through	620	2	310	0	0	0						
	Through-Right		0			0							
	Right	350	1	196	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	914		North-South:	0						
			East-West:	450		East-West:	0						
			SUM:	1364		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.992			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.992			0.000						
LEVEL OF SERVICE (LOS):				E			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	2	121	0	0	**0**
	Left-Through		0			0	
	Through	1450	1	**790**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	2	**149**	0	0	0
	Left-Through		0			0	
	Through	1450	1	780	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	2	**61**	0	0	0
	Left-Through		0			0	
	Through	660	3	220	0	0	**0**
	Through-Right		0			0	
	Right	170	1	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	270	2	149	0	0	**0**
	Left-Through		0			0	
	Through	790	2	**395**	0	0	0
	Through-Right		0			0	
	Right	230	1	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	939		*North-South:*	0
			East-West:	456		*East-West:*	0
			SUM:	1395		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.015			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.015			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	1430	1	**785**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	430	2	**237**	0	0	0
	Left-Through		0			0	
	Through	1660	1	870	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	2	**50**	0	0	0
	Left-Through		0			0	
	Through	910	3	303	0	0	**0**
	Through-Right		0			0	
	Right	220	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	310	2	171	0	0	**0**
	Left-Through		0			0	
	Through	980	2	**490**	0	0	0
	Through-Right		0			0	
	Right	300	1	63	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1022		*North-South:*	0
			East-West:	540		*East-West:*	0
			SUM:	1562		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.136			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.136			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	480	2	**264**	0	0	**0**
	Left-Through		0			0	
	Through	1530	2	550	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	260	2	143	0	0	0
	Left-Through		0			0	
	Through	1530	2	**560**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	2	**55**	0	0	0
	Left-Through		0			0	
	Through	680	2	340	0	0	**0**
	Through-Right		0			0	
	Right	500	1	236	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	2	105	0	0	**0**
	Left-Through		0			0	
	Through	830	2	**415**	0	0	0
	Through-Right		0			0	
	Right	230	1	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	824		*North-South:*	0
			East-West:	470		*East-West:*	0
			SUM:	1294		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.941			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.941			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	570	2	**314**	0	0	**0**
	Left-Through		0			0	
	Through	1360	2	533	0	0	0
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	410	2	226	0	0	0
	Left-Through		0			0	
	Through	1220	2	**467**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	2	77	0	0	0
	Left-Through		0			0	
	Through	660	2	**330**	0	0	**0**
	Through-Right		0			0	
	Right	420	1	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	490	2	**270**	0	0	**0**
	Left-Through		0			0	
	Through	960	2	480	0	0	0
	Through-Right		0			0	
	Right	410	1	184	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	781		*North-South:*	0
			East-West:	600		*East-West:*	0
			SUM:	1381		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.004			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.004			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	620	2	**341**	0	0	**0**
	Left-Through		0			0	
	Through	1340	2	513	0	0	0
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	2	149	0	0	0
	Left-Through		0			0	
	Through	1470	2	**537**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	2	72	0	0	0
	Left-Through		0			0	
	Through	800	2	**400**	0	0	**0**
	Through-Right		0			0	
	Right	470	1	129	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	560	2	**308**	0	0	**0**
	Left-Through		0			0	
	Through	720	2	360	0	0	0
	Through-Right		0			0	
	Right	370	1	221	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	878		*North-South:*	0
			East-West:	708		*East-West:*	0
			SUM:	1586		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.153			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.153			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	2020	3	510	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1790	2	**633**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	330	2	**182**	0	0	0
	Left-Through		0			0	
	Through	40	0	80	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		0			0	
	Right	270	1	**150**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	643		*North-South:*	0
			East-West:	332		*East-West:*	0
			SUM:	975		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.709			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.709			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	1590	3	**405**	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	1310	2	493	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	2	88	0	0	0
	Left-Through		0			0	
	Through	60	0	**120**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	**40**	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		0			0	
	Right	200	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	575		*North-South:*	0
			East-West:	160		*East-West:*	0
			SUM:	735		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.535			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.535			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	2480	3	**630**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	300	1	**300**	0	0	0
	Left-Through		0			0	
	Through	2120	2	783	0	0	**0**
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	2	99	0	0	0
	Left-Through		0			0	
	Through	80	0	**110**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	60	1	60	0	0	0
	Through-Right		0			0	
	Right	190	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	930		*North-South:*	0
			East-West:	170		*East-West:*	0
			SUM:	1100		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.800			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.800			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**	0	0	0	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1450	3	**483**	0	0	0	1670	3	**557**	0	0	0
	Through-Right		0			0			0			0	
	Right	320	1	0	0	0	0	190	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	850	2	**468**	0	0	0	730	2	**402**	0	0	0
	Left-Through		0			0			0			0	
	Through	1240	3	413	0	0	**0**	1440	3	480	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	160	2	**88**	0	0	**0**	170	2	**94**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	770	2	0	0	0	0	730	2	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	951		North-South:	0		North-South:	959		North-South:	0
			East-West:	88		East-West:	0		East-West:	94		East-West:	0
			SUM:	1039		SUM:	0		SUM:	1053		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.729			0.000			0.739			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.729			0.000			0.739			0.000
LEVEL OF SERVICE (LOS):				C			A			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	0	0	0	0	0	**0**						
	Left-Through		0			0							
	Through	1860	3	**620**	0	0	0						
	Through-Right		0			0							
	Right	240	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	970	2	**534**	0	0	0						
	Left-Through		0			0							
	Through	1800	3	600	0	0	**0**						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	0	0	**0**	0	0	**0**						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	240	2	**132**	0	0	**0**						
	Left-Through		0			0							
	Through	0	0	0	0	0	0						
	Through-Right		0			0							
	Right	740	2	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	1154		North-South:	0						
			East-West:	132		East-West:	0						
			SUM:	1286		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.902			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.902			0.000						
LEVEL OF SERVICE (LOS):				E			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	30	1	30	0	0	**0**						
	Left-Through		0			0							
	Through	790	2	**395**	0	0	0						
	Through-Right		0			0							
	Right	140	1	70	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	130	1	**130**	0	0	0						
	Left-Through		0			0							
	Through	310	1	160	0	0	**0**						
	Through-Right		1			0							
	Right	10	0	10	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	40	1	**40**	0	0	0						
	Left-Through		0			0							
	Through	50	1	40	0	0	**0**						
	Through-Right		1			0							
	Right	30	0	30	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	140	1	140	0	0	**0**						
	Left-Through		0			0							
	Through	50	1	50	0	0	0						
	Through-Right		0			0							
	Right	340	1	**210**	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	525		North-South:	0						
			East-West:	250		East-West:	0						
			SUM:	775		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.564			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.564			0.000						
LEVEL OF SERVICE (LOS):				A			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	340	2	**170**	0	0	0
	Through-Right		0			0	
	Right	90	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	**50**	0	0	0
	Left-Through		0			0	
	Through	110	1	65	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	230	1	125	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	70	1	70	0	0	0
	Through-Right		0			0	
	Right	240	1	**190**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	220		*North-South:*	0
			East-West:	370		*East-West:*	0
			SUM:	590		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.429			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.429			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	480	2	**240**	0	0	0
	Through-Right		0			0	
	Right	150	1	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	40	1	35	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	270	1	270	0	0	0
	Left-Through		0			0	
	Through	630	1	**330**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	80	1	80	0	0	0
	Through-Right		0			0	
	Right	200	1	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	310		*North-South:*	0
			East-West:	480		*East-West:*	0
			SUM:	790		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.575			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.575			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1230	3	**410**	0	0	0
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	1210	3	403	0	0	**0**
	Through-Right		0			0	
	Right	130	1	86	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	2	**88**	0	0	0
	Left-Through		0			0	
	Through	530	2	265	0	0	**0**
	Through-Right		0			0	
	Right	110	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	920	1	**625**	0	0	0
	Through-Right		1			0	
	Right	330	0	330	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	530		*North-South:*	0
			East-West:	713		*East-West:*	0
			SUM:	1243		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.904			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.904			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	1150	3	**383**	0	0	0
	Through-Right		0			0	
	Right	130	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	990	3	330	0	0	**0**
	Through-Right		0			0	
	Right	250	1	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	2	**116**	0	0	0
	Left-Through		0			0	
	Through	680	2	340	0	0	**0**
	Through-Right		0			0	
	Right	100	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	700	1	**475**	0	0	0
	Through-Right		1			0	
	Right	250	0	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	593		*North-South:*	0
			East-West:	591		*East-West:*	0
			SUM:	1184		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.861			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.861			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	1800	3	**600**	0	0	0
	Through-Right		0			0	
	Right	140	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	1	**240**	0	0	0
	Left-Through		0			0	
	Through	1620	3	540	0	0	**0**
	Through-Right		0			0	
	Right	280	1	228	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	2	105	0	0	0
	Left-Through		0			0	
	Through	930	2	**465**	0	0	**0**
	Through-Right		0			0	
	Right	90	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	690	1	440	0	0	0
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	840		*North-South:*	0
			East-West:	575		*East-West:*	0
			SUM:	1415		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.029			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.029			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	390	2	215	0	0	**0**
	Left-Through		0			0	
	Through	950	1	**950**	0	0	0
	Through-Right		0			0	
	Right	290	1	225	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	1	240	0	0	0
	Left-Through		0			0	
	Through	480	0	**490**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	510	2	**255**	0	0	**0**
	Through-Right		0			0	
	Right	210	1	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	410	1	260	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1440		*North-South:*	0
			East-West:	385		*East-West:*	0
			SUM:	1825		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.281			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.281			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	250	2	138	0	0	**0**
	Left-Through		0			0	
	Through	650	1	**650**	0	0	0
	Through-Right		0			0	
	Right	200	1	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	300	1	300	0	0	0
	Left-Through		0			0	
	Through	420	0	**460**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	450	2	**225**	0	0	**0**
	Through-Right		0			0	
	Right	170	1	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	530	1	290	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1110		*North-South:*	0
			East-West:	395		*East-West:*	0
			SUM:	1505		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.056			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.056			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	400	2	220	0	0	**0**
	Left-Through		0			0	
	Through	870	1	**870**	0	0	0
	Through-Right		0			0	
	Right	190	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	460	1	460	0	0	0
	Left-Through		0			0	
	Through	930	0	**970**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	0	0	0
	Left-Through		0			0	
	Through	530	2	265	0	0	**0**
	Through-Right		0			0	
	Right	300	1	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	740	1	**420**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1840		*North-South:*	0
			East-West:	460		*East-West:*	0
			SUM:	2300		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.614			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.614			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	100	1	100	0	0	**0**
Left-Through		0			0	
Through	990	2	**495**	0	0	0
Through-Right		0			0	
Right	140	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	160	1	**160**	0	0	0
Left-Through		0			0	
Through	620	2	310	0	0	**0**
Through-Right		0			0	
Right	120	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	220	2	121	0	0	0
Left-Through		0			0	
Through	1530	3	**510**	0	0	**0**
Through-Right		0			0	
Right	140	1	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	330	2	**182**	0	0	**0**
Left-Through		0			0	
Through	1460	3	487	0	0	0
Through-Right		0			0	
Right	220	1	140	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	655		*North-South:*	0
		East-West:	692		*East-West:*	0
		SUM:	1347		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.945			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.945			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	150	1	150	0	0	**0**
Left-Through		0			0	
Through	740	2	**370**	0	0	0
Through-Right		0			0	
Right	220	1	44	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	140	1	**140**	0	0	0
Left-Through		0			0	
Through	630	2	315	0	0	**0**
Through-Right		0			0	
Right	140	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	260	2	143	0	0	0
Left-Through		0			0	
Through	1280	3	**427**	0	0	**0**
Through-Right		0			0	
Right	120	1	45	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	320	2	**176**	0	0	**0**
Left-Through		0			0	
Through	1360	3	453	0	0	0
Through-Right		0			0	
Right	140	1	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	510		*North-South:*	0
		East-West:	603		*East-West:*	0
		SUM:	1113		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.781			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.781			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	170	1	170	0	0	**0**
Left-Through		0			0	
Through	1160	2	**580**	0	0	0
Through-Right		0			0	
Right	210	1	23	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	220	1	**220**	0	0	0
Left-Through		0			0	
Through	940	2	470	0	0	**0**
Through-Right		0			0	
Right	150	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	280	2	154	0	0	0
Left-Through		0			0	
Through	1540	3	**513**	0	0	**0**
Through-Right		0			0	
Right	160	1	75	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	340	2	**187**	0	0	**0**
Left-Through		0			0	
Through	1440	3	480	0	0	0
Through-Right		0			0	
Right	110	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	800		*North-South:*	0
		East-West:	700		*East-West:*	0
		SUM:	1500		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.053			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.053			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	NB-- 0	SB-- 0		
	EB-- 0	WB-- 3	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	590	2	**295**	0	0	0
Through-Right		0			0	
Right	380	1	275	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	90	1	**90**	0	0	0
Left-Through		0			0	
Through	540	2	270	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	190	2	**105**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	50	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	385		*North-South:*	0
		East-West:	105		*East-West:*	0
		SUM:	490		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.344			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.344			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	370	2	**185**	0	0	0
	Through-Right		0			0	
	Right	240	1	146	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	370	2	185	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	2	**94**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	90	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	285		*North-South:*	0
			East-West:	94		*East-West:*	0
			SUM:	379		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.266			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.266			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	640	2	**320**	0	0	0
	Through-Right		0			0	
	Right	250	1	74	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	470	2	235	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	320	2	**176**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	130	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	410		*North-South:*	0
			East-West:	176		*East-West:*	0
			SUM:	586		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.411			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.411			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	570	1	**385**	0	0	0
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	460	1	260	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	1	220	0	0	0
	Left-Through		0			0	
	Through	1550	2	**553**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	490	1	**490**	0	0	**0**
	Left-Through		0			0	
	Through	1200	3	328	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	575		*North-South:*	0
			East-West:	1043		*East-West:*	0
			SUM:	1618		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.177			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.177			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	270	1	**270**	0	0	**0**
	Left-Through		0			0	
	Through	290	1	250	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	320	1	**200**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1310	2	**477**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	350	1	**350**	0	0	**0**
	Left-Through		0			0	
	Through	1260	3	343	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	470		*North-South:*	0
			East-West:	827		*East-West:*	0
			SUM:	1297		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.943			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.943			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	640	1	**475**	0	0	0
	Through-Right		1			0	
	Right	310	0	310	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	650	1	390	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1730	2	**637**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	**220**	0	0	**0**
	Left-Through		0			0	
	Through	1510	3	413	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	595		*North-South:*	0
			East-West:	857		*East-West:*	0
			SUM:	1452		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.056			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.056			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	1290	2	**645**	0	0	0
	Through-Right		0			0	
	Right	220	1	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	390	2	195	0	0	**0**
	Through-Right		0			0	
	Right	130	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	990	3	330	0	0	**0**
	Through-Right		0			0	
	Right	460	1	370	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	1320	3	**440**	0	0	0
	Through-Right		0			0	
	Right	50	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	715		*North-South:*	0
			East-West:	610		*East-West:*	0
			SUM:	1325		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.964			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.964			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	260	1	260	0	0	**0**
	Left-Through		0			0	
	Through	900	2	**450**	0	0	0
	Through-Right		0			0	
	Right	370	1	290	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	490	2	245	0	0	**0**
	Through-Right		0			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	1140	3	380	0	0	**0**
	Through-Right		0			0	
	Right	440	1	310	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	1310	3	**437**	0	0	0
	Through-Right		0			0	
	Right	70	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	530		*North-South:*	0
			East-West:	617		*East-West:*	0
			SUM:	1147		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.834			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.834			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	340	1	340	0	0	**0**
	Left-Through		0			0	
	Through	1680	2	**840**	0	0	0
	Through-Right		0			0	
	Right	410	1	350	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	830	2	415	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	260	1	**260**	0	0	0
	Left-Through		0			0	
	Through	1610	3	537	0	0	**0**
	Through-Right		0			0	
	Right	320	1	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1410	3	**470**	0	0	0
	Through-Right		0			0	
	Right	50	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	940		*North-South:*	0
			East-West:	730		*East-West:*	0
			SUM:	1670		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.215			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.215			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD
East-West Street: WESTCHESTER PARKWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	320	1	**320**	0	0	**0**
Left-Through		0			0	
Through	1390	3	463	0	0	0
Through-Right		0			0	
Right	70	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	200	1	200	0	0	0
Left-Through		0			0	
Through	1040	3	**347**	0	0	**0**
Through-Right		0			0	
Right	60	1	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	20	1	**20**	0	0	0
Left-Through		0			0	
Through	210	1	160	0	0	**0**
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	130	1	130	0	0	**0**
Left-Through		0			0	
Through	540	1	**355**	0	0	0
Through-Right		1			0	
Right	170	0	170	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	667		*North-South:*	0
		East-West:	375		*East-West:*	0
		SUM:	1042		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.758			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.758			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD
East-West Street: WESTCHESTER PARKWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	70	1	70	0	0	**0**
Left-Through		0			0	
Through	1370	3	**457**	0	0	0
Through-Right		0			0	
Right	200	1	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	150	1	**150**	0	0	0
Left-Through		0			0	
Through	1350	3	450	0	0	**0**
Through-Right		0			0	
Right	70	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	70	1	70	0	0	0
Left-Through		0			0	
Through	280	1	**245**	0	0	**0**
Through-Right		1			0	
Right	210	0	210	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	170	1	**170**	0	0	**0**
Left-Through		0			0	
Through	340	1	235	0	0	0
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	607		*North-South:*	0
		East-West:	415		*East-West:*	0
		SUM:	1022		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.743			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.743			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD
East-West Street: WESTCHESTER PARKWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	530	1	**530**	0	0	**0**
Left-Through		0			0	
Through	1650	3	550	0	0	0
Through-Right		0			0	
Right	100	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	280	1	280	0	0	0
Left-Through		0			0	
Through	1570	3	**523**	0	0	**0**
Through-Right		0			0	
Right	90	1	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	40	1	40	0	0	0
Left-Through		0			0	
Through	480	1	**380**	0	0	**0**
Through-Right		1			0	
Right	280	0	280	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	230	1	**230**	0	0	**0**
Left-Through		0			0	
Through	300	1	230	0	0	0
Through-Right		1			0	
Right	160	0	160	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	1053		*North-South:*	0
		East-West:	610		*East-West:*	0
		SUM:	1663		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.209			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.209			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD
East-West Street: 76TH STREET
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	40	1	40	0	0	**0**
Left-Through		0			0	
Through	1890	2	**637**	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	70	1	**70**	0	0	0
Left-Through		0			0	
Through	1360	2	523	0	0	**0**
Through-Right		1			0	
Right	210	0	210	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	500	2	**275**	0	0	0
Left-Through		0			0	
Through	60	1	60	0	0	**0**
Through-Right		0			0	
Right	90	1	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	40	1	40	0	0	**0**
Left-Through		0			0	
Through	50	1	50	0	0	0
Through-Right		0			0	
Right	180	1	**145**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	707		*North-South:*	0
		East-West:	420		*East-West:*	0
		SUM:	1127		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.791			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.791			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: 76TH STREET
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	1590	2	540	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1370	2	530	0	0	0
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	240	2	132	0	0	0
	Left-Through		0			0	
	Through	60	1	60	0	0	0
	Through-Right		0			0	
	Right	80	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	60	1	60	0	0	0
	Through-Right		0			0	
	Right	90	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	640		North-South:	0
			East-West:	192		East-West:	0
			SUM:	832		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.584			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.584			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: 76TH STREET
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	2020	2	683	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	2250	2	873	0	0	0
	Through-Right		1			0	
	Right	370	0	370	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	230	2	127	0	0	0
	Left-Through		0			0	
	Through	90	1	90	0	0	0
	Through-Right		0			0	
	Right	70	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	60	1	60	0	0	0
	Through-Right		0			0	
	Right	100	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	953		North-South:	0
			East-West:	187		East-West:	0
			SUM:	1140		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.800			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.800			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: 79TH STREET
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	1690	2	570	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	1410	3	470	0	0	0
	Through-Right		0			0	
	Right	90	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	30	1	30	0	0	0
	Through-Right		0			0	
	Right	80	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	110	0	180	0	0	0
	Through-Right		1			0	
	Right	70	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	600		North-South:	0
			East-West:	310		East-West:	0
			SUM:	910		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.607			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.607			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: 79TH STREET
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	1580	2	537	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	1370	3	457	0	0	0
	Through-Right		0			0	
	Right	120	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	40	1	40	0	0	0
	Through-Right		0			0	
	Right	80	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	50	0	100	0	0	0
	Through-Right		1			0	
	Right	50	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	567		North-South:	0
			East-West:	200		East-West:	0
			SUM:	767		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.511			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.511			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	1960	2	670	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	2070	3	**690**	0	0	**0**
	Through-Right		0			0	
	Right	180	1	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	90	1	90	0	0	**0**
	Through-Right		0			0	
	Right	130	1	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	70	0	**100**	0	0	0
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	800		*North-South:*	0
			East-West:	210		*East-West:*	0
			SUM:	1010		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.673			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.673			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	20	1	20	0	0	**0**
	Left-Through		0			0	
	Through	1590	2	**533**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	1490	2	507	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	0	**90**	0	0	0
	Left-Through		0			0	
	Through	70	0	200	0	0	**0**
	Through-Right		0			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	90	0	**170**	0	0	0
	Through-Right		1			0	
	Right	80	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	563		*North-South:*	0
			East-West:	260		*East-West:*	0
			SUM:	823		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.549			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.549			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	1530	2	**517**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	**50**	0	0	0
	Left-Through		0			0	
	Through	1430	2	490	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	0	70	0	0	0
	Left-Through		0			0	
	Through	60	0	**170**	0	0	**0**
	Through-Right		0			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	40	0	80	0	0	0
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	567		*North-South:*	0
			East-West:	180		*East-West:*	0
			SUM:	747		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.498			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.498			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	2020	2	680	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	2120	2	**723**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	0	30	0	0	0
	Left-Through		0			0	
	Through	110	0	**180**	0	0	**0**
	Through-Right		0			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	90	0	110	0	0	0
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	783		*North-South:*	0
			East-West:	190		*East-West:*	0
			SUM:	973		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.649			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.649			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD
East-West Street: I-105 WB RAMPS N/O IMPERIAL HIGHWA\
Scenario: FUTURE (2025) CONDITIONS
Count Date:
Analyst:
Date:

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2110	3	**703**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	1870	0	0	0	0	**0**
Through-Right		0			0	
Right	1380	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	790	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	2180	3	**763**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	703		North-South:	0
		East-West:	763		East-West:	0
		SUM:	1466		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.977			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.977			0.000
LEVEL OF SERVICE (LOS):			E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD
East-West Street: I-105 WB RAMPS N/O IMPERIAL HIGHWA\
Scenario: FUTURE (2025) CONDITIONS
Count Date:
Analyst:
Date:

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1940	3	**647**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	1560	0	0	0	0	**0**
Through-Right		0			0	
Right	1830	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	510	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	2180	3	**763**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	647		North-South:	0
		East-West:	763		East-West:	0
		SUM:	1410		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.940			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.940			0.000
LEVEL OF SERVICE (LOS):			E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD
East-West Street: I-105 WB RAMPS N/O IMPERIAL HIGHWA\
Scenario: FUTURE (2025) CONDITIONS
Count Date:
Analyst:
Date:

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2630	3	**877**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	2340	0	0	0	0	**0**
Through-Right		0			0	
Right	2050	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	720	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	1880	3	**658**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	877		North-South:	0
		East-West:	658		East-West:	0
		SUM:	1535		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			1.023			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.023			0.000
LEVEL OF SERVICE (LOS):			F			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD
East-West Street: 96TH STREET
Scenario: FUTURE (2025) CONDITIONS
Count Date:
Analyst:
Date:

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	110	1	110	0	0	**0**
Left-Through		0			0	
Through	560	2	**280**	0	0	0
Through-Right		0			0	
Right	30	1	15	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	90	1	**90**	0	0	0
Left-Through		0			0	
Through	620	3	207	0	0	**0**
Through-Right		0			0	
Right	290	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	80	2	**44**	0	0	0
Left-Through		0			0	
Through	40	1	40	0	0	**0**
Through-Right		0			0	
Right	70	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	30	1	30	0	0	**0**
Left-Through		0			0	
Through	30	1	30	0	0	0
Through-Right		0			0	
Right	90	1	**45**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	370		North-South:	0
		East-West:	89		East-West:	0
		SUM:	459		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.334			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.334			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD
East-West Street: 96TH STREET
Scenario: FUTURE (2025) CONDITIONS
Count Date:
Analyst:
Date:

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	1 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	830	2	**415**	0	0	0
	Through-Right		0			0	
	Right	30	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	680	3	227	0	0	**0**
	Through-Right		0			0	
	Right	260	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	2	**61**	0	0	0
	Left-Through		0			0	
	Through	40	1	40	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	40	1	40	0	0	0
	Through-Right		0			0	
	Right	100	1	**60**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	495		North-South:	0
			East-West:	121		East-West:	0
			SUM:	616		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.448			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.448			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD
East-West Street: 96TH STREET
Scenario: FUTURE (2025) CONDITIONS
Count Date:
Analyst:
Date:

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	1 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	970	2	**485**	0	0	0
	Through-Right		0			0	
	Right	30	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	580	3	193	0	0	**0**
	Through-Right		0			0	
	Right	240	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	2	**105**	0	0	0
	Left-Through		0			0	
	Through	80	1	80	0	0	**0**
	Through-Right		0			0	
	Right	120	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	20	1	20	0	0	0
	Through-Right		0			0	
	Right	110	1	**45**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	615		North-South:	0
			East-West:	150		East-West:	0
			SUM:	765		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.556			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.556			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE
East-West Street: 96TH STREET
Scenario: FUTURE (2025) CONDITIONS
Count Date:
Analyst:
Date:

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	2	17	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	150	1	**100**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	130	2	65	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	420	1	**225**	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	100		North-South:	0
			East-West:	325		East-West:	0
			SUM:	425		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.283			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.283			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE
East-West Street: 96TH STREET
Scenario: FUTURE (2025) CONDITIONS
Count Date:
Analyst:
Date:

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	2	28	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	210	1	**175**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	180	2	90	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	400	1	**210**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	175		North-South:	0
			East-West:	280		East-West:	0
			SUM:	455		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.303			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.303			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	2	77	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	150	1	**100**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	240	2	120	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	340	1	**180**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	100		*North-South:*	0
			East-West:	280		*East-West:*	0
			SUM:	380		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.253			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.253			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	10	0	10	0	0	**0**
	Left-Through		1			0	
	Through	40	0	**50**	0	0	0
	Through-Right		0			0	
	Right	50	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	130	1	**130**	0	0	**0**
	Through-Right		0			0	
	Right	130	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	100	1	55	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	110	1	110	0	0	0
	Through-Right		0			0	
	Right	370	1	**280**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	180		*North-South:*	0
			East-West:	360		*East-West:*	0
			SUM:	540		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.379			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.379			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	30	0	30	0	0	**0**
	Left-Through		1			0	
	Through	60	0	**90**	0	0	0
	Through-Right		0			0	
	Right	20	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	40	1	40	0	0	**0**
	Through-Right		0			0	
	Right	150	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	120	1	75	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	120	1	120	0	0	0
	Through-Right		0			0	
	Right	390	1	**290**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	190		*North-South:*	0
			East-West:	470		*East-West:*	0
			SUM:	660		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.463			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.463			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	40	0	40	0	0	**0**
	Left-Through		1			0	
	Through	90	0	**130**	0	0	0
	Through-Right		0			0	
	Right	60	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	180	1	**180**	0	0	**0**
	Through-Right		0			0	
	Right	120	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	120	1	70	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	120	1	120	0	0	0
	Through-Right		0			0	
	Right	290	1	**150**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	310		*North-South:*	0
			East-West:	310		*East-West:*	0
			SUM:	620		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.435			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.435			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 98TH STREET
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	630	2	**315**	0	0	0
	Through-Right		0			0	
	Right	100	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	450	2	210	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	80	1	80	0	0	**0**
	Through-Right		0			0	
	Right	80	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	70	0	**160**	0	0	0
	Through-Right		1			0	
	Right	90	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	445		*North-South:*	0
			East-West:	240		*East-West:*	0
			SUM:	685		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.457			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.457			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 98TH STREET
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	760	2	**380**	0	0	0
	Through-Right		0			0	
	Right	110	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	540	2	217	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	50	1	50	0	0	**0**
	Through-Right		0			0	
	Right	120	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	60	0	**180**	0	0	0
	Through-Right		1			0	
	Right	120	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	500		*North-South:*	0
			East-West:	320		*East-West:*	0
			SUM:	820		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.547			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.547			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 98TH STREET
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	780	2	**390**	0	0	0
	Through-Right		0			0	
	Right	160	1	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	640	2	247	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	90	1	90	0	0	**0**
	Through-Right		0			0	
	Right	200	1	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	80	0	**270**	0	0	0
	Through-Right		1			0	
	Right	190	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	460		*North-South:*	0
			East-West:	440		*East-West:*	0
			SUM:	900		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.600			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.600			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	**0**
	Left-Through		0			0	
	Through	30	1	**30**	0	0	0
	Through-Right		0			0	
	Right	30	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**20**	0	0	0
	Left-Through		0			0	
	Through	20	1	15	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	**10**	0	0	0
	Left-Through		0			0	
	Through	280	2	140	0	0	**0**
	Through-Right		0			0	
	Right	50	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	640	2	**320**	0	0	0
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	50		*North-South:*	0
			East-West:	330		*East-West:*	0
			SUM:	380		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.253			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.253			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	20	1	20	0	0	0
	Through-Right		0			0	
	Right	120	1	**65**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	20	1	15	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	550	2	**275**	0	0	**0**
	Through-Right		0			0	
	Right	50	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	560	2	280	0	0	0
	Through-Right		0			0	
	Right	30	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	95		*North-South:*	0
			East-West:	385		*East-West:*	0
			SUM:	480		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.320			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.320			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	30	1	30	0	0	0
	Through-Right		0			0	
	Right	90	1	**65**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**20**	0	0	0
	Left-Through		0			0	
	Through	20	1	15	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	760	2	**380**	0	0	**0**
	Through-Right		0			0	
	Right	100	1	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	**50**	0	0	**0**
	Left-Through		0			0	
	Through	600	2	300	0	0	0
	Through-Right		0			0	
	Right	40	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	85		*North-South:*	0
			East-West:	430		*East-West:*	0
			SUM:	515		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.343			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.343			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	100	0	100	0	0	**0**
	Left-Through		0			0	
	Through	120	0	**300**	0	0	0
	Through-Right		0			0	
	Right	80	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	0	**30**	0	0	0
	Left-Through		0			0	
	Through	80	0	160	0	0	**0**
	Through-Right		0			0	
	Right	50	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	270	1	240	0	0	**0**
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	700	1	**380**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	330		*North-South:*	0
			East-West:	460		*East-West:*	0
			SUM:	790		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.527			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.527			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	140	0	140	0	0	**0**
	Left-Through		0			0	
	Through	140	0	**440**	0	0	0
	Through-Right		0			0	
	Right	160	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	0	**130**	0	0	0
	Left-Through		0			0	
	Through	110	0	330	0	0	**0**
	Through-Right		0			0	
	Right	90	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	400	1	245	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	450	1	**285**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	570		*North-South:*	0
			East-West:	395		*East-West:*	0
			SUM:	965		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.643			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.643			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	0	20	0	0	**0**
	Left-Through		0			0	
	Through	240	0	**580**	0	0	0
	Through-Right		0			0	
	Right	320	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	0	**150**	0	0	0
	Left-Through		0			0	
	Through	50	0	330	0	0	**0**
	Through-Right		0			0	
	Right	130	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	620	1	**380**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	570	1	325	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	730		*North-South:*	0
			East-West:	460		*East-West:*	0
			SUM:	1190		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.793			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.793			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3270	2	**1103**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	3000	3	765	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**75**	0	0	0
	Left-Through		0			0	
	Through	60	0	75	0	0	**0**
	Through-Right		0			0	
	Right	70	1	70	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	290	1	**200**	0	0	**0**
	Left-Through		1			0	
	Through	110	0	200	0	0	0
	Through-Right		0			0	
	Right	50	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1103		*North-South:*	0
			East-West:	275		*East-West:*	0
			SUM:	1378		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.967			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.967			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2230	2	**757**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2060	3	553	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	**125**	0	0	0
	Left-Through		0			0	
	Through	100	0	125	0	0	**0**
	Through-Right		0			0	
	Right	80	1	80	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	**140**	0	0	**0**
	Left-Through		1			0	
	Through	90	0	140	0	0	0
	Through-Right		0			0	
	Right	40	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	757		*North-South:*	0
			East-West:	265		*East-West:*	0
			SUM:	1022		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.717			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.717			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3250	2	**1123**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	3000	3	783	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**170**	0	0	0
	Left-Through		0			0	
	Through	160	0	170	0	0	**0**
	Through-Right		0			0	
	Right	80	1	80	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	**190**	0	0	**0**
	Left-Through		1			0	
	Through	140	0	190	0	0	0
	Through-Right		0			0	
	Right	30	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1123		*North-South:*	0
			East-West:	360		*East-West:*	0
			SUM:	1483		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.041			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.041			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	110	1	**110**	0	0	**0**
Left-Through		0			0	
Through	230	0	270	0	0	0
Through-Right		1			0	
Right	40	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	1	20	0	0	0
Left-Through		0			0	
Through	250	0	**310**	0	0	**0**
Through-Right		1			0	
Right	60	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	60	1	60	0	0	0
Left-Through		0			0	
Through	560	1	**380**	0	0	**0**
Through-Right		1			0	
Right	200	0	200	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	60	1	**60**	0	0	**0**
Left-Through		0			0	
Through	640	1	340	0	0	0
Through-Right		1			0	
Right	40	0	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	420		*North-South:*	0
		East-West:	440		*East-West:*	0
		SUM:	860		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.573			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.573			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	100	1	**100**	0	0	**0**
Left-Through		0			0	
Through	170	0	210	0	0	0
Through-Right		1			0	
Right	40	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	40	1	40	0	0	0
Left-Through		0			0	
Through	180	0	**250**	0	0	**0**
Through-Right		1			0	
Right	70	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	80	1	**80**	0	0	0
Left-Through		0			0	
Through	560	1	330	0	0	**0**
Through-Right		1			0	
Right	100	0	100	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	50	1	50	0	0	**0**
Left-Through		0			0	
Through	600	1	**330**	0	0	0
Through-Right		1			0	
Right	60	0	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	350		*North-South:*	0
		East-West:	410		*East-West:*	0
		SUM:	760		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.507			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.507			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	90	1	**90**	0	0	**0**
Left-Through		0			0	
Through	270	0	300	0	0	0
Through-Right		1			0	
Right	30	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	40	1	40	0	0	0
Left-Through		0			0	
Through	300	0	**380**	0	0	**0**
Through-Right		1			0	
Right	80	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	80	1	80	0	0	0
Left-Through		0			0	
Through	710	1	**435**	0	0	**0**
Through-Right		1			0	
Right	160	0	160	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	80	1	**80**	0	0	**0**
Left-Through		0			0	
Through	690	1	380	0	0	0
Through-Right		1			0	
Right	70	0	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	470		*North-South:*	0
		East-West:	515		*East-West:*	0
		SUM:	985		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.657			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.657			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	110	1	110	0	0	**0**
Left-Through		0			0	
Through	880	2	**440**	0	0	0
Through-Right		0			0	
Right	270	1	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	80	1	**80**	0	0	0
Left-Through		0			0	
Through	600	2	300	0	0	**0**
Through-Right		0			0	
Right	190	1	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	160	1	160	0	0	0
Left-Through		0			0	
Through	760	2	**380**	0	0	**0**
Through-Right		0			0	
Right	120	1	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	220	1	**220**	0	0	**0**
Left-Through		0			0	
Through	870	2	435	0	0	0
Through-Right		0			0	
Right	80	1	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	520		*North-South:*	0
		East-West:	600		*East-West:*	0
		SUM:	1120		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.815			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.815			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB-- 0	
		EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	680	2	340	0	0	0
	Through-Right		0			0	
	Right	220	1	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	720	2	**360**	0	0	**0**
	Through-Right		0			0	
	Right	220	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	640	2	320	0	0	**0**
	Through-Right		0			0	
	Right	120	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	650	2	**325**	0	0	0
	Through-Right		0			0	
	Right	30	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	540		*North-South:*	0
			East-West:	485		*East-West:*	0
			SUM:	1025		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.745			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.745			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB-- 0	
		EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	900	2	450	0	0	0
	Through-Right		0			0	
	Right	340	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	1090	2	**545**	0	0	**0**
	Through-Right		0			0	
	Right	190	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	1	190	0	0	0
	Left-Through		0			0	
	Through	910	2	**455**	0	0	**0**
	Through-Right		0			0	
	Right	150	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	300	1	**300**	0	0	**0**
	Left-Through		0			0	
	Through	750	2	375	0	0	0
	Through-Right		0			0	
	Right	30	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	715		*North-South:*	0
			East-West:	755		*East-West:*	0
			SUM:	1470		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.069			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.069			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	270	1	**270**	0	0	**0**
	Left-Through		0			0	
	Through	740	1	380	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	500	2	**203**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	0	0	0
	Left-Through		0			0	
	Through	10	1	10	0	0	**0**
	Through-Right		0			0	
	Right	120	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	473		*North-South:*	0
			East-West:	70		*East-West:*	0
			SUM:	543		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.381			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.381			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	620	1	**320**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**20**	0	0	0
	Left-Through		0			0	
	Through	440	2	167	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	10	1	10	0	0	**0**
	Through-Right		0			0	
	Right	150	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**40**	0	0	0
	Through-Right		0			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	340		*North-South:*	0
			East-West:	140		*East-West:*	0
			SUM:	480		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.337			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.337			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	680	1	345	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	1010	2	**360**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	10	1	10	0	0	**0**
	Through-Right		0			0	
	Right	210	1	**140**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	0	**20**	0	0	**0**
	Left-Through		0			0	
	Through	10	0	40	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	430		*North-South:*	0
			East-West:	160		*East-West:*	0
			SUM:	590		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.414			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.414			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1140	1	**580**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	350	2	175	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	0	20	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	610		*North-South:*	0
			East-West:	30		*East-West:*	0
			SUM:	640		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.427			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.427			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	410	1	**210**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**20**	0	0	0
	Left-Through		0			0	
	Through	280	2	140	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**30**	0	0	0
	Through-Right		0			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	230		*North-South:*	0
			East-West:	30		*East-West:*	0
			SUM:	260		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.173			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.173			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	590	1	305	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	1000	2	**500**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	0	30	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**50**	0	0	0
	Through-Right		0			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	500		*North-South:*	0
			East-West:	50		*East-West:*	0
			SUM:	550		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.367			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.367			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1630	1	**840**	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	1460	2	730	0	0	**0**
	Through-Right		0			0	
	Right	90	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	230	1	230	0	0	**0**
	Through-Right		0			0	
	Right	140	1	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	380	1	**380**	0	0	0
	Through-Right		0			0	
	Right	180	1	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	940		*North-South:*	0
			East-West:	590		*East-West:*	0
			SUM:	1530		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.020			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.020			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	1430	1	745	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1560	2	**780**	0	0	**0**
	Through-Right		0			0	
	Right	150	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	230	1	230	0	0	**0**
	Through-Right		0			0	
	Right	200	1	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	270	1	**270**	0	0	0
	Through-Right		0			0	
	Right	140	1	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	920		*North-South:*	0
			East-West:	500		*East-West:*	0
			SUM:	1420		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.947			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.947			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	1300	1	680	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1710	2	**855**	0	0	**0**
	Through-Right		0			0	
	Right	130	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	380	1	**380**	0	0	**0**
	Through-Right		0			0	
	Right	160	1	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	220	1	220	0	0	0
	Through-Right		0			0	
	Right	90	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	975		*North-South:*	0
			East-West:	440		*East-West:*	0
			SUM:	1415		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.943			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.943			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	610	2	305	0	0	0
	Through-Right		0			0	
	Right	90	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	640	1	**350**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	610	2	253	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1010	2	**370**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	470		*North-South:*	0
			East-West:	460		*East-West:*	0
			SUM:	930		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.676			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.676			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	790	2	**395**	0	0	0
	Through-Right		0			0	
	Right	130	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	500	1	310	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	850	2	330	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	960	2	**357**	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	495		*North-South:*	0
			East-West:	507		*East-West:*	0
			SUM:	1002		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.729			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.729			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	210	1	**210**	0	0	**0**
	Left-Through		0			0	
	Through	890	2	445	0	0	0
	Through-Right		0			0	
	Right	150	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	660	1	**390**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	1400	2	**520**	0	0	**0**
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	1060	2	400	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	600		*North-South:*	0
			East-West:	670		*East-West:*	0
			SUM:	1270		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.924			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.924			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	2550	3	**850**	0	0	0
	Through-Right		0			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	2250	3	750	0	0	**0**
	Through-Right		0			0	
	Right	470	1	272	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	360	2	**198**	0	0	0
	Left-Through		0			0	
	Through	330	1	205	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	350	2	193	0	0	**0**
	Left-Through		0			0	
	Through	770	2	**385**	0	0	0
	Through-Right		0			0	
	Right	170	1	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	910		*North-South:*	0
			East-West:	583		*East-West:*	0
			SUM:	1493		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.086			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.086			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	1930	3	**643**	0	0	0
	Through-Right		0			0	
	Right	180	1	48	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	1720	3	573	0	0	**0**
	Through-Right		0			0	
	Right	310	1	128	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	330	2	**182**	0	0	0
	Left-Through		0			0	
	Through	290	1	195	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	2	132	0	0	**0**
	Left-Through		0			0	
	Through	330	2	**165**	0	0	0
	Through-Right		0			0	
	Right	130	1	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	753		*North-South:*	0
			East-West:	347		*East-West:*	0
			SUM:	1100		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.800			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.800			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: JEFFERSON BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	2270	3	757	0	0	0
	Through-Right		0			0	
	Right	340	1	169	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	160	0	0	0
	Left-Through		0			0	
	Through	2640	3	**880**	0	0	**0**
	Through-Right		0			0	
	Right	280	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	620	2	**341**	0	0	0
	Left-Through		0			0	
	Through	510	1	325	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	310	2	171	0	0	**0**
	Left-Through		0			0	
	Through	320	2	**160**	0	0	0
	Through-Right		0			0	
	Right	170	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	950		North-South:	0
			East-West:	501		East-West:	0
			SUM:	1451		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.055			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.055			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: RODEO ROAD
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	370	2	**204**	0	0	**0**
	Left-Through		0			0	
	Through	1520	2	520	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	2	88	0	0	0
	Left-Through		0			0	
	Through	1570	2	**603**	0	0	**0**
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	540	2	270	0	0	**0**
	Through-Right		0			0	
	Right	210	1	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	1280	2	**640**	0	0	0
	Through-Right		0			0	
	Right	350	1	262	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	807		North-South:	0
			East-West:	740		East-West:	0
			SUM:	1547		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.125			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.125			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: RODEO ROAD
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	2	**99**	0	0	**0**
	Left-Through		0			0	
	Through	1330	2	467	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	210	2	116	0	0	0
	Left-Through		0			0	
	Through	1430	2	**537**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	**200**	0	0	0
	Left-Through		0			0	
	Through	630	2	315	0	0	**0**
	Through-Right		0			0	
	Right	200	1	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	580	2	**290**	0	0	0
	Through-Right		0			0	
	Right	190	1	74	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	636		North-South:	0
			East-West:	490		East-West:	0
			SUM:	1126		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.819			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.819			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: RODEO ROAD
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	2	**83**	0	0	**0**
	Left-Through		0			0	
	Through	1430	2	507	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	350	2	193	0	0	0
	Left-Through		0			0	
	Through	2190	2	**770**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	1060	2	**530**	0	0	**0**
	Through-Right		0			0	
	Right	340	1	257	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	730	2	365	0	0	0
	Through-Right		0			0	
	Right	200	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	853		North-South:	0
			East-West:	710		East-West:	0
			SUM:	1563		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.137			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.137			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE
East-West Street: RODEO ROAD
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	3 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	2080	2	713	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	1680	3	560	0	0	0
	Through-Right		0			0	
	Right	140	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	680	2	257	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	1030	2	515	0	0	0
	Through-Right		0			0	
	Right	460	1	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	893		North-South:	0
			East-West:	605		East-West:	0
			SUM:	1498		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.089			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.089			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE
East-West Street: RODEO ROAD
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	3 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1290	2	447	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	250	0	0	0
	Left-Through		0			0	
	Through	1270	3	423	0	0	0
	Through-Right		0			0	
	Right	120	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	1	190	0	0	0
	Left-Through		0			0	
	Through	570	2	207	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	580	2	290	0	0	0
	Through-Right		0			0	
	Right	290	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	697		North-South:	0
			East-West:	480		East-West:	0
			SUM:	1177		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.856			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.856			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE
East-West Street: RODEO ROAD
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	3 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1830	2	647	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	290	1	290	0	0	0
	Left-Through		0			0	
	Through	2130	3	710	0	0	0
	Through-Right		0			0	
	Right	160	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	1	190	0	0	0
	Left-Through		0			0	
	Through	980	2	347	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	190	0	0	0
	Left-Through		0			0	
	Through	690	2	345	0	0	0
	Through-Right		0			0	
	Right	380	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	937		North-South:	0
			East-West:	537		East-West:	0
			SUM:	1474		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.072			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.072			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE
East-West Street: JEFFERSON BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	400	1	400	0	0	0
	Left-Through		0			0	
	Through	2220	2	770	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	1690	2	623	0	0	0
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	420	2	210	0	0	0
	Through-Right		0			0	
	Right	320	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	1030	1	535	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	1023		North-South:	0
			East-West:	595		East-West:	0
			SUM:	1618		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.135			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.135			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	300	1	**300**	0	0	**0**
	Left-Through		0			0	
	Through	1380	2	503	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1280	2	**467**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	330	2	**165**	0	0	**0**
	Through-Right		0			0	
	Right	300	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	340	1	210	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	767		*North-South:*	0
			East-West:	315		*East-West:*	0
			SUM:	1082		*SUM:*	0
VOLUME/CAPACITY (V/C) RATIO:				0.759			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.759			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	380	1	**380**	0	0	**0**
	Left-Through		0			0	
	Through	2040	2	743	0	0	0
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	1960	2	**677**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	900	2	**450**	0	0	**0**
	Through-Right		0			0	
	Right	510	1	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	430	1	250	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1057		*North-South:*	0
			East-West:	600		*East-West:*	0
			SUM:	1657		*SUM:*	0
VOLUME/CAPACITY (V/C) RATIO:				1.163			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.163			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	200	1	200	0	0	**0**
	Left-Through		0			0	
	Through	1030	2	**357**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	830	2	353	0	0	**0**
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	910	2	363	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1320	2	**457**	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	577		*North-South:*	0
			East-West:	597		*East-West:*	0
			SUM:	1174		*SUM:*	0
VOLUME/CAPACITY (V/C) RATIO:				0.854			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.854			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	670	2	**247**	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	730	2	287	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	880	2	**357**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	760	2	283	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	437		*North-South:*	0
			East-West:	497		*East-West:*	0
			SUM:	934		*SUM:*	0
VOLUME/CAPACITY (V/C) RATIO:				0.679			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.679			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	160	1	160	0	0	**0**
Left-Through		0			0	
Through	960	2	**340**	0	0	0
Through-Right		1			0	
Right	60	0	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	290	1	**290**	0	0	0
Left-Through		0			0	
Through	1090	2	407	0	0	**0**
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	170	1	170	0	0	0
Left-Through		0			0	
Through	1530	2	**570**	0	0	**0**
Through-Right		1			0	
Right	180	0	180	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	170	1	**170**	0	0	**0**
Left-Through		0			0	
Through	920	2	350	0	0	0
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	630		*North-South:*	0
		East-West:	740		*East-West:*	0
		SUM:	1370		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.996			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.996			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	690	1	**453**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	670	1	453	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	30	0	**0**	0	0	0
Left-Through		0			0	
Through	1030	3	343	0	0	**0**
Through-Right		0			0	
Right	360	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1460	2	**587**	0	0	0
Through-Right		1			0	
Right	300	0	300	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	453		*North-South:*	0
		East-West:	587		*East-West:*	0
		SUM:	1040		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.693			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.693			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	420	1	**283**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	430	1	283	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	30	0	**0**	0	0	0
Left-Through		0			0	
Through	1100	3	367	0	0	**0**
Through-Right		0			0	
Right	370	1	87	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1190	2	**557**	0	0	0
Through-Right		1			0	
Right	480	0	480	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	283		*North-South:*	0
		East-West:	557		*East-West:*	0
		SUM:	840		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.560			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.560			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	470	1	**383**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	680	1	383	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	20	0	**0**	0	0	0
Left-Through		0			0	
Through	1660	3	553	0	0	**0**
Through-Right		0			0	
Right	340	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1380	2	**573**	0	0	0
Through-Right		1			0	
Right	340	0	340	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	383		*North-South:*	0
		East-West:	573		*East-West:*	0
		SUM:	956		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.637			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.637			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	1	200	0	0	**0**
	Left-Through		0			0	
	Through	800	1	**450**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	650	1	375	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	1100	2	397	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1420	2	**520**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	680		North-South:	0
			East-West:	640		East-West:	0
			SUM:	1320		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.960			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.960			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	550	1	**325**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	520	1	305	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	860	2	**317**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	790	2	303	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	495		North-South:	0
			East-West:	467		East-West:	0
			SUM:	962		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.700			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.700			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	700	1	**405**	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	770	1	445	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1530	2	**553**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	**190**	0	0	**0**
	Left-Through		0			0	
	Through	1080	2	410	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	635		North-South:	0
			East-West:	743		East-West:	0
			SUM:	1378		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.002			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.002			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	730	1	**440**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	770	1	415	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	900	2	343	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1240	2	**457**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	610		North-South:	0
			East-West:	527		East-West:	0
			SUM:	1137		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.827			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.827			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	530	1	325	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	620	1	**360**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	690	2	**267**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	760	2	283	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	480		North-South:	0
			East-West:	427		East-West:	0
			SUM:	907		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.660			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.660			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	730	1	425	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	190	0	0	0
	Left-Through		0			0	
	Through	860	1	**480**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1190	2	**447**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	1	**250**	0	0	**0**
	Left-Through		0			0	
	Through	970	2	367	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	660		North-South:	0
			East-West:	697		East-West:	0
			SUM:	1357		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.987			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.987			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	230	1	230	0	0	**0**
	Left-Through		0			0	
	Through	1190	2	**447**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	680	2	250	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	1270	2	467	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1210	2	**433**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	527		North-South:	0
			East-West:	573		East-West:	0
			SUM:	1100		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.800			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.800			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	560	2	230	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	540	2	**200**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	990	2	**370**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	850	2	313	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	350		North-South:	0
			East-West:	530		East-West:	0
			SUM:	880		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.640			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.640			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE
East-West Street: FLORENCE AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	**190**	0	0	**0**
	Left-Through		0			0	
	Through	940	2	353	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	880	2	**317**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1410	2	**520**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	1270	2	443	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	507		North-South:	0
			East-West:	640		East-West:	0
			SUM:	1147		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.834			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.834			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE
East-West Street: MANCHESTER AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	2	121	0	0	**0**
	Left-Through		0			0	
	Through	1260	2	**460**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	2	**83**	0	0	0
	Left-Through		0			0	
	Through	700	2	267	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1320	2	470	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1230	2	**457**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	543		North-South:	0
			East-West:	587		East-West:	0
			SUM:	1130		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.822			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.822			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE
East-West Street: MANCHESTER AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	2	72	0	0	**0**
	Left-Through		0			0	
	Through	630	2	**257**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	200	2	**110**	0	0	0
	Left-Through		0			0	
	Through	650	2	263	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	940	2	360	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	980	2	**380**	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	367		North-South:	0
			East-West:	500		East-West:	0
			SUM:	867		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.631			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.631			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE
East-West Street: MANCHESTER AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: Analyst: Date:

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	2	116	0	0	**0**
	Left-Through		0			0	
	Through	1060	2	**397**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	2	**138**	0	0	0
	Left-Through		0			0	
	Through	920	2	353	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1420	2	**537**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	1170	2	457	0	0	0
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	535		North-South:	0
			East-West:	647		East-West:	0
			SUM:	1182		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.860			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.860			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	2	110	0	0	**0**	240	2	**132**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1350	3	**450**	0	0	0	620	3	207	0	0	0
	Through-Right		0			0			0			0	
	Right	140	1	50	0	0	0	70	1	10	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	150	2	**83**	0	0	0	140	2	77	0	0	0
	Left-Through		0			0			0			0	
	Through	810	2	323	0	0	**0**	610	2	**263**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	160	0	160	0	0	0	180	0	180	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	150	1	**150**	0	0	0	170	1	**170**	0	0	0
	Left-Through		0			0			0			0	
	Through	840	2	337	0	0	**0**	740	2	297	0	0	**0**
	Through-Right		1			0			1			0	
	Right	170	0	170	0	0	0	150	0	150	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	180	1	180	0	0	**0**	120	1	120	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1120	2	**417**	0	0	0	880	2	**323**	0	0	0
	Through-Right		1			0			1			0	
	Right	130	0	130	0	0	0	90	0	90	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	533		North-South:	0		North-South:	395		North-South:	0
			East-West:	567		East-West:	0		East-West:	493		East-West:	0
			SUM:	1100		SUM:	0		SUM:	888		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.800			0.000			0.646			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.800			0.000			0.646			0.000
LEVEL OF SERVICE (LOS):				C			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	320	2	**176**	0	0	**0**						
	Left-Through		0			0							
	Through	1200	3	400	0	0	0						
	Through-Right		0			0							
	Right	120	1	50	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	170	2	94	0	0	0						
	Left-Through		0			0							
	Through	990	2	**380**	0	0	**0**						
	Through-Right		1			0							
	Right	150	0	150	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	210	1	**210**	0	0	0						
	Left-Through		0			0							
	Through	1160	2	433	0	0	**0**						
	Through-Right		1			0							
	Right	140	0	140	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	140	1	140	0	0	**0**						
	Left-Through		0			0							
	Through	1050	2	**370**	0	0	0						
	Through-Right		1			0							
	Right	60	0	60	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	556		North-South:	0						
			East-West:	580		East-West:	0						
			SUM:	1136		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.826			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.826			0.000						
LEVEL OF SERVICE (LOS):				D			A						

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	390	2	215	0	0	**0**						
	Left-Through		0			0							
	Through	1280	2	**473**	0	0	0						
	Through-Right		1			0							
	Right	140	0	140	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	270	2	**149**	0	0	0						
	Left-Through		0			0							
	Through	880	3	293	0	0	**0**						
	Through-Right		0			0							
	Right	60	1	5	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	110	1	110	0	0	0						
	Left-Through		0			0							
	Through	760	2	**327**	0	0	**0**						
	Through-Right		1			0							
	Right	220	0	220	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	320	1	**320**	0	0	**0**						
	Left-Through		0			0							
	Through	1260	2	490	0	0	0						
	Through-Right		1			0							
	Right	210	0	210	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	622		North-South:	0						
			East-West:	647		East-West:	0						
			SUM:	1269		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.923			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.923			0.000						
LEVEL OF SERVICE (LOS):				E			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	380	2	209	0	0	**0**
	Left-Through		0			0	
	Through	790	2	**327**	0	0	0
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	2	**94**	0	0	0
	Left-Through		0			0	
	Through	600	3	200	0	0	**0**
	Through-Right		0			0	
	Right	50	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	560	2	**270**	0	0	**0**
	Through-Right		1			0	
	Right	250	0	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	530	2	210	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	421		North-South:	0
			East-West:	450		East-West:	0
			SUM:	871		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.633			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.633			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	480	2	264	0	0	**0**
	Left-Through		0			0	
	Through	1370	2	**533**	0	0	0
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	2	**132**	0	0	0
	Left-Through		0			0	
	Through	850	3	283	0	0	**0**
	Through-Right		0			0	
	Right	120	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1420	2	**537**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	300	1	**300**	0	0	**0**
	Left-Through		0			0	
	Through	900	2	337	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	665		North-South:	0
			East-West:	837		East-West:	0
			SUM:	1502		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.092			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.092			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1370	2	**487**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	590	2	223	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	1220	2	437	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	1160	2	**430**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	627		North-South:	0
			East-West:	530		East-West:	0
			SUM:	1157		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.841			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.841			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	480	2	203	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	510	2	**203**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	1070	2	**390**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	880	2	330	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	343		North-South:	0
			East-West:	490		East-West:	0
			SUM:	833		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.606			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.606			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	750	2	293	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	1160	2	**433**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	1390	2	**503**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	1240	2	440	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	533		*North-South:*	0
			East-West:	613		*East-West:*	0
			SUM:	1146		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.833			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.833			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	230	1	230	0	0	**0**
	Left-Through		0			0	
	Through	1170	2	**433**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	580	2	217	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1540	2	**533**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	1420	3	473	0	0	0
	Through-Right		0			0	
	Right	340	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	653		*North-South:*	0
			East-West:	703		*East-West:*	0
			SUM:	1356		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.986			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.986			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	430	2	**180**	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	470	2	197	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1250	2	**447**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	1140	3	380	0	0	0
	Through-Right		0			0	
	Right	210	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	370		*North-South:*	0
			East-West:	617		*East-West:*	0
			SUM:	987		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.718			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.718			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	200	1	**200**	0	0	**0**
	Left-Through		0			0	
	Through	820	2	317	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	230	0	0	0
	Left-Through		0			0	
	Through	1110	2	**413**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	1720	2	**610**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	1400	3	467	0	0	0
	Through-Right		0			0	
	Right	260	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	613		*North-South:*	0
			East-West:	780		*East-West:*	0
			SUM:	1393		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.013			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.013			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 180
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0	NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	100	1	100	0	0	**0**	80	1	80	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1040	1	**565**	0	0	0	440	1	**275**	0	0	0
	Through-Right		1			0			1			0	
	Right	90	0	90	0	0	0	110	0	110	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0	140	1	**140**	0	0	0
	Left-Through		0			0			0			0	
	Through	760	2	380	0	0	**0**	460	2	230	0	0	**0**
	Through-Right		0			0			0			0	
	Right	190	1	30	0	0	0	90	1	20	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	160	1	**160**	0	0	0	70	1	70	0	0	0
	Left-Through		0			0			0			0	
	Through	930	2	340	0	0	**0**	850	2	**310**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	90	0	90	0	0	0	80	0	80	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	120	1	120	0	0	**0**	100	1	**100**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1240	2	**500**	0	0	0	870	2	337	0	0	0
	Through-Right		1			0			1			0	
	Right	260	0	260	0	0	0	140	0	140	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	705		*North-South:*	0		*North-South:*	415		*North-South:*	0
			East-West:	660		*East-West:*	0		*East-West:*	410		*East-West:*	0
			SUM:	1365		*SUM:*	0		*SUM:*	825		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.993			0.000			0.600			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.993			0.000			0.600			0.000
LEVEL OF SERVICE (LOS):				E			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 180
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0						
		EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**						
NORTHBOUND	Left	120	1	120	0	0	**0**						
	Left-Through		0			0							
	Through	770	1	**435**	0	0	0						
	Through-Right		1			0							
	Right	100	0	100	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	190	1	**190**	0	0	0						
	Left-Through		0			0							
	Through	920	2	460	0	0	**0**						
	Through-Right		0			0							
	Right	170	1	30	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	140	1	140	0	0	0						
	Left-Through		0			0							
	Through	1270	2	**460**	0	0	**0**						
	Through-Right		1			0							
	Right	110	0	110	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	130	1	**130**	0	0	**0**						
	Left-Through		0			0							
	Through	1150	2	433	0	0	0						
	Through-Right		1			0							
	Right	150	0	150	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	625		*North-South:*	0						
			East-West:	590		*East-West:*	0						
			SUM:	1215		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.884			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.884			0.000						
LEVEL OF SERVICE (LOS):				D			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**						
NORTHBOUND	Left	70	1	70	0	0	**0**						
	Left-Through		0			0							
	Through	590	2	**295**	0	0	0						
	Through-Right		0			0							
	Right	110	1	10	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	240	1	**240**	0	0	0						
	Left-Through		0			0							
	Through	470	1	300	0	0	**0**						
	Through-Right		1			0							
	Right	130	0	130	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	100	1	**100**	0	0	0						
	Left-Through		0			0							
	Through	990	2	367	0	0	**0**						
	Through-Right		1			0							
	Right	110	0	110	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	100	1	100	0	0	**0**						
	Left-Through		0			0							
	Through	1650	2	**653**	0	0	0						
	Through-Right		1			0							
	Right	310	0	310	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	535		*North-South:*	0						
			East-West:	753		*East-West:*	0						
			SUM:	1288		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.937			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.937			0.000						
LEVEL OF SERVICE (LOS):				E			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	300	2	**150**	0	0	0
	Through-Right		0			0	
	Right	110	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	300	1	190	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	740	2	263	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	680	2	**277**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	290		North-South:	0
			East-West:	367		East-West:	0
			SUM:	657		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.478			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.478			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	610	2	**305**	0	0	0
	Through-Right		0			0	
	Right	130	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	480	1	305	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1770	2	**617**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	1010	2	417	0	0	0
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	525		North-South:	0
			East-West:	737		East-West:	0
			SUM:	1262		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.918			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.918			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	570	2	**230**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	650	3	217	0	0	**0**
	Through-Right		0			0	
	Right	110	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	1190	2	440	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	1520	2	**567**	0	0	0
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	460		North-South:	0
			East-West:	677		East-West:	0
			SUM:	1137		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.827			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.827			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	350	2	**160**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	390	3	130	0	0	**0**
	Through-Right		0			0	
	Right	100	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	1060	2	**387**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	1060	2	403	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	380		North-South:	0
			East-West:	537		East-West:	0
			SUM:	917		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.667			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.667			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	860	2	**357**	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	**250**	0	0	0
	Left-Through		0			0	
	Through	830	3	277	0	0	**0**
	Through-Right		0			0	
	Right	130	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	1380	2	**517**	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	1290	2	513	0	0	0
	Through-Right		1			0	
	Right	250	0	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	607		*North-South:*	0
			East-West:	667		*East-West:*	0
			SUM:	1274		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.927			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.927			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	440	3	**147**	0	0	0
	Through-Right		0			0	
	Right	110	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	560	3	187	0	0	**0**
	Through-Right		0			0	
	Right	130	1	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	880	2	313	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1770	2	**637**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	327		*North-South:*	0
			East-West:	707		*East-West:*	0
			SUM:	1034		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.752			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.752			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	320	3	**107**	0	0	0
	Through-Right		0			0	
	Right	60	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	380	3	127	0	0	**0**
	Through-Right		0			0	
	Right	180	1	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	780	2	**280**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	710	2	280	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	267		*North-South:*	0
			East-West:	360		*East-West:*	0
			SUM:	627		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.456			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.456			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	700	3	**233**	0	0	0
	Through-Right		0			0	
	Right	80	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	540	3	180	0	0	**0**
	Through-Right		0			0	
	Right	80	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	1510	2	**533**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	880	2	340	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	393		*North-South:*	0
			East-West:	633		*East-West:*	0
			SUM:	1026		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.746			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.746			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	1	200	0	0	**0**
	Left-Through		0			0	
	Through	1270	2	**635**	0	0	0
	Through-Right		0			0	
	Right	180	1	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	440	1	265	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	820	1	445	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	940	2	**470**	0	0	0
	Through-Right		0			0	
	Right	220	1	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	715		*North-South:*	0
			East-West:	590		*East-West:*	0
			SUM:	1305		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.870			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.870			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1010	2	**505**	0	0	0
	Through-Right		0			0	
	Right	120	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	540	1	320	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	510	1	**290**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	550	2	275	0	0	0
	Through-Right		0			0	
	Right	120	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	605		*North-South:*	0
			East-West:	430		*East-West:*	0
			SUM:	1035		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.690			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.690			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1450	2	**725**	0	0	0
	Through-Right		0			0	
	Right	230	1	165	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1110	1	640	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	1130	1	**635**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	880	2	440	0	0	0
	Through-Right		0			0	
	Right	190	1	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	855		*North-South:*	0
			East-West:	765		*East-West:*	0
			SUM:	1620		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.080			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.080			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	980	1	**630**	0	0	0
	Through-Right		1			0	
	Right	280	0	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	350	1	200	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	640	1	**370**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	780	2	390	0	0	0
	Through-Right		0			0	
	Right	410	1	335	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	780		*North-South:*	0
			East-West:	550		*East-West:*	0
			SUM:	1330		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.887			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.887			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD						PM					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**	70	1	70	0	0	**0**
	Left-Through		0			0			0			0	
	Through	390	1	**245**	0	0	0	670	1	**430**	0	0	0
	Through-Right		1			0			1			0	
	Right	100	0	100	0	0	0	190	0	190	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0	250	1	**250**	0	0	0
	Left-Through		0			0			0			0	
	Through	320	1	180	0	0	**0**	870	1	465	0	0	**0**
	Through-Right		1			0			1			0	
	Right	40	0	40	0	0	0	60	0	60	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	50	1	50	0	0	0	50	1	50	0	0	0
	Left-Through		0			0			0			0	
	Through	500	1	**275**	0	0	**0**	1000	1	**545**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	50	0	50	0	0	0	90	0	90	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	120	1	**120**	0	0	**0**	200	1	**200**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	500	2	250	0	0	0	860	2	430	0	0	0
	Through-Right		0			0			0			0	
	Right	230	1	170	0	0	0	260	1	135	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	365		North-South:	0		North-South:	680		North-South:	0
			East-West:	395		East-West:	0		East-West:	745		East-West:	0
			SUM:	760		SUM:	0		SUM:	1425		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.507			0.000			0.950			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.507			0.000			0.950			0.000
LEVEL OF SERVICE (LOS):				A			A			E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	250	1	190	0	0	0	310	1	210	0	0	0
	Left-Through		0			0			0			0	
	Through	60	0	0	0	0	**0**	70	0	0	0	0	**0**
	Through-Right		0			0			0			0	
	Right	320	1	**190**	0	0	0	320	1	**210**	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		1			0			1			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	1180	2	**500**	0	0	**0**	1150	2	**460**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	320	0	320	0	0	0	230	0	230	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	250	1	**250**	0	0	**0**	250	1	**250**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1090	3	363	0	0	0	800	3	267	0	0	0
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	190		North-South:	0		North-South:	210		North-South:	0
			East-West:	750		East-West:	0		East-West:	710		East-West:	0
			SUM:	940		SUM:	0		SUM:	920		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.627			0.000			0.613			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.627			0.000			0.613			0.000
LEVEL OF SERVICE (LOS):				B			A			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	1	153	0	0	0
	Left-Through		0			0	
	Through	80	0	0	0	0	**0**
	Through-Right		0			0	
	Right	220	1	**153**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1460	2	**580**	0	0	**0**
	Through-Right		1			0	
	Right	280	0	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	**220**	0	0	**0**
	Left-Through		0			0	
	Through	1220	3	407	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	153		*North-South:*	0
			East-West:	800		*East-West:*	0
			SUM:	953		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.635			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.635			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	0	130	0	0	**0**
	Left-Through		1			0	
	Through	180	0	**235**	0	0	0
	Through-Right		1			0	
	Right	160	0	235	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	280	1	**280**	0	0	0
	Left-Through		0			0	
	Through	1130	3	377	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1260	2	**507**	0	0	0
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	235		*North-South:*	0
			East-West:	787		*East-West:*	0
			SUM:	1022		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.717			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.717			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	0	110	0	0	**0**
	Left-Through		1			0	
	Through	70	0	180	0	0	0
	Through-Right		1			0	
	Right	210	0	**210**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	360	1	**360**	0	0	0
	Left-Through		0			0	
	Through	1190	3	397	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	970	2	**430**	0	0	0
	Through-Right		1			0	
	Right	320	0	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	210		*North-South:*	0
			East-West:	790		*East-West:*	0
			SUM:	1000		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.702			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.702			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	240	0	240	0	0	**0**
	Left-Through		1			0	
	Through	90	0	**275**	0	0	0
	Through-Right		1			0	
	Right	220	0	275	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	320	1	**320**	0	0	0
	Left-Through		0			0	
	Through	1450	3	483	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1250	2	**510**	0	0	0
	Through-Right		1			0	
	Right	280	0	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	275		*North-South:*	0
			East-West:	830		*East-West:*	0
			SUM:	1105		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.775			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.775			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet
(Circular 212 Method)

I/S #: 200
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

AM

No. of Phases				2				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	3	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0				0
Override Capacity				0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	340	1	230	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	350	1	**230**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	1170	2	585	0	0	**0**
	Through-Right		1			0	
	Right	650	0	**650**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1520	3	507	0	0	0
	Through-Right		0			0	
	Right	610	1	380	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	230		*North-South:*	0
			East-West:	650		*East-West:*	0
			SUM:	880		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.587			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.587			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #: 200
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

MD

No. of Phases				2				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	3	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0				0
Override Capacity				0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	420	1	277	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	410	1	**277**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	1100	2	**527**	0	0	**0**
	Through-Right		1			0	
	Right	480	0	480	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1090	3	363	0	0	0
	Through-Right		0			0	
	Right	390	1	113	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	277		*North-South:*	0
			East-West:	527		*East-West:*	0
			SUM:	804		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.536			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.536			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #: 200
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) CONDITIONS
Count Date: **Analyst:** **Date:**

PM

No. of Phases				2				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	3	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0				0
Override Capacity				0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	460	1	260	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	320	1	**260**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	1550	2	**687**	0	0	**0**
	Through-Right		1			0	
	Right	510	0	510	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1390	3	463	0	0	0
	Through-Right		0			0	
	Right	400	1	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	260		*North-South:*	0
			East-West:	687		*East-West:*	0
			SUM:	947		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.631			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.631			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Intersection Capacity Utilization

Project Title: LAX SPAS
Intersection: 1 - ADMIRALTY WAY & BALI WAY
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : WBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.003	N-S(1):	0.631 *
	TH	2.00	1,030	3,200	0.322	N-S(2):	0.335
	LT	1.00	530	1,600	0.331 *	E-W(1):	0.075
Westbound	RT	1.91	440	3,061	0.000	E-W(2):	0.163 *
	TH	0.09	20	139	0.144 *		
	LT	1.00	80	1,600	0.050	V/C:	0.794
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	2.00	870	3,200	0.300 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.894
	TH	2.00	30	3,200	0.025		
	LT	0.00	30	1,600	0.019 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.009	N-S(1):	0.544 *
	TH	2.00	690	3,200	0.216	N-S(2):	0.241
	LT	1.00	360	1,600	0.225 *	E-W(1):	0.106
Westbound	RT	1.87	430	2,991	0.000	E-W(2):	0.163 *
	TH	0.13	30	209	0.144 *		
	LT	1.00	120	1,600	0.075	V/C:	0.707
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	2.00	830	3,200	0.319 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.807
	TH	2.00	40	3,200	0.031		
	LT	0.00	30	1,600	0.019 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.009	N-S(1):	0.703 *
	TH	2.00	1,170	3,200	0.366	N-S(2):	0.379
	LT	1.00	480	1,600	0.300 *	E-W(1):	0.106
Westbound	RT	1.92	700	3,068	0.000	E-W(2):	0.247 *
	TH	0.08	30	132	0.228 *		
	LT	1.00	130	1,600	0.081	V/C:	0.950
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	2.00	1,080	3,200	0.403 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	1.050
	TH	2.00	30	3,200	0.025		
	LT	0.00	30	1,600	0.019 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 2 - ADMIRALTY WAY & FIJI WAY
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : SBR,
FF Movements: WBR,

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	150	1,600	0.000	N-S(1):	0.191 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	550	2,880	0.191 *	E-W(1):	0.063
Westbound	RT	1.00	470	1,600	0.000	E-W(2):	0.256 *
	TH	1.00	130	1,600	0.081 *		
	LT	0.00	0	0	0.000	V/C:	0.447
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.547
	TH	2.00	200	3,200	0.063		
	LT	1.00	280	1,600	0.175 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	160	1,600	0.006	N-S(1):	0.128 *
	TH	0.00	0	0	0.000	N-S(2):	0.006
	LT	2.00	370	2,880	0.128 *	E-W(1):	0.103
Westbound	RT	1.00	370	1,600	0.000	E-W(2):	0.232 *
	TH	1.00	220	1,600	0.138 *		
	LT	0.00	0	0	0.000	V/C:	0.360
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.460
	TH	2.00	330	3,200	0.103		
	LT	1.00	150	1,600	0.094 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	280	1,600	0.063	N-S(1):	0.226 *
	TH	0.00	0	0	0.000	N-S(2):	0.063
	LT	2.00	650	2,880	0.226 *	E-W(1):	0.100
Westbound	RT	1.00	580	1,600	0.000	E-W(2):	0.369 *
	TH	1.00	410	1,600	0.256 *		
	LT	0.00	0	0	0.000	V/C:	0.595
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.695
	TH	2.00	320	3,200	0.100		
	LT	1.00	180	1,600	0.113 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 3 - ADMIRALTY WAY & MINDANAO WAY
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : Y
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : WBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.003	N-S(1):	0.522 *
	TH	2.00	590	3,200	0.184	N-S(2):	0.197
	LT	1.00	500	1,600	0.313 *	E-W(1):	0.098 *
Westbound	RT	1.00	400	1,600	0.000	E-W(2):	0.000
	TH	0.18	20	291	0.069		
	LT	1.82	200	2,618	0.076 *	V/C:	0.620
Northbound	RT	0.00	200	0	0.000	Lost Time:	0.100
	TH	2.00	470	3,200	0.209 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.720
	TH	2.00	20	3,200	0.022 *		
	LT	0.00	30	1,600	0.019	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.000	N-S(1):	0.425 *
	TH	2.00	470	3,200	0.147	N-S(2):	0.160
	LT	1.00	250	1,600	0.156 *	E-W(1):	0.143 *
Westbound	RT	1.00	360	1,600	0.069	E-W(2):	0.000
	TH	0.36	60	582	0.103		
	LT	1.64	270	2,356	0.115 *	V/C:	0.568
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	2.00	650	3,200	0.269 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.668
	TH	2.00	30	3,200	0.028 *		
	LT	0.00	40	1,600	0.025	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.009	N-S(1):	0.497 *
	TH	2.00	890	3,200	0.278	N-S(2):	0.309
	LT	1.00	300	1,600	0.188 *	E-W(1):	0.175 *
Westbound	RT	1.00	530	1,600	0.144 *	E-W(2):	0.000
	TH	0.42	80	674	0.119		
	LT	1.58	300	2,274	0.132	V/C:	0.672
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	2.00	880	3,200	0.309 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.772
	TH	2.00	40	3,200	0.031 *		
	LT	0.00	30	1,600	0.019	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 4 - PALAWAN WAY & ADMIRALTY WAY
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.006	N-S(1):	0.207 *
	TH	1.00	50	1,600	0.031	N-S(2):	0.062
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.379 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.325
	TH	2.00	820	3,200	0.275		
	LT	1.00	60	1,600	0.038 *	V/C:	0.586
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	1.00	60	1,600	0.088 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	1.00	30	1,600	0.003	ICU:	0.686
	TH	2.00	1,090	3,200	0.341 *		
	LT	1.00	80	1,600	0.050	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.047	N-S(1):	0.144 *
	TH	1.00	40	1,600	0.025	N-S(2):	0.072
	LT	1.00	120	1,600	0.075 *	E-W(1):	0.235
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.284 *
	TH	2.00	740	3,200	0.253 *		
	LT	1.00	70	1,600	0.044	V/C:	0.428
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	1.00	50	1,600	0.069 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	1.00	50	1,600	0.019	ICU:	0.528
	TH	2.00	610	3,200	0.191		
	LT	1.00	50	1,600	0.031 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	150	1,600	0.078	N-S(1):	0.237 *
	TH	1.00	120	1,600	0.075	N-S(2):	0.103
	LT	1.00	250	1,600	0.156 *	E-W(1):	0.366
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.415 *
	TH	2.00	1,150	3,200	0.384 *		
	LT	1.00	100	1,600	0.063	V/C:	0.652
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	1.00	30	1,600	0.081 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	1.00	30	1,600	0.006	ICU:	0.752
	TH	2.00	970	3,200	0.303		
	LT	1.00	50	1,600	0.031 *	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 5 - VIA MARINA & ADMIRALTY WAY
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:	NBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.497 *
	TH	3.00	220	4,800	0.046	N-S(2):	0.046
	LT	1.00	500	1,600	0.313 *	E-W(1):	0.101 *
Westbound	RT	2.00	740	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	290	2,880	0.101 *	V/C:	0.598
Northbound	RT	1.00	700	1,600	0.000	Lost Time:	0.100
	TH	2.00	590	3,200	0.184 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.698
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.416 *
	TH	3.00	330	4,800	0.069	N-S(2):	0.069
	LT	1.00	400	1,600	0.250 *	E-W(1):	0.160 *
Westbound	RT	2.00	440	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	460	2,880	0.160 *	V/C:	0.576
Northbound	RT	1.00	390	1,600	0.000	Lost Time:	0.100
	TH	2.00	530	3,200	0.166 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.676
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.597 *
	TH	3.00	390	4,800	0.081	N-S(2):	0.081
	LT	1.00	740	1,600	0.463 *	E-W(1):	0.236 *
Westbound	RT	2.00	690	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	680	2,880	0.236 *	V/C:	0.833
Northbound	RT	1.00	470	1,600	0.000	Lost Time:	0.100
	TH	2.00	430	3,200	0.134 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.933
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 10 - AVIATIO BOULEVARD & ARBOR VITAE STREET
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.163
	TH	2.00	350	3,200	0.134 *	N-S(2):	0.284 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.241
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.266 *
	TH	2.00	720	3,200	0.241 *		
	LT	1.00	190	1,600	0.119	V/C:	0.550
Northbound	RT	1.00	140	1,600	0.028	Lost Time:	0.100
	TH	2.00	440	3,200	0.138	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.650
	TH	2.00	300	3,200	0.122		
	LT	1.00	40	1,600	0.025 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.175
	TH	2.00	300	3,200	0.122 *	N-S(2):	0.235 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.303 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.213
	TH	2.00	440	3,200	0.163		
	LT	1.00	150	1,600	0.094 *	V/C:	0.538
Northbound	RT	1.00	190	1,600	0.072	Lost Time:	0.100
	TH	2.00	420	3,200	0.131	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.638
	TH	2.00	520	3,200	0.209 *		
	LT	1.00	80	1,600	0.050	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.200
	TH	2.00	430	3,200	0.163 *	N-S(2):	0.301 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.466 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.241
	TH	2.00	530	3,200	0.178		
	LT	1.00	190	1,600	0.119 *	V/C:	0.767
Northbound	RT	1.00	200	1,600	0.066	Lost Time:	0.100
	TH	2.00	500	3,200	0.156	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.867
	TH	2.00	920	3,200	0.347 *		
	LT	1.00	100	1,600	0.063	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 11 - INGLEWOOD AVENUE & ARBOR VITAE STREET
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.201 *
	TH	1.00	100	1,600	0.088 *	N-S(2):	0.000
	LT	1.00	20	1,600	0.013	E-W(1):	0.115
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.207 *
	TH	2.00	560	3,200	0.188 *		
	LT	1.00	50	1,600	0.031	V/C:	0.408
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	1.00	120	1,600	0.113 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.508
	TH	2.00	230	3,200	0.084		
	LT	1.00	30	1,600	0.019 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.269 *
	TH	1.00	130	1,600	0.119 *	N-S(2):	0.000
	LT	1.00	40	1,600	0.025	E-W(1):	0.206 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.141
	TH	2.00	350	3,200	0.122		
	LT	1.00	80	1,600	0.050 *	V/C:	0.475
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	1.00	150	1,600	0.150 *	ITS:	0.000
	LT	1.00	100	1,600	0.063		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.575
	TH	2.00	420	3,200	0.156 *		
	LT	1.00	30	1,600	0.019	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.388 *
	TH	1.00	250	1,600	0.194 *	N-S(2):	0.000
	LT	1.00	70	1,600	0.044	E-W(1):	0.310 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.160
	TH	2.00	360	3,200	0.122		
	LT	1.00	100	1,600	0.063 *	V/C:	0.698
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	1.00	190	1,600	0.194 *	ITS:	0.000
	LT	1.00	100	1,600	0.063		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.798
	TH	2.00	680	3,200	0.247 *		
	LT	1.00	60	1,600	0.038	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 12 - LA BREA AVENUE & ARBOR VITAE STREET
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.013	N-S(1):	0.186
	TH	3.00	460	4,800	0.096 *	N-S(2):	0.196 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.144 *
Westbound	RT	1.00	70	1,600	0.025	E-W(2):	0.132
	TH	2.00	300	3,200	0.094		
	LT	1.00	50	1,600	0.031 *	V/C:	0.340
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	690	4,800	0.148	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	1.00	90	1,600	0.006	ICU:	0.440
	TH	1.00	180	1,600	0.113 *		
	LT	1.00	60	1,600	0.038	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.009	N-S(1):	0.217
	TH	3.00	730	4,800	0.152 *	N-S(2):	0.240 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.207 *
Westbound	RT	1.00	90	1,600	0.019	E-W(2):	0.175
	TH	2.00	340	3,200	0.106		
	LT	1.00	70	1,600	0.044 *	V/C:	0.447
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	3.00	630	4,800	0.142	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	1.00	130	1,600	0.038	ICU:	0.547
	TH	1.00	260	1,600	0.163 *		
	LT	1.00	110	1,600	0.069	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.006	N-S(1):	0.231
	TH	3.00	1,060	4,800	0.221 *	N-S(2):	0.365 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.294 *
Westbound	RT	1.00	90	1,600	0.019	E-W(2):	0.151
	TH	2.00	280	3,200	0.088		
	LT	1.00	70	1,600	0.044 *	V/C:	0.659
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	680	4,800	0.156	ITS:	0.000
	LT	1.00	230	1,600	0.144 *		
Eastbound	RT	1.00	270	1,600	0.097	ICU:	0.759
	TH	1.00	400	1,600	0.250 *		
	LT	1.00	100	1,600	0.063	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 13 - LA CIENEGA BOULEVARD & ARBOR VITAE STREET
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.228
	TH	2.00	440	3,200	0.150 *	N-S(2):	0.338 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.182
Westbound	RT	1.00	160	1,600	0.100	E-W(2):	0.204 *
	TH	2.00	530	3,200	0.166 *		
	LT	1.00	100	1,600	0.063	V/C:	0.542
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	2.00	540	3,200	0.184	ITS:	0.000
	LT	1.00	300	1,600	0.188 *		
Eastbound	RT	0.00	190	1,600	0.119	ICU:	0.642
	TH	2.00	180	1,600	0.113		
	LT	1.00	60	1,600	0.038 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.247
	TH	2.00	360	3,200	0.138 *	N-S(2):	0.257 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.244 *
Westbound	RT	1.00	90	1,600	0.056	E-W(2):	0.150
	TH	2.00	340	3,200	0.106		
	LT	1.00	70	1,600	0.044 *	V/C:	0.501
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	2.00	480	3,200	0.184	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	0.00	270	0	0.000	ICU:	0.601
	TH	2.00	370	3,200	0.200 *		
	LT	1.00	70	1,600	0.044	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.319 *
	TH	2.00	630	3,200	0.216	N-S(2):	0.310
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.382 *
Westbound	RT	1.00	80	1,600	0.050	E-W(2):	0.141
	TH	2.00	330	3,200	0.103		
	LT	1.00	60	1,600	0.038 *	V/C:	0.701
Northbound	RT	0.00	230	0	0.000	Lost Time:	0.100
	TH	2.00	490	3,200	0.225 *	ITS:	0.000
	LT	1.00	150	1,600	0.094		
Eastbound	RT	0.00	460	0	0.000	ICU:	0.801
	TH	2.00	640	3,200	0.344 *		
	LT	1.00	60	1,600	0.038	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 15 - AVIATION BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	280	1,600	0.175	N-S(1):	0.294
	TH	2.00	760	3,200	0.238 *	N-S(2):	0.356 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.203
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.466 *
	TH	3.00	1,880	4,800	0.410 *		
	LT	2.00	380	2,880	0.132	V/C:	0.822
Northbound	RT	1.00	170	1,600	0.000	Lost Time:	0.100
	TH	2.00	800	3,200	0.250	ITS:	0.000
	LT	2.00	340	2,880	0.118 *		
Eastbound	RT	1.00	70	1,600	0.000	ICU:	0.922
	TH	3.00	340	4,800	0.071		
	LT	1.00	90	1,600	0.056 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	230	1,600	0.144	N-S(1):	0.182
	TH	2.00	500	3,200	0.156 *	N-S(2):	0.215 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.328 *
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.323
	TH	3.00	980	4,800	0.223		
	LT	2.00	440	2,880	0.153 *	V/C:	0.543
Northbound	RT	1.00	230	1,600	0.000	Lost Time:	0.100
	TH	2.00	440	3,200	0.138	ITS:	0.000
	LT	2.00	170	2,880	0.059 *		
Eastbound	RT	1.00	240	1,600	0.120	ICU:	0.643
	TH	3.00	840	4,800	0.175 *		
	LT	1.00	160	1,600	0.100	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.056	N-S(1):	0.241 *
	TH	2.00	280	3,200	0.088	N-S(2):	0.164
	LT	1.00	70	1,600	0.044 *	E-W(1):	0.509 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.358
	TH	3.00	650	4,800	0.152		
	LT	2.00	260	2,880	0.090 *	V/C:	0.750
Northbound	RT	1.00	350	1,600	0.128	Lost Time:	0.100
	TH	2.00	630	3,200	0.197 *	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	1.00	500	1,600	0.274	ICU:	0.850
	TH	3.00	2,010	4,800	0.419 *		
	LT	1.00	330	1,600	0.206	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 17 - AVIATION BLVD. / FLORENCE AVENUE & MANCHESTER AVENUE
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	420	1,600	0.263 *	N-S(1):	0.103
	TH	2.00	410	3,200	0.128	N-S(2):	0.419 *
	LT	0.00	0	0	0.000	E-W(1):	0.184
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.435 *
	TH	2.00	850	3,200	0.266 *		
	LT	1.00	40	1,600	0.025	V/C:	0.854
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	2.00	250	3,200	0.103	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	1.00	110	1,600	0.000	ICU:	0.954
	TH	2.00	510	3,200	0.159		
	LT	1.00	270	1,600	0.169 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	450	1,600	0.281 *	N-S(1):	0.128
	TH	2.00	260	3,200	0.081	N-S(2):	0.400 *
	LT	0.00	0	0	0.000	E-W(1):	0.360
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.503 *
	TH	2.00	870	3,200	0.272 *		
	LT	1.00	60	1,600	0.038	V/C:	0.903
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	2.00	270	3,200	0.128	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	1.00	170	1,600	0.047	ICU:	1.003
	TH	2.00	1,030	3,200	0.322		
	LT	1.00	370	1,600	0.231 *	LOS:	F

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	320	1,600	0.200 *	N-S(1):	0.159
	TH	2.00	460	3,200	0.144	N-S(2):	0.344 *
	LT	0.00	0	0	0.000	E-W(1):	0.344
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.550 *
	TH	2.00	640	3,200	0.200 *		
	LT	1.00	80	1,600	0.050	V/C:	0.894
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	2.00	370	3,200	0.159	ITS:	0.000
	LT	1.00	230	1,600	0.144 *		
Eastbound	RT	1.00	280	1,600	0.103	ICU:	0.994
	TH	2.00	940	3,200	0.294		
	LT	1.00	560	1,600	0.350 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 18 - AVIATION BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	150	1,600	0.066	N-S(1):	0.323 *
	TH	4.00	440	6,400	0.069	N-S(2):	0.218
	LT	2.00	120	2,880	0.042 *	E-W(1):	0.300
Westbound	RT	1.00	510	1,600	0.277	E-W(2):	0.320 *
	TH	4.00	1,870	6,400	0.292 *		
	LT	2.00	510	2,880	0.177	V/C:	0.643
Northbound	RT	1.00	580	1,600	0.185	Lost Time:	0.100
	TH	3.00	1,350	4,800	0.281 *	ITS:	0.000
	LT	2.00	430	2,880	0.149		
Eastbound	RT	1.00	90	1,600	0.000	ICU:	0.743
	TH	4.00	790	6,400	0.123		
	LT	2.00	80	2,880	0.028 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	230	1,600	0.078	N-S(1):	0.336 *
	TH	4.00	590	6,400	0.092	N-S(2):	0.193
	LT	2.00	410	2,880	0.142 *	E-W(1):	0.383 *
Westbound	RT	1.00	290	1,600	0.039	E-W(2):	0.302
	TH	4.00	1,510	6,400	0.236		
	LT	2.00	430	2,880	0.149 *	V/C:	0.719
Northbound	RT	1.00	550	1,600	0.194 *	Lost Time:	0.100
	TH	3.00	590	4,800	0.123	ITS:	0.000
	LT	2.00	290	2,880	0.101		
Eastbound	RT	1.00	240	1,600	0.049	ICU:	0.819
	TH	4.00	1,500	6,400	0.234 *		
	LT	2.00	190	2,880	0.066	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.054	N-S(1):	0.347 *
	TH	4.00	1,200	6,400	0.188	N-S(2):	0.282
	LT	2.00	540	2,880	0.188 *	E-W(1):	0.479 *
Westbound	RT	1.00	200	1,600	0.000	E-W(2):	0.286
	TH	4.00	1,300	6,400	0.203		
	LT	2.00	460	2,880	0.160 *	V/C:	0.826
Northbound	RT	1.00	510	1,600	0.159 *	Lost Time:	0.100
	TH	3.00	610	4,800	0.127	ITS:	0.000
	LT	2.00	270	2,880	0.094		
Eastbound	RT	1.00	360	1,600	0.131	ICU:	0.926
	TH	4.00	2,040	6,400	0.319 *		
	LT	2.00	240	2,880	0.083	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 20 - AVIATION BOULEVARD & WEST 120TH STREET
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.247 *
	TH	2.00	540	3,200	0.175	N-S(2):	0.206
	LT	1.00	50	1,600	0.031 *	E-W(1):	0.178
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.312 *
	TH	2.00	50	1,600	0.306 *		
	LT	0.00	270	1,600	0.169	V/C:	0.559
Northbound	RT	1.00	60	1,600	0.000	Lost Time:	0.100
	TH	2.00	690	3,200	0.216 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.659
	TH	2.00	10	3,200	0.009		
	LT	0.00	10	1,600	0.006 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.187
	TH	2.00	480	3,200	0.156 *	N-S(2):	0.200 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.088
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.113 *
	TH	2.00	20	1,600	0.100 *		
	LT	0.00	100	1,600	0.063	V/C:	0.313
Northbound	RT	1.00	110	1,600	0.038	Lost Time:	0.100
	TH	2.00	500	3,200	0.156	ITS:	0.000
	LT	1.00	70	1,600	0.044 *		
Eastbound	RT	0.00	40	1,600	0.025	ICU:	0.413
	TH	2.00	10	1,600	0.019		
	LT	0.00	20	1,600	0.013 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.294 *
	TH	2.00	880	3,200	0.278	N-S(2):	0.291
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.125
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.163 *
	TH	2.00	10	1,600	0.144 *		
	LT	0.00	130	1,600	0.081	V/C:	0.457
Northbound	RT	1.00	310	1,600	0.153	Lost Time:	0.100
	TH	2.00	640	3,200	0.200 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.557
	TH	2.00	60	3,200	0.044		
	LT	0.00	30	1,600	0.019 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 21 - LINCOLN BOULEVARD & BAILI WAY
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : Y
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	440	0	0.000	N-S(1):	0.311
	TH	3.00	1,260	4,800	0.354 *	N-S(2):	0.423 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.147 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	1.00	10	1,600	0.019 *		
	LT	0.00	10	1,600	0.006	V/C:	0.570
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	3.00	1,370	4,800	0.292	ITS:	0.000
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	1.00	240	1,600	0.116	ICU:	0.670
	TH	0.05	10	86	0.116		
	LT	1.95	360	2,802	0.128 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	530	0	0.000	N-S(1):	0.341
	TH	3.00	1,220	4,800	0.365 *	N-S(2):	0.409 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.165 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.000
	TH	1.00	10	1,600	0.031 *		
	LT	0.00	10	1,600	0.006	V/C:	0.574
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	1,470	4,800	0.310	ITS:	0.000
	LT	1.00	70	1,600	0.044 *		
Eastbound	RT	1.00	250	1,600	0.134 *	ICU:	0.674
	TH	0.05	10	86	0.116		
	LT	1.95	360	2,802	0.128	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	690	0	0.000	N-S(1):	0.363
	TH	3.00	1,730	4,800	0.504 *	N-S(2):	0.617 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.205 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.000
	TH	1.00	10	1,600	0.038 *		
	LT	0.00	10	1,600	0.006	V/C:	0.822
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,610	4,800	0.338	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	1.00	280	1,600	0.119	ICU:	0.922
	TH	0.00	0	0	0.000		
	LT	2.00	480	2,880	0.167 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 23 - CENTINELA AVENUE & JEFFERSON BOULEVARD
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : SBR, EBR, WBR,
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	670	1,600	0.249 *	N-S(1):	0.164
	TH	2.00	20	3,200	0.006	N-S(2):	0.256 *
	LT	2.00	460	2,880	0.160	E-W(1):	0.207
Westbound	RT	1.00	380	1,600	0.078	E-W(2):	0.383 *
	TH	3.00	1,020	4,800	0.213 *		
	LT	2.00	20	2,880	0.007	V/C:	0.639
Northbound	RT	1.00	10	1,600	0.003	Lost Time:	0.100
	TH	3.00	20	4,800	0.004	ITS:	0.000
	LT	2.00	20	2,880	0.007 *		
Eastbound	RT	1.00	10	1,600	0.000	ICU:	0.739
	TH	3.00	960	4,800	0.200		
	LT	2.00	490	2,880	0.170 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	440	1,600	0.140	N-S(1):	0.161 *
	TH	2.00	20	3,200	0.006	N-S(2):	0.150
	LT	2.00	420	2,880	0.146 *	E-W(1):	0.213
Westbound	RT	1.00	300	1,600	0.042	E-W(2):	0.343 *
	TH	3.00	1,000	4,800	0.208 *		
	LT	2.00	20	2,880	0.007	V/C:	0.504
Northbound	RT	1.00	30	1,600	0.015 *	Lost Time:	0.100
	TH	3.00	20	4,800	0.004	ITS:	0.000
	LT	2.00	30	2,880	0.010		
Eastbound	RT	1.00	20	1,600	0.002	ICU:	0.604
	TH	3.00	990	4,800	0.206		
	LT	2.00	390	2,880	0.135 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	450	1,600	0.031	N-S(1):	0.330 *
	TH	2.00	10	3,200	0.003	N-S(2):	0.038
	LT	2.00	920	2,880	0.319 *	E-W(1):	0.224
Westbound	RT	1.00	450	1,600	0.000	E-W(2):	0.483 *
	TH	3.00	1,120	4,800	0.233 *		
	LT	2.00	10	2,880	0.003	V/C:	0.813
Northbound	RT	1.00	20	1,600	0.011 *	Lost Time:	0.100
	TH	3.00	20	4,800	0.004	ITS:	0.000
	LT	2.00	20	2,880	0.007		
Eastbound	RT	1.00	10	1,600	0.000	ICU:	0.913
	TH	3.00	1,060	4,800	0.221		
	LT	2.00	720	2,880	0.250 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 25 - LA BREA AVENUE & CENTINELA AVENUE
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.310
	TH	2.00	740	3,200	0.281 *	N-S(2):	0.444 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.131
Westbound	RT	1.00	290	1,600	0.138	E-W(2):	0.369 *
	TH	2.00	920	3,200	0.288 *		
	LT	1.00	40	1,600	0.025	V/C:	0.813
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	690	3,200	0.222	ITS:	0.000
	LT	1.00	260	1,600	0.163 *		
Eastbound	RT	1.00	90	1,600	0.000	ICU:	0.913
	TH	2.00	340	3,200	0.106		
	LT	1.00	130	1,600	0.081 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.341
	TH	2.00	720	3,200	0.275 *	N-S(2):	0.400 *
	LT	1.00	230	1,600	0.144	E-W(1):	0.197
Westbound	RT	1.00	150	1,600	0.022	E-W(2):	0.294 *
	TH	2.00	600	3,200	0.188 *		
	LT	1.00	60	1,600	0.038	V/C:	0.694
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	2.00	580	3,200	0.197	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	200	1,600	0.063	ICU:	0.794
	TH	2.00	510	3,200	0.159		
	LT	1.00	170	1,600	0.106 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.525 *
	TH	2.00	1,000	3,200	0.344	N-S(2):	0.463
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.366 *
Westbound	RT	1.00	210	1,600	0.047	E-W(2):	0.319
	TH	2.00	640	3,200	0.200		
	LT	1.00	70	1,600	0.044 *	V/C:	0.891
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	2.00	1,090	3,200	0.356 *	ITS:	0.000
	LT	1.00	190	1,600	0.119		
Eastbound	RT	1.00	230	1,600	0.084	ICU:	0.991
	TH	2.00	1,030	3,200	0.322 *		
	LT	1.00	190	1,600	0.119	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 26 - LA CIENEGA BOULEVARD & CENTINELA AVENUE
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.588 *
	TH	3.00	2,190	4,800	0.460	N-S(2):	0.474
	LT	1.00	140	1,600	0.088 *	E-W(1):	0.275 *
Westbound	RT	1.00	260	1,600	0.119	E-W(2):	0.248
	TH	3.00	1,190	4,800	0.248		
	LT	1.00	240	1,600	0.150 *	V/C:	0.863
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	3.00	2,350	4,800	0.500 *	ITS:	0.000
	LT	2.00	40	2,880	0.014		
Eastbound	RT	0.00	200	1,600	0.125 *	ICU:	0.963
	TH	3.00	370	3,200	0.116		
	LT	0.00	0	0	0.000	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.398 *
	TH	3.00	1,440	4,800	0.308	N-S(2):	0.371
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.273 *
Westbound	RT	1.00	150	1,600	0.047	E-W(2):	0.171
	TH	3.00	820	4,800	0.171		
	LT	1.00	170	1,600	0.106 *	V/C:	0.671
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	3.00	1,370	4,800	0.304 *	ITS:	0.000
	LT	2.00	180	2,880	0.063		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.771
	TH	3.00	630	4,800	0.167 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.688 *
	TH	3.00	2,100	4,800	0.442	N-S(2):	0.494
	LT	1.00	320	1,600	0.200 *	E-W(1):	0.373 *
Westbound	RT	1.00	160	1,600	0.000	E-W(2):	0.192
	TH	3.00	920	4,800	0.192		
	LT	1.00	160	1,600	0.100 *	V/C:	1.061
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	2,200	4,800	0.488 *	ITS:	0.000
	LT	2.00	150	2,880	0.052		
Eastbound	RT	0.00	220	0	0.000	ICU:	1.161
	TH	3.00	1,090	4,800	0.273 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 27 - LA TIEJERA BOULEVARD & CENTINELA BOULEVARD
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	210	0	0.000	N-S(1):	0.219
	TH	3.00	1,130	4,800	0.279 *	N-S(2):	0.335 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.180
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.305 *
	TH	3.00	1,030	4,800	0.217 *		
	LT	2.00	220	2,880	0.076	V/C:	0.640
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	810	4,800	0.194	ITS:	0.000
	LT	2.00	160	2,880	0.056 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.740
	TH	3.00	440	4,800	0.104		
	LT	1.00	140	1,600	0.088 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.263 *
	TH	3.00	740	4,800	0.181	N-S(2):	0.244
	LT	1.00	80	1,600	0.050 *	E-W(1):	0.233
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.239 *
	TH	3.00	740	4,800	0.158 *		
	LT	2.00	240	2,880	0.083	V/C:	0.502
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	3.00	830	4,800	0.213 *	ITS:	0.000
	LT	2.00	180	2,880	0.063		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.602
	TH	3.00	630	4,800	0.150		
	LT	1.00	130	1,600	0.081 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.477 *
	TH	3.00	890	4,800	0.213	N-S(2):	0.282
	LT	1.00	130	1,600	0.081 *	E-W(1):	0.274
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.332 *
	TH	3.00	920	4,800	0.194 *		
	LT	2.00	230	2,880	0.080	V/C:	0.809
Northbound	RT	0.00	360	0	0.000	Lost Time:	0.100
	TH	3.00	1,540	4,800	0.396 *	ITS:	0.000
	LT	2.00	200	2,880	0.069		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.909
	TH	3.00	880	4,800	0.194		
	LT	1.00	220	1,600	0.138 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 34 - LA BREA AVENUE / HAWTHORNE BOULEVARD & CENTURY BOULEVARD
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.028	N-S(1):	0.206
	TH	3.00	530	4,800	0.110 *	N-S(2):	0.298 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.231
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.337 *
	TH	3.00	1,070	4,800	0.256 *		
	LT	1.00	120	1,600	0.075	V/C:	0.635
Northbound	RT	1.00	60	1,600	0.000	Lost Time:	0.100
	TH	3.00	750	4,800	0.156	ITS:	0.000
	LT	1.00	300	1,600	0.188 *		
Eastbound	RT	0.00	240	0	0.000	ICU:	0.735
	TH	3.00	510	4,800	0.156		
	LT	1.00	130	1,600	0.081 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.038	N-S(1):	0.273
	TH	3.00	680	4,800	0.142 *	N-S(2):	0.355 *
	LT	1.00	220	1,600	0.138	E-W(1):	0.316 *
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.273
	TH	3.00	770	4,800	0.185		
	LT	1.00	130	1,600	0.081 *	V/C:	0.671
Northbound	RT	1.00	160	1,600	0.059	Lost Time:	0.100
	TH	3.00	650	4,800	0.135	ITS:	0.000
	LT	1.00	340	1,600	0.213 *		
Eastbound	RT	0.00	280	0	0.000	ICU:	0.771
	TH	3.00	850	4,800	0.235 *		
	LT	1.00	140	1,600	0.088	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.016	N-S(1):	0.340
	TH	3.00	1,070	4,800	0.223 *	N-S(2):	0.429 *
	LT	1.00	240	1,600	0.150	E-W(1):	0.454 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.308
	TH	3.00	830	4,800	0.202		
	LT	1.00	130	1,600	0.081 *	V/C:	0.883
Northbound	RT	1.00	140	1,600	0.047	Lost Time:	0.100
	TH	3.00	910	4,800	0.190	ITS:	0.000
	LT	1.00	330	1,600	0.206 *		
Eastbound	RT	0.00	350	0	0.000	ICU:	0.983
	TH	3.00	1,440	4,800	0.373 *		
	LT	1.00	170	1,600	0.106	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 35 - INGLEWOOD AVENUE & CENTURY BOULEVARD
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.194
	TH	1.00	170	1,600	0.169 *	N-S(2):	0.257 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.158
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.348 *
	TH	3.00	1,410	4,800	0.310 *		
	LT	1.00	50	1,600	0.031	V/C:	0.605
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	1.00	180	1,600	0.150	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.705
	TH	3.00	550	4,800	0.127		
	LT	1.00	60	1,600	0.038 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.263 *
	TH	1.00	200	1,600	0.194	N-S(2):	0.257
	LT	1.00	80	1,600	0.050 *	E-W(1):	0.281
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.294 *
	TH	3.00	1,040	4,800	0.231 *		
	LT	1.00	90	1,600	0.056	V/C:	0.557
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	1.00	220	1,600	0.213 *	ITS:	0.000
	LT	1.00	100	1,600	0.063		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.657
	TH	3.00	990	4,800	0.225		
	LT	1.00	100	1,600	0.063 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.338
	TH	1.00	380	1,600	0.300 *	N-S(2):	0.350 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.476 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.317
	TH	3.00	990	4,800	0.223		
	LT	1.00	100	1,600	0.063 *	V/C:	0.826
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	1.00	300	1,600	0.275	ITS:	0.000
	LT	1.00	80	1,600	0.050 *		
Eastbound	RT	0.00	210	0	0.000	ICU:	0.926
	TH	3.00	1,770	4,800	0.413 *		
	LT	1.00	150	1,600	0.094	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 36 - LA CIENEGA BOULEVARD & CENTURY BOULEVARD
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : NBR, SBR, EBR,
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	710	3,200	0.153	N-S(1):	0.213
	TH	2.00	570	3,200	0.178 *	N-S(2):	0.391 *
	LT	1.00	180	1,600	0.113	E-W(1):	0.302
Westbound	RT	0.00	380	0	0.000	E-W(2):	0.339 *
	TH	4.00	1,350	6,400	0.270 *		
	LT	1.00	250	1,600	0.156	V/C:	0.730
Northbound	RT	2.00	160	3,200	0.000	Lost Time:	0.100
	TH	2.00	320	3,200	0.100	ITS:	0.000
	LT	1.00	340	1,600	0.213 *		
Eastbound	RT	1.00	350	1,600	0.006	ICU:	0.830
	TH	3.00	700	4,800	0.146		
	LT	1.00	110	1,600	0.069 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	830	3,200	0.134	N-S(1):	0.276 *
	TH	2.00	360	3,200	0.113	N-S(2):	0.272
	LT	1.00	260	1,600	0.163 *	E-W(1):	0.357 *
Westbound	RT	0.00	250	0	0.000	E-W(2):	0.305
	TH	4.00	900	6,400	0.180		
	LT	1.00	110	1,600	0.069 *	V/C:	0.633
Northbound	RT	2.00	270	3,200	0.016	Lost Time:	0.100
	TH	2.00	360	3,200	0.113 *	ITS:	0.000
	LT	1.00	220	1,600	0.138		
Eastbound	RT	1.00	520	1,600	0.188	ICU:	0.733
	TH	3.00	1,380	4,800	0.288 *		
	LT	1.00	200	1,600	0.125	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	390	3,200	0.000	N-S(1):	0.419 *
	TH	2.00	820	3,200	0.256	N-S(2):	0.406
	LT	1.00	470	1,600	0.294 *	E-W(1):	0.361 *
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.294
	TH	4.00	750	6,400	0.144		
	LT	1.00	70	1,600	0.044 *	V/C:	0.780
Northbound	RT	2.00	540	3,200	0.125 *	Lost Time:	0.100
	TH	2.00	340	3,200	0.106	ITS:	0.000
	LT	1.00	240	1,600	0.150		
Eastbound	RT	1.00	520	1,600	0.175	ICU:	0.880
	TH	3.00	1,520	4,800	0.317 *		
	LT	1.00	240	1,600	0.150	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 37 - PRAIRIE AVENUE & CENTURY BOULEVARD
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.269 *
	TH	3.00	740	4,800	0.173	N-S(2):	0.267
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.137
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.309 *
	TH	3.00	1,090	4,800	0.265 *		
	LT	1.00	50	1,600	0.031	V/C:	0.578
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	3.00	750	4,800	0.175 *	ITS:	0.000
	LT	1.00	150	1,600	0.094		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.678
	TH	3.00	430	4,800	0.106		
	LT	1.00	70	1,600	0.044 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.333 *
	TH	3.00	710	4,800	0.165	N-S(2):	0.234
	LT	1.00	280	1,600	0.175 *	E-W(1):	0.321 *
Westbound	RT	0.00	300	0	0.000	E-W(2):	0.287
	TH	3.00	810	4,800	0.231		
	LT	1.00	130	1,600	0.081 *	V/C:	0.654
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	640	4,800	0.158 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.754
	TH	3.00	1,020	4,800	0.240 *		
	LT	1.00	90	1,600	0.056	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.425 *
	TH	3.00	1,120	4,800	0.252	N-S(2):	0.352
	LT	1.00	280	1,600	0.175 *	E-W(1):	0.402 *
Westbound	RT	0.00	370	0	0.000	E-W(2):	0.336
	TH	3.00	790	4,800	0.242		
	LT	1.00	130	1,600	0.081 *	V/C:	0.827
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	990	4,800	0.250 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	0.00	160	0	0.000	ICU:	0.927
	TH	3.00	1,380	4,800	0.321 *		
	LT	1.00	150	1,600	0.094	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 39 - NB I-405 RAMPS & CENTURY BOULEVARD
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements: EBR,

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.081
	TH	0.00	0	0	0.000 *	N-S(2):	0.285 *
	LT	0.00	0	0	0.000	E-W(1):	0.166
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.358 *
	TH	3.00	1,670	4,800	0.358 *		
	LT	0.00	0	0	0.000	V/C:	0.643
Northbound	RT	1.00	130	1,600	0.081	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	820	2,880	0.285 *		
Eastbound	RT	1.89	500	3,019	0.000	ICU:	0.743
	TH	2.11	560	3,381	0.166		
	LT	1.00	0	1,600	0.000 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.106
	TH	0.00	0	0	0.000 *	N-S(2):	0.188 *
	LT	0.00	0	0	0.000	E-W(1):	0.298 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.248
	TH	3.00	1,180	4,800	0.248		
	LT	0.00	0	0	0.000 *	V/C:	0.486
Northbound	RT	1.00	170	1,600	0.106	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	540	2,880	0.188 *		
Eastbound	RT	1.93	920	3,083	0.000	ICU:	0.586
	TH	2.07	990	3,317	0.298 *		
	LT	1.00	0	1,600	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.231 *
	TH	0.00	0	0	0.000	N-S(2):	0.128
	LT	0.00	0	0	0.000 *	E-W(1):	0.383 *
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.244
	TH	3.00	1,150	4,800	0.244		
	LT	0.00	0	0	0.000 *	V/C:	0.614
Northbound	RT	1.00	370	1,600	0.231 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	370	2,880	0.128		
Eastbound	RT	1.16	710	1,855	0.000	ICU:	0.714
	TH	2.84	1,740	4,545	0.383 *		
	LT	1.00	0	1,600	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 46 - DOUGLAS STREET & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.000	N-S(1):	0.184
	TH	2.00	240	3,200	0.075 *	N-S(2):	0.217 *
	LT	2.00	90	2,880	0.031	E-W(1):	0.191
Westbound	RT	1.00	490	1,600	0.291	E-W(2):	0.456 *
	TH	3.00	1,710	4,800	0.356 *		
	LT	2.00	220	2,880	0.076	V/C:	0.673
Northbound	RT	1.00	70	1,600	0.006	Lost Time:	0.100
	TH	2.00	490	3,200	0.153	ITS:	0.000
	LT	2.00	410	2,880	0.142 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.773
	TH	3.00	380	4,800	0.115		
	LT	1.00	160	1,600	0.100 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.009	N-S(1):	0.190 *
	TH	2.00	300	3,200	0.094	N-S(2):	0.163
	LT	2.00	250	2,880	0.087 *	E-W(1):	0.259
Westbound	RT	1.00	390	1,600	0.200	E-W(2):	0.304 *
	TH	3.00	1,010	4,800	0.210 *		
	LT	2.00	110	2,880	0.038	V/C:	0.494
Northbound	RT	1.00	140	1,600	0.068	Lost Time:	0.100
	TH	2.00	330	3,200	0.103 *	ITS:	0.000
	LT	2.00	200	2,880	0.069		
Eastbound	RT	0.00	240	0	0.000	ICU:	0.594
	TH	3.00	820	4,800	0.221		
	LT	1.00	150	1,600	0.094 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.022	N-S(1):	0.346 *
	TH	2.00	810	3,200	0.253	N-S(2):	0.298
	LT	2.00	450	2,880	0.156 *	E-W(1):	0.530 *
Westbound	RT	1.00	180	1,600	0.034	E-W(2):	0.177
	TH	3.00	640	4,800	0.133		
	LT	2.00	130	2,880	0.045 *	V/C:	0.876
Northbound	RT	1.00	340	1,600	0.190 *	Lost Time:	0.100
	TH	2.00	530	3,200	0.166	ITS:	0.000
	LT	2.00	130	2,880	0.045		
Eastbound	RT	0.00	380	0	0.000	ICU:	0.976
	TH	3.00	1,950	4,800	0.485 *		
	LT	1.00	70	1,600	0.044	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 47 - DOUGLAS STREET & IMPERIAL HIGHWAY
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.000	N-S(1):	0.075 *
	TH	1.00	30	1,600	0.019	N-S(2):	0.000
	LT	1.00	30	1,600	0.019 *	E-W(1):	0.232
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.296 *
	TH	3.00	1,160	4,800	0.258 *		
	LT	2.00	260	2,880	0.090	V/C:	0.371
Northbound	RT	2.00	130	3,200	0.000	Lost Time:	0.100
	TH	1.00	30	1,600	0.019	ITS:	0.000
	LT	1.00	90	1,600	0.056 *		
Eastbound	RT	0.00	220	0	0.000	ICU:	0.471
	TH	3.00	460	4,800	0.142		
	LT	1.00	60	1,600	0.038 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.003	N-S(1):	0.085 *
	TH	0.60	30	960	0.031	N-S(2):	0.000
	LT	1.40	70	2,016	0.035 *	E-W(1):	0.164
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.171 *
	TH	3.00	570	4,800	0.127 *		
	LT	2.00	90	2,880	0.031	V/C:	0.256
Northbound	RT	2.00	190	3,200	0.028	Lost Time:	0.100
	TH	1.00	20	1,600	0.013	ITS:	0.000
	LT	1.00	80	1,600	0.050 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.356
	TH	3.00	540	4,800	0.133		
	LT	1.00	70	1,600	0.044 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.006	N-S(1):	0.161 *
	TH	0.67	40	1,067	0.038	N-S(2):	0.000
	LT	1.33	80	1,920	0.042 *	E-W(1):	0.295 *
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.192
	TH	3.00	690	4,800	0.154		
	LT	2.00	80	2,880	0.028 *	V/C:	0.456
Northbound	RT	2.00	450	3,200	0.113	Lost Time:	0.100
	TH	1.00	40	1,600	0.025	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.556
	TH	3.00	1,160	4,800	0.267 *		
	LT	1.00	60	1,600	0.038	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 48 - DOUGLAS STREET & MARIPOSA AVENUE
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.116
	TH	3.00	270	4,800	0.075 *	N-S(2):	0.263 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.037 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.009 *		
	LT	0.00	10	1,600	0.006	V/C:	0.300
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	3.00	500	4,800	0.110	ITS:	0.000
	LT	1.00	300	1,600	0.188 *		
Eastbound	RT	1.00	160	1,600	0.006	ICU:	0.400
	TH	0.25	10	400	0.025		
	LT	1.75	70	2,520	0.028 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.126
	TH	3.00	340	4,800	0.088 *	N-S(2):	0.219 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.125 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.009 *		
	LT	0.00	10	1,600	0.006	V/C:	0.344
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	500	4,800	0.113	ITS:	0.000
	LT	1.00	210	1,600	0.131 *		
Eastbound	RT	1.00	290	1,600	0.116 *	ICU:	0.444
	TH	0.27	20	427	0.047		
	LT	1.73	130	2,496	0.052	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	50	0	0.000	N-S(1):	0.133
	TH	3.00	630	4,800	0.142 *	N-S(2):	0.261 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.231 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.009 *		
	LT	0.00	10	1,600	0.006	V/C:	0.492
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	600	4,800	0.127	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	1.00	450	1,600	0.222 *	ICU:	0.592
	TH	0.07	10	114	0.088		
	LT	1.93	270	2,777	0.097	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 49 - DOUGLAS STREET & ROSECRANS AVENUE
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	120	1,600	0.044	N-S(1):	0.136 *
	TH	1.00	40	1,600	0.025	N-S(2):	0.088
	LT	2.00	120	2,880	0.042 *	E-W(1):	0.184
Westbound	RT	1.00	530	1,600	0.290	E-W(2):	0.430 *
	TH	3.00	1,760	4,800	0.367 *		
	LT	2.00	80	2,880	0.028	V/C:	0.566
Northbound	RT	1.00	20	1,600	0.000	Lost Time:	0.100
	TH	1.00	150	1,600	0.094 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	1.00	50	1,600	0.009	ICU:	0.666
	TH	3.00	750	4,800	0.156		
	LT	2.00	180	2,880	0.063 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	240	1,600	0.108 *	N-S(1):	0.138
	TH	1.00	80	1,600	0.050	N-S(2):	0.171 *
	LT	2.00	270	2,880	0.094	E-W(1):	0.337
Westbound	RT	1.00	230	1,600	0.050	E-W(2):	0.446 *
	TH	3.00	1,740	4,800	0.363 *		
	LT	2.00	40	2,880	0.014	V/C:	0.617
Northbound	RT	1.00	60	1,600	0.031	Lost Time:	0.100
	TH	1.00	70	1,600	0.044	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	1.00	130	1,600	0.050	ICU:	0.717
	TH	3.00	1,550	4,800	0.323		
	LT	2.00	240	2,880	0.083 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	320	1,600	0.179	N-S(1):	0.176
	TH	1.00	360	1,600	0.225 *	N-S(2):	0.294 *
	LT	2.00	380	2,880	0.132	E-W(1):	0.395 *
Westbound	RT	1.00	190	1,600	0.000	E-W(2):	0.363
	TH	3.00	1,540	4,800	0.321		
	LT	2.00	30	2,880	0.010 *	V/C:	0.689
Northbound	RT	1.00	60	1,600	0.032	Lost Time:	0.100
	TH	1.00	70	1,600	0.044	ITS:	0.000
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	1.00	140	1,600	0.053	ICU:	0.789
	TH	3.00	1,850	4,800	0.385 *		
	LT	2.00	120	2,880	0.042	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 51 - HAWTHORNE BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.019	N-S(1):	0.210
	TH	3.00	770	4,800	0.160 *	N-S(2):	0.254 *
	LT	2.00	240	2,880	0.083	E-W(1):	0.252
Westbound	RT	0.00	260	0	0.000	E-W(2):	0.321 *
	TH	3.00	1,040	4,800	0.271 *		
	LT	1.00	200	1,600	0.125	V/C:	0.575
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	4.00	700	6,400	0.127	ITS:	0.000
	LT	2.00	270	2,880	0.094 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.675
	TH	3.00	470	4,800	0.127		
	LT	1.00	80	1,600	0.050 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	120	1,600	0.025	N-S(1):	0.271
	TH	3.00	1,020	4,800	0.213 *	N-S(2):	0.296 *
	LT	2.00	270	2,880	0.094	E-W(1):	0.301 *
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.281
	TH	3.00	680	4,800	0.181		
	LT	1.00	180	1,600	0.113 *	V/C:	0.597
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	4.00	920	6,400	0.177	ITS:	0.000
	LT	2.00	240	2,880	0.083 *		
Eastbound	RT	0.00	270	0	0.000	ICU:	0.697
	TH	3.00	630	4,800	0.188 *		
	LT	1.00	160	1,600	0.100	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.019	N-S(1):	0.372
	TH	3.00	1,870	4,800	0.390 *	N-S(2):	0.459 *
	LT	2.00	450	2,880	0.156	E-W(1):	0.671 *
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.285
	TH	3.00	700	4,800	0.185		
	LT	1.00	150	1,600	0.094 *	V/C:	1.130
Northbound	RT	0.00	260	0	0.000	Lost Time:	0.100
	TH	4.00	1,120	6,400	0.216	ITS:	0.000
	LT	2.00	200	2,880	0.069 *		
Eastbound	RT	0.00	480	0	0.000	ICU:	1.230
	TH	3.00	2,290	4,800	0.577 *		
	LT	1.00	160	1,600	0.100	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 52 - INGLEWOOD AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.172
	TH	2.00	380	3,200	0.147 *	N-S(2):	0.272 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.163
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.298 *
	TH	3.00	1,140	4,800	0.260 *		
	LT	1.00	110	1,600	0.069	V/C:	0.570
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	2.00	390	3,200	0.147	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.670
	TH	3.00	370	4,800	0.094		
	LT	1.00	60	1,600	0.038 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.257
	TH	2.00	520	3,200	0.203 *	N-S(2):	0.322 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.265
Westbound	RT	0.00	150	0	0.000	E-W(2):	0.275 *
	TH	3.00	690	4,800	0.175 *		
	LT	1.00	140	1,600	0.088	V/C:	0.597
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	2.00	500	3,200	0.194	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.697
	TH	3.00	700	4,800	0.177		
	LT	1.00	160	1,600	0.100 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.309
	TH	2.00	790	3,200	0.275 *	N-S(2):	0.363 *
	LT	1.00	90	1,600	0.056	E-W(1):	0.615 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.303
	TH	3.00	630	4,800	0.165		
	LT	1.00	190	1,600	0.119 *	V/C:	0.978
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	680	3,200	0.253	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	0.00	290	0	0.000	ICU:	1.078
	TH	3.00	2,090	4,800	0.496 *		
	LT	1.00	220	1,600	0.138	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 53 - LA CIENEGA BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	630	3,200	0.159 *	N-S(1):	0.076
	TH	0.00	0	0	0.000	N-S(2):	0.159 *
	LT	2.00	220	2,880	0.076	E-W(1):	0.104
Westbound	RT	0.00	380	0	0.000	E-W(2):	0.451 *
	TH	3.00	1,600	4,800	0.413 *		
	LT	0.00	0	0	0.000	V/C:	0.610
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.710
	TH	3.00	500	4,800	0.104		
	LT	1.00	60	1,600	0.038 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	400	3,200	0.075	N-S(1):	0.139 *
	TH	0.00	0	0	0.000	N-S(2):	0.075
	LT	2.00	400	2,880	0.139 *	E-W(1):	0.215
Westbound	RT	0.00	260	0	0.000	E-W(2):	0.323 *
	TH	3.00	1,050	4,800	0.273 *		
	LT	0.00	0	0	0.000	V/C:	0.462
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.562
	TH	3.00	1,030	4,800	0.215		
	LT	1.00	80	1,600	0.050 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	530	3,200	0.091	N-S(1):	0.417 *
	TH	0.00	0	0	0.000	N-S(2):	0.091
	LT	2.00	1,200	2,880	0.417 *	E-W(1):	0.498 *
Westbound	RT	0.00	300	1,600	0.188	E-W(2):	0.263
	TH	3.00	560	3,200	0.175		
	LT	0.00	0	0	0.000 *	V/C:	0.915
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.015
	TH	3.00	2,390	4,800	0.498 *		
	LT	1.00	120	1,600	0.075	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 54 - NASH STREET & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.025	N-S(1):	0.072 *
	TH	2.00	160	3,200	0.050	N-S(2):	0.000
	LT	1.00	80	1,600	0.050 *	E-W(1):	0.179
Westbound	RT	0.00	330	0	0.000	E-W(2):	0.421 *
	TH	3.00	1,590	4,800	0.400 *		
	LT	2.00	150	2,880	0.052	V/C:	0.493
Northbound	RT	1.14	40	1,829	0.000	Lost Time:	0.100
	TH	0.86	30	1,371	0.022 *	ITS:	0.000
	LT	2.00	10	2,880	0.003		
Eastbound	RT	1.00	50	1,600	0.030	ICU:	0.593
	TH	3.00	610	4,800	0.127		
	LT	2.00	60	2,880	0.021 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.038	N-S(1):	0.091 *
	TH	1.11	100	1,778	0.056	N-S(2):	0.000
	LT	1.89	170	2,720	0.063 *	E-W(1):	0.224
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.265 *
	TH	3.00	1,060	4,800	0.244 *		
	LT	2.00	70	2,880	0.024	V/C:	0.356
Northbound	RT	1.11	50	1,778	0.004	Lost Time:	0.100
	TH	0.89	40	1,422	0.028 *	ITS:	0.000
	LT	2.00	10	2,880	0.003		
Eastbound	RT	1.00	40	1,600	0.023	ICU:	0.456
	TH	3.00	960	4,800	0.200		
	LT	2.00	60	2,880	0.021 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.031	N-S(1):	0.260 *
	TH	1.00	60	1,600	0.038	N-S(2):	0.000
	LT	2.00	550	2,880	0.191 *	E-W(1):	0.348 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.211
	TH	3.00	870	4,800	0.204		
	LT	2.00	30	2,880	0.010 *	V/C:	0.608
Northbound	RT	1.18	130	1,891	0.058	Lost Time:	0.100
	TH	0.82	90	1,309	0.069 *	ITS:	0.000
	LT	2.00	20	2,880	0.007		
Eastbound	RT	1.00	10	1,600	0.003	ICU:	0.708
	TH	3.00	1,620	4,800	0.338 *		
	LT	2.00	20	2,880	0.007	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 55 - SEPULVEDA BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.038	N-S(1):	0.527 *
	TH	4.00	1,030	6,400	0.161	N-S(2):	0.241
	LT	2.00	280	2,880	0.097 *	E-W(1):	0.153
Westbound	RT	1.00	230	1,600	0.095	E-W(2):	0.194 *
	TH	2.00	340	3,200	0.106 *		
	LT	2.00	140	2,880	0.049	V/C:	0.721
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	4.00	2,540	6,400	0.430 *	ITS:	0.000
	LT	2.00	230	2,880	0.080		
Eastbound	RT	1.00	230	1,600	0.104	ICU:	0.821
	TH	2.00	250	3,200	0.078		
	LT	1.00	140	1,600	0.088 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.022	N-S(1):	0.358
	TH	4.00	1,650	6,400	0.258 *	N-S(2):	0.383 *
	LT	2.00	190	2,880	0.066	E-W(1):	0.360 *
Westbound	RT	1.00	200	1,600	0.092	E-W(2):	0.181
	TH	2.00	320	3,200	0.100		
	LT	2.00	460	2,880	0.160 *	V/C:	0.743
Northbound	RT	0.00	230	0	0.000	Lost Time:	0.100
	TH	4.00	1,640	6,400	0.292	ITS:	0.000
	LT	2.00	360	2,880	0.125 *		
Eastbound	RT	1.00	420	1,600	0.200 *	ICU:	0.843
	TH	2.00	450	3,200	0.141		
	LT	1.00	130	1,600	0.081	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.009	N-S(1):	0.406
	TH	4.00	2,640	6,400	0.413 *	N-S(2):	0.531 *
	LT	2.00	320	2,880	0.111	E-W(1):	0.382 *
Westbound	RT	1.00	320	1,600	0.144	E-W(2):	0.250
	TH	2.00	360	3,200	0.113		
	LT	2.00	550	2,880	0.191 *	V/C:	0.913
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	4.00	1,710	6,400	0.295	ITS:	0.000
	LT	2.00	340	2,880	0.118 *		
Eastbound	RT	1.00	400	1,600	0.191 *	ICU:	1.013
	TH	2.00	430	3,200	0.134		
	LT	1.00	170	1,600	0.106	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 56 - LINCOLN BOULEVARD & FIJI WAY
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.451
	TH	3.00	1,510	4,800	0.331 *	N-S(2):	0.536 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.038
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.084 *
	TH	2.00	20	3,200	0.034 *		
	LT	0.00	40	1,600	0.025	V/C:	0.620
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	3.00	1,930	4,800	0.413	ITS:	0.000
	LT	2.00	590	2,880	0.205 *		
Eastbound	RT	1.00	680	1,600	0.000	ICU:	0.720
	TH	1.00	20	1,600	0.013		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.452
	TH	3.00	1,380	4,800	0.315 *	N-S(2):	0.513 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.044
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.100 *
	TH	2.00	20	3,200	0.031 *		
	LT	0.00	50	1,600	0.031	V/C:	0.613
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	3.00	1,900	4,800	0.408	ITS:	0.000
	LT	2.00	570	2,880	0.198 *		
Eastbound	RT	1.00	520	1,600	0.000	ICU:	0.713
	TH	1.00	20	1,600	0.013		
	LT	1.00	110	1,600	0.069 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.501
	TH	3.00	1,890	4,800	0.429 *	N-S(2):	0.745 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.056
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.109 *
	TH	2.00	30	3,200	0.034 *		
	LT	0.00	50	1,600	0.031	V/C:	0.854
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	2,150	4,800	0.463	ITS:	0.000
	LT	2.00	910	2,880	0.316 *		
Eastbound	RT	1.00	910	1,600	0.000	ICU:	0.954
	TH	1.00	40	1,600	0.025		
	LT	1.00	120	1,600	0.075 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 57 - LA BREA AVENUE & FLORENCE AVENUE
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.359 *
	TH	2.00	720	3,200	0.253	N-S(2):	0.291
	LT	1.00	80	1,600	0.050 *	E-W(1):	0.275
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.332 *
	TH	2.00	810	3,200	0.288 *		
	LT	1.00	250	1,600	0.156	V/C:	0.691
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	2.00	830	3,200	0.309 *	ITS:	0.000
	LT	1.00	60	1,600	0.038		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.791
	TH	2.00	320	3,200	0.119		
	LT	1.00	70	1,600	0.044 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.369 *
	TH	2.00	810	3,200	0.278	N-S(2):	0.303
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.294 *
Westbound	RT	0.00	220	0	0.000	E-W(2):	0.275
	TH	2.00	440	3,200	0.206		
	LT	1.00	210	1,600	0.131 *	V/C:	0.663
Northbound	RT	0.00	150	0	0.000	Lost Time:	0.100
	TH	2.00	730	3,200	0.275 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.763
	TH	2.00	460	3,200	0.163 *		
	LT	1.00	110	1,600	0.069	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.547 *
	TH	2.00	1,220	3,200	0.413	N-S(2):	0.426
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.407 *
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.303
	TH	2.00	520	3,200	0.222		
	LT	1.00	110	1,600	0.069 *	V/C:	0.954
Northbound	RT	0.00	310	0	0.000	Lost Time:	0.100
	TH	2.00	1,060	3,200	0.428 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	70	0	0.000	ICU:	1.054
	TH	2.00	1,010	3,200	0.338 *		
	LT	1.00	130	1,600	0.081	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 58 - LA CIENEGA BOULEVARD & FLORENCE AVENUE
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	220	0	0.000	N-S(1):	0.374 *
	TH	3.00	900	4,800	0.233 *	N-S(2):	0.000
	LT	1.00	310	1,600	0.194	E-W(1):	0.294
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.422 *
	TH	2.00	890	3,200	0.291 *		
	LT	1.00	300	1,600	0.188	V/C:	0.796
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	2.00	360	3,200	0.141 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.896
	TH	2.00	320	3,200	0.106		
	LT	1.00	210	1,600	0.131 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	380	0	0.000	N-S(1):	0.436 *
	TH	3.00	810	4,800	0.248 *	N-S(2):	0.000
	LT	1.00	300	1,600	0.188	E-W(1):	0.297
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.360 *
	TH	2.00	470	3,200	0.166 *		
	LT	1.00	240	1,600	0.150	V/C:	0.796
Northbound	RT	0.00	150	0	0.000	Lost Time:	0.100
	TH	2.00	450	3,200	0.188 *	ITS:	0.000
	LT	1.00	30	1,600	0.019		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.896
	TH	2.00	430	3,200	0.147		
	LT	1.00	310	1,600	0.194 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	330	0	0.000	N-S(1):	0.649 *
	TH	2.94	1,280	4,705	0.342	N-S(2):	0.000
	LT	1.06	580	1,525	0.380 *	E-W(1):	0.416 *
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.316
	TH	2.00	420	3,200	0.153		
	LT	1.00	270	1,600	0.169 *	V/C:	1.065
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	2.00	680	3,200	0.269 *	ITS:	0.000
	LT	1.00	30	1,600	0.019		
Eastbound	RT	0.00	20	0	0.000	ICU:	1.165
	TH	2.00	770	3,200	0.247 *		
	LT	1.00	260	1,600	0.163	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 59 - NASH STREET & GRAND AVENUE
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	380	1,600	0.238 *	N-S(1):	0.103
	TH	2.00	190	1,600	0.119	N-S(2):	0.351 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.094 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.000
	TH	1.00	50	1,600	0.050 *		
	LT	1.00	20	1,600	0.013	V/C:	0.445
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	2.00	120	3,200	0.053	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	2.00	30	3,200	0.000	ICU:	0.545
	TH	1.00	60	1,600	0.038		
	LT	1.00	70	1,600	0.044 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.057
	TH	2.00	250	3,200	0.128 *	N-S(2):	0.147 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.169 *
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.000
	TH	1.00	70	1,600	0.056 *		
	LT	1.00	10	1,600	0.006	V/C:	0.316
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	120	3,200	0.044	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	2.00	110	3,200	0.025	ICU:	0.416
	TH	1.00	50	1,600	0.031		
	LT	1.00	180	1,600	0.113 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.090
	TH	2.00	210	3,200	0.116 *	N-S(2):	0.135 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.275 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.000
	TH	1.00	50	1,600	0.056 *		
	LT	1.00	40	1,600	0.025	V/C:	0.410
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	2.00	160	3,200	0.059	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	2.00	250	3,200	0.069	ICU:	0.510
	TH	1.00	110	1,600	0.069		
	LT	1.00	350	1,600	0.219 *	LOS:	A

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 60 - SEPULVEDA BOULEVARD & GRAND AVENUE
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	220	0	0.000	N-S(1):	0.589 *
	TH	4.00	1,320	6,400	0.241	N-S(2):	0.329
	LT	1.00	370	1,600	0.231 *	E-W(1):	0.121 *
Westbound	RT	1.00	90	1,600	0.000	E-W(2):	0.000
	TH	2.00	40	3,200	0.013		
	LT	2.00	60	2,880	0.021 *	V/C:	0.710
Northbound	RT	1.00	400	1,600	0.229	Lost Time:	0.100
	TH	4.00	2,290	6,400	0.358 *	ITS:	0.000
	LT	1.00	140	1,600	0.088		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.810
	TH	1.81	140	2,902	0.090		
	LT	1.19	170	1,708	0.100 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.338
	TH	4.00	1,600	6,400	0.281 *	N-S(2):	0.437 *
	LT	1.00	160	1,600	0.100	E-W(1):	0.218 *
Westbound	RT	1.00	150	1,600	0.044	E-W(2):	0.000
	TH	2.00	290	3,200	0.091 *		
	LT	2.00	250	2,880	0.087	V/C:	0.655
Northbound	RT	1.00	140	1,600	0.001	Lost Time:	0.100
	TH	4.00	1,520	6,400	0.238	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.755
	TH	1.85	160	2,967	0.115		
	LT	1.15	210	1,649	0.127 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.428
	TH	4.00	2,460	6,400	0.405 *	N-S(2):	0.549 *
	LT	1.00	160	1,600	0.100	E-W(1):	0.285 *
Westbound	RT	1.00	310	1,600	0.144	E-W(2):	0.000
	TH	2.00	240	3,200	0.075		
	LT	2.00	460	2,880	0.160 *	V/C:	0.834
Northbound	RT	1.00	120	1,600	0.000	Lost Time:	0.100
	TH	4.00	2,100	6,400	0.328	ITS:	0.000
	LT	1.00	230	1,600	0.144 *		
Eastbound	RT	0.00	200	1,600	0.125 *	ICU:	0.934
	TH	1.46	80	731	0.109		
	LT	1.54	270	2,222	0.122	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 62 - HAWTHORNE BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	180	0	0.000	N-S(1):	0.204
	TH	3.00	730	4,800	0.190 *	N-S(2):	0.280 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.236
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.284 *
	TH	3.00	910	4,800	0.215 *		
	LT	1.00	230	1,600	0.144	V/C:	0.564
Northbound	RT	1.00	200	1,600	0.053	Lost Time:	0.100
	TH	3.00	530	4,800	0.110	ITS:	0.000
	LT	2.00	260	2,880	0.090 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.664
	TH	3.00	350	4,800	0.092		
	LT	1.00	110	1,600	0.069 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.269
	TH	3.00	1,040	4,800	0.250 *	N-S(2):	0.299 *
	LT	1.00	180	1,600	0.113	E-W(1):	0.203 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.185
	TH	3.00	390	4,800	0.104		
	LT	1.00	140	1,600	0.088 *	V/C:	0.502
Northbound	RT	1.00	320	1,600	0.156	Lost Time:	0.100
	TH	3.00	730	4,800	0.152	ITS:	0.000
	LT	2.00	140	2,880	0.049 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.602
	TH	3.00	460	4,800	0.115 *		
	LT	1.00	130	1,600	0.081	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.306
	TH	3.00	1,280	4,800	0.302 *	N-S(2):	0.365 *
	LT	1.00	200	1,600	0.125	E-W(1):	0.494 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.225
	TH	3.00	460	4,800	0.119		
	LT	1.00	120	1,600	0.075 *	V/C:	0.859
Northbound	RT	1.00	320	1,600	0.163	Lost Time:	0.100
	TH	3.00	870	4,800	0.181	ITS:	0.000
	LT	2.00	180	2,880	0.063 *		
Eastbound	RT	0.00	290	0	0.000	ICU:	0.959
	TH	3.00	1,720	4,800	0.419 *		
	LT	1.00	170	1,600	0.106	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 63 - HAWTHORNE BOULEVARD & LENNOX BOULEVARD
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	50	0	0.000	N-S(1):	0.207
	TH	3.00	830	4,800	0.183 *	N-S(2):	0.252 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.156 *
Westbound	RT	1.00	190	1,600	0.097	E-W(2):	0.128
	TH	1.00	130	1,600	0.081		
	LT	1.00	80	1,600	0.050 *	V/C:	0.408
Northbound	RT	1.00	60	1,600	0.013	Lost Time:	0.100
	TH	3.00	780	4,800	0.163	ITS:	0.000
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	0.00	170	1,600	0.106 *	ICU:	0.508
	TH	2.00	100	1,600	0.063		
	LT	1.00	50	1,600	0.031	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.258
	TH	3.00	980	4,800	0.225 *	N-S(2):	0.344 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.162
Westbound	RT	1.00	90	1,600	0.019	E-W(2):	0.163 *
	TH	1.00	180	1,600	0.113 *		
	LT	1.00	90	1,600	0.056	V/C:	0.507
Northbound	RT	1.00	100	1,600	0.034	Lost Time:	0.100
	TH	3.00	880	4,800	0.183	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.607
	TH	2.00	200	3,200	0.106		
	LT	1.00	80	1,600	0.050 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.384
	TH	3.00	1,380	4,800	0.304 *	N-S(2):	0.460 *
	LT	1.00	180	1,600	0.113	E-W(1):	0.250 *
Westbound	RT	1.00	80	1,600	0.000	E-W(2):	0.213
	TH	1.00	220	1,600	0.138		
	LT	1.00	120	1,600	0.075 *	V/C:	0.710
Northbound	RT	1.00	130	1,600	0.044	Lost Time:	0.100
	TH	3.00	1,300	4,800	0.271	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.810
	TH	2.00	370	3,200	0.175 *		
	LT	1.00	120	1,600	0.075	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 64 - HIGHLAND AVENUE/VISTA DEL MAR & ROSECRANS AVENUE
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.000	N-S(1):	0.410 *
	TH	1.00	270	1,600	0.169	N-S(2):	0.175
	LT	1.00	230	1,600	0.144 *	E-W(1):	0.182
Westbound	RT	1.00	610	1,600	0.238 *	E-W(2):	0.313 *
	TH	1.00	50	1,600	0.031		
	LT	1.00	70	1,600	0.044	V/C:	0.723
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	2.00	760	3,200	0.266 *	ITS:	0.000
	LT	1.00	10	1,600	0.006		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.823
	TH	1.00	80	1,600	0.138		
	LT	0.00	120	1,600	0.075 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.013	N-S(1):	0.216
	TH	1.00	440	1,600	0.275 *	N-S(2):	0.294 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.169 *
Westbound	RT	1.00	280	1,600	0.125	E-W(2):	0.138
	TH	1.00	70	1,600	0.044		
	LT	1.00	150	1,600	0.094 *	V/C:	0.463
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	2.00	360	3,200	0.166	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.563
	TH	1.00	70	1,600	0.075 *		
	LT	0.00	20	1,600	0.013	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.013	N-S(1):	0.438
	TH	1.00	730	1,600	0.456 *	N-S(2):	0.462 *
	LT	1.00	420	1,600	0.263	E-W(1):	0.175 *
Westbound	RT	1.00	450	1,600	0.019	E-W(2):	0.094
	TH	1.00	110	1,600	0.069		
	LT	1.00	160	1,600	0.100 *	V/C:	0.637
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	430	3,200	0.175	ITS:	0.000
	LT	1.00	10	1,600	0.006 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.737
	TH	1.00	60	1,600	0.075 *		
	LT	0.00	40	1,600	0.025	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 66 - INGELWOOD AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	170	1,600	0.081	N-S(1):	0.200
	TH	1.00	290	1,600	0.181 *	N-S(2):	0.344 *
	LT	1.00	110	1,600	0.069	E-W(1):	0.129
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.321 *
	TH	3.00	1,190	4,800	0.271 *		
	LT	1.00	90	1,600	0.056	V/C:	0.665
Northbound	RT	1.00	110	1,600	0.041	Lost Time:	0.100
	TH	1.00	210	1,600	0.131	ITS:	0.000
	LT	1.00	260	1,600	0.163 *		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.765
	TH	3.00	310	4,800	0.073		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.025	N-S(1):	0.362 *
	TH	1.00	430	1,600	0.269	N-S(2):	0.338
	LT	1.00	130	1,600	0.081 *	E-W(1):	0.233 *
Westbound	RT	0.00	220	1,600	0.138	E-W(2):	0.226
	TH	3.00	380	3,200	0.119		
	LT	1.00	170	1,600	0.106 *	V/C:	0.595
Northbound	RT	1.00	180	1,600	0.059	Lost Time:	0.100
	TH	1.00	450	1,600	0.281 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.695
	TH	3.00	500	4,800	0.127 *		
	LT	1.00	140	1,600	0.088	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.000	N-S(1):	0.450
	TH	1.00	940	1,600	0.588 *	N-S(2):	0.657 *
	LT	1.00	200	1,600	0.125	E-W(1):	0.529 *
Westbound	RT	0.00	210	0	0.000	E-W(2):	0.311
	TH	3.00	470	4,800	0.142		
	LT	1.00	150	1,600	0.094 *	V/C:	1.186
Northbound	RT	1.00	180	1,600	0.066	Lost Time:	0.100
	TH	1.00	520	1,600	0.325	ITS:	0.000
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	0.00	190	0	0.000	ICU:	1.286
	TH	3.00	1,900	4,800	0.435 *		
	LT	1.00	270	1,600	0.169	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 67 - LA CIENEGA BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : EBR, WBR,
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.88	450	3,000	0.089	N-S(1):	0.109
	TH	1.13	270	1,800	0.150 *	N-S(2):	0.209 *
	LT	2.00	60	2,880	0.021	E-W(1):	0.083
Westbound	RT	2.00	690	3,200	0.195 *	E-W(2):	0.317 *
	TH	3.00	720	4,800	0.150		
	LT	2.00	100	2,880	0.035	V/C:	0.526
Northbound	RT	1.50	210	2,400	0.070	Lost Time:	0.100
	TH	1.50	210	2,400	0.088	ITS:	0.000
	LT	2.00	170	2,880	0.059 *		
Eastbound	RT	2.00	190	3,200	0.000	ICU:	0.626
	TH	3.00	230	4,800	0.048		
	LT	2.00	350	2,880	0.122 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.69	270	2,700	0.070	N-S(1):	0.148 *
	TH	1.31	210	2,100	0.100	N-S(2):	0.142
	LT	2.00	210	2,880	0.073 *	E-W(1):	0.109
Westbound	RT	2.00	330	3,200	0.030	E-W(2):	0.128 *
	TH	3.00	330	4,800	0.069 *		
	LT	2.00	60	2,880	0.021	V/C:	0.276
Northbound	RT	1.33	160	2,133	0.065	Lost Time:	0.100
	TH	1.67	200	2,667	0.075 *	ITS:	0.000
	LT	2.00	120	2,880	0.042		
Eastbound	RT	2.00	150	3,200	0.005	ICU:	0.376
	TH	3.00	420	4,800	0.088		
	LT	2.00	170	2,880	0.059 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.37	420	2,191	0.138	N-S(1):	0.388 *
	TH	1.63	500	2,609	0.192	N-S(2):	0.216
	LT	2.00	620	2,880	0.215 *	E-W(1):	0.282 *
Westbound	RT	2.00	280	3,200	0.000	E-W(2):	0.175
	TH	3.00	320	4,800	0.067		
	LT	2.00	50	2,880	0.017 *	V/C:	0.670
Northbound	RT	2.00	580	3,200	0.173 *	Lost Time:	0.100
	TH	1.00	190	1,600	0.119	ITS:	0.000
	LT	2.00	70	2,880	0.024		
Eastbound	RT	2.00	220	3,200	0.044	ICU:	0.770
	TH	3.00	1,270	4,800	0.265 *		
	LT	2.00	310	2,880	0.108	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 68 - MAIN STREET & IMPERIAL HIGHWAY
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : Y
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.327 *
	TH	1.00	0	1,600	0.013 *	N-S(2):	0.000
	LT	0.00	10	1,600	0.006	E-W(1):	0.416 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.256
	TH	2.00	810	3,200	0.256		
	LT	2.00	350	2,880	0.122 *	V/C:	0.743
Northbound	RT	1.00	600	1,600	0.314 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	300	2,880	0.104		
Eastbound	RT	1.00	190	1,600	0.119	ICU:	0.843
	TH	2.00	940	3,200	0.294 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.139 *
	TH	1.00	0	1,600	0.013 *	N-S(2):	0.000
	LT	0.00	10	1,600	0.006	E-W(1):	0.387 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.231
	TH	2.00	730	3,200	0.231		
	LT	2.00	500	2,880	0.174 *	V/C:	0.526
Northbound	RT	1.00	340	1,600	0.126 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	330	2,880	0.115		
Eastbound	RT	1.00	110	1,600	0.069	ICU:	0.626
	TH	2.00	680	3,200	0.213 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.176 *
	TH	1.00	0	1,600	0.013 *	N-S(2):	0.000
	LT	0.00	10	1,600	0.006	E-W(1):	0.463 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.197
	TH	2.00	620	3,200	0.197		
	LT	2.00	550	2,880	0.191 *	V/C:	0.639
Northbound	RT	1.00	330	1,600	0.111	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	470	2,880	0.163 *		
Eastbound	RT	1.00	360	1,600	0.225	ICU:	0.739
	TH	2.00	870	3,200	0.272 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 70 - PRAIRIE AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : SBR,
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	640	3,200	0.144	N-S(1):	0.146
	TH	2.00	560	3,200	0.175 *	N-S(2):	0.286 *
	LT	2.00	90	2,880	0.031	E-W(1):	0.175
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.304 *
	TH	3.00	1,080	4,800	0.248 *		
	LT	1.00	160	1,600	0.100	V/C:	0.590
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	3.00	460	4,800	0.115	ITS:	0.000
	LT	2.00	320	2,880	0.111 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.690
	TH	3.00	310	4,800	0.075		
	LT	1.00	90	1,600	0.056 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.39	440	2,217	0.117	N-S(1):	0.193
	TH	2.61	830	4,183	0.198 *	N-S(2):	0.295 *
	LT	2.00	140	2,880	0.049	E-W(1):	0.190
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.233 *
	TH	3.00	640	4,800	0.152 *		
	LT	1.00	120	1,600	0.075	V/C:	0.528
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	3.00	530	4,800	0.144	ITS:	0.000
	LT	2.00	280	2,880	0.097 *		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.628
	TH	3.00	480	4,800	0.115		
	LT	1.00	130	1,600	0.081 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.28	440	2,041	0.066	N-S(1):	0.297
	TH	2.72	940	4,359	0.216 *	N-S(2):	0.310 *
	LT	2.00	250	2,880	0.087	E-W(1):	0.471 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.302
	TH	3.00	620	4,800	0.152		
	LT	1.00	210	1,600	0.131 *	V/C:	0.781
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	800	4,800	0.210	ITS:	0.000
	LT	2.00	270	2,880	0.094 *		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.881
	TH	3.00	1,450	4,800	0.340 *		
	LT	1.00	240	1,600	0.150	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 71 - SEPULVEDA BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.484 *
	TH	4.00	2,350	6,400	0.370	N-S(2):	0.439
	LT	2.00	440	2,880	0.153 *	E-W(1):	0.226
Westbound	RT	1.00	510	1,600	0.166 *	E-W(2):	0.294 *
	TH	3.00	220	4,800	0.046		
	LT	2.00	390	2,880	0.135	V/C:	0.778
Northbound	RT	1.00	590	1,600	0.301	Lost Time:	0.100
	TH	3.00	1,590	4,800	0.331 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	1.00	200	1,600	0.091	ICU:	0.878
	TH	3.00	330	4,800	0.069		
	LT	2.00	370	2,880	0.128 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.529 *
	TH	4.00	1,990	6,400	0.316	N-S(2):	0.416
	LT	2.00	300	2,880	0.104 *	E-W(1):	0.138
Westbound	RT	1.00	390	1,600	0.140 *	E-W(2):	0.251 *
	TH	3.00	270	4,800	0.056		
	LT	2.00	180	2,880	0.063	V/C:	0.780
Northbound	RT	1.00	730	1,600	0.425 *	Lost Time:	0.100
	TH	3.00	1,370	4,800	0.285	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	1.00	200	1,600	0.075	ICU:	0.880
	TH	3.00	240	4,800	0.050		
	LT	2.00	320	2,880	0.111 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.794 *
	TH	4.00	2,590	6,400	0.409	N-S(2):	0.515
	LT	2.00	410	2,880	0.142 *	E-W(1):	0.204
Westbound	RT	1.00	610	1,600	0.239 *	E-W(2):	0.343 *
	TH	3.00	300	4,800	0.063		
	LT	2.00	240	2,880	0.083	V/C:	1.137
Northbound	RT	1.00	1,110	1,600	0.652 *	Lost Time:	0.100
	TH	3.00	2,130	4,800	0.444	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	1.00	160	1,600	0.047	ICU:	1.237
	TH	3.00	580	4,800	0.121		
	LT	2.00	300	2,880	0.104 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 73 - NASH STREET / WB I-105 RAMPS & IMPERIAL HIGHWAY
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	560	1,600	0.350	N-S(1):	0.422 *
	TH	2.00	1,230	3,200	0.384 *	N-S(2):	0.000
	LT	1.00	450	1,600	0.281	E-W(1):	0.220 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.194
	TH	3.00	930	4,800	0.194		
	LT	2.00	250	2,880	0.087 *	V/C:	0.642
Northbound	RT	2.00	30	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	60	1,600	0.038 *		
Eastbound	RT	0.00	160	0	0.000	ICU:	0.742
	TH	3.00	480	4,800	0.133 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.05	200	1,684	0.119	N-S(1):	0.182 *
	TH	1.95	370	3,116	0.119 *	N-S(2):	0.000
	LT	1.00	150	1,600	0.094	E-W(1):	0.146 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.127
	TH	3.00	610	4,800	0.127		
	LT	2.00	60	2,880	0.021 *	V/C:	0.328
Northbound	RT	2.00	80	3,200	0.015	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.428
	TH	3.00	480	4,800	0.125 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.38	200	2,207	0.091	N-S(1):	0.189 *
	TH	1.52	220	2,428	0.091	N-S(2):	0.000
	LT	1.10	160	1,589	0.101 *	E-W(1):	0.227 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.163
	TH	3.00	780	4,800	0.163		
	LT	2.00	100	2,880	0.035 *	V/C:	0.416
Northbound	RT	2.00	200	3,200	0.045	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.516
	TH	3.00	820	4,800	0.192 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 75 - I-405 NB RAMPS E/O LA CIENEGA BLVD & IMPERIAL HIGHWAY
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR, WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.125
	TH	0.00	0	0	0.000 *	N-S(2):	0.139 *
	LT	0.00	0	0	0.000	E-W(1):	0.081
Westbound	RT	1.29	540	2,069	0.000	E-W(2):	0.261 *
	TH	2.71	1,130	4,331	0.261 *		
	LT	0.00	0	0	0.000	V/C:	0.400
Northbound	RT	0.25	50	400	0.125	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.75	350	2,520	0.139 *		
Eastbound	RT	1.00	110	1,600	0.000	ICU:	0.500
	TH	3.00	390	4,800	0.081		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.109
	TH	0.00	0	0	0.000 *	N-S(2):	0.122 *
	LT	0.00	0	0	0.000	E-W(1):	0.131 *
Westbound	RT	1.06	180	1,694	0.000	E-W(2):	0.106
	TH	2.94	500	4,706	0.106		
	LT	0.00	0	0	0.000 *	V/C:	0.253
Northbound	RT	0.57	100	914	0.109	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.43	250	2,057	0.122 *		
Eastbound	RT	1.00	140	1,600	0.000	ICU:	0.353
	TH	3.00	630	4,800	0.131 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.163 *
	TH	0.00	0	0	0.000	N-S(2):	0.125
	LT	0.00	0	0	0.000 *	E-W(1):	0.440 *
Westbound	RT	1.56	280	2,489	0.000	E-W(2):	0.113
	TH	2.44	440	3,911	0.113		
	LT	0.00	0	0	0.000 *	V/C:	0.603
Northbound	RT	1.00	260	1,600	0.163 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	200	1,600	0.125		
Eastbound	RT	1.00	250	1,600	0.000	ICU:	0.703
	TH	3.00	2,110	4,800	0.440 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 76 - INGLEWOOD AVENUE & LENNOX BOULEVARD
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.231 *
	TH	1.00	240	1,600	0.175	N-S(2):	0.231 *
	LT	1.00	50	1,600	0.031 *	E-W(1):	0.131
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.137 *
	TH	1.00	160	1,600	0.131 *		
	LT	1.00	50	1,600	0.031	V/C:	0.368
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	1.00	250	1,600	0.200 *	ITS:	0.000
	LT	1.00	90	1,600	0.056		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.468
	TH	1.00	110	1,600	0.100		
	LT	1.00	10	1,600	0.006 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.313 *
	TH	1.00	270	1,600	0.188	N-S(2):	0.219
	LT	1.00	60	1,600	0.038 *	E-W(1):	0.144 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.126
	TH	1.00	120	1,600	0.113		
	LT	1.00	60	1,600	0.038 *	V/C:	0.457
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	1.00	320	1,600	0.275 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.557
	TH	1.00	120	1,600	0.106 *		
	LT	1.00	20	1,600	0.013	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.350
	TH	1.00	490	1,600	0.325 *	N-S(2):	0.381 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.338 *
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.151
	TH	1.00	130	1,600	0.113		
	LT	1.00	100	1,600	0.063 *	V/C:	0.719
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	1.00	350	1,600	0.306	ITS:	0.000
	LT	1.00	90	1,600	0.056 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.819
	TH	1.00	340	1,600	0.275 *		
	LT	1.00	60	1,600	0.038	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 77 - INGELWOOD AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.053	N-S(1):	0.107 *
	TH	1.00	60	1,600	0.056	N-S(2):	0.087
	LT	0.00	30	1,600	0.019 *	E-W(1):	0.222
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.444 *
	TH	2.00	1,300	3,200	0.413 *		
	LT	1.00	50	1,600	0.031	V/C:	0.551
Northbound	RT	1.00	90	1,600	0.041	Lost Time:	0.100
	TH	1.00	90	1,600	0.088 *	ITS:	0.000
	LT	0.00	50	1,600	0.031		
Eastbound	RT	1.00	50	1,600	0.016	ICU:	0.651
	TH	2.00	610	3,200	0.191		
	LT	1.00	50	1,600	0.031 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.041	N-S(1):	0.094
	TH	1.00	100	1,600	0.081 *	N-S(2):	0.112 *
	LT	0.00	30	1,600	0.019	E-W(1):	0.353 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.350
	TH	2.00	950	3,200	0.306		
	LT	1.00	80	1,600	0.050 *	V/C:	0.465
Northbound	RT	1.00	60	1,600	0.013	Lost Time:	0.100
	TH	1.00	70	1,600	0.075	ITS:	0.000
	LT	0.00	50	1,600	0.031 *		
Eastbound	RT	1.00	80	1,600	0.034	ICU:	0.565
	TH	2.00	970	3,200	0.303 *		
	LT	1.00	70	1,600	0.044	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.034	N-S(1):	0.132
	TH	1.00	170	1,600	0.125 *	N-S(2):	0.163 *
	LT	0.00	30	1,600	0.019	E-W(1):	0.510 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.347
	TH	2.00	940	3,200	0.303		
	LT	1.00	70	1,600	0.044 *	V/C:	0.673
Northbound	RT	1.00	50	1,600	0.009	Lost Time:	0.100
	TH	1.00	120	1,600	0.113	ITS:	0.000
	LT	0.00	60	1,600	0.038 *		
Eastbound	RT	1.00	110	1,600	0.050	ICU:	0.773
	TH	2.00	1,490	3,200	0.466 *		
	LT	1.00	70	1,600	0.044	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 85 - LA BREA AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.009	N-S(1):	0.297 *
	TH	2.00	660	3,200	0.206	N-S(2):	0.281
	LT	1.00	90	1,600	0.056 *	E-W(1):	0.185
Westbound	RT	1.00	190	1,600	0.091	E-W(2):	0.450 *
	TH	2.00	1,140	3,200	0.356 *		
	LT	1.00	30	1,600	0.019	V/C:	0.747
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	2.00	740	3,200	0.241 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	60	1,600	0.000	ICU:	0.847
	TH	2.00	530	3,200	0.166		
	LT	1.00	150	1,600	0.094 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	150	1,600	0.047	N-S(1):	0.316 *
	TH	2.00	680	3,200	0.213	N-S(2):	0.288
	LT	1.00	160	1,600	0.100 *	E-W(1):	0.212
Westbound	RT	1.00	170	1,600	0.056	E-W(2):	0.328 *
	TH	2.00	750	3,200	0.234 *		
	LT	1.00	50	1,600	0.031	V/C:	0.644
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	670	3,200	0.216 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	60	1,600	0.000	ICU:	0.744
	TH	2.00	580	3,200	0.181		
	LT	1.00	150	1,600	0.094 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.000	N-S(1):	0.394
	TH	2.00	1,130	3,200	0.353 *	N-S(2):	0.416 *
	LT	1.00	220	1,600	0.138	E-W(1):	0.429 *
Westbound	RT	1.00	140	1,600	0.019	E-W(2):	0.347
	TH	2.00	830	3,200	0.259		
	LT	1.00	60	1,600	0.038 *	V/C:	0.845
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	2.00	770	3,200	0.256	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	1.00	80	1,600	0.019	ICU:	0.945
	TH	2.00	1,250	3,200	0.391 *		
	LT	1.00	140	1,600	0.088	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 87 - LA BREA AVENUE & SLAUSON AVENUE
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	260	1,600	0.013	N-S(1):	0.201
	TH	2.00	720	3,200	0.225 *	N-S(2):	0.288 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.261
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.517 *
	TH	3.00	1,720	4,800	0.367 *		
	LT	1.00	110	1,600	0.069	V/C:	0.805
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	830	4,800	0.188	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.905
	TH	3.00	850	4,800	0.192		
	LT	1.00	240	1,600	0.150 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	260	1,600	0.000	N-S(1):	0.163
	TH	2.00	560	3,200	0.175 *	N-S(2):	0.244 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.346
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.403 *
	TH	3.00	1,110	4,800	0.240 *		
	LT	1.00	140	1,600	0.088	V/C:	0.647
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	580	4,800	0.144	ITS:	0.000
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.747
	TH	3.00	1,160	4,800	0.258		
	LT	1.00	260	1,600	0.163 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	240	1,600	0.000	N-S(1):	0.281
	TH	2.00	900	3,200	0.281 *	N-S(2):	0.325 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.582 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.458
	TH	3.00	1,170	4,800	0.252		
	LT	1.00	150	1,600	0.094 *	V/C:	0.907
Northbound	RT	0.00	150	0	0.000	Lost Time:	0.100
	TH	3.00	1,050	4,800	0.250	ITS:	0.000
	LT	1.00	70	1,600	0.044 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	1.007
	TH	3.00	2,250	4,800	0.488 *		
	LT	1.00	330	1,600	0.206	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 88 - LA CIENEGA BOULEVARD & LA TIJERA BOULEVARD
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	960	1,600	0.600 *	N-S(1):	0.554
	TH	3.00	2,400	4,800	0.500	N-S(2):	0.600 *
	LT	0.00	0	0	0.000	E-W(1):	0.194 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.185
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.794
Northbound	RT	0.00	150	0	0.000	Lost Time:	0.100
	TH	3.00	2,510	4,800	0.554	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.894
	TH	1.00	300	1,600	0.194 *		
	LT	3.00	800	4,320	0.185	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	820	1,600	0.513 *	N-S(1):	0.354
	TH	3.00	1,510	4,800	0.315	N-S(2):	0.513 *
	LT	0.00	0	0	0.000	E-W(1):	0.225 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.181
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.738
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	1,490	4,800	0.354	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.838
	TH	1.00	340	1,600	0.225 *		
	LT	3.00	780	4,320	0.181	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	1,000	1,600	0.625 *	N-S(1):	0.542
	TH	3.00	2,320	4,800	0.483	N-S(2):	0.625 *
	LT	0.00	0	0	0.000	E-W(1):	0.494 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.252
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	1.119
Northbound	RT	0.00	320	0	0.000	Lost Time:	0.100
	TH	3.00	2,280	4,800	0.542	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	1.219
	TH	1.00	740	1,600	0.494 *		
	LT	3.00	1,090	4,320	0.252	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 89 - LA CIENEGA BOULEVARD & LENNOX BOULEVARD
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.313 *
	TH	3.00	580	4,800	0.121	N-S(2):	0.121
	LT	1.00	60	1,600	0.038 *	E-W(1):	0.100
Westbound	RT	1.00	200	1,600	0.106 *	E-W(2):	0.106 *
	TH	1.00	0	1,600	0.000		
	LT	1.00	160	1,600	0.100	V/C:	0.419
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	2.00	820	3,200	0.275 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.519
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.291 *
	TH	3.00	460	4,800	0.096	N-S(2):	0.096
	LT	1.00	100	1,600	0.063 *	E-W(1):	0.063 *
Westbound	RT	1.00	70	1,600	0.013	E-W(2):	0.013
	TH	1.00	0	1,600	0.000		
	LT	1.00	100	1,600	0.063 *	V/C:	0.354
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	2.00	650	3,200	0.228 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.454
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.453 *
	TH	3.00	1,050	4,800	0.219	N-S(2):	0.219
	LT	1.00	290	1,600	0.181 *	E-W(1):	0.044 *
Westbound	RT	1.00	90	1,600	0.000	E-W(2):	0.000
	TH	1.00	0	1,600	0.000		
	LT	1.00	70	1,600	0.044 *	V/C:	0.497
Northbound	RT	0.00	220	0	0.000	Lost Time:	0.100
	TH	2.00	650	3,200	0.272 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.597
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 90 - LA CIENEGA BOULEVARD & MANCHESTER BOULEVARD
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	210	0	0.000	N-S(1):	0.367 *
	TH	2.85	680	4,557	0.195	N-S(2):	0.000
	LT	1.15	360	1,659	0.217 *	E-W(1):	0.269 *
Westbound	RT	0.00	210	0	0.000	E-W(2):	0.242
	TH	3.00	740	4,800	0.198		
	LT	2.00	530	2,880	0.184 *	V/C:	0.636
Northbound	RT	0.00	220	0	0.000	Lost Time:	0.100
	TH	2.00	260	3,200	0.150 *	ITS:	0.000
	LT	1.00	60	1,600	0.038		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.736
	TH	3.00	360	4,800	0.085 *		
	LT	1.00	70	1,600	0.044	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.327 *
	TH	2.43	520	3,888	0.167	N-S(2):	0.000
	LT	1.57	420	2,261	0.186 *	E-W(1):	0.314 *
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.276
	TH	3.00	730	4,800	0.188		
	LT	2.00	400	2,880	0.139 *	V/C:	0.641
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	2.00	310	3,200	0.141 *	ITS:	0.000
	LT	1.00	60	1,600	0.038 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.741
	TH	3.00	750	4,800	0.175 *		
	LT	1.00	140	1,600	0.088	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.495 *
	TH	2.00	710	3,200	0.241	N-S(2):	0.000
	LT	2.00	840	2,880	0.292 *	E-W(1):	0.312 *
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.246
	TH	3.00	520	4,800	0.146		
	LT	2.00	300	2,880	0.104 *	V/C:	0.807
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	2.00	530	3,200	0.203 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.907
	TH	3.00	920	4,800	0.208 *		
	LT	1.00	160	1,600	0.100	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 91 - LA CIENEGA BOULEVARD NB RAMPS & SLAUSON AVENUE
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.163 *
	TH	0.00	0	0	0.000	N-S(2):	0.132
	LT	0.00	0	0	0.000 *	E-W(1):	0.188
Westbound	RT	1.00	130	1,600	0.081	E-W(2):	0.430 *
	TH	4.00	1,970	6,400	0.308 *		
	LT	0.00	0	0	0.000	V/C:	0.593
Northbound	RT	1.00	260	1,600	0.163 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	380	2,880	0.132		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.693
	TH	3.00	900	4,800	0.188		
	LT	2.00	350	2,880	0.122 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.175 *
	TH	0.00	0	0	0.000	N-S(2):	0.069
	LT	0.00	0	0	0.000 *	E-W(1):	0.254
Westbound	RT	1.00	140	1,600	0.088	E-W(2):	0.314 *
	TH	4.00	1,300	6,400	0.203 *		
	LT	0.00	0	0	0.000	V/C:	0.489
Northbound	RT	1.00	280	1,600	0.175 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	200	2,880	0.069		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.589
	TH	3.00	1,220	4,800	0.254		
	LT	2.00	320	2,880	0.111 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.256 *
	TH	0.00	0	0	0.000	N-S(2):	0.059
	LT	0.00	0	0	0.000 *	E-W(1):	0.419
Westbound	RT	1.00	110	1,600	0.069	E-W(2):	0.478 *
	TH	4.00	1,370	6,400	0.214 *		
	LT	0.00	0	0	0.000	V/C:	0.734
Northbound	RT	1.00	410	1,600	0.256 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	170	2,880	0.059		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.834
	TH	3.00	2,010	4,800	0.419		
	LT	2.00	760	2,880	0.264 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 92 - LA CIENEGA BOULEVARD SB RAMPS & SLAUSON AVENUE
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	730	1,600	0.456 *	N-S(1):	0.028
	TH	0.00	0	0	0.000	N-S(2):	0.456 *
	LT	2.00	80	2,880	0.028	E-W(1):	0.296
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.446 *
	TH	3.00	2,140	4,800	0.446 *		
	LT	1.00	210	1,600	0.131	V/C:	0.902
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	150	0	0.000	ICU:	1.002
	TH	5.00	1,170	8,000	0.165		
	LT	0.00	0	0	0.000 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	530	1,600	0.331 *	N-S(1):	0.035
	TH	0.00	0	0	0.000	N-S(2):	0.331 *
	LT	2.00	100	2,880	0.035	E-W(1):	0.398 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.248
	TH	3.00	1,190	4,800	0.248		
	LT	1.00	310	1,600	0.194 *	V/C:	0.729
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.829
	TH	5.00	1,440	8,000	0.204 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	650	1,600	0.406 *	N-S(1):	0.063
	TH	0.00	0	0	0.000	N-S(2):	0.406 *
	LT	2.00	180	2,880	0.063	E-W(1):	0.504 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.269
	TH	3.00	1,290	4,800	0.269		
	LT	1.00	250	1,600	0.156 *	V/C:	0.910
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	190	0	0.000	ICU:	1.010
	TH	5.00	2,590	8,000	0.348 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 93 - LA CIENEGA BOULEVARD & STOCKER STREET
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements: NBR, WBR, SBT

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.656 *
	TH	2.00	2,370	3,200	0.000	N-S(2):	0.000
	LT	1.00	120	1,600	0.075 *	E-W(1):	0.514 *
Westbound	RT	1.00	130	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	1,480	2,880	0.514 *	V/C:	1.170
Northbound	RT	1.00	810	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,790	4,800	0.581 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.270
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.481 *
	TH	2.00	1,660	3,200	0.000	N-S(2):	0.000
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.257 *
Westbound	RT	1.00	110	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	740	2,880	0.257 *	V/C:	0.738
Northbound	RT	1.00	790	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,800	4,800	0.375 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.838
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.756 *
	TH	2.00	2,700	3,200	0.000	N-S(2):	0.000
	LT	1.00	290	1,600	0.181 *	E-W(1):	0.354 *
Westbound	RT	1.00	110	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	1,020	2,880	0.354 *	V/C:	1.110
Northbound	RT	1.00	1,450	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,760	4,800	0.575 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.210
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 94 - LA CIENEGA BOULEVARD & 111TH STREET
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.269
	TH	3.00	650	4,800	0.163 *	N-S(2):	0.407 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.031 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.438
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	860	3,200	0.269	ITS:	0.000
	LT	1.00	390	1,600	0.244 *		
Eastbound	RT	1.00	80	1,600	0.000	ICU:	0.538
	TH	0.00	0	0	0.000		
	LT	2.00	90	2,880	0.031 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.178
	TH	3.00	440	4,800	0.125 *	N-S(2):	0.231 *
	LT	0.00	0	0	0.000	E-W(1):	0.059
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.063 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.294
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	570	3,200	0.178	ITS:	0.000
	LT	1.00	170	1,600	0.106 *		
Eastbound	RT	1.00	180	1,600	0.059	ICU:	0.394
	TH	0.00	0	0	0.000		
	LT	2.00	180	2,880	0.063 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.213
	TH	3.00	990	4,800	0.231 *	N-S(2):	0.325 *
	LT	0.00	0	0	0.000	E-W(1):	0.128 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.080
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.453
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	680	3,200	0.213	ITS:	0.000
	LT	1.00	150	1,600	0.094 *		
Eastbound	RT	1.00	280	1,600	0.128 *	ICU:	0.553
	TH	0.00	0	0	0.000		
	LT	2.00	230	2,880	0.080	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 95 - LA CIENEGA BOULEVARD & WEST 120TH STREET
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	120	1,600	0.059 *	N-S(1):	0.087
	TH	2.00	140	3,200	0.044	N-S(2):	0.140 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.153
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.209 *
	TH	2.00	370	3,200	0.178 *		
	LT	1.00	160	1,600	0.100	V/C:	0.349
Northbound	RT	1.00	30	1,600	0.000	Lost Time:	0.100
	TH	2.00	180	3,200	0.056	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.449
	TH	2.00	110	3,200	0.053		
	LT	1.00	50	1,600	0.031 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.025	N-S(1):	0.104
	TH	2.00	260	3,200	0.081 *	N-S(2):	0.106 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.107 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.094
	TH	2.00	160	3,200	0.069		
	LT	1.00	70	1,600	0.044 *	V/C:	0.213
Northbound	RT	1.00	100	1,600	0.041	Lost Time:	0.100
	TH	2.00	130	3,200	0.041	ITS:	0.000
	LT	1.00	40	1,600	0.025 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.313
	TH	2.00	150	3,200	0.063 *		
	LT	1.00	40	1,600	0.025	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.041	N-S(1):	0.485 *
	TH	2.00	750	3,200	0.234	N-S(2):	0.272
	LT	1.00	620	1,600	0.388 *	E-W(1):	0.232 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.134
	TH	2.00	190	3,200	0.078		
	LT	1.00	70	1,600	0.044 *	V/C:	0.717
Northbound	RT	1.00	190	1,600	0.097 *	Lost Time:	0.100
	TH	2.00	180	3,200	0.056	ITS:	0.000
	LT	1.00	60	1,600	0.038		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.817
	TH	2.00	520	3,200	0.188 *		
	LT	1.00	90	1,600	0.056	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 96 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O CENTURY)
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.329 *
	TH	2.00	590	3,200	0.184	N-S(2):	0.184
	LT	1.00	140	1,600	0.088 *	E-W(1):	0.340 *
Westbound	RT	0.14	70	229	0.263	E-W(2):	0.263
	TH	0.00	0	0	0.000		
	LT	1.86	910	2,674	0.340 *	V/C:	0.669
Northbound	RT	1.00	140	1,600	0.088	Lost Time:	0.100
	TH	2.00	770	3,200	0.241 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.769
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.341 *
	TH	2.00	490	3,200	0.153	N-S(2):	0.153
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.354 *
Westbound	RT	0.18	90	282	0.250	E-W(2):	0.250
	TH	0.00	0	0	0.000		
	LT	1.82	930	2,626	0.354 *	V/C:	0.695
Northbound	RT	1.00	130	1,600	0.081	Lost Time:	0.100
	TH	2.00	650	3,200	0.203 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.795
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.378 *
	TH	2.00	860	3,200	0.269	N-S(2):	0.269
	LT	1.00	210	1,600	0.131 *	E-W(1):	0.316 *
Westbound	RT	0.37	170	598	0.219	E-W(2):	0.219
	TH	0.00	0	0	0.000		
	LT	1.63	740	2,342	0.316 *	V/C:	0.694
Northbound	RT	1.00	110	1,600	0.069	Lost Time:	0.100
	TH	2.00	790	3,200	0.247 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.794
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 97 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (S/O CENTURY)
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	SBT		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.371 *
	TH	2.00	640	3,200	0.000	N-S(2):	0.000
	LT	2.00	430	2,880	0.149 *	E-W(1):	0.000
Westbound	RT	2.00	140	3,200	0.044 *	E-W(2):	0.044 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.415
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	670	3,200	0.222 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.515
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.403 *
	TH	2.00	510	3,200	0.000	N-S(2):	0.000
	LT	2.00	520	2,880	0.181 *	E-W(1):	0.000
Westbound	RT	2.00	190	3,200	0.059 *	E-W(2):	0.059 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.462
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	670	3,200	0.222 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.562
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.427 *
	TH	2.00	990	3,200	0.000	N-S(2):	0.000
	LT	2.00	500	2,880	0.174 *	E-W(1):	0.000
Westbound	RT	2.00	360	3,200	0.113 *	E-W(2):	0.113 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.540
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	770	3,200	0.253 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.640
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 98 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O IMPERIAL HWY)
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.369 *
	TH	3.00	640	4,800	0.133	N-S(2):	0.133
	LT	1.00	90	1,600	0.056 *	E-W(1):	0.109 *
Westbound	RT	1.00	220	1,600	0.109 *	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	200	2,880	0.069	V/C:	0.478
Northbound	RT	1.00	110	1,600	0.069	Lost Time:	0.100
	TH	2.00	1,000	3,200	0.313 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.578
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.282 *
	TH	3.00	520	4,800	0.108	N-S(2):	0.108
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.059 *
Westbound	RT	1.00	80	1,600	0.003	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	170	2,880	0.059 *	V/C:	0.341
Northbound	RT	1.00	80	1,600	0.050	Lost Time:	0.100
	TH	2.00	600	3,200	0.188 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.441
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.300 *
	TH	3.00	1,180	4,800	0.246	N-S(2):	0.246
	LT	1.00	110	1,600	0.069 *	E-W(1):	0.069 *
Westbound	RT	1.00	80	1,600	0.016	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	200	2,880	0.069 *	V/C:	0.369
Northbound	RT	1.00	60	1,600	0.038	Lost Time:	0.100
	TH	2.00	740	3,200	0.231 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.469
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 107 - LINCOLN BOULEVARD & MINDANAO WAY
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.425 *
	TH	3.00	1,370	4,800	0.292	N-S(2):	0.398
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.299 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.165
	TH	2.00	430	3,200	0.159		
	LT	2.00	260	2,880	0.090 *	V/C:	0.724
Northbound	RT	1.00	350	1,600	0.128	Lost Time:	0.100
	TH	3.00	1,470	4,800	0.306 *	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.824
	TH	2.00	610	3,200	0.209 *		
	LT	0.00	10	1,600	0.006	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.488 *
	TH	3.00	1,160	4,800	0.263	N-S(2):	0.351
	LT	1.00	280	1,600	0.175 *	E-W(1):	0.351 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.187
	TH	2.00	500	3,200	0.181		
	LT	2.00	410	2,880	0.142 *	V/C:	0.839
Northbound	RT	1.00	300	1,600	0.045	Lost Time:	0.100
	TH	3.00	1,500	4,800	0.313 *	ITS:	0.000
	LT	1.00	140	1,600	0.088		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.939
	TH	2.00	540	3,200	0.209 *		
	LT	0.00	10	1,600	0.006	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.555 *
	TH	3.00	1,560	4,800	0.346	N-S(2):	0.446
	LT	1.00	300	1,600	0.188 *	E-W(1):	0.349 *
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.228
	TH	2.00	640	3,200	0.222		
	LT	2.00	430	2,880	0.149 *	V/C:	0.904
Northbound	RT	1.00	320	1,600	0.051	Lost Time:	0.100
	TH	3.00	1,760	4,800	0.367 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	0.00	110	0	0.000	ICU:	1.004
	TH	2.00	520	3,200	0.200 *		
	LT	0.00	10	1,600	0.006	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 115 - ASH AVENUE & MANCHESTER AVENUE
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.222
	TH	1.00	0	1,600	0.094 *	N-S(2):	0.334 *
	LT	0.00	10	1,600	0.006	E-W(1):	0.244
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.352 *
	TH	3.00	1,580	4,800	0.346 *		
	LT	0.00	70	1,600	0.044	V/C:	0.686
Northbound	RT	1.00	220	1,600	0.116	Lost Time:	0.100
	TH	0.58	200	928	0.216	ITS:	0.000
	LT	1.42	490	2,045	0.240 *		
Eastbound	RT	1.00	240	1,600	0.000	ICU:	0.786
	TH	2.00	640	3,200	0.200		
	LT	1.00	10	1,600	0.006 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.244
	TH	1.00	0	1,600	0.056 *	N-S(2):	0.320 *
	LT	0.00	10	1,600	0.006	E-W(1):	0.291 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.246
	TH	3.00	1,050	4,800	0.233		
	LT	0.00	40	1,600	0.025 *	V/C:	0.611
Northbound	RT	1.00	260	1,600	0.150	Lost Time:	0.100
	TH	0.53	200	842	0.238	ITS:	0.000
	LT	1.47	560	2,122	0.264 *		
Eastbound	RT	1.00	300	1,600	0.000	ICU:	0.711
	TH	2.00	850	3,200	0.266 *		
	LT	1.00	20	1,600	0.013	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.238
	TH	1.00	0	1,600	0.063 *	N-S(2):	0.313 *
	LT	0.00	20	1,600	0.013	E-W(1):	0.532 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.248
	TH	3.00	1,050	4,800	0.235		
	LT	0.00	70	1,600	0.044 *	V/C:	0.845
Northbound	RT	1.19	430	1,911	0.203	Lost Time:	0.100
	TH	0.58	210	933	0.225	ITS:	0.000
	LT	1.22	440	1,760	0.250 *		
Eastbound	RT	1.00	250	1,600	0.000	ICU:	0.945
	TH	2.00	1,560	3,200	0.488 *		
	LT	1.00	20	1,600	0.013	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 116 - NASH STREET & MARIPOSA AVENUE
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	350	0	0.000	N-S(1):	0.097
	TH	2.00	840	3,200	0.372 *	N-S(2):	0.391 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.069
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.159 *
	TH	2.00	280	3,200	0.103 *		
	LT	1.00	40	1,600	0.025	V/C:	0.550
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	150	3,200	0.053	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	1.00	60	1,600	0.028	ICU:	0.650
	TH	2.00	140	3,200	0.044		
	LT	1.00	90	1,600	0.056 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.135
	TH	2.00	300	3,200	0.134 *	N-S(2):	0.153 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.091
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.132 *
	TH	2.00	160	3,200	0.063 *		
	LT	1.00	20	1,600	0.013	V/C:	0.285
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	2.00	260	3,200	0.091	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	1.00	80	1,600	0.041	ICU:	0.385
	TH	2.00	250	3,200	0.078		
	LT	1.00	110	1,600	0.069 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.219 *
	TH	2.00	440	3,200	0.156	N-S(2):	0.181
	LT	1.00	70	1,600	0.044 *	E-W(1):	0.109
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.219 *
	TH	2.00	160	3,200	0.056 *		
	LT	1.00	10	1,600	0.006	V/C:	0.438
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	2.00	490	3,200	0.175 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	1.00	70	1,600	0.031	ICU:	0.538
	TH	2.00	330	3,200	0.103		
	LT	1.00	260	1,600	0.163 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 117 - SEPULVEDA BOUELVARD & MARIPOSA AVENUE
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.495 *
	TH	4.00	1,960	6,400	0.323	N-S(2):	0.373
	LT	2.00	380	2,880	0.132 *	E-W(1):	0.188 *
Westbound	RT	1.00	100	1,600	0.000	E-W(2):	0.126
	TH	1.00	100	1,600	0.063		
	LT	1.00	110	1,600	0.069 *	V/C:	0.683
Northbound	RT	1.00	170	1,600	0.072	Lost Time:	0.100
	TH	4.00	2,320	6,400	0.363 *	ITS:	0.000
	LT	1.00	80	1,600	0.050		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.783
	TH	1.00	140	1,600	0.119 *		
	LT	1.00	100	1,600	0.063	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.365 *
	TH	4.00	1,710	6,400	0.283	N-S(2):	0.352
	LT	2.00	260	2,880	0.090 *	E-W(1):	0.294 *
Westbound	RT	1.00	180	1,600	0.067	E-W(2):	0.181
	TH	1.00	170	1,600	0.106		
	LT	1.00	210	1,600	0.131 *	V/C:	0.659
Northbound	RT	1.00	140	1,600	0.022	Lost Time:	0.100
	TH	4.00	1,760	6,400	0.275 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.759
	TH	1.00	210	1,600	0.163 *		
	LT	1.00	120	1,600	0.075	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.467
	TH	4.00	2,440	6,400	0.408 *	N-S(2):	0.489 *
	LT	2.00	210	2,880	0.073	E-W(1):	0.250 *
Westbound	RT	1.00	300	1,600	0.151	E-W(2):	0.226
	TH	1.00	210	1,600	0.131		
	LT	1.00	170	1,600	0.106 *	V/C:	0.739
Northbound	RT	1.00	260	1,600	0.109	Lost Time:	0.100
	TH	4.00	2,520	6,400	0.394	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.839
	TH	1.00	160	1,600	0.144 *		
	LT	1.00	120	1,600	0.075	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 119 - OCEAN AVENUE / VIA MARINA & WASHINGTON BOULEVARD
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.900 *
	TH	1.00	480	1,600	0.306 *	N-S(2):	0.000
	LT	1.00	240	1,600	0.150	E-W(1):	0.240 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.201
	TH	2.00	410	3,200	0.163		
	LT	1.00	130	1,600	0.081 *	V/C:	1.140
Northbound	RT	1.00	290	1,600	0.141	Lost Time:	0.100
	TH	1.00	950	1,600	0.594 *	ITS:	0.000
	LT	2.00	390	2,880	0.135		
Eastbound	RT	1.00	210	1,600	0.064	ICU:	1.240
	TH	2.00	510	3,200	0.159 *		
	LT	1.00	60	1,600	0.038	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.694 *
	TH	1.00	420	1,600	0.288 *	N-S(2):	0.000
	LT	1.00	300	1,600	0.188	E-W(1):	0.247 *
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.212
	TH	2.00	530	3,200	0.181		
	LT	1.00	170	1,600	0.106 *	V/C:	0.941
Northbound	RT	1.00	200	1,600	0.072	Lost Time:	0.100
	TH	1.00	650	1,600	0.406 *	ITS:	0.000
	LT	2.00	250	2,880	0.087		
Eastbound	RT	1.00	170	1,600	0.063	ICU:	1.041
	TH	2.00	450	3,200	0.141 *		
	LT	1.00	50	1,600	0.031	LOS:	F

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	1.150 *
	TH	1.00	930	1,600	0.606 *	N-S(2):	0.000
	LT	1.00	460	1,600	0.288	E-W(1):	0.266
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.288 *
	TH	2.00	740	3,200	0.263 *		
	LT	1.00	160	1,600	0.100	V/C:	1.438
Northbound	RT	1.00	190	1,600	0.069	Lost Time:	0.100
	TH	1.00	870	1,600	0.544 *	ITS:	0.000
	LT	2.00	400	2,880	0.139		
Eastbound	RT	1.00	300	1,600	0.118	ICU:	1.538
	TH	2.00	530	3,200	0.166		
	LT	1.00	40	1,600	0.025 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 120 - OVERHILL DRIVE & SLAUSON AVENUE
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.019	N-S(1):	0.194 *
	TH	2.00	130	3,200	0.041	N-S(2):	0.085
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.231
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.442 *
	TH	3.00	1,780	4,800	0.392 *		
	LT	1.00	80	1,600	0.050	V/C:	0.636
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	2.00	180	3,200	0.100 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.736
	TH	3.00	850	4,800	0.181		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.028	N-S(1):	0.157 *
	TH	2.00	120	3,200	0.038	N-S(2):	0.082
	LT	1.00	140	1,600	0.088 *	E-W(1):	0.363 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.296
	TH	3.00	1,070	4,800	0.240		
	LT	1.00	140	1,600	0.088 *	V/C:	0.520
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	2.00	120	3,200	0.069 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.620
	TH	3.00	1,280	4,800	0.275 *		
	LT	1.00	90	1,600	0.056	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.016	N-S(1):	0.357 *
	TH	2.00	380	3,200	0.119	N-S(2):	0.182
	LT	1.00	340	1,600	0.213 *	E-W(1):	0.690 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.406
	TH	3.00	1,300	4,800	0.300		
	LT	1.00	280	1,600	0.175 *	V/C:	1.047
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	2.00	300	3,200	0.144 *	ITS:	0.000
	LT	1.00	100	1,600	0.063		
Eastbound	RT	0.00	60	0	0.000	ICU:	1.147
	TH	3.00	2,410	4,800	0.515 *		
	LT	1.00	170	1,600	0.106	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 124 - PRAIRIE AVENUE & WEST 112TH STREET/I-105 OFF RAMP
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : Y
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.167
	TH	3.00	1,030	4,800	0.215 *	N-S(2):	0.215 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.238 *
Westbound	RT	0.73	80	1,164	0.059	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.27	30	436	0.069 *	V/C:	0.453
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	700	4,800	0.148	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	250	0	0.000	ICU:	0.553
	TH	1.00	20	1,600	0.169 *		
	LT	2.00	300	2,880	0.104	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.159
	TH	3.00	1,010	4,800	0.210 *	N-S(2):	0.210 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.313 *
Westbound	RT	0.50	20	800	0.016	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.50	20	800	0.025 *	V/C:	0.523
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	650	4,800	0.140	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	420	0	0.000	ICU:	0.623
	TH	1.00	40	1,600	0.288 *		
	LT	2.00	510	2,880	0.177	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.321 *
	TH	3.00	1,090	4,800	0.227	N-S(2):	0.227
	LT	1.00	130	1,600	0.081 *	E-W(1):	0.338 *
Westbound	RT	0.50	20	800	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.50	20	800	0.025 *	V/C:	0.659
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	1,110	4,800	0.240 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	430	0	0.000	ICU:	0.759
	TH	1.00	70	1,600	0.313 *		
	LT	2.00	620	2,880	0.215	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 125 - SEPULVEDA BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR,
FF Movements: WBR,

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.027	N-S(1):	0.542 *
	TH	3.00	1,080	4,800	0.225	N-S(2):	0.301
	LT	2.00	290	2,880	0.101 *	E-W(1):	0.276 *
Westbound	RT	1.00	590	1,600	0.000	E-W(2):	0.167
	TH	2.00	270	3,200	0.084		
	LT	2.00	340	2,880	0.118 *	V/C:	0.818
Northbound	RT	1.00	380	1,600	0.119	Lost Time:	0.100
	TH	4.00	2,820	6,400	0.441 *	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	1.00	120	1,600	0.037	ICU:	0.918
	TH	3.00	760	4,800	0.158 *		
	LT	2.00	240	2,880	0.083	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	200	1,600	0.066	N-S(1):	0.449 *
	TH	3.00	1,670	4,800	0.348	N-S(2):	0.407
	LT	2.00	560	2,880	0.194 *	E-W(1):	0.287 *
Westbound	RT	1.00	690	1,600	0.000	E-W(2):	0.227
	TH	2.00	350	3,200	0.109		
	LT	2.00	520	2,880	0.181 *	V/C:	0.736
Northbound	RT	1.00	470	1,600	0.113	Lost Time:	0.100
	TH	4.00	1,630	6,400	0.255 *	ITS:	0.000
	LT	2.00	170	2,880	0.059		
Eastbound	RT	1.00	140	1,600	0.058	ICU:	0.836
	TH	3.00	510	4,800	0.106 *		
	LT	2.00	340	2,880	0.118	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	480	1,600	0.229	N-S(1):	0.442
	TH	3.00	2,600	4,800	0.542 *	N-S(2):	0.723 *
	LT	2.00	640	2,880	0.222	E-W(1):	0.335 *
Westbound	RT	1.00	830	1,600	0.000	E-W(2):	0.323
	TH	2.00	580	3,200	0.181		
	LT	2.00	460	2,880	0.160 *	V/C:	1.058
Northbound	RT	1.00	490	1,600	0.147	Lost Time:	0.100
	TH	4.00	1,410	6,400	0.220	ITS:	0.000
	LT	2.00	520	2,880	0.181 *		
Eastbound	RT	1.00	280	1,600	0.175 *	ICU:	1.158
	TH	3.00	630	4,800	0.131		
	LT	2.00	410	2,880	0.142	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 140 - WB SR-90 RAMPS & SLAUSON AVENUE
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : Y
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR,
FF Movements: EBR,

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.049 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.455 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.366
	TH	2.00	1,170	3,200	0.366		
	LT	3.00	1,570	4,320	0.363 *	V/C:	0.504
Northbound	RT	2.00	1,040	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	140	2,880	0.049 *		
Eastbound	RT	1.00	180	1,600	0.000	ICU:	0.604
	TH	3.00	440	4,800	0.092 *		
	LT	1.00	0	1,600	0.000	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.089 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.307 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.278
	TH	2.00	890	3,200	0.278		
	LT	3.00	670	4,320	0.155 *	V/C:	0.396
Northbound	RT	2.00	780	3,200	0.089 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	230	2,880	0.080		
Eastbound	RT	1.00	170	1,600	0.000	ICU:	0.496
	TH	3.00	730	4,800	0.152 *		
	LT	1.00	0	1,600	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.226 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.401 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.325
	TH	2.00	1,040	3,200	0.325		
	LT	3.00	860	4,320	0.199 *	V/C:	0.627
Northbound	RT	2.00	1,360	3,200	0.226 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	210	2,880	0.073		
Eastbound	RT	1.00	240	1,600	0.000	ICU:	0.727
	TH	3.00	970	4,800	0.202 *		
	LT	1.00	0	1,600	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 147 - CRENSHAW BOULEVARD & CENTURY BOULEVARD
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.301
	TH	3.00	850	4,800	0.204 *	N-S(2):	0.310 *
	LT	1.00	220	1,600	0.138	E-W(1):	0.194
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.298 *
	TH	3.00	1,070	4,800	0.248 *		
	LT	1.00	90	1,600	0.056	V/C:	0.608
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	3.00	720	4,800	0.163	ITS:	0.000
	LT	1.00	170	1,600	0.106 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.708
	TH	3.00	570	4,800	0.138		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.254
	TH	3.00	810	4,800	0.210 *	N-S(2):	0.304 *
	LT	1.00	130	1,600	0.081	E-W(1):	0.327
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.369 *
	TH	3.00	960	4,800	0.219 *		
	LT	1.00	120	1,600	0.075	V/C:	0.673
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	710	4,800	0.173	ITS:	0.000
	LT	1.00	150	1,600	0.094 *		
Eastbound	RT	0.00	280	0	0.000	ICU:	0.773
	TH	3.00	930	4,800	0.252		
	LT	1.00	240	1,600	0.150 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	230	0	0.000	N-S(1):	0.356
	TH	3.00	1,030	4,800	0.263 *	N-S(2):	0.401 *
	LT	1.00	160	1,600	0.100	E-W(1):	0.427 *
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.379
	TH	3.00	990	4,800	0.248		
	LT	1.00	130	1,600	0.081 *	V/C:	0.828
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	3.00	1,150	4,800	0.256	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	0.00	230	0	0.000	ICU:	0.928
	TH	3.00	1,430	4,800	0.346 *		
	LT	1.00	210	1,600	0.131	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 148 - LA CIENEGA BOULEVARD & FAIRVIEW BOULEVARD
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : Y
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.690 *
	TH	4.00	3,000	6,400	0.478	N-S(2):	0.478
	LT	0.00	0	0	0.000 *	E-W(1):	0.191 *
Westbound	RT	1.00	50	1,600	0.031	E-W(2):	0.000
	TH	0.55	110	880	0.125		
	LT	1.45	290	2,088	0.139 *	V/C:	0.881
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	3,270	4,800	0.690 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	70	1,600	0.044	ICU:	0.981
	TH	0.80	60	1,280	0.047		
	LT	1.20	90	1,728	0.052 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.473 *
	TH	4.00	2,060	6,400	0.345	N-S(2):	0.345
	LT	0.00	0	0	0.000 *	E-W(1):	0.184 *
Westbound	RT	1.00	40	1,600	0.025	E-W(2):	0.000
	TH	0.64	90	1,029	0.088		
	LT	1.36	190	1,954	0.097 *	V/C:	0.657
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	2,230	4,800	0.473 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	80	1,600	0.050	ICU:	0.757
	TH	0.80	100	1,280	0.078		
	LT	1.20	150	1,728	0.087 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.702 *
	TH	4.00	3,000	6,400	0.489	N-S(2):	0.489
	LT	0.00	0	0	0.000 *	E-W(1):	0.250 *
Westbound	RT	1.00	30	1,600	0.019	E-W(2):	0.000
	TH	0.74	140	1,179	0.119		
	LT	1.26	240	1,819	0.132 *	V/C:	0.952
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	3,250	4,800	0.702 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	80	1,600	0.050	ICU:	1.052
	TH	0.94	160	1,506	0.106		
	LT	1.06	180	1,525	0.118 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 149 - CRENSHAW BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.286 *
	TH	3.00	890	4,800	0.202	N-S(2):	0.271
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.175
Westbound	RT	0.00	230	0	0.000	E-W(2):	0.294 *
	TH	3.00	970	4,800	0.250 *		
	LT	1.00	130	1,600	0.081	V/C:	0.580
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	640	4,800	0.148 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.680
	TH	3.00	350	4,800	0.094		
	LT	1.00	70	1,600	0.044 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.354 *
	TH	3.00	890	4,800	0.208	N-S(2):	0.296
	LT	1.00	240	1,600	0.150 *	E-W(1):	0.239
Westbound	RT	0.00	220	0	0.000	E-W(2):	0.251 *
	TH	3.00	560	4,800	0.163 *		
	LT	1.00	170	1,600	0.106	V/C:	0.605
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	870	4,800	0.204 *	ITS:	0.000
	LT	1.00	140	1,600	0.088		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.705
	TH	3.00	470	4,800	0.133		
	LT	1.00	140	1,600	0.088 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.480 *
	TH	3.00	980	4,800	0.231	N-S(2):	0.325
	LT	1.00	300	1,600	0.188 *	E-W(1):	0.421 *
Westbound	RT	0.00	210	0	0.000	E-W(2):	0.294
	TH	3.00	660	4,800	0.181		
	LT	1.00	180	1,600	0.113 *	V/C:	0.901
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	1,280	4,800	0.292 *	ITS:	0.000
	LT	1.00	150	1,600	0.094		
Eastbound	RT	0.00	170	0	0.000	ICU:	1.001
	TH	3.00	1,310	4,800	0.308 *		
	LT	1.00	180	1,600	0.113	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 157 - LA CIENEGA BOULEVARD & 104TH STREET
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : EBR,
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.251
	TH	3.00	500	4,800	0.127 *	N-S(2):	0.296 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.012
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.044 *
	TH	1.00	10	1,600	0.019 *		
	LT	0.00	10	1,600	0.006	V/C:	0.340
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	740	3,200	0.238	ITS:	0.000
	LT	1.00	270	1,600	0.169 *		
Eastbound	RT	1.00	120	1,600	0.000	ICU:	0.440
	TH	1.00	10	1,600	0.006		
	LT	1.00	40	1,600	0.025 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.213 *
	TH	3.00	440	4,800	0.104	N-S(2):	0.179
	LT	1.00	20	1,600	0.013 *	E-W(1):	0.025
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.088 *
	TH	1.00	10	1,600	0.025 *		
	LT	0.00	10	1,600	0.006	V/C:	0.301
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	620	3,200	0.200 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	150	1,600	0.019	ICU:	0.401
	TH	1.00	10	1,600	0.006		
	LT	1.00	100	1,600	0.063 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.247
	TH	3.00	1,010	4,800	0.225 *	N-S(2):	0.269 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.101 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.069
	TH	1.00	10	1,600	0.025		
	LT	0.00	20	1,600	0.013 *	V/C:	0.370
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	2.00	680	3,200	0.216	ITS:	0.000
	LT	1.00	70	1,600	0.044 *		
Eastbound	RT	1.00	210	1,600	0.088 *	ICU:	0.470
	TH	1.00	10	1,600	0.006		
	LT	1.00	70	1,600	0.044	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 159 - HINDRY AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.094 *
	TH	1.00	20	1,600	0.031	N-S(2):	0.044
	LT	0.00	30	1,600	0.019 *	E-W(1):	0.319 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.269
	TH	2.00	800	3,200	0.263		
	LT	1.00	180	1,600	0.113 *	V/C:	0.413
Northbound	RT	1.00	30	1,600	0.000	Lost Time:	0.100
	TH	1.00	100	1,600	0.075 *	ITS:	0.000
	LT	0.00	20	1,600	0.013		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.513
	TH	2.00	620	3,200	0.206 *		
	LT	1.00	10	1,600	0.006	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.097 *
	TH	1.00	40	1,600	0.050	N-S(2):	0.081
	LT	0.00	40	1,600	0.025 *	E-W(1):	0.441 *
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.266
	TH	2.00	740	3,200	0.247		
	LT	1.00	70	1,600	0.044 *	V/C:	0.538
Northbound	RT	1.00	150	1,600	0.072 *	Lost Time:	0.100
	TH	1.00	40	1,600	0.056	ITS:	0.000
	LT	0.00	50	1,600	0.031		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.638
	TH	2.00	1,130	3,200	0.397 *		
	LT	1.00	30	1,600	0.019	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.013	N-S(1):	0.100
	TH	1.00	60	1,600	0.081 *	N-S(2):	0.106 *
	LT	0.00	70	1,600	0.044	E-W(1):	0.391 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.232
	TH	2.00	670	3,200	0.219		
	LT	1.00	70	1,600	0.044 *	V/C:	0.497
Northbound	RT	1.00	100	1,600	0.041	Lost Time:	0.100
	TH	1.00	50	1,600	0.056	ITS:	0.000
	LT	0.00	40	1,600	0.025 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.597
	TH	2.00	1,050	3,200	0.347 *		
	LT	1.00	20	1,600	0.013	LOS:	A

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 162 - SEPULVEDA BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.575 *
	TH	3.00	1,000	4,800	0.238	N-S(2):	0.313
	LT	2.00	150	2,880	0.052 *	E-W(1):	0.209
Westbound	RT	1.00	170	1,600	0.054	E-W(2):	0.275 *
	TH	2.00	540	3,200	0.169 *		
	LT	1.00	120	1,600	0.075	V/C:	0.850
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	3.00	2,410	4,800	0.523 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	90	1,600	0.019	ICU:	0.950
	TH	2.00	430	3,200	0.134		
	LT	1.00	170	1,600	0.106 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	210	0	0.000	N-S(1):	0.436
	TH	3.00	1,570	4,800	0.371 *	N-S(2):	0.496 *
	LT	2.00	220	2,880	0.076	E-W(1):	0.350
Westbound	RT	1.00	210	1,600	0.055	E-W(2):	0.391 *
	TH	2.00	570	3,200	0.178 *		
	LT	1.00	230	1,600	0.144	V/C:	0.887
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	3.00	1,560	4,800	0.360	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	210	1,600	0.069	ICU:	0.987
	TH	2.00	660	3,200	0.206		
	LT	1.00	340	1,600	0.213 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.427
	TH	3.00	2,600	4,800	0.577 *	N-S(2):	0.696 *
	LT	2.00	240	2,880	0.083	E-W(1):	0.397 *
Westbound	RT	1.00	170	1,600	0.023	E-W(2):	0.328
	TH	2.00	590	3,200	0.184		
	LT	1.00	240	1,600	0.150 *	V/C:	1.093
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	3.00	1,470	4,800	0.344	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	1.00	80	1,600	0.000	ICU:	1.193
	TH	2.00	790	3,200	0.247 *		
	LT	1.00	230	1,600	0.144	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 164 - CRENSHAW BOULEVARD & MANCHESTER AVENUE
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.282
	TH	2.00	610	3,200	0.200 *	N-S(2):	0.294 *
	LT	1.00	190	1,600	0.119	E-W(1):	0.309
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.422 *
	TH	2.00	1,040	3,200	0.384 *		
	LT	1.00	210	1,600	0.131	V/C:	0.716
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	660	4,800	0.163	ITS:	0.000
	LT	1.00	150	1,600	0.094 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.816
	TH	2.00	510	3,200	0.178		
	LT	1.00	60	1,600	0.038 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.276
	TH	2.00	690	3,200	0.234 *	N-S(2):	0.334 *
	LT	1.00	180	1,600	0.113	E-W(1):	0.409 *
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.366
	TH	2.00	830	3,200	0.316		
	LT	1.00	280	1,600	0.175 *	V/C:	0.743
Northbound	RT	0.00	200	0	0.000	Lost Time:	0.100
	TH	3.00	580	4,800	0.163	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.843
	TH	2.00	670	3,200	0.234 *		
	LT	1.00	80	1,600	0.050	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.319
	TH	2.00	860	3,200	0.278 *	N-S(2):	0.359 *
	LT	1.00	160	1,600	0.100	E-W(1):	0.566 *
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.434
	TH	2.00	970	3,200	0.359		
	LT	1.00	240	1,600	0.150 *	V/C:	0.925
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	840	4,800	0.219	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	1.025
	TH	2.00	1,250	3,200	0.416 *		
	LT	1.00	120	1,600	0.075	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 169 - PRAIRIE AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.457 *
	TH	3.00	640	4,800	0.146	N-S(2):	0.390
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.348
Westbound	RT	1.00	540	1,600	0.278	E-W(2):	0.485 *
	TH	2.00	1,330	3,200	0.416 *		
	LT	1.00	260	1,600	0.163	V/C:	0.942
Northbound	RT	1.00	190	1,600	0.000	Lost Time:	0.100
	TH	2.00	1,080	3,200	0.338 *	ITS:	0.000
	LT	1.00	390	1,600	0.244		
Eastbound	RT	0.00	180	0	0.000	ICU:	1.042
	TH	3.00	710	4,800	0.185		
	LT	1.00	110	1,600	0.069 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.294 *
	TH	3.00	630	4,800	0.146	N-S(2):	0.277
	LT	1.00	160	1,600	0.100 *	E-W(1):	0.307 *
Westbound	RT	1.00	240	1,600	0.100	E-W(2):	0.291
	TH	2.00	730	3,200	0.228		
	LT	1.00	140	1,600	0.088 *	V/C:	0.601
Northbound	RT	1.00	190	1,600	0.031	Lost Time:	0.100
	TH	2.00	620	3,200	0.194 *	ITS:	0.000
	LT	1.00	210	1,600	0.131		
Eastbound	RT	0.00	250	0	0.000	ICU:	0.701
	TH	3.00	800	4,800	0.219 *		
	LT	1.00	100	1,600	0.063	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.385 *
	TH	3.00	940	4,800	0.208	N-S(2):	0.314
	LT	1.00	260	1,600	0.163 *	E-W(1):	0.437 *
Westbound	RT	1.00	230	1,600	0.063	E-W(2):	0.307
	TH	2.00	840	3,200	0.263		
	LT	1.00	170	1,600	0.106 *	V/C:	0.822
Northbound	RT	1.00	210	1,600	0.025	Lost Time:	0.100
	TH	2.00	710	3,200	0.222 *	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	0.00	330	0	0.000	ICU:	0.922
	TH	3.00	1,260	4,800	0.331 *		
	LT	1.00	70	1,600	0.044	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 173 - WESTERN AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.335
	TH	3.00	860	4,800	0.215 *	N-S(2):	0.353 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.390 *
Westbound	RT	1.00	230	1,600	0.100	E-W(2):	0.383
	TH	3.00	1,330	4,800	0.277		
	LT	1.00	240	1,600	0.150 *	V/C:	0.743
Northbound	RT	1.00	170	1,600	0.031	Lost Time:	0.100
	TH	2.00	790	3,200	0.247	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	0.00	240	0	0.000	ICU:	0.843
	TH	3.00	910	4,800	0.240 *		
	LT	1.00	170	1,600	0.106	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.269 *
	TH	3.00	500	4,800	0.133	N-S(2):	0.264
	LT	1.00	160	1,600	0.100 *	E-W(1):	0.306 *
Westbound	RT	1.00	140	1,600	0.038	E-W(2):	0.223
	TH	3.00	650	4,800	0.135		
	LT	1.00	200	1,600	0.125 *	V/C:	0.575
Northbound	RT	1.00	170	1,600	0.044	Lost Time:	0.100
	TH	2.00	540	3,200	0.169 *	ITS:	0.000
	LT	1.00	210	1,600	0.131		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.675
	TH	3.00	670	4,800	0.181 *		
	LT	1.00	140	1,600	0.088	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.378 *
	TH	3.00	670	4,800	0.175	N-S(2):	0.331
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.534 *
Westbound	RT	1.00	170	1,600	0.047	E-W(2):	0.327
	TH	3.00	940	4,800	0.196		
	LT	1.00	190	1,600	0.119 *	V/C:	0.912
Northbound	RT	1.00	160	1,600	0.041	Lost Time:	0.100
	TH	2.00	830	3,200	0.259 *	ITS:	0.000
	LT	1.00	250	1,600	0.156		
Eastbound	RT	0.00	270	0	0.000	ICU:	1.012
	TH	3.00	1,720	4,800	0.415 *		
	LT	1.00	210	1,600	0.131	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 175 - VERMONT AVENUE & MANCHESTER AVENUE
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.340 *
	TH	3.00	700	4,800	0.167	N-S(2):	0.243
	LT	2.00	150	2,880	0.052 *	E-W(1):	0.357
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.366 *
	TH	3.00	1,230	4,800	0.285 *		
	LT	1.00	100	1,600	0.063	V/C:	0.706
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	1,260	4,800	0.288 *	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.806
	TH	3.00	1,320	4,800	0.294		
	LT	1.00	130	1,600	0.081 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.229 *
	TH	3.00	650	4,800	0.165	N-S(2):	0.210
	LT	2.00	200	2,880	0.069 *	E-W(1):	0.300
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.313 *
	TH	3.00	980	4,800	0.238 *		
	LT	1.00	120	1,600	0.075	V/C:	0.542
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	630	4,800	0.160 *	ITS:	0.000
	LT	2.00	130	2,880	0.045 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.642
	TH	3.00	940	4,800	0.225		
	LT	1.00	120	1,600	0.075 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.335 *
	TH	3.00	920	4,800	0.221	N-S(2):	0.294
	LT	2.00	250	2,880	0.087 *	E-W(1):	0.404 *
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.373
	TH	3.00	1,170	4,800	0.285		
	LT	1.00	110	1,600	0.069 *	V/C:	0.739
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	3.00	1,060	4,800	0.248 *	ITS:	0.000
	LT	2.00	210	2,880	0.073		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.839
	TH	3.00	1,420	4,800	0.335 *		
	LT	1.00	140	1,600	0.088	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 176 - VERMONT AVENUE & CENTURY BOULEVARD
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.333 *
	TH	3.00	810	4,800	0.202	N-S(2):	0.271
	LT	2.00	150	2,880	0.052 *	E-W(1):	0.323
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.354 *
	TH	3.00	1,120	4,800	0.260 *		
	LT	1.00	180	1,600	0.113	V/C:	0.687
Northbound	RT	1.00	140	1,600	0.031	Lost Time:	0.100
	TH	3.00	1,350	4,800	0.281 *	ITS:	0.000
	LT	2.00	200	2,880	0.069		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.787
	TH	3.00	840	4,800	0.210		
	LT	1.00	150	1,600	0.094 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	180	0	0.000	N-S(1):	0.178
	TH	3.00	610	4,800	0.165 *	N-S(2):	0.248 *
	LT	2.00	140	2,880	0.049	E-W(1):	0.260
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.308 *
	TH	3.00	880	4,800	0.202 *		
	LT	1.00	120	1,600	0.075	V/C:	0.556
Northbound	RT	1.00	70	1,600	0.006	Lost Time:	0.100
	TH	3.00	620	4,800	0.129	ITS:	0.000
	LT	2.00	240	2,880	0.083 *		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.656
	TH	3.00	740	4,800	0.185		
	LT	1.00	170	1,600	0.106 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.309
	TH	3.00	990	4,800	0.238 *	N-S(2):	0.349 *
	LT	2.00	170	2,880	0.059	E-W(1):	0.359
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.362 *
	TH	3.00	1,050	4,800	0.231 *		
	LT	1.00	140	1,600	0.088	V/C:	0.711
Northbound	RT	1.00	120	1,600	0.031	Lost Time:	0.100
	TH	3.00	1,200	4,800	0.250	ITS:	0.000
	LT	2.00	320	2,880	0.111 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.811
	TH	3.00	1,160	4,800	0.271		
	LT	1.00	210	1,600	0.131 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 177 - VERMONT AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.003	N-S(1):	0.390 *
	TH	3.00	880	4,800	0.183	N-S(2):	0.318
	LT	2.00	270	2,880	0.094 *	E-W(1):	0.404 *
Westbound	RT	0.00	210	0	0.000	E-W(2):	0.375
	TH	3.00	1,260	4,800	0.306		
	LT	1.00	320	1,600	0.200 *	V/C:	0.794
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	1,280	4,800	0.296 *	ITS:	0.000
	LT	2.00	390	2,880	0.135		
Eastbound	RT	0.00	220	0	0.000	ICU:	0.894
	TH	3.00	760	4,800	0.204 *		
	LT	1.00	110	1,600	0.069	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.009	N-S(1):	0.263 *
	TH	3.00	600	4,800	0.125	N-S(2):	0.257
	LT	2.00	170	2,880	0.059 *	E-W(1):	0.282 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.175
	TH	3.00	530	4,800	0.131		
	LT	1.00	180	1,600	0.113 *	V/C:	0.545
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	3.00	790	4,800	0.204 *	ITS:	0.000
	LT	2.00	380	2,880	0.132		
Eastbound	RT	0.00	250	0	0.000	ICU:	0.645
	TH	3.00	560	4,800	0.169 *		
	LT	1.00	70	1,600	0.044	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	120	1,600	0.031	N-S(1):	0.416 *
	TH	3.00	850	4,800	0.177	N-S(2):	0.344
	LT	2.00	240	2,880	0.083 *	E-W(1):	0.523 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.298
	TH	3.00	900	4,800	0.210		
	LT	1.00	300	1,600	0.188 *	V/C:	0.939
Northbound	RT	0.00	230	0	0.000	Lost Time:	0.100
	TH	3.00	1,370	4,800	0.333 *	ITS:	0.000
	LT	2.00	480	2,880	0.167		
Eastbound	RT	0.00	190	0	0.000	ICU:	1.039
	TH	3.00	1,420	4,800	0.335 *		
	LT	1.00	140	1,600	0.088	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 182 - INGLEWOOD AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	150	1,600	0.069	N-S(1):	0.397 *
	TH	2.00	690	3,200	0.216	N-S(2):	0.360
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.301 *
Westbound	RT	1.00	130	1,600	0.013	E-W(2):	0.248
	TH	3.00	950	4,800	0.198		
	LT	1.00	340	1,600	0.213 *	V/C:	0.698
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	2.00	640	3,200	0.259 *	ITS:	0.000
	LT	1.00	230	1,600	0.144		
Eastbound	RT	1.00	60	1,600	0.000	ICU:	0.798
	TH	3.00	420	4,800	0.088 *		
	LT	1.00	80	1,600	0.050	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	210	1,600	0.059	N-S(1):	0.263 *
	TH	2.00	450	3,200	0.141	N-S(2):	0.254
	LT	1.00	140	1,600	0.088 *	E-W(1):	0.271
Westbound	RT	1.00	100	1,600	0.019	E-W(2):	0.300 *
	TH	3.00	750	4,800	0.156 *		
	LT	1.00	180	1,600	0.113	V/C:	0.563
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	2.00	460	3,200	0.175 *	ITS:	0.000
	LT	1.00	180	1,600	0.113		
Eastbound	RT	1.00	140	1,600	0.031	ICU:	0.663
	TH	3.00	760	4,800	0.158		
	LT	1.00	230	1,600	0.144 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.044	N-S(1):	0.444 *
	TH	2.00	820	3,200	0.256	N-S(2):	0.387
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.408 *
Westbound	RT	1.00	150	1,600	0.009	E-W(2):	0.306
	TH	3.00	750	4,800	0.156		
	LT	1.00	160	1,600	0.100 *	V/C:	0.852
Northbound	RT	0.00	200	0	0.000	Lost Time:	0.100
	TH	2.00	680	3,200	0.275 *	ITS:	0.000
	LT	1.00	210	1,600	0.131		
Eastbound	RT	1.00	210	1,600	0.066	ICU:	0.952
	TH	3.00	1,480	4,800	0.308 *		
	LT	1.00	240	1,600	0.150	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 183 - HAWTHORNE BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	270	1,600	0.128	N-S(1):	0.278
	TH	3.00	1,020	4,800	0.213 *	N-S(2):	0.338 *
	LT	2.00	180	2,880	0.063	E-W(1):	0.216
Westbound	RT	0.00	250	0	0.000	E-W(2):	0.364 *
	TH	3.00	1,110	4,800	0.283 *		
	LT	1.00	130	1,600	0.081	V/C:	0.702
Northbound	RT	1.00	170	1,600	0.066	Lost Time:	0.100
	TH	3.00	1,030	4,800	0.215	ITS:	0.000
	LT	2.00	360	2,880	0.125 *		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.802
	TH	3.00	500	4,800	0.135		
	LT	1.00	130	1,600	0.081 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.081	N-S(1):	0.265
	TH	3.00	940	4,800	0.196 *	N-S(2):	0.293 *
	LT	2.00	260	2,880	0.090	E-W(1):	0.261
Westbound	RT	0.00	210	0	0.000	E-W(2):	0.307 *
	TH	3.00	720	4,800	0.194 *		
	LT	1.00	140	1,600	0.088	V/C:	0.600
Northbound	RT	1.00	220	1,600	0.094	Lost Time:	0.100
	TH	3.00	840	4,800	0.175	ITS:	0.000
	LT	2.00	280	2,880	0.097 *		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.700
	TH	3.00	650	4,800	0.173		
	LT	1.00	180	1,600	0.113 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.063	N-S(1):	0.413 *
	TH	3.00	1,440	4,800	0.300	N-S(2):	0.411
	LT	2.00	480	2,880	0.167 *	E-W(1):	0.430 *
Westbound	RT	0.00	210	0	0.000	E-W(2):	0.321
	TH	3.00	790	4,800	0.208		
	LT	1.00	180	1,600	0.113 *	V/C:	0.843
Northbound	RT	1.00	180	1,600	0.056	Lost Time:	0.100
	TH	3.00	1,180	4,800	0.246 *	ITS:	0.000
	LT	2.00	320	2,880	0.111		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.943
	TH	3.00	1,340	4,800	0.317 *		
	LT	1.00	180	1,600	0.113	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 184 - PRAIRIE AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	180	0	0.000	N-S(1):	0.292
	TH	3.00	970	4,800	0.240 *	N-S(2):	0.353 *
	LT	1.00	190	1,600	0.119	E-W(1):	0.388
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.419 *
	TH	3.00	1,240	4,800	0.300 *		
	LT	1.00	360	1,600	0.225	V/C:	0.772
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	3.00	660	4,800	0.173	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.872
	TH	3.00	670	4,800	0.163		
	LT	1.00	190	1,600	0.119 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.304 *
	TH	3.00	650	4,800	0.165	N-S(2):	0.278
	LT	1.00	250	1,600	0.156 *	E-W(1):	0.332 *
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.285
	TH	3.00	770	4,800	0.185		
	LT	1.00	230	1,600	0.144 *	V/C:	0.636
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	3.00	550	4,800	0.148 *	ITS:	0.000
	LT	1.00	180	1,600	0.113		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.736
	TH	3.00	780	4,800	0.188 *		
	LT	1.00	160	1,600	0.100	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.398 *
	TH	3.00	1,040	4,800	0.258	N-S(2):	0.383
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.471 *
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.321
	TH	3.00	830	4,800	0.208		
	LT	1.00	280	1,600	0.175 *	V/C:	0.869
Northbound	RT	0.00	250	0	0.000	Lost Time:	0.100
	TH	3.00	850	4,800	0.229 *	ITS:	0.000
	LT	1.00	200	1,600	0.125		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.969
	TH	3.00	1,220	4,800	0.296 *		
	LT	1.00	180	1,600	0.113	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 185 - CRENSHAW BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.325 *
	TH	3.00	860	4,800	0.210	N-S(2):	0.323
	LT	1.00	160	1,600	0.100 *	E-W(1):	0.327
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.371 *
	TH	3.00	1,100	4,800	0.271 *		
	LT	1.00	190	1,600	0.119	V/C:	0.696
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	970	4,800	0.225 *	ITS:	0.000
	LT	1.00	180	1,600	0.113		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.796
	TH	3.00	800	4,800	0.208		
	LT	1.00	160	1,600	0.100 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.316 *
	TH	3.00	630	4,800	0.173	N-S(2):	0.292
	LT	1.00	210	1,600	0.131 *	E-W(1):	0.286
Westbound	RT	0.00	210	0	0.000	E-W(2):	0.311 *
	TH	3.00	740	4,800	0.198 *		
	LT	1.00	150	1,600	0.094	V/C:	0.627
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	3.00	720	4,800	0.185 *	ITS:	0.000
	LT	1.00	190	1,600	0.119		
Eastbound	RT	0.00	160	0	0.000	ICU:	0.727
	TH	3.00	760	4,800	0.192		
	LT	1.00	180	1,600	0.113 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	280	0	0.000	N-S(1):	0.350
	TH	3.00	1,060	4,800	0.279 *	N-S(2):	0.379 *
	LT	1.00	210	1,600	0.131	E-W(1):	0.437 *
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.335
	TH	3.00	1,040	4,800	0.254		
	LT	1.00	210	1,600	0.131 *	V/C:	0.816
Northbound	RT	0.00	220	0	0.000	Lost Time:	0.100
	TH	3.00	830	4,800	0.219	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	0.00	210	0	0.000	ICU:	0.916
	TH	3.00	1,260	4,800	0.306 *		
	LT	1.00	130	1,600	0.081	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 186 - WESTERN AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.278
	TH	2.00	660	3,200	0.231 *	N-S(2):	0.369 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.300
Westbound	RT	0.00	150	0	0.000	E-W(2):	0.341 *
	TH	3.00	1,220	4,800	0.285 *		
	LT	1.00	110	1,600	0.069	V/C:	0.710
Northbound	RT	1.00	110	1,600	0.034	Lost Time:	0.100
	TH	2.00	730	3,200	0.228	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.810
	TH	3.00	990	4,800	0.231		
	LT	1.00	90	1,600	0.056 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.257
	TH	2.00	510	3,200	0.197 *	N-S(2):	0.303 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.269 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.257
	TH	3.00	790	4,800	0.194		
	LT	1.00	110	1,600	0.069 *	V/C:	0.572
Northbound	RT	1.00	130	1,600	0.047	Lost Time:	0.100
	TH	2.00	520	3,200	0.163	ITS:	0.000
	LT	1.00	170	1,600	0.106 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.672
	TH	3.00	790	4,800	0.200 *		
	LT	1.00	100	1,600	0.063	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.322
	TH	2.00	770	3,200	0.281 *	N-S(2):	0.400 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.427 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.331
	TH	3.00	1,120	4,800	0.250		
	LT	1.00	160	1,600	0.100 *	V/C:	0.827
Northbound	RT	1.00	150	1,600	0.044	Lost Time:	0.100
	TH	2.00	750	3,200	0.234	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	0.00	230	0	0.000	ICU:	0.927
	TH	3.00	1,340	4,800	0.327 *		
	LT	1.00	130	1,600	0.081	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 187 - VERMONT AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.034	N-S(1):	0.288 *
	TH	3.00	650	4,800	0.135	N-S(2):	0.241
	LT	1.00	230	1,600	0.144 *	E-W(1):	0.369
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.423 *
	TH	3.00	1,520	4,800	0.354 *		
	LT	1.00	150	1,600	0.094	V/C:	0.711
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	570	4,800	0.144 *	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.811
	TH	3.00	1,190	4,800	0.275		
	LT	1.00	110	1,600	0.069 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.028	N-S(1):	0.238 *
	TH	3.00	390	4,800	0.081	N-S(2):	0.175
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.336 *
Westbound	RT	0.00	150	0	0.000	E-W(2):	0.321
	TH	3.00	1,060	4,800	0.252		
	LT	1.00	150	1,600	0.094 *	V/C:	0.574
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	3.00	350	4,800	0.100 *	ITS:	0.000
	LT	1.00	150	1,600	0.094		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.674
	TH	3.00	1,060	4,800	0.242 *		
	LT	1.00	110	1,600	0.069	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.034	N-S(1):	0.379 *
	TH	3.00	830	4,800	0.173	N-S(2):	0.292
	LT	1.00	250	1,600	0.156 *	E-W(1):	0.417 *
Westbound	RT	0.00	250	0	0.000	E-W(2):	0.415
	TH	3.00	1,290	4,800	0.321		
	LT	1.00	150	1,600	0.094 *	V/C:	0.796
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	860	4,800	0.223 *	ITS:	0.000
	LT	1.00	190	1,600	0.119		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.896
	TH	3.00	1,380	4,800	0.323 *		
	LT	1.00	150	1,600	0.094	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 188 - PRAIRIE AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.394
	TH	3.00	1,130	4,800	0.263 *	N-S(2):	0.507 *
	LT	1.00	240	1,600	0.150	E-W(1):	0.263
Westbound	RT	0.00	280	0	0.000	E-W(2):	0.394 *
	TH	3.00	1,160	4,800	0.300 *		
	LT	1.00	120	1,600	0.075	V/C:	0.901
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	3.00	1,040	4,800	0.244	ITS:	0.000
	LT	1.00	390	1,600	0.244 *		
Eastbound	RT	0.00	160	0	0.000	ICU:	1.001
	TH	3.00	740	4,800	0.188		
	LT	1.00	150	1,600	0.094 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.288
	TH	3.00	730	4,800	0.175 *	N-S(2):	0.313 *
	LT	1.00	230	1,600	0.144	E-W(1):	0.271 *
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.244
	TH	3.00	640	4,800	0.175		
	LT	1.00	150	1,600	0.094 *	V/C:	0.584
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	580	4,800	0.144	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.684
	TH	3.00	650	4,800	0.177 *		
	LT	1.00	110	1,600	0.069	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.416 *
	TH	3.00	1,130	4,800	0.263	N-S(2):	0.394
	LT	1.00	290	1,600	0.181 *	E-W(1):	0.490 *
Westbound	RT	0.00	280	0	0.000	E-W(2):	0.328
	TH	3.00	870	4,800	0.240		
	LT	1.00	160	1,600	0.100 *	V/C:	0.906
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	990	4,800	0.235 *	ITS:	0.000
	LT	1.00	210	1,600	0.131		
Eastbound	RT	0.00	380	0	0.000	ICU:	1.006
	TH	3.00	1,490	4,800	0.390 *		
	LT	1.00	140	1,600	0.088	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 189 - CRENSHAW BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	310	1,600	0.091	N-S(1):	0.348
	TH	3.00	910	4,800	0.190 *	N-S(2):	0.365 *
	LT	1.00	160	1,600	0.100	E-W(1):	0.275
Westbound	RT	0.00	280	0	0.000	E-W(2):	0.504 *
	TH	3.00	1,150	4,800	0.298 *		
	LT	1.00	190	1,600	0.119	V/C:	0.869
Northbound	RT	1.00	120	1,600	0.016	Lost Time:	0.100
	TH	3.00	1,190	4,800	0.248	ITS:	0.000
	LT	1.00	280	1,600	0.175 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.969
	TH	3.00	650	4,800	0.156		
	LT	1.00	330	1,600	0.206 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	260	1,600	0.056	N-S(1):	0.265 *
	TH	3.00	740	4,800	0.154	N-S(2):	0.248
	LT	1.00	140	1,600	0.088 *	E-W(1):	0.244
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.357 *
	TH	3.00	510	4,800	0.144 *		
	LT	1.00	160	1,600	0.100	V/C:	0.622
Northbound	RT	1.00	110	1,600	0.019	Lost Time:	0.100
	TH	3.00	850	4,800	0.177 *	ITS:	0.000
	LT	1.00	150	1,600	0.094		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.722
	TH	3.00	560	4,800	0.144		
	LT	1.00	340	1,600	0.213 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	240	1,600	0.025	N-S(1):	0.350 *
	TH	3.00	1,230	4,800	0.256	N-S(2):	0.337
	LT	1.00	240	1,600	0.150 *	E-W(1):	0.440 *
Westbound	RT	0.00	250	0	0.000	E-W(2):	0.435
	TH	3.00	640	4,800	0.185		
	LT	1.00	190	1,600	0.119 *	V/C:	0.790
Northbound	RT	1.00	110	1,600	0.009	Lost Time:	0.100
	TH	3.00	960	4,800	0.200 *	ITS:	0.000
	LT	1.00	130	1,600	0.081		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.890
	TH	3.00	1,340	4,800	0.321 *		
	LT	1.00	400	1,600	0.250	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 190 - WESTERN AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	280	1,600	0.122	N-S(1):	0.232
	TH	2.00	520	3,200	0.163 *	N-S(2):	0.288 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.257
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.458 *
	TH	3.00	1,530	4,800	0.352 *		
	LT	1.00	110	1,600	0.069	V/C:	0.746
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	2.00	550	3,200	0.194	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.846
	TH	3.00	720	4,800	0.188		
	LT	1.00	170	1,600	0.106 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.066	N-S(1):	0.213
	TH	2.00	410	3,200	0.128 *	N-S(2):	0.228 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.221
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.266 *
	TH	3.00	660	4,800	0.160 *		
	LT	1.00	110	1,600	0.069	V/C:	0.494
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	2.00	400	3,200	0.163	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.594
	TH	3.00	600	4,800	0.152		
	LT	1.00	170	1,600	0.106 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.063	N-S(1):	0.310
	TH	2.00	630	3,200	0.197 *	N-S(2):	0.335 *
	LT	1.00	110	1,600	0.069	E-W(1):	0.425 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.358
	TH	3.00	900	4,800	0.208		
	LT	1.00	90	1,600	0.056 *	V/C:	0.760
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	640	3,200	0.241	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.860
	TH	3.00	1,570	4,800	0.369 *		
	LT	1.00	240	1,600	0.150	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 191 - VERMONT AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	130	1,600	0.059	N-S(1): 0.205 *
	TH	3.00	560	4,800	0.117	N-S(2): 0.161
	LT	1.00	180	1,600	0.113 *	E-W(1): 0.271
Westbound	RT	0.00	140	0	0.000	E-W(2): 0.442 *
	TH	3.00	1,770	4,800	0.398 *	
	LT	1.00	120	1,600	0.075	V/C: 0.647
Northbound	RT	1.00	110	1,600	0.031	Lost Time: 0.100
	TH	3.00	440	4,800	0.092 *	ITS: 0.000
	LT	1.00	70	1,600	0.044	
Eastbound	RT	0.00	60	0	0.000	ICU: 0.747
	TH	3.00	880	4,800	0.196	
	LT	1.00	70	1,600	0.044 *	LOS: C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	180	1,600	0.094	N-S(1): 0.167 *
	TH	3.00	380	4,800	0.079	N-S(2): 0.132
	LT	1.00	160	1,600	0.100 *	E-W(1): 0.225 *
Westbound	RT	0.00	130	0	0.000	E-W(2): 0.213
	TH	3.00	710	4,800	0.175	
	LT	1.00	80	1,600	0.050 *	V/C: 0.392
Northbound	RT	1.00	60	1,600	0.013	Lost Time: 0.100
	TH	3.00	320	4,800	0.067 *	ITS: 0.000
	LT	1.00	60	1,600	0.038	
Eastbound	RT	0.00	60	0	0.000	ICU: 0.492
	TH	3.00	780	4,800	0.175 *	
	LT	1.00	60	1,600	0.038	LOS: A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	80	1,600	0.003	N-S(1): 0.246 *
	TH	3.00	540	4,800	0.113	N-S(2): 0.182
	LT	1.00	160	1,600	0.100 *	E-W(1): 0.396 *
Westbound	RT	0.00	140	0	0.000	E-W(2): 0.307
	TH	3.00	880	4,800	0.213	
	LT	1.00	100	1,600	0.063 *	V/C: 0.642
Northbound	RT	1.00	80	1,600	0.019	Lost Time: 0.100
	TH	3.00	700	4,800	0.146 *	ITS: 0.000
	LT	1.00	110	1,600	0.069	
Eastbound	RT	0.00	90	0	0.000	ICU: 0.742
	TH	3.00	1,510	4,800	0.333 *	
	LT	1.00	150	1,600	0.094	LOS: C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 192 - AVIATION BOULEVARD & ARTESIA BOULEVARD
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	230	0	0.000	N-S(1): 0.550 *
	TH	2.00	530	3,200	0.238	N-S(2): 0.332
	LT	1.00	150	1,600	0.094 *	E-W(1): 0.307
Westbound	RT	0.00	230	0	0.000	E-W(2): 0.482 *
	TH	2.00	870	3,200	0.344 *	
	LT	1.00	190	1,600	0.119	V/C: 1.032
Northbound	RT	0.00	140	0	0.000	Lost Time: 0.100
	TH	2.00	1,320	3,200	0.456 *	ITS: 0.000
	LT	1.00	150	1,600	0.094	
Eastbound	RT	0.00	60	0	0.000	ICU: 1.132
	TH	2.00	540	3,200	0.188	
	LT	1.00	220	1,600	0.138 *	LOS: F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	140	0	0.000	N-S(1): 0.313 *
	TH	2.00	640	3,200	0.244 *	N-S(2): 0.313 *
	LT	1.00	180	1,600	0.113 *	E-W(1): 0.356 *
Westbound	RT	0.00	170	0	0.000	E-W(2): 0.347
	TH	2.00	540	3,200	0.222	
	LT	1.00	250	1,600	0.156 *	V/C: 0.669
Northbound	RT	0.00	160	0	0.000	Lost Time: 0.100
	TH	2.00	480	3,200	0.200 *	ITS: 0.000
	LT	1.00	110	1,600	0.069 *	
Eastbound	RT	0.00	80	0	0.000	ICU: 0.769
	TH	2.00	560	3,200	0.200 *	
	LT	1.00	200	1,600	0.125	LOS: C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	120	0	0.000	N-S(1): 0.469
	TH	2.00	1,260	3,200	0.431 *	N-S(2): 0.506 *
	LT	1.00	260	1,600	0.163	E-W(1): 0.472 *
Westbound	RT	0.00	160	0	0.000	E-W(2): 0.390
	TH	2.00	670	3,200	0.259	
	LT	1.00	290	1,600	0.181 *	V/C: 0.978
Northbound	RT	0.00	190	0	0.000	Lost Time: 0.100
	TH	2.00	790	3,200	0.306	ITS: 0.000
	LT	1.00	120	1,600	0.075 *	
Eastbound	RT	0.00	140	0	0.000	ICU: 1.078
	TH	2.00	790	3,200	0.291 *	
	LT	1.00	210	1,600	0.131	LOS: F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 193 - AVIATION BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	130	1,600	0.000	N-S(1): 0.475 *
	TH	2.00	620	3,200	0.194	N-S(2): 0.250
	LT	2.00	100	2,880	0.035 *	E-W(1): 0.285
Westbound	RT	1.00	340	1,600	0.195	E-W(2): 0.401 *
	TH	2.00	760	3,200	0.238 *	
	LT	2.00	300	2,880	0.104	V/C: 0.876
Northbound	RT	0.00	290	0	0.000	Lost Time: 0.100
	TH	3.00	1,820	4,800	0.440 *	ITS: 0.000
	LT	1.00	90	1,600	0.056	
Eastbound	RT	1.00	140	1,600	0.059	ICU: 0.976
	TH	2.00	580	3,200	0.181	
	LT	1.00	260	1,600	0.163 *	LOS: E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	220	1,600	0.075	N-S(1): 0.283
	TH	2.00	760	3,200	0.238 *	N-S(2): 0.363 *
	LT	2.00	150	2,880	0.052	E-W(1): 0.275
Westbound	RT	1.00	150	1,600	0.068	E-W(2): 0.306 *
	TH	2.00	580	3,200	0.181 *	
	LT	2.00	280	2,880	0.097	V/C: 0.669
Northbound	RT	0.00	210	0	0.000	Lost Time: 0.100
	TH	3.00	900	4,800	0.231	ITS: 0.000
	LT	1.00	200	1,600	0.125 *	
Eastbound	RT	1.00	180	1,600	0.050	ICU: 0.769
	TH	2.00	570	3,200	0.178	
	LT	1.00	200	1,600	0.125 *	LOS: C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	410	1,600	0.197	N-S(1): 0.321
	TH	2.00	1,320	3,200	0.413 *	N-S(2): 0.532 *
	LT	2.00	300	2,880	0.104	E-W(1): 0.451 *
Westbound	RT	1.00	130	1,600	0.029	E-W(2): 0.332
	TH	2.00	680	3,200	0.213	
	LT	2.00	570	2,880	0.198 *	V/C: 0.983
Northbound	RT	0.00	230	0	0.000	Lost Time: 0.100
	TH	3.00	810	4,800	0.217	ITS: 0.000
	LT	1.00	190	1,600	0.119 *	
Eastbound	RT	1.00	210	1,600	0.072	ICU: 1.083
	TH	2.00	810	3,200	0.253 *	
	LT	1.00	190	1,600	0.119	LOS: F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 196 - PRAIRIE AVENUE & FLORENCE AVENUE
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR, EBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.000
	TH	0.00	0	0	0.000 *	N-S(2): 0.278 *
	LT	0.00	0	0	0.000	E-W(1): 0.587 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.392
	TH	3.00	1,880	4,800	0.392	
	LT	1.00	450	1,600	0.281 *	V/C: 0.865
Northbound	RT	1.00	450	1,600	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000	ITS: 0.000
	LT	2.00	800	2,880	0.278 *	
Eastbound	RT	1.00	490	1,600	0.306 *	ICU: 0.965
	TH	3.00	930	4,800	0.194	
	LT	0.00	0	0	0.000	LOS: E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.000
	TH	0.00	0	0	0.000 *	N-S(2): 0.128 *
	LT	0.00	0	0	0.000	E-W(1): 0.419 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.190
	TH	3.00	910	4,800	0.190	
	LT	1.00	300	1,600	0.188 *	V/C: 0.547
Northbound	RT	1.00	270	1,600	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000	ITS: 0.000
	LT	2.00	370	2,880	0.128 *	
Eastbound	RT	1.00	370	1,600	0.231 *	ICU: 0.647
	TH	3.00	880	4,800	0.183	
	LT	0.00	0	0	0.000	LOS: B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.106
	TH	0.00	0	0	0.000 *	N-S(2): 0.170 *
	LT	0.00	0	0	0.000	E-W(1): 0.581 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.233
	TH	3.00	1,120	4,800	0.233	
	LT	1.00	320	1,600	0.200 *	V/C: 0.751
Northbound	RT	1.00	490	1,600	0.106	Lost Time: 0.100
	TH	0.00	0	0	0.000	ITS: 0.000
	LT	2.00	490	2,880	0.170 *	
Eastbound	RT	1.00	610	1,600	0.381 *	ICU: 0.851
	TH	3.00	1,750	4,800	0.365	
	LT	0.00	0	0	0.000	LOS: D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 197 - PRAIRIE AVENUE & LENNOX BOULEVARD
Description: FUTURE (2025) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	180	0	0.000	N-S(1):	0.279
	TH	3.00	1,290	4,800	0.306 *	N-S(2):	0.469 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.056
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.101 *
	TH	1.00	10	1,600	0.013 *		
	LT	0.00	0	0	0.000	V/C:	0.570
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,300	4,800	0.273	ITS:	0.000
	LT	1.00	260	1,600	0.163 *		
Eastbound	RT	1.00	220	1,600	0.056	ICU:	0.670
	TH	2.00	10	3,200	0.047		
	LT	0.00	140	1,600	0.088 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.235
	TH	3.00	1,000	4,800	0.231 *	N-S(2):	0.344 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.056
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.113 *
	TH	1.00	10	1,600	0.019 *		
	LT	0.00	10	1,600	0.006	V/C:	0.457
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,090	4,800	0.229	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	1.00	160	1,600	0.044	ICU:	0.557
	TH	2.00	10	3,200	0.050		
	LT	0.00	150	1,600	0.094 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.334
	TH	3.00	1,480	4,800	0.338 *	N-S(2):	0.457 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.147 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.138
	TH	1.00	10	1,600	0.013		
	LT	0.00	0	0	0.000 *	V/C:	0.604
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,530	4,800	0.321	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	1.00	330	1,600	0.147 *	ICU:	0.704
	TH	2.00	10	3,200	0.066		
	LT	0.00	200	1,600	0.125	LOS:	C

* - Denotes critical movement

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Traffix

LAX SPAS
FUTURE (2025) CONDITIONS - AM PEAK HOUR

Scenario Report

Scenario:	AM
Command:	AM
Volume:	AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
FUTURE (2025) CONDITIONS - AM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	E	xxxxx	0.954	E	xxxxx	0.954	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	E	xxxxx	0.923	E	xxxxx	0.923	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	D	xxxxx	0.840	D	xxxxx	0.840	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	B	xxxxx	0.655	B	xxxxx	0.655	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	F	xxxxx	1.252	F	xxxxx	1.252	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	C	xxxxx	0.756	C	xxxxx	0.756	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	C	xxxxx	0.800	C	xxxxx	0.800	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	B	xxxxx	0.684	B	xxxxx	0.684	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	C	xxxxx	0.748	C	xxxxx	0.748	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.545	A	xxxxx	0.545	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	D	xxxxx	0.889	D	xxxxx	0.889	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.458	A	xxxxx	0.458	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	B	xxxxx	0.605	B	xxxxx	0.605	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.429	A	xxxxx	0.429	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	E	xxxxx	0.996	E	xxxxx	0.996	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	E	xxxxx	0.979	E	xxxxx	0.979	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	C	16.5	0.492	C	16.5	0.492	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	A	xxxxx	0.586	A	xxxxx	0.586	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	F	xxxxx	1.177	F	xxxxx	1.177	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	C	xxxxx	0.730	C	xxxxx	0.730	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.557	A	xxxxx	0.557	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	B	xxxxx	0.668	B	xxxxx	0.668	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	E	xxxxx	0.993	E	xxxxx	0.993	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.680	B	xxxxx	0.680	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	C	xxxxx	0.730	C	xxxxx	0.730	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	E	xxxxx	0.955	E	xxxxx	0.955	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx	0.561	A	xxxxx	0.561	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	C	xxxxx	0.716	C	xxxxx	0.716	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx	0.573	A	xxxxx	0.573	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	D	32.1	0.905	D	32.1	0.905	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	D	31.4	0.888	D	31.4	0.888	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	D	xxxxx	0.840	D	xxxxx	0.840	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F	68.8	0.457	F	68.8	0.457	+ 0.000 D/V

LAX SPAS
FUTURE (2025) CONDITIONS - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec):	130	Critical Vol./Cap.(X):	0.954	
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	180	Level Of Service:	E	

Street Name:	SEPULVEDA BOULEVARD				CENTINELLA AVENUE							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected			
Rights:	Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0

Volume Module:													
Base Vol:	660	1370	240	50	910	140	160	290	370	320	740	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	660	1370	240	50	910	140	160	290	370	320	740	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	660	1370	240	50	910	140	160	290	370	320	740	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	660	1370	240	50	910	140	160	290	370	320	740	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	726	1370	240	55	910	140	160	290	407	352	740	230

Saturation Flow Module:													
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.53	0.47
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	2098	652

Capacity Analysis Module:													
Vol/Sat:	0.26	0.33	0.17	0.02	0.22	0.10	0.12	0.07	0.15	0.13	0.35	0.35
Crit Volume:	363				303		160				485	
Crit Moves:	****				****		****				****	

LAX SPAS
FUTURE (2025) CONDITIONS - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	75	Critical Vol./Cap.(X):	0.923	
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	180	Level Of Service:	E	

Street Name:	CENTINELA AVENUE				WASHINGTON BOULEVARD							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Permitted			
Rights:	Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0

Volume Module:													
Base Vol:	180	1370	130	150	810	30	80	590	220	80	490	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1370	130	150	810	30	80	590	220	80	490	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1370	130	150	810	30	80	590	220	80	490	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1370	130	150	810	30	80	590	220	80	490	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	1370	130	150	810	30	80	590	220	80	490	130

Saturation Flow Module:													
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.93	0.07	1.00	1.46	0.54	1.00	1.58	0.42
Final Sat.:	1500	2740	260	1500	2893	107	1500	2185	815	1500	2371	629

Capacity Analysis Module:													
Vol/Sat:	0.12	0.50	0.50	0.10	0.28	0.28	0.05	0.27	0.27	0.05	0.21	0.21
Crit Volume:	750			150					405	80		
Crit Moves:	****			****					****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) CONDITIONS - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.840
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 108 Level Of Service: D

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 2	0 1	1	0 2	0 1	1	0 2 0 1
Volume Module:												
Base Vol:	60	1380	100	80	860	110	200	720	60	80	450	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1380	100	80	860	110	200	720	60	80	450	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1380	100	80	860	110	200	720	60	80	450	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1380	100	80	860	110	200	720	60	80	450	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1380	100	80	860	110	200	720	60	80	450	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.86	0.14	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2797	203	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.49	0.49	0.05	0.29	0.07	0.13	0.24	0.04	0.05	0.15	0.05
Crit Volume:			740	80				360		80		
Crit Moves:			****	****				****		****		

LAX SPAS
FUTURE (2025) CONDITIONS - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.655
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: B

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0	1	0	1 0	1	0	2 0	1	0	1 1 0
Volume Module:												
Base Vol:	110	280	120	30	180	80	70	960	70	110	750	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	280	120	30	180	80	70	960	70	110	750	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	280	120	30	180	80	70	960	70	110	750	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	280	120	30	180	80	70	960	70	110	750	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	280	120	30	180	80	70	960	70	110	750	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2644	106
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.09	0.02	0.13	0.06	0.05	0.35	0.05	0.08	0.28	0.28
Crit Volume:			280	30				480		110		
Crit Moves:			****	****				****		****		

LAX SPAS
FUTURE (2025) CONDITIONS - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.252
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1 1	0	2	0 2	0 1	1	0 2	0 1	1	0 1 1 0
Volume Module:												
Base Vol:	180	1560	160	130	680	140	380	880	70	140	650	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1560	160	130	680	140	380	880	70	140	650	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1560	160	130	680	140	380	880	70	140	650	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1560	160	130	680	140	380	880	70	140	650	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	1560	160	143	680	140	380	880	70	140	650	170
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.81	0.19	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.59	0.41
Final Sat.:	2750	2494	256	2750	2750	1375	1375	2750	1375	1375	2180	570
Capacity Analysis Module:												
Vol/Sat:	0.07	0.63	0.63	0.05	0.25	0.10	0.28	0.32	0.05	0.10	0.30	0.30
Crit Volume:			860	72			380					410
Crit Moves:			****	****			****					****

LAX SPAS
FUTURE (2025) CONDITIONS - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.756
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: C

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1 0	1	0	1 1 0	1	0	2 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	50	270	190	210	360	150	120	1030	80	230	600	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	270	190	210	360	150	120	1030	80	230	600	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	270	190	210	360	150	120	1030	80	230	600	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	270	190	210	360	150	120	1030	80	230	600	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	270	190	210	360	150	120	1030	80	230	600	150
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.17	0.83	1.00	1.41	0.59	1.00	2.78	0.22	1.00	1.60	0.40
Final Sat.:	1375	1614	1136	1375	1941	809	1375	3828	297	1375	2200	550
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.15	0.19	0.19	0.09	0.27	0.27	0.17	0.27	0.27
Crit Volume:			230	210				370		230		
Crit Moves:			****	****				****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) CONDITIONS - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.800
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 142 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:												
Base Vol:	120	840	160	40	510	90	300	1110	70	90	760	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	840	160	40	510	90	300	1110	70	90	760	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	840	160	40	510	90	300	1110	70	90	760	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	840	160	40	510	90	300	1110	70	90	760	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	132	840	160	40	510	90	330	1110	70	99	760	60
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.88	0.12	2.00	2.78	0.22
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2587	163	2750	3823	302
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.12	0.03	0.19	0.07	0.12	0.43	0.43	0.04	0.20	0.20
Crit Volume:		420			40				590	49		
Crit Moves:		****			****				****	****		

LAX SPAS
FUTURE (2025) CONDITIONS - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.684
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: B

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	10	20	10	210	20	190	360	850	10	10	770	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	20	10	210	20	190	360	850	10	10	770	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	20	10	210	20	190	360	850	10	10	770	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	10	210	20	190	360	850	10	10	770	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	20	10	210	20	190	360	850	10	10	770	270
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.10	0.90	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	136	1289	1425	2817	33	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.15	0.15	0.15	0.25	0.30	0.30	0.01	0.27	0.19
Crit Volume:		20			210			360			385	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) CONDITIONS - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.748
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 113 Level Of Service: C

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	40	680	350	110	450	320	530	720	30	370	570	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	680	350	110	450	320	530	720	30	370	570	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	680	350	110	450	320	530	720	30	370	570	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	680	350	110	450	320	530	720	30	370	570	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	680	350	110	450	320	583	720	30	407	570	110
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.92	0.08	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2640	110	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.08	0.16	0.23	0.21	0.27	0.27	0.15	0.21	0.08
Crit Volume:		340			110			375		204		
Crit Moves:		****			****			****		****		

LAX SPAS
FUTURE (2025) CONDITIONS - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.545
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!	0	0
Volume Module:												
Base Vol:	0	1220	1310	0	790	10	0	0	0	990	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1220	1310	0	790	10	0	0	0	990	10	10
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1220	0	0	790	10	0	0	0	990	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1220	0	0	790	10	0	0	0	990	10	10
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1220	0	0	790	10	0	0	0	1089	10	10
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.96	0.04	0.00	0.00	0.00	2.94	0.03	0.03
Final Sat.:	0	4275	1425	0	4222	53	0	0	0	4198	39	39
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.26	0.26	0.26
Crit Volume:		407			0					0	370	
Crit Moves:		****			****						****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) CONDITIONS - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.889
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 1	0	1	0 2	0 2	2	0 1	1 0	2	0 2 1 0
Volume Module:												
Base Vol:	40	1730	140	60	870	610	580	250	20	130	360	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1730	140	60	870	610	580	250	20	130	360	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1730	140	60	870	610	580	250	20	130	360	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1730	140	60	870	610	580	250	20	130	360	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	1730	140	60	870	671	638	250	20	143	360	220
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.78	0.22	1.00	2.00	2.00	2.00	1.85	0.15	2.00	2.00	1.00
Final Sat.:	1375	3816	309	1375	2750	2750	2750	2546	204	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.45	0.45	0.04	0.32	0.24	0.23	0.10	0.10	0.05	0.13	0.16
Crit Volume:		623			60		319					220
Crit Moves:		****			****		****					****

LAX SPAS
FUTURE (2025) CONDITIONS - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.458
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0 1	0	1	0 1	0 1	1	0 3	0 1	1	0 2 1 0
Volume Module:												
Base Vol:	320	30	30	20	90	70	50	790	240	20	930	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	30	30	20	90	70	50	790	240	20	930	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	30	30	20	90	70	50	790	240	20	930	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	30	30	20	90	70	50	790	240	20	930	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	352	30	30	20	90	70	50	790	240	20	930	10
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.50	0.50	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.97	0.03
Final Sat.:	2750	688	688	1375	1375	1375	1375	4125	1375	1375	4081	44
Capacity Analysis Module:												
Vol/Sat:	0.13	0.04	0.04	0.01	0.07	0.05	0.04	0.19	0.17	0.01	0.23	0.23
Crit Volume:	176				90		50				313	
Crit Moves:	****				****		****				****	

LAX SPAS
FUTURE (2025) CONDITIONS - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0	0 0	2	0 2	0 0	0	0 2	1 1
Volume Module:												
Base Vol:	150	0	310	0	0	0	320	800	0	0	1130	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	0	310	0	0	0	320	800	0	0	1130	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	0	310	0	0	0	320	800	0	0	1130	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	0	310	0	0	0	320	800	0	0	1130	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	165	0	310	0	0	0	352	800	0	0	1130	198
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.22	0.00	0.00	0.00	0.12	0.28	0.00	0.00	0.26	0.14
Crit Volume:			310			0	176				377	
Crit Moves:			****				****				****	

LAX SPAS
FUTURE (2025) CONDITIONS - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.429
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0 1	0	0	4 0 1	2	0	2 0 0
Volume Module:												
Base Vol:	0	0	0	140	0	350	0	950	230	330	830	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	140	0	350	0	950	230	330	830	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	140	0	350	0	950	230	330	830	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	140	0	350	0	950	230	330	830	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	154	0	385	0	950	230	363	830	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1425	0	2850	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.14	0.00	0.17	0.16	0.13	0.29	0.00
Crit Volume:		0				193		238		182		
Crit Moves:						****		****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) CONDITIONS - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.996
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	40	540	120	590	300	70	90	130	70	190	80	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	540	120	590	300	70	90	130	70	190	80	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	540	120	590	300	70	90	130	70	190	80	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	540	120	590	300	70	90	130	70	190	80	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	540	120	590	300	70	90	130	70	190	80	280
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	1.55	0.34	1.00	0.85	0.15	0.31	0.45	0.24	0.70	0.30	1.00
Final Sat.:	163	2199	489	1425	1217	208	442	639	344	1003	422	1425
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.41	0.25	0.34	0.20	0.20	0.20	0.19	0.19	0.20
Crit Volume:		350			590			290			190	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) CONDITIONS - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.979
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	100	990	140	160	620	120	220	1530	140	330	1460	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	990	140	160	620	120	220	1530	140	330	1460	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	990	140	160	620	120	220	1530	140	330	1460	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	990	140	160	620	120	220	1530	140	330	1460	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	100	990	140	160	620	120	242	1530	140	363	1460	220
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.36	0.10	0.12	0.23	0.09	0.09	0.37	0.10	0.13	0.35	0.16
Crit Volume:		495			160			510			182	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) CONDITIONS - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: C[16.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:																			
Base Vol:	0	0	300	0	0	0	0	790	170	190	550	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	300	0	0	0	0	790	170	190	550	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	300	0	0	0	0	790	170	190	550	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	300	0	0	0	0	790	170	190	550	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	395	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	960	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	610	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	725	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	610	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	725	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.49	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.26	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	2.7	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	16.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.7	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		16.5			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		C			*			*			*	

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) CONDITIONS - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	180	2380	20	80	1400	70	90	100	70	60	70	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	2380	20	80	1400	70	90	100	70	60	70	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	2380	20	80	1400	70	90	100	70	60	70	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	2380	20	80	1400	70	90	100	70	60	70	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	2380	20	80	1400	70	90	100	70	60	70	60
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.97	0.03	1.00	2.86	0.14	1.00	2.00	1.00	1.00	1.08	0.92
Final Sat.:	1425	5653	48	1425	4071	204	1425	2850	1425	1425	1535	1315
Capacity Analysis Module:																				
Vol/Sat:	0.13	0.42	0.42	0.06	0.34	0.34	0.06	0.04	0.05	0.04	0.05	0.05
Crit Volume:		600			80			90			65	
Crit Moves:		****			****			****			****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) CONDITIONS - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 1.177
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1 1	0	1	0 2	1 0	1	0 3 0 1
Volume Module:												
Base Vol:	170	570	200	190	460	60	220	1550	110	490	1200	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	570	200	190	460	60	220	1550	110	490	1200	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	570	200	190	460	60	220	1550	110	490	1200	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	570	200	190	460	60	220	1550	110	490	1200	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	570	200	190	460	60	220	1550	110	490	1200	110
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.48	0.52	1.00	1.77	0.23	1.00	2.80	0.20	1.00	3.00	1.00
Final Sat.:	1375	2036	714	1375	2433	317	1375	3852	273	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.28	0.28	0.14	0.19	0.19	0.16	0.40	0.40	0.36	0.29	0.08
Crit Volume:			385	190					553	490		
Crit Moves:			****	****					****	****		

LAX SPAS
FUTURE (2025) CONDITIONS - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	0	1	0 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	240	390	130	30	250	70	110	810	120	100	550	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	390	130	30	250	70	110	810	120	100	550	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	390	130	30	250	70	110	810	120	100	550	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	390	130	30	250	70	110	810	120	100	550	40
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	480	390	130	60	250	70	110	810	120	100	550	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.92	0.82	0.26	0.19	1.44	0.37	1.00	1.74	0.26	1.00	1.86	0.14
Final Sat.:	1385	1225	390	281	2166	553	1500	2613	387	1500	2797	203
Capacity Analysis Module:												
Vol/Sat:	0.17	0.32	0.33	0.11	0.12	0.13	0.07	0.31	0.31	0.07	0.20	0.20
Crit Volume:			500	30					465	100		
Crit Moves:			****	****					****	****		

LAX SPAS
FUTURE (2025) CONDITIONS - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.557
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	1	0	1 1	0	1	0 2 0 1
Volume Module:												
Base Vol:	40	480	40	100	290	140	130	760	50	30	450	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	480	40	100	290	140	130	760	50	30	450	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	480	40	100	290	140	130	760	50	30	450	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	480	40	100	290	140	130	760	50	30	450	160
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	480	40	200	290	140	130	760	50	30	450	160
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	1.72	0.13	0.47	1.09	0.44	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	231	2569	200	698	1636	667	1500	2815	185	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.17	0.19	0.20	0.14	0.18	0.21	0.09	0.27	0.27	0.02	0.15	0.11
Crit Volume:			300	100				405		30		
Crit Moves:			****	****				****		****		

LAX SPAS
FUTURE (2025) CONDITIONS - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 1	0	2	0 2 1	0	1	0 2	0 1	2	0 2 0 1
Volume Module:												
Base Vol:	110	1530	80	150	740	20	20	250	90	90	320	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1530	80	150	740	20	20	250	90	90	320	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1530	80	150	740	20	20	250	90	90	320	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1530	80	150	740	20	20	250	90	90	320	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	121	1530	80	165	740	20	20	250	90	99	320	280
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.85	0.15	2.00	2.92	0.08	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3920	205	2750	4016	109	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.39	0.39	0.06	0.18	0.18	0.01	0.09	0.07	0.04	0.12	0.20
Crit Volume:			537	83			20					280
Crit Moves:			****	****			****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) CONDITIONS - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.993
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 3	1 0	1	0 3	1 0
Volume Module:												
Base Vol:	180	1290	220	70	390	130	170	990	460	190	1320	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1290	220	70	390	130	170	990	460	190	1320	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1290	220	70	390	130	170	990	460	190	1320	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1290	220	70	390	130	170	990	460	190	1320	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	1290	220	70	390	130	170	990	460	190	1320	50
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.85	0.15
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5299	201
Capacity Analysis Module:												
Vol/Sat:	0.13	0.47	0.16	0.05	0.14	0.09	0.12	0.24	0.33	0.14	0.25	0.25
Crit Volume:		645			70				460	190		
Crit Moves:		****			****				****	****		

LAX SPAS
FUTURE (2025) CONDITIONS - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	90	990	90	20	490	120	200	620	110	80	470	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	990	90	20	490	120	200	620	110	80	470	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	990	90	20	490	120	200	620	110	80	470	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	990	90	20	490	120	200	620	110	80	470	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	990	90	20	490	120	200	620	110	80	470	50
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.61	0.39	1.00	1.70	0.30	1.00	1.81	0.19
Final Sat.:	1500	2750	250	1500	2410	590	1500	2548	452	1500	2712	288
Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.36	0.01	0.20	0.20	0.13	0.24	0.24	0.05	0.17	0.17
Crit Volume:		540			20			200			260	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) CONDITIONS - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	50	1120	30	20	540	70	250	600	70	30	500	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1120	30	20	540	70	250	600	70	30	500	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1120	30	20	540	70	250	600	70	30	500	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1120	30	20	540	70	250	600	70	30	500	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1120	30	20	540	70	250	600	70	30	500	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	1.77	0.23	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2922	78	1500	2656	344	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.38	0.01	0.20	0.20	0.17	0.20	0.05	0.02	0.17	0.05
Crit Volume:		575			20			250			250	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) CONDITIONS - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.955
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	0	0 2	0 1	1	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	540	1060	0	0	560	510	520	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	1060	0	0	560	510	520	0	50	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	540	1060	0	0	560	510	520	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	540	1060	0	0	560	510	520	0	50	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	540	1060	0	0	560	510	572	0	50	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.84	0.00	0.16	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2621	0	229	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.38	0.37	0.00	0.00	0.20	0.36	0.22	0.00	0.22	0.00	0.00	0.00
Crit Volume:	540					510	311				0	
Crit Moves:	****					****	****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) CONDITIONS - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0 2	1	0	0 1	0	1	0 3	0 1	3 0 2 0 1
Volume Module:												
Base Vol:	140	0	1040	0	0	0	0	440	180	1570	1170	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	1040	0	0	0	0	440	180	1570	1170	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	140	0	1040	0	0	0	0	440	0	1570	1170	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	0	1040	0	0	0	0	440	0	1570	1170	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	154	0	1144	0	0	0	0	440	0	1727	1170	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.40	0.00	0.00	0.00	0.00	0.10	0.00	0.40	0.41	0.00
Crit Volume:	77				0			147		576		
Crit Moves:	****							****		****		

LAX SPAS
FUTURE (2025) CONDITIONS - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1	1 0	0	0 1!	0 0	0 0 1! 0 0
Volume Module:												
Base Vol:	60	1060	100	30	620	40	40	90	50	60	140	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1060	100	30	620	40	40	90	50	60	140	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1060	100	30	620	40	40	90	50	60	140	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1060	100	30	620	40	40	90	50	60	140	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1060	100	30	620	40	40	90	50	60	140	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.88	0.12	0.22	0.50	0.28	0.27	0.64	0.09
Final Sat.:	1500	2741	259	1500	2818	182	333	750	417	409	955	136
Capacity Analysis Module:												
Vol/Sat:	0.04	0.39	0.39	0.02	0.22	0.22	0.12	0.12	0.12	0.15	0.15	0.15
Crit Volume:	580			30			40			220		
Crit Moves:	****			****			****			****		

LAX SPAS
FUTURE (2025) CONDITIONS - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.716
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	1	0	0 1	1	2	0 3	0 1	2 0 2 1 0
Volume Module:												
Base Vol:	50	20	150	30	10	20	80	1140	20	400	2470	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	20	150	30	10	20	80	1140	20	400	2470	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	20	150	30	10	20	80	1140	20	400	2470	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	20	150	30	10	20	80	1140	20	400	2470	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	50	20	165	30	10	22	88	1140	20	440	2470	90
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.22	1.78	1.00	0.62	1.38	2.00	3.00	1.00	2.00	2.89	0.11
Final Sat.:	1425	308	2542	1425	891	1959	2850	4275	1425	2850	4125	150
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.06	0.02	0.01	0.01	0.03	0.27	0.01	0.15	0.60	0.60
Crit Volume:	92			30			44			853		
Crit Moves:	****			****			****			****		

LAX SPAS
FUTURE (2025) CONDITIONS - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.573
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0	0 1	0	1	0 1	1 0	1 0 1 1 0
Volume Module:												
Base Vol:	110	230	40	20	250	60	60	560	200	60	640	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	230	40	20	250	60	60	560	200	60	640	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	230	40	20	250	60	60	560	200	60	640	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	230	40	20	250	60	60	560	200	60	640	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	230	40	20	250	60	60	560	200	60	640	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.85	0.15	1.00	0.81	0.19	1.00	1.47	0.53	1.00	1.88	0.12
Final Sat.:	1500	1278	222	1500	1210	290	1500	2211	789	1500	2824	176
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.18	0.01	0.21	0.21	0.04	0.25	0.25	0.04	0.23	0.23
Crit Volume:	110					310			380	60		
Crit Moves:	****					****			****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) CONDITIONS - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec):	100					Critical Vol./Cap.(X):					0.905								
Loss Time (sec):	0					Average Delay (sec/veh):					32.1								
Optimal Cycle:	0					Level Of Service:					D								
Street Name:	OVERLAND AVENUE								KELMOR STREET / RANCH ROAD										
Approach:	North Bound				South Bound				East Bound				West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign						
Rights:	Include				Include				Include				Include						
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0				
Lanes:	0	1	0	1	0	0	1	0	1	0	0	0	1!	0	0	0	1	0	0	1
Volume Module:																				
Base Vol:	10	970		40		20	760		10		10	10		10		80	10		70	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	10	970		40		20	760		10		10	10		10		80	10		70	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	10	970		40		20	760		10		10	10		10		80	10		70	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	10	970		40		20	760		10		10	10		10		80	10		70	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
FinalVolume:	10	970		40		20	760		10		10	10		10		80	10		70	
Saturation Flow Module:																				
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	0.02	1.90		0.08		0.05	1.92		0.03		0.34	0.33		0.33		0.89	0.11		1.00	
Final Sat.:	11	1077		45		27	1032		14		147	147		147		353	44		454	
Capacity Analysis Module:																				
Vol/Sat:	0.90	0.90		0.90		0.74	0.74		0.73		0.07	0.07		0.07		0.23	0.23		0.15	
Crit Moves:	****					****					****					****				
Delay/Veh:	42.1	41.3		40.4		25.2	25.0		24.8		11.5	11.5		11.5		13.6	13.6		11.4	
Delay Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
AdjDel/Veh:	42.1	41.3		40.4		25.2	25.0		24.8		11.5	11.5		11.5		13.6	13.6		11.4	
LOS by Move:	E			E		D			C		B			B		B			B	
ApproachDel:	41.3					25.0					11.5					12.7				
Delay Adj:	1.00					1.00					1.00					1.00				
ApprAdjDel:	41.3					25.0					11.5					12.7				
LOS by Appr:	E					D					B					B				
AllWayAvgQ:	5.2	5.0		5.0		2.4	2.3		2.3		0.1	0.1		0.1		0.3	0.3		0.2	

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) CONDITIONS - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec):	100					Critical Vol./Cap.(X):					0.888								
Loss Time (sec):	0					Average Delay (sec/veh):					31.4								
Optimal Cycle:	0					Level Of Service:					D								
Street Name:	OVERLAND AVENUE								SAWTELLE BOULEVARD										
Approach:	North Bound				South Bound				East Bound				West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign						
Rights:	Include				Include				Include				Include						
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0				
Lanes:	1	0	2	0	0	0	0	1	1	0	0	0	1!	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	50	1010		0		0	770		80		120	0		70		0	0		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	50	1010		0		0	770		80		120	0		70		0	0		0	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	50	1010		0		0	770		80		120	0		70		0	0		0	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	50	1010		0		0	770		80		120	0		70		0	0		0	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
FinalVolume:	50	1010		0		0	770		80		120	0		70		0	0		0	
Saturation Flow Module:																				
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	1.00	2.00		0.00		0.00	1.81		0.19		0.63	0.00		0.37		0.00	0.00		0.00	
Final Sat.:	522	1138		0		0	998		105		341	0		199		0	0		0	
Capacity Analysis Module:																				
Vol/Sat:	0.10	0.89		xxxx		xxxx	0.77		0.76		0.35	xxxx		0.35		xxxx	xxxx		xxxx	
Crit Moves:		****					****				****									
Delay/Veh:	10.2	39.4		0.0		0.0	27.3		26.4		13.1	0.0		13.1		0.0	0.0		0.0	
Delay Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
AdjDel/Veh:	10.2	39.4		0.0		0.0	27.3		26.4		13.1	0.0		13.1		0.0	0.0		0.0	
LOS by Move:	B	E		*		*	D		D		B	*		B		*	*		*	
ApproachDel:	38.1					27.2					13.1					xxxxxx				
Delay Adj:	1.00					1.00					1.00					xxxxx				
ApprAdjDel:	38.1					27.2					13.1					xxxxxx				
LOS by Appr:	E					D					B					*				
AllWayAvgQ:	0.1	4.8		0.0		0.0	2.9		2.7		0.5	0.5		0.5		0.0	0.0		0.0	

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) CONDITIONS - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.840
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 178 Level Of Service: D

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	110	880	270	80	600	190	160	760	120	220	870	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	880	270	80	600	190	160	760	120	220	870	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	880	270	80	600	190	160	760	120	220	870	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	880	270	80	600	190	160	760	120	220	870	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	880	270	80	600	190	160	760	120	220	870	80
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.83	0.17
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2518	232
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.20	0.06	0.22	0.14	0.12	0.28	0.09	0.16	0.35	0.35
Crit Volume:		440			80			160			475	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) CONDITIONS - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 8.7 Worst Case Level Of Service: F[68.8]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	20	0	220	270	800	0	0	900	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	220	270	800	0	0	900	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	220	270	800	0	0	900	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	20	0	220	270	800	0	0	900	110
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1895	2295	505	1010	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	63	39	518	694	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	44	24	518	694	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.46	0.00	0.42	0.39	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	272	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	7.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	68.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			68.8			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) CONDITIONS - MD PEAK HOUR

Scenario Report

Scenario:	MD
Command:	MD
Volume:	MD
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
FUTURE (2025) CONDITIONS - MD PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	in
# 28 SEPULVEDA BOULEVARD & CENTINEL	C	xxxxx	0.781	C	xxxxx	0.781	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	C	xxxxx	0.777	C	xxxxx	0.777	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	C	xxxxx	0.727	C	xxxxx	0.727	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	A	xxxxx	0.502	A	xxxxx	0.502	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	C	xxxxx	0.730	C	xxxxx	0.730	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	A	xxxxx	0.549	A	xxxxx	0.549	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	B	xxxxx	0.627	B	xxxxx	0.627	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	B	xxxxx	0.639	B	xxxxx	0.639	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	B	xxxxx	0.612	B	xxxxx	0.612	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.489	A	xxxxx	0.489	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	C	xxxxx	0.782	C	xxxxx	0.782	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.598	A	xxxxx	0.598	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.524	A	xxxxx	0.524	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.449	A	xxxxx	0.449	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	B	xxxxx	0.681	B	xxxxx	0.681	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	D	xxxxx	0.809	D	xxxxx	0.809	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	B	14.5	0.435	B	14.5	0.435	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	B	xxxxx	0.684	B	xxxxx	0.684	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	E	xxxxx	0.943	E	xxxxx	0.943	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.587	A	xxxxx	0.587	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.443	A	xxxxx	0.443	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	C	xxxxx	0.758	C	xxxxx	0.758	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	D	xxxxx	0.822	D	xxxxx	0.822	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.667	B	xxxxx	0.667	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.653	B	xxxxx	0.653	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	B	xxxxx	0.680	B	xxxxx	0.680	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx	0.472	A	xxxxx	0.472	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.527	A	xxxxx	0.527	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	A	xxxxx	0.544	A	xxxxx	0.544	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx	0.507	A	xxxxx	0.507	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	C	15.3	0.594	C	15.3	0.594	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	C	17.6	0.683	C	17.6	0.683	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	C	xxxxx	0.756	C	xxxxx	0.756	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F	326.0	0.940	F	326.0	0.940	+ 0.000 D/V

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) CONDITIONS - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec):	130	Critical Vol./Cap.(X):	0.781
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	130	Level Of Service:	C

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:																				
Base Vol:	480	1250	230	120	840	180	200	470	420	280	410	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	1250	230	120	840	180	200	470	420	280	410	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	1250	230	120	840	180	200	470	420	280	410	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	1250	230	120	840	180	200	470	420	280	410	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	528	1250	230	132	840	180	200	470	462	308	410	250
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.24	0.76
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	1708	1042
Capacity Analysis Module:																				
Vol/Sat:	0.19	0.30	0.17	0.05	0.20	0.13	0.15	0.11	0.17	0.11	0.24	0.24
Crit Volume:	264				280		200			330		
Crit Moves:	****				****		****			****		

LAX SPAS
FUTURE (2025) CONDITIONS - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	75	Critical Vol./Cap.(X):	0.777
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	C

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	170	850	90	160	810	90	130	570	190	110	680	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	850	90	160	810	90	130	570	190	110	680	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	850	90	160	810	90	130	570	190	110	680	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	850	90	160	810	90	130	570	190	110	680	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	850	90	160	810	90	130	570	190	110	680	130
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	1.80	0.20	1.00	1.50	0.50	1.00	1.68	0.32
Final Sat.:	1500	2713	287	1500	2700	300	1500	2250	750	1500	2519	481
Capacity Analysis Module:																				
Vol/Sat:	0.11	0.31	0.31	0.11	0.30	0.30	0.09	0.25	0.25	0.07	0.27	0.27
Crit Volume:			470	160			130					405
Crit Moves:			****	****			****					****

LAX SPAS
FUTURE (2025) CONDITIONS - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec):	95	Critical Vol./Cap.(X):	0.727
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	100	900	120	80	830	240	240	520	80	110	520	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	900	120	80	830	240	240	520	80	110	520	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	900	120	80	830	240	240	520	80	110	520	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	900	120	80	830	240	240	520	80	110	520	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	900	120	80	830	240	240	520	80	110	520	70
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2647	353	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.34	0.34	0.05	0.28	0.16	0.16	0.17	0.05	0.07	0.17	0.05
Crit Volume:		510			80		240				260	
Crit Moves:		****			****		****				****	

LAX SPAS
FUTURE (2025) CONDITIONS - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec):	125	Critical Vol./Cap.(X):	0.502
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	A

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	70	200	150	40	200	90	80	590	80	110	650	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	200	150	40	200	90	80	590	80	110	650	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	200	150	40	200	90	80	590	80	110	650	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	200	150	40	200	90	80	590	80	110	650	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	200	150	40	200	90	80	590	80	110	650	30
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2629	121
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.15	0.11	0.03	0.15	0.07	0.06	0.21	0.06	0.08	0.25	0.25
Crit Volume:	70				200		80				340	
Crit Moves:	****				****		****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) CONDITIONS - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 105 Level Of Service: C

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1 1	0	2	0 2	0 1	1	0 2	0 1	1	0 1 1 0
Volume Module:												
Base Vol:	140	650	150	170	710	150	170	530	80	170	550	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	650	150	170	710	150	170	530	80	170	550	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	650	150	170	710	150	170	530	80	170	550	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	650	150	170	710	150	170	530	80	170	550	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	650	150	187	710	150	170	530	80	170	550	130
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.62	0.38	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.62	0.38
Final Sat.:	2750	2234	516	2750	2750	1375	1375	2750	1375	1375	2224	526
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.29	0.07	0.26	0.11	0.12	0.19	0.06	0.12	0.25	0.25
Crit Volume:		400			94			170				340
Crit Moves:		****			****			****				****

LAX SPAS
FUTURE (2025) CONDITIONS - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.549
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1	1 0	1	0 2	1 0	1	0 1 1 0
Volume Module:												
Base Vol:	50	230	120	140	460	130	70	590	70	190	600	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	230	120	140	460	130	70	590	70	190	600	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	230	120	140	460	130	70	590	70	190	600	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	230	120	140	460	130	70	590	70	190	600	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	230	120	140	460	130	70	590	70	190	600	90
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.31	0.69	1.00	1.56	0.44	1.00	2.68	0.32	1.00	1.74	0.26
Final Sat.:	1375	1807	943	1375	2144	606	1375	3688	438	1375	2391	359
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.13	0.10	0.21	0.21	0.05	0.16	0.16	0.14	0.25	0.25
Crit Volume:		50				295		220			190	
Crit Moves:		****				****		****			****	

LAX SPAS
FUTURE (2025) CONDITIONS - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.627
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 0 1	1	0	2 0 1	2	0	1 1 0	2	0	2 1 0
Volume Module:												
Base Vol:	160	770	130	30	600	150	190	610	140	130	580	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	770	130	30	600	150	190	610	140	130	580	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	770	130	30	600	150	190	610	140	130	580	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	770	130	30	600	150	190	610	140	130	580	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	176	770	130	30	600	150	209	610	140	143	580	70
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.63	0.37	2.00	2.68	0.32
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2237	513	2750	3681	444
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.09	0.02	0.22	0.11	0.08	0.27	0.27	0.05	0.16	0.16
Crit Volume:		385			30				375	72		
Crit Moves:		****			****				****	****		

LAX SPAS
FUTURE (2025) CONDITIONS - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.639
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: B

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0 1	1	0	0 1 0	1	0	1 1 0	1	0	2 0 1
Volume Module:												
Base Vol:	10	20	20	210	40	250	290	720	20	30	640	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	20	20	210	40	250	290	720	20	30	640	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	20	20	210	40	250	290	720	20	30	640	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	20	210	40	250	290	720	20	30	640	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	20	20	210	40	250	290	720	20	30	640	160
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.14	0.86	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	197	1228	1425	2773	77	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.15	0.20	0.20	0.20	0.26	0.26	0.02	0.22	0.11
Crit Volume:		10			290			290			320	
Crit Moves:		****			****			****			****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) CONDITIONS - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec):	125	Critical Vol./Cap.(X):	0.612
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	B

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0
Volume Module:												
Base Vol:	60	430	230	90	400	400	430	670	50	290	600	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	430	230	90	400	400	430	670	50	290	600	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	430	230	90	400	400	430	670	50	290	600	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	430	230	90	400	400	430	670	50	290	600	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	60	430	230	90	400	400	473	670	50	319	600	130
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.86	0.14	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2559	191	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.17	0.07	0.15	0.29	0.17	0.26	0.26	0.12	0.22	0.09
Crit Volume:		215			90			236			300	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) CONDITIONS - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec):	90	Critical Vol./Cap.(X):	0.489
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0
Volume Module:												
Base Vol:	0	940	1180	0	830	20	0	0	0	1010	10	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	940	1180	0	830	20	0	0	0	1010	10	30
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	940	0	0	830	20	0	0	0	1010	10	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	940	0	0	830	20	0	0	0	1010	10	30
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	940	0	0	830	20	0	0	0	1111	10	30
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.93	0.07	0.00	0.00	0.00	2.89	0.03	0.08
Final Sat.:	0	4275	1425	0	4174	101	0	0	0	4126	37	111
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.27	0.27	0.27
Crit Volume:		313			0			0			384	
Crit Moves:		****			****						****	

LAX SPAS
FUTURE (2025) CONDITIONS - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec):	135	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	130	Level Of Service:	C

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	0	2	1	0
Volume Module:												
Base Vol:	80	1500	140	130	1080	510	380	180	40	180	270	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1500	140	130	1080	510	380	180	40	180	270	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1500	140	130	1080	510	380	180	40	180	270	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1500	140	130	1080	510	380	180	40	180	270	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	80	1500	140	130	1080	561	418	180	40	198	270	190
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.74	0.26	1.00	2.00	2.00	2.00	1.64	0.36	2.00	2.00	1.00
Final Sat.:	1375	3773	352	1375	2750	2750	2750	2250	500	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.40	0.40	0.09	0.39	0.20	0.15	0.08	0.08	0.07	0.10	0.14
Crit Volume:		547			130			209				190
Crit Moves:		****			****			****				****

LAX SPAS
FUTURE (2025) CONDITIONS - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec):	130	Critical Vol./Cap.(X):	0.598
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1	0	1	0	1	0	1	0	2
Volume Module:												
Base Vol:	720	60	40	10	20	70	110	800	310	60	710	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	720	60	40	10	20	70	110	800	310	60	710	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	720	60	40	10	20	70	110	800	310	60	710	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	720	60	40	10	20	70	110	800	310	60	710	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	792	60	40	10	20	70	110	800	310	60	710	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.60	0.40	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.88	0.12
Final Sat.:	2750	825	550	1375	1375	1375	1375	4125	1375	1375	3958	167
Capacity Analysis Module:												
Vol/Sat:	0.29	0.07	0.07	0.01	0.01	0.05	0.08	0.19	0.23	0.04	0.18	0.18
Crit Volume:	396					70	110				247	
Crit Moves:	****					****	****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) CONDITIONS - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.524
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0 0	0 0	2	0	2 0	0	0 2	1 1
Volume Module:												
Base Vol:	90	0	160	0	0	0	310	1100	0	0	1170	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	0	160	0	0	0	310	1100	0	0	1170	450
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	0	160	0	0	0	310	1100	0	0	1170	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	0	160	0	0	0	310	1100	0	0	1170	450
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	99	0	160	0	0	0	341	1100	0	0	1170	495
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.81	1.19
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4005	1695
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.11	0.00	0.00	0.00	0.12	0.39	0.00	0.00	0.29	0.29
Crit Volume:			160		0		171					416
Crit Moves:			****				****					****

LAX SPAS
FUTURE (2025) CONDITIONS - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.449
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0	1	0	4 0	1	2	0 2 0
Volume Module:												
Base Vol:	0	0	0	390	0	230	0	900	200	340	830	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	390	0	230	0	900	200	340	830	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	390	0	230	0	900	200	340	830	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	390	0	230	0	900	200	340	830	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	429	0	253	0	900	200	374	830	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.88	0.01	1.11	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2689	0	1586	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.00	0.16	0.14	0.13	0.29	0.00
Crit Volume:				0		227		225		187		
Crit Moves:				****				****		****		

LAX SPAS
FUTURE (2025) CONDITIONS - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: B

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	0	0	1! 0	0	1	0 0 1
Volume Module:												
Base Vol:	20	310	90	480	230	30	30	20	10	220	30	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	310	90	480	230	30	30	20	10	220	30	480
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	310	90	480	230	30	30	20	10	220	30	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	310	90	480	230	30	30	20	10	220	30	480
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	310	90	480	230	30	30	20	10	220	30	480
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	1.48	0.43	1.00	0.92	0.08	0.50	0.33	0.17	0.88	0.12	1.00
Final Sat.:	136	2104	611	1425	1309	116	713	475	238	1254	171	1425
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.34	0.18	0.26	0.04	0.04	0.04	0.18	0.18	0.34
Crit Volume:		210			480			30			250	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) CONDITIONS - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.809
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 Level Of Service: D

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0	1	1	0 2 0	1	2	0 3	0	1	2 0 3 0 1
Volume Module:												
Base Vol:	150	740	220	140	630	140	260	1280	120	320	1360	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	740	220	140	630	140	260	1280	120	320	1360	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	740	220	140	630	140	260	1280	120	320	1360	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	740	220	140	630	140	260	1280	120	320	1360	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	150	740	220	140	630	140	286	1280	120	352	1360	140
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.27	0.16	0.10	0.23	0.10	0.10	0.31	0.09	0.13	0.33	0.10
Crit Volume:		370			140			427		176		
Crit Moves:		****			****			****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) CONDITIONS - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: B[14.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1	0	0	0	0	0	2	0	1	1	0	2	0
Volume Module:																
Base Vol:	0	0	290		0	0	0		0	670	120		310	710	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	290		0	0	0		0	670	120		310	710	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	290		0	0	0		0	670	120		310	710	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	290		0	0	0		0	670	120		310	710	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	335		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		790	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	667		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		839	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	667		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		839	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	0.43		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.37	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	2.2		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1.7	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	14.5		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		11.8	xxxx	xxxxx	
LOS by Move:	*	*	B		*	*	*		*	*	*		B	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:		14.5				xxxxxx				xxxxxx				xxxxxx		
ApproachLOS:		B				*				*				*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) CONDITIONS - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.684
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD								SAWTELLE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	2	0	1	
Volume Module:																
Base Vol:	140	1840	70		120	1500	90		130	120	100		110	200	150	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	140	1840	70		120	1500	90		130	120	100		110	200	150	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	140	1840	70		120	1500	90		130	120	100		110	200	150	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	140	1840	70		120	1500	90		130	120	100		110	200	150	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	140	1840	70		120	1500	90		130	120	100		110	200	150	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.85	0.15		1.00	2.83	0.17		1.00	2.00	1.00		1.00	1.14	0.86	
Final Sat.:	1425	5491	209		1425	4033	242		1425	2850	1425		1425	1629	1221	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.34	0.34		0.08	0.37	0.37		0.09	0.04	0.07		0.08	0.12	0.12	
Crit Volume:	140						530		130						175	
Crit Moves:	****						****		****						****	

LAX SPAS
FUTURE (2025) CONDITIONS - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.943
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD								VENICE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Prot+Permit				Prot+Permit				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1	0	1	0	1	1	0	2	1	0	3	0	1
Volume Module:																
Base Vol:	270	290	210		120	320	80		100	1310	120		350	1260	110	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	270	290	210		120	320	80		100	1310	120		350	1260	110	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	270	290	210		120	320	80		100	1310	120		350	1260	110	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	270	290	210		120	320	80		100	1310	120		350	1260	110	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	270	290	210		120	320	80		100	1310	120		350	1260	110	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.16	0.84		1.00	1.60	0.40		1.00	2.75	0.25		1.00	3.00	1.00	
Final Sat.:	1375	1595	1155		1375	2200	550		1375	3779	346		1375	4125	1375	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.18	0.18		0.09	0.15	0.15		0.07	0.35	0.35		0.25	0.31	0.08	
Crit Volume:	270					200				477			350			
Crit Moves:	****					****				****			****			

LAX SPAS
FUTURE (2025) CONDITIONS - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD								WASHINGTON BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	1	0	1	0	0	1	0	1	0	1	0	1	0	1	0
Volume Module:																
Base Vol:	190	240	100		30	160	100		80	730	130		100	690	40	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	190	240	100		30	160	100		80	730	130		100	690	40	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	190	240	100		30	160	100		80	730	130		100	690	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	190	240	100		30	160	100		80	730	130		100	690	40	
PCE Adj:	1.00	1.00	1.00		2.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	190	240	100		60	160	100		80	730	130		100	690	40	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.72	0.90	0.38		0.23	1.15	0.62		1.00	1.70	0.30		1.00	1.89	0.11	
Final Sat.:	1075	1358	566		346	1716	938		1500	2547	453		1500	2836	164	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.18	0.18		0.09	0.09	0.11		0.05	0.29	0.29		0.07	0.24	0.24	
Crit Volume:	190						160				430		100			
Crit Moves:	****						****				****		****			

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) CONDITIONS - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.443
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	1	0	0
Volume Module:												
Base Vol:	30	240	50	120	180	190	100	580	80	20	540	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	240	50	120	180	190	100	580	80	20	540	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	240	50	120	180	190	100	580	80	20	540	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	240	50	120	180	190	100	580	80	20	540	110
PCE Adj:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	240	50	120	180	190	100	580	80	20	540	110
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	1.51	0.28	0.49	0.73	0.78	1.00	1.76	0.24	1.00	2.00	1.00
Final Sat.:	310	2261	429	735	1102	1163	1500	2636	364	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.12	0.16	0.16	0.16	0.07	0.22	0.22	0.01	0.18	0.07
Crit Volume:			175	120			100				270	
Crit Moves:			****	****			****				****	

LAX SPAS
FUTURE (2025) CONDITIONS - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.758
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 117 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	2	0	2	1	0	1	0
Volume Module:												
Base Vol:	430	1300	150	380	780	50	50	270	90	210	340	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	430	1300	150	380	780	50	50	270	90	210	340	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	430	1300	150	380	780	50	50	270	90	210	340	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	1300	150	380	780	50	50	270	90	210	340	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	473	1300	150	418	780	50	50	270	90	231	340	300
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.69	0.31	2.00	2.82	0.18	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3698	427	2750	3877	248	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.17	0.35	0.35	0.15	0.20	0.20	0.04	0.10	0.07	0.08	0.12	0.22
Crit Volume:		483			209			50				300
Crit Moves:		****			****			****				****

LAX SPAS
FUTURE (2025) CONDITIONS - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.822
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 128 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	0	1
Volume Module:												
Base Vol:	260	900	370	80	490	140	180	1140	440	160	1310	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	900	370	80	490	140	180	1140	440	160	1310	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	900	370	80	490	140	180	1140	440	160	1310	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	900	370	80	490	140	180	1140	440	160	1310	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	900	370	80	490	140	180	1140	440	160	1310	70
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.80	0.20
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5221	279
Capacity Analysis Module:												
Vol/Sat:	0.19	0.33	0.27	0.06	0.18	0.10	0.13	0.28	0.32	0.12	0.25	0.25
Crit Volume:		450			80				440	160		
Crit Moves:		****			****				****	****		

LAX SPAS
FUTURE (2025) CONDITIONS - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	120	730	90	50	620	170	180	500	140	100	530	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	730	90	50	620	170	180	500	140	100	530	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	730	90	50	620	170	180	500	140	100	530	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	730	90	50	620	170	180	500	140	100	530	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	730	90	50	620	170	180	500	140	100	530	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	1.57	0.43	1.00	1.56	0.44	1.00	1.74	0.26
Final Sat.:	1500	2671	329	1500	2354	646	1500	2344	656	1500	2607	393
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.27	0.03	0.26	0.26	0.12	0.21	0.21	0.07	0.20	0.20
Crit Volume:	120					395	180					305
Crit Moves:	****					****	****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) CONDITIONS - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec):	60	Critical Vol./Cap.(X):	0.653
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0		1	0	1	1	0	
Volume Module:												
Base Vol:	110	840	50	50	660	80	240	380	110	20	490	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	840	50	50	660	80	240	380	110	20	490	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	840	50	50	660	80	240	380	110	20	490	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	840	50	50	660	80	240	380	110	20	490	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	840	50	50	660	80	240	380	110	20	490	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2831	169	1500	2676	324	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.30	0.30	0.03	0.25	0.25	0.16	0.13	0.07	0.01	0.16	0.05
Crit Volume:		445			50			240			245	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) CONDITIONS - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec):	70	Critical Vol./Cap.(X):	0.680
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	B

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0		1	0	1!	0	0	
Volume Module:												
Base Vol:	270	860	0	0	720	370	480	0	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	860	0	0	720	370	480	0	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	860	0	0	720	370	480	0	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	860	0	0	720	370	480	0	130	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	860	0	0	720	370	528	0	130	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.60	0.00	0.40	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2287	0	563	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.30	0.00	0.00	0.25	0.26	0.23	0.00	0.23	0.00	0.00	0.00
Crit Volume:	270					370	329				0	
Crit Moves:	****					****	****					

LAX SPAS
FUTURE (2025) CONDITIONS - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec):	130	Critical Vol./Cap.(X):	0.472
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0	2		1	0	0	1	0	
Volume Module:												
Base Vol:	230	0	780	0	0	0	0	730	170	670	890	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	0	780	0	0	0	0	730	170	670	890	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	230	0	780	0	0	0	0	730	0	670	890	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	0	780	0	0	0	0	730	0	670	890	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	253	0	858	0	0	0	0	730	0	737	890	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.30	0.00	0.00	0.00	0.00	0.17	0.00	0.17	0.31	0.00
Crit Volume:			429			0			243		0	
Crit Moves:			****						****		****	

LAX SPAS
FUTURE (2025) CONDITIONS - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec):	60	Critical Vol./Cap.(X):	0.527
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0		1	0	1	1	0	
Volume Module:												
Base Vol:	80	1000	60	30	780	60	20	60	50	70	100	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1000	60	30	780	60	20	60	50	70	100	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1000	60	30	780	60	20	60	50	70	100	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1000	60	30	780	60	20	60	50	70	100	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1000	60	30	780	60	20	60	50	70	100	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.86	0.14	0.15	0.47	0.38	0.33	0.48	0.19
Final Sat.:	1500	2830	170	1500	2786	214	231	692	577	500	714	286
Capacity Analysis Module:												
Vol/Sat:	0.05	0.35	0.35	0.02	0.28	0.28	0.09	0.09	0.09	0.14	0.14	0.14
Crit Volume:			530		30			20			210	
Crit Moves:			****		****			****			****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) CONDITIONS - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec):	110	Critical Vol./Cap.(X):	0.544
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	A

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	0	0 1	1	2	0 3	0 1	2	0 2 1 0
Volume Module:												
Base Vol:	40	20	290	60	20	60	60	1210	60	260	1330	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	20	290	60	20	60	60	1210	60	260	1330	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	20	290	60	20	60	60	1210	60	260	1330	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	20	290	60	20	60	60	1210	60	260	1330	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	20	319	60	20	66	66	1210	60	286	1330	30
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.12	1.88	1.00	0.47	1.53	2.00	3.00	1.00	2.00	2.93	0.07
Final Sat.:	1425	168	2682	1425	663	2187	2850	4275	1425	2850	4181	94
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.04	0.03	0.03	0.02	0.28	0.04	0.10	0.32	0.32
Crit Volume:		170			60			403		143		
Crit Moves:		****			****			****		****		

LAX SPAS
FUTURE (2025) CONDITIONS - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	70	Critical Vol./Cap.(X):	0.507
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0 1	0	1	0 1	1	1	0 1 1 0
Volume Module:												
Base Vol:	100	170	40	40	180	70	80	560	100	50	600	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	170	40	40	180	70	80	560	100	50	600	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	170	40	40	180	70	80	560	100	50	600	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	170	40	40	180	70	80	560	100	50	600	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	170	40	40	180	70	80	560	100	50	600	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.81	0.19	1.00	0.72	0.28	1.00	1.70	0.30	1.00	1.82	0.18
Final Sat.:	1500	1214	286	1500	1080	420	1500	2545	455	1500	2727	273
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.03	0.17	0.17	0.05	0.22	0.22	0.03	0.22	0.22
Crit Volume:	100				250			80			330	
Crit Moves:	****				****			****			****	

LAX SPAS
FUTURE (2025) CONDITIONS - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.594
Loss Time (sec):	0	Average Delay (sec/veh):	15.3
Optimal Cycle:	0	Level Of Service:	C

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0 1	0	1	0 1	0	0	1! 0	0	1	0 0 1
Volume Module:												
Base Vol:	10	620	60	30	690	10	10	10	10	50	10	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	620	60	30	690	10	10	10	10	50	10	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	620	60	30	690	10	10	10	10	50	10	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	620	60	30	690	10	10	10	10	50	10	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	620	60	30	690	10	10	10	10	50	10	30
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	1.80	0.17	0.08	1.89	0.03	0.34	0.33	0.33	0.83	0.17	1.00
Final Sat.:	18	1109	109	50	1167	17	156	156	156	357	71	492
Capacity Analysis Module:												
Vol/Sat:	0.57	0.56	0.55	0.59	0.59	0.59	0.06	0.06	0.06	0.14	0.14	0.06
Crit Moves:	****			****			****				****	
Delay/Veh:	15.5	15.2	14.9	16.3	16.2	16.0	10.7	10.7	10.7	11.7	11.7	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.5	15.2	14.9	16.3	16.2	16.0	10.7	10.7	10.7	11.7	11.7	9.8
LOS by Move:	C	C	B	C	C	C	B	B	B	B	B	A
ApproachDel:		15.2			16.2			10.7			11.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.2			16.2			10.7			11.0	
LOS by Appr:		C			C			B			B	
AllWayAvgQ:	1.2	1.1	1.1	1.3	1.3	1.3	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) CONDITIONS - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.683
Loss Time (sec): 0 Average Delay (sec/veh): 17.6
Optimal Cycle: 0 Level Of Service: C

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0	0	0 1	1 0	0	0	1! 0 0	0	0	0 0 0
Volume Module:												
Base Vol:	100	620	0	0	670	120	120	0	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	620	0	0	670	120	120	0	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	620	0	0	670	120	120	0	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	620	0	0	670	120	120	0	130	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	620	0	0	670	120	120	0	130	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.70	0.30	0.48	0.00	0.52	0.00	0.00	0.00
Final Sat.:	518	1122	0	0	981	179	270	0	292	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.55	xxxx	xxxx	0.68	0.67	0.44	xxxx	0.44	xxxx	xxxx	xxxx
Crit Moves:		****			****				****			
Delay/Veh:	11.1	16.3	0.0	0.0	20.8	19.8	13.9	0.0	13.9	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.1	16.3	0.0	0.0	20.8	19.8	13.9	0.0	13.9	0.0	0.0	0.0
LOS by Move:	B	C	*	*	C	C	B	*	B	*	*	*
ApproachDel:	15.6			20.7			13.9			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	15.6			20.7			13.9			xxxxxx		
LOS by Appr:	C			C			B			*		
AllWayAvgQ:	0.2	1.1	0.0	0.0	2.0	1.8	0.7	0.7	0.7	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) CONDITIONS - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.756
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 117 Level Of Service: C

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0	1	1 0	2 0	1	1	0 2 0	1	1 0	1 0
Volume Module:												
Base Vol:	180	680	220	90	720	220	160	640	120	90	650	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	680	220	90	720	220	160	640	120	90	650	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	680	220	90	720	220	160	640	120	90	650	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	680	220	90	720	220	160	640	120	90	650	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	680	220	90	720	220	160	640	120	90	650	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2629	121
Capacity Analysis Module:												
Vol/Sat:	0.13	0.25	0.16	0.07	0.26	0.16	0.12	0.23	0.09	0.07	0.25	0.25
Crit Volume:	180				360		160				340	
Crit Moves:	****				****		****				****	

LAX SPAS
FUTURE (2025) CONDITIONS - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 32.9 Worst Case Level Of Service: F[326.0]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0 0 0	0	0	1! 0 0	1	0	2 0 0	0	0	1 1 0
Volume Module:												
Base Vol:	0	0	0	20	0	260	250	1080	0	0	1220	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	260	250	1080	0	0	1220	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	260	250	1080	0	0	1220	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	20	0	260	250	1080	0	0	1220	80
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2300	2840	650	1300	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	33	18	417	540	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	21	9	417	540	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.94	0.00	0.62	0.46	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	17.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	179	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	18.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	326	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			326.0			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) CONDITIONS - PM PEAK HOUR

Scenario Report

Scenario:	PM
Command:	PM
Volume:	PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
FUTURE (2025) CONDITIONS - PM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	E	xxxxx	0.949	E	xxxxx	0.949	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	F	xxxxx	1.073	F	xxxxx	1.073	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	E	xxxxx	0.950	E	xxxxx	0.950	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	C	xxxxx	0.731	C	xxxxx	0.731	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	F	xxxxx	1.005	F	xxxxx	1.005	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	E	xxxxx	0.958	E	xxxxx	0.958	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	D	xxxxx	0.803	D	xxxxx	0.803	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	D	xxxxx	0.811	D	xxxxx	0.811	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	D	xxxxx	0.847	D	xxxxx	0.847	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.573	A	xxxxx	0.573	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	F	xxxxx	1.089	F	xxxxx	1.089	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.575	A	xxxxx	0.575	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	D	xxxxx	0.882	D	xxxxx	0.882	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.546	A	xxxxx	0.546	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	F	xxxxx	1.151	F	xxxxx	1.151	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	F	xxxxx	1.091	F	xxxxx	1.091	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	C	16.5	0.513	C	16.5	0.513	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	D	xxxxx	0.812	D	xxxxx	0.812	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	F	xxxxx	1.056	F	xxxxx	1.056	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	D	xxxxx	0.857	D	xxxxx	0.857	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	C	xxxxx	0.737	C	xxxxx	0.737	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	E	xxxxx	0.964	E	xxxxx	0.964	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	F	xxxxx	1.138	F	xxxxx	1.138	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	C	xxxxx	0.797	C	xxxxx	0.797	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	C	xxxxx	0.777	C	xxxxx	0.777	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	D	xxxxx	0.882	D	xxxxx	0.882	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	C	xxxxx	0.752	C	xxxxx	0.752	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	B	xxxxx	0.677	B	xxxxx	0.677	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	D	xxxxx	0.888	D	xxxxx	0.888	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	B	xxxxx	0.657	B	xxxxx	0.657	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	E	46.2	0.941	E	46.2	0.941	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	E	45.9	0.989	E	45.9	0.989	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	F	xxxxx	1.069	F	xxxxx	1.069	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F	944.4	2.193	F	944.4	2.193	+ 0.000 D/V

LAX SPAS
FUTURE (2025) CONDITIONS - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.949
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:												
Base Vol:	510	1530	280	170	1470	190	210	730	740	350	470	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	510	1530	280	170	1470	190	210	730	740	350	470	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	510	1530	280	170	1470	190	210	730	740	350	470	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	510	1530	280	170	1470	190	210	730	740	350	470	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	561	1530	280	187	1470	190	210	730	814	385	470	180
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.45	0.55
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	1988	762
Capacity Analysis Module:												
Vol/Sat:	0.20	0.37	0.20	0.07	0.36	0.14	0.15	0.18	0.30	0.14	0.24	0.24
Crit Volume:	281				490		210					325
Crit Moves:	****				****		****					****

LAX SPAS
FUTURE (2025) CONDITIONS - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 75 Critical Vol./Cap.(X): 1.073
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	260	1330	90	150	1420	90	90	690	260	120	700	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	1330	90	150	1420	90	90	690	260	120	700	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	1330	90	150	1420	90	90	690	260	120	700	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	1330	90	150	1420	90	90	690	260	120	700	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	1330	90	150	1420	90	90	690	260	120	700	200
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	1.88	0.12	1.00	1.45	0.55	1.00	1.56	0.44
Final Sat.:	1500	2810	190	1500	2821	179	1500	2179	821	1500	2333	667
Capacity Analysis Module:												
Vol/Sat:	0.17	0.47	0.47	0.10	0.50	0.50	0.06	0.32	0.32	0.08	0.30	0.30
Crit Volume:	260				755				475	120		
Crit Moves:	****				****				****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) CONDITIONS - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.950
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 2	0 1	1	0 2	0 1	1	0 2 0 1
Volume Module:												
Base Vol:	90	1410	170	80	1440	180	170	810	110	150	660	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1410	170	80	1440	180	170	810	110	150	660	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1410	170	80	1440	180	170	810	110	150	660	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1410	170	80	1440	180	170	810	110	150	660	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1410	170	80	1440	180	170	810	110	150	660	90
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2677	323	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.06	0.53	0.53	0.05	0.48	0.12	0.11	0.27	0.07	0.10	0.22	0.06
Crit Volume:			790	80				405		150		
Crit Moves:			****	****				****		****		

LAX SPAS
FUTURE (2025) CONDITIONS - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: C

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0	1	0	1 0	1	0	2 0	1	0	1 1 0
Volume Module:												
Base Vol:	110	250	170	100	290	190	120	1010	100	100	800	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	250	170	100	290	190	120	1010	100	100	800	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	250	170	100	290	190	120	1010	100	100	800	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	250	170	100	290	190	120	1010	100	100	800	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	250	170	100	290	190	120	1010	100	100	800	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.93	0.07
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2651	99
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.12	0.07	0.21	0.14	0.09	0.37	0.07	0.07	0.30	0.30
Crit Volume:	110				290			505		100		
Crit Moves:	****				****			****		****		

LAX SPAS
FUTURE (2025) CONDITIONS - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.005
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1 1	0	2	0 2	0 1	1	0 2	0 1	1	0 1 1 0
Volume Module:												
Base Vol:	150	840	200	150	1010	350	260	870	130	210	910	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	840	200	150	1010	350	260	870	130	210	910	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	840	200	150	1010	350	260	870	130	210	910	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	840	200	150	1010	350	260	870	130	210	910	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	840	200	165	1010	350	260	870	130	210	910	130
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.62	0.38	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	2750	2221	529	2750	2750	1375	1375	2750	1375	1375	2406	344
Capacity Analysis Module:												
Vol/Sat:	0.06	0.38	0.38	0.06	0.37	0.25	0.19	0.32	0.09	0.15	0.38	0.38
Crit Volume:			520	83			260			520		
Crit Moves:			****	****			****			****		

LAX SPAS
FUTURE (2025) CONDITIONS - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.958
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1	1	0	2 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	80	400	90	120	770	290	160	900	80	380	890	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	400	90	120	770	290	160	900	80	380	890	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	400	90	120	770	290	160	900	80	380	890	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	400	90	120	770	290	160	900	80	380	890	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	400	90	120	770	290	160	900	80	380	890	190
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.63	0.37	1.00	1.45	0.55	1.00	2.76	0.24	1.00	1.65	0.35
Final Sat.:	1375	2245	505	1375	1998	752	1375	3788	337	1375	2266	484
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.09	0.39	0.39	0.12	0.24	0.24	0.28	0.39	0.39
Crit Volume:	80					530			327	380		
Crit Moves:	****					****			****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) CONDITIONS - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.803
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 144 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	2	1	0
Volume Module:												
Base Vol:	130	930	150	80	840	260	320	640	120	150	1100	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	930	150	80	840	260	320	640	120	150	1100	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	930	150	80	840	260	320	640	120	150	1100	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	930	150	80	840	260	320	640	120	150	1100	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	143	930	150	80	840	260	352	640	120	165	1100	50
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.68	0.32	2.00	2.87	0.13
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2316	434	2750	3946	179
Capacity Analysis Module:												
Vol/Sat:	0.05	0.34	0.11	0.06	0.31	0.19	0.13	0.28	0.28	0.06	0.28	0.28
Crit Volume:		465			80			176			383	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) CONDITIONS - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.811
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 150 Level Of Service: D

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	20	30	20	350	20	400	360	1250	20	10	710	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	30	20	350	20	400	360	1250	20	10	710	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	30	20	350	20	400	360	1250	20	10	710	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	30	20	350	20	400	360	1250	20	10	710	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	30	20	350	20	400	360	1250	20	10	710	160
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.05	0.95	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	68	1357	1425	2805	45	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.01	0.25	0.29	0.29	0.25	0.45	0.45	0.01	0.25	0.11
Crit Volume:		20			420			360			355	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) CONDITIONS - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.847
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	60	530	470	160	650	430	530	990	50	400	530	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	530	470	160	650	430	530	990	50	400	530	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	530	470	160	650	430	530	990	50	400	530	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	530	470	160	650	430	530	990	50	400	530	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	60	530	470	160	650	430	583	990	50	440	530	100
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.90	0.10	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2618	132	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.34	0.12	0.24	0.31	0.21	0.38	0.38	0.16	0.19	0.07
Crit Volume:		265			160			520			220	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) CONDITIONS - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.573
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	2	0	1!	0	0
Volume Module:												
Base Vol:	0	1420	1590	0	1210	10	0	0	0	890	20	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1420	1590	0	1210	10	0	0	0	890	20	30
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1420	0	0	1210	10	0	0	0	890	20	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1420	0	0	1210	10	0	0	0	890	20	30
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1420	0	0	1210	10	0	0	0	979	20	30
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.98	0.02	0.00	0.00	0.00	2.85	0.06	0.09
Final Sat.:	0	4275	1425	0	4240	35	0	0	0	4067	83	125
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.24	0.24	0.24
Crit Volume:		473			0			0			343	
Crit Moves:		****			****						****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) CONDITIONS - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 1.089
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 1	0	1	0 2	0 2	2	0 1	1 0	2	0 2 1 0
Volume Module:												
Base Vol:	60	2110	200	100	1320	590	650	560	20	280	340	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	2110	200	100	1320	590	650	560	20	280	340	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	2110	200	100	1320	590	650	560	20	280	340	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	2110	200	100	1320	590	650	560	20	280	340	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	60	2110	200	100	1320	649	715	560	20	308	340	270
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.74	0.26	1.00	2.00	2.00	2.00	1.93	0.07	2.00	2.00	1.00
Final Sat.:	1375	3768	357	1375	2750	2750	2750	2655	95	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.56	0.56	0.07	0.48	0.24	0.26	0.21	0.21	0.11	0.12	0.20
Crit Volume:		770			100			358				270
Crit Moves:		****			****			****				****

LAX SPAS
FUTURE (2025) CONDITIONS - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.575
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0 1	0	1	0 1	0 1	1	0 3	0 1	1	0 2 1 0
Volume Module:												
Base Vol:	540	170	40	10	30	60	90	1150	480	50	970	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	170	40	10	30	60	90	1150	480	50	970	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	540	170	40	10	30	60	90	1150	480	50	970	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	540	170	40	10	30	60	90	1150	480	50	970	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	594	170	40	10	30	60	90	1150	480	50	970	10
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.81	0.19	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.97	0.03
Final Sat.:	2750	1113	262	1375	1375	1375	1375	4125	1375	1375	4083	42
Capacity Analysis Module:												
Vol/Sat:	0.22	0.15	0.15	0.01	0.02	0.04	0.07	0.28	0.35	0.04	0.24	0.24
Crit Volume:	297					60		383		50		
Crit Moves:	****					****		****		****		

LAX SPAS
FUTURE (2025) CONDITIONS - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.882
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0	0 0	2	0	2 0	0	0	2 1 1
Volume Module:												
Base Vol:	290	0	630	0	0	0	260	1090	0	0	1450	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	0	630	0	0	0	260	1090	0	0	1450	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	0	630	0	0	0	260	1090	0	0	1450	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	0	630	0	0	0	260	1090	0	0	1450	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	319	0	630	0	0	0	286	1090	0	0	1450	198
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.44	0.00	0.00	0.00	0.10	0.38	0.00	0.00	0.34	0.14
Crit Volume:			630			0		143			483	
Crit Moves:			****					****			****	

LAX SPAS
FUTURE (2025) CONDITIONS - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.546
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0	1	0	4 0	1	2	0 2 0 0
Volume Module:												
Base Vol:	0	0	0	150	0	200	0	1220	320	600	1140	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	150	0	200	0	1220	320	600	1140	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	150	0	200	0	1220	320	600	1140	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	150	0	200	0	1220	320	600	1140	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	165	0	220	0	1220	320	660	1140	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.28	0.01	1.71	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1832	0	2443	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.09	0.00	0.21	0.22	0.23	0.40	0.00
Crit Volume:			0			128			320	330		
Crit Moves:						****			****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) CONDITIONS - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 1.151
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	70	810	110	480	500	130	110	160	60	260	120	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	810	110	480	500	130	110	160	60	260	120	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	810	110	480	500	130	110	160	60	260	120	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	810	110	480	500	130	110	160	60	260	120	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	810	110	480	500	130	110	160	60	260	120	320
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	1.64	0.22	0.86	0.91	0.23	0.33	0.49	0.18	0.68	0.32	1.00
Final Sat.:	202	2332	317	1232	1284	334	475	691	259	975	450	1425
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.39	0.39	0.39	0.23	0.23	0.23	0.27	0.27	0.22
Crit Volume:		495				555		330		390		
Crit Moves:		****				****		****		****		

LAX SPAS
FUTURE (2025) CONDITIONS - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 1.091
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	170	1160	210	220	940	150	280	1540	160	340	1440	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1160	210	220	940	150	280	1540	160	340	1440	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1160	210	220	940	150	280	1540	160	340	1440	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1160	210	220	940	150	280	1540	160	340	1440	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	170	1160	210	220	940	150	308	1540	160	374	1440	110
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.42	0.15	0.16	0.34	0.11	0.11	0.37	0.12	0.14	0.35	0.08
Crit Volume:		580		220				513		187		
Crit Moves:		****		****				****		****		

LAX SPAS
FUTURE (2025) CONDITIONS - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: C[16.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	0	0	0	0	1	0	2	0	0
Volume Module:												
Base Vol:	0	0	300	0	0	0	0	790	240	350	970	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	300	0	0	0	0	790	240	350	970	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	300	0	0	0	0	790	240	350	970	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	300	0	0	0	0	790	240	350	970	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	395	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1030	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	610	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	682	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	610	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	682	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.49	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.51	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	2.7	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	3.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	16.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.7	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	*	*	*	C	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		16.5			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		C			*			*			*	

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) CONDITIONS - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.812
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 121 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	250	2780	90	130	1790	150	120	160	150	90	170	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	2780	90	130	1790	150	120	160	150	90	170	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	2780	90	130	1790	150	120	160	150	90	170	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	2780	90	130	1790	150	120	160	150	90	170	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	2780	90	130	1790	150	120	160	150	90	170	110
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.87	0.13	1.00	2.77	0.23	1.00	2.00	1.00	1.00	1.21	0.79
Final Sat.:	1425	5521	179	1425	3944	331	1425	2850	1425	1425	1730	1120
Capacity Analysis Module:												
Vol/Sat:	0.18	0.50	0.50	0.09	0.45	0.45	0.08	0.06	0.11	0.06	0.10	0.10
Crit Volume:	250				647		120				140	
Crit Moves:	****				****		****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) CONDITIONS - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 1.056
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	190	640	310	120	650	130	120	1730	180	220	1510	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	640	310	120	650	130	120	1730	180	220	1510	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	640	310	120	650	130	120	1730	180	220	1510	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	640	310	120	650	130	120	1730	180	220	1510	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	640	310	120	650	130	120	1730	180	220	1510	140
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.35	0.65	1.00	1.67	0.33	1.00	2.72	0.28	1.00	3.00	1.00
Final Sat.:	1375	1853	897	1375	2292	458	1375	3736	389	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.14	0.35	0.35	0.09	0.28	0.28	0.09	0.46	0.46	0.16	0.37	0.10
Crit Volume:			475	120				637		220		
Crit Moves:			****	****				****		****		

LAX SPAS
FUTURE (2025) CONDITIONS - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.857
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	160	620	40	30	540	100	140	870	140	100	800	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	620	40	30	540	100	140	870	140	100	800	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	620	40	30	540	100	140	870	140	100	800	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	620	40	30	540	100	140	870	140	100	800	50
PCE Adj:	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	640	620	40	120	540	100	140	870	140	100	800	50
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.94	1.00	0.06	0.10	1.64	0.26	1.00	1.72	0.28	1.00	1.88	0.12
Final Sat.:	1412	1496	92	155	2450	395	1500	2584	416	1500	2824	176
Capacity Analysis Module:												
Vol/Sat:	0.11	0.41	0.43	0.19	0.22	0.25	0.09	0.34	0.34	0.07	0.28	0.28
Crit Volume:			650	30					505	100		
Crit Moves:			****	****					****	****		

LAX SPAS
FUTURE (2025) CONDITIONS - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	40	660	30	100	590	220	90	780	80	30	690	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	660	30	100	590	220	90	780	80	30	690	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	660	30	100	590	220	90	780	80	30	690	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	660	30	100	590	220	90	780	80	30	690	130
PCE Adj:	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	660	30	400	590	220	90	780	80	30	690	130
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.13	1.80	0.07	0.33	1.31	0.36	1.00	1.81	0.19	1.00	2.00	1.00
Final Sat.:	197	2697	106	492	1963	545	1500	2721	279	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.20	0.24	0.28	0.20	0.30	0.40	0.06	0.29	0.29	0.02	0.23	0.09
Crit Volume:	40					605		430		30		
Crit Moves:	****					****		****		****		

LAX SPAS
FUTURE (2025) CONDITIONS - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.964
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 0	2	0 2	1 0	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	200	1900	110	410	1260	40	70	390	120	260	420	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	1900	110	410	1260	40	70	390	120	260	420	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	1900	110	410	1260	40	70	390	120	260	420	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	1900	110	410	1260	40	70	390	120	260	420	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	220	1900	110	451	1260	40	70	390	120	286	420	360
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.84	0.16	2.00	2.91	0.09	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3899	226	2750	3998	127	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.49	0.49	0.16	0.32	0.32	0.05	0.14	0.09	0.10	0.15	0.26
Crit Volume:		670		226			70					360
Crit Moves:		****		****			****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) CONDITIONS - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 1.138
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	3	1	0	1	0	3	1	0
Volume Module:																				
Base Vol:	340	1680	410	100	830	80	260	1610	320	120	1410	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	340	1680	410	100	830	80	260	1610	320	120	1410	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	340	1680	410	100	830	80	260	1610	320	120	1410	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	1680	410	100	830	80	260	1610	320	120	1410	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	340	1680	410	100	830	80	260	1610	320	120	1410	50
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.34	0.66	1.00	3.86	0.14
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4588	912	1375	5312	188
Capacity Analysis Module:																				
Vol/Sat:	0.25	0.61	0.30	0.07	0.30	0.06	0.19	0.35	0.35	0.09	0.27	0.27
Crit Volume:		840			100			260				365
Crit Moves:		****			****			****				****

LAX SPAS
FUTURE (2025) CONDITIONS - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.797
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	130	1090	100	50	820	210	130	650	190	130	560	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1090	100	50	820	210	130	650	190	130	560	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1090	100	50	820	210	130	650	190	130	560	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1090	100	50	820	210	130	650	190	130	560	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1090	100	50	820	210	130	650	190	130	560	80
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.59	0.41	1.00	1.55	0.45	1.00	1.75	0.25
Final Sat.:	1500	2748	252	1500	2388	612	1500	2321	679	1500	2625	375
Capacity Analysis Module:																				
Vol/Sat:	0.09	0.40	0.40	0.03	0.34	0.34	0.09	0.28	0.28	0.09	0.21	0.21
Crit Volume:	130				515			420		130		
Crit Moves:	****				****			****		****		

LAX SPAS
FUTURE (2025) CONDITIONS - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	70	1160	40	30	1000	90	200	630	70	30	670	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1160	40	30	1000	90	200	630	70	30	670	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1160	40	30	1000	90	200	630	70	30	670	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1160	40	30	1000	90	200	630	70	30	670	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1160	40	30	1000	90	200	630	70	30	670	80
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.93	0.07	1.00	1.83	0.17	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2900	100	1500	2752	248	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.40	0.40	0.02	0.36	0.36	0.13	0.21	0.05	0.02	0.22	0.05
Crit Volume:		600			30			200			335	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) CONDITIONS - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.882
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1	0	1!	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	130	1330	0	0	1020	210	1030	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1330	0	0	1020	210	1030	0	50	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1330	0	0	1020	210	1030	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1330	0	0	1020	210	1030	0	50	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1330	0	0	1020	210	1133	0	50	0	0	0
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.92	0.00	0.08	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2730	0	120	0	1425	0
Capacity Analysis Module:																				
Vol/Sat:	0.09	0.47	0.00	0.00	0.36	0.15	0.42	0.00	0.42	0.00	0.00	0.00
Crit Volume:		665			0			592			0	
Crit Moves:		****			****			****				

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) CONDITIONS - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.752
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 114 Level Of Service: C

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0 2	1	0	0 1	0	1	0 3	0 1	3 0 2 0 1
Volume Module:												
Base Vol:	210	0	1360	0	0	0	0	970	240	860	1040	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	0	1360	0	0	0	0	970	240	860	1040	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	210	0	1360	0	0	0	0	970	0	860	1040	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	0	1360	0	0	0	0	970	0	860	1040	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	231	0	1496	0	0	0	0	970	0	946	1040	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.52	0.00	0.00	0.00	0.00	0.23	0.00	0.22	0.36	0.00
Crit Volume:			748			0			323			0
Crit Moves:			****						****		****	

LAX SPAS
FUTURE (2025) CONDITIONS - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1	1	0	0 0	1! 0	0 0 1! 0 0
Volume Module:												
Base Vol:	120	1250	120	50	1030	80	30	110	80	60	170	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	1250	120	50	1030	80	30	110	80	60	170	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	1250	120	50	1030	80	30	110	80	60	170	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1250	120	50	1030	80	30	110	80	60	170	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	1250	120	50	1030	80	30	110	80	60	170	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.82	0.18	1.00	1.86	0.14	0.14	0.50	0.36	0.23	0.65	0.12
Final Sat.:	1500	2737	263	1500	2784	216	205	750	545	346	981	173
Capacity Analysis Module:												
Vol/Sat:	0.08	0.46	0.46	0.03	0.37	0.37	0.15	0.15	0.15	0.17	0.17	0.17
Crit Volume:			685	50					220	60		
Crit Moves:			****	****					****	****		

LAX SPAS
FUTURE (2025) CONDITIONS - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.888
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	1	0	0 1	1	2	0 3	0 1	2 0 2 1 0
Volume Module:												
Base Vol:	50	20	480	120	30	90	30	2200	70	250	1610	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	20	480	120	30	90	30	2200	70	250	1610	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	20	480	120	30	90	30	2200	70	250	1610	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	20	480	120	30	90	30	2200	70	250	1610	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	50	20	528	120	30	99	33	2200	70	275	1610	30
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	1.93	1.00	0.47	1.53	2.00	3.00	1.00	2.00	2.95	0.05
Final Sat.:	1425	104	2746	1425	663	2187	2850	4275	1425	2850	4197	78
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.08	0.05	0.05	0.01	0.51	0.05	0.10	0.38	0.38
Crit Volume:		274		120				733		138		
Crit Moves:		****		****				****		****		

LAX SPAS
FUTURE (2025) CONDITIONS - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.657
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	0 1	0	1	0 1	1 0	1 0 1 1 0
Volume Module:												
Base Vol:	90	270	30	40	300	80	80	710	160	80	690	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	270	30	40	300	80	80	710	160	80	690	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	270	30	40	300	80	80	710	160	80	690	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	270	30	40	300	80	80	710	160	80	690	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	270	30	40	300	80	80	710	160	80	690	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.90	0.10	1.00	0.79	0.21	1.00	1.63	0.37	1.00	1.82	0.18
Final Sat.:	1500	1350	150	1500	1184	316	1500	2448	552	1500	2724	276
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.20	0.03	0.25	0.25	0.05	0.29	0.29	0.05	0.25	0.25
Crit Volume:	90					380		435		80		
Crit Moves:	****					****		****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) CONDITIONS - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec):	100			Critical Vol./Cap.(X):			0.941										
Loss Time (sec):	0			Average Delay (sec/veh):			46.2										
Optimal Cycle:	0			Level Of Service:			E										
Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD										
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R					
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign							
Rights:	Include			Include			Include			Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 1	0	0 1					
Volume Module:																	
Base Vol:	10	950	60	40	960	10	10	10	10	80	10	40					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	10	950	60	40	960	10	10	10	10	80	10	40					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	10	950	60	40	960	10	10	10	10	80	10	40					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	10	950	60	40	960	10	10	10	10	80	10	40					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
FinalVolume:	10	950	60	40	960	10	10	10	10	80	10	40					
Saturation Flow Module:																	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Lanes:	0.02	1.86	0.12	0.08	1.90	0.02	0.34	0.33	0.33	0.89	0.11	1.00					
Final Sat.:	11	1016	65	43	1028	11	149	149	149	342	43	439					
Capacity Analysis Module:																	
Vol/Sat:	0.94	0.94	0.93	0.94	0.93	0.93	0.07	0.07	0.07	0.23	0.23	0.09					
Crit Moves:	****			****			****			****							
Delay/Veh:	50.3	48.9	47.4	49.5	48.7	47.9	11.5	11.5	11.5	14.4	14.4	11.3					
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
AdjDel/Veh:	50.3	48.9	47.4	49.5	48.7	47.9	11.5	11.5	11.5	14.4	14.4	11.3					
LOS by Move:	F	E	E	E	E	E	B	B	B	B	B	B					
ApproachDel:	48.8			48.7			11.5			13.4							
Delay Adj:	1.00			1.00			1.00			1.00							
ApprAdjDel:	48.8			48.7			11.5			13.4							
LOS by Appr:	E			E			B			B							
AllWayAvgQ:	6.2	5.8	5.8	6.0	5.8	5.8	0.1	0.1	0.1	0.3	0.3	0.1					

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) CONDITIONS - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec):	100			Critical Vol./Cap.(X):			0.989										
Loss Time (sec):	0			Average Delay (sec/veh):			45.9										
Optimal Cycle:	0			Level Of Service:			E										
Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD										
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R					
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign							
Rights:	Include			Include			Include			Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0	0					
Volume Module:																	
Base Vol:	90	920	0	0	940	130	130	0	110	0	0	0					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	90	920	0	0	940	130	130	0	110	0	0	0					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	90	920	0	0	940	130	130	0	110	0	0	0					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	90	920	0	0	940	130	130	0	110	0	0	0					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
FinalVolume:	90	920	0	0	940	130	130	0	110	0	0	0					
Saturation Flow Module:																	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Lanes:	1.00	2.00	0.00	0.00	1.76	0.24	0.54	0.00	0.46	0.00	0.00	0.00					
Final Sat.:	491	1055	0	0	950	133	296	0	250	0	0	0					
Capacity Analysis Module:																	
Vol/Sat:	0.18	0.87	xxxx	xxxx	0.99	0.98	0.44	xxxx	0.44	xxxx	xxxx	xxxx					
Crit Moves:		****			****		****										
Delay/Veh:	11.6	39.6	0.0	0.0	61.6	57.7	14.6	0.0	14.6	0.0	0.0	0.0					
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
AdjDel/Veh:	11.6	39.6	0.0	0.0	61.6	57.7	14.6	0.0	14.6	0.0	0.0	0.0					
LOS by Move:	B	E	*	*	F	F	B	*	B	*	*	*					
ApproachDel:	37.1			61.1			14.6			xxxxxx							
Delay Adj:	1.00			1.00			1.00			xxxxx							
ApprAdjDel:	37.1			61.1			14.6			xxxxxx							
LOS by Appr:	E			F			B			*							
AllWayAvgQ:	0.2	4.4	0.0	0.0	8.2	7.4	0.8	0.8	0.8	0.0	0.0	0.0					

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) CONDITIONS - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	105				Critical Vol./Cap.(X):				1.069							
Loss Time (sec):	16				Average Delay (sec/veh):				xxxxxx							
Optimal Cycle:	180				Level Of Service:				F							
Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD									
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Prot+Permit				Prot+Permit				Prot+Permit				Prot+Permit			
Rights:	Ovl				Ovl				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:																
Base Vol:	170	900	340		90	1090	190		190	910	150		300	750	30	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	170	900	340		90	1090	190		190	910	150		300	750	30	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	170	900	340		90	1090	190		190	910	150		300	750	30	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	170	900	340		90	1090	190		190	910	150		300	750	30	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	170	900	340		90	1090	190		190	910	150		300	750	30	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.92	0.08	
Final Sat.:	1375	2750	1375		1375	2750	1375		1375	2750	1375		1375	2644	106	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.33	0.25		0.07	0.40	0.14		0.14	0.33	0.11		0.22	0.28	0.28	
Crit Volume:	170					545				455			300			
Crit Moves:	****					****				****			****			

LAX SPAS
FUTURE (2025) CONDITIONS - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

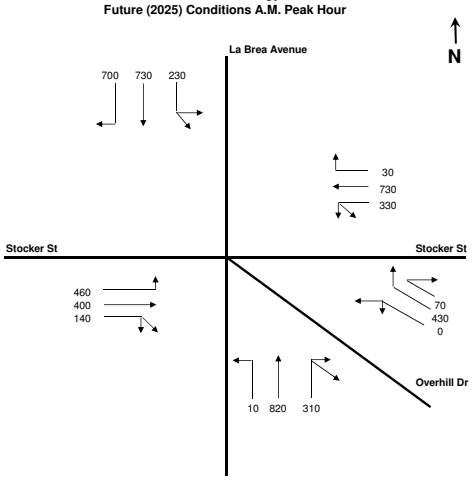
Average Delay (sec/veh):	84.2				Worst Case Level Of Service:				F[944.4]							
Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD									
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	0	1	1	0
Volume Module:																
Base Vol:	0	0	0		20	0	260		320	1200	0		0	1340	100	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		20	0	260		320	1200	0		0	1340	100	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		20	0	260		320	1200	0		0	1340	100	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		20	0	260		320	1200	0		0	1340	100	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.8	6.5	6.9		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	4.0	3.3		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		2630	3230	720		1440	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx		20	10	375		477	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx		9	3	375		477	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx		2.19	0.00	0.69		0.67	xxxx	xxxx	xxxx	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		4.9	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		26.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*		*	*	*		D	*	*	*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	97	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	26.8	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	944	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	F	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx					944.4				xxxxxx				xxxxxx		
ApproachLOS:	*					F				*				*		

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Manual Calculations

Intersection 86
CMA Methodology
Future (2025) Conditions A.M. Peak Hour



1) $\frac{460}{2}$ or $\frac{330}{2}$

= **230**

2) $\frac{730}{2}$ or $\frac{30}{1}$ or $\frac{400 + 140}{2}$

= **365**

3) $\frac{730}{2}$ or $\frac{820}{3}$ or $\frac{310}{2}$

= **365**

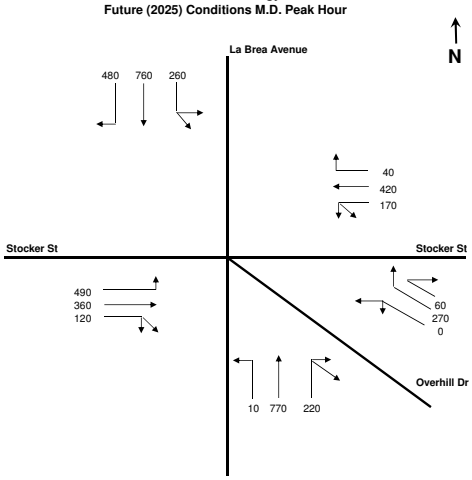
4) $\frac{230}{2}$ or $\frac{430 + 70}{3}$

= **167**

Critical Volumes = 230 + 365 + 365 + 167 = 1,127

V/C = $\frac{1,127}{1,375}$ – 0.00 = 0.82 LOS D

Intersection 86
CMA Methodology
Future (2025) Conditions M.D. Peak Hour



1) $\frac{490}{2}$ or $\frac{170}{2}$

= **245**

2) $\frac{420}{2}$ or $\frac{40}{1}$ or $\frac{360 + 120}{2}$

= **240**

3) $\frac{760}{2}$ or $\frac{770}{3}$ or $\frac{220}{2}$

= **380**

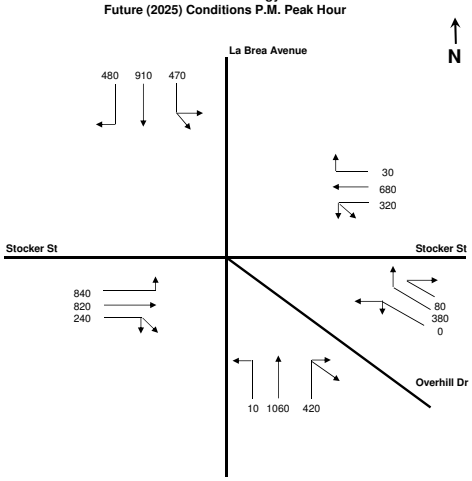
4) $\frac{260}{2}$ or $\frac{270 + 60}{3}$

= **130**

Critical Volumes = 245 + 240 + 380 + 130 = 995

V/C = $\frac{995}{1,375}$ – 0.00 = 0.724 LOS C

Intersection 86
CMA Methodology
Future (2025) Conditions P.M. Peak Hour



1) $\frac{840}{2}$ or $\frac{320}{2}$

= **420**

2) $\frac{680}{2}$ or $\frac{30}{1}$ or $\frac{820 + 240}{2}$

= **530**

3) $\frac{910}{2}$ or $\frac{1060}{3}$ or $\frac{420}{2}$

= **455**

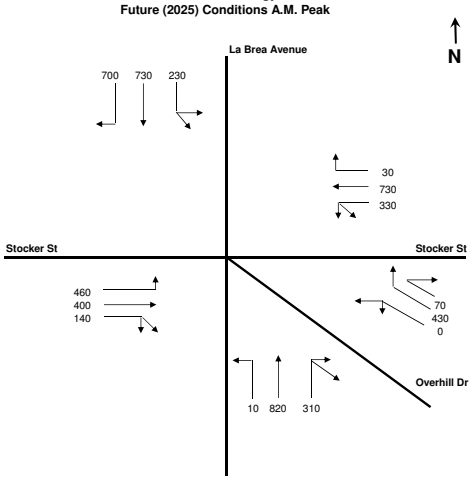
4) $\frac{470}{2}$ or $\frac{380 + 80}{3}$

= **235**

Critical Volumes = 420 + 530 + 455 + 235 = 1,640

V/C = $\frac{1,640}{1,375}$ – 0.00 = 1.193 LOS F

Intersection 86
ICU Methodology
Future (2025) Conditions A.M. Peak



1) $\frac{460}{3200}$ or $\frac{330}{3200}$

= **0.144**

2) $\frac{730}{3200}$ or $\frac{30}{1600}$ or $\left\{\frac{400 + 140}{3200}\right\}$

= **0.228**

3) $\frac{730}{3200}$ or $\frac{820}{4800}$ or $\frac{310}{3200}$

= **0.228**

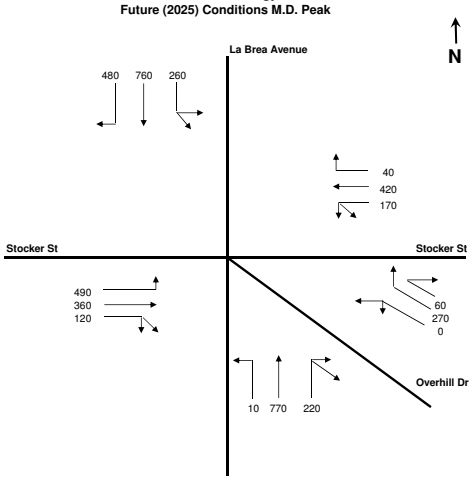
4) $\frac{230}{3200}$ or $\left\{\frac{430 + 70}{4800}\right\}$

= **0.104**

Critical Volumes = 0.144 + 0.228 + 0.228 + 0.104 = 0.704

V/C = 0.704 – 0.00 = 0.704 LOS C

Intersection 86
ICU Methodology
Future (2025) Conditions M.D. Peak



1) $\frac{490}{3200}$ or $\frac{170}{3200}$

= **0.153**

2) $\frac{420}{3200}$ or $\frac{40}{1600}$ or $\left\{\frac{360 + 120}{3200}\right\}$

= **0.15**

3) $\frac{760}{3200}$ or $\frac{770}{4800}$ or $\frac{220}{3200}$

= **0.238**

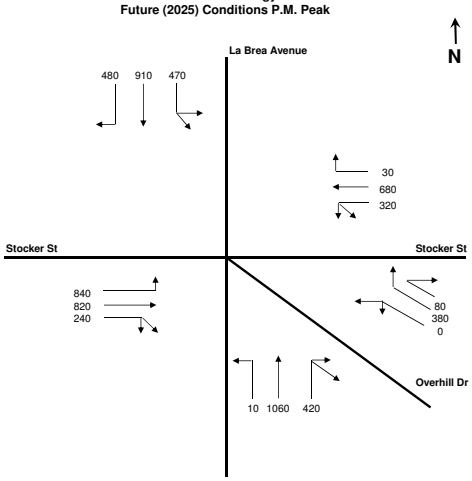
4) $\frac{260}{3200}$ or $\left\{\frac{270 + 60}{4800}\right\}$

= **0.081**

Critical Volumes = 0.153 + 0.15 + 0.238 + 0.081 = 0.622

V/C = 0.622 – 0.00 = 0.622 LOS B

Intersection 86
ICU Methodology
Future (2025) Conditions P.M. Peak



1) $\frac{840}{3200}$ or $\frac{320}{3200}$

= **0.263**

2) $\frac{680}{3200}$ or $\frac{30}{1600}$ or $\left\{\frac{820 + 240}{3200}\right\}$

= **0.331**

3) $\frac{910}{3200}$ or $\frac{1060}{4800}$ or $\frac{420}{3200}$

= **0.284**

4) $\frac{470}{3200}$ or $\left\{\frac{380 + 80}{4800}\right\}$

= **0.147**

Critical Volumes = 0.263 + 0.331 + 0.284 + 0.147 = 1.025

V/C = 1.025 – 0.00 = 1.025 LOS F

Attachment 5
Future (2025) with Alternative

Critical Movement Analysis

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	140	1	140	0	0	**0**
Left-Through		0			0	
Through	600	1	**355**	0	0	0
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	60	1	**60**	0	0	0
Left-Through		0			0	
Through	760	3	253	0	0	**0**
Through-Right		0			0	
Right	110	1	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	70	1	70	0	0	0
Left-Through		0			0	
Through	320	2	**160**	0	0	**0**
Through-Right		0			0	
Right	100	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	250	1	**250**	0	0	**0**
Left-Through		0			0	
Through	600	1	340	0	0	0
Through-Right		1			0	
Right	80	0	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	415		*North-South:*	0
		East-West:	410		*East-West:*	0
		SUM:	825		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.600			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.600			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	220	1	220	0	0	**0**
Left-Through		0			0	
Through	840	1	**500**	0	0	0
Through-Right		1			0	
Right	160	0	160	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	60	1	**60**	0	0	0
Left-Through		0			0	
Through	820	3	273	0	0	**0**
Through-Right		0			0	
Right	160	1	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	80	1	80	0	0	0
Left-Through		0			0	
Through	650	2	**325**	0	0	**0**
Through-Right		0			0	
Right	210	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	270	1	**270**	0	0	**0**
Left-Through		0			0	
Through	530	1	330	0	0	0
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	560		*North-South:*	0
		East-West:	595		*East-West:*	0
		SUM:	1155		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.840			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.840			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	160	1	160	0	0	**0**
Left-Through		0			0	
Through	1000	1	**575**	0	0	0
Through-Right		1			0	
Right	150	0	150	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	120	1	**120**	0	0	0
Left-Through		0			0	
Through	750	3	250	0	0	**0**
Through-Right		0			0	
Right	180	1	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	120	1	120	0	0	0
Left-Through		0			0	
Through	880	2	**440**	0	0	**0**
Through-Right		0			0	
Right	130	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	290	1	**290**	0	0	**0**
Left-Through		0			0	
Through	550	1	325	0	0	0
Through-Right		1			0	
Right	100	0	100	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	695		*North-South:*	0
		East-West:	730		*East-West:*	0
		SUM:	1425		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.036			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.036			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	10	1	10	0	0	**0**
Left-Through		0			0	
Through	40	2	**20**	0	0	0
Through-Right		0			0	
Right	40	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	2	35	0	0	0
Left-Through		1			0	
Through	20	1	20	0	0	**0**
Through-Right		0			0	
Right	300	1	**116**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	670	2	**369**	0	0	0
Left-Through		0			0	
Through	2070	4	518	0	0	**0**
Through-Right		0			0	
Right	20	1	15	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	90	1	90	0	0	**0**
Left-Through		0			0	
Through	2740	4	**685**	0	0	0
Through-Right		0			0	
Right	290	1	255	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	136		*North-South:*	0
		East-West:	1054		*East-West:*	0
		SUM:	1190		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.865			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.865			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	30	1	**30**	0	0	**0**
Left-Through		0			0	
Through	40	2	20	0	0	0
Through-Right		0			0	
Right	40	1	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	250	2	88	0	0	0
Left-Through		1			0	
Through	20	1	20	0	0	**0**
Through-Right		0			0	
Right	540	1	**268**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	990	2	**545**	0	0	0
Left-Through		0			0	
Through	2570	4	643	0	0	**0**
Through-Right		0			0	
Right	20	1	5	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	40	1	40	0	0	**0**
Left-Through		0			0	
Through	2640	4	**660**	0	0	0
Through-Right		0			0	
Right	180	1	92	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	298		*North-South:*	0
		East-West:	1205		*East-West:*	0
		SUM:	1503		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.093			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.093			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	20	1	20	0	0	**0**
Left-Through		0			0	
Through	40	2	20	0	0	0
Through-Right		0			0	
Right	70	1	**45**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	480	2	168	0	0	0
Left-Through		1			0	
Through	20	1	20	0	0	**0**
Through-Right		0			0	
Right	430	1	**183**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	900	2	**495**	0	0	0
Left-Through		0			0	
Through	2380	4	595	0	0	**0**
Through-Right		0			0	
Right	20	1	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	50	1	50	0	0	**0**
Left-Through		0			0	
Through	2390	4	**598**	0	0	0
Through-Right		0			0	
Right	200	1	32	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	228		*North-South:*	0
		East-West:	1093		*East-West:*	0
		SUM:	1321		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.961			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.961			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	80	0	80	0	0	**0**
Left-Through		1			0	
Through	90	0	**170**	0	0	0
Through-Right		0			0	
Right	570	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	110	0	**110**	0	0	0
Left-Through		1			0	
Through	50	0	100	0	0	**0**
Through-Right		1			0	
Right	50	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	20	1	20	0	0	0
Left-Through		0			0	
Through	480	2	**167**	0	0	**0**
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	990	2	**545**	0	0	**0**
Left-Through		0			0	
Through	910	1	460	0	0	0
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	280		*North-South:*	0
		East-West:	712		*East-West:*	0
		SUM:	992		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.721			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.721			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	70	0	70	0	0	**0**
Left-Through		1			0	
Through	80	0	**150**	0	0	0
Through-Right		0			0	
Right	720	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	30	0	30	0	0	0
Left-Through		1			0	
Through	50	0	**90**	0	0	**0**
Through-Right		1			0	
Right	40	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	40	1	40	0	0	0
Left-Through		0			0	
Through	620	2	**213**	0	0	**0**
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	990	2	**545**	0	0	**0**
Left-Through		0			0	
Through	630	1	325	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	240		*North-South:*	0
		East-West:	758		*East-West:*	0
		SUM:	998		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.726			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.726			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	0	40	0	0	**0**
	Left-Through		1			0	
	Through	60	0	**100**	0	0	0
	Through-Right		0			0	
	Right	740	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	0	50	0	0	0
	Left-Through		1			0	
	Through	60	0	**90**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1130	2	**393**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	840	2	**462**	0	0	**0**
	Left-Through		0			0	
	Through	740	1	380	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	190		*North-South:*	0
			East-West:	855		*East-West:*	0
			SUM:	1045		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.760			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.760			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	520	1	340	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	900	1	**475**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	760	1	**415**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	280	1	**280**	0	0	**0**
	Left-Through		0			0	
	Through	1190	1	655	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	585		*North-South:*	0
			East-West:	695		*East-West:*	0
			SUM:	1280		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.931			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.931			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	740	1	**560**	0	0	0
	Through-Right		1			0	
	Right	380	0	380	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	870	1	450	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1160	1	**625**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	320	1	**320**	0	0	**0**
	Left-Through		0			0	
	Through	1090	1	590	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	700		*North-South:*	0
			East-West:	945		*East-West:*	0
			SUM:	1645		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.196			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.196			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	80	0	0	**0**
	Left-Through		0			0	
	Through	770	1	**520**	0	0	0
	Through-Right		1			0	
	Right	270	0	270	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	770	1	400	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	1420	1	**740**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	1	**210**	0	0	**0**
	Left-Through		0			0	
	Through	910	1	490	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	610		*North-South:*	0
			East-West:	950		*East-West:*	0
			SUM:	1560		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.135			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.135			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	240	1	**240**	0	0	**0**	180	1	**180**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	540	2	270	0	0	0	610	2	305	0	0	0
	Through-Right		0			0			0			0	
	Right	120	1	35	0	0	0	160	1	90	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	40	1	40	0	0	0	70	1	70	0	0	0
	Left-Through		0			0			0			0	
	Through	380	1	**240**	0	0	**0**	450	1	**290**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	100	0	100	0	0	0	130	0	130	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	40	1	**40**	0	0	0	80	1	80	0	0	0
	Left-Through		0			0			0			0	
	Through	480	1	285	0	0	**0**	690	1	**420**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	90	0	90	0	0	0	150	0	150	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	170	1	170	0	0	**0**	140	1	**140**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	850	1	**450**	0	0	0	590	1	335	0	0	0
	Through-Right		1			0			1			0	
	Right	50	0	50	0	0	0	80	0	80	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	480		North-South:	0		North-South:	470		North-South:	0
			East-West:	490		East-West:	0		East-West:	560		East-West:	0
			SUM:	970		SUM:	0		SUM:	1030		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.705			0.000			0.749			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.705			0.000			0.749			0.000
LEVEL OF SERVICE (LOS):				C			A			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	220	1	**220**	0	0	**0**						
	Left-Through		0			0							
	Through	590	2	295	0	0	0						
	Through-Right		0			0							
	Right	160	1	65	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	70	1	70	0	0	0						
	Left-Through		0			0							
	Through	430	1	**330**	0	0	**0**						
	Through-Right		1			0							
	Right	230	0	230	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	100	1	100	0	0	0						
	Left-Through		0			0							
	Through	1020	1	**605**	0	0	**0**						
	Through-Right		1			0							
	Right	190	0	190	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	190	1	**190**	0	0	**0**						
	Left-Through		0			0							
	Through	690	1	365	0	0	0						
	Through-Right		1			0							
	Right	40	0	40	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	550		North-South:	0						
			East-West:	795		East-West:	0						
			SUM:	1345		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.978			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.978			0.000						
LEVEL OF SERVICE (LOS):				E			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				2			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	2	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	360	1	**360**	0	0	**0**						
	Left-Through		0			0							
	Through	540	1	295	0	0	0						
	Through-Right		1			0							
	Right	50	0	50	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	70	1	70	0	0	0						
	Left-Through		0			0							
	Through	390	1	**215**	0	0	**0**						
	Through-Right		1			0							
	Right	40	0	40	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	60	1	60	0	0	0						
	Left-Through		0			0							
	Through	250	1	**250**	0	0	**0**						
	Through-Right		1			0							
	Right	270	0	90	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	100	1	**100**	0	0	**0**						
	Left-Through		0			0							
	Through	560	2	280	0	0	0						
	Through-Right		0			0							
	Right	160	1	160	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	575		North-South:	0						
			East-West:	350		East-West:	0						
			SUM:	925		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.617			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.617			0.000						
LEVEL OF SERVICE (LOS):				B			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	200	1	**200**	0	0	**0**
	Left-Through		0			0	
	Through	510	1	310	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	380	1	**230**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	430	1	**365**	0	0	**0**
	Through-Right		1			0	
	Right	300	0	300	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	420	2	210	0	0	0
	Through-Right		0			0	
	Right	90	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	430		*North-South:*	0
			East-West:	435		*East-West:*	0
			SUM:	865		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.577			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.577			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	480	1	**355**	0	0	0
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	630	1	340	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	700	1	**605**	0	0	**0**
	Through-Right		1			0	
	Right	510	0	510	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	430	2	215	0	0	0
	Through-Right		0			0	
	Right	80	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	505		*North-South:*	0
			East-West:	665		*East-West:*	0
			SUM:	1170		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.780			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.780			0.000
	LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	1000	2	**550**	0	0	**0**
	Left-Through		0			0	
	Through	770	1	430	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	2	55	0	0	0
	Left-Through		0			0	
	Through	390	2	**195**	0	0	**0**
	Through-Right		0			0	
	Right	270	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	500	1	**500**	0	0	0
	Left-Through		0			0	
	Through	1590	3	530	0	0	**0**
	Through-Right		1			0	
	Right	530	0	255	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	1990	3	**530**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	745		*North-South:*	0
			East-West:	1030		*East-West:*	0
			SUM:	1775		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			1.291			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			1.291			0.000
	LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	720	2	**396**	0	0	**0**
	Left-Through		0			0	
	Through	710	1	410	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	2	55	0	0	0
	Left-Through		0			0	
	Through	330	2	**165**	0	0	**0**
	Through-Right		0			0	
	Right	430	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	550	1	**550**	0	0	0
	Left-Through		0			0	
	Through	2110	3	655	0	0	**0**
	Through-Right		1			0	
	Right	510	0	510	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	2120	3	**570**	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	561		*North-South:*	0
			East-West:	1120		*East-West:*	0
			SUM:	1681		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			1.223			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			1.223			0.000
	LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	740	2	407	0	0	**0**
	Left-Through		0			0	
	Through	1230	1	**675**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	2	**61**	0	0	0
	Left-Through		0			0	
	Through	530	2	265	0	0	**0**
	Through-Right		0			0	
	Right	320	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	650	1	**650**	0	0	0
	Left-Through		0			0	
	Through	2120	3	665	0	0	**0**
	Through-Right		1			0	
	Right	540	0	540	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1840	3	**498**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	736		North-South:	0
			East-West:	1148		East-West:	0
			SUM:	1884		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.370			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.370			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	270	2	149	0	0	**0**
	Left-Through		0			0	
	Through	630	2	**315**	0	0	0
	Through-Right		0			0	
	Right	120	1	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	320	2	**176**	0	0	0
	Left-Through		0			0	
	Through	460	2	230	0	0	**0**
	Through-Right		0			0	
	Right	240	1	168	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	2	**72**	0	0	0
	Left-Through		0			0	
	Through	270	2	127	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	2	116	0	0	**0**
	Left-Through		0			0	
	Through	1220	3	407	0	0	0
	Through-Right		0			0	
	Right	700	1	**524**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	491		North-South:	0
			East-West:	596		East-West:	0
			SUM:	1087		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.791			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.791			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	2	94	0	0	**0**
	Left-Through		0			0	
	Through	470	2	**235**	0	0	0
	Through-Right		0			0	
	Right	100	1	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	400	2	**220**	0	0	0
	Left-Through		0			0	
	Through	460	2	230	0	0	**0**
	Through-Right		0			0	
	Right	170	1	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	250	2	**138**	0	0	0
	Left-Through		0			0	
	Through	630	2	260	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	2	44	0	0	**0**
	Left-Through		0			0	
	Through	580	3	193	0	0	0
	Through-Right		0			0	
	Right	560	1	**340**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	455		North-South:	0
			East-West:	478		East-West:	0
			SUM:	933		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.679			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.679			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	490	2	**245**	0	0	0
	Through-Right		0			0	
	Right	240	1	102	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	310	2	**171**	0	0	0
	Left-Through		0			0	
	Through	600	2	300	0	0	**0**
	Through-Right		0			0	
	Right	150	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	320	2	176	0	0	0
	Left-Through		0			0	
	Through	1330	2	**547**	0	0	**0**
	Through-Right		1			0	
	Right	310	0	310	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	2	**138**	0	0	**0**
	Left-Through		0			0	
	Through	520	3	173	0	0	0
	Through-Right		0			0	
	Right	610	1	439	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	416		North-South:	0
			East-West:	685		East-West:	0
			SUM:	1101		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.801			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.801			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	30	1	30	0	0	**0**
Left-Through		0			0	
Through	1290	1	**700**	0	0	0
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	120	1	**120**	0	0	0
Left-Through		0			0	
Through	790	1	430	0	0	**0**
Through-Right		1			0	
Right	70	0	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	30	1	30	0	0	0
Left-Through		0			0	
Through	40	0	**60**	0	0	**0**
Through-Right		1			0	
Right	20	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	50	1	**50**	0	0	**0**
Left-Through		0			0	
Through	50	1	50	0	0	0
Through-Right		1			0	
Right	110	0	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	820		*North-South:*	0
		East-West:	110		*East-West:*	0
		SUM:	930		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.676			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.676			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	60	1	60	0	0	**0**
Left-Through		0			0	
Through	890	1	**520**	0	0	0
Through-Right		1			0	
Right	150	0	150	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	1	**100**	0	0	0
Left-Through		0			0	
Through	760	1	415	0	0	**0**
Through-Right		1			0	
Right	70	0	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	50	1	50	0	0	0
Left-Through		0			0	
Through	60	0	**100**	0	0	**0**
Through-Right		1			0	
Right	40	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	170	1	**170**	0	0	**0**
Left-Through		0			0	
Through	40	1	40	0	0	0
Through-Right		1			0	
Right	170	0	120	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	620		*North-South:*	0
		East-West:	270		*East-West:*	0
		SUM:	890		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.647			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.647			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	40	1	40	0	0	**0**
Left-Through		0			0	
Through	1020	1	**580**	0	0	0
Through-Right		1			0	
Right	140	0	140	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	150	1	**150**	0	0	0
Left-Through		0			0	
Through	1030	1	545	0	0	**0**
Through-Right		1			0	
Right	60	0	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	90	1	90	0	0	0
Left-Through		0			0	
Through	70	0	**110**	0	0	**0**
Through-Right		1			0	
Right	40	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	140	1	**140**	0	0	**0**
Left-Through		0			0	
Through	50	1	50	0	0	0
Through-Right		1			0	
Right	180	0	105	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	730		*North-South:*	0
		East-West:	250		*East-West:*	0
		SUM:	980		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.713			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.713			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	110	1	**110**	0	0	**0**
Left-Through		0			0	
Through	1370	2	467	0	0	0
Through-Right		1			0	
Right	30	0	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	30	1	30	0	0	0
Left-Through		0			0	
Through	1270	2	**580**	0	0	**0**
Through-Right		1			0	
Right	470	0	470	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	370	1	190	0	0	0
Left-Through		1			0	
Through	10	0	190	0	0	**0**
Through-Right		0			0	
Right	250	1	**195**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	10	0	**30**	0	0	0
Through-Right		0			0	
Right	10	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	690		*North-South:*	0
		East-West:	225		*East-West:*	0
		SUM:	915		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.665			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.665			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	70	1	**70**	0	0	**0**
Left-Through		0			0	
Through	1540	2	520	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	50	1	50	0	0	0
Left-Through		0			0	
Through	1250	2	**597**	0	0	**0**
Through-Right		1			0	
Right	540	0	540	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	370	1	190	0	0	0
Left-Through		1			0	
Through	10	0	190	0	0	**0**
Through-Right		0			0	
Right	260	1	**225**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	10	0	**50**	0	0	0
Through-Right		0			0	
Right	30	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	667		*North-South:*	0
		East-West:	275		*East-West:*	0
		SUM:	942		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.685			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.685			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	190	1	**190**	0	0	**0**
Left-Through		0			0	
Through	1590	2	533	0	0	0
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	40	1	40	0	0	0
Left-Through		0			0	
Through	1730	2	**807**	0	0	**0**
Through-Right		1			0	
Right	690	0	690	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	470	1	**235**	0	0	0
Left-Through		1			0	
Through	0	0	235	0	0	**0**
Through-Right		0			0	
Right	290	1	195	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	10	0	**60**	0	0	0
Through-Right		0			0	
Right	40	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	997		*North-South:*	0
		East-West:	295		*East-West:*	0
		SUM:	1292		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.940			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.940			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2310	4	**578**	0	0	0
Through-Right		0			0	
Right	440	1	99	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	2	**11**	0	0	0
Left-Through		0			0	
Through	1860	4	465	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	620	2	**341**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	10	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	589		*North-South:*	0
		East-West:	341		*East-West:*	0
		SUM:	930		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.653			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.653			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1760	4	**440**	0	0	0
Through-Right		0			0	
Right	330	1	137	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	10	2	**6**	0	0	0
Left-Through		0			0	
Through	1660	4	415	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	350	2	**193**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	20	1	14	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	446		*North-South:*	0
		East-West:	193		*East-West:*	0
		SUM:	639		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.448			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.448			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2440	4	**610**	0	0	0
	Through-Right		0			0	
	Right	590	1	271	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	2	**22**	0	0	0
	Left-Through		0			0	
	Through	2370	4	593	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	580	2	**319**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	40	1	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	632		*North-South:*	0
			East-West:	319		*East-West:*	0
			SUM:	951		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.667			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.667			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	2	**11**	0	0	**0**
	Left-Through		0			0	
	Through	20	3	7	0	0	0
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	470	2	259	0	0	0
	Left-Through		0			0	
	Through	20	2	10	0	0	**0**
	Through-Right		0			0	
	Right	700	1	**403**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	540	2	**297**	0	0	0
	Left-Through		0			0	
	Through	960	3	320	0	0	**0**
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	2	11	0	0	**0**
	Left-Through		0			0	
	Through	1020	3	**340**	0	0	0
	Through-Right		0			0	
	Right	370	1	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	414		*North-South:*	0
			East-West:	637		*East-West:*	0
			SUM:	1051		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.764			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.764			0.000
	LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	2	**17**	0	0	**0**
	Left-Through		0			0	
	Through	20	3	7	0	0	0
	Through-Right		0			0	
	Right	30	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	420	2	231	0	0	0
	Left-Through		0			0	
	Through	20	2	10	0	0	**0**
	Through-Right		0			0	
	Right	480	1	**260**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	400	2	**220**	0	0	0
	Left-Through		0			0	
	Through	1000	3	333	0	0	**0**
	Through-Right		0			0	
	Right	20	1	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	2	11	0	0	**0**
	Left-Through		0			0	
	Through	970	3	**323**	0	0	0
	Through-Right		0			0	
	Right	300	1	69	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	277		*North-South:*	0
			East-West:	543		*East-West:*	0
			SUM:	820		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.596			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.596			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	2	11	0	0	**0**
	Left-Through		0			0	
	Through	20	3	7	0	0	0
	Through-Right		0			0	
	Right	20	1	**17**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	890	2	**490**	0	0	0
	Left-Through		0			0	
	Through	10	2	5	0	0	**0**
	Through-Right		0			0	
	Right	510	1	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	740	2	**407**	0	0	0
	Left-Through		0			0	
	Through	1090	3	363	0	0	**0**
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	2	6	0	0	**0**
	Left-Through		0			0	
	Through	1140	3	**380**	0	0	0
	Through-Right		0			0	
	Right	440	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	507		*North-South:*	0
			East-West:	787		*East-West:*	0
			SUM:	1294		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.941			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.941			0.000
	LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**	20	1	20	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1140	2	**570**	0	0	0	760	2	**380**	0	0	0
	Through-Right		0			0			0			0	
	Right	220	1	176	0	0	0	140	1	124	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0	160	1	**160**	0	0	0
	Left-Through		0			0			0			0	
	Through	900	2	450	0	0	**0**	830	2	415	0	0	**0**
	Through-Right		0			0			0			0	
	Right	140	1	0	0	0	0	130	1	50	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	330	1	**330**	0	0	0	160	1	**160**	0	0	0
	Left-Through		0			0			0			0	
	Through	840	1	430	0	0	**0**	300	1	160	0	0	**0**
	Through-Right		1			0			1			0	
	Right	20	0	20	0	0	0	20	0	20	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	160	2	88	0	0	**0**	60	2	33	0	0	**0**
	Left-Through		0			0			0			0	
	Through	320	1	**235**	0	0	0	330	1	**270**	0	0	0
	Through-Right		1			0			1			0	
	Right	150	0	150	0	0	0	210	0	210	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	710		North-South:	0		North-South:	540		North-South:	0
			East-West:	565		East-West:	0		East-West:	430		East-West:	0
			SUM:	1275		SUM:	0		SUM:	970		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.895			0.000			0.681			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.895			0.000			0.681			0.000
LEVEL OF SERVICE (LOS):				D			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	30	1	30	0	0	**0**						
	Left-Through		0			0							
	Through	1390	2	**695**	0	0	0						
	Through-Right		0			0							
	Right	350	1	317	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	170	1	**170**	0	0	0						
	Left-Through		0			0							
	Through	1420	2	710	0	0	**0**						
	Through-Right		0			0							
	Right	200	1	115	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	170	1	**170**	0	0	0						
	Left-Through		0			0							
	Through	570	1	295	0	0	**0**						
	Through-Right		1			0							
	Right	20	0	20	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	120	2	66	0	0	**0**						
	Left-Through		0			0							
	Through	610	1	**400**	0	0	0						
	Through-Right		1			0							
	Right	190	0	190	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	865		North-South:	0						
			East-West:	570		East-West:	0						
			SUM:	1435		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				1.007			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.007			0.000						
LEVEL OF SERVICE (LOS):				F			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	30	2	17	0	0	**0**						
	Left-Through		0			0							
	Through	2430	2	**827**	0	0	0						
	Through-Right		1			0							
	Right	50	0	50	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	150	1	**150**	0	0	0						
	Left-Through		0			0							
	Through	2180	2	733	0	0	**0**						
	Through-Right		1			0							
	Right	20	0	20	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	390	2	195	0	0	**0**						
	Through-Right		1			0							
	Right	210	0	**202**	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	240	1	**240**	0	0	**0**						
	Left-Through		0			0							
	Through	1200	3	400	0	0	0						
	Through-Right		0			0							
	Right	280	1	205	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	977		North-South:	0						
			East-West:	442		East-West:	0						
			SUM:	1419		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				1.032			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.032			0.000						
LEVEL OF SERVICE (LOS):				F			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	2	99	0	0	**0**
	Left-Through		0			0	
	Through	1510	2	**533**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	1490	2	510	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	630	2	**267**	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	820	3	273	0	0	0
	Through-Right		0			0	
	Right	170	1	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	703		North-South:	0
			East-West:	437		East-West:	0
			SUM:	1140		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.829			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.829			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	2	88	0	0	**0**
	Left-Through		0			0	
	Through	2160	2	**767**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	330	1	**330**	0	0	0
	Left-Through		0			0	
	Through	2100	2	707	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1080	2	**433**	0	0	**0**
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	930	3	310	0	0	0
	Through-Right		0			0	
	Right	160	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	1097		North-South:	0
			East-West:	603		East-West:	0
			SUM:	1700		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.236			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.236			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	2	**88**	0	0	**0**
	Left-Through		0			0	
	Through	830	2	317	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1260	2	**480**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	460	2	173	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	2	88	0	0	**0**
	Left-Through		0			0	
	Through	1120	2	**377**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	568		North-South:	0
			East-West:	507		East-West:	0
			SUM:	1075		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.782			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.782			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	2	**99**	0	0	**0**
	Left-Through		0			0	
	Through	900	2	367	0	0	0
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	920	2	**350**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	620	2	237	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	2	99	0	0	**0**
	Left-Through		0			0	
	Through	790	2	**270**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	449		North-South:	0
			East-West:	410		East-West:	0
			SUM:	859		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.625			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.625			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	1620	2	**647**	0	0	0
	Through-Right		1			0	
	Right	320	0	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1110	2	413	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	910	2	320	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	2	105	0	0	**0**
	Left-Through		0			0	
	Through	980	2	**330**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	777		*North-South:*	0
			East-West:	550		*East-West:*	0
			SUM:	1327		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.965			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.965			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	1470	1	**810**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	740	2	370	0	0	**0**
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	1570	3	523	0	0	**0**
	Through-Right		0			0	
	Right	140	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1200	2	**463**	0	0	0
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	910		*North-South:*	0
			East-West:	673		*East-West:*	0
			SUM:	1583		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.151			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.151			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	930	1	**545**	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	750	2	375	0	0	**0**
	Through-Right		0			0	
	Right	110	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	1200	3	400	0	0	**0**
	Through-Right		0			0	
	Right	140	1	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	1	200	0	0	**0**
	Left-Through		0			0	
	Through	1330	2	**477**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	685		*North-South:*	0
			East-West:	687		*East-West:*	0
			SUM:	1372		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.998			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.998			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1300	1	**710**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	1320	2	660	0	0	**0**
	Through-Right		0			0	
	Right	90	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1530	3	**510**	0	0	**0**
	Through-Right		0			0	
	Right	290	1	225	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	1	**230**	0	0	**0**
	Left-Through		0			0	
	Through	1540	2	563	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	870		*North-South:*	0
			East-West:	740		*East-West:*	0
			SUM:	1610		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.171			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.171			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	60	1	60	0	0	**0**
Left-Through		0			0	
Through	1390	1	**745**	0	0	0
Through-Right		1			0	
Right	100	0	100	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	80	1	**80**	0	0	0
Left-Through		0			0	
Through	870	2	435	0	0	**0**
Through-Right		0			0	
Right	120	1	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	200	1	200	0	0	0
Left-Through		0			0	
Through	730	2	**365**	0	0	**0**
Through-Right		0			0	
Right	60	1	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	80	1	**80**	0	0	**0**
Left-Through		0			0	
Through	460	2	230	0	0	0
Through-Right		0			0	
Right	70	1	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	825		*North-South:*	0
		East-West:	445		*East-West:*	0
		SUM:	1270		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.847			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.847			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	100	1	100	0	0	**0**
Left-Through		0			0	
Through	910	1	**510**	0	0	0
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	80	1	**80**	0	0	0
Left-Through		0			0	
Through	850	2	425	0	0	**0**
Through-Right		0			0	
Right	230	1	105	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	250	1	**250**	0	0	0
Left-Through		0			0	
Through	520	2	260	0	0	**0**
Through-Right		0			0	
Right	80	1	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	110	1	110	0	0	**0**
Left-Through		0			0	
Through	530	2	**265**	0	0	0
Through-Right		0			0	
Right	70	1	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	590		*North-South:*	0
		East-West:	515		*East-West:*	0
		SUM:	1105		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.737			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.737			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	90	1	90	0	0	**0**
Left-Through		0			0	
Through	1400	1	**785**	0	0	0
Through-Right		1			0	
Right	170	0	170	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	90	1	**90**	0	0	0
Left-Through		0			0	
Through	1460	2	730	0	0	**0**
Through-Right		0			0	
Right	180	1	95	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	170	1	170	0	0	0
Left-Through		0			0	
Through	810	2	**405**	0	0	**0**
Through-Right		0			0	
Right	110	1	65	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	150	1	**150**	0	0	**0**
Left-Through		0			0	
Through	680	2	340	0	0	0
Through-Right		0			0	
Right	80	1	35	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	875		*North-South:*	0
		East-West:	555		*East-West:*	0
		SUM:	1430		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.953			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.953			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	790	3	263	0	0	0
Through-Right		0			0	
Right	310	1	310	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	400	2	220	0	0	0
Left-Through		0			0	
Through	1110	2	**555**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	20	0	20	0	0	0
Left-Through		0			0	
Through	0	0	20	0	0	**0**
Through-Right		0			0	
Right	160	1	**160**	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	555		*North-South:*	0
		East-West:	160		*East-West:*	0
		SUM:	715		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.502			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.502			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD						PM					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	710	3	237	0	0	0	1260	3	**420**	0	0	0
	Through-Right		0			0			0			0	
	Right	190	1	190	0	0	0	250	1	250	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	330	2	182	0	0	0	710	2	**391**	0	0	0
	Left-Through		0			0			0			0	
	Through	880	2	**440**	0	0	**0**	1120	2	560	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	30	0	30	0	0	0	30	0	30	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	30	0	0	**0**	0	0	30	0	0	**0**
	Through-Right		0			0			0			0	
	Right	130	1	**130**	0	0	0	90	1	**90**	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	440		North-South:	0		North-South:	811		North-South:	0
			East-West:	130		East-West:	0		East-West:	90		East-West:	0
			SUM:	570		SUM:	0		SUM:	901		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.400			0.000			0.632			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.400			0.000			0.632			0.000
LEVEL OF SERVICE (LOS):				A			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	**10**	0	0	**0**	20	1	**20**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	750	2	375	0	0	0	650	2	325	0	0	0
	Through-Right		0			0			0			0	
	Right	50	1	0	0	0	0	70	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	1230	2	**413**	0	0	**0**	980	2	**330**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	10	0	10	0	0	0	10	0	10	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	20	0	0	0	0	**0**	20	0	0	0	0	**0**
	Through-Right		0			0			0			0	
	Right	40	0	**40**	0	0	0	20	0	**20**	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		1			0			1			0	
WESTBOUND	Left	350	1	**327**	0	0	**0**	280	1	**180**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	10	0	327	0	0	0	20	0	180	0	0	0
	Through-Right		0			0			0			0	
	Right	620	1	0	0	0	0	240	1	0	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	423		North-South:	0		North-South:	350		North-South:	0
			East-West:	367		East-West:	0		East-West:	200		East-West:	0
			SUM:	790		SUM:	0		SUM:	550		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.554			0.000			0.386			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.554			0.000			0.386			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 2		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	**0**
	Left-Through		0			0	
	Through	1170	2	**585**	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1540	2	520	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	20	0	0	0	0	**0**
	Through-Right		0			0	
	Right	40	0	**40**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
WESTBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	20	0	**315**	0	0	0
	Through-Right		0			0	
	Right	610	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	585		North-South:	0
			East-West:	355		East-West:	0
			SUM:	940		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.660			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.660			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB-- 0	
		EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	330	1	**330**	0	0	**0**
	Left-Through		0			0	
	Through	400	2	200	0	0	0
	Through-Right		0			0	
	Right	160	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	490	2	**245**	0	0	**0**
	Through-Right		0			0	
	Right	790	2	235	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	**200**	0	0	0
	Left-Through		0			0	
	Through	1010	3	337	0	0	**0**
	Through-Right		0			0	
	Right	560	1	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	1	250	0	0	**0**
	Left-Through		0			0	
	Through	1360	3	453	0	0	0
	Through-Right		1			0	
	Right	530	0	**465**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	575		North-South:	0
			East-West:	665		East-West:	0
			SUM:	1240		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.902			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.902			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB-- 0	
		EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	340	1	**340**	0	0	**0**
	Left-Through		0			0	
	Through	430	2	215	0	0	0
	Through-Right		0			0	
	Right	260	2	33	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	1	240	0	0	0
	Left-Through		0			0	
	Through	360	2	180	0	0	**0**
	Through-Right		0			0	
	Right	930	2	**282**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	230	1	230	0	0	0
	Left-Through		0			0	
	Through	1750	3	**583**	0	0	**0**
	Through-Right		0			0	
	Right	550	1	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	1160	3	385	0	0	0
	Through-Right		1			0	
	Right	380	0	380	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	622		North-South:	0
			East-West:	693		East-West:	0
			SUM:	1315		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.956			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.956			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB-- 0	
		EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	460	1	**460**	0	0	**0**
	Left-Through		0			0	
	Through	320	2	160	0	0	0
	Through-Right		0			0	
	Right	540	2	227	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	480	1	480	0	0	0
	Left-Through		0			0	
	Through	870	2	**435**	0	0	**0**
	Through-Right		0			0	
	Right	550	2	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	280	1	**280**	0	0	0
	Left-Through		0			0	
	Through	1550	3	517	0	0	**0**
	Through-Right		0			0	
	Right	540	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	1090	3	**343**	0	0	0
	Through-Right		1			0	
	Right	280	0	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	895		North-South:	0
			East-West:	623		East-West:	0
			SUM:	1518		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.104			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.104			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0
Override Capacity			0			0			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**	0	0	0	0	0	**0**
	Left-Through		0			0			0			0	
	Through	3822	4	**956**	0	0	0	3367	4	**842**	0	0	0
	Through-Right		0			0			0			0	
	Right	120	1	0	0	0	0	120	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0	0	0	**0**	0	0	0
	Left-Through		0			0			0			0	
	Through	1880	4	470	0	0	**0**	1390	4	348	0	0	**0**
	Through-Right		0			0			0			0	
	Right	160	1	160	0	0	0	200	1	200	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	330	1	**190**	0	0	**0**	410	1	**230**	0	0	**0**
	Left-Through		1			0			1			0	
	Through	50	0	190	0	0	0	50	0	230	0	0	0
	Through-Right		0			0			0			0	
	Right	340	2	187	0	0	0	250	2	138	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	956		*North-South:*	0		*North-South:*	842		*North-South:*	0
			East-West:	190		*East-West:*	0		*East-West:*	230		*East-West:*	0
			SUM:	1146		*SUM:*	0		*SUM:*	1072		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.764			0.000			0.715			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.764			0.000			0.715			0.000
LEVEL OF SERVICE (LOS):				C			A			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				2			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0						
	EB-- 0	WB--	2	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?			0			0						
Override Capacity			0			0						

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3858	4	**965**	0	0	0
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2670	4	668	0	0	**0**
	Through-Right		0			0	
	Right	180	1	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	610	1	**315**	0	0	**0**
	Left-Through		1			0	
	Through	20	0	315	0	0	0
	Through-Right		0			0	
	Right	250	2	138	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	965		*North-South:*	0
			East-West:	315		*East-West:*	0
			SUM:	1280		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.853			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.853			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2030	2	**1015**	0	0	0
	Through-Right		0			0	
	Right	560	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	0	**20**	0	0	0
	Left-Through		1			0	
	Through	450	1	285	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	410	2	**226**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	10	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1035		*North-South:*	0
			East-West:	226		*East-West:*	0
			SUM:	1261		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.841			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.841			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	780	2	**390**	0	0	0
	Through-Right		0			0	
	Right	240	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	0	**40**	0	0	0
	Left-Through		1			0	
	Through	420	1	330	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	470	2	**259**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	10	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	430		North-South:	0
			East-West:	259		East-West:	0
			SUM:	689		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.459			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.459			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	890	2	445	0	0	0
	Through-Right		0			0	
	Right	370	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	0	60	0	0	0
	Left-Through		1			0	
	Through	1250	1	**805**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	860	2	**473**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	10	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	805		North-South:	0
			East-West:	473		East-West:	0
			SUM:	1278		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.852			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.852			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	**30**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	30	0	0	0
	Through-Right		0			0	
	Right	1150	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	1280	1	**645**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	410	1	**410**	0	0	**0**
	Left-Through		0			0	
	Through	420	1	215	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	50		North-South:	0
			East-West:	1055		East-West:	0
			SUM:	1105		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.775			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.775			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	**30**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	30	0	0	0
	Through-Right		0			0	
	Right	460	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	570	1	**300**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	410	1	**410**	0	0	**0**
	Left-Through		0			0	
	Through	400	1	205	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	50		North-South:	0
			East-West:	710		East-West:	0
			SUM:	760		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.533			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.533			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	0	**50**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	50	0	0	0
	Through-Right		0			0	
	Right	530	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	690	1	**360**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	900	1	**900**	0	0	**0**
	Left-Through		0			0	
	Through	1100	1	555	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	70		*North-South:*	0
			East-West:	1260		*East-West:*	0
			SUM:	1330		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.933			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.933			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	30	1	30	0	0	0
	Through-Right		0			0	
	Right	150	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	30	0	30	0	0	**0**
	Through-Right		0			0	
	Right	20	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	520	2	260	0	0	**0**
	Through-Right		1			0	
	Right	260	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	300	2	165	0	0	**0**
	Left-Through		0			0	
	Through	1330	2	**473**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	130		*North-South:*	0
			East-West:	533		*East-West:*	0
			SUM:	663		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.482			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.482			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	**90**	0	0	**0**
	Left-Through		0			0	
	Through	30	1	30	0	0	0
	Through-Right		0			0	
	Right	230	2	66	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**60**	0	0	0
	Left-Through		0			0	
	Through	40	0	60	0	0	**0**
	Through-Right		0			0	
	Right	50	1	10	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	660	2	263	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	2	61	0	0	**0**
	Left-Through		0			0	
	Through	690	2	**247**	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	150		*North-South:*	0
			East-West:	327		*East-West:*	0
			SUM:	477		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.347			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.347			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	40	1	40	0	0	0
	Through-Right		0			0	
	Right	520	2	**236**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**70**	0	0	0
	Left-Through		0			0	
	Through	40	0	70	0	0	**0**
	Through-Right		0			0	
	Right	50	1	15	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	1350	2	**497**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	2	**50**	0	0	**0**
	Left-Through		0			0	
	Through	800	2	287	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	306		*North-South:*	0
			East-West:	547		*East-West:*	0
			SUM:	853		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.620			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.620			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	590	2	**325**	0	0	**0**
	Left-Through		0			0	
	Through	1990	2	680	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	1550	2	**543**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	20	1	20	0	0	**0**
	Through-Right		0			0	
	Right	660	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	0	40	0	0	**0**
	Left-Through		1			0	
	Through	20	0	**70**	0	0	0
	Through-Right		1			0	
	Right	50	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	868		*North-South:*	0
			East-West:	150		*East-West:*	0
			SUM:	1018		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.714			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.714			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	610	2	**336**	0	0	**0**
	Left-Through		0			0	
	Through	1960	2	673	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	1480	2	**537**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	20	1	20	0	0	**0**
	Through-Right		0			0	
	Right	540	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	0	50	0	0	**0**
	Left-Through		1			0	
	Through	20	0	**50**	0	0	0
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	873		*North-South:*	0
			East-West:	160		*East-West:*	0
			SUM:	1033		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.725			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.725			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	900	2	**495**	0	0	**0**
	Left-Through		0			0	
	Through	2140	2	737	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	1930	2	**700**	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	40	1	40	0	0	**0**
	Through-Right		0			0	
	Right	920	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	0	50	0	0	**0**
	Left-Through		1			0	
	Through	30	0	**60**	0	0	0
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1195		*North-South:*	0
			East-West:	180		*East-West:*	0
			SUM:	1375		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.965			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.965			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	1350	1	**750**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	420	1	215	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	10	0	**30**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	45	0	0	**0**
	Left-Through		1			0	
	Through	10	0	45	0	0	0
	Through-Right		0			0	
	Right	140	1	**80**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	870		*North-South:*	0
			East-West:	110		*East-West:*	0
			SUM:	980		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.688			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.688			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	590	1	**370**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	470	1	245	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	10	0	**30**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	**70**	0	0	**0**
	Left-Through		1			0	
	Through	20	0	70	0	0	0
	Through-Right		0			0	
	Right	90	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		440	*North-South:*		0
		East-West:		100	*East-West:*		0
		SUM:		540	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.379			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.379			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	770	1	**465**	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	1130	1	570	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	10	0	**30**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**90**	0	0	**0**
	Left-Through		1			0	
	Through	10	0	90	0	0	0
	Through-Right		0			0	
	Right	100	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		605	*North-South:*		0
		East-West:		120	*East-West:*		0
		SUM:		725	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.509			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.509			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1800	4	**450**	0	0	0
	Through-Right		0			0	
	Right	930	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	2	**94**	0	0	0
	Left-Through		0			0	
	Through	990	3	330	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	620	3	**217**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	240	1	146	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		544	*North-South:*		0
		East-West:		217	*East-West:*		0
		SUM:		761	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.534			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.534			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1160	4	**290**	0	0	0
	Through-Right		0			0	
	Right	750	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	320	2	**176**	0	0	0
	Left-Through		0			0	
	Through	1200	3	400	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	770	3	**270**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	280	1	104	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		466	*North-South:*		0
		East-West:		270	*East-West:*		0
		SUM:		736	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.516			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.516			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1570	4	393	0	0	0
	Through-Right		0			0	
	Right	640	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	600	2	330	0	0	0
	Left-Through		0			0	
	Through	2210	3	**737**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	780	3	**273**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	230	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	737		North-South:	0
			East-West:	273		East-West:	0
			SUM:	1010		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.709			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.709			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	2	**121**	0	0	**0**
	Left-Through		0			0	
	Through	210	1	147	0	0	0
	Through-Right		1			0	
	Right	230	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	2	61	0	0	0
	Left-Through		0			0	
	Through	420	1	**250**	0	0	**0**
	Through-Right		1			0	
	Right	330	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	350	2	**193**	0	0	0
	Left-Through		0			0	
	Through	290	3	97	0	0	**0**
	Through-Right		0			0	
	Right	190	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	2	55	0	0	**0**
	Left-Through		0			0	
	Through	810	3	270	0	0	0
	Through-Right		0			0	
	Right	700	2	**324**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	371		North-South:	0
			East-West:	517		East-West:	0
			SUM:	888		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.646			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.646			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	2	**88**	0	0	**0**
	Left-Through		0			0	
	Through	250	1	157	0	0	0
	Through-Right		1			0	
	Right	220	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	2	105	0	0	0
	Left-Through		0			0	
	Through	340	1	**187**	0	0	**0**
	Through-Right		1			0	
	Right	220	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	2	**121**	0	0	0
	Left-Through		0			0	
	Through	460	3	153	0	0	**0**
	Through-Right		0			0	
	Right	150	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	2	33	0	0	**0**
	Left-Through		0			0	
	Through	370	3	123	0	0	0
	Through-Right		0			0	
	Right	420	2	**126**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	275		North-South:	0
			East-West:	247		East-West:	0
			SUM:	522		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.380			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.380			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	2	50	0	0	**0**
	Left-Through		0			0	
	Through	290	1	290	0	0	0
	Through-Right		1			0	
	Right	600	1	**314**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	520	2	**286**	0	0	0
	Left-Through		0			0	
	Through	520	1	320	0	0	**0**
	Through-Right		1			0	
	Right	440	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	230	2	127	0	0	0
	Left-Through		0			0	
	Through	1410	3	**470**	0	0	**0**
	Through-Right		0			0	
	Right	220	2	71	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	2	**33**	0	0	**0**
	Left-Through		0			0	
	Through	400	3	133	0	0	0
	Through-Right		0			0	
	Right	420	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	600		North-South:	0
			East-West:	503		East-West:	0
			SUM:	1103		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.802			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.802			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0	
Override Capacity			0			0	

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	300	1	150	0	0	**0**
	Left-Through		1			0	
	Through	0	0	150	0	0	0
	Through-Right		0			0	
	Right	580	1	**489**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1010	2	**505**	0	0	**0**
	Through-Right		0			0	
	Right	190	1	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	330	2	**182**	0	0	**0**
	Left-Through		0			0	
	Through	890	1	450	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	509		*North-South:*	0
			East-West:	687		*East-West:*	0
			SUM:	1196		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.870			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.870			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0	
Override Capacity			0			0	

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	340	1	170	0	0	**0**
	Left-Through		1			0	
	Through	0	0	170	0	0	0
	Through-Right		0			0	
	Right	350	1	**215**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	720	2	**360**	0	0	**0**
	Through-Right		0			0	
	Right	110	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	490	2	**270**	0	0	**0**
	Left-Through		0			0	
	Through	770	1	390	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	235		*North-South:*	0
			East-West:	630		*East-West:*	0
			SUM:	865		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.629			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.629			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0	
Override Capacity			0			0	

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	480	1	**240**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	240	0	0	0
	Through-Right		0			0	
	Right	330	1	179	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	910	2	**455**	0	0	**0**
	Through-Right		0			0	
	Right	370	1	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	550	2	**303**	0	0	**0**
	Left-Through		0			0	
	Through	660	1	335	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	260		*North-South:*	0
			East-West:	758		*East-West:*	0
			SUM:	1018		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.740			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.740			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0	
	EB-- 0	WB--	3	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0	
Override Capacity			0			0	

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	770	1	**390**	0	0	0
	Left-Through		1			0	
	Through	10	0	390	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	270	2	**149**	0	0	0
	Left-Through		0			0	
	Through	420	1	215	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	280	2	**140**	0	0	0
	Through-Right		0			0	
	Right	910	2	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	420		*North-South:*	0
			East-West:	289		*East-West:*	0
			SUM:	709		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.516			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.516			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	560	1	**285**	0	0	0
	Left-Through		1			0	
	Through	10	0	285	0	0	**0**
	Through-Right		0			0	
	Right	110	1	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	2	**66**	0	0	0
	Left-Through		0			0	
	Through	260	1	135	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	390	2	**195**	0	0	0
	Through-Right		0			0	
	Right	720	2	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	315		North-South:	0
			East-West:	261		East-West:	0
			SUM:	576		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.419			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.419			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	860	1	**435**	0	0	0
	Left-Through		1			0	
	Through	10	0	435	0	0	**0**
	Through-Right		0			0	
	Right	250	1	151	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	2	**99**	0	0	0
	Left-Through		0			0	
	Through	410	1	210	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	390	2	**195**	0	0	0
	Through-Right		0			0	
	Right	750	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	465		North-South:	0
			East-West:	294		East-West:	0
			SUM:	759		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.552			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.552			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1540	3	**513**	0	0	0
	Through-Right		0			0	
	Right	590	1	491	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	640	2	**352**	0	0	0
	Left-Through		0			0	
	Through	2340	3	590	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	340	2	**187**	0	0	0
	Left-Through		0			0	
	Through	330	3	110	0	0	**0**
	Through-Right		0			0	
	Right	200	1	145	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	360	2	198	0	0	**0**
	Left-Through		0			0	
	Through	220	3	73	0	0	0
	Through-Right		0			0	
	Right	600	1	**248**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	865		North-South:	0
			East-West:	435		East-West:	0
			SUM:	1300		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.945			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.945			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	1350	3	450	0	0	0
	Through-Right		0			0	
	Right	730	1	**681**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	490	2	**270**	0	0	0
	Left-Through		0			0	
	Through	1980	3	503	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	300	2	**165**	0	0	0
	Left-Through		0			0	
	Through	240	3	80	0	0	**0**
	Through-Right		0			0	
	Right	200	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	2	99	0	0	**0**
	Left-Through		0			0	
	Through	270	3	90	0	0	0
	Through-Right		0			0	
	Right	490	1	**220**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	951		North-South:	0
			East-West:	385		East-West:	0
			SUM:	1336		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.972			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.972			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	2080	3	693	0	0	0
	Through-Right		0			0	
	Right	1100	1	**1031**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	530	2	**292**	0	0	0
	Left-Through		0			0	
	Through	2480	3	628	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	310	2	**171**	0	0	0
	Left-Through		0			0	
	Through	570	3	190	0	0	**0**
	Through-Right		0			0	
	Right	170	1	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	2	138	0	0	**0**
	Left-Through		0			0	
	Through	300	3	100	0	0	0
	Through-Right		0			0	
	Right	640	1	**348**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1323		*North-South:*	0
			East-West:	519		*East-West:*	0
			SUM:	1842		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.340			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.340			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	1060	2	**530**	0	0	0
	Through-Right		0			0	
	Right	610	1	505	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	370	1	190	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	**10**	0	0	0
	Left-Through		0			0	
	Through	10	1	10	0	0	**0**
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	**105**	0	0	**0**
	Left-Through		1			0	
	Through	20	0	105	0	0	0
	Through-Right		0			0	
	Right	100	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	610		*North-South:*	0
			East-West:	115		*East-West:*	0
			SUM:	725		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.527			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.527			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	360	2	**180**	0	0	0
	Through-Right		0			0	
	Right	300	1	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	280	1	145	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	20	1	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	280	1	**160**	0	0	**0**
	Left-Through		1			0	
	Through	40	0	160	0	0	0
	Through-Right		0			0	
	Right	120	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	280		*North-South:*	0
			East-West:	180		*East-West:*	0
			SUM:	460		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.335			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.335			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	520	2	260	0	0	0
	Through-Right		0			0	
	Right	280	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	850	1	**430**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	40	1	**40**	0	0	**0**
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	430	1	**235**	0	0	**0**
	Left-Through		1			0	
	Through	40	0	235	0	0	0
	Through-Right		0			0	
	Right	170	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	440		*North-South:*	0
			East-West:	275		*East-West:*	0
			SUM:	715		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.520			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.520			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	40	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	450	1	**410**	0	0	0
	Left-Through		1			0	
	Through	1190	0	410	0	0	**0**
	Through-Right		1			0	
	Right	590	1	410	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	500	2	**243**	0	0	**0**
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	320	2	**176**	0	0	**0**
	Left-Through		0			0	
	Through	920	2	307	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		540	North-South:		0
		East-West:		419	East-West:		0
		SUM:		959	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.697			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.697			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	80	2	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	160	0	0	0
	Left-Through		1			0	
	Through	300	0	**300**	0	0	**0**
	Through-Right		1			0	
	Right	290	1	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	500	2	**250**	0	0	**0**
	Through-Right		1			0	
	Right	280	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	2	**33**	0	0	**0**
	Left-Through		0			0	
	Through	610	2	203	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		400	North-South:		0
		East-West:		283	East-West:		0
		SUM:		683	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.497			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.497			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	200	2	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	190	0	0	0
	Left-Through		1			0	
	Through	210	0	**210**	0	0	**0**
	Through-Right		1			0	
	Right	310	1	171	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	860	2	**347**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	2	**61**	0	0	**0**
	Left-Through		0			0	
	Through	880	2	293	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		370	North-South:		0
		East-West:		408	East-West:		0
		SUM:		778	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.566			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.566			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	820	2	**451**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	500	2	187	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	330	3	110	0	0	**0**
	Through-Right		0			0	
	Right	370	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	2	88	0	0	**0**
	Left-Through		0			0	
	Through	1290	1	**645**	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		451	North-South:		0
		East-West:		645	East-West:		0
		SUM:		1096	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.769			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.769			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	500	2	275	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	190	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	490	3	163	0	0	0
Through-Right		0			0	
Right	500	1	225	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	340	2	187	0	0	0
Left-Through		0			0	
Through	510	1	255	0	0	0
Through-Right		1			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	275		*North-South:*	0
		East-West:	412		*East-West:*	0
		SUM:	687		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.482			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.482			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	670	2	369	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	250	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1530	3	510	0	0	0
Through-Right		0			0	
Right	560	1	191	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	370	2	204	0	0	0
Left-Through		0			0	
Through	560	1	280	0	0	0
Through-Right		1			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	369		*North-South:*	0
		East-West:	714		*East-West:*	0
		SUM:	1083		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.760			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.760			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	20	1	20	0	0	0
Left-Through		0			0	
Through	1900	4	475	0	0	0
Through-Right		0			0	
Right	420	1	227	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	500	2	275	0	0	0
Left-Through		0			0	
Through	1490	4	373	0	0	0
Through-Right		0			0	
Right	290	1	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	180	1	180	0	0	0
Left-Through		0			0	
Through	380	2	140	0	0	0
Through-Right		1			0	
Right	40	0	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	350	2	193	0	0	0
Left-Through		0			0	
Through	140	2	70	0	0	0
Through-Right		0			0	
Right	550	2	28	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	750		*North-South:*	0
		East-West:	333		*East-West:*	0
		SUM:	1083		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.788			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.788			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	30	1	30	0	0	0
Left-Through		0			0	
Through	1530	4	383	0	0	0
Through-Right		0			0	
Right	220	1	27	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	530	2	292	0	0	0
Left-Through		0			0	
Through	1260	4	315	0	0	0
Through-Right		0			0	
Right	280	1	180	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	100	1	100	0	0	0
Left-Through		0			0	
Through	130	2	63	0	0	0
Through-Right		1			0	
Right	60	0	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	350	2	193	0	0	0
Left-Through		0			0	
Through	160	2	80	0	0	0
Through-Right		0			0	
Right	760	2	126	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	675		*North-South:*	0
		East-West:	256		*East-West:*	0
		SUM:	931		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.677			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.677			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB--		3	NB-- 0 SB--		0
		EB-- 0 WB--		3	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	1960	4	**490**	0	0	0
	Through-Right		0			0	
	Right	480	1	216	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	560	2	**308**	0	0	0
	Left-Through		0			0	
	Through	1850	4	463	0	0	**0**
	Through-Right		0			0	
	Right	490	1	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	210	0	0	0
	Left-Through		0			0	
	Through	210	2	**97**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	480	2	**264**	0	0	**0**
	Left-Through		0			0	
	Through	250	2	125	0	0	0
	Through-Right		0			0	
	Right	630	2	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	798		*North-South:*	0
			East-West:	361		*East-West:*	0
			SUM:	1159		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.843			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.843			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**330**	0	0	0
	Through-Right		0			0	
	Right	330	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	290	2	**160**	0	0	0
	Left-Through		0			0	
	Through	810	2	405	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1120	2	**373**	0	0	0
	Through-Right		1			0	
	Right	180	1	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	330		*North-South:*	0
			East-West:	533		*East-West:*	0
			SUM:	863		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.606			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.606			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**160**	0	0	0
	Through-Right		0			0	
	Right	160	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	310	2	**171**	0	0	0
	Left-Through		0			0	
	Through	1110	2	555	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1190	2	**413**	0	0	0
	Through-Right		1			0	
	Right	460	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	160		*North-South:*	0
			East-West:	584		*East-West:*	0
			SUM:	744		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.522			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.522			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	310	1	310	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**650**	0	0	0
	Through-Right		0			0	
	Right	650	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	240	2	**132**	0	0	0
	Left-Through		0			0	
	Through	1100	2	550	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1440	2	**480**	0	0	0
	Through-Right		1			0	
	Right	180	1	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	650		*North-South:*	0
			East-West:	612		*East-West:*	0
			SUM:	1262		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.886			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.886			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	130	1	130	0	0	0	380	1	217	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	**205**	0	0	**0**	0	0	**217**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	410	1	0	0	0	0	270	1	0	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	**0**	0	0	0
	Left-Through		0			0			0			0	
	Through	990	4	248	0	0	**0**	910	4	228	0	0	**0**
	Through-Right		0			0			0			0	
	Right	250	1	**250**	0	0	0	220	1	220	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	330	2	**182**	0	0	**0**	340	2	187	0	0	**0**
	Left-Through		0			0			0			0	
	Through	840	2	420	0	0	0	840	2	**420**	0	0	0
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	205		North-South:	0		North-South:	217		North-South:	0
			East-West:	432		East-West:	0		East-West:	420		East-West:	0
			SUM:	637		SUM:	0		SUM:	637		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.447			0.000			0.447			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.447			0.000			0.447			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM						AM					
No. of Phases				3			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	2580	2	**923**	0	0	0
	Through-Right		0			0			1			0	
	Right	0	0	0	0	0	0	190	0	190	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	150	1	147	0	0	0	0	0	**0**	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	**147**	0	0	**0**	2470	3	823	0	0	**0**
	Through-Right		0			0			0			0	
	Right	290	1	0	0	0	0	960	1	680	0	0	0
	Left-Through-Right		1			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	800	3	280	0	0	0
	Left-Through		0			0			0			0	
	Through	1260	4	315	0	0	**0**	300	0	**310**	0	0	**0**
	Through-Right		0			0			1			0	
	Right	330	1	**330**	0	0	0	10	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	600	2	**330**	0	0	**0**	0	0	**0**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1140	2	570	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	147		North-South:	0		North-South:	923		North-South:	0
			East-West:	660		East-West:	0		East-West:	310		East-West:	0
			SUM:	807		SUM:	0		SUM:	1233		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.566			0.000			0.822			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.566			0.000			0.822			0.000
LEVEL OF SERVICE (LOS):				A			A			D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD						PM					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0	NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**	0	0	0	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1640	2	**623**	0	0	0	2290	2	**877**	0	0	0
	Through-Right		1			0			1			0	
	Right	230	0	230	0	0	0	340	0	340	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0	0	0	**0**	0	0	0
	Left-Through		0			0			0			0	
	Through	1660	3	553	0	0	**0**	2420	3	807	0	0	**0**
	Through-Right		0			0			0			0	
	Right	820	1	547	0	0	0	1000	1	618	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	780	3	273	0	0	0	1090	3	382	0	0	0
	Left-Through		0			0			0			0	
	Through	390	0	**410**	0	0	**0**	750	0	**800**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	20	0	0	0	0	0	50	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	623		North-South:	0		North-South:	877		North-South:	0
			East-West:	410		East-West:	0		East-West:	800		East-West:	0
			SUM:	1033		SUM:	0		SUM:	1677		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.689			0.000			1.118			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.689			0.000			1.118			0.000
LEVEL OF SERVICE (LOS):				B			A			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**	0	0	0	0	0	**0**
	Left-Through		0			0			0			0	
	Through	900	1	**485**	0	0	0	800	1	**455**	0	0	0
	Through-Right		1			0			1			0	
	Right	70	0	70	0	0	0	110	0	110	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	60	1	**60**	0	0	0	110	1	**110**	0	0	0
	Left-Through		0			0			0			0	
	Through	800	3	267	0	0	**0**	630	3	210	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	**0**	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	**0**	0	0	**0**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	130	1	130	0	0	**0**	110	1	**110**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	1	0	0	0	0	0	1	0	0	0	0
	Through-Right		0			0			0			0	
	Right	240	1	**210**	0	0	0	150	1	95	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	545		North-South:	0		North-South:	565		North-South:	0
			East-West:	210		East-West:	0		East-West:	110		East-West:	0
			SUM:	755		SUM:	0		SUM:	675		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.503			0.000			0.450			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.503			0.000			0.450			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	830	1	**525**	0	0	0
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	280	1	**280**	0	0	0
	Left-Through		0			0	
	Through	1150	3	383	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	200	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	805		North-South:	0
			East-West:	60		East-West:	0
			SUM:	865		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.577			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.577			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	380	1	**380**	0	0	**0**
	Left-Through		0			0	
	Through	930	2	465	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	800	2	**310**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	2	**61**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	690		North-South:	0
			East-West:	61		East-West:	0
			SUM:	751		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.501			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.501			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	310	1	**310**	0	0	**0**
	Left-Through		0			0	
	Through	710	2	355	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	680	2	**270**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	2	**121**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	260	1	105	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	580		North-South:	0
			East-West:	121		East-West:	0
			SUM:	701		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.467			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.467			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	1	**200**	0	0	**0**
	Left-Through		0			0	
	Through	810	2	405	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1080	2	**397**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	270	2	149	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	280	1	**180**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	597		North-South:	0
			East-West:	180		East-West:	0
			SUM:	777		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.518			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.518			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	200	1	200	0	0	**0**
Left-Through		0			0	
Through	900	1	**450**	0	0	0
Through-Right		1			0	
Right	140	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	140	2	**77**	0	0	0
Left-Through		0			0	
Through	570	2	193	0	0	**0**
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	10	1	10	0	0	0
Left-Through		1			0	
Through	70	0	**37**	0	0	**0**
Through-Right		1			0	
Right	40	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	860	1	**525**	0	0	**0**
Left-Through		0			0	
Through	120	0	525	0	0	0
Through-Right		0			0	
Right	70	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	527		*North-South:*	0
		East-West:	562		*East-West:*	0
		SUM:	1089		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.764			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.764			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	200	1	200	0	0	**0**
Left-Through		0			0	
Through	700	1	**350**	0	0	0
Through-Right		1			0	
Right	130	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	190	2	**105**	0	0	0
Left-Through		0			0	
Through	610	2	207	0	0	**0**
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	10	1	10	0	0	0
Left-Through		1			0	
Through	120	0	**60**	0	0	**0**
Through-Right		1			0	
Right	40	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	890	1	**540**	0	0	**0**
Left-Through		0			0	
Through	100	0	540	0	0	0
Through-Right		0			0	
Right	90	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	455		*North-South:*	0
		East-West:	600		*East-West:*	0
		SUM:	1055		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.740			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.740			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	160	1	**160**	0	0	**0**
Left-Through		0			0	
Through	730	1	365	0	0	0
Through-Right		1			0	
Right	120	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	210	2	116	0	0	0
Left-Through		0			0	
Through	1020	2	**343**	0	0	**0**
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	50	1	**40**	0	0	0
Left-Through		1			0	
Through	110	0	40	0	0	**0**
Through-Right		1			0	
Right	70	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	730	1	**485**	0	0	**0**
Left-Through		0			0	
Through	70	0	485	0	0	0
Through-Right		0			0	
Right	170	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	503		*North-South:*	0
		East-West:	525		*East-West:*	0
		SUM:	1028		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.721			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.721			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	730	1	**385**	0	0	0
Through-Right		1			0	
Right	40	0	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	520	2	**286**	0	0	0
Left-Through		0			0	
Through	670	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	170	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	671		*North-South:*	0
		East-West:	0		*East-West:*	0
		SUM:	671		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.447			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.447			0.000
LEVEL OF SERVICE (LOS):			A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	850	1	**445**	0	0	0
Through-Right		1			0	
Right	40	0	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	520	2	**286**	0	0	0
Left-Through		0			0	
Through	530	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	190	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	731		*North-South:*	0
		East-West:	0		*East-West:*	0
		SUM:	731		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.487			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.487			0.000
LEVEL OF SERVICE (LOS):			A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	960	1	**500**	0	0	0
Through-Right		1			0	
Right	40	0	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	500	2	**275**	0	0	0
Left-Through		0			0	
Through	1060	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	0	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	360	2	**61**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	775		*North-South:*	0
		East-West:	61		*East-West:*	0
		SUM:	836		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.557			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.557			0.000
LEVEL OF SERVICE (LOS):			A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	1	0	0	0	**0**
Left-Through		0			0	
Through	1070	2	**535**	0	0	0
Through-Right		0			0	
Right	110	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	180	1	**180**	0	0	0
Left-Through		0			0	
Through	740	2	247	0	0	**0**
Through-Right		1			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
WESTBOUND Left	200	2	110	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	220	1	**130**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	715		*North-South:*	0
		East-West:	130		*East-West:*	0
		SUM:	845		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.615			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.615			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	1	0	0	0	**0**
Left-Through		0			0	
Through	770	2	**385**	0	0	0
Through-Right		0			0	
Right	80	1	25	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	220	1	**220**	0	0	0
Left-Through		0			0	
Through	750	2	250	0	0	**0**
Through-Right		1			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
WESTBOUND Left	100	2	55	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	190	1	**80**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	605		*North-South:*	0
		East-West:	80		*East-West:*	0
		SUM:	685		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.498			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.498			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	1	0	0	0	**0**
Left-Through		0			0	
Through	890	2	**445**	0	0	0
Through-Right		0			0	
Right	60	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	110	1	**110**	0	0	0
Left-Through		0			0	
Through	1200	2	400	0	0	**0**
Through-Right		1			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
WESTBOUND Left	140	2	**77**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	100	1	45	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	555		*North-South:*	0
		East-West:	77		*East-West:*	0
		SUM:	632		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.460			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.460			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	130	2	**72**	0	0	**0**
Left-Through		0			0	
Through	1690	2	570	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	30	1	30	0	0	0
Left-Through		0			0	
Through	1360	2	**647**	0	0	**0**
Through-Right		1			0	
Right	580	0	580	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	200	1	**105**	0	0	0
Left-Through		1			0	
Through	10	0	105	0	0	**0**
Through-Right		0			0	
Right	50	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	10	0	**30**	0	0	0
Through-Right		0			0	
Right	10	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	719		*North-South:*	0
		East-West:	135		*East-West:*	0
		SUM:	854		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.621			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.621			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	50	2	28	0	0	**0**
Left-Through		0			0	
Through	1320	2	**443**	0	0	0
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	40	1	**40**	0	0	0
Left-Through		0			0	
Through	970	2	397	0	0	**0**
Through-Right		1			0	
Right	220	0	220	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	160	1	**85**	0	0	0
Left-Through		1			0	
Through	10	0	85	0	0	**0**
Through-Right		0			0	
Right	80	1	52	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	10	0	**30**	0	0	0
Through-Right		0			0	
Right	10	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	483		*North-South:*	0
		East-West:	115		*East-West:*	0
		SUM:	598		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.435			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.435			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	20	2	**11**	0	0	**0**
Left-Through		0			0	
Through	1750	2	590	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	50	1	50	0	0	0
Left-Through		0			0	
Through	1690	2	**670**	0	0	**0**
Through-Right		1			0	
Right	320	0	320	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	590	1	**300**	0	0	0
Left-Through		1			0	
Through	10	0	300	0	0	**0**
Through-Right		0			0	
Right	140	1	129	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	10	0	**30**	0	0	0
Through-Right		0			0	
Right	10	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	681		*North-South:*	0
		East-West:	330		*East-West:*	0
		SUM:	1011		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.735			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.735			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	**40**	0	0	**0**
	Left-Through		0			0	
	Through	240	2	120	0	0	0
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	610	2	**305**	0	0	**0**
	Through-Right		0			0	
	Right	330	1	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	520	2	260	0	0	**0**
	Through-Right		0			0	
	Right	30	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	240	0	0	**0**
	Left-Through		0			0	
	Through	900	2	**450**	0	0	0
	Through-Right		0			0	
	Right	20	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	345		*North-South:*	0
			East-West:	610		*East-West:*	0
			SUM:	955		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.670			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.670			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	420	2	210	0	0	0
	Through-Right		0			0	
	Right	230	1	105	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	410	2	**205**	0	0	**0**
	Through-Right		0			0	
	Right	240	1	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	230	1	230	0	0	0
	Left-Through		0			0	
	Through	710	2	**355**	0	0	**0**
	Through-Right		0			0	
	Right	150	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	1	**250**	0	0	**0**
	Left-Through		0			0	
	Through	710	2	355	0	0	0
	Through-Right		0			0	
	Right	20	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	325		*North-South:*	0
			East-West:	605		*East-West:*	0
			SUM:	930		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.653			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.653			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	730	2	**365**	0	0	0
	Through-Right		0			0	
	Right	380	1	300	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	400	2	200	0	0	**0**
	Through-Right		0			0	
	Right	270	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	400	1	**400**	0	0	0
	Left-Through		0			0	
	Through	890	2	445	0	0	**0**
	Through-Right		0			0	
	Right	80	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	730	2	**365**	0	0	0
	Through-Right		0			0	
	Right	20	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	395		*North-South:*	0
			East-West:	765		*East-West:*	0
			SUM:	1160		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.814			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.814			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	1490	3	**497**	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	1200	3	400	0	0	**0**
	Through-Right		0			0	
	Right	210	1	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	210	2	105	0	0	**0**
	Through-Right		0			0	
	Right	90	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	390	1	**230**	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	617		*North-South:*	0
			East-West:	340		*East-West:*	0
			SUM:	957		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.696			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.696			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	1060	3	353	0	0	0
	Through-Right		0			0	
	Right	220	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1190	3	**397**	0	0	**0**
	Through-Right		0			0	
	Right	110	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	430	2	215	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	400	1	**320**	0	0	0
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	507		*North-South:*	0
			East-West:	430		*East-West:*	0
			SUM:	937		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.681			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.681			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	1650	3	550	0	0	0
	Through-Right		0			0	
	Right	130	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1720	3	**573**	0	0	**0**
	Through-Right		0			0	
	Right	200	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	230	1	230	0	0	0
	Left-Through		0			0	
	Through	830	2	**415**	0	0	**0**
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	450	1	280	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	673		*North-South:*	0
			East-West:	535		*East-West:*	0
			SUM:	1208		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.879			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.879			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	200	1	**200**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	530	1	**530**	0	0	0
	Left-Through		0			0	
	Through	830	3	277	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1590	3	**473**	0	0	0
	Through-Right		1			0	
	Right	300	0	300	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	200		*North-South:*	0
			East-West:	1003		*East-West:*	0
			SUM:	1203		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.844			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.844			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	330	1	330	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	370	1	**370**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	580	1	**580**	0	0	0
	Left-Through		0			0	
	Through	1100	3	367	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1360	3	**405**	0	0	0
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	370		*North-South:*	0
			East-West:	985		*East-West:*	0
			SUM:	1355		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.951			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.951			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	340	1	**340**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	320	1	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	410	1	**410**	0	0	0
	Left-Through		0			0	
	Through	2000	3	667	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1380	3	**378**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	340		*North-South:*	0
			East-West:	788		*East-West:*	0
			SUM:	1128		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.792			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.792			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	2	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	0	110	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	460	1	**285**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1250	3	**378**	0	0	**0**
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	**220**	0	0	**0**
	Left-Through		0			0	
	Through	1560	3	520	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	285		*North-South:*	0
			East-West:	598		*East-West:*	0
			SUM:	883		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.620			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.620			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	2	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	0	140	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	440	1	**290**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1540	3	**430**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	300	1	**300**	0	0	**0**
	Left-Through		0			0	
	Through	1390	3	463	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	290		*North-South:*	0
			East-West:	730		*East-West:*	0
			SUM:	1020		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.716			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.716			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	2	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	0	240	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	490	1	**365**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2170	3	**588**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	1	**210**	0	0	**0**
	Left-Through		0			0	
	Through	1510	3	503	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	365		*North-South:*	0
			East-West:	798		*East-West:*	0
			SUM:	1163		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.816			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.816			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0
Override Capacity			0			0			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**	20	1	**20**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	2640	4	**660**	0	0	0	1880	4	470	0	0	0
	Through-Right		0			0			0			0	
	Right	200	1	160	0	0	0	160	1	53	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	320	2	**176**	0	0	0	120	2	66	0	0	0
	Left-Through		0			0			0			0	
	Through	2140	3	713	0	0	**0**	1870	3	**623**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	10	1	0	0	0	0	20	1	10	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	30	1	**30**	0	0	0	20	1	20	0	0	0
	Left-Through		0			0			0			0	
	Through	10	0	30	0	0	**0**	10	0	**30**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	20	0	0	0	0	0	20	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	40	1	40	0	0	**0**	120	1	**107**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	10	0	**55**	0	0	0	10	0	107	0	0	0
	Through-Right		0			0			0			0	
	Right	100	1	0	0	0	0	190	1	0	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	836		*North-South:*	0		*North-South:*	643		*North-South:*	0
			East-West:	85		*East-West:*	0		*East-West:*	137		*East-West:*	0
			SUM:	921		*SUM:*	0		*SUM:*	780		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.670			0.000			0.567			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.670			0.000			0.567			0.000
LEVEL OF SERVICE (LOS):				B			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0						
	EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?			0			0						
Override Capacity			0			0						

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	**20**	0	0	**0**
	Left-Through		0			0	
	Through	2690	4	673	0	0	0
	Through-Right		0			0	
	Right	110	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	2	88	0	0	0
	Left-Through		0			0	
	Through	2770	3	**923**	0	0	**0**
	Through-Right		0			0	
	Right	20	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	10	0	**30**	0	0	**0**
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**160**	0	0	0
	Through-Right		0			0	
	Right	310	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	943		*North-South:*	0
			East-West:	190		*East-West:*	0
			SUM:	1133		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.824			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.824			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 3	WB--	3	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	1610	3	433	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	1640	2	**563**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	310	1	**310**	0	0	0
	Left-Through		0			0	
	Through	430	2	215	0	0	**0**
	Through-Right		0			0	
	Right	140	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	220	0	0	**0**
	Left-Through		0			0	
	Through	490	2	**245**	0	0	0
	Through-Right		0			0	
	Right	250	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	683		*North-South:*	0
			East-West:	555		*East-West:*	0
			SUM:	1238		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.900			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.900			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	100	1	100	0	0	**0**
Left-Through		0			0	
Through	1230	3	**343**	0	0	0
Through-Right		1			0	
Right	140	0	140	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	230	1	**230**	0	0	0
Left-Through		0			0	
Through	920	2	337	0	0	**0**
Through-Right		1			0	
Right	90	0	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	140	1	**140**	0	0	0
Left-Through		0			0	
Through	270	2	135	0	0	**0**
Through-Right		0			0	
Right	90	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	180	1	180	0	0	**0**
Left-Through		0			0	
Through	390	2	**195**	0	0	0
Through-Right		0			0	
Right	260	1	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	573		*North-South:*	0
		East-West:	335		*East-West:*	0
		SUM:	908		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.660			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.660			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	180	1	180	0	0	**0**
Left-Through		0			0	
Through	2060	3	**573**	0	0	0
Through-Right		1			0	
Right	230	0	230	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	270	1	**270**	0	0	0
Left-Through		0			0	
Through	1700	2	613	0	0	**0**
Through-Right		1			0	
Right	140	0	140	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	180	1	180	0	0	0
Left-Through		0			0	
Through	470	2	**235**	0	0	**0**
Through-Right		0			0	
Right	110	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	260	1	**260**	0	0	**0**
Left-Through		0			0	
Through	480	2	240	0	0	0
Through-Right		0			0	
Right	290	1	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	843		*North-South:*	0
		East-West:	495		*East-West:*	0
		SUM:	1338		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.973			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.973			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	70	2	39	0	0	**0**
Left-Through		0			0	
Through	1820	3	**607**	0	0	0
Through-Right		0			0	
Right	200	1	100	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	200	2	**110**	0	0	0
Left-Through		0			0	
Through	1710	3	435	0	0	**0**
Through-Right		1			0	
Right	30	0	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	80	1	80	0	0	0
Left-Through		0			0	
Through	80	1	80	0	0	**0**
Through-Right		0			0	
Right	190	1	**151**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	170	1	**100**	0	0	**0**
Left-Through		1			0	
Through	30	0	100	0	0	0
Through-Right		0			0	
Right	180	1	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	717		*North-South:*	0
		East-West:	251		*East-West:*	0
		SUM:	968		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.704			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.704			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	120	2	66	0	0	**0**
Left-Through		0			0	
Through	1930	3	**643**	0	0	0
Through-Right		0			0	
Right	310	1	140	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	230	2	**127**	0	0	0
Left-Through		0			0	
Through	1870	3	485	0	0	**0**
Through-Right		1			0	
Right	70	0	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	70	1	**70**	0	0	0
Left-Through		0			0	
Through	70	1	70	0	0	**0**
Through-Right		0			0	
Right	60	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	290	1	**170**	0	0	**0**
Left-Through		1			0	
Through	50	0	170	0	0	0
Through-Right		0			0	
Right	240	1	113	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	770		*North-South:*	0
		East-West:	240		*East-West:*	0
		SUM:	1010		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.735			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.735			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	2	83	0	0	**0**
	Left-Through		0			0	
	Through	2080	3	**693**	0	0	0
	Through-Right		0			0	
	Right	360	1	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	2	**99**	0	0	0
	Left-Through		0			0	
	Through	2140	3	565	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	80	1	**80**	0	0	**0**
	Through-Right		0			0	
	Right	100	1	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	300	1	200	0	0	**0**
	Left-Through		1			0	
	Through	100	0	200	0	0	0
	Through-Right		0			0	
	Right	310	1	**211**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	792		North-South:	0
			East-West:	291		East-West:	0
			SUM:	1083		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.788			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.788			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 2	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	1510	3	**503**	0	0	0
	Through-Right		0			0	
	Right	350	1	201	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	1400	2	477	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	640	1	**345**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	270	2	**149**	0	0	**0**
	Left-Through		0			0	
	Through	440	1	260	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	673		North-South:	0
			East-West:	494		East-West:	0
			SUM:	1167		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.849			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.849			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 2	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	1560	3	**520**	0	0	0
	Through-Right		0			0	
	Right	310	1	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	260	1	**260**	0	0	0
	Left-Through		0			0	
	Through	1240	2	447	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	550	1	**335**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	430	2	**237**	0	0	**0**
	Left-Through		0			0	
	Through	500	1	290	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	780		North-South:	0
			East-West:	572		East-West:	0
			SUM:	1352		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.983			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.983			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 2	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	1750	3	**583**	0	0	0
	Through-Right		0			0	
	Right	310	1	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	310	1	**310**	0	0	0
	Left-Through		0			0	
	Through	1580	2	560	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	520	1	**315**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	430	2	**237**	0	0	**0**
	Left-Through		0			0	
	Through	640	1	355	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	893		North-South:	0
			East-West:	552		East-West:	0
			SUM:	1445		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.051			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.051			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 108 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** SEPULVEDA BOULEVARD | **East-West Street:** LINCOLN BOULEVARD | **Scenario:** FUTURE (2025) WITH ALTERNATIVE 1/2 | **Count Date:** | **Analyst:** | **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1730	4	**606**	0	0	**0**
	Left-Through		0			0	
	Through	1810	0	0	0	0	0
	Through-Right		0			0	
	Right	270	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1290	4	**323**	0	0	**0**
	Through-Right		0			0	
	Right	20	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	1460	4	**208**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	10	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	929		*North-South:*	0
			East-West:	208		*East-West:*	0
			SUM:	1137		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.758			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.758			0.000
LEVEL OF SERVICE (LOS):				C			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 108 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** SEPULVEDA BOULEVARD | **East-West Street:** LINCOLN BOULEVARD | **Scenario:** FUTURE (2025) WITH ALTERNATIVE 1/2 | **Count Date:** | **Analyst:** | **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1260	4	**441**	0	0	**0**
	Left-Through		0			0	
	Through	1480	0	0	0	0	0
	Through-Right		0			0	
	Right	200	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1590	4	**398**	0	0	**0**
	Through-Right		0			0	
	Right	40	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	1050	4	**148**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	40	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	839		*North-South:*	0
			East-West:	148		*East-West:*	0
			SUM:	987		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.658			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.658			0.000
LEVEL OF SERVICE (LOS):				B			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 108 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** SEPULVEDA BOULEVARD | **East-West Street:** LINCOLN BOULEVARD | **Scenario:** FUTURE (2025) WITH ALTERNATIVE 1/2 | **Count Date:** | **Analyst:** | **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1770	4	**620**	0	0	**0**
	Left-Through		0			0	
	Through	1760	0	0	0	0	0
	Through-Right		0			0	
	Right	300	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2100	4	**525**	0	0	**0**
	Through-Right		0			0	
	Right	30	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	1880	4	348	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	390	1	**390**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1145		*North-South:*	0
			East-West:	390		*East-West:*	0
			SUM:	1535		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.023			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.023			0.000
LEVEL OF SERVICE (LOS):				F			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 109 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** LINCOLN BOULEVARD | **East-West Street:** VENICE BOULEVARD | **Scenario:** FUTURE (2025) WITH ALTERNATIVE 1/2 | **Count Date:** | **Analyst:** | **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	3	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	2	77	0	0	**0**
	Left-Through		0			0	
	Through	1380	1	**760**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	290	2	**160**	0	0	0
	Left-Through		0			0	
	Through	1490	1	780	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	2	39	0	0	0
	Left-Through		0			0	
	Through	880	3	**293**	0	0	**0**
	Through-Right		0			0	
	Right	150	1	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	290	2	**160**	0	0	**0**
	Left-Through		0			0	
	Through	630	2	315	0	0	0
	Through-Right		0			0	
	Right	350	1	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	920		*North-South:*	0
			East-West:	453		*East-West:*	0
			SUM:	1373		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.999			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.999			0.000
LEVEL OF SERVICE (LOS):				E			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	2	121	0	0	**0**
	Left-Through		0			0	
	Through	1490	1	**815**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	2	**149**	0	0	0
	Left-Through		0			0	
	Through	1480	1	795	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	2	**61**	0	0	0
	Left-Through		0			0	
	Through	670	3	223	0	0	**0**
	Through-Right		0			0	
	Right	170	1	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	270	2	149	0	0	**0**
	Left-Through		0			0	
	Through	790	2	**395**	0	0	0
	Through-Right		0			0	
	Right	230	1	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:* *East-West:* *SUM:*	964 456 1420		*North-South:* *East-West:* *SUM:*	0 0 0
	VOLUME/CAPACITY *(V/C)* RATIO:			1.033			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			1.033			0.000
	LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	1430	1	**785**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	440	2	**242**	0	0	0
	Left-Through		0			0	
	Through	1680	1	880	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	2	**50**	0	0	0
	Left-Through		0			0	
	Through	920	3	307	0	0	**0**
	Through-Right		0			0	
	Right	220	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	310	2	171	0	0	**0**
	Left-Through		0			0	
	Through	990	2	**495**	0	0	0
	Through-Right		0			0	
	Right	300	1	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:* *East-West:* *SUM:*	1027 545 1572		*North-South:* *East-West:* *SUM:*	0 0 0
	VOLUME/CAPACITY *(V/C)* RATIO:			1.143			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			1.143			0.000
	LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	490	2	**270**	0	0	**0**
	Left-Through		0			0	
	Through	1530	2	550	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	260	2	143	0	0	0
	Left-Through		0			0	
	Through	1530	2	**560**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	2	**55**	0	0	0
	Left-Through		0			0	
	Through	680	2	340	0	0	**0**
	Through-Right		0			0	
	Right	520	1	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	2	105	0	0	**0**
	Left-Through		0			0	
	Through	830	2	**415**	0	0	0
	Through-Right		0			0	
	Right	230	1	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:* *East-West:* *SUM:*	830 470 1300		*North-South:* *East-West:* *SUM:*	0 0 0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.945			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.945			0.000
	LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	590	2	**325**	0	0	**0**
	Left-Through		0			0	
	Through	1410	2	547	0	0	0
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	410	2	226	0	0	0
	Left-Through		0			0	
	Through	1260	2	**480**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	2	77	0	0	0
	Left-Through		0			0	
	Through	670	2	**335**	0	0	**0**
	Through-Right		0			0	
	Right	430	1	105	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	490	2	**270**	0	0	**0**
	Left-Through		0			0	
	Through	970	2	485	0	0	0
	Through-Right		0			0	
	Right	400	1	174	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:* *East-West:* *SUM:*	805 605 1410		*North-South:* *East-West:* *SUM:*	0 0 0
	VOLUME/CAPACITY *(V/C)* RATIO:			1.025			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			1.025			0.000
	LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	3	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	620	2	**341**	0	0	**0**
Left-Through		0			0	
Through	1350	2	520	0	0	0
Through-Right		1			0	
Right	210	0	210	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	270	2	149	0	0	0
Left-Through		0			0	
Through	1470	2	**537**	0	0	**0**
Through-Right		1			0	
Right	140	0	140	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	130	2	72	0	0	0
Left-Through		0			0	
Through	820	2	**410**	0	0	**0**
Through-Right		0			0	
Right	490	1	149	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	550	2	**303**	0	0	**0**
Left-Through		0			0	
Through	720	2	360	0	0	0
Through-Right		0			0	
Right	370	1	221	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	878		*North-South:*	0
		East-West:	713		*East-West:*	0
		SUM:	1591		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.157			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.157			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 3	3	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	10	1	**10**	0	0	**0**
Left-Through		0			0	
Through	2070	3	523	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	120	1	120	0	0	0
Left-Through		0			0	
Through	1800	2	**637**	0	0	**0**
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	330	2	**182**	0	0	0
Left-Through		0			0	
Through	40	0	80	0	0	**0**
Through-Right		1			0	
Right	40	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	50	1	50	0	0	**0**
Left-Through		0			0	
Through	50	1	50	0	0	0
Through-Right		0			0	
Right	270	1	**150**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	647		*North-South:*	0
		East-West:	332		*East-West:*	0
		SUM:	979		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.712			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.712			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 3	3	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	50	1	50	0	0	**0**
Left-Through		0			0	
Through	1660	3	**423**	0	0	0
Through-Right		1			0	
Right	30	0	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	180	1	**180**	0	0	0
Left-Through		0			0	
Through	1400	2	527	0	0	**0**
Through-Right		1			0	
Right	180	0	180	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	170	2	94	0	0	0
Left-Through		0			0	
Through	60	0	**120**	0	0	**0**
Through-Right		1			0	
Right	60	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	40	1	**40**	0	0	**0**
Left-Through		0			0	
Through	50	1	50	0	0	0
Through-Right		0			0	
Right	200	1	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	603		*North-South:*	0
		East-West:	160		*East-West:*	0
		SUM:	763		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.555			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.555			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 3	3	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	40	1	40	0	0	**0**
Left-Through		0			0	
Through	2430	3	**618**	0	0	0
Through-Right		1			0	
Right	40	0	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	320	1	**320**	0	0	0
Left-Through		0			0	
Through	2190	2	810	0	0	**0**
Through-Right		1			0	
Right	240	0	240	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	180	2	99	0	0	0
Left-Through		0			0	
Through	80	0	**110**	0	0	**0**
Through-Right		1			0	
Right	30	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	60	1	**60**	0	0	**0**
Left-Through		0			0	
Through	60	1	60	0	0	0
Through-Right		0			0	
Right	190	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	938		*North-South:*	0
		East-West:	170		*East-West:*	0
		SUM:	1108		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.806			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.806			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**	0	0	0	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1470	3	**490**	0	0	0	1730	3	**577**	0	0	0
	Through-Right		0			0			0			0	
	Right	330	1	0	0	0	0	190	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	860	2	**473**	0	0	0	740	2	**407**	0	0	0
	Left-Through		0			0			0			0	
	Through	1240	3	413	0	0	**0**	1490	3	497	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	160	2	**88**	0	0	**0**	170	2	**94**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	770	2	0	0	0	0	730	2	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	963		North-South:	0		North-South:	984		North-South:	0
			East-West:	88		East-West:	0		East-West:	94		East-West:	0
			SUM:	1051		SUM:	0		SUM:	1078		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.738			0.000			0.756			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.738			0.000			0.756			0.000
LEVEL OF SERVICE (LOS):				C			A			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	0	0	0	0	0	**0**						
	Left-Through		0			0							
	Through	1830	3	**610**	0	0	0						
	Through-Right		0			0							
	Right	240	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	1010	2	**556**	0	0	0						
	Left-Through		0			0							
	Through	1800	3	600	0	0	**0**						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	0	0	**0**	0	0	**0**						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	250	2	**138**	0	0	**0**						
	Left-Through		0			0							
	Through	0	0	0	0	0	0						
	Through-Right		0			0							
	Right	760	2	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	1166		North-South:	0						
			East-West:	138		East-West:	0						
			SUM:	1304		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.915			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.915			0.000						
LEVEL OF SERVICE (LOS):				E			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	30	1	30	0	0	**0**						
	Left-Through		0			0							
	Through	790	2	**395**	0	0	0						
	Through-Right		0			0							
	Right	140	1	60	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	120	1	**120**	0	0	0						
	Left-Through		0			0							
	Through	300	1	155	0	0	**0**						
	Through-Right		1			0							
	Right	10	0	10	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	40	1	40	0	0	0						
	Left-Through		0			0							
	Through	60	1	**45**	0	0	**0**						
	Through-Right		1			0							
	Right	30	0	30	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	160	1	160	0	0	**0**						
	Left-Through		0			0							
	Through	50	1	50	0	0	0						
	Through-Right		0			0							
	Right	340	1	**220**	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	515		North-South:	0						
			East-West:	265		East-West:	0						
			SUM:	780		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.567			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.567			0.000						
LEVEL OF SERVICE (LOS):				A			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	350	2	**175**	0	0	0
	Through-Right		0			0	
	Right	110	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	**50**	0	0	0
	Left-Through		0			0	
	Through	120	1	70	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	230	1	125	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	70	1	70	0	0	0
	Through-Right		0			0	
	Right	250	1	**200**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	225		*North-South:*	0
			East-West:	380		*East-West:*	0
			SUM:	605		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.440			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.440			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	470	2	**235**	0	0	0
	Through-Right		0			0	
	Right	170	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	50	1	40	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	270	1	270	0	0	0
	Left-Through		0			0	
	Through	640	1	**335**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	80	1	80	0	0	0
	Through-Right		0			0	
	Right	200	1	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	305		*North-South:*	0
			East-West:	495		*East-West:*	0
			SUM:	800		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.582			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.582			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1340	3	**447**	0	0	0
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	1260	3	420	0	0	**0**
	Through-Right		0			0	
	Right	130	1	86	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	2	**88**	0	0	0
	Left-Through		0			0	
	Through	560	2	280	0	0	**0**
	Through-Right		0			0	
	Right	90	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	930	1	**630**	0	0	0
	Through-Right		1			0	
	Right	330	0	330	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	567		*North-South:*	0
			East-West:	718		*East-West:*	0
			SUM:	1285		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.935			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.935			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	1130	3	**377**	0	0	0
	Through-Right		0			0	
	Right	120	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	1100	3	367	0	0	**0**
	Through-Right		0			0	
	Right	250	1	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	2	**116**	0	0	0
	Left-Through		0			0	
	Through	730	2	365	0	0	**0**
	Through-Right		0			0	
	Right	90	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	690	1	**470**	0	0	0
	Through-Right		1			0	
	Right	250	0	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	607		*North-South:*	0
			East-West:	586		*East-West:*	0
			SUM:	1193		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.868			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.868			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

PM

No. of Phases			4			0		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0		
	EB-- 0	WB--	0	EB-- 0	WB--	0		
ATSAC-1 or ATSAC+ATCS-2?			0			0		
Override Capacity			0			0		

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	1750	3	**583**	0	0	0
	Through-Right		0			0	
	Right	140	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	280	1	**280**	0	0	0
	Left-Through		0			0	
	Through	1780	3	593	0	0	**0**
	Through-Right		0			0	
	Right	280	1	228	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	2	105	0	0	0
	Left-Through		0			0	
	Through	910	2	**455**	0	0	**0**
	Through-Right		0			0	
	Right	90	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	710	1	450	0	0	0
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	863		*North-South:*	0
			East-West:	555		*East-West:*	0
			SUM:	1418		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.031			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.031			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

AM

No. of Phases			3			0		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0		
	EB-- 0	WB--	0	EB-- 0	WB--	0		
ATSAC-1 or ATSAC+ATCS-2?			0			0		
Override Capacity			0			0		

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	390	2	215	0	0	**0**
	Left-Through		0			0	
	Through	980	1	**980**	0	0	0
	Through-Right		0			0	
	Right	290	1	225	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	250	0	0	0
	Left-Through		0			0	
	Through	490	0	**500**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	510	2	**255**	0	0	**0**
	Through-Right		0			0	
	Right	210	1	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	410	1	260	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1480		*North-South:*	0
			East-West:	385		*East-West:*	0
			SUM:	1865		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.309			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.309			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

MD

No. of Phases			3			0		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0		
	EB-- 0	WB--	0	EB-- 0	WB--	0		
ATSAC-1 or ATSAC+ATCS-2?			0			0		
Override Capacity			0			0		

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	250	2	138	0	0	**0**
	Left-Through		0			0	
	Through	710	1	**710**	0	0	0
	Through-Right		0			0	
	Right	200	1	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	340	1	340	0	0	0
	Left-Through		0			0	
	Through	420	0	**460**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	450	2	**225**	0	0	**0**
	Through-Right		0			0	
	Right	170	1	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	540	1	295	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1170		*North-South:*	0
			East-West:	395		*East-West:*	0
			SUM:	1565		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.098			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.098			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

PM

No. of Phases			3			0		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0		
	EB-- 0	WB--	0	EB-- 0	WB--	0		
ATSAC-1 or ATSAC+ATCS-2?			0			0		
Override Capacity			0			0		

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	400	2	220	0	0	**0**
	Left-Through		0			0	
	Through	880	1	**880**	0	0	0
	Through-Right		0			0	
	Right	190	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	490	1	490	0	0	0
	Left-Through		0			0	
	Through	930	0	**970**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	0	0	0
	Left-Through		0			0	
	Through	530	2	265	0	0	**0**
	Through-Right		0			0	
	Right	300	1	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	750	1	**425**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1850		*North-South:*	0
			East-West:	465		*East-West:*	0
			SUM:	2315		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.625			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.625			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	100	1	100	0	0	**0**
Left-Through		0			0	
Through	1000	2	**500**	0	0	0
Through-Right		0			0	
Right	140	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	160	1	**160**	0	0	0
Left-Through		0			0	
Through	630	2	315	0	0	**0**
Through-Right		0			0	
Right	120	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	220	2	121	0	0	0
Left-Through		0			0	
Through	1550	3	**517**	0	0	**0**
Through-Right		0			0	
Right	140	1	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	320	2	**176**	0	0	**0**
Left-Through		0			0	
Through	1470	3	490	0	0	0
Through-Right		0			0	
Right	210	1	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	660		*North-South:*	0
		East-West:	693		*East-West:*	0
		SUM:	1353		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.949			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.949			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	150	1	150	0	0	**0**
Left-Through		0			0	
Through	760	2	**380**	0	0	0
Through-Right		0			0	
Right	210	1	34	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	140	1	**140**	0	0	0
Left-Through		0			0	
Through	640	2	320	0	0	**0**
Through-Right		0			0	
Right	140	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	260	2	143	0	0	0
Left-Through		0			0	
Through	1290	3	**430**	0	0	**0**
Through-Right		0			0	
Right	130	1	55	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	320	2	**176**	0	0	**0**
Left-Through		0			0	
Through	1370	3	457	0	0	0
Through-Right		0			0	
Right	140	1	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	520		*North-South:*	0
		East-West:	606		*East-West:*	0
		SUM:	1126		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.790			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.790			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	170	1	170	0	0	**0**
Left-Through		0			0	
Through	1150	2	**575**	0	0	0
Through-Right		0			0	
Right	220	1	22	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	210	1	**210**	0	0	0
Left-Through		0			0	
Through	950	2	475	0	0	**0**
Through-Right		0			0	
Right	150	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	280	2	154	0	0	0
Left-Through		0			0	
Through	1550	3	**517**	0	0	**0**
Through-Right		0			0	
Right	160	1	75	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	360	2	**198**	0	0	**0**
Left-Through		0			0	
Through	1470	3	490	0	0	0
Through-Right		0			0	
Right	110	1	5	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	785		*North-South:*	0
		East-West:	715		*East-West:*	0
		SUM:	1500		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.053			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.053			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	NB-- 0	SB-- 0		
	EB-- 0	WB-- 3	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	580	2	290	0	0	0
Through-Right		0			0	
Right	470	1	**338**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	80	1	**80**	0	0	0
Left-Through		0			0	
Through	560	2	280	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	240	2	**132**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	60	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	418		*North-South:*	0
		East-West:	132		*East-West:*	0
		SUM:	550		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.386			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.386			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	410	2	**205**	0	0	0
	Through-Right		0			0	
	Right	270	1	176	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	390	2	195	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	2	**94**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	305		North-South:	0
			East-West:	94		East-West:	0
			SUM:	399		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.280			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.280			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	650	2	**325**	0	0	0
	Through-Right		0			0	
	Right	310	1	117	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	490	2	245	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	350	2	**193**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	130	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	425		North-South:	0
			East-West:	193		East-West:	0
			SUM:	618		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.434			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.434			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	590	1	**390**	0	0	0
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	165	1	**165**	0	0	0
	Left-Through		0			0	
	Through	475	1	268	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	1	220	0	0	0
	Left-Through		0			0	
	Through	1580	2	**563**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	500	1	**500**	0	0	**0**
	Left-Through		0			0	
	Through	1210	3	330	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	555		North-South:	0
			East-West:	1063		East-West:	0
			SUM:	1618		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.177			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.177			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	260	1	**260**	0	0	**0**
	Left-Through		0			0	
	Through	310	1	260	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	330	1	**205**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1300	2	**473**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	360	1	**360**	0	0	**0**
	Left-Through		0			0	
	Through	1270	3	345	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	465		North-South:	0
			East-West:	833		East-West:	0
			SUM:	1298		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.944			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.944			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	640	1	**475**	0	0	0
	Through-Right		1			0	
	Right	310	0	310	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	660	1	400	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1740	2	**643**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	**220**	0	0	**0**
	Left-Through		0			0	
	Through	1520	3	413	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	595		*North-South:*	0
			East-West:	863		*East-West:*	0
			SUM:	1458		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.060			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.060			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	1290	2	**645**	0	0	0
	Through-Right		0			0	
	Right	220	1	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	390	2	195	0	0	**0**
	Through-Right		0			0	
	Right	130	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	1000	3	333	0	0	**0**
	Through-Right		0			0	
	Right	460	1	370	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	1340	3	**447**	0	0	0
	Through-Right		0			0	
	Right	50	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	715		*North-South:*	0
			East-West:	617		*East-West:*	0
			SUM:	1332		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.969			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.969			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	260	1	260	0	0	**0**
	Left-Through		0			0	
	Through	920	2	**460**	0	0	0
	Through-Right		0			0	
	Right	370	1	295	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	490	2	245	0	0	**0**
	Through-Right		0			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	1150	3	383	0	0	**0**
	Through-Right		0			0	
	Right	460	1	330	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	1320	3	**440**	0	0	0
	Through-Right		0			0	
	Right	70	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	540		*North-South:*	0
			East-West:	620		*East-West:*	0
			SUM:	1160		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.844			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.844			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	330	1	330	0	0	**0**
	Left-Through		0			0	
	Through	1680	2	**840**	0	0	0
	Through-Right		0			0	
	Right	410	1	350	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	850	2	425	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	250	1	**250**	0	0	0
	Left-Through		0			0	
	Through	1630	3	543	0	0	**0**
	Through-Right		0			0	
	Right	320	1	155	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1430	3	**477**	0	0	0
	Through-Right		0			0	
	Right	50	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	950		*North-South:*	0
			East-West:	727		*East-West:*	0
			SUM:	1677		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.220			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.220			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	350	1	**350**	0	0	**0**
	Left-Through		0			0	
	Through	1390	3	463	0	0	0
	Through-Right		0			0	
	Right	30	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	220	0	0	0
	Left-Through		0			0	
	Through	1040	3	**347**	0	0	**0**
	Through-Right		0			0	
	Right	60	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	1	**20**	0	0	0
	Left-Through		0			0	
	Through	240	1	165	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	470	1	**355**	0	0	0
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	697		North-South:	0
			East-West:	375		East-West:	0
			SUM:	1072		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.780			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.780			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	1310	3	**437**	0	0	0
	Through-Right		0			0	
	Right	150	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	1320	3	440	0	0	**0**
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	330	1	**270**	0	0	**0**
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	370	1	250	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	587		North-South:	0
			East-West:	440		East-West:	0
			SUM:	1027		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.747			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.747			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	530	1	**530**	0	0	**0**
	Left-Through		0			0	
	Through	1550	3	517	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	230	0	0	0
	Left-Through		0			0	
	Through	1620	3	**540**	0	0	**0**
	Through-Right		0			0	
	Right	90	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	460	1	**385**	0	0	**0**
	Through-Right		1			0	
	Right	310	0	310	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	1	**210**	0	0	**0**
	Left-Through		0			0	
	Through	280	1	245	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	1070		North-South:	0
			East-West:	595		East-West:	0
			SUM:	1665		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.211			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.211			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	1980	2	**667**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	1440	2	553	0	0	**0**
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	520	2	**286**	0	0	0
	Left-Through		0			0	
	Through	70	1	70	0	0	**0**
	Through-Right		0			0	
	Right	70	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		0			0	
	Right	160	1	**125**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	737		North-South:	0
			East-West:	411		East-West:	0
			SUM:	1148		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.806			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.806			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	1590	2	540	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1570	2	**597**	0	0	**0**
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	240	2	**132**	0	0	0
	Left-Through		0			0	
	Through	50	1	50	0	0	**0**
	Through-Right		0			0	
	Right	80	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	**50**	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		0			0	
	Right	90	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	667		*North-South:*	0
			East-West:	182		*East-West:*	0
			SUM:	849		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.596			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.596			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	2000	2	677	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	2420	2	**930**	0	0	**0**
	Through-Right		1			0	
	Right	370	0	370	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	2	**121**	0	0	0
	Left-Through		0			0	
	Through	100	1	100	0	0	**0**
	Through-Right		0			0	
	Right	60	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	80	1	**80**	0	0	0
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	990		*North-South:*	0
			East-West:	201		*East-West:*	0
			SUM:	1191		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.836			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.836			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	1790	2	**603**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**20**	0	0	0
	Left-Through		0			0	
	Through	1480	3	493	0	0	**0**
	Through-Right		0			0	
	Right	100	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	30	1	30	0	0	**0**
	Through-Right		0			0	
	Right	70	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	90	0	**160**	0	0	0
	Through-Right		1			0	
	Right	70	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	623		*North-South:*	0
			East-West:	290		*East-West:*	0
			SUM:	913		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.609			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.609			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	1570	2	533	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1550	3	**517**	0	0	**0**
	Through-Right		0			0	
	Right	140	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	40	1	40	0	0	**0**
	Through-Right		0			0	
	Right	80	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	40	0	**90**	0	0	0
	Through-Right		1			0	
	Right	50	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	587		*North-South:*	0
			East-West:	190		*East-West:*	0
			SUM:	777		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.518			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.518			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	1920	2	657	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	2260	3	**753**	0	0	**0**
	Through-Right		0			0	
	Right	190	1	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	80	1	80	0	0	**0**
	Through-Right		0			0	
	Right	140	1	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	60	0	**90**	0	0	0
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	863		*North-South:*	0
			East-West:	200		*East-West:*	0
			SUM:	1063		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.709			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.709			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	20	1	20	0	0	**0**
	Left-Through		0			0	
	Through	1700	2	**570**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	1540	2	523	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	0	**90**	0	0	0
	Left-Through		0			0	
	Through	80	0	210	0	0	**0**
	Through-Right		0			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	80	0	**160**	0	0	0
	Through-Right		1			0	
	Right	80	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	600		*North-South:*	0
			East-West:	250		*East-West:*	0
			SUM:	850		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.567			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.567			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	30	1	**30**	0	0	**0**
	Left-Through		0			0	
	Through	1520	2	513	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1580	2	**547**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	0	60	0	0	0
	Left-Through		0			0	
	Through	60	0	**160**	0	0	**0**
	Through-Right		0			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	30	0	90	0	0	0
	Through-Right		1			0	
	Right	60	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	577		*North-South:*	0
			East-West:	170		*East-West:*	0
			SUM:	747		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.498			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.498			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	1970	2	663	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	2300	2	**783**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	0	30	0	0	0
	Left-Through		0			0	
	Through	110	0	**180**	0	0	**0**
	Through-Right		0			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	90	0	110	0	0	0
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	843		*North-South:*	0
			East-West:	190		*East-West:*	0
			SUM:	1033		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.689			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.689			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: I-105 WB RAMPS N/O IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: Analyst: Date:

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 1	0	NB-- 0	SB-- 0	0
	EB-- 1	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2120	3	707	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2060	0	0	0	0	0
	Through-Right		0			0	
	Right	1380	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	800	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2230	3	781	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	707		North-South:	0
			East-West:	781		East-West:	0
			SUM:	1488		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.992			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.992			0.000
LEVEL OF SERVICE (LOS):				E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: I-105 WB RAMPS N/O IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: Analyst: Date:

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 1	0	NB-- 0	SB-- 0	0
	EB-- 1	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2010	3	670	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1730	0	0	0	0	0
	Through-Right		0			0	
	Right	1840	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	530	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2340	3	819	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	670		North-South:	0
			East-West:	819		East-West:	0
			SUM:	1489		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.993			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.993			0.000
LEVEL OF SERVICE (LOS):				E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: I-105 WB RAMPS N/O IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: Analyst: Date:

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 1	0	NB-- 0	SB-- 0	0
	EB-- 1	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2630	3	877	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2400	0	0	0	0	0
	Through-Right		0			0	
	Right	2060	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	740	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2020	3	707	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	877		North-South:	0
			East-West:	707		East-West:	0
			SUM:	1584		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.056			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.056			0.000
LEVEL OF SERVICE (LOS):				F			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: Analyst: Date:

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 1	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	740	2	370	0	0	0
	Through-Right		0			0	
	Right	30	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	620	3	207	0	0	0
	Through-Right		0			0	
	Right	420	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	2	44	0	0	0
	Left-Through		0			0	
	Through	80	1	80	0	0	0
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	60	1	60	0	0	0
	Through-Right		0			0	
	Right	110	1	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	460		North-South:	0
			East-West:	110		East-West:	0
			SUM:	570		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.415			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.415			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: Analyst: Date:

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- WB--	1 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	120	1	120	0	0	**0**
Left-Through		0			0	
Through	1100	2	**550**	0	0	0
Through-Right		0			0	
Right	30	1	15	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	80	1	**80**	0	0	0
Left-Through		0			0	
Through	770	3	257	0	0	**0**
Through-Right		0			0	
Right	420	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	110	2	**61**	0	0	0
Left-Through		0			0	
Through	50	1	50	0	0	**0**
Through-Right		0			0	
Right	80	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	30	1	30	0	0	**0**
Left-Through		0			0	
Through	50	1	50	0	0	0
Through-Right		0			0	
Right	120	1	**80**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	630		North-South:	0
		East-West:	141		East-West:	0
		SUM:	771		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.561			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.561			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: Analyst: Date:

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- WB--	1 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	120	1	120	0	0	**0**
Left-Through		0			0	
Through	1190	2	**595**	0	0	0
Through-Right		0			0	
Right	30	1	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	50	1	**50**	0	0	0
Left-Through		0			0	
Through	580	3	193	0	0	**0**
Through-Right		0			0	
Right	580	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	140	2	**77**	0	0	0
Left-Through		0			0	
Through	130	1	130	0	0	**0**
Through-Right		0			0	
Right	150	1	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	40	1	40	0	0	**0**
Left-Through		0			0	
Through	70	1	70	0	0	0
Through-Right		0			0	
Right	170	1	**145**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	645		North-South:	0
		East-West:	222		East-West:	0
		SUM:	867		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.631			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.631			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE East-West Street: 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: Analyst: Date:

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	1	**0**	0	0	**0**
Left-Through		0			0	
Through	0	1	0	0	0	0
Through-Right		0			0	
Right	0	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	1	20	0	0	0
Left-Through		0			0	
Through	0	1	0	0	0	**0**
Through-Right		0			0	
Right	190	1	**145**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	90	1	**90**	0	0	0
Left-Through		0			0	
Through	130	1	65	0	0	**0**
Through-Right		1			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	1	0	0	0	**0**
Left-Through		0			0	
Through	570	1	**305**	0	0	0
Through-Right		1			0	
Right	40	0	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	145		North-South:	0
		East-West:	395		East-West:	0
		SUM:	540		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.360			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.360			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE East-West Street: 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: Analyst: Date:

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	1	**0**	0	0	**0**
Left-Through		0			0	
Through	0	1	0	0	0	0
Through-Right		0			0	
Right	0	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	70	1	70	0	0	0
Left-Through		0			0	
Through	0	1	0	0	0	**0**
Through-Right		0			0	
Right	300	1	**265**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	70	1	**70**	0	0	0
Left-Through		0			0	
Through	180	1	90	0	0	**0**
Through-Right		1			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	1	0	0	0	**0**
Left-Through		0			0	
Through	540	1	**285**	0	0	0
Through-Right		1			0	
Right	30	0	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	265		North-South:	0
		East-West:	355		East-West:	0
		SUM:	620		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.413			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.413			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	0	1	0	0	0	**0**
	Through-Right		0			0	
	Right	240	1	**200**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	190	1	95	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	730	1	**375**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	200		*North-South:*	0
			East-West:	455		*East-West:*	0
			SUM:	655		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.437			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.437			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	30	0	0	**0**
	Left-Through		1			0	
	Through	40	0	**70**	0	0	0
	Through-Right		0			0	
	Right	70	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	180	1	**180**	0	0	**0**
	Through-Right		0			0	
	Right	90	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	160	1	85	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	140	1	140	0	0	0
	Through-Right		0			0	
	Right	452	1	**362**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	250		*North-South:*	0
			East-West:	452		*East-West:*	0
			SUM:	702		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.493			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.493			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	0	20	0	0	**0**
	Left-Through		1			0	
	Through	190	0	**210**	0	0	0
	Through-Right		0			0	
	Right	40	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	40	1	40	0	0	**0**
	Through-Right		0			0	
	Right	110	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	340	1	**340**	0	0	0
	Left-Through		0			0	
	Through	200	1	115	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	140	1	140	0	0	0
	Through-Right		0			0	
	Right	507	1	**407**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	310		*North-South:*	0
			East-West:	747		*East-West:*	0
			SUM:	1057		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.742			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.742			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	0	40	0	0	**0**
	Left-Through		1			0	
	Through	190	0	**230**	0	0	0
	Through-Right		0			0	
	Right	60	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	130	1	**130**	0	0	**0**
	Through-Right		0			0	
	Right	90	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	420	1	**420**	0	0	0
	Left-Through		0			0	
	Through	190	1	105	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	190	1	190	0	0	0
	Through-Right		0			0	
	Right	638	1	**538**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	360		*North-South:*	0
			East-West:	958		*East-West:*	0
			SUM:	1318		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.925			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.925			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 98TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	130	1	130	0	0	**0**
Left-Through		0			0	
Through	800	2	**400**	0	0	0
Through-Right		0			0	
Right	100	1	75	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	140	1	**140**	0	0	0
Left-Through		0			0	
Through	440	2	207	0	0	**0**
Through-Right		1			0	
Right	180	0	180	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	120	1	**120**	0	0	0
Left-Through		0			0	
Through	140	1	140	0	0	**0**
Through-Right		0			0	
Right	130	1	65	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	50	1	50	0	0	**0**
Left-Through		0			0	
Through	80	0	**160**	0	0	0
Through-Right		1			0	
Right	80	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	540		*North-South:*	0
		East-West:	280		*East-West:*	0
		SUM:	820		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.547			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.547			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 98TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	60	1	60	0	0	**0**
Left-Through		0			0	
Through	1080	2	**540**	0	0	0
Through-Right		0			0	
Right	120	1	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	140	1	**140**	0	0	0
Left-Through		0			0	
Through	650	2	253	0	0	**0**
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	140	1	**140**	0	0	0
Left-Through		0			0	
Through	90	1	90	0	0	**0**
Through-Right		0			0	
Right	120	1	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	80	1	80	0	0	**0**
Left-Through		0			0	
Through	160	0	**280**	0	0	0
Through-Right		1			0	
Right	120	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	680		*North-South:*	0
		East-West:	420		*East-West:*	0
		SUM:	1100		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.733			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.733			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 98TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	60	1	60	0	0	**0**
Left-Through		0			0	
Through	1000	2	**500**	0	0	0
Through-Right		0			0	
Right	160	1	105	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	80	1	**80**	0	0	0
Left-Through		0			0	
Through	640	2	247	0	0	**0**
Through-Right		1			0	
Right	100	0	100	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	190	1	**190**	0	0	0
Left-Through		0			0	
Through	100	1	100	0	0	**0**
Through-Right		0			0	
Right	200	1	170	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	110	1	110	0	0	**0**
Left-Through		0			0	
Through	150	0	**340**	0	0	0
Through-Right		1			0	
Right	190	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	580		*North-South:*	0
		East-West:	530		*East-West:*	0
		SUM:	1110		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.740			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.740			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	60	1	**60**	0	0	**0**
Left-Through		0			0	
Through	30	1	30	0	0	0
Through-Right		0			0	
Right	40	1	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	1	20	0	0	0
Left-Through		0			0	
Through	20	1	**15**	0	0	**0**
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	10	1	**10**	0	0	0
Left-Through		0			0	
Through	300	2	150	0	0	**0**
Through-Right		0			0	
Right	80	1	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	60	1	60	0	0	**0**
Left-Through		0			0	
Through	600	2	**300**	0	0	0
Through-Right		0			0	
Right	10	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	75		*North-South:*	0
		East-West:	310		*East-West:*	0
		SUM:	385		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.257			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.257			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	20	1	20	0	0	0
	Through-Right		0			0	
	Right	130	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	20	1	**15**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	550	2	**275**	0	0	**0**
	Through-Right		0			0	
	Right	120	1	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	580	2	290	0	0	0
	Through-Right		0			0	
	Right	30	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	125		*North-South:*	0
			East-West:	425		*East-West:*	0
			SUM:	550		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.367			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.367			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	30	1	30	0	0	0
	Through-Right		0			0	
	Right	90	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	20	1	**15**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	730	2	**365**	0	0	**0**
	Through-Right		0			0	
	Right	160	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	610	2	305	0	0	0
	Through-Right		0			0	
	Right	40	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	95		*North-South:*	0
			East-West:	465		*East-West:*	0
			SUM:	560		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.373			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.373			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	0	100	0	0	**0**
	Left-Through		0			0	
	Through	120	0	**310**	0	0	0
	Through-Right		0			0	
	Right	90	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	0	**50**	0	0	0
	Left-Through		0			0	
	Through	110	0	210	0	0	**0**
	Through-Right		0			0	
	Right	50	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	320	1	260	0	0	**0**
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	690	1	**375**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	360		*North-South:*	0
			East-West:	435		*East-West:*	0
			SUM:	795		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.530			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.530			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	0	130	0	0	**0**
	Left-Through		0			0	
	Through	140	0	**430**	0	0	0
	Through-Right		0			0	
	Right	160	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	0	**150**	0	0	0
	Left-Through		0			0	
	Through	130	0	370	0	0	**0**
	Through-Right		0			0	
	Right	90	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	460	1	270	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	510	1	**345**	0	0	0
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	580		*North-South:*	0
			East-West:	405		*East-West:*	0
			SUM:	985		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.657			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.657			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	0	20	0	0	**0**
	Left-Through		0			0	
	Through	250	0	**570**	0	0	0
	Through-Right		0			0	
	Right	300	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	0	**170**	0	0	0
	Left-Through		0			0	
	Through	90	0	370	0	0	**0**
	Through-Right		0			0	
	Right	110	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	620	1	**370**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	690	1	385	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	740		*North-South:*	0
			East-West:	450		*East-West:*	0
			SUM:	1190		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.793			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.793			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3370	2	**1137**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	3070	3	783	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**75**	0	0	0
	Left-Through		0			0	
	Through	60	0	75	0	0	**0**
	Through-Right		0			0	
	Right	70	1	70	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	290	1	**200**	0	0	**0**
	Left-Through		1			0	
	Through	110	0	200	0	0	0
	Through-Right		0			0	
	Right	50	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1137		*North-South:*	0
			East-West:	275		*East-West:*	0
			SUM:	1412		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.991			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.991			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2380	2	**807**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2210	3	590	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	**125**	0	0	0
	Left-Through		0			0	
	Through	100	0	125	0	0	**0**
	Through-Right		0			0	
	Right	80	1	80	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	**140**	0	0	**0**
	Left-Through		1			0	
	Through	90	0	140	0	0	0
	Through-Right		0			0	
	Right	40	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	807		*North-South:*	0
			East-West:	265		*East-West:*	0
			SUM:	1072		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.752			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.752			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3260	2	**1127**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	3100	3	808	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**170**	0	0	0
	Left-Through		0			0	
	Through	160	0	170	0	0	**0**
	Through-Right		0			0	
	Right	80	1	80	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	**190**	0	0	**0**
	Left-Through		1			0	
	Through	140	0	190	0	0	0
	Through-Right		0			0	
	Right	30	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1127		*North-South:*	0
			East-West:	360		*East-West:*	0
			SUM:	1487		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.044			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.044			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	230	0	270	0	0	0
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	260	0	**320**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	560	1	**380**	0	0	**0**
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	650	1	345	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	430		*North-South:*	0
			East-West:	440		*East-West:*	0
			SUM:	870		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.580			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.580			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	170	0	210	0	0	0
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	190	0	**260**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	560	1	330	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	600	1	**330**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	360		*North-South:*	0
			East-West:	410		*East-West:*	0
			SUM:	770		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.513			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.513			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	270	0	300	0	0	0
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	300	0	**390**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	710	1	**435**	0	0	**0**
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	680	1	375	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	490		*North-South:*	0
			East-West:	515		*East-West:*	0
			SUM:	1005		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.670			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.670			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	890	2	**445**	0	0	0
	Through-Right		0			0	
	Right	270	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	610	2	305	0	0	**0**
	Through-Right		0			0	
	Right	190	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	1	160	0	0	0
	Left-Through		0			0	
	Through	770	2	**385**	0	0	**0**
	Through-Right		0			0	
	Right	120	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	**220**	0	0	**0**
	Left-Through		0			0	
	Through	870	2	435	0	0	0
	Through-Right		0			0	
	Right	80	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	525		*North-South:*	0
			East-West:	605		*East-West:*	0
			SUM:	1130		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.822			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.822			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 3	SB-- 3 WB-- 0		NB-- 0 EB-- 0	SB-- 0 WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	690	2	345	0	0	0
	Through-Right		0			0	
	Right	220	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	730	2	**365**	0	0	**0**
	Through-Right		0			0	
	Right	220	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	640	2	320	0	0	**0**
	Through-Right		0			0	
	Right	120	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	650	2	**325**	0	0	0
	Through-Right		0			0	
	Right	30	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	545		*North-South:*	0
			East-West:	485		*East-West:*	0
			SUM:	1030		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.749			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.749			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 3	SB-- 3 WB-- 0		NB-- 0 EB-- 0	SB-- 0 WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	900	2	450	0	0	0
	Through-Right		0			0	
	Right	340	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	1090	2	**545**	0	0	**0**
	Through-Right		0			0	
	Right	190	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	1	190	0	0	0
	Left-Through		0			0	
	Through	910	2	**455**	0	0	**0**
	Through-Right		0			0	
	Right	150	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	310	1	**310**	0	0	**0**
	Left-Through		0			0	
	Through	750	2	375	0	0	0
	Through-Right		0			0	
	Right	30	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	715		*North-South:*	0
			East-West:	765		*East-West:*	0
			SUM:	1480		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.076			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.076			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- 0 WB-- 0		NB-- 0 EB-- 0	SB-- 0 WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	320	1	**320**	0	0	**0**
	Left-Through		0			0	
	Through	800	1	410	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	580	2	**227**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	0	0	0
	Left-Through		0			0	
	Through	10	1	10	0	0	**0**
	Through-Right		0			0	
	Right	270	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	547		*North-South:*	0
			East-West:	70		*East-West:*	0
			SUM:	617		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.433			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.433			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- 0 WB-- 0		NB-- 0 EB-- 0	SB-- 0 WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	830	1	**425**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**20**	0	0	0
	Left-Through		0			0	
	Through	390	2	177	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	10	1	10	0	0	**0**
	Through-Right		0			0	
	Right	360	1	**220**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	**10**	0	0	**0**
	Left-Through		0			0	
	Through	10	0	40	0	0	0
	Through-Right		0			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	445		*North-South:*	0
			East-West:	230		*East-West:*	0
			SUM:	675		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.474			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.474			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	170	1	**170**	0	0	**0**
Left-Through		0			0	
Through	880	1	445	0	0	0
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	50	1	50	0	0	0
Left-Through		0			0	
Through	1060	2	**377**	0	0	**0**
Through-Right		1			0	
Right	70	0	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	70	1	**70**	0	0	0
Left-Through		0			0	
Through	10	1	10	0	0	**0**
Through-Right		0			0	
Right	250	1	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	20	0	20	0	0	**0**
Left-Through		0			0	
Through	10	0	**40**	0	0	0
Through-Right		0			0	
Right	10	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	547		*North-South:*	0
		East-West:	110		*East-West:*	0
		SUM:	657		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.461			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.461			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1160	1	**595**	0	0	0
Through-Right		1			0	
Right	30	0	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	30	1	**30**	0	0	0
Left-Through		0			0	
Through	410	2	205	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	30	0	30	0	0	**0**
Left-Through		0			0	
Through	0	0	**40**	0	0	0
Through-Right		0			0	
Right	10	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	625		*North-South:*	0
		East-West:	40		*East-West:*	0
		SUM:	665		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.443			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.443			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	420	1	**215**	0	0	0
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	1	**20**	0	0	0
Left-Through		0			0	
Through	280	2	140	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	0	0	**30**	0	0	0
Through-Right		0			0	
Right	20	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	235		*North-South:*	0
		East-West:	30		*East-West:*	0
		SUM:	265		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.177			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.177			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	610	1	325	0	0	0
Through-Right		1			0	
Right	40	0	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	1	20	0	0	0
Left-Through		0			0	
Through	1030	2	**515**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	40	0	40	0	0	**0**
Left-Through		0			0	
Through	0	0	**60**	0	0	0
Through-Right		0			0	
Right	20	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	515		*North-South:*	0
		East-West:	60		*East-West:*	0
		SUM:	575		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.383			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.383			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1650	1	850	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1470	2	735	0	0	0
	Through-Right		0			0	
	Right	90	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	210	0	0	0
	Left-Through		0			0	
	Through	230	1	230	0	0	0
	Through-Right		0			0	
	Right	140	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	380	1	380	0	0	0
	Through-Right		0			0	
	Right	180	1	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	950		North-South:	0
			East-West:	590		East-West:	0
			SUM:	1540		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.027			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.027			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1470	1	765	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1590	2	795	0	0	0
	Through-Right		0			0	
	Right	150	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	230	1	230	0	0	0
	Left-Through		0			0	
	Through	240	1	240	0	0	0
	Through-Right		0			0	
	Right	210	1	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	270	1	270	0	0	0
	Through-Right		0			0	
	Right	140	1	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	935		North-South:	0
			East-West:	500		East-West:	0
			SUM:	1435		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.957			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.957			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1300	1	680	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1730	2	865	0	0	0
	Through-Right		0			0	
	Right	130	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	380	1	380	0	0	0
	Through-Right		0			0	
	Right	160	1	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	220	1	220	0	0	0
	Through-Right		0			0	
	Right	90	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	985		North-South:	0
			East-West:	440		East-West:	0
			SUM:	1425		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.950			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.950			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	620	2	310	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	660	1	360	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	720	2	287	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1070	2	390	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	480		North-South:	0
			East-West:	480		East-West:	0
			SUM:	960		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.698			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.698			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 0	SB-- WB--	0 0	0	NB-- 0 EB-- 0	SB-- WB--	0 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	810	2	**405**	0	0	0
	Through-Right		0			0	
	Right	120	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	530	1	320	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	1030	2	387	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	1090	2	**400**	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	505		*North-South:*	0
			East-West:	550		*East-West:*	0
			SUM:	1055		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.767			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.767			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 0	SB-- WB--	0 0	0	NB-- 0 EB-- 0	SB-- WB--	0 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	210	1	**210**	0	0	**0**
	Left-Through		0			0	
	Through	920	2	460	0	0	0
	Through-Right		0			0	
	Right	150	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	660	1	**390**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	200	0	0	0
	Left-Through		0			0	
	Through	1370	2	**527**	0	0	**0**
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	1210	2	447	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	600		*North-South:*	0
			East-West:	677		*East-West:*	0
			SUM:	1277		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.929			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.929			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 0	SB-- WB--	3 0	0	NB-- 0 EB-- 0	SB-- WB--	0 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	2560	3	**853**	0	0	0
	Through-Right		0			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	2250	3	750	0	0	**0**
	Through-Right		0			0	
	Right	470	1	272	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	360	2	**198**	0	0	0
	Left-Through		0			0	
	Through	340	1	210	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	350	2	193	0	0	**0**
	Left-Through		0			0	
	Through	770	2	**385**	0	0	0
	Through-Right		0			0	
	Right	180	1	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	913		*North-South:*	0
			East-West:	583		*East-West:*	0
			SUM:	1496		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.088			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.088			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 0	SB-- WB--	3 0	0	NB-- 0 EB-- 0	SB-- WB--	0 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	1950	3	**650**	0	0	0
	Through-Right		0			0	
	Right	190	1	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	1760	3	587	0	0	**0**
	Through-Right		0			0	
	Right	310	1	128	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	330	2	**182**	0	0	0
	Left-Through		0			0	
	Through	310	1	205	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	2	132	0	0	**0**
	Left-Through		0			0	
	Through	340	2	**170**	0	0	0
	Through-Right		0			0	
	Right	140	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	770		*North-South:*	0
			East-West:	352		*East-West:*	0
			SUM:	1122		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.816			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.816			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	2230	3	743	0	0	0
	Through-Right		0			0	
	Right	380	1	204	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	160	0	0	0
	Left-Through		0			0	
	Through	2660	3	**887**	0	0	**0**
	Through-Right		0			0	
	Right	300	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	610	2	336	0	0	0
	Left-Through		0			0	
	Through	520	1	**330**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	320	2	**176**	0	0	**0**
	Left-Through		0			0	
	Through	310	2	155	0	0	0
	Through-Right		0			0	
	Right	230	1	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	957		*North-South:*	0
			East-West:	506		*East-West:*	0
			SUM:	1463		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.064			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.064			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	370	2	**204**	0	0	**0**
	Left-Through		0			0	
	Through	1520	2	520	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	2	105	0	0	0
	Left-Through		0			0	
	Through	1550	2	**597**	0	0	**0**
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	540	2	270	0	0	**0**
	Through-Right		0			0	
	Right	210	1	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	1270	2	**635**	0	0	0
	Through-Right		0			0	
	Right	350	1	245	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	801		*North-South:*	0
			East-West:	755		*East-West:*	0
			SUM:	1556		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.132			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.132			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	2	**99**	0	0	**0**
	Left-Through		0			0	
	Through	1350	2	473	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	2	121	0	0	0
	Left-Through		0			0	
	Through	1470	2	**553**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	1	190	0	0	0
	Left-Through		0			0	
	Through	650	2	**325**	0	0	**0**
	Through-Right		0			0	
	Right	200	1	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	580	2	290	0	0	0
	Through-Right		0			0	
	Right	200	1	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	652		*North-South:*	0
			East-West:	495		*East-West:*	0
			SUM:	1147		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.834			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.834			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	2	**83**	0	0	**0**
	Left-Through		0			0	
	Through	1370	2	487	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	370	2	204	0	0	0
	Left-Through		0			0	
	Through	2190	2	**767**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	1070	2	**535**	0	0	**0**
	Through-Right		0			0	
	Right	360	1	277	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	730	2	365	0	0	0
	Through-Right		0			0	
	Right	220	1	16	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	850		*North-South:*	0
			East-West:	715		*East-West:*	0
			SUM:	1565		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.138			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.138			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE
East-West Street: RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: Analyst: Date:

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	3 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	2150	2	**737**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	1740	3	580	0	0	**0**
	Through-Right		0			0	
	Right	140	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	710	2	267	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	1050	2	**525**	0	0	0
	Through-Right		0			0	
	Right	460	1	300	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	897		North-South:	0
			East-West:	615		East-West:	0
			SUM:	1512		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.100			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.100			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE
East-West Street: RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: Analyst: Date:

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	3 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1370	2	**473**	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	**250**	0	0	0
	Left-Through		0			0	
	Through	1350	3	450	0	0	**0**
	Through-Right		0			0	
	Right	120	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	600	2	217	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	600	2	**300**	0	0	0
	Through-Right		0			0	
	Right	300	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	723		North-South:	0
			East-West:	480		East-West:	0
			SUM:	1203		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.875			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.875			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE
East-West Street: RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: Analyst: Date:

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	3 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1840	2	**653**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	280	1	**280**	0	0	0
	Left-Through		0			0	
	Through	2180	3	727	0	0	**0**
	Through-Right		0			0	
	Right	160	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	1	190	0	0	0
	Left-Through		0			0	
	Through	1000	2	**353**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	**220**	0	0	**0**
	Left-Through		0			0	
	Through	720	2	360	0	0	0
	Through-Right		0			0	
	Right	380	1	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	933		North-South:	0
			East-West:	573		East-West:	0
			SUM:	1506		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.095			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.095			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE
East-West Street: JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: Analyst: Date:

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	400	1	**400**	0	0	**0**
	Left-Through		0			0	
	Through	2300	2	797	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1690	2	**623**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	430	2	215	0	0	**0**
	Through-Right		0			0	
	Right	320	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	1050	1	**545**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	1023		North-South:	0
			East-West:	605		East-West:	0
			SUM:	1628		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.142			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.142			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	320	1	**320**	0	0	**0**
	Left-Through		0			0	
	Through	1440	2	530	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1330	2	**483**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	330	2	**165**	0	0	**0**
	Through-Right		0			0	
	Right	320	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	340	1	210	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	803		*North-South:*	0
			East-West:	315		*East-West:*	0
			SUM:	1118		*SUM:*	0
VOLUME/CAPACITY (V/C) RATIO:				0.785			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.785			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	370	1	**370**	0	0	**0**
	Left-Through		0			0	
	Through	2050	2	757	0	0	0
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	2030	2	**700**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	920	2	**460**	0	0	**0**
	Through-Right		0			0	
	Right	510	1	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	460	1	265	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1070		*North-South:*	0
			East-West:	600		*East-West:*	0
			SUM:	1670		*SUM:*	0
VOLUME/CAPACITY (V/C) RATIO:				1.172			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				1.172			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	220	1	220	0	0	**0**
	Left-Through		0			0	
	Through	1060	2	**367**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	880	2	363	0	0	**0**
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	980	2	377	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1370	2	**480**	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	587		*North-South:*	0
			East-West:	620		*East-West:*	0
			SUM:	1207		*SUM:*	0
VOLUME/CAPACITY (V/C) RATIO:				0.878			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.878			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	720	2	**260**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	760	2	303	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1000	2	**397**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	890	2	327	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	450		*North-South:*	0
			East-West:	537		*East-West:*	0
			SUM:	987		*SUM:*	0
VOLUME/CAPACITY (V/C) RATIO:				0.718			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.718			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	980	2	**347**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	280	1	**280**	0	0	0
	Left-Through		0			0	
	Through	1120	2	420	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	1	160	0	0	0
	Left-Through		0			0	
	Through	1560	2	**577**	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	1040	2	387	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	627		*North-South:*	0
			East-West:	747		*East-West:*	0
			SUM:	1374		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.999			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.999			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	700	1	**457**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	670	1	457	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1040	3	347	0	0	**0**
	Through-Right		0			0	
	Right	390	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1470	2	**590**	0	0	0
	Through-Right		1			0	
	Right	300	0	300	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	457		*North-South:*	0
			East-West:	590		*East-West:*	0
			SUM:	1047		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.698			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.698			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	430	1	**287**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	430	1	287	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1090	3	363	0	0	**0**
	Through-Right		0			0	
	Right	370	1	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1200	2	**560**	0	0	0
	Through-Right		1			0	
	Right	480	0	480	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	287		*North-South:*	0
			East-West:	560		*East-West:*	0
			SUM:	847		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.565			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.565			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	470	1	**383**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	680	1	383	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1670	3	557	0	0	**0**
	Through-Right		0			0	
	Right	330	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1420	2	**587**	0	0	0
	Through-Right		1			0	
	Right	340	0	340	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	383		*North-South:*	0
			East-West:	587		*East-West:*	0
			SUM:	970		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.647			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.647			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	1	200	0	0	**0**	100	1	100	0	0	**0**
	Left-Through		0			0			0			0	
	Through	820	1	**455**	0	0	0	590	1	**335**	0	0	0
	Through-Right		1			0			1			0	
	Right	90	0	90	0	0	0	80	0	80	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	230	1	**230**	0	0	0	160	1	**160**	0	0	0
	Left-Through		0			0			0			0	
	Through	650	1	375	0	0	**0**	560	1	325	0	0	**0**
	Through-Right		1			0			1			0	
	Right	100	0	100	0	0	0	90	0	90	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	120	1	**120**	0	0	0	100	1	100	0	0	0
	Left-Through		0			0			0			0	
	Through	1160	2	417	0	0	**0**	940	2	**343**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	90	0	90	0	0	0	90	0	90	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	150	1	150	0	0	**0**	130	1	**130**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1490	2	**537**	0	0	0	880	2	333	0	0	0
	Through-Right		1			0			1			0	
	Right	120	0	120	0	0	0	120	0	120	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	685		North-South:	0		North-South:	495		North-South:	0
			East-West:	657		East-West:	0		East-West:	473		East-West:	0
			SUM:	1342		SUM:	0		SUM:	968		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.976			0.000			0.704			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.976			0.000			0.704			0.000
LEVEL OF SERVICE (LOS):				E			A			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	130	1	130	0	0	**0**						
	Left-Through		0			0							
	Through	710	1	**405**	0	0	0						
	Through-Right		1			0							
	Right	100	0	100	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	240	1	**240**	0	0	0						
	Left-Through		0			0							
	Through	780	1	450	0	0	**0**						
	Through-Right		1			0							
	Right	120	0	120	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	130	1	130	0	0	0						
	Left-Through		0			0							
	Through	1550	2	**560**	0	0	**0**						
	Through-Right		1			0							
	Right	130	0	130	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	180	1	**180**	0	0	**0**						
	Left-Through		0			0							
	Through	1200	2	447	0	0	0						
	Through-Right		1			0							
	Right	140	0	140	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	645		North-South:	0						
			East-West:	740		East-West:	0						
			SUM:	1385		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				1.007			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.007			0.000						
LEVEL OF SERVICE (LOS):				F			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	150	1	150	0	0	**0**						
	Left-Through		0			0							
	Through	730	1	**435**	0	0	0						
	Through-Right		1			0							
	Right	140	0	140	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	160	1	**160**	0	0	0						
	Left-Through		0			0							
	Through	780	1	420	0	0	**0**						
	Through-Right		1			0							
	Right	60	0	60	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	70	1	**70**	0	0	0						
	Left-Through		0			0							
	Through	970	2	363	0	0	**0**						
	Through-Right		1			0							
	Right	120	0	120	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	100	1	100	0	0	**0**						
	Left-Through		0			0							
	Through	1310	2	**480**	0	0	0						
	Through-Right		1			0							
	Right	130	0	130	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	595		North-South:	0						
			East-West:	550		East-West:	0						
			SUM:	1145		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.833			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.833			0.000						
LEVEL OF SERVICE (LOS):				D			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	550	1	330	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	630	1	**365**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	710	2	**273**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	830	2	307	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	475		*North-South:*	0
			East-West:	433		*East-West:*	0
			SUM:	908		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.660			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.660			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	730	1	425	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	880	1	**490**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1240	2	**463**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	**240**	0	0	**0**
	Left-Through		0			0	
	Through	1090	2	407	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	670		*North-South:*	0
			East-West:	703		*East-West:*	0
			SUM:	1373		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.999			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.999			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	1250	2	**467**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	690	2	263	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	1350	2	**493**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	1280	2	457	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	537		*North-South:*	0
			East-West:	593		*East-West:*	0
			SUM:	1130		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.822			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.822			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	580	2	237	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	560	2	**207**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	1040	2	**387**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	930	2	337	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	357		*North-South:*	0
			East-West:	547		*East-West:*	0
			SUM:	904		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.657			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.657			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	970	2	**363**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	880	2	317	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	1430	2	**530**	0	0	**0**
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	1380	2	480	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	523		*North-South:*	0
			East-West:	650		*East-West:*	0
			SUM:	1173		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.853			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.853			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	2	121	0	0	**0**
	Left-Through		0			0	
	Through	1300	2	**473**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	2	**88**	0	0	0
	Left-Through		0			0	
	Through	700	2	267	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1330	2	477	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1290	2	**477**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	561		*North-South:*	0
			East-West:	607		*East-West:*	0
			SUM:	1168		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.849			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.849			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	2	88	0	0	**0**
	Left-Through		0			0	
	Through	650	2	**263**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	200	2	**110**	0	0	0
	Left-Through		0			0	
	Through	690	2	277	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	970	2	373	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1000	2	**387**	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	373		*North-South:*	0
			East-West:	507		*East-West:*	0
			SUM:	880		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.640			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.640			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	260	2	143	0	0	**0**
	Left-Through		0			0	
	Through	1060	2	**397**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	2	**149**	0	0	0
	Left-Through		0			0	
	Through	940	2	360	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1430	2	**543**	0	0	**0**
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	1220	2	487	0	0	0
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	546		*North-South:*	0
			East-West:	653		*East-West:*	0
			SUM:	1199		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.872			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.872			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	1400	3	**467**	0	0	0
	Through-Right		0			0	
	Right	150	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	2	**72**	0	0	0
	Left-Through		0			0	
	Through	890	2	360	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	900	2	340	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	1160	2	**430**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	539		*North-South:*	0
			East-West:	580		*East-West:*	0
			SUM:	1119		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.814			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.814			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	2	**121**	0	0	**0**
	Left-Through		0			0	
	Through	700	3	233	0	0	0
	Through-Right		0			0	
	Right	70	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	2	66	0	0	0
	Left-Through		0			0	
	Through	680	2	**290**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	860	2	333	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1030	2	**373**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	411		*North-South:*	0
			East-West:	553		*East-West:*	0
			SUM:	964		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.701			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.701			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	320	2	**176**	0	0	**0**
	Left-Through		0			0	
	Through	1280	3	427	0	0	0
	Through-Right		0			0	
	Right	110	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	2	94	0	0	0
	Left-Through		0			0	
	Through	1010	2	**393**	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	1190	2	443	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	1160	2	**407**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	569		*North-South:*	0
			East-West:	617		*East-West:*	0
			SUM:	1186		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.863			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.863			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	390	2	215	0	0	**0**
	Left-Through		0			0	
	Through	1290	2	**477**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	2	**149**	0	0	0
	Left-Through		0			0	
	Through	890	3	297	0	0	**0**
	Through-Right		0			0	
	Right	70	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	800	2	**343**	0	0	**0**
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	300	1	**300**	0	0	**0**
	Left-Through		0			0	
	Through	1310	2	507	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	626		*North-South:*	0
			East-West:	643		*East-West:*	0
			SUM:	1269		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.923			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.923			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	410	2	**226**	0	0	**0**
	Left-Through		0			0	
	Through	780	2	320	0	0	0
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	2	94	0	0	0
	Left-Through		0			0	
	Through	610	3	**203**	0	0	**0**
	Through-Right		0			0	
	Right	50	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	590	2	**283**	0	0	**0**
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	580	2	227	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	429		North-South:	0
			East-West:	453		East-West:	0
			SUM:	882		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.641			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.641			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	450	2	248	0	0	**0**
	Left-Through		0			0	
	Through	1410	2	**550**	0	0	0
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	2	**149**	0	0	0
	Left-Through		0			0	
	Through	850	3	283	0	0	**0**
	Through-Right		0			0	
	Right	90	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1420	2	**543**	0	0	**0**
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	260	1	**260**	0	0	**0**
	Left-Through		0			0	
	Through	1050	2	387	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	699		North-South:	0
			East-West:	803		East-West:	0
			SUM:	1502		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.092			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.092			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1410	2	**500**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	610	2	233	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	1280	2	457	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	1210	2	**450**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	640		North-South:	0
			East-West:	550		East-West:	0
			SUM:	1190		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.865			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.865			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	490	2	220	0	0	0
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	550	2	**223**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	1140	2	**410**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	950	2	360	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	353		North-South:	0
			East-West:	510		East-West:	0
			SUM:	863		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.628			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.628			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	750	2	293	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	1190	2	**453**	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	1420	2	**510**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	1290	2	460	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	553		*North-South:*	0
			East-West:	640		*East-West:*	0
			SUM:	1193		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.868			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.868			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				3			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	220	1	220	0	0	**0**
	Left-Through		0			0	
	Through	1180	2	**443**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	610	2	227	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1580	2	**553**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	1440	3	480	0	0	0
	Through-Right		0			0	
	Right	360	1	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	633		*North-South:*	0
			East-West:	723		*East-West:*	0
			SUM:	1356		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.986			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.986			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				3			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	430	2	**193**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	470	2	203	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1240	2	**443**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	1	**210**	0	0	**0**
	Left-Through		0			0	
	Through	1150	3	383	0	0	0
	Through-Right		0			0	
	Right	220	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	383		*North-South:*	0
			East-West:	653		*East-West:*	0
			SUM:	1036		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.753			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.753			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				3			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	190	1	**190**	0	0	**0**
	Left-Through		0			0	
	Through	860	2	337	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	1	240	0	0	0
	Left-Through		0			0	
	Through	1130	2	**423**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1710	2	**610**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	1410	3	470	0	0	0
	Through-Right		0			0	
	Right	290	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	613		*North-South:*	0
			East-West:	790		*East-West:*	0
			SUM:	1403		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.020			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.020			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 180 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** FIGUEROA STREET | **East-West Street:** CENTURY BOULEVARD | **Scenario:** FUTURE (2025) WITH ALTERNATIVE 1/2 | **Count Date:** | **Analyst:** | **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	100	1	100	0	0	**0**
Left-Through		0			0	
Through	1040	1	**560**	0	0	0
Through-Right		1			0	
Right	80	0	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	140	1	**140**	0	0	0
Left-Through		0			0	
Through	760	2	380	0	0	**0**
Through-Right		0			0	
Right	180	1	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	160	1	**160**	0	0	0
Left-Through		0			0	
Through	980	2	347	0	0	**0**
Through-Right		1			0	
Right	60	0	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	120	1	120	0	0	**0**
Left-Through		0			0	
Through	1300	2	**517**	0	0	0
Through-Right		1			0	
Right	250	0	250	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	700		*North-South:*	0
		East-West:	677		*East-West:*	0
		SUM:	1377		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.001			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.001			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 180 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** FIGUEROA STREET | **East-West Street:** CENTURY BOULEVARD | **Scenario:** FUTURE (2025) WITH ALTERNATIVE 1/2 | **Count Date:** | **Analyst:** | **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	80	1	80	0	0	**0**
Left-Through		0			0	
Through	440	1	**270**	0	0	0
Through-Right		1			0	
Right	100	0	100	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	150	1	**150**	0	0	0
Left-Through		0			0	
Through	450	2	225	0	0	**0**
Through-Right		0			0	
Right	120	1	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	90	1	**90**	0	0	0
Left-Through		0			0	
Through	950	2	340	0	0	**0**
Through-Right		1			0	
Right	70	0	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	110	1	110	0	0	**0**
Left-Through		0			0	
Through	970	2	**370**	0	0	0
Through-Right		1			0	
Right	140	0	140	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	420		*North-South:*	0
		East-West:	460		*East-West:*	0
		SUM:	880		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.640			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.640			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 180 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** FIGUEROA STREET | **East-West Street:** CENTURY BOULEVARD | **Scenario:** FUTURE (2025) WITH ALTERNATIVE 1/2 | **Count Date:** | **Analyst:** | **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	110	1	110	0	0	**0**
Left-Through		0			0	
Through	780	1	**435**	0	0	0
Through-Right		1			0	
Right	90	0	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	190	1	**190**	0	0	0
Left-Through		0			0	
Through	920	2	460	0	0	**0**
Through-Right		0			0	
Right	210	1	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	140	1	140	0	0	0
Left-Through		0			0	
Through	1310	2	**473**	0	0	**0**
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	130	1	**130**	0	0	**0**
Left-Through		0			0	
Through	1230	2	460	0	0	0
Through-Right		1			0	
Right	150	0	150	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	625		*North-South:*	0
		East-West:	603		*East-West:*	0
		SUM:	1228		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.893			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.893			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 181 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** FIGUEROA STREET | **East-West Street:** IMPERIAL HIGHWAY | **Scenario:** FUTURE (2025) WITH ALTERNATIVE 1/2 | **Count Date:** | **Analyst:** | **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	80	1	80	0	0	**0**
Left-Through		0			0	
Through	590	2	**295**	0	0	0
Through-Right		0			0	
Right	100	1	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	230	1	**230**	0	0	0
Left-Through		0			0	
Through	480	1	305	0	0	**0**
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	100	1	**100**	0	0	0
Left-Through		0			0	
Through	1040	2	383	0	0	**0**
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	90	1	90	0	0	**0**
Left-Through		0			0	
Through	1680	2	**667**	0	0	0
Through-Right		1			0	
Right	320	0	320	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	525		*North-South:*	0
		East-West:	767		*East-West:*	0
		SUM:	1292		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.940			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.940			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	300	2	**150**	0	0	0
	Through-Right		0			0	
	Right	110	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	310	1	195	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	770	2	270	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	710	2	**287**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	290		*North-South:*	0
			East-West:	377		*East-West:*	0
			SUM:	667		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.485			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.485			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	630	2	**315**	0	0	0
	Through-Right		0			0	
	Right	120	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	490	1	310	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1800	2	**630**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	1110	2	457	0	0	0
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	535		*North-South:*	0
			East-West:	740		*East-West:*	0
			SUM:	1275		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.927			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.927			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	590	2	**237**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	690	3	230	0	0	**0**
	Through-Right		0			0	
	Right	110	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	1230	2	453	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	1530	2	**570**	0	0	0
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	457		*North-South:*	0
			East-West:	680		*East-West:*	0
			SUM:	1137		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.827			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.827			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	360	2	**167**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	400	3	133	0	0	**0**
	Through-Right		0			0	
	Right	100	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	1070	2	**393**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	1090	2	417	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	387		*North-South:*	0
			East-West:	543		*East-West:*	0
			SUM:	930		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.676			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.676			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	880	2	**363**	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	**250**	0	0	0
	Left-Through		0			0	
	Through	850	3	283	0	0	**0**
	Through-Right		0			0	
	Right	120	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	1400	2	**523**	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	1310	2	520	0	0	0
	Through-Right		1			0	
	Right	250	0	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	613		*North-South:*	0
			East-West:	673		*East-West:*	0
			SUM:	1286		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.935			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.935			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	460	3	**153**	0	0	0
	Through-Right		0			0	
	Right	110	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	570	3	190	0	0	**0**
	Through-Right		0			0	
	Right	120	1	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	930	2	337	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1810	2	**647**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	343		*North-South:*	0
			East-West:	717		*East-West:*	0
			SUM:	1060		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.771			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.771			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	330	3	**110**	0	0	0
	Through-Right		0			0	
	Right	60	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	390	3	130	0	0	**0**
	Through-Right		0			0	
	Right	190	1	165	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	800	2	**290**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	750	2	297	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	280		*North-South:*	0
			East-West:	370		*East-West:*	0
			SUM:	650		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.473			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.473			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	720	3	**240**	0	0	0
	Through-Right		0			0	
	Right	80	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	570	3	190	0	0	**0**
	Through-Right		0			0	
	Right	90	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	1530	2	**540**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	930	2	363	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	390		*North-South:*	0
			East-West:	680		*East-West:*	0
			SUM:	1070		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.778			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.778			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	210	1	210	0	0	**0**
Left-Through		0			0	
Through	1290	2	**645**	0	0	0
Through-Right		0			0	
Right	170	1	105	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	80	1	**80**	0	0	0
Left-Through		0			0	
Through	450	1	270	0	0	**0**
Through-Right		1			0	
Right	90	0	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	120	1	**120**	0	0	0
Left-Through		0			0	
Through	820	1	445	0	0	**0**
Through-Right		1			0	
Right	70	0	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	130	1	130	0	0	**0**
Left-Through		0			0	
Through	940	2	**470**	0	0	0
Through-Right		0			0	
Right	210	1	170	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	725		*North-South:*	0
		East-West:	590		*East-West:*	0
		SUM:	1315		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.877			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.877			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	130	1	130	0	0	**0**
Left-Through		0			0	
Through	1030	2	**515**	0	0	0
Through-Right		0			0	
Right	120	1	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	1	**100**	0	0	0
Left-Through		0			0	
Through	560	1	330	0	0	**0**
Through-Right		1			0	
Right	100	0	100	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	130	1	130	0	0	0
Left-Through		0			0	
Through	510	1	**290**	0	0	**0**
Through-Right		1			0	
Right	70	0	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	140	1	**140**	0	0	**0**
Left-Through		0			0	
Through	550	2	275	0	0	0
Through-Right		0			0	
Right	120	1	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	615		*North-South:*	0
		East-West:	430		*East-West:*	0
		SUM:	1045		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.697			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.697			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	130	1	130	0	0	**0**
Left-Through		0			0	
Through	1450	2	**725**	0	0	0
Through-Right		0			0	
Right	220	1	155	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	130	1	**130**	0	0	0
Left-Through		0			0	
Through	1120	1	645	0	0	**0**
Through-Right		1			0	
Right	170	0	170	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	140	1	140	0	0	0
Left-Through		0			0	
Through	1140	1	**645**	0	0	**0**
Through-Right		1			0	
Right	150	0	150	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	130	1	**130**	0	0	**0**
Left-Through		0			0	
Through	900	2	450	0	0	0
Through-Right		0			0	
Right	190	1	125	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	855		*North-South:*	0
		East-West:	775		*East-West:*	0
		SUM:	1630		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.087			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.087			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	100	1	100	0	0	**0**
Left-Through		0			0	
Through	980	1	**625**	0	0	0
Through-Right		1			0	
Right	270	0	270	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	150	1	**150**	0	0	0
Left-Through		0			0	
Through	350	1	200	0	0	**0**
Through-Right		1			0	
Right	50	0	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	80	1	80	0	0	0
Left-Through		0			0	
Through	640	1	**375**	0	0	**0**
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	180	1	**180**	0	0	**0**
Left-Through		0			0	
Through	780	2	390	0	0	0
Through-Right		0			0	
Right	410	1	335	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	775		*North-South:*	0
		East-West:	555		*East-West:*	0
		SUM:	1330		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.887			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.887			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	60	1	60	0	0	**0**
Left-Through		0			0	
Through	400	1	**250**	0	0	0
Through-Right		1			0	
Right	100	0	100	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	120	1	**120**	0	0	0
Left-Through		0			0	
Through	330	1	185	0	0	**0**
Through-Right		1			0	
Right	40	0	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	50	1	50	0	0	0
Left-Through		0			0	
Through	500	1	**275**	0	0	**0**
Through-Right		1			0	
Right	50	0	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	120	1	**120**	0	0	**0**
Left-Through		0			0	
Through	500	2	250	0	0	0
Through-Right		0			0	
Right	230	1	170	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	370		*North-South:*	0
		East-West:	395		*East-West:*	0
		SUM:	765		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.510			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.510			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	70	1	70	0	0	**0**
Left-Through		0			0	
Through	670	1	**430**	0	0	0
Through-Right		1			0	
Right	190	0	190	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	250	1	**250**	0	0	0
Left-Through		0			0	
Through	890	1	475	0	0	**0**
Through-Right		1			0	
Right	60	0	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	50	1	50	0	0	0
Left-Through		0			0	
Through	1010	1	**550**	0	0	**0**
Through-Right		1			0	
Right	90	0	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	200	1	**200**	0	0	**0**
Left-Through		0			0	
Through	860	2	430	0	0	0
Through-Right		0			0	
Right	260	1	135	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	680		*North-South:*	0
		East-West:	750		*East-West:*	0
		SUM:	1430		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.953			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.953			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	250	1	197	0	0	0
Left-Through		0			0	
Through	60	0	0	0	0	**0**
Through-Right		0			0	
Right	340	1	**197**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1240	2	**520**	0	0	**0**
Through-Right		1			0	
Right	320	0	320	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	240	1	**240**	0	0	**0**
Left-Through		0			0	
Through	1120	3	373	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	197		*North-South:*	0
		East-West:	760		*East-West:*	0
		SUM:	957		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.638			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.638			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	310	1	220	0	0	0
Left-Through		0			0	
Through	70	0	0	0	0	**0**
Through-Right		0			0	
Right	350	1	**220**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1230	2	**487**	0	0	**0**
Through-Right		1			0	
Right	230	0	230	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	260	1	**260**	0	0	**0**
Left-Through		0			0	
Through	850	3	283	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	220		*North-South:*	0
		East-West:	747		*East-West:*	0
		SUM:	967		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.645			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.645			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	1	173	0	0	0
	Left-Through		0			0	
	Through	80	0	0	0	0	**0**
	Through-Right		0			0	
	Right	280	1	**173**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1500	2	**593**	0	0	**0**
	Through-Right		1			0	
	Right	280	0	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	1	**230**	0	0	**0**
	Left-Through		0			0	
	Through	1240	3	413	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	173		*North-South:*	0
			East-West:	823		*East-West:*	0
			SUM:	996		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.664			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.664			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	0	130	0	0	**0**
	Left-Through		1			0	
	Through	180	0	**235**	0	0	0
	Through-Right		1			0	
	Right	160	0	235	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	300	1	**300**	0	0	0
	Left-Through		0			0	
	Through	1150	3	383	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1270	2	**510**	0	0	0
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	235		*North-South:*	0
			East-West:	810		*East-West:*	0
			SUM:	1045		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.733			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.733			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	0	120	0	0	**0**
	Left-Through		1			0	
	Through	70	0	190	0	0	0
	Through-Right		1			0	
	Right	200	0	**200**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	400	1	**400**	0	0	0
	Left-Through		0			0	
	Through	1220	3	407	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1000	2	**440**	0	0	0
	Through-Right		1			0	
	Right	320	0	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	200		*North-South:*	0
			East-West:	840		*East-West:*	0
			SUM:	1040		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.730			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.730			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	240	0	240	0	0	**0**
	Left-Through		1			0	
	Through	90	0	**275**	0	0	0
	Through-Right		1			0	
	Right	220	0	275	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	330	1	**330**	0	0	0
	Left-Through		0			0	
	Through	1450	3	483	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1280	2	**520**	0	0	0
	Through-Right		1			0	
	Right	280	0	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	275		*North-South:*	0
			East-West:	850		*East-West:*	0
			SUM:	1125		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.789			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.789			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	0	NB-- 0	SB--	0	NB-- 0	SB--	0	0	NB-- 0	SB--	0	0
	EB-- 0	WB--	3	0	EB-- 0	WB--	0	EB-- 0	WB--	3	0	EB-- 0	WB--	0	0
ATSAC-1 or ATSAC+ATCS-2?			0	0			0			0	0			0	0
Override Capacity			0				0			0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	340	1	233	0	0	0	420	1	287	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	**0**	0	0	0	0	0	**0**
	Through-Right		0			0			0			0	
	Right	360	1	**233**	0	0	0	440	1	**287**	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		1			0			1			0	
EASTBOUND	Left	10	0	0	0	0	0	10	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	1230	2	615	0	0	**0**	1140	2	**540**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	650	0	**650**	0	0	0	480	0	480	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1550	3	517	0	0	0	1110	3	370	0	0	0
	Through-Right		0			0			0			0	
	Right	600	1	367	0	0	0	390	1	103	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	233		*North-South:*	0		*North-South:*	287		*North-South:*	0
			East-West:	650		*East-West:*	0		*East-West:*	540		*East-West:*	0
			SUM:	883		*SUM:*	0		*SUM:*	827		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.589			0.000			0.551			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.589			0.000			0.551			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	0	NB-- 0	SB--	0	0
	EB-- 0	WB--	3	0	EB-- 0	WB--	0	0
ATSAC-1 or ATSAC+ATCS-2?			0	0			0	0
Override Capacity			0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	460	1	263	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	330	1	**263**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1570	2	**693**	0	0	**0**
	Through-Right		1			0	
	Right	510	0	510	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1440	3	480	0	0	0
	Through-Right		0			0	
	Right	400	1	137	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	263		*North-South:*	0
			East-West:	693		*East-West:*	0
			SUM:	956		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.637			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.637			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	250	1	**250**	0	0	**0**
	Left-Through		0			0	
	Through	460	1	280	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	690	3	**230**	0	0	**0**
	Through-Right		0			0	
	Right	130	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	170	2	85	0	0	**0**
	Through-Right		0			0	
	Right	120	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	630	1	**425**	0	0	0
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	480		North-South:	0
			East-West:	545		East-West:	0
			SUM:	1025		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.745			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.745			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	630	1	**380**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	590	3	197	0	0	**0**
	Through-Right		0			0	
	Right	230	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	400	1	**400**	0	0	0
	Left-Through		0			0	
	Through	600	2	300	0	0	**0**
	Through-Right		0			0	
	Right	190	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	810	1	**540**	0	0	0
	Through-Right		1			0	
	Right	270	0	270	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	590		North-South:	0
			East-West:	940		East-West:	0
			SUM:	1530		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.113			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.113			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	270	1	270	0	0	**0**
	Left-Through		0			0	
	Through	850	1	**500**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	510	3	170	0	0	**0**
	Through-Right		0			0	
	Right	150	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	550	2	275	0	0	**0**
	Through-Right		0			0	
	Right	460	1	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	510	1	**315**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	730		North-South:	0
			East-West:	545		East-West:	0
			SUM:	1275		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.927			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.927			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	40	2	**20**	0	0	0
	Through-Right		0			0	
	Right	40	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	440	2	154	0	0	0
	Left-Through		1			0	
	Through	20	1	20	0	0	**0**
	Through-Right		0			0	
	Right	330	1	**223**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	390	2	**215**	0	0	0
	Left-Through		0			0	
	Through	380	4	95	0	0	**0**
	Through-Right		0			0	
	Right	20	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	1750	4	438	0	0	0
	Through-Right		0			0	
	Right	710	1	**556**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	243		North-South:	0
			East-West:	771		East-West:	0
			SUM:	1014		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.737			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.737			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	**30**	0	0	**0**
	Left-Through		0			0	
	Through	40	2	20	0	0	0
	Through-Right		0			0	
	Right	40	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	730	2	**255**	0	0	0
	Left-Through		1			0	
	Through	20	1	20	0	0	**0**
	Through-Right		0			0	
	Right	390	1	239	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	550	2	**303**	0	0	0
	Left-Through		0			0	
	Through	420	4	105	0	0	**0**
	Through-Right		0			0	
	Right	20	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	680	4	**170**	0	0	0
	Through-Right		0			0	
	Right	380	1	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	285		*North-South:*	0
			East-West:	473		*East-West:*	0
			SUM:	758		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.551			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.551			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	**0**
	Left-Through		0			0	
	Through	40	2	20	0	0	0
	Through-Right		0			0	
	Right	70	1	**45**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	980	2	**343**	0	0	0
	Left-Through		1			0	
	Through	20	1	20	0	0	**0**
	Through-Right		0			0	
	Right	370	1	191	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	650	2	**358**	0	0	0
	Left-Through		0			0	
	Through	980	4	245	0	0	**0**
	Through-Right		0			0	
	Right	20	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	700	4	**175**	0	0	0
	Through-Right		0			0	
	Right	480	1	137	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	388		*North-South:*	0
			East-West:	533		*East-West:*	0
			SUM:	921		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.670			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.670			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	0	80	0	0	**0**
	Left-Through		1			0	
	Through	190	0	**270**	0	0	0
	Through-Right		0			0	
	Right	360	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	0	90	0	0	0
	Left-Through		1			0	
	Through	60	0	**100**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	500	2	**173**	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	660	2	**363**	0	0	**0**
	Left-Through		0			0	
	Through	1020	1	515	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	370		*North-South:*	0
			East-West:	536		*East-West:*	0
			SUM:	906		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.659			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.659			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	0	70	0	0	**0**
	Left-Through		1			0	
	Through	160	0	**230**	0	0	0
	Through-Right		0			0	
	Right	500	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	0	30	0	0	0
	Left-Through		1			0	
	Through	160	0	**155**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	155	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	600	2	**207**	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	520	2	**286**	0	0	**0**
	Left-Through		0			0	
	Through	650	1	335	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	385		*North-South:*	0
			East-West:	493		*East-West:*	0
			SUM:	878		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.639			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.639			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	0	80	0	0	**0**
	Left-Through		1			0	
	Through	110	0	**190**	0	0	0
	Through-Right		0			0	
	Right	540	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	0	50	0	0	0
	Left-Through		1			0	
	Through	170	0	**190**	0	0	**0**
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	1160	2	**400**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	550	2	**303**	0	0	**0**
	Left-Through		0			0	
	Through	700	1	370	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	380		North-South:	0
			East-West:	703		East-West:	0
			SUM:	1083		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.788			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.788			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	400	1	260	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	630	1	**365**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	**10**	0	0	0
	Left-Through		0			0	
	Through	570	1	345	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	1200	1	**660**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	495		North-South:	0
			East-West:	670		East-West:	0
			SUM:	1165		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.847			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.847			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	600	1	**415**	0	0	0
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	470	1	260	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	970	1	**605**	0	0	**0**
	Through-Right		1			0	
	Right	239	0	239	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	1030	1	555	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	555		North-South:	0
			East-West:	755		East-West:	0
			SUM:	1310		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.953			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.953			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	670	1	**440**	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	520	1	280	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	1320	1	**750**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	840	1	455	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	580		North-South:	0
			East-West:	880		East-West:	0
			SUM:	1460		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.062			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.062			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	240	1	**240**	0	0	**0**	180	1	180	0	0	**0**
	Left-Through		0			0			0			0	
	Through	590	2	295	0	0	0	400	2	**200**	0	0	0
	Through-Right		0			0			0			0	
	Right	70	1	20	0	0	0	90	1	45	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	120	1	120	0	0	0	530	1	**530**	0	0	0
	Left-Through		0			0			0			0	
	Through	640	1	**360**	0	0	**0**	300	1	195	0	0	**0**
	Through-Right		1			0			1			0	
	Right	80	0	80	0	0	0	90	0	90	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	40	1	**40**	0	0	0	80	1	**80**	0	0	0
	Left-Through		0			0			0			0	
	Through	290	2	127	0	0	**0**	500	2	217	0	0	**0**
	Through-Right		1			0			1			0	
	Right	90	0	90	0	0	0	150	0	150	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	100	1	100	0	0	**0**	90	1	90	0	0	**0**
	Left-Through		0			0			0			0	
	Through	860	2	**430**	0	0	0	830	2	**415**	0	0	0
	Through-Right		0			0			0			0	
	Right	310	1	250	0	0	0	490	1	225	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	600		North-South:	0		North-South:	730		North-South:	0
			East-West:	470		East-West:	0		East-West:	495		East-West:	0
			SUM:	1070		SUM:	0		SUM:	1225		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.778			0.000			0.891			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.778			0.000			0.891			0.000
LEVEL OF SERVICE (LOS):				C			A			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	220	1	220	0	0	**0**						
	Left-Through		0			0							
	Through	760	2	**380**	0	0	0						
	Through-Right		0			0							
	Right	170	1	110	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	370	1	**370**	0	0	0						
	Left-Through		0			0							
	Through	710	1	400	0	0	**0**						
	Through-Right		1			0							
	Right	90	0	90	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	100	1	100	0	0	0						
	Left-Through		0			0							
	Through	880	2	**357**	0	0	**0**						
	Through-Right		1			0							
	Right	190	0	190	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	120	1	**120**	0	0	**0**						
	Left-Through		0			0							
	Through	540	2	270	0	0	0						
	Through-Right		0			0							
	Right	180	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	750		North-South:	0						
			East-West:	477		East-West:	0						
			SUM:	1227		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.892			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.892			0.000						
LEVEL OF SERVICE (LOS):				D			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				2			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	2	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	580	1	**580**	0	0	**0**						
	Left-Through		0			0							
	Through	250	2	125	0	0	0						
	Through-Right		0			0							
	Right	70	1	20	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	70	1	70	0	0	0						
	Left-Through		0			0							
	Through	330	1	330	0	0	**0**						
	Through-Right		1			0							
	Right	1050	0	**685**	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	730	1	**730**	0	0	0						
	Left-Through		0			0							
	Through	360	3	120	0	0	**0**						
	Through-Right		0			0							
	Right	740	1	450	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	100	1	100	0	0	**0**						
	Left-Through		0			0							
	Through	550	2	**183**	0	0	0						
	Through-Right		1			0							
	Right	160	1	160	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	1265		North-South:	0						
			East-West:	913		East-West:	0						
			SUM:	2178		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				1.452			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.452			0.000						
LEVEL OF SERVICE (LOS):				F			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 2	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	800	1	**800**	0	0	**0**
	Left-Through		0			0	
	Through	170	2	85	0	0	0
	Through-Right		0			0	
	Right	120	1	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	140	1	140	0	0	**0**
	Through-Right		1			0	
	Right	1290	0	**640**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1300	1	**1300**	0	0	0
	Left-Through		0			0	
	Through	660	3	220	0	0	**0**
	Through-Right		0			0	
	Right	600	1	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	590	2	**197**	0	0	0
	Through-Right		1			0	
	Right	90	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1440		*North-South:*	0
			East-West:	1497		*East-West:*	0
			SUM:	2937		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.958			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				1.958			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 2	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	1070	1	**1070**	0	0	**0**
	Left-Through		0			0	
	Through	360	2	180	0	0	0
	Through-Right		0			0	
	Right	240	1	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	200	1	200	0	0	**0**
	Through-Right		1			0	
	Right	1080	0	**505**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1150	1	**1150**	0	0	0
	Left-Through		0			0	
	Through	690	3	230	0	0	**0**
	Through-Right		0			0	
	Right	720	1	185	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	460	2	**153**	0	0	0
	Through-Right		1			0	
	Right	80	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1575		*North-South:*	0
			East-West:	1303		*East-West:*	0
			SUM:	2878		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.919			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				1.919			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	1010	2	**556**	0	0	**0**
	Left-Through		0			0	
	Through	1090	3	363	0	0	0
	Through-Right		0			0	
	Right	190	1	88	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	2	55	0	0	0
	Left-Through		0			0	
	Through	640	2	**257**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	610	3	203	0	0	**0**
	Through-Right		1			0	
	Right	400	0	122	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	370	2	204	0	0	**0**
	Left-Through		0			0	
	Through	1510	4	**378**	0	0	0
	Through-Right		0			0	
	Right	130	1	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	813		*North-South:*	0
			East-West:	538		*East-West:*	0
			SUM:	1351		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.983			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.983			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	430	2	237	0	0	**0**
	Left-Through		0			0	
	Through	990	3	**330**	0	0	0
	Through-Right		0			0	
	Right	450	1	313	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	2	**61**	0	0	0
	Left-Through		0			0	
	Through	330	2	153	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	1	160	0	0	0
	Left-Through		0			0	
	Through	1070	3	**335**	0	0	**0**
	Through-Right		1			0	
	Right	270	0	270	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	500	2	**275**	0	0	**0**
	Left-Through		0			0	
	Through	790	4	198	0	0	0
	Through-Right		0			0	
	Right	160	1	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	391		*North-South:*	0
			East-West:	610		*East-West:*	0
			SUM:	1001		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.728			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.728			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	510	2	**281**	0	0	**0**
	Left-Through		0			0	
	Through	1620	3	540	0	0	0
	Through-Right		0			0	
	Right	370	1	296	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	2	61	0	0	0
	Left-Through		0			0	
	Through	930	2	**347**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	350	1	350	0	0	0
	Left-Through		0			0	
	Through	1400	3	**467**	0	0	**0**
	Through-Right		1			0	
	Right	510	0	370	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	270	2	**149**	0	0	**0**
	Left-Through		0			0	
	Through	440	4	110	0	0	0
	Through-Right		0			0	
	Right	150	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	628		*North-South:*	0
			East-West:	616		*East-West:*	0
			SUM:	1244		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.905			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.905			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	260	2	**143**	0	0	**0**
	Left-Through		0			0	
	Through	550	2	275	0	0	0
	Through-Right		0			0	
	Right	300	1	184	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	2	127	0	0	0
	Left-Through		0			0	
	Through	620	1	**517**	0	0	**0**
	Through-Right		1			0	
	Right	930	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	370	2	**204**	0	0	0
	Left-Through		0			0	
	Through	260	2	120	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	2	116	0	0	**0**
	Left-Through		0			0	
	Through	820	3	273	0	0	0
	Through-Right		0			0	
	Right	670	1	**543**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	660		*North-South:*	0
			East-West:	747		*East-West:*	0
			SUM:	1407		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.023			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.023			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	2	83	0	0	**0**
	Left-Through		0			0	
	Through	480	2	**240**	0	0	0
	Through-Right		0			0	
	Right	170	1	126	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	340	2	**187**	0	0	0
	Left-Through		0			0	
	Through	520	1	307	0	0	**0**
	Through-Right		1			0	
	Right	400	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	470	2	**259**	0	0	0
	Left-Through		0			0	
	Through	580	2	243	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	2	44	0	0	**0**
	Left-Through		0			0	
	Through	530	3	177	0	0	0
	Through-Right		0			0	
	Right	400	1	**213**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	427		*North-South:*	0
			East-West:	472		*East-West:*	0
			SUM:	899		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.654			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.654			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	2	**99**	0	0	**0**
	Left-Through		0			0	
	Through	710	2	355	0	0	0
	Through-Right		0			0	
	Right	280	1	98	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	2	127	0	0	0
	Left-Through		0			0	
	Through	690	1	**410**	0	0	**0**
	Through-Right		1			0	
	Right	540	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	880	2	**484**	0	0	0
	Left-Through		0			0	
	Through	1090	2	453	0	0	**0**
	Through-Right		1			0	
	Right	270	0	270	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	330	2	182	0	0	**0**
	Left-Through		0			0	
	Through	370	3	123	0	0	0
	Through-Right		0			0	
	Right	390	1	**263**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	509		*North-South:*	0
			East-West:	747		*East-West:*	0
			SUM:	1256		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.913			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.913			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	30	1	30	0	0	**0**
Left-Through		0			0	
Through	1990	3	**663**	0	0	0
Through-Right		0			0	
Right	110	1	95	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	280	2	**154**	0	0	0
Left-Through		0			0	
Through	1250	2	440	0	0	**0**
Through-Right		1			0	
Right	70	0	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	30	1	30	0	0	0
Left-Through		0			0	
Through	40	0	**60**	0	0	**0**
Through-Right		1			0	
Right	20	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	30	1	30	0	0	**0**
Left-Through		0			0	
Through	50	1	**50**	0	0	0
Through-Right		0			0	
Right	80	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	817		*North-South:*	0
		East-West:	110		*East-West:*	0
		SUM:	927		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.674			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.674			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	60	1	60	0	0	**0**
Left-Through		0			0	
Through	1310	3	**437**	0	0	0
Through-Right		0			0	
Right	130	1	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	220	2	**121**	0	0	0
Left-Through		0			0	
Through	1260	2	443	0	0	**0**
Through-Right		1			0	
Right	70	0	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	50	1	50	0	0	0
Left-Through		0			0	
Through	60	0	**100**	0	0	**0**
Through-Right		1			0	
Right	40	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	140	1	**140**	0	0	**0**
Left-Through		0			0	
Through	40	1	40	0	0	0
Through-Right		0			0	
Right	220	2	61	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	558		*North-South:*	0
		East-West:	240		*East-West:*	0
		SUM:	798		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.580			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.580			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	40	1	**40**	0	0	**0**
Left-Through		0			0	
Through	1390	3	463	0	0	0
Through-Right		0			0	
Right	140	1	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	170	2	94	0	0	0
Left-Through		0			0	
Through	1850	2	**637**	0	0	**0**
Through-Right		1			0	
Right	60	0	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	90	1	90	0	0	0
Left-Through		0			0	
Through	70	0	**110**	0	0	**0**
Through-Right		1			0	
Right	40	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	140	1	**140**	0	0	**0**
Left-Through		0			0	
Through	50	1	50	0	0	0
Through-Right		0			0	
Right	330	2	135	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	677		*North-South:*	0
		East-West:	250		*East-West:*	0
		SUM:	927		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.674			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.674			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	120	1	**120**	0	0	**0**
Left-Through		0			0	
Through	1370	2	467	0	0	0
Through-Right		1			0	
Right	30	0	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	30	1	30	0	0	0
Left-Through		0			0	
Through	1260	2	**563**	0	0	**0**
Through-Right		1			0	
Right	430	0	430	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	350	1	180	0	0	0
Left-Through		1			0	
Through	10	0	180	0	0	**0**
Through-Right		0			0	
Right	250	1	**190**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	10	0	**30**	0	0	0
Through-Right		0			0	
Right	10	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	683		*North-South:*	0
		East-West:	220		*East-West:*	0
		SUM:	903		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.657			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.657			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	80	1	**80**	0	0	**0**
Left-Through		0			0	
Through	1560	2	527	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	50	1	50	0	0	0
Left-Through		0			0	
Through	1220	2	**580**	0	0	**0**
Through-Right		1			0	
Right	520	0	520	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	360	1	185	0	0	0
Left-Through		1			0	
Through	10	0	185	0	0	**0**
Through-Right		0			0	
Right	250	1	**210**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	10	0	**50**	0	0	0
Through-Right		0			0	
Right	30	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	660		*North-South:*	0
		East-West:	260		*East-West:*	0
		SUM:	920		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.669			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.669			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	180	1	**180**	0	0	**0**
Left-Through		0			0	
Through	1620	2	543	0	0	0
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	40	1	40	0	0	0
Left-Through		0			0	
Through	1730	2	**803**	0	0	**0**
Through-Right		1			0	
Right	680	0	680	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	490	1	**245**	0	0	0
Left-Through		1			0	
Through	0	0	245	0	0	**0**
Through-Right		0			0	
Right	280	1	190	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	10	0	**60**	0	0	0
Through-Right		0			0	
Right	40	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	983		*North-South:*	0
		East-West:	305		*East-West:*	0
		SUM:	1288		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.937			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.937			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2400	4	**600**	0	0	0
Through-Right		0			0	
Right	430	1	111	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	2	**11**	0	0	0
Left-Through		0			0	
Through	1850	4	463	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	580	2	**319**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	611		*North-South:*	0
		East-West:	319		*East-West:*	0
		SUM:	930		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.653			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.653			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1810	4	**453**	0	0	0
Through-Right		0			0	
Right	340	1	147	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	10	2	**6**	0	0	0
Left-Through		0			0	
Through	1610	4	403	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	350	2	**193**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	20	1	14	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	459		*North-South:*	0
		East-West:	193		*East-West:*	0
		SUM:	652		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.458			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.458			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2470	4	**618**	0	0	0
	Through-Right		0			0	
	Right	600	1	286	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	2	**22**	0	0	0
	Left-Through		0			0	
	Through	2400	4	600	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	570	2	**314**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	40	1	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	640		*North-South:*	0
			East-West:	314		*East-West:*	0
			SUM:	954		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.669			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.669			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	2	**11**	0	0	**0**
	Left-Through		0			0	
	Through	20	3	7	0	0	0
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	500	2	275	0	0	0
	Left-Through		0			0	
	Through	20	2	10	0	0	**0**
	Through-Right		0			0	
	Right	660	1	**385**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	500	2	**275**	0	0	0
	Left-Through		0			0	
	Through	930	3	310	0	0	**0**
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	2	11	0	0	**0**
	Left-Through		0			0	
	Through	1050	3	**350**	0	0	0
	Through-Right		0			0	
	Right	390	1	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	396		*North-South:*	0
			East-West:	625		*East-West:*	0
			SUM:	1021		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.743			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.743			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	2	17	0	0	**0**
	Left-Through		0			0	
	Through	20	3	7	0	0	0
	Through-Right		0			0	
	Right	30	1	**25**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	430	2	**237**	0	0	0
	Left-Through		0			0	
	Through	20	2	10	0	0	**0**
	Through-Right		0			0	
	Right	420	1	211	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	380	2	**209**	0	0	0
	Left-Through		0			0	
	Through	970	3	323	0	0	**0**
	Through-Right		0			0	
	Right	20	1	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	2	11	0	0	**0**
	Left-Through		0			0	
	Through	1000	3	**333**	0	0	0
	Through-Right		0			0	
	Right	300	1	63	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	262		*North-South:*	0
			East-West:	542		*East-West:*	0
			SUM:	804		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.585			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.585			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	2	11	0	0	**0**
	Left-Through		0			0	
	Through	20	3	7	0	0	0
	Through-Right		0			0	
	Right	20	1	**17**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	960	2	**528**	0	0	0
	Left-Through		0			0	
	Through	10	2	5	0	0	**0**
	Through-Right		0			0	
	Right	450	1	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	700	2	**385**	0	0	0
	Left-Through		0			0	
	Through	1060	3	353	0	0	**0**
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	2	6	0	0	**0**
	Left-Through		0			0	
	Through	1120	3	**373**	0	0	0
	Through-Right		0			0	
	Right	480	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	545		*North-South:*	0
			East-West:	758		*East-West:*	0
			SUM:	1303		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.948			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.948			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**	20	1	20	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1190	2	**595**	0	0	0	890	2	**445**	0	0	0
	Through-Right		0			0			0			0	
	Right	200	1	153	0	0	0	130	1	119	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0	140	1	**140**	0	0	0
	Left-Through		0			0			0			0	
	Through	910	2	455	0	0	**0**	830	2	415	0	0	**0**
	Through-Right		0			0			0			0	
	Right	130	1	0	0	0	0	110	1	45	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	300	1	300	0	0	0	130	1	**130**	0	0	0
	Left-Through		0			0			0			0	
	Through	840	1	**430**	0	0	**0**	310	1	165	0	0	**0**
	Through-Right		1			0			1			0	
	Right	20	0	20	0	0	0	20	0	20	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	170	2	**94**	0	0	**0**	40	2	22	0	0	**0**
	Left-Through		0			0			0			0	
	Through	280	1	215	0	0	0	330	1	**260**	0	0	0
	Through-Right		1			0			1			0	
	Right	150	0	150	0	0	0	190	0	190	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	735		North-South:	0		North-South:	585		North-South:	0
			East-West:	524		East-West:	0		East-West:	390		East-West:	0
			SUM:	1259		SUM:	0		SUM:	975		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.884			0.000			0.684			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.884			0.000			0.684			0.000
LEVEL OF SERVICE (LOS):				D			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	30	1	30	0	0	**0**						
	Left-Through		0			0							
	Through	1400	2	**700**	0	0	0						
	Through-Right		0			0							
	Right	340	1	307	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	180	1	**180**	0	0	0						
	Left-Through		0			0							
	Through	1430	2	715	0	0	**0**						
	Through-Right		0			0							
	Right	180	1	110	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	140	1	**140**	0	0	0						
	Left-Through		0			0							
	Through	560	1	290	0	0	**0**						
	Through-Right		1			0							
	Right	20	0	20	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	120	2	66	0	0	**0**						
	Left-Through		0			0							
	Through	640	1	**415**	0	0	0						
	Through-Right		1			0							
	Right	190	0	190	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	880		North-South:	0						
			East-West:	555		East-West:	0						
			SUM:	1435		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				1.007			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.007			0.000						
LEVEL OF SERVICE (LOS):				F			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	40	2	22	0	0	**0**						
	Left-Through		0			0							
	Through	2600	2	**880**	0	0	0						
	Through-Right		1			0							
	Right	40	0	40	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	170	1	**170**	0	0	0						
	Left-Through		0			0							
	Through	2210	2	743	0	0	**0**						
	Through-Right		1			0							
	Right	20	0	20	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	400	2	**200**	0	0	**0**						
	Through-Right		1			0							
	Right	200	0	189	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	260	1	**260**	0	0	**0**						
	Left-Through		0			0							
	Through	1200	3	400	0	0	0						
	Through-Right		0			0							
	Right	260	1	175	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	1050		North-South:	0						
			East-West:	460		East-West:	0						
			SUM:	1510		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				1.098			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.098			0.000						
LEVEL OF SERVICE (LOS):				F			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	2	121	0	0	**0**
	Left-Through		0			0	
	Through	1720	2	**603**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	1640	2	560	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	680	2	**293**	0	0	**0**
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	840	3	280	0	0	0
	Through-Right		0			0	
	Right	140	1	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	753		*North-South:*	0
			East-West:	473		*East-West:*	0
			SUM:	1226		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.892			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.892			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	2	66	0	0	**0**
	Left-Through		0			0	
	Through	2300	2	**810**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	370	1	**370**	0	0	0
	Left-Through		0			0	
	Through	2170	2	730	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1080	2	**443**	0	0	**0**
	Through-Right		1			0	
	Right	250	0	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	930	3	310	0	0	0
	Through-Right		0			0	
	Right	170	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1180		*North-South:*	0
			East-West:	603		*East-West:*	0
			SUM:	1783		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.297			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.297			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	2	**88**	0	0	**0**
	Left-Through		0			0	
	Through	810	2	317	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1220	2	**470**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	440	2	167	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	2	88	0	0	**0**
	Left-Through		0			0	
	Through	1100	2	**370**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	558		*North-South:*	0
			East-West:	500		*East-West:*	0
			SUM:	1058		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.769			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.769			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	2	99	0	0	**0**
	Left-Through		0			0	
	Through	910	2	**377**	0	0	0
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	810	2	310	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	690	2	260	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	2	116	0	0	**0**
	Left-Through		0			0	
	Through	820	2	**280**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	457		*North-South:*	0
			East-West:	410		*East-West:*	0
			SUM:	867		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.631			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.631			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	1540	2	**630**	0	0	0
	Through-Right		1			0	
	Right	350	0	350	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	990	2	373	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	900	2	317	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	960	2	**323**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	770		*North-South:*	0
			East-West:	533		*East-West:*	0
			SUM:	1303		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.948			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.948			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1470	1	**810**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	730	2	365	0	0	**0**
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	1570	3	523	0	0	**0**
	Through-Right		0			0	
	Right	140	1	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1200	2	**460**	0	0	0
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	910		*North-South:*	0
			East-West:	670		*East-West:*	0
			SUM:	1580		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.149			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.149			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	920	1	**540**	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	770	2	385	0	0	**0**
	Through-Right		0			0	
	Right	110	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	1210	3	403	0	0	**0**
	Through-Right		0			0	
	Right	140	1	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	1	200	0	0	**0**
	Left-Through		0			0	
	Through	1350	2	**483**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	680		*North-South:*	0
			East-West:	693		*East-West:*	0
			SUM:	1373		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.999			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.999			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1300	1	**710**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	1320	2	660	0	0	**0**
	Through-Right		0			0	
	Right	80	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1520	3	**507**	0	0	**0**
	Through-Right		0			0	
	Right	270	1	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	**240**	0	0	0
	Left-Through		0			0	
	Through	1540	2	560	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	860		*North-South:*	0
			East-West:	747		*East-West:*	0
			SUM:	1607		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.169			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.169			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	1400	1	**750**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	880	2	440	0	0	**0**
	Through-Right		0			0	
	Right	100	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	1	190	0	0	0
	Left-Through		0			0	
	Through	730	2	**365**	0	0	**0**
	Through-Right		0			0	
	Right	60	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	460	2	230	0	0	0
	Through-Right		0			0	
	Right	70	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	830		*North-South:*	0
			East-West:	435		*East-West:*	0
			SUM:	1265		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.843			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.843			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	920	1	**515**	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	870	2	435	0	0	**0**
	Through-Right		0			0	
	Right	240	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	240	1	**240**	0	0	0
	Left-Through		0			0	
	Through	520	2	260	0	0	**0**
	Through-Right		0			0	
	Right	80	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	520	2	**260**	0	0	0
	Through-Right		0			0	
	Right	70	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	595		*North-South:*	0
			East-West:	500		*East-West:*	0
			SUM:	1095		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.730			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.730			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	1400	1	**785**	0	0	0
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	1460	2	730	0	0	**0**
	Through-Right		0			0	
	Right	180	1	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	810	2	**405**	0	0	**0**
	Through-Right		0			0	
	Right	110	1	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	670	2	335	0	0	0
	Through-Right		0			0	
	Right	90	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	865		*North-South:*	0
			East-West:	565		*East-West:*	0
			SUM:	1430		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.953			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.953			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	780	3	260	0	0	0
	Through-Right		0			0	
	Right	310	1	310	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	390	2	215	0	0	0
	Left-Through		0			0	
	Through	1080	2	**540**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	0	20	0	0	0
	Left-Through		0			0	
	Through	0	0	20	0	0	**0**
	Through-Right		0			0	
	Right	160	1	**160**	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	540		*North-South:*	0
			East-West:	160		*East-West:*	0
			SUM:	700		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.491			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.491			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	690	3	230	0	0	0
Through-Right		0			0	
Right	190	1	190	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	330	2	182	0	0	0
Left-Through		0			0	
Through	830	2	**415**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	30	0	30	0	0	0
Left-Through		0			0	
Through	0	0	30	0	0	**0**
Through-Right		0			0	
Right	140	1	**140**	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	415		*North-South:*	0
		East-West:	140		*East-West:*	0
		SUM:	555		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.389			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.389			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1280	3	**427**	0	0	0
Through-Right		0			0	
Right	250	1	250	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	710	2	**391**	0	0	0
Left-Through		0			0	
Through	1110	2	555	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	30	0	30	0	0	0
Left-Through		0			0	
Through	0	0	30	0	0	**0**
Through-Right		0			0	
Right	90	1	**90**	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	818		*North-South:*	0
		East-West:	90		*East-West:*	0
		SUM:	908		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.637			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.637			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	10	1	**10**	0	0	**0**
Left-Through		0			0	
Through	740	2	370	0	0	0
Through-Right		0			0	
Right	50	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1190	2	**400**	0	0	**0**
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	20	0	0	0	0	**0**
Through-Right		0			0	
Right	40	0	**40**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
WESTBOUND Left	260	1	260	0	0	**0**
Left-Through		0			0	
Through	10	0	**335**	0	0	0
Through-Right		0			0	
Right	660	1	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	410		*North-South:*	0
		East-West:	375		*East-West:*	0
		SUM:	785		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.551			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.551			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	20	1	**20**	0	0	**0**
Left-Through		0			0	
Through	620	2	310	0	0	0
Through-Right		0			0	
Right	80	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	930	2	**313**	0	0	**0**
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	20	0	0	0	0	**0**
Through-Right		0			0	
Right	20	0	**20**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
WESTBOUND Left	230	1	**173**	0	0	**0**
Left-Through		0			0	
Through	20	0	173	0	0	0
Through-Right		0			0	
Right	270	1	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	333		*North-South:*	0
		East-West:	193		*East-West:*	0
		SUM:	526		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.369			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.369			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 2	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	**0**
	Left-Through		0			0	
	Through	1190	2	**595**	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1530	2	517	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	20	0	0	0	0	**0**
	Through-Right		0			0	
	Right	30	0	**30**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
WESTBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	20	0	**325**	0	0	0
	Through-Right		0			0	
	Right	630	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	595		North-South:	0
			East-West:	355		East-West:	0
			SUM:	950		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.667			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.667			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0		
		EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	460	1	**460**	0	0	**0**
	Left-Through		0			0	
	Through	10	2	5	0	0	0
	Through-Right		1			0	
	Right	350	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	430	2	**215**	0	0	**0**
	Through-Right		1			0	
	Right	620	1	171	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	680	3	**227**	0	0	**0**
	Through-Right		0			0	
	Right	350	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	500	1	**500**	0	0	**0**
	Left-Through		0			0	
	Through	910	3	303	0	0	0
	Through-Right		1			0	
	Right	420	0	360	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	675		North-South:	0
			East-West:	727		East-West:	0
			SUM:	1402		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.020			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.020			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0		
		EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	110	2	55	0	0	0
	Through-Right		1			0	
	Right	410	1	66	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	260	1	260	0	0	0
	Left-Through		0			0	
	Through	320	2	160	0	0	**0**
	Through-Right		1			0	
	Right	840	1	**322**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1310	3	**437**	0	0	**0**
	Through-Right		0			0	
	Right	520	2	156	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	490	3	163	0	0	0
	Through-Right		1			0	
	Right	550	0	420	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	452		North-South:	0
			East-West:	597		East-West:	0
			SUM:	1049		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.763			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.763			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0		
		EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	250	1	250	0	0	**0**
	Left-Through		0			0	
	Through	60	2	30	0	0	0
	Through-Right		1			0	
	Right	1000	1	**330**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	360	1	**360**	0	0	0
	Left-Through		0			0	
	Through	670	2	293	0	0	**0**
	Through-Right		1			0	
	Right	500	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	1280	3	427	0	0	**0**
	Through-Right		0			0	
	Right	520	2	36	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	220	0	0	**0**
	Left-Through		0			0	
	Through	160	3	53	0	0	0
	Through-Right		1			0	
	Right	740	0	**560**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	690		North-South:	0
			East-West:	710		East-West:	0
			SUM:	1400		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.018			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.018			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**	0	0	**0**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	3140	4	**785**	0	0	0	2540	4	635	0	0	0
	Through-Right		0			0			0			0	
	Right	30	1	0	0	0	0	30	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	2700	4	675	0	0	**0**	2650	4	**663**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	160	1	160	0	0	0	200	1	200	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	**0**	0	0	0	0	0	**0**	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	**0**	0	0	0	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	330	1	190	0	0	**0**	510	1	280	0	0	**0**
	Left-Through		1			0			1			0	
	Through	50	0	190	0	0	0	50	0	280	0	0	0
	Through-Right		0			0			0			0	
	Right	840	2	**462**	0	0	0	510	2	**281**	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	785		North-South:	0		North-South:	663		North-South:	0
			East-West:	462		East-West:	0		East-West:	281		East-West:	0
			SUM:	1247		SUM:	0		SUM:	944		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.831			0.000			0.629			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.831			0.000			0.629			0.000
LEVEL OF SERVICE (LOS):				D			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM						AM					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	0	0	**0**
	Left-Through		0			0			0			0	
	Through	3090	4	773	0	0	0	2030	2	**1015**	0	0	0
	Through-Right		0			0			0			0	
	Right	10	1	0	0	0	0	540	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	0	0	0	0	0	0	20	0	**20**	0	0	0
	Left-Through		0			0			1			0	
	Through	3570	4	**893**	0	0	**0**	460	1	290	0	0	**0**
	Through-Right		0			0			0			0	
	Right	180	1	180	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	**0**	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	**0**	0	0	**0**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	610	1	315	0	0	**0**	440	2	**242**	0	0	**0**
	Left-Through		1			0			0			0	
	Through	20	0	315	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	650	2	**358**	0	0	0	10	1	10	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	893		North-South:	0		North-South:	1035		North-South:	0
			East-West:	358		East-West:	0		East-West:	242		East-West:	0
			SUM:	1251		SUM:	0		SUM:	1277		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.834			0.000			0.851			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.834			0.000			0.851			0.000
LEVEL OF SERVICE (LOS):				D			A			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM						MD					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	3090	4	773	0	0	0	2540	4	635	0	0	0
	Through-Right		0			0			0			0	
	Right	10	1	0	0	0	0	30	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	3570	4	**893**	0	0	**0**	2650	4	**663**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	180	1	180	0	0	0	200	1	200	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	**0**	0	0	0	0	0	**0**	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	**0**	0	0	0	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	610	1	315	0	0	**0**	510	1	280	0	0	**0**
	Left-Through		1			0			1			0	
	Through	20	0	315	0	0	0	50	0	280	0	0	0
	Through-Right		0			0			0			0	
	Right	650	2	**358**	0	0	0	510	2	**281**	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	893		North-South:	0		North-South:	663		North-South:	0
			East-West:	358		East-West:	0		East-West:	281		East-West:	0
			SUM:	1251		SUM:	0		SUM:	944		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.834			0.000			0.629			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.834			0.000			0.629			0.000
LEVEL OF SERVICE (LOS):				D			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM						AM					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**	0	0	0	0	0	**0**
	Left-Through		0			0			0			0	
	Through	2030	2	**1015**	0	0	0	2030	2	**1015**	0	0	0
	Through-Right		0			0			0			0	
	Right	540	1	0	0	0	0	540	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	20	0	**20**	0	0	0	20	0	**20**	0	0	0
	Left-Through		1			0			1			0	
	Through	460	1	290	0	0	**0**	460	1	290	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	440	2	**242**	0	0	**0**	440	2	**242**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	10	1	10	0	0	0	10	1	10	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	1035		North-South:	0		North-South:	1035		North-South:	0
			East-West:	242		East-West:	0		East-West:	242		East-West:	0
			SUM:	1277		SUM:	0		SUM:	1277		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.851			0.000			0.851			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.851			0.000			0.851			0.000
LEVEL OF SERVICE (LOS):				D			A			D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	820	2	410	0	0	0
	Through-Right		0			0	
	Right	260	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	0	40	0	0	0
	Left-Through		1			0	
	Through	450	1	345	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	480	2	264	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	10	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		450	North-South:		0
		East-West:		264	East-West:		0
		SUM:		714	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.476			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.476			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	910	2	455	0	0	0
	Through-Right		0			0	
	Right	380	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	0	60	0	0	0
	Left-Through		1			0	
	Through	1250	1	805	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	840	2	462	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	10	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		805	North-South:		0
		East-West:		462	East-West:		0
		SUM:		1267	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.845			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.845			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	30	0	0	0
	Left-Through		1			0	
	Through	0	0	30	0	0	0
	Through-Right		0			0	
	Right	1150	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	20	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	1260	1	635	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	460	1	460	0	0	0
	Left-Through		0			0	
	Through	410	1	210	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		50	North-South:		0
		East-West:		1095	East-West:		0
		SUM:		1145	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.804			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.804			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	30	0	0	0
	Left-Through		1			0	
	Through	0	0	30	0	0	0
	Through-Right		0			0	
	Right	550	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	20	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	520	1	275	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	510	1	510	0	0	0
	Left-Through		0			0	
	Through	390	1	200	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		50	North-South:		0
		East-West:		785	East-West:		0
		SUM:		835	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.586			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.586			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	50	0	**50**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	50	0	0	0
	Through-Right		0			0	
	Right	610	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	620	1	**325**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	930	1	**930**	0	0	**0**
	Left-Through		0			0	
	Through	1040	1	525	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	70		*North-South:*	0
			East-West:	1255		*East-West:*	0
			SUM:	1325		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.930			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.930			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	30	1	30	0	0	0
	Through-Right		0			0	
	Right	140	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	30	0	30	0	0	**0**
	Through-Right		0			0	
	Right	20	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	480	2	237	0	0	**0**
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	270	2	149	0	0	**0**
	Left-Through		0			0	
	Through	1220	2	**433**	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	130		*North-South:*	0
			East-West:	493		*East-West:*	0
			SUM:	623		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.453			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.453			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	20	1	20	0	0	0
	Through-Right		0			0	
	Right	180	2	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	**45**	0	0	0
	Left-Through		0			0	
	Through	30	0	45	0	0	**0**
	Through-Right		0			0	
	Right	40	1	10	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	550	2	**217**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	2	**50**	0	0	**0**
	Left-Through		0			0	
	Through	540	2	193	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	115		*North-South:*	0
			East-West:	267		*East-West:*	0
			SUM:	382		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.278			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.278			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	30	1	30	0	0	0
	Through-Right		0			0	
	Right	390	2	**176**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**50**	0	0	0
	Left-Through		0			0	
	Through	30	0	50	0	0	**0**
	Through-Right		0			0	
	Right	40	1	15	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	1020	2	**373**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	2	**39**	0	0	**0**
	Left-Through		0			0	
	Through	600	2	217	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	226		*North-South:*	0
			East-West:	412		*East-West:*	0
			SUM:	638		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.464			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.464			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	590	2	**325**	0	0	**0**
	Left-Through		0			0	
	Through	1950	2	670	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	1510	2	**530**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	20	1	20	0	0	**0**
	Through-Right		0			0	
	Right	690	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	0	50	0	0	**0**
	Left-Through		1			0	
	Through	20	0	**70**	0	0	0
	Through-Right		1			0	
	Right	50	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	855		*North-South:*	0
			East-West:	150		*East-West:*	0
			SUM:	1005		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.705			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.705			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	620	2	**341**	0	0	**0**
	Left-Through		0			0	
	Through	1990	2	683	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	1430	2	**520**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	20	1	20	0	0	**0**
	Through-Right		0			0	
	Right	540	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	0	60	0	0	**0**
	Left-Through		1			0	
	Through	20	0	**50**	0	0	0
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	861		*North-South:*	0
			East-West:	160		*East-West:*	0
			SUM:	1021		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.716			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.716			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	920	2	**506**	0	0	**0**
	Left-Through		0			0	
	Through	2180	2	750	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	1940	2	**703**	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	40	1	40	0	0	**0**
	Through-Right		0			0	
	Right	920	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	0	60	0	0	**0**
	Left-Through		1			0	
	Through	30	0	**60**	0	0	0
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1209		*North-South:*	0
			East-West:	180		*East-West:*	0
			SUM:	1389		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.975			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.975			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	1310	1	**740**	0	0	0
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	380	1	195	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	10	0	**30**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	45	0	0	**0**
	Left-Through		1			0	
	Through	10	0	45	0	0	0
	Through-Right		0			0	
	Right	170	1	**130**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	820		*North-South:*	0
			East-West:	160		*East-West:*	0
			SUM:	980		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.688			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.688			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	570	1	**355**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	440	1	230	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	10	0	**30**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**75**	0	0	**0**
	Left-Through		1			0	
	Through	20	0	75	0	0	0
	Through-Right		0			0	
	Right	100	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		435	*North-South:*		0
		East-West:		105	*East-West:*		0
		SUM:		540	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.379			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.379			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	710	1	**435**	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	1070	1	540	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	10	0	**30**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	**95**	0	0	**0**
	Left-Through		1			0	
	Through	10	0	95	0	0	0
	Through-Right		0			0	
	Right	110	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		605	*North-South:*		0
		East-West:		125	*East-West:*		0
		SUM:		730	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.512			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.512			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1800	4	**450**	0	0	0
	Through-Right		0			0	
	Right	890	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	2	**88**	0	0	0
	Left-Through		0			0	
	Through	960	3	320	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	570	3	**200**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	240	1	152	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		538	*North-South:*		0
		East-West:		200	*East-West:*		0
		SUM:		738	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.518			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.518			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1120	4	**280**	0	0	0
	Through-Right		0			0	
	Right	660	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	350	2	**193**	0	0	0
	Left-Through		0			0	
	Through	1060	3	353	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	700	3	**245**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	260	1	67	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		473	*North-South:*		0
		East-West:		245	*East-West:*		0
		SUM:		718	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.504			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.504			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1670	4	418	0	0	0
	Through-Right		0			0	
	Right	520	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	580	2	319	0	0	0
	Left-Through		0			0	
	Through	2260	3	**753**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	720	3	**252**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	190	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	753		*North-South:*	0
			East-West:	252		*East-West:*	0
			SUM:	1005		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.705			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.705			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	440	2	**242**	0	0	**0**
	Left-Through		0			0	
	Through	230	1	140	0	0	0
	Through-Right		1			0	
	Right	190	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	2	94	0	0	0
	Left-Through		0			0	
	Through	260	1	**183**	0	0	**0**
	Through-Right		1			0	
	Right	290	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	350	2	**193**	0	0	0
	Left-Through		0			0	
	Through	480	3	160	0	0	**0**
	Through-Right		0			0	
	Right	480	2	22	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	2	50	0	0	**0**
	Left-Through		0			0	
	Through	1320	3	**440**	0	0	0
	Through-Right		0			0	
	Right	560	2	214	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	425		*North-South:*	0
			East-West:	633		*East-West:*	0
			SUM:	1058		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.769			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.769			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	390	2	**215**	0	0	**0**
	Left-Through		0			0	
	Through	200	1	127	0	0	0
	Through-Right		1			0	
	Right	180	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	210	2	116	0	0	0
	Left-Through		0			0	
	Through	210	1	**143**	0	0	**0**
	Through-Right		1			0	
	Right	220	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	2	**88**	0	0	0
	Left-Through		0			0	
	Through	680	3	227	0	0	**0**
	Through-Right		0			0	
	Right	540	2	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	2	28	0	0	**0**
	Left-Through		0			0	
	Through	920	3	**307**	0	0	0
	Through-Right		0			0	
	Right	270	2	33	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	358		*North-South:*	0
			East-West:	395		*East-West:*	0
			SUM:	753		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.548			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.548			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	370	2	204	0	0	**0**
	Left-Through		0			0	
	Through	190	1	190	0	0	0
	Through-Right		1			0	
	Right	530	1	**278**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	700	2	**385**	0	0	0
	Left-Through		0			0	
	Through	500	1	283	0	0	**0**
	Through-Right		1			0	
	Right	350	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	2	116	0	0	0
	Left-Through		0			0	
	Through	1370	3	**457**	0	0	**0**
	Through-Right		0			0	
	Right	720	2	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	2	**28**	0	0	**0**
	Left-Through		0			0	
	Through	920	3	307	0	0	0
	Through-Right		0			0	
	Right	380	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	663		*North-South:*	0
			East-West:	485		*East-West:*	0
			SUM:	1148		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.835			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.835			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	280	1	140	0	0	**0**
	Left-Through		1			0	
	Through	0	0	140	0	0	0
	Through-Right		0			0	
	Right	580	1	**489**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1000	2	**500**	0	0	**0**
	Through-Right		0			0	
	Right	140	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	330	2	**182**	0	0	**0**
	Left-Through		0			0	
	Through	1090	1	550	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	509		*North-South:*	0
			East-West:	682		*East-West:*	0
			SUM:	1191		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.866			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.866			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	290	1	145	0	0	**0**
	Left-Through		1			0	
	Through	0	0	145	0	0	0
	Through-Right		0			0	
	Right	280	1	**159**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	950	2	**475**	0	0	**0**
	Through-Right		0			0	
	Right	80	1	8	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	440	2	**242**	0	0	**0**
	Left-Through		0			0	
	Through	1030	1	520	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	179		*North-South:*	0
			East-West:	717		*East-West:*	0
			SUM:	896		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.652			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.652			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	420	1	**210**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	210	0	0	0
	Through-Right		0			0	
	Right	330	1	179	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1040	2	**520**	0	0	**0**
	Through-Right		0			0	
	Right	340	1	235	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	550	2	**303**	0	0	**0**
	Left-Through		0			0	
	Through	760	1	385	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	230		*North-South:*	0
			East-West:	823		*East-West:*	0
			SUM:	1053		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.766			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.766			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	710	1	**360**	0	0	0
	Left-Through		1			0	
	Through	10	0	360	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	310	2	**171**	0	0	0
	Left-Through		0			0	
	Through	420	1	215	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	310	2	155	0	0	0
	Through-Right		0			0	
	Right	1060	2	**223**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	390		*North-South:*	0
			East-West:	394		*East-West:*	0
			SUM:	784		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.570			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.570			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	760	1	**385**	0	0	0
	Left-Through		1			0	
	Through	10	0	385	0	0	**0**
	Through-Right		0			0	
	Right	130	1	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	2	**88**	0	0	0
	Left-Through		0			0	
	Through	260	1	135	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	410	2	**205**	0	0	0
	Through-Right		0			0	
	Right	910	2	116	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	415		*North-South:*	0
			East-West:	293		*East-West:*	0
			SUM:	708		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.515			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.515			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	970	1	**490**	0	0	0
	Left-Through		1			0	
	Through	10	0	490	0	0	**0**
	Through-Right		0			0	
	Right	260	1	161	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	2	**99**	0	0	0
	Left-Through		0			0	
	Through	400	1	205	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	380	2	**190**	0	0	0
	Through-Right		0			0	
	Right	800	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	520		*North-South:*	0
			East-West:	289		*East-West:*	0
			SUM:	809		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.588			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.588			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1590	3	530	0	0	0
	Through-Right		0			0	
	Right	740	1	**649**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	340	2	**187**	0	0	0
	Left-Through		0			0	
	Through	2580	3	650	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	320	2	**176**	0	0	0
	Left-Through		0			0	
	Through	450	3	150	0	0	**0**
	Through-Right		0			0	
	Right	180	1	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	330	2	182	0	0	**0**
	Left-Through		0			0	
	Through	220	3	73	0	0	0
	Through-Right		0			0	
	Right	420	1	**233**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	836		*North-South:*	0
			East-West:	409		*East-West:*	0
			SUM:	1245		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.905			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.905			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	1370	3	457	0	0	0
	Through-Right		0			0	
	Right	930	1	**881**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	2	**132**	0	0	0
	Left-Through		0			0	
	Through	2210	3	560	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	280	2	**154**	0	0	0
	Left-Through		0			0	
	Through	350	3	117	0	0	**0**
	Through-Right		0			0	
	Right	200	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	2	99	0	0	**0**
	Left-Through		0			0	
	Through	270	3	90	0	0	0
	Through-Right		0			0	
	Right	390	1	**258**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1013		*North-South:*	0
			East-West:	412		*East-West:*	0
			SUM:	1425		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.036			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.036			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	2120	3	707	0	0	0
	Through-Right		0			0	
	Right	1250	1	**1179**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	410	2	**226**	0	0	0
	Left-Through		0			0	
	Through	2600	3	658	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	310	2	**171**	0	0	0
	Left-Through		0			0	
	Through	650	3	217	0	0	**0**
	Through-Right		0			0	
	Right	160	1	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	260	2	143	0	0	**0**
	Left-Through		0			0	
	Through	300	3	100	0	0	0
	Through-Right		0			0	
	Right	530	1	**304**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1405		*North-South:*	0
			East-West:	475		*East-West:*	0
			SUM:	1880		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.367			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.367			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	1030	2	515	0	0	0
	Through-Right		0			0	
	Right	660	1	**555**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	300	1	155	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	**10**	0	0	0
	Left-Through		0			0	
	Through	10	1	10	0	0	**0**
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	**105**	0	0	**0**
	Left-Through		1			0	
	Through	20	0	105	0	0	0
	Through-Right		0			0	
	Right	110	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	635		*North-South:*	0
			East-West:	115		*East-West:*	0
			SUM:	750		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.545			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.545			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	330	2	**165**	0	0	0
	Through-Right		0			0	
	Right	330	1	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	250	1	130	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	20	1	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	300	1	**170**	0	0	**0**
	Left-Through		1			0	
	Through	40	0	170	0	0	0
	Through-Right		0			0	
	Right	120	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	265		*North-South:*	0
			East-West:	190		*East-West:*	0
			SUM:	455		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.331			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.331			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	470	2	235	0	0	0
	Through-Right		0			0	
	Right	290	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	810	1	**410**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	40	1	**40**	0	0	**0**
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	440	1	**240**	0	0	**0**
	Left-Through		1			0	
	Through	40	0	240	0	0	0
	Through-Right		0			0	
	Right	150	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	420		*North-South:*	0
			East-West:	280		*East-West:*	0
			SUM:	700		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.509			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.509			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ East-West Street: IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: Analyst: Date:

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	**40**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	60	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	460	1	**418**	0	0	0
	Left-Through		1			0	
	Through	1210	0	418	0	0	**0**
	Through-Right		1			0	
	Right	580	1	418	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	520	2	**220**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	410	2	**226**	0	0	**0**
	Left-Through		0			0	
	Through	870	2	290	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	458		North-South:	0
			East-West:	446		East-West:	0
			SUM:	904		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.657			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.657			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ East-West Street: IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: Analyst: Date:

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	**90**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	80	2	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	200	1	**135**	0	0	0
	Left-Through		1			0	
	Through	340	0	135	0	0	**0**
	Through-Right		1			0	
	Right	200	1	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	520	2	**207**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	2	**33**	0	0	**0**
	Left-Through		0			0	
	Through	610	2	203	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	225		North-South:	0
			East-West:	240		East-West:	0
			SUM:	465		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.338			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.338			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ East-West Street: IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: Analyst: Date:

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	210	2	72	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	138	0	0	0
	Left-Through		1			0	
	Through	210	0	**245**	0	0	**0**
	Through-Right		1			0	
	Right	280	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	810	2	**290**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	2	**88**	0	0	**0**
	Left-Through		0			0	
	Through	840	2	280	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	345		North-South:	0
			East-West:	378		East-West:	0
			SUM:	723		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.526			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.526			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION East-West Street: IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: Analyst: Date:

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	270	1	270	0	0	**0**
	Left-Through		1			0	
	Through	610	0	**610**	0	0	0
	Through-Right		1			0	
	Right	500	1	187	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	600	1	**600**	0	0	0
	Left-Through		0			0	
	Through	730	2	365	0	0	**0**
	Through-Right		0			0	
	Right	120	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	400	1	**400**	0	0	0
	Left-Through		0			0	
	Through	100	3	33	0	0	**0**
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	2	88	0	0	**0**
	Left-Through		0			0	
	Through	700	1	**365**	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	1210		North-South:	0
			East-West:	765		East-West:	0
			SUM:	1975		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.386			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.386			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB-- 0	
		EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		1			0	
	Through	810	0	**405**	0	0	0
	Through-Right		1			0	
	Right	190	1	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	830	1	**830**	0	0	0
	Left-Through		0			0	
	Through	750	2	375	0	0	**0**
	Through-Right		0			0	
	Right	210	1	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	220	3	73	0	0	**0**
	Through-Right		0			0	
	Right	40	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	340	2	187	0	0	**0**
	Left-Through		0			0	
	Through	250	1	**135**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	1235		North-South:	0
			East-West:	365		East-West:	0
			SUM:	1600		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.123			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.123			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB-- 0	
		EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	0	**0**
	Left-Through		1			0	
	Through	730	0	**365**	0	0	0
	Through-Right		1			0	
	Right	250	1	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	1000	1	**1000**	0	0	0
	Left-Through		0			0	
	Through	580	2	290	0	0	**0**
	Through-Right		0			0	
	Right	290	1	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	200	0	0	0
	Left-Through		0			0	
	Through	850	3	**283**	0	0	**0**
	Through-Right		0			0	
	Right	150	1	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	370	2	**204**	0	0	**0**
	Left-Through		0			0	
	Through	110	1	65	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	1365		North-South:	0
			East-West:	487		East-West:	0
			SUM:	1852		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.300			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.300			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB-- 0	
		EB-- 0	WB-- 3		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	**0**
	Left-Through		0			0	
	Through	1890	4	**473**	0	0	0
	Through-Right		0			0	
	Right	420	1	211	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	480	2	**264**	0	0	0
	Left-Through		0			0	
	Through	1450	4	363	0	0	**0**
	Through-Right		0			0	
	Right	320	1	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	370	2	**137**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	380	2	**209**	0	0	**0**
	Left-Through		0			0	
	Through	140	2	70	0	0	0
	Through-Right		0			0	
	Right	550	2	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	737		North-South:	0
			East-West:	346		East-West:	0
			SUM:	1083		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.788			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.788			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB-- 0	
		EB-- 0	WB-- 3		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	1580	4	**395**	0	0	0
	Through-Right		0			0	
	Right	220	1	27	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	530	2	**292**	0	0	0
	Left-Through		0			0	
	Through	1210	4	303	0	0	**0**
	Through-Right		0			0	
	Right	290	1	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	130	2	**63**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	350	2	**193**	0	0	**0**
	Left-Through		0			0	
	Through	160	2	80	0	0	0
	Through-Right		0			0	
	Right	750	2	121	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	687		North-South:	0
			East-West:	256		East-West:	0
			SUM:	943		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.686			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.686			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0		0
		EB-- 0	WB-- 3	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	2000	4	**500**	0	0	0
	Through-Right		0			0	
	Right	450	1	186	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	550	2	**303**	0	0	0
	Left-Through		0			0	
	Through	1880	4	470	0	0	**0**
	Through-Right		0			0	
	Right	490	1	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	210	0	0	0
	Left-Through		0			0	
	Through	210	2	**97**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	480	2	**264**	0	0	**0**
	Left-Through		0			0	
	Through	240	2	120	0	0	0
	Through-Right		0			0	
	Right	630	2	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	803		*North-South:*	0
			East-West:	361		*East-West:*	0
			SUM:	1164		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.847			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.847			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0		0
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**330**	0	0	0
	Through-Right		0			0	
	Right	330	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	310	2	**171**	0	0	0
	Left-Through		0			0	
	Through	830	2	415	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1120	2	**373**	0	0	0
	Through-Right		1			0	
	Right	180	1	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	330		*North-South:*	0
			East-West:	544		*East-West:*	0
			SUM:	874		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.613			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.613			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0		0
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**180**	0	0	0
	Through-Right		0			0	
	Right	180	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	310	2	**171**	0	0	0
	Left-Through		0			0	
	Through	1110	2	555	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1180	2	**393**	0	0	0
	Through-Right		1			0	
	Right	380	1	380	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	180		*North-South:*	0
			East-West:	564		*East-West:*	0
			SUM:	744		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.522			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.522			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0		0
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	290	1	290	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**630**	0	0	0
	Through-Right		0			0	
	Right	630	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	260	2	**143**	0	0	0
	Left-Through		0			0	
	Through	1110	2	555	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1470	2	**490**	0	0	0
	Through-Right		1			0	
	Right	180	1	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	630		*North-South:*	0
			East-West:	633		*East-West:*	0
			SUM:	1263		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.886			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.886			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	150	1	150	0	0	0	390	1	203	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	**165**	0	0	**0**	0	0	**203**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	330	1	0	0	0	0	220	1	0	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	950	4	**238**	0	0	**0**	910	4	**228**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	210	1	210	0	0	0	170	1	170	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	360	2	**198**	0	0	**0**	370	2	**204**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	810	2	405	0	0	0	830	2	415	0	0	0
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	165		*North-South:*	0		*North-South:*	203		*North-South:*	0
			East-West:	436		*East-West:*	0		*East-West:*	432		*East-West:*	0
			SUM:	601		*SUM:*	0		*SUM:*	635		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.422			0.000			0.446			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.422			0.000			0.446			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	0	0	**0**	0	0	**0**						
	Left-Through		0			0							
	Through	0	0	0	0	0	0						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	150	1	117	0	0	0						
	Left-Through		0			0							
	Through	0	0	**117**	0	0	**0**						
	Through-Right		0			0							
	Right	200	1	0	0	0	0						
	Left-Through-Right		1			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	1250	4	**313**	0	0	**0**						
	Through-Right		0			0							
	Right	300	1	300	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	620	2	**341**	0	0	**0**						
	Left-Through		0			0							
	Through	1140	2	570	0	0	0						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	117		*North-South:*	0						
			East-West:	654		*East-West:*	0						
			SUM:	771		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.541			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.541			0.000						
LEVEL OF SERVICE (LOS):				A			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				2			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	0	0	0	0	0	**0**						
	Left-Through		0			0							
	Through	2700	2	**973**	0	0	0						
	Through-Right		1			0							
	Right	220	0	220	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	0	0	**0**	0	0	0						
	Left-Through		0			0							
	Through	2480	3	827	0	0	**0**						
	Through-Right		0			0							
	Right	960	1	680	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	800	3	280	0	0	0						
	Left-Through		0			0							
	Through	300	0	**310**	0	0	**0**						
	Through-Right		1			0							
	Right	10	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	0	0	**0**	0	0	**0**						
	Left-Through		0			0							
	Through	0	0	0	0	0	0						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	973		*North-South:*	0						
			East-West:	310		*East-West:*	0						
			SUM:	1283		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.855			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.855			0.000						
LEVEL OF SERVICE (LOS):				D			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	0	NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1780	2	**687**	0	0	0
	Through-Right		1			0	
	Right	280	0	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1660	3	553	0	0	**0**
	Through-Right		0			0	
	Right	820	1	547	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	780	3	273	0	0	0
	Left-Through		0			0	
	Through	390	0	**410**	0	0	**0**
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	687		*North-South:*	0
			East-West:	410		*East-West:*	0
			SUM:	1097		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.731			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.731			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	0	NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2350	2	**907**	0	0	0
	Through-Right		1			0	
	Right	370	0	370	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2420	3	807	0	0	**0**
	Through-Right		0			0	
	Right	1000	1	618	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1090	3	382	0	0	0
	Left-Through		0			0	
	Through	740	0	**790**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	907		*North-South:*	0
			East-West:	790		*East-West:*	0
			SUM:	1697		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.131			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.131			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	710	2	**355**	0	0	0
	Through-Right		0			0	
	Right	60	1	24	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	510	3	170	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	2	**6**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	2	72	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	240	1	**205**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	425		*North-South:*	0
			East-West:	211		*East-West:*	0
			SUM:	636		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.424			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.424			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	540	2	**270**	0	0	0
	Through-Right		0			0	
	Right	80	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	460	3	153	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	2	6	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	2	**61**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	70	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	380		*North-South:*	0
			East-West:	61		*East-West:*	0
			SUM:	441		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.294			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.294			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	510	2	255	0	0	0
	Through-Right		0			0	
	Right	300	1	**284**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	1	**270**	0	0	0
	Left-Through		0			0	
	Through	910	3	303	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	2	**6**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	2	33	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	220	1	**85**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	554		*North-South:*	0
			East-West:	91		*East-West:*	0
			SUM:	645		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.430			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.430			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	420	1	**420**	0	0	**0**
	Left-Through		0			0	
	Through	760	3	253	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	550	2	**237**	0	0	**0**
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	2	**88**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	80	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	657		*North-South:*	0
			East-West:	88		*East-West:*	0
			SUM:	745		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.497			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.497			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	270	1	**270**	0	0	**0**
	Left-Through		0			0	
	Through	490	3	163	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	620	2	**250**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	2	**88**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	180	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	520		*North-South:*	0
			East-West:	88		*East-West:*	0
			SUM:	608		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.405			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.405			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	570	3	190	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	860	2	**327**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	520	2	**286**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	280	2	74	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	487		*North-South:*	0
			East-West:	286		*East-West:*	0
			SUM:	773		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.515			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.515			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0
Override Capacity			0			0			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**	0	0	0	0	0	**0**
	Left-Through		0			0			0			0	
	Through	760	3	**253**	0	0	0	620	3	**207**	0	0	0
	Through-Right		0			0			0			0	
	Right	140	1	0	0	0	0	130	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	200	1	**200**	0	0	0	300	1	**300**	0	0	0
	Left-Through		0			0			0			0	
	Through	510	3	170	0	0	**0**	540	3	180	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	810	1	**440**	0	0	**0**	790	1	**440**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	70	0	440	0	0	0	90	0	440	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		1			0			1			0	
CRITICAL VOLUMES			*North-South:*	453		*North-South:*	0		*North-South:*	507		*North-South:*	0
			East-West:	440		*East-West:*	0		*East-West:*	440		*East-West:*	0
			SUM:	893		*SUM:*	0		*SUM:*	947		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.595			0.000			0.631			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.595			0.000			0.631			0.000
LEVEL OF SERVICE (LOS):				A			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				2			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0						
	EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?			0			0						
Override Capacity			0			0						

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	890	3	**297**	0	0	0
	Through-Right		0			0	
	Right	110	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	830	3	277	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	610	1	**390**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	170	0	390	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
CRITICAL VOLUMES			*North-South:*	507		*North-South:*	0
			East-West:	390		*East-West:*	0
			SUM:	897		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.598			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.598			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	540	2	**193**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	430	2	**237**	0	0	0
	Left-Through		0			0	
	Through	720	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	290	2	**42**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	430		*North-South:*	0
			East-West:	42		*East-West:*	0
			SUM:	472		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.315			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.315			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	540	2	**193**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	520	2	**286**	0	0	0
	Left-Through		0			0	
	Through	450	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	190	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	479		*North-South:*	0
			East-West:	0		*East-West:*	0
			SUM:	479		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.319			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.319			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	840	2	**293**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	500	2	**275**	0	0	0
	Left-Through		0			0	
	Through	1110	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	490	2	**133**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	568		*North-South:*	0
			East-West:	133		*East-West:*	0
			SUM:	701		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.467			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.467			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	890	2	**445**	0	0	0
	Through-Right		0			0	
	Right	110	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	410	2	137	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	240	1	**165**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	595		*North-South:*	0
			East-West:	165		*East-West:*	0
			SUM:	760		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.553			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.553			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	520	2	**260**	0	0	0
	Through-Right		0			0	
	Right	80	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	540	2	180	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	100	2	55	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	180	1	**105**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	410		*North-South:*	0
			East-West:	105		*East-West:*	0
			SUM:	515		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.375			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.375			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	600	2	**300**	0	0	0
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	970	2	323	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	130	2	**72**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	110	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	410		*North-South:*	0
			East-West:	72		*East-West:*	0
			SUM:	482		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.351			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.351			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	2	**105**	0	0	**0**
	Left-Through		0			0	
	Through	1850	2	623	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	1270	2	**633**	0	0	**0**
	Through-Right		1			0	
	Right	630	0	630	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**95**	0	0	0
	Left-Through		1			0	
	Through	10	0	95	0	0	**0**
	Through-Right		0			0	
	Right	120	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	738		*North-South:*	0
			East-West:	125		*East-West:*	0
			SUM:	863		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.628			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.628			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	2	39	0	0	**0**
	Left-Through		0			0	
	Through	1470	2	**493**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	**40**	0	0	0
	Left-Through		0			0	
	Through	900	2	423	0	0	**0**
	Through-Right		1			0	
	Right	370	0	370	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	**80**	0	0	0
	Left-Through		1			0	
	Through	10	0	80	0	0	**0**
	Through-Right		0			0	
	Right	100	1	61	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	533		*North-South:*	0
			East-West:	110		*East-West:*	0
			SUM:	643		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.468			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.468			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	2	**50**	0	0	**0**
	Left-Through		0			0	
	Through	1860	2	627	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	1660	2	**680**	0	0	**0**
	Through-Right		1			0	
	Right	380	0	380	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	600	1	**305**	0	0	0
	Left-Through		1			0	
	Through	10	0	305	0	0	**0**
	Through-Right		0			0	
	Right	340	1	290	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	730		*North-South:*	0
			East-West:	335		*East-West:*	0
			SUM:	1065		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.775			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.775			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	270	2	135	0	0	0
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	660	2	**330**	0	0	**0**
	Through-Right		0			0	
	Right	320	1	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	490	2	245	0	0	**0**
	Through-Right		0			0	
	Right	30	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	1	250	0	0	**0**
	Left-Through		0			0	
	Through	900	2	**450**	0	0	0
	Through-Right		0			0	
	Right	20	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	390		*North-South:*	0
			East-West:	610		*East-West:*	0
			SUM:	1000		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.702			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.702			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	400	2	200	0	0	0
	Through-Right		0			0	
	Right	240	1	145	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	430	2	**215**	0	0	**0**
	Through-Right		0			0	
	Right	260	1	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	240	1	**240**	0	0	0
	Left-Through		0			0	
	Through	680	2	340	0	0	**0**
	Through-Right		0			0	
	Right	120	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	710	2	**355**	0	0	0
	Through-Right		0			0	
	Right	20	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	335		*North-South:*	0
			East-West:	595		*East-West:*	0
			SUM:	930		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.653			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.653			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	730	2	**365**	0	0	0
	Through-Right		0			0	
	Right	360	1	285	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	400	2	200	0	0	**0**
	Through-Right		0			0	
	Right	260	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	410	1	**410**	0	0	0
	Left-Through		0			0	
	Through	890	2	445	0	0	**0**
	Through-Right		0			0	
	Right	70	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	710	2	**355**	0	0	0
	Through-Right		0			0	
	Right	20	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	395		*North-South:*	0
			East-West:	765		*East-West:*	0
			SUM:	1160		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.814			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.814			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	1480	3	**493**	0	0	0
	Through-Right		0			0	
	Right	120	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	1140	3	380	0	0	**0**
	Through-Right		0			0	
	Right	220	1	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	190	2	95	0	0	**0**
	Through-Right		0			0	
	Right	120	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	240	0	0	**0**
	Left-Through		0			0	
	Through	610	1	**320**	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	653		*North-South:*	0
			East-West:	440		*East-West:*	0
			SUM:	1093		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.795			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.795			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB--	0
		EB-- 3	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1060	3	**353**	0	0	0
	Through-Right		0			0	
	Right	250	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	260	1	**260**	0	0	0
	Left-Through		0			0	
	Through	1000	3	333	0	0	**0**
	Through-Right		0			0	
	Right	150	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	450	2	**225**	0	0	**0**
	Through-Right		0			0	
	Right	90	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	420	1	**420**	0	0	**0**
	Left-Through		0			0	
	Through	400	1	310	0	0	0
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	613		*North-South:*	0
			East-West:	645		*East-West:*	0
			SUM:	1258		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.915			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.915			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB--	0
		EB-- 3	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	1590	3	530	0	0	0
	Through-Right		0			0	
	Right	130	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1630	3	**543**	0	0	**0**
	Through-Right		0			0	
	Right	210	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	230	1	230	0	0	0
	Left-Through		0			0	
	Through	860	2	**430**	0	0	**0**
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	**240**	0	0	**0**
	Left-Through		0			0	
	Through	420	1	290	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	663		*North-South:*	0
			East-West:	670		*East-West:*	0
			SUM:	1333		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.969			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.969			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	220	1	**220**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	620	1	**620**	0	0	0
	Left-Through		0			0	
	Through	730	3	243	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1530	3	**458**	0	0	0
	Through-Right		1			0	
	Right	300	0	300	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	220		*North-South:*	0
			East-West:	1078		*East-West:*	0
			SUM:	1298		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.911			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.911			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	310	1	310	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	370	1	**370**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	580	1	**580**	0	0	0
	Left-Through		0			0	
	Through	1100	3	367	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1230	3	**373**	0	0	0
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	370		*North-South:*	0
			East-West:	953		*East-West:*	0
			SUM:	1323		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.928			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.928			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	250	1	250	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	320	1	**320**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	460	1	**460**	0	0	0
	Left-Through		0			0	
	Through	1870	3	623	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1250	3	**343**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	320		*North-South:*	0
			East-West:	803		*East-West:*	0
			SUM:	1123		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.788			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.788			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 2	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	0	110	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	460	1	**285**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1240	3	**363**	0	0	**0**
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	**220**	0	0	**0**
	Left-Through		0			0	
	Through	1430	3	477	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	285		*North-South:*	0
			East-West:	583		*East-West:*	0
			SUM:	868		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.609			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.609			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 2	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	0	140	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	510	1	**325**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1540	3	**425**	0	0	**0**
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	350	1	**350**	0	0	**0**
	Left-Through		0			0	
	Through	1190	3	397	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	325		*North-South:*	0
			East-West:	775		*East-West:*	0
			SUM:	1100		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.772			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.772			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 2	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	0	240	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	530	1	**385**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2090	3	**568**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	1	**210**	0	0	**0**
	Left-Through		0			0	
	Through	1290	3	430	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	385		*North-South:*	0
			East-West:	778		*East-West:*	0
			SUM:	1163		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.816			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.816			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0	NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**	20	1	**20**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	2700	4	**675**	0	0	0	1940	4	485	0	0	0
	Through-Right		0			0			0			0	
	Right	200	1	160	0	0	0	160	1	53	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	300	2	**165**	0	0	0	120	2	66	0	0	0
	Left-Through		0			0			0			0	
	Through	2120	3	707	0	0	**0**	1820	3	**607**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	10	1	0	0	0	0	20	1	10	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	30	1	**30**	0	0	0	20	1	20	0	0	0
	Left-Through		0			0			0			0	
	Through	10	0	30	0	0	**0**	10	0	**30**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	20	0	0	0	0	0	20	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	40	1	40	0	0	**0**	120	1	**107**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	10	0	**55**	0	0	0	10	0	107	0	0	0
	Through-Right		0			0			0			0	
	Right	100	1	0	0	0	0	190	1	0	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	840		North-South:	0		North-South:	627		North-South:	0
			East-West:	85		East-West:	0		East-West:	137		East-West:	0
			SUM:	925		SUM:	0		SUM:	764		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.673			0.000			0.556			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.673			0.000			0.556			0.000
LEVEL OF SERVICE (LOS):				B			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	20	1	**20**	0	0	**0**						
	Left-Through		0			0							
	Through	2730	4	683	0	0	0						
	Through-Right		0			0							
	Right	120	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	160	2	88	0	0	0						
	Left-Through		0			0							
	Through	2790	3	**930**	0	0	**0**						
	Through-Right		0			0							
	Right	20	1	10	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	20	1	20	0	0	0						
	Left-Through		0			0							
	Through	10	0	**30**	0	0	**0**						
	Through-Right		1			0							
	Right	20	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	140	1	140	0	0	**0**						
	Left-Through		0			0							
	Through	10	0	**150**	0	0	0						
	Through-Right		0			0							
	Right	290	1	0	0	0	0						
	Left-Through-Right		1			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	950		North-South:	0						
			East-West:	180		East-West:	0						
			SUM:	1130		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.822			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.822			0.000						
LEVEL OF SERVICE (LOS):				D			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 3	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	220	1	**220**	0	0	**0**						
	Left-Through		0			0							
	Through	1640	3	443	0	0	0						
	Through-Right		1			0							
	Right	130	0	130	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	260	1	260	0	0	0						
	Left-Through		0			0							
	Through	1550	2	**533**	0	0	**0**						
	Through-Right		1			0							
	Right	50	0	50	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	310	1	**310**	0	0	0						
	Left-Through		0			0							
	Through	390	2	195	0	0	**0**						
	Through-Right		0			0							
	Right	200	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	230	1	230	0	0	**0**						
	Left-Through		0			0							
	Through	520	2	**260**	0	0	0						
	Through-Right		0			0							
	Right	270	1	10	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	753		North-South:	0						
			East-West:	570		East-West:	0						
			SUM:	1323		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.962			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.962			0.000						
LEVEL OF SERVICE (LOS):				E			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	150	1	150	0	0	**0**
Left-Through		0			0	
Through	1320	3	**368**	0	0	0
Through-Right		1			0	
Right	150	0	150	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	240	1	**240**	0	0	0
Left-Through		0			0	
Through	910	2	333	0	0	**0**
Through-Right		1			0	
Right	90	0	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	140	1	140	0	0	0
Left-Through		0			0	
Through	270	2	**135**	0	0	**0**
Through-Right		0			0	
Right	140	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	200	1	**200**	0	0	**0**
Left-Through		0			0	
Through	380	2	190	0	0	0
Through-Right		0			0	
Right	260	1	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	608		*North-South:*	0
		East-West:	335		*East-West:*	0
		SUM:	943		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.686			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.686			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	230	1	230	0	0	**0**
Left-Through		0			0	
Through	2120	3	**590**	0	0	0
Through-Right		1			0	
Right	240	0	240	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	270	1	**270**	0	0	0
Left-Through		0			0	
Through	1710	2	617	0	0	**0**
Through-Right		1			0	
Right	140	0	140	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	170	1	170	0	0	0
Left-Through		0			0	
Through	480	2	**240**	0	0	**0**
Through-Right		0			0	
Right	140	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	250	1	**250**	0	0	**0**
Left-Through		0			0	
Through	500	2	250	0	0	0
Through-Right		0			0	
Right	300	1	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	860		*North-South:*	0
		East-West:	490		*East-West:*	0
		SUM:	1350		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.982			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.982			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	70	2	39	0	0	**0**
Left-Through		0			0	
Through	1810	3	**603**	0	0	0
Through-Right		0			0	
Right	200	1	95	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	200	2	**110**	0	0	0
Left-Through		0			0	
Through	1700	3	433	0	0	**0**
Through-Right		1			0	
Right	30	0	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	80	1	80	0	0	0
Left-Through		0			0	
Through	80	1	80	0	0	**0**
Through-Right		0			0	
Right	190	1	**151**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	180	1	**105**	0	0	**0**
Left-Through		1			0	
Through	30	0	105	0	0	0
Through-Right		0			0	
Right	170	1	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	713		*North-South:*	0
		East-West:	256		*East-West:*	0
		SUM:	969		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.705			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.705			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	120	2	66	0	0	**0**
Left-Through		0			0	
Through	1930	3	**643**	0	0	0
Through-Right		0			0	
Right	310	1	140	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	230	2	**127**	0	0	0
Left-Through		0			0	
Through	1830	3	475	0	0	**0**
Through-Right		1			0	
Right	70	0	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	70	1	**70**	0	0	0
Left-Through		0			0	
Through	70	1	70	0	0	**0**
Through-Right		0			0	
Right	60	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	290	1	**170**	0	0	**0**
Left-Through		1			0	
Through	50	0	170	0	0	0
Through-Right		0			0	
Right	240	1	113	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	770		*North-South:*	0
		East-West:	240		*East-West:*	0
		SUM:	1010		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.735			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.735			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0	
	EB-- 3	WB--	3	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	2	83	0	0	**0**
	Left-Through		0			0	
	Through	2090	3	**697**	0	0	0
	Through-Right		0			0	
	Right	370	1	165	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	2	**99**	0	0	0
	Left-Through		0			0	
	Through	2140	3	565	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	80	1	**80**	0	0	**0**
	Through-Right		0			0	
	Right	100	1	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	310	1	**205**	0	0	**0**
	Left-Through		1			0	
	Through	100	0	205	0	0	0
	Through-Right		0			0	
	Right	300	1	201	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		796	*North-South:*		0
		East-West:		285	*East-West:*		0
		SUM:		1081	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.786			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.786			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	2	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	1500	3	**500**	0	0	0
	Through-Right		0			0	
	Right	340	1	191	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	1350	2	460	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	600	1	**325**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	270	2	**149**	0	0	**0**
	Left-Through		0			0	
	Through	430	1	255	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		710	*North-South:*		0
		East-West:		474	*East-West:*		0
		SUM:		1184	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.861			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.861			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	2	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1590	3	**530**	0	0	0
	Through-Right		0			0	
	Right	310	1	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	260	1	**260**	0	0	0
	Left-Through		0			0	
	Through	1160	2	420	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	500	1	**310**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	430	2	**237**	0	0	**0**
	Left-Through		0			0	
	Through	500	1	290	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		790	*North-South:*		0
		East-West:		547	*East-West:*		0
		SUM:		1337	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.972			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.972			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	2	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	1780	3	**593**	0	0	0
	Through-Right		0			0	
	Right	320	1	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	290	1	**290**	0	0	0
	Left-Through		0			0	
	Through	1600	2	567	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	520	1	**315**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	440	2	**242**	0	0	**0**
	Left-Through		0			0	
	Through	640	1	355	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		883	*North-South:*		0
		East-West:		557	*East-West:*		0
		SUM:		1440	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				1.047			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.047			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1980	4	**693**	0	0	**0**	1150	4	**403**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1860	0	0	0	0	0	1410	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	280	0	0	0	0	0	200	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	1160	4	**290**	0	0	**0**	1340	4	**335**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	20	1	20	0	0	0	130	1	130	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	**0**	0	0	0	0	0	**0**
	Through-Right		0			0			0			0	
	Right	1530	4	**190**	0	0	0	1000	4	**149**	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	10	1	10	0	0	0	40	1	40	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	983		*North-South:*	0		*North-South:*	738		*North-South:*	0
			East-West:	190		*East-West:*	0		*East-West:*	149		*East-West:*	0
			SUM:	1173		*SUM:*	0		*SUM:*	887		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.782			0.000			0.591			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.782			0.000			0.591			0.000
LEVEL OF SERVICE (LOS):				C			A			A			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				2			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	1990	4	**697**	0	0	**0**						
	Left-Through		0			0							
	Through	1760	0	0	0	0	0						
	Through-Right		0			0							
	Right	320	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	1830	4	**458**	0	0	**0**						
	Through-Right		0			0							
	Right	40	1	40	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	0	0	0	0	0	**0**						
	Through-Right		0			0							
	Right	2130	4	**398**	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	0	0	**0**	0	0	**0**						
	Left-Through		0			0							
	Through	0	0	0	0	0	0						
	Through-Right		0			0							
	Right	390	1	390	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	1155		*North-South:*	0						
			East-West:	398		*East-West:*	0						
			SUM:	1553		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				1.035			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.035			0.000						
LEVEL OF SERVICE (LOS):				F			A						

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 3	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	140	2	77	0	0	**0**						
	Left-Through		0			0							
	Through	1380	1	**760**	0	0	0						
	Through-Right		1			0							
	Right	140	0	140	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	280	2	**154**	0	0	0						
	Left-Through		0			0							
	Through	1480	1	775	0	0	**0**						
	Through-Right		1			0							
	Right	70	0	70	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	70	2	39	0	0	0						
	Left-Through		0			0							
	Through	870	3	**290**	0	0	**0**						
	Through-Right		0			0							
	Right	150	1	73	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	290	2	**160**	0	0	**0**						
	Left-Through		0			0							
	Through	620	2	310	0	0	0						
	Through-Right		0			0							
	Right	350	1	196	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	914		*North-South:*	0						
			East-West:	450		*East-West:*	0						
			SUM:	1364		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.992			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.992			0.000						
LEVEL OF SERVICE (LOS):				E			A						

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	230	2	127	0	0	**0**
	Left-Through		0			0	
	Through	1470	1	**800**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	2	**149**	0	0	0
	Left-Through		0			0	
	Through	1460	1	785	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	2	**61**	0	0	0
	Left-Through		0			0	
	Through	660	3	220	0	0	**0**
	Through-Right		0			0	
	Right	170	1	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	270	2	149	0	0	**0**
	Left-Through		0			0	
	Through	790	2	**395**	0	0	0
	Through-Right		0			0	
	Right	230	1	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	949		*North-South:*	0
			East-West:	456		*East-West:*	0
			SUM:	1405		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.022			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.022			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	1430	1	**785**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	430	2	**237**	0	0	0
	Left-Through		0			0	
	Through	1670	1	875	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	2	**50**	0	0	0
	Left-Through		0			0	
	Through	910	3	303	0	0	**0**
	Through-Right		0			0	
	Right	220	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	310	2	171	0	0	**0**
	Left-Through		0			0	
	Through	980	2	**490**	0	0	0
	Through-Right		0			0	
	Right	300	1	63	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1022		*North-South:*	0
			East-West:	540		*East-West:*	0
			SUM:	1562		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.136			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.136			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	480	2	**264**	0	0	**0**
	Left-Through		0			0	
	Through	1530	2	550	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	260	2	143	0	0	0
	Left-Through		0			0	
	Through	1540	2	**563**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	2	**55**	0	0	0
	Left-Through		0			0	
	Through	680	2	340	0	0	**0**
	Through-Right		0			0	
	Right	500	1	236	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	2	105	0	0	**0**
	Left-Through		0			0	
	Through	840	2	**420**	0	0	0
	Through-Right		0			0	
	Right	230	1	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	827		*North-South:*	0
			East-West:	475		*East-West:*	0
			SUM:	1302		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.947			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.947			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	580	2	**319**	0	0	**0**
	Left-Through		0			0	
	Through	1410	2	547	0	0	0
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	410	2	226	0	0	0
	Left-Through		0			0	
	Through	1240	2	**473**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	2	77	0	0	0
	Left-Through		0			0	
	Through	660	2	**330**	0	0	**0**
	Through-Right		0			0	
	Right	420	1	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	490	2	**270**	0	0	**0**
	Left-Through		0			0	
	Through	960	2	480	0	0	0
	Through-Right		0			0	
	Right	400	1	174	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	792		*North-South:*	0
			East-West:	600		*East-West:*	0
			SUM:	1392		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.012			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.012			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	620	2	**341**	0	0	**0**
	Left-Through		0			0	
	Through	1350	2	517	0	0	0
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	2	149	0	0	0
	Left-Through		0			0	
	Through	1470	2	**537**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	2	72	0	0	0
	Left-Through		0			0	
	Through	810	2	**405**	0	0	**0**
	Through-Right		0			0	
	Right	480	1	139	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	550	2	**303**	0	0	**0**
	Left-Through		0			0	
	Through	720	2	360	0	0	0
	Through-Right		0			0	
	Right	370	1	221	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	878		*North-South:*	0
			East-West:	708		*East-West:*	0
			SUM:	1586		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.153			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.153			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	2140	3	**540**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	1780	2	637	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	320	2	**176**	0	0	0
	Left-Through		0			0	
	Through	60	0	100	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		0			0	
	Right	280	1	**160**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	660		*North-South:*	0
			East-West:	336		*East-West:*	0
			SUM:	996		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.724			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.724			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	1760	3	**448**	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	1390	2	520	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	2	88	0	0	0
	Left-Through		0			0	
	Through	60	0	**120**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	**40**	0	0	**0**
	Left-Through		0			0	
	Through	60	1	60	0	0	0
	Through-Right		0			0	
	Right	200	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	618		*North-South:*	0
			East-West:	160		*East-West:*	0
			SUM:	778		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.566			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.566			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	2480	3	**630**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	310	1	**310**	0	0	0
	Left-Through		0			0	
	Through	2200	2	810	0	0	**0**
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	2	**105**	0	0	0
	Left-Through		0			0	
	Through	80	0	110	0	0	**0**
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	80	1	**80**	0	0	0
	Through-Right		0			0	
	Right	180	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	940		*North-South:*	0
			East-West:	185		*East-West:*	0
			SUM:	1125		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.818			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.818			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**	0	0	0	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1450	3	**483**	0	0	0	1760	3	**587**	0	0	0
	Through-Right		0			0			0			0	
	Right	310	1	0	0	0	0	190	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	860	2	**473**	0	0	0	800	2	**440**	0	0	0
	Left-Through		0			0			0			0	
	Through	1230	3	410	0	0	**0**	1420	3	473	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	160	2	**88**	0	0	**0**	170	2	**94**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	770	2	0	0	0	0	730	2	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	956		*North-South:*	0		*North-South:*	1027		*North-South:*	0
			East-West:	88		*East-West:*	0		*East-West:*	94		*East-West:*	0
			SUM:	1044		*SUM:*	0		*SUM:*	1121		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.733			0.000			0.787			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.733			0.000			0.787			0.000
LEVEL OF SERVICE (LOS):				C			A			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	0	0	0	0	0	**0**						
	Left-Through		0			0							
	Through	1870	3	**623**	0	0	0						
	Through-Right		0			0							
	Right	240	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	990	2	**545**	0	0	0						
	Left-Through		0			0							
	Through	1800	3	600	0	0	**0**						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	0	0	**0**	0	0	**0**						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	240	2	**132**	0	0	**0**						
	Left-Through		0			0							
	Through	0	0	0	0	0	0						
	Through-Right		0			0							
	Right	740	2	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	1168		*North-South:*	0						
			East-West:	132		*East-West:*	0						
			SUM:	1300		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.912			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.912			0.000						
LEVEL OF SERVICE (LOS):				E			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	30	1	30	0	0	**0**						
	Left-Through		0			0							
	Through	790	2	**395**	0	0	0						
	Through-Right		0			0							
	Right	120	1	50	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	110	1	**110**	0	0	0						
	Left-Through		0			0							
	Through	370	1	190	0	0	**0**						
	Through-Right		1			0							
	Right	10	0	10	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	40	1	40	0	0	0						
	Left-Through		0			0							
	Through	60	1	**45**	0	0	**0**						
	Through-Right		1			0							
	Right	30	0	30	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	140	1	140	0	0	**0**						
	Left-Through		0			0							
	Through	70	1	70	0	0	0						
	Through-Right		0			0							
	Right	350	1	**240**	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	505		*North-South:*	0						
			East-West:	285		*East-West:*	0						
			SUM:	790		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.575			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.575			0.000						
LEVEL OF SERVICE (LOS):				A			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	430	2	**215**	0	0	0
	Through-Right		0			0	
	Right	90	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	**50**	0	0	0
	Left-Through		0			0	
	Through	220	1	120	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	230	1	125	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	70	1	70	0	0	0
	Through-Right		0			0	
	Right	250	1	**200**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	265		North-South:	0
			East-West:	380		East-West:	0
			SUM:	645		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.469			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.469			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	550	2	**275**	0	0	0
	Through-Right		0			0	
	Right	130	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	70	1	50	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	270	1	270	0	0	0
	Left-Through		0			0	
	Through	650	1	**335**	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	90	1	90	0	0	0
	Through-Right		0			0	
	Right	180	1	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	355		North-South:	0
			East-West:	435		East-West:	0
			SUM:	790		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.575			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.575			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1250	3	**417**	0	0	0
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	1160	3	387	0	0	**0**
	Through-Right		0			0	
	Right	130	1	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	2	**94**	0	0	0
	Left-Through		0			0	
	Through	490	2	245	0	0	**0**
	Through-Right		0			0	
	Right	180	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	960	1	**655**	0	0	0
	Through-Right		1			0	
	Right	350	0	350	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	537		North-South:	0
			East-West:	749		East-West:	0
			SUM:	1286		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.935			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.935			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	1	200	0	0	**0**
	Left-Through		0			0	
	Through	1100	3	**367**	0	0	0
	Through-Right		0			0	
	Right	130	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	960	3	320	0	0	**0**
	Through-Right		0			0	
	Right	250	1	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	2	**116**	0	0	0
	Left-Through		0			0	
	Through	680	2	340	0	0	**0**
	Through-Right		0			0	
	Right	130	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	690	1	**475**	0	0	0
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	597		North-South:	0
			East-West:	591		East-West:	0
			SUM:	1188		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.864			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.864			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	1	200	0	0	**0**
	Left-Through		0			0	
	Through	1800	3	**600**	0	0	0
	Through-Right		0			0	
	Right	140	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	1	**240**	0	0	0
	Left-Through		0			0	
	Through	1800	3	600	0	0	**0**
	Through-Right		0			0	
	Right	280	1	225	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	2	110	0	0	0
	Left-Through		0			0	
	Through	910	2	**455**	0	0	**0**
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	690	1	440	0	0	0
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	840		*North-South:*	0
			East-West:	575		*East-West:*	0
			SUM:	1415		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.029			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.029			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	390	2	215	0	0	**0**
	Left-Through		0			0	
	Through	970	1	**970**	0	0	0
	Through-Right		0			0	
	Right	290	1	225	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	220	0	0	0
	Left-Through		0			0	
	Through	490	0	**500**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	510	2	**255**	0	0	**0**
	Through-Right		0			0	
	Right	210	1	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	410	1	260	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1470		*North-South:*	0
			East-West:	385		*East-West:*	0
			SUM:	1855		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.302			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.302			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	250	2	138	0	0	**0**
	Left-Through		0			0	
	Through	710	1	**710**	0	0	0
	Through-Right		0			0	
	Right	200	1	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	300	1	300	0	0	0
	Left-Through		0			0	
	Through	430	0	**470**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	450	2	**225**	0	0	**0**
	Through-Right		0			0	
	Right	170	1	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	540	1	295	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1180		*North-South:*	0
			East-West:	395		*East-West:*	0
			SUM:	1575		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.105			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.105			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	400	2	220	0	0	**0**
	Left-Through		0			0	
	Through	880	1	**880**	0	0	0
	Through-Right		0			0	
	Right	190	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	480	1	480	0	0	0
	Left-Through		0			0	
	Through	930	0	**970**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	0	0	0
	Left-Through		0			0	
	Through	530	2	265	0	0	**0**
	Through-Right		0			0	
	Right	300	1	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	740	1	**415**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1850		*North-South:*	0
			East-West:	455		*East-West:*	0
			SUM:	2305		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.618			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.618			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1010	2	505	0	0	0
	Through-Right		0			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	160	0	0	0
	Left-Through		0			0	
	Through	630	2	315	0	0	0
	Through-Right		0			0	
	Right	120	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	2	121	0	0	0
	Left-Through		0			0	
	Through	1550	3	517	0	0	0
	Through-Right		0			0	
	Right	140	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	320	2	176	0	0	0
	Left-Through		0			0	
	Through	1470	3	490	0	0	0
	Through-Right		0			0	
	Right	210	1	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	665		North-South:	0
			East-West:	693		East-West:	0
			SUM:	1358		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.953			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.953			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	750	2	375	0	0	0
	Through-Right		0			0	
	Right	220	1	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	640	2	320	0	0	0
	Through-Right		0			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	260	2	143	0	0	0
	Left-Through		0			0	
	Through	1280	3	427	0	0	0
	Through-Right		0			0	
	Right	130	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	320	2	176	0	0	0
	Left-Through		0			0	
	Through	1360	3	453	0	0	0
	Through-Right		0			0	
	Right	140	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	515		North-South:	0
			East-West:	603		East-West:	0
			SUM:	1118		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.785			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.785			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	1160	2	580	0	0	0
	Through-Right		0			0	
	Right	220	1	33	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	210	1	210	0	0	0
	Left-Through		0			0	
	Through	950	2	475	0	0	0
	Through-Right		0			0	
	Right	150	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	280	2	154	0	0	0
	Left-Through		0			0	
	Through	1570	3	523	0	0	0
	Through-Right		0			0	
	Right	160	1	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	340	2	187	0	0	0
	Left-Through		0			0	
	Through	1460	3	487	0	0	0
	Through-Right		0			0	
	Right	110	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	790		North-South:	0
			East-West:	710		East-West:	0
			SUM:	1500		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.053			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.053			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	570	2	285	0	0	0
	Through-Right		0			0	
	Right	310	1	167	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	600	2	300	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	260	2	143	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	50	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	365		North-South:	0
			East-West:	143		East-West:	0
			SUM:	508		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.356			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.356			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 SB--		0	NB-- 0 SB--		0
	EB-- 0 WB--		3	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	400	2	**200**	0	0	0
	Through-Right		0			0	
	Right	270	1	165	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	440	2	220	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	2	**105**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	300		*North-South:*	0
			East-West:	105		*East-West:*	0
			SUM:	405		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.284			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.284			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 SB--		0	NB-- 0 SB--		0
	EB-- 0 WB--		3	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	640	2	**320**	0	0	0
	Through-Right		0			0	
	Right	230	1	48	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	460	2	230	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	330	2	**182**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	140	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	420		*North-South:*	0
			East-West:	182		*East-West:*	0
			SUM:	602		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.422			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.422			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0
	EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	600	1	**395**	0	0	0
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	470	1	270	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	1	220	0	0	0
	Left-Through		0			0	
	Through	1560	2	**557**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	480	1	**480**	0	0	**0**
	Left-Through		0			0	
	Through	1220	3	333	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	585		*North-South:*	0
			East-West:	1037		*East-West:*	0
			SUM:	1622		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.180			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.180			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0
	EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	270	1	**270**	0	0	**0**
	Left-Through		0			0	
	Through	300	1	255	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	340	1	**210**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1310	2	**477**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	340	1	**340**	0	0	**0**
	Left-Through		0			0	
	Through	1270	3	343	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	480		*North-South:*	0
			East-West:	817		*East-West:*	0
			SUM:	1297		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.943			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.943			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	190	1	**190**	0	0	**0**
	Left-Through		0			0	
	Through	650	1	475	0	0	0
	Through-Right		1			0	
	Right	300	0	300	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	680	1	**405**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1730	2	**637**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	**220**	0	0	**0**
	Left-Through		0			0	
	Through	1530	3	415	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	595		*North-South:*	0
			East-West:	857		*East-West:*	0
			SUM:	1452		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.056			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.056			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	1300	2	**650**	0	0	0
	Through-Right		0			0	
	Right	220	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	410	2	205	0	0	**0**
	Through-Right		0			0	
	Right	120	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	1000	3	333	0	0	**0**
	Through-Right		0			0	
	Right	440	1	350	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	1	200	0	0	**0**
	Left-Through		0			0	
	Through	1320	3	**440**	0	0	0
	Through-Right		0			0	
	Right	50	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	730		*North-South:*	0
			East-West:	610		*East-West:*	0
			SUM:	1340		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.975			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.975			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	270	1	270	0	0	**0**
	Left-Through		0			0	
	Through	900	2	**450**	0	0	0
	Through-Right		0			0	
	Right	370	1	290	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	500	2	250	0	0	**0**
	Through-Right		0			0	
	Right	130	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	1140	3	380	0	0	**0**
	Through-Right		0			0	
	Right	430	1	295	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	1300	3	**433**	0	0	0
	Through-Right		0			0	
	Right	70	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	540		*North-South:*	0
			East-West:	623		*East-West:*	0
			SUM:	1163		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.846			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.846			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	330	1	330	0	0	**0**
	Left-Through		0			0	
	Through	1680	2	**840**	0	0	0
	Through-Right		0			0	
	Right	410	1	350	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	850	2	425	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	260	1	**260**	0	0	0
	Left-Through		0			0	
	Through	1620	3	540	0	0	**0**
	Through-Right		0			0	
	Right	310	1	145	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1430	3	**477**	0	0	0
	Through-Right		0			0	
	Right	50	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	940		*North-South:*	0
			East-West:	737		*East-West:*	0
			SUM:	1677		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.220			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.220			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 135 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** SEPULVEDA BOULEVARD | **East-West Street:** WESTCHESTER PARKWAY | **Scenario:** FUTURE (2025) WITH ALTERNATIVE 3 | **Count Date:** | **Analyst:** | **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	370	1	**370**	0	0	**0**
	Left-Through		0			0	
	Through	1390	3	463	0	0	0
	Through-Right		0			0	
	Right	30	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	220	0	0	0
	Left-Through		0			0	
	Through	1000	3	**333**	0	0	**0**
	Through-Right		0			0	
	Right	60	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	1	**20**	0	0	0
	Left-Through		0			0	
	Through	240	1	175	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	560	1	**515**	0	0	0
	Through-Right		1			0	
	Right	470	0	470	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	703		*North-South:*	0
			East-West:	535		*East-West:*	0
			SUM:	1238		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.900			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.900			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 135 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** SEPULVEDA BOULEVARD | **East-West Street:** WESTCHESTER PARKWAY | **Scenario:** FUTURE (2025) WITH ALTERNATIVE 3 | **Count Date:** | **Analyst:** | **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1250	3	**417**	0	0	0
	Through-Right		0			0	
	Right	110	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1150	3	383	0	0	**0**
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	470	1	**345**	0	0	**0**
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	600	1	365	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	547		*North-South:*	0
			East-West:	515		*East-West:*	0
			SUM:	1062		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.772			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.772			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 135 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** SEPULVEDA BOULEVARD | **East-West Street:** WESTCHESTER PARKWAY | **Scenario:** FUTURE (2025) WITH ALTERNATIVE 3 | **Count Date:** | **Analyst:** | **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	550	1	**550**	0	0	**0**
	Left-Through		0			0	
	Through	1500	3	500	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	1	270	0	0	0
	Left-Through		0			0	
	Through	1530	3	**510**	0	0	**0**
	Through-Right		0			0	
	Right	90	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	490	1	**415**	0	0	**0**
	Through-Right		1			0	
	Right	340	0	340	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	1	**200**	0	0	**0**
	Left-Through		0			0	
	Through	350	1	285	0	0	0
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1060		*North-South:*	0
			East-West:	615		*East-West:*	0
			SUM:	1675		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.218			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.218			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 136 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** SEPULVEDA BOULEVARD | **East-West Street:** 76TH STREET | **Scenario:** FUTURE (2025) WITH ALTERNATIVE 3 | **Count Date:** | **Analyst:** | **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	1910	2	**643**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	1340	2	513	0	0	**0**
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	510	2	**281**	0	0	0
	Left-Through		0			0	
	Through	50	1	50	0	0	**0**
	Through-Right		0			0	
	Right	90	1	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	40	1	40	0	0	0
	Through-Right		0			0	
	Right	190	1	**155**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	713		*North-South:*	0
			East-West:	436		*East-West:*	0
			SUM:	1149		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.806			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.806			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD						PM					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0
Override Capacity			0			0			0			0
MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND Left	80	1	80	0	0	**0**	100	1	**100**	0	0	**0**
NORTHBOUND Left-Through		0			0			0			0	
NORTHBOUND Through	1620	2	**550**	0	0	0	1940	2	657	0	0	0
NORTHBOUND Through-Right		1			0			1			0	
NORTHBOUND Right	30	0	30	0	0	0	30	0	30	0	0	0
NORTHBOUND Left-Through-Right		0			0			0			0	
NORTHBOUND Left-Right		0			0			0			0	
SOUTHBOUND Left	110	1	**110**	0	0	0	190	1	190	0	0	0
SOUTHBOUND Left-Through		0			0			0			0	
SOUTHBOUND Through	1390	2	537	0	0	**0**	2340	2	**897**	0	0	**0**
SOUTHBOUND Through-Right		1			0			1			0	
SOUTHBOUND Right	220	0	220	0	0	0	350	0	350	0	0	0
SOUTHBOUND Left-Through-Right		0			0			0			0	
SOUTHBOUND Left-Right		0			0			0			0	
EASTBOUND Left	240	2	**132**	0	0	0	230	2	**127**	0	0	0
EASTBOUND Left-Through		0			0			0			0	
EASTBOUND Through	30	1	30	0	0	**0**	60	1	60	0	0	**0**
EASTBOUND Through-Right		0			0			0			0	
EASTBOUND Right	80	1	40	0	0	0	90	1	40	0	0	0
EASTBOUND Left-Through-Right		0			0			0			0	
EASTBOUND Left-Right		0			0			0			0	
WESTBOUND Left	50	1	**50**	0	0	**0**	40	1	40	0	0	**0**
WESTBOUND Left-Through		0			0			0			0	
WESTBOUND Through	40	1	40	0	0	0	60	1	**60**	0	0	0
WESTBOUND Through-Right		0			0			0			0	
WESTBOUND Right	90	1	35	0	0	0	110	1	15	0	0	0
WESTBOUND Left-Through-Right		0			0			0			0	
WESTBOUND Left-Right		0			0			0			0	
CRITICAL VOLUMES		*North-South:*	660		*North-South:*	0		*North-South:*	997		*North-South:*	0
		East-West:	182		*East-West:*	0		*East-West:*	187		*East-West:*	0
		SUM:	842		*SUM:*	0		*SUM:*	1184		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.591			0.000			0.831			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.591			0.000			0.831			0.000
LEVEL OF SERVICE (LOS):			A			A			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0
Override Capacity			0			0			0			0
MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND Left	50	1	50	0	0	**0**	70	1	70	0	0	**0**
NORTHBOUND Left-Through		0			0			0			0	
NORTHBOUND Through	1730	2	**583**	0	0	0	1590	2	**540**	0	0	0
NORTHBOUND Through-Right		1			0			1			0	
NORTHBOUND Right	20	0	20	0	0	0	30	0	30	0	0	0
NORTHBOUND Left-Through-Right		0			0			0			0	
NORTHBOUND Left-Right		0			0			0			0	
SOUTHBOUND Left	50	1	**50**	0	0	0	40	1	**40**	0	0	0
SOUTHBOUND Left-Through		0			0			0			0	
SOUTHBOUND Through	1360	3	453	0	0	**0**	1380	3	460	0	0	**0**
SOUTHBOUND Through-Right		0			0			0			0	
SOUTHBOUND Right	80	1	15	0	0	0	120	1	70	0	0	0
SOUTHBOUND Left-Through-Right		0			0			0			0	
SOUTHBOUND Left-Right		0			0			0			0	
EASTBOUND Left	130	1	**130**	0	0	0	100	1	**100**	0	0	0
EASTBOUND Left-Through		0			0			0			0	
EASTBOUND Through	30	1	30	0	0	**0**	40	1	40	0	0	**0**
EASTBOUND Through-Right		0			0			0			0	
EASTBOUND Right	80	1	55	0	0	0	90	1	55	0	0	0
EASTBOUND Left-Through-Right		0			0			0			0	
EASTBOUND Left-Right		0			0			0			0	
WESTBOUND Left	40	1	40	0	0	**0**	30	1	30	0	0	**0**
WESTBOUND Left-Through		0			0			0			0	
WESTBOUND Through	110	0	**180**	0	0	0	40	0	**90**	0	0	0
WESTBOUND Through-Right		1			0			1			0	
WESTBOUND Right	70	0	0	0	0	0	50	0	0	0	0	0
WESTBOUND Left-Through-Right		0			0			0			0	
WESTBOUND Left-Right		0			0			0			0	
CRITICAL VOLUMES		*North-South:*	633		*North-South:*	0		*North-South:*	580		*North-South:*	0
		East-West:	310		*East-West:*	0		*East-West:*	190		*East-West:*	0
		SUM:	943		*SUM:*	0		*SUM:*	770		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.629			0.000			0.513			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.629			0.000			0.513			0.000
LEVEL OF SERVICE (LOS):			B			A			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	1840	2	627	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	2130	3	**710**	0	0	**0**
	Through-Right		0			0	
	Right	170	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	70	1	70	0	0	**0**
	Through-Right		0			0	
	Right	140	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	50	0	**130**	0	0	0
	Through-Right		1			0	
	Right	80	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	830		*North-South:*	0
			East-West:	250		*East-West:*	0
			SUM:	1080		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.720			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.720			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	20	1	20	0	0	**0**
	Left-Through		0			0	
	Through	1630	2	**547**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	1440	2	490	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	0	**90**	0	0	0
	Left-Through		0			0	
	Through	60	0	190	0	0	**0**
	Through-Right		0			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	90	0	**180**	0	0	0
	Through-Right		1			0	
	Right	90	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	577		*North-South:*	0
			East-West:	270		*East-West:*	0
			SUM:	847		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.565			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.565			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	1540	2	**520**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	1420	2	487	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	0	**70**	0	0	0
	Left-Through		0			0	
	Through	50	0	160	0	0	**0**
	Through-Right		0			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	30	0	**120**	0	0	0
	Through-Right		1			0	
	Right	90	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	580		*North-South:*	0
			East-West:	190		*East-West:*	0
			SUM:	770		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.513			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.513			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	1910	2	643	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	2190	2	**747**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	0	30	0	0	0
	Left-Through		0			0	
	Through	110	0	**180**	0	0	**0**
	Through-Right		0			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	90	0	110	0	0	0
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	807		*North-South:*	0
			East-West:	190		*East-West:*	0
			SUM:	997		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.665			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.665			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** I-105 WB RAMPS N/O IMPERIAL HIGHWA
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1990	3	**663**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	1770	0	0	0	0	**0**
Through-Right		0			0	
Right	1420	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	800	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	2130	3	**746**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	663		*North-South:*	0
		East-West:	746		*East-West:*	0
		SUM:	1409		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.939			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.939			0.000
LEVEL OF SERVICE (LOS):			E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** I-105 WB RAMPS N/O IMPERIAL HIGHWA
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1910	3	**637**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	1440	0	0	0	0	**0**
Through-Right		0			0	
Right	1890	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	510	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	2180	3	**763**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	637		*North-South:*	0
		East-West:	763		*East-West:*	0
		SUM:	1400		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.933			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.933			0.000
LEVEL OF SERVICE (LOS):			E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** I-105 WB RAMPS N/O IMPERIAL HIGHWA
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2550	3	**850**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	2210	0	0	0	0	**0**
Through-Right		0			0	
Right	2080	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	740	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	1680	3	**588**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	850		*North-South:*	0
		East-West:	588		*East-West:*	0
		SUM:	1438		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.959			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.959			0.000
LEVEL OF SERVICE (LOS):			E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	560	2	**280**	0	0	0
Through-Right		0			0	
Right	30	1	15	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	102	1	**102**	0	0	0
Left-Through		0			0	
Through	630	3	210	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	30	1	**30**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	60	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
CRITICAL VOLUMES		*North-South:*	382		*North-South:*	0
		East-West:	30		*East-West:*	0
		SUM:	412		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.300			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.300			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD						PM					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0
Override Capacity			0			0			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**	0	0	0	0	0	**0**
	Left-Through		0			0			0			0	
	Through	760	2	**380**	0	0	0	1120	2	**560**	0	0	0
	Through-Right		0			0			0			0	
	Right	30	1	15	0	0	0	30	1	10	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0	100	1	**100**	0	0	0
	Left-Through		0			0			0			0	
	Through	650	3	217	0	0	**0**	860	3	287	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	30	1	**30**	0	0	**0**	40	1	**40**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	80	1	4	0	0	0	160	1	38	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		1			0			1			0	
CRITICAL VOLUMES			*North-South:*	460		*North-South:*	0		*North-South:*	660		*North-South:*	0
			East-West:	30		*East-West:*	0		*East-West:*	40		*East-West:*	0
			SUM:	490		*SUM:*	0		*SUM:*	700		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.356			0.000			0.509			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.356			0.000			0.509			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0
Override Capacity			0			0			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**	10	1	10	0	0	**0**
	Left-Through		0			0			0			0	
	Through	10	1	10	0	0	0	10	1	10	0	0	0
	Through-Right		0			0			0			0	
	Right	340	1	**150**	0	0	0	340	1	**100**	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	300	2	**165**	0	0	0	510	2	**281**	0	0	0
	Left-Through		0			0			0			0	
	Through	10	0	140	0	0	**0**	10	0	170	0	0	**0**
	Through-Right		1			0			1			0	
	Right	130	0	0	0	0	0	160	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	60	1	60	0	0	0	70	1	70	0	0	0
	Left-Through		0			0			0			0	
	Through	210	1	**110**	0	0	**0**	430	1	**220**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	10	0	10	0	0	0	10	0	10	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	380	1	**380**	0	0	**0**	480	1	**480**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	360	1	250	0	0	0	410	1	400	0	0	0
	Through-Right		1			0			1			0	
	Right	140	0	140	0	0	0	390	0	390	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	315		*North-South:*	0		*North-South:*	381		*North-South:*	0
			East-West:	490		*East-West:*	0		*East-West:*	700		*East-West:*	0
			SUM:	805		*SUM:*	0		*SUM:*	1081		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.537			0.000			0.721			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.537			0.000			0.721			0.000
LEVEL OF SERVICE (LOS):				A			A			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	10	1	10	0	0	0
	Through-Right		0			0	
	Right	280	1	**110**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	330	2	**182**	0	0	0
	Left-Through		0			0	
	Through	20	0	170	0	0	**0**
	Through-Right		1			0	
	Right	150	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	190	1	**100**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	340	1	**340**	0	0	**0**
	Left-Through		0			0	
	Through	270	1	240	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	292		*North-South:*	0
			East-West:	440		*East-West:*	0
			SUM:	732		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.488			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.488			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	0	40	0	0	**0**
	Left-Through		1			0	
	Through	0	0	40	0	0	0
	Through-Right		0			0	
	Right	200	1	**175**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	1	0	0	0	0
	Left-Through		0			0	
	Through	0	1	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	1	**0**	0	0	0
	Left-Through		0			0	
	Through	100	1	55	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	230	1	**230**	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	175		*North-South:*	0
			East-West:	230		*East-West:*	0
			SUM:	405		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.284			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.284			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	0	20	0	0	**0**
	Left-Through		1			0	
	Through	0	0	20	0	0	0
	Through-Right		0			0	
	Right	280	1	**245**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	1	0	0	0	0
	Left-Through		0			0	
	Through	0	1	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	1	**0**	0	0	0
	Left-Through		0			0	
	Through	170	1	100	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	390	1	**390**	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	245		*North-South:*	0
			East-West:	390		*East-West:*	0
			SUM:	635		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.446			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.446			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	0	50	0	0	**0**
	Left-Through		1			0	
	Through	0	0	50	0	0	0
	Through-Right		0			0	
	Right	280	1	**245**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	1	0	0	0	0
	Left-Through		0			0	
	Through	0	1	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	1	**0**	0	0	0
	Left-Through		0			0	
	Through	120	1	70	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	180	1	**180**	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	245		*North-South:*	0
			East-West:	180		*East-West:*	0
			SUM:	425		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.298			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.298			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: 98TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: Analyst: Date:

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	300	1	**300**	0	0	**0**
	Left-Through		0			0	
	Through	680	2	340	0	0	0
	Through-Right		0			0	
	Right	110	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	480	2	**220**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	40	1	40	0	0	**0**
	Through-Right		0			0	
	Right	340	1	**190**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	**40**	0	0	**0**
	Left-Through		0			0	
	Through	40	0	110	0	0	0
	Through-Right		1			0	
	Right	70	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	520		North-South:	0
			East-West:	230		East-West:	0
			SUM:	750		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.500			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.500			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: 98TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: Analyst: Date:

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	700	2	**350**	0	0	0
	Through-Right		0			0	
	Right	180	1	145	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	580	2	230	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	50	1	50	0	0	**0**
	Through-Right		0			0	
	Right	510	1	**475**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	40	0	160	0	0	0
	Through-Right		1			0	
	Right	120	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	450		North-South:	0
			East-West:	545		East-West:	0
			SUM:	995		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.663			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.663			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: 98TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: Analyst: Date:

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	970	2	**485**	0	0	0
	Through-Right		0			0	
	Right	170	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	870	2	323	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	70	1	70	0	0	**0**
	Through-Right		0			0	
	Right	380	1	**350**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	70	0	260	0	0	0
	Through-Right		1			0	
	Right	190	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	565		North-South:	0
			East-West:	450		East-West:	0
			SUM:	1015		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.677			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.677			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE East-West Street: WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: Analyst: Date:

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	**0**
	Left-Through		0			0	
	Through	30	1	30	0	0	0
	Through-Right		0			0	
	Right	100	1	**65**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**20**	0	0	0
	Left-Through		0			0	
	Through	20	1	15	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	**10**	0	0	0
	Left-Through		0			0	
	Through	410	2	205	0	0	**0**
	Through-Right		0			0	
	Right	190	1	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	1050	2	**525**	0	0	0
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	85		North-South:	0
			East-West:	535		East-West:	0
			SUM:	620		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.413			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.413			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD							PM					
No. of Phases				2			0				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0				0			0
Override Capacity				0			0				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	0	0	**0**		30	1	30	0	0	**0**
	Left-Through		0			0				0			0	
	Through	20	1	20	0	0	0		30	1	30	0	0	0
	Through-Right		0			0				0			0	
	Right	450	1	**350**	0	0	0		170	1	**120**	0	0	0
	Left-Through-Right		0			0				0			0	
	Left-Right		0			0				0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0		20	1	**20**	0	0	0
	Left-Through		0			0				0			0	
	Through	20	1	15	0	0	**0**		20	1	15	0	0	**0**
	Through-Right		1			0				1			0	
	Right	10	0	10	0	0	0		10	0	10	0	0	0
	Left-Through-Right		0			0				0			0	
	Left-Right		0			0				0			0	
EASTBOUND	Left	10	1	10	0	0	0		10	1	10	0	0	0
	Left-Through		0			0				0			0	
	Through	760	2	**380**	0	0	**0**		1140	2	**570**	0	0	**0**
	Through-Right		0			0				0			0	
	Right	280	1	260	0	0	0		210	1	195	0	0	0
	Left-Through-Right		0			0				0			0	
	Left-Right		0			0				0			0	
WESTBOUND	Left	200	1	**200**	0	0	**0**		100	1	**100**	0	0	**0**
	Left-Through		0			0				0			0	
	Through	1070	2	535	0	0	0		870	2	435	0	0	0
	Through-Right		0			0				0			0	
	Right	30	1	15	0	0	0		40	1	30	0	0	0
	Left-Through-Right		0			0				0			0	
	Left-Right		0			0				0			0	
CRITICAL VOLUMES			North-South:	380		North-South:	0			North-South:	140		North-South:	0
			East-West:	580		East-West:	0			East-West:	670		East-West:	0
			SUM:	960		SUM:	0			SUM:	810		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.640			0.000				0.540			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.640			0.000				0.540			0.000
LEVEL OF SERVICE (LOS):				B			A				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM							MD					
No. of Phases				2			0				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0				0			0
Override Capacity				0			0				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	0	140	0	0	**0**		140	0	140	0	0	**0**
	Left-Through		0			0				0			0	
	Through	120	0	**320**	0	0	0		140	0	**390**	0	0	0
	Through-Right		0			0				0			0	
	Right	60	0	0	0	0	0		110	0	0	0	0	0
	Left-Through-Right		1			0				1			0	
	Left-Right		0			0				0			0	
SOUTHBOUND	Left	30	0	**30**	0	0	0		240	0	**240**	0	0	0
	Left-Through		0			0				0			0	
	Through	100	0	180	0	0	**0**		120	0	450	0	0	**0**
	Through-Right		0			0				0			0	
	Right	50	0	0	0	0	0		90	0	0	0	0	0
	Left-Through-Right		1			0				1			0	
	Left-Right		0			0				0			0	
EASTBOUND	Left	60	1	**60**	0	0	0		60	1	**60**	0	0	0
	Left-Through		0			0				0			0	
	Through	430	1	315	0	0	**0**		610	1	355	0	0	**0**
	Through-Right		1			0				1			0	
	Right	200	0	200	0	0	0		100	0	100	0	0	0
	Left-Through-Right		0			0				0			0	
	Left-Right		0			0				0			0	
WESTBOUND	Left	90	1	90	0	0	**0**		80	1	80	0	0	**0**
	Left-Through		0			0				0			0	
	Through	990	1	**525**	0	0	0		850	1	**495**	0	0	0
	Through-Right		1			0				1			0	
	Right	60	0	60	0	0	0		140	0	140	0	0	0
	Left-Through-Right		0			0				0			0	
	Left-Right		0			0				0			0	
CRITICAL VOLUMES			North-South:	350		North-South:	0			North-South:	630		North-South:	0
			East-West:	585		East-West:	0			East-West:	555		East-West:	0
			SUM:	935		SUM:	0			SUM:	1185		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.623			0.000				0.790			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.623			0.000				0.790			0.000
LEVEL OF SERVICE (LOS):				B			A				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	0	20	0	0	**0**
	Left-Through		0			0	
	Through	260	0	**560**	0	0	0
	Through-Right		0			0	
	Right	280	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	0	**150**	0	0	0
	Left-Through		0			0	
	Through	70	0	330	0	0	**0**
	Through-Right		0			0	
	Right	110	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	930	1	**535**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	750	1	415	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	710		*North-South:*	0
			East-West:	595		*East-West:*	0
			SUM:	1305		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.870			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.870			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3460	2	**1167**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	3080	3	785	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**75**	0	0	0
	Left-Through		0			0	
	Through	60	0	75	0	0	**0**
	Through-Right		0			0	
	Right	70	1	70	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	290	1	**200**	0	0	**0**
	Left-Through		1			0	
	Through	110	0	200	0	0	0
	Through-Right		0			0	
	Right	50	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1167		*North-South:*	0
			East-West:	275		*East-West:*	0
			SUM:	1442		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.012			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.012			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2520	2	**853**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2210	3	590	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	**125**	0	0	0
	Left-Through		0			0	
	Through	100	0	125	0	0	**0**
	Through-Right		0			0	
	Right	80	1	80	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	**140**	0	0	**0**
	Left-Through		1			0	
	Through	90	0	140	0	0	0
	Through-Right		0			0	
	Right	50	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	853		*North-South:*	0
			East-West:	265		*East-West:*	0
			SUM:	1118		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.785			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.785			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3320	2	**1147**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	3100	3	808	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**170**	0	0	0
	Left-Through		0			0	
	Through	160	0	170	0	0	**0**
	Through-Right		0			0	
	Right	80	1	80	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	**190**	0	0	**0**
	Left-Through		1			0	
	Through	140	0	190	0	0	0
	Through-Right		0			0	
	Right	30	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1147		*North-South:*	0
			East-West:	360		*East-West:*	0
			SUM:	1507		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.058			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.058			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	230	0	270	0	0	0
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	260	0	**320**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	570	1	**385**	0	0	**0**
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	640	1	340	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	430		*North-South:*	0
			East-West:	445		*East-West:*	0
			SUM:	875		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.583			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.583			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	170	0	210	0	0	0
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	190	0	**260**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	550	1	325	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	600	1	**330**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	360		*North-South:*	0
			East-West:	410		*East-West:*	0
			SUM:	770		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.513			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.513			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	90	1	**90**	0	0	**0**
	Left-Through		0			0	
	Through	270	0	300	0	0	0
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	300	0	**380**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	710	1	**435**	0	0	**0**
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	680	1	375	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	470		*North-South:*	0
			East-West:	515		*East-West:*	0
			SUM:	985		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.657			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.657			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	880	2	**440**	0	0	0
	Through-Right		0			0	
	Right	280	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	610	2	305	0	0	**0**
	Through-Right		0			0	
	Right	190	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	1	160	0	0	0
	Left-Through		0			0	
	Through	760	2	**380**	0	0	**0**
	Through-Right		0			0	
	Right	120	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	**220**	0	0	**0**
	Left-Through		0			0	
	Through	870	2	435	0	0	0
	Through-Right		0			0	
	Right	80	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	520		*North-South:*	0
			East-West:	600		*East-West:*	0
			SUM:	1120		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.815			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.815			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 3	SB-- WB--	3 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	690	2	345	0	0	0
	Through-Right		0			0	
	Right	220	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	740	2	**370**	0	0	**0**
	Through-Right		0			0	
	Right	220	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	640	2	320	0	0	**0**
	Through-Right		0			0	
	Right	120	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	650	2	**325**	0	0	0
	Through-Right		0			0	
	Right	30	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	550		*North-South:*	0
			East-West:	495		*East-West:*	0
			SUM:	1045		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.760			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.760			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 3	SB-- WB--	3 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	900	2	450	0	0	0
	Through-Right		0			0	
	Right	330	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	1090	2	**545**	0	0	**0**
	Through-Right		0			0	
	Right	190	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	1	190	0	0	0
	Left-Through		0			0	
	Through	900	2	**450**	0	0	**0**
	Through-Right		0			0	
	Right	150	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	310	1	**310**	0	0	**0**
	Left-Through		0			0	
	Through	750	2	375	0	0	0
	Through-Right		0			0	
	Right	30	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	715		*North-South:*	0
			East-West:	760		*East-West:*	0
			SUM:	1475		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.073			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.073			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	270	1	**270**	0	0	**0**
	Left-Through		0			0	
	Through	580	2	200	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	620	2	**240**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	10	1	10	0	0	**0**
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	510		*North-South:*	0
			East-West:	90		*East-West:*	0
			SUM:	600		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.421			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.421			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	510	2	177	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	390	2	**150**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	10	1	10	0	0	**0**
	Through-Right		0			0	
	Right	150	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**40**	0	0	0
	Through-Right		0			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	270		*North-South:*	0
			East-West:	220		*East-West:*	0
			SUM:	490		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.344			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.344			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	680	2	230	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	970	2	**383**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	10	1	10	0	0	**0**
	Through-Right		0			0	
	Right	180	1	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	0	20	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**40**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	463		*North-South:*	0
			East-West:	190		*East-West:*	0
			SUM:	653		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.458			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.458			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1140	1	**595**	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	400	2	200	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	0	20	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	625		*North-South:*	0
			East-West:	30		*East-West:*	0
			SUM:	655		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.437			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.437			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	410	1	**210**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**20**	0	0	0
	Left-Through		0			0	
	Through	280	2	140	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**30**	0	0	0
	Through-Right		0			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	230		*North-South:*	0
			East-West:	30		*East-West:*	0
			SUM:	260		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.173			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.173			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	560	1	290	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	1000	2	**500**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	0	20	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**50**	0	0	0
	Through-Right		0			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	500		*North-South:*	0
			East-West:	50		*East-West:*	0
			SUM:	550		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.367			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.367			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1640	1	**845**	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	1470	2	735	0	0	**0**
	Through-Right		0			0	
	Right	90	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	230	1	230	0	0	**0**
	Through-Right		0			0	
	Right	140	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	380	1	**380**	0	0	0
	Through-Right		0			0	
	Right	180	1	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	945		*North-South:*	0
			East-West:	590		*East-West:*	0
			SUM:	1535		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.023			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.023			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	1480	1	770	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1590	2	**795**	0	0	**0**
	Through-Right		0			0	
	Right	150	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	240	1	240	0	0	**0**
	Through-Right		0			0	
	Right	210	1	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	270	1	**270**	0	0	0
	Through-Right		0			0	
	Right	140	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	935		*North-South:*	0
			East-West:	500		*East-West:*	0
			SUM:	1435		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.957			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.957			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	1300	1	680	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1730	2	**865**	0	0	**0**
	Through-Right		0			0	
	Right	130	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	380	1	**380**	0	0	**0**
	Through-Right		0			0	
	Right	160	1	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	220	1	220	0	0	0
	Through-Right		0			0	
	Right	90	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	985		*North-South:*	0
			East-West:	440		*East-West:*	0
			SUM:	1425		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.950			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.950			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	630	2	315	0	0	0
	Through-Right		0			0	
	Right	90	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	640	1	**360**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	670	2	270	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1030	2	**377**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	480		*North-South:*	0
			East-West:	467		*East-West:*	0
			SUM:	947		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.689			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.689			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	800	2	**400**	0	0	0
	Through-Right		0			0	
	Right	120	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	490	1	310	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	850	2	330	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	970	2	**363**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	530		*North-South:*	0
			East-West:	513		*East-West:*	0
			SUM:	1043		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.759			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.759			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	940	2	**470**	0	0	0
	Through-Right		0			0	
	Right	180	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	680	1	410	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	1350	2	510	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1240	2	**460**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	630		*North-South:*	0
			East-West:	640		*East-West:*	0
			SUM:	1270		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.924			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.924			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	2580	3	**860**	0	0	0
	Through-Right		0			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	2250	3	750	0	0	**0**
	Through-Right		0			0	
	Right	470	1	277	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	350	2	**193**	0	0	0
	Left-Through		0			0	
	Through	350	1	210	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	350	2	193	0	0	**0**
	Left-Through		0			0	
	Through	770	2	**385**	0	0	0
	Through-Right		0			0	
	Right	170	1	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	920		*North-South:*	0
			East-West:	578		*East-West:*	0
			SUM:	1498		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.089			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.089			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	1990	3	**663**	0	0	0
	Through-Right		0			0	
	Right	180	1	48	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	1780	3	593	0	0	**0**
	Through-Right		0			0	
	Right	310	1	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	320	2	176	0	0	0
	Left-Through		0			0	
	Through	330	1	**215**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	2	**132**	0	0	**0**
	Left-Through		0			0	
	Through	340	2	170	0	0	0
	Through-Right		0			0	
	Right	140	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	783		*North-South:*	0
			East-West:	347		*East-West:*	0
			SUM:	1130		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.822			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.822			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	70	1	**70**	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	2250	3	750	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	370	1	194	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	160	1	160	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	2670	3	**890**	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	290	1	0	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	610	2	336	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	510	1	**325**	0	0	**0**
EASTBOUND Through-Right		1			0	
EASTBOUND Right	140	0	140	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	320	2	**176**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	320	2	160	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	210	1	130	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	960		*North-South:*	0
		East-West:	501		*East-West:*	0
		SUM:	1461		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.063			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.063			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	370	2	**204**	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	1550	2	530	0	0	0
NORTHBOUND Through-Right		1			0	
NORTHBOUND Right	40	0	40	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	180	2	99	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	1560	2	**600**	0	0	**0**
SOUTHBOUND Through-Right		1			0	
SOUTHBOUND Right	240	0	240	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	100	1	**100**	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	540	2	270	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	210	1	6	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	140	1	140	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	1300	2	**650**	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	350	1	251	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	804		*North-South:*	0
		East-West:	750		*East-West:*	0
		SUM:	1554		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.130			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.130			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	180	2	**99**	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	1390	2	487	0	0	0
NORTHBOUND Through-Right		1			0	
NORTHBOUND Right	70	0	70	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	220	2	121	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	1490	2	**560**	0	0	**0**
SOUTHBOUND Through-Right		1			0	
SOUTHBOUND Right	190	0	190	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	190	1	190	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	650	2	**325**	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	200	1	101	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	170	1	**170**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	570	2	285	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	200	1	79	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	659		*North-South:*	0
		East-West:	495		*East-West:*	0
		SUM:	1154		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.839			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.839			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	150	2	**83**	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	1410	2	500	0	0	0
NORTHBOUND Through-Right		1			0	
NORTHBOUND Right	90	0	90	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	350	2	193	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	2210	2	**773**	0	0	**0**
SOUTHBOUND Through-Right		1			0	
SOUTHBOUND Right	110	0	110	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	170	1	170	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	1080	2	**540**	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	350	1	267	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	180	1	**180**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	730	2	365	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	200	1	7	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	856		*North-South:*	0
		East-West:	720		*East-West:*	0
		SUM:	1576		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.146			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.146			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE
East-West Street: RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: Analyst: Date:

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	180	1	180	0	0	**0**
Left-Through		0			0	
Through	2180	2	**747**	0	0	0
Through-Right		1			0	
Right	60	0	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	180	1	**180**	0	0	0
Left-Through		0			0	
Through	1720	3	573	0	0	**0**
Through-Right		0			0	
Right	140	1	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	90	1	**90**	0	0	0
Left-Through		0			0	
Through	700	2	263	0	0	**0**
Through-Right		1			0	
Right	90	0	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	180	1	180	0	0	**0**
Left-Through		0			0	
Through	1050	2	**525**	0	0	0
Through-Right		0			0	
Right	430	1	250	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	927		North-South:	0
		East-West:	615		East-West:	0
		SUM:	1542		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			1.121			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.121			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE
East-West Street: RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: Analyst: Date:

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	100	1	100	0	0	**0**
Left-Through		0			0	
Through	1450	2	**500**	0	0	0
Through-Right		1			0	
Right	50	0	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	240	1	**240**	0	0	0
Left-Through		0			0	
Through	1380	3	460	0	0	**0**
Through-Right		0			0	
Right	120	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	180	1	**180**	0	0	0
Left-Through		0			0	
Through	610	2	220	0	0	**0**
Through-Right		1			0	
Right	50	0	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	130	1	130	0	0	**0**
Left-Through		0			0	
Through	600	2	**300**	0	0	0
Through-Right		0			0	
Right	290	1	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	740		North-South:	0
		East-West:	480		East-West:	0
		SUM:	1220		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.887			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.887			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE
East-West Street: RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: Analyst: Date:

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	120	1	120	0	0	**0**
Left-Through		0			0	
Through	1850	2	**657**	0	0	0
Through-Right		1			0	
Right	120	0	120	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	260	1	**260**	0	0	0
Left-Through		0			0	
Through	2200	3	733	0	0	**0**
Through-Right		0			0	
Right	160	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	190	1	190	0	0	0
Left-Through		0			0	
Through	1000	2	**353**	0	0	**0**
Through-Right		1			0	
Right	60	0	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	210	1	**210**	0	0	**0**
Left-Through		0			0	
Through	710	2	355	0	0	0
Through-Right		0			0	
Right	370	1	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	917		North-South:	0
		East-West:	563		East-West:	0
		SUM:	1480		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			1.076			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.076			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE
East-West Street: JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: Analyst: Date:

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	400	1	**400**	0	0	**0**
Left-Through		0			0	
Through	2300	2	797	0	0	0
Through-Right		1			0	
Right	90	0	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	1	100	0	0	0
Left-Through		0			0	
Through	1720	2	**633**	0	0	**0**
Through-Right		1			0	
Right	180	0	180	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	60	1	**60**	0	0	0
Left-Through		0			0	
Through	430	2	215	0	0	**0**
Through-Right		0			0	
Right	320	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	180	1	180	0	0	**0**
Left-Through		0			0	
Through	1030	1	**535**	0	0	0
Through-Right		1			0	
Right	40	0	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	1033		North-South:	0
		East-West:	595		East-West:	0
		SUM:	1628		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			1.142			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.142			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 3 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	320	1	**320**	0	0	**0**
	Left-Through		0			0	
	Through	1480	2	547	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1350	2	**490**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	330	2	**165**	0	0	**0**
	Through-Right		0			0	
	Right	330	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	350	1	215	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	810		*North-South:*	0
			East-West:	315		*East-West:*	0
			SUM:	1125		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.789			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.789			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 3 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	370	1	**370**	0	0	**0**
	Left-Through		0			0	
	Through	2050	2	750	0	0	0
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	2010	2	**693**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	920	2	**460**	0	0	**0**
	Through-Right		0			0	
	Right	510	1	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	450	1	260	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1063		*North-South:*	0
			East-West:	600		*East-West:*	0
			SUM:	1663		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.167			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.167			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	**190**	0	0	**0**
	Left-Through		0			0	
	Through	1050	2	363	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	200	1	200	0	0	0
	Left-Through		0			0	
	Through	870	2	**373**	0	0	**0**
	Through-Right		1			0	
	Right	250	0	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	1050	2	400	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1360	2	**480**	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	563		*North-South:*	0
			East-West:	620		*East-West:*	0
			SUM:	1183		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.860			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.860			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	740	2	**267**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	780	2	310	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1240	2	**473**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	1010	2	367	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	457		*North-South:*	0
			East-West:	613		*East-West:*	0
			SUM:	1070		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.778			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.778			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	970	2	**343**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	280	1	**280**	0	0	0
	Left-Through		0			0	
	Through	1140	2	430	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	200	0	0	0
	Left-Through		0			0	
	Through	1590	2	**583**	0	0	**0**
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	1050	2	387	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	623		*North-South:*	0
			East-West:	753		*East-West:*	0
			SUM:	1376		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			1.001			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			1.001			0.000
	LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	690	1	**453**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	670	1	453	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1010	3	337	0	0	**0**
	Through-Right		0			0	
	Right	430	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1510	2	**603**	0	0	0
	Through-Right		1			0	
	Right	300	0	300	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	453		*North-South:*	0
			East-West:	603		*East-West:*	0
			SUM:	1056		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.704			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.704			0.000
	LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	420	1	**283**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	430	1	283	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1080	3	360	0	0	**0**
	Through-Right		0			0	
	Right	370	1	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1220	2	**567**	0	0	0
	Through-Right		1			0	
	Right	480	0	480	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	283		*North-South:*	0
			East-West:	567		*East-West:*	0
			SUM:	850		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.567			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.567			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	490	1	**387**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	670	1	387	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1700	3	567	0	0	**0**
	Through-Right		0			0	
	Right	330	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1410	2	**583**	0	0	0
	Through-Right		1			0	
	Right	340	0	340	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	387		*North-South:*	0
			East-West:	583		*East-West:*	0
			SUM:	970		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.647			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.647			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	1	200	0	0	**0**
	Left-Through		0			0	
	Through	800	1	**435**	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	1	**240**	0	0	0
	Left-Through		0			0	
	Through	640	1	370	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	1190	2	427	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1480	2	**533**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	675		*North-South:*	0
			East-West:	653		*East-West:*	0
			SUM:	1328		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.966			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.966			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	590	1	**325**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	590	1	340	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1040	2	**377**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	930	2	350	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	475		*North-South:*	0
			East-West:	487		*East-West:*	0
			SUM:	962		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.700			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.700			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	690	1	**410**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	820	1	470	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1600	2	**577**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	**190**	0	0	**0**
	Left-Through		0			0	
	Through	1220	2	457	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	620		*North-South:*	0
			East-West:	767		*East-West:*	0
			SUM:	1387		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.009			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.009			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	780	1	**455**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	810	1	435	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	1040	2	380	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1360	2	**497**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	615		*North-South:*	0
			East-West:	567		*East-West:*	0
			SUM:	1182		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.860			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.860			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	560	1	340	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	640	1	**370**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	760	2	**290**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	890	2	323	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	480		*North-South:*	0
			East-West:	450		*East-West:*	0
			SUM:	930		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.676			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.676			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	770	1	450	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	920	1	**510**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1280	2	**477**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	**240**	0	0	**0**
	Left-Through		0			0	
	Through	1150	2	420	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	660		*North-South:*	0
			East-West:	717		*East-West:*	0
			SUM:	1377		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.001			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.001			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	1240	2	**463**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	700	2	270	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1380	2	**503**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	1290	2	463	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	533		*North-South:*	0
			East-West:	603		*East-West:*	0
			SUM:	1136		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.826			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.826			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	620	2	253	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	550	2	**213**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	1150	2	**423**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	1	**210**	0	0	**0**
	Left-Through		0			0	
	Through	950	2	343	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	363		*North-South:*	0
			East-West:	633		*East-West:*	0
			SUM:	996		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.724			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.724			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	**190**	0	0	**0**
	Left-Through		0			0	
	Through	940	2	353	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	920	2	**330**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1500	2	**550**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	1390	2	487	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	520		North-South:	0
			East-West:	680		East-West:	0
			SUM:	1200		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.873			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.873			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	260	2	143	0	0	**0**
	Left-Through		0			0	
	Through	1320	2	**480**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	143	2	**79**	0	0	0
	Left-Through		0			0	
	Through	717	2	272	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	126	1	126	0	0	0
	Left-Through		0			0	
	Through	1394	2	**493**	0	0	**0**
	Through-Right		1			0	
	Right	84	0	84	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	1340	2	493	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	559		North-South:	0
			East-West:	623		East-West:	0
			SUM:	1182		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.860			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.860			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	2	72	0	0	**0**
	Left-Through		0			0	
	Through	650	2	**263**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	2	**94**	0	0	0
	Left-Through		0			0	
	Through	670	2	277	0	0	**0**
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	1090	2	407	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1130	2	**430**	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	357		North-South:	0
			East-West:	550		East-West:	0
			SUM:	907		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.660			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.660			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	2	94	0	0	**0**
	Left-Through		0			0	
	Through	1170	2	**433**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	2	**127**	0	0	0
	Left-Through		0			0	
	Through	970	2	370	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1490	2	**540**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	1380	2	503	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	560		North-South:	0
			East-West:	650		East-West:	0
			SUM:	1210		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.880			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.880			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	250	2	138	0	0	**0**	300	2	**165**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1260	3	**420**	0	0	0	540	3	180	0	0	0
	Through-Right		0			0			0			0	
	Right	140	1	50	0	0	0	70	1	10	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	160	2	**88**	0	0	0	160	2	88	0	0	0
	Left-Through		0			0			0			0	
	Through	830	2	313	0	0	**0**	560	2	**237**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	110	0	110	0	0	0	150	0	150	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	160	1	**160**	0	0	0	180	1	**180**	0	0	0
	Left-Through		0			0			0			0	
	Through	870	2	347	0	0	**0**	680	2	290	0	0	**0**
	Through-Right		1			0			1			0	
	Right	170	0	170	0	0	0	190	0	190	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	180	1	180	0	0	**0**	120	1	120	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1170	2	**433**	0	0	0	890	2	**327**	0	0	0
	Through-Right		1			0			1			0	
	Right	130	0	130	0	0	0	90	0	90	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	508		North-South:	0		North-South:	402		North-South:	0
			East-West:	593		East-West:	0		East-West:	507		East-West:	0
			SUM:	1101		SUM:	0		SUM:	909		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.801			0.000			0.661			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.801			0.000			0.661			0.000
LEVEL OF SERVICE (LOS):				D			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	380	2	**209**	0	0	**0**						
	Left-Through		0			0							
	Through	1170	3	390	0	0	0						
	Through-Right		0			0							
	Right	110	1	25	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	170	2	94	0	0	0						
	Left-Through		0			0							
	Through	900	2	**363**	0	0	**0**						
	Through-Right		1			0							
	Right	190	0	190	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	150	1	150	0	0	0						
	Left-Through		0			0							
	Through	1130	2	**443**	0	0	**0**						
	Through-Right		1			0							
	Right	200	0	200	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	170	1	**170**	0	0	**0**						
	Left-Through		0			0							
	Through	1090	2	400	0	0	0						
	Through-Right		1			0							
	Right	110	0	110	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	572		North-South:	0						
			East-West:	613		East-West:	0						
			SUM:	1185		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.862			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.862			0.000						
LEVEL OF SERVICE (LOS):				D			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	390	2	215	0	0	**0**						
	Left-Through		0			0							
	Through	1280	2	**473**	0	0	0						
	Through-Right		1			0							
	Right	140	0	140	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	270	2	**149**	0	0	0						
	Left-Through		0			0							
	Through	890	3	297	0	0	**0**						
	Through-Right		0			0							
	Right	70	1	15	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	110	1	110	0	0	0						
	Left-Through		0			0							
	Through	800	2	**343**	0	0	**0**						
	Through-Right		1			0							
	Right	230	0	230	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	310	1	**310**	0	0	**0**						
	Left-Through		0			0							
	Through	1320	2	510	0	0	0						
	Through-Right		1			0							
	Right	210	0	210	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	622		North-South:	0						
			East-West:	653		East-West:	0						
			SUM:	1275		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.927			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.927			0.000						
LEVEL OF SERVICE (LOS):				E			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	420	2	**231**	0	0	**0**
	Left-Through		0			0	
	Through	790	2	320	0	0	0
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	2	88	0	0	0
	Left-Through		0			0	
	Through	640	3	**213**	0	0	**0**
	Through-Right		0			0	
	Right	50	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	590	2	**273**	0	0	**0**
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	580	2	227	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	444		North-South:	0
			East-West:	453		East-West:	0
			SUM:	897		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.652			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.652			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	530	2	292	0	0	**0**
	Left-Through		0			0	
	Through	1370	2	**533**	0	0	0
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	2	**132**	0	0	0
	Left-Through		0			0	
	Through	900	3	300	0	0	**0**
	Through-Right		0			0	
	Right	100	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1420	2	**540**	0	0	**0**
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	300	1	**300**	0	0	**0**
	Left-Through		0			0	
	Through	1050	2	387	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	665		North-South:	0
			East-West:	840		East-West:	0
			SUM:	1505		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.095			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.095			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1370	2	**487**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	600	2	230	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	1290	2	457	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	80	0	0	**0**
	Left-Through		0			0	
	Through	1200	2	**450**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	647		North-South:	0
			East-West:	550		East-West:	0
			SUM:	1197		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.871			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.871			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	500	2	207	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	510	2	**217**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	1240	2	**453**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	1000	2	377	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	367		North-South:	0
			East-West:	553		East-West:	0
			SUM:	920		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.669			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.669			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	780	2	297	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	200	1	200	0	0	0
	Left-Through		0			0	
	Through	1190	2	**447**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	1470	2	**523**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	1330	2	473	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	547		*North-South:*	0
			East-West:	653		*East-West:*	0
			SUM:	1200		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.873			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.873			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	1	200	0	0	**0**
	Left-Through		0			0	
	Through	1170	2	**440**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	620	2	237	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1630	2	**567**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	1530	3	510	0	0	0
	Through-Right		0			0	
	Right	400	1	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	630		*North-South:*	0
			East-West:	737		*East-West:*	0
			SUM:	1367		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.994			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.994			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	440	2	**173**	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	530	2	203	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	1410	2	**497**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	1360	3	453	0	0	0
	Through-Right		0			0	
	Right	240	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	363		*North-South:*	0
			East-West:	637		*East-West:*	0
			SUM:	1000		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.727			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.727			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	870	2	320	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	210	1	210	0	0	0
	Left-Through		0			0	
	Through	1120	2	**423**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	1860	2	**640**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	1580	3	527	0	0	0
	Through-Right		0			0	
	Right	220	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	593		*North-South:*	0
			East-West:	810		*East-West:*	0
			SUM:	1403		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.020			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.020			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 180 | PROJECT TITLE: LAX SPAS | North-South Street: FIGUEROA STREET | East-West Street: CENTURY BOULEVARD | Scenario: FUTURE (2025) WITH ALTERNATIVE 3 | Count Date: | Analyst: | Date:

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1040	1	**560**	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	760	2	380	0	0	**0**
	Through-Right		0			0	
	Right	160	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	970	2	350	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1270	2	**507**	0	0	0
	Through-Right		1			0	
	Right	250	0	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	710		North-South:	0
			East-West:	667		East-West:	0
			SUM:	1377		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.001			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.001			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 180 | PROJECT TITLE: LAX SPAS | North-South Street: FIGUEROA STREET | East-West Street: CENTURY BOULEVARD | Scenario: FUTURE (2025) WITH ALTERNATIVE 3 | Count Date: | Analyst: | Date:

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	80	0	0	**0**
	Left-Through		0			0	
	Through	440	1	**275**	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	480	2	240	0	0	**0**
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	810	2	297	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	910	2	**347**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	455		North-South:	0
			East-West:	417		East-West:	0
			SUM:	872		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.634			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.634			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 180 | PROJECT TITLE: LAX SPAS | North-South Street: FIGUEROA STREET | East-West Street: CENTURY BOULEVARD | Scenario: FUTURE (2025) WITH ALTERNATIVE 3 | Count Date: | Analyst: | Date:

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	780	1	**435**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	900	2	450	0	0	**0**
	Through-Right		0			0	
	Right	160	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	1220	2	440	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	1220	2	**447**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	625		North-South:	0
			East-West:	597		East-West:	0
			SUM:	1222		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.889			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.889			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 181 | PROJECT TITLE: LAX SPAS | North-South Street: FIGUEROA STREET | East-West Street: IMPERIAL HIGHWAY | Scenario: FUTURE (2025) WITH ALTERNATIVE 3 | Count Date: | Analyst: | Date:

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	590	2	**295**	0	0	0
	Through-Right		0			0	
	Right	110	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	1	**240**	0	0	0
	Left-Through		0			0	
	Through	480	1	305	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	1040	2	383	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1700	2	**673**	0	0	0
	Through-Right		1			0	
	Right	320	0	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	535		North-South:	0
			East-West:	773		East-West:	0
			SUM:	1308		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.951			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.951			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	90	1	90	0	0	**0**
Left-Through		0			0	
Through	300	2	**150**	0	0	0
Through-Right		0			0	
Right	110	1	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	140	1	**140**	0	0	0
Left-Through		0			0	
Through	310	1	195	0	0	**0**
Through-Right		1			0	
Right	80	0	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	90	1	**90**	0	0	0
Left-Through		0			0	
Through	760	2	270	0	0	**0**
Through-Right		1			0	
Right	50	0	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	100	1	100	0	0	**0**
Left-Through		0			0	
Through	720	2	**293**	0	0	0
Through-Right		1			0	
Right	160	0	160	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	290		*North-South:*	0
		East-West:	383		*East-West:*	0
		SUM:	673		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.489			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.489			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	110	1	110	0	0	**0**
Left-Through		0			0	
Through	630	2	**315**	0	0	0
Through-Right		0			0	
Right	130	1	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	210	1	**210**	0	0	0
Left-Through		0			0	
Through	500	1	315	0	0	**0**
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	120	1	120	0	0	0
Left-Through		0			0	
Through	1810	2	**627**	0	0	**0**
Through-Right		1			0	
Right	70	0	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	110	1	**110**	0	0	**0**
Left-Through		0			0	
Through	1120	2	457	0	0	0
Through-Right		1			0	
Right	250	0	250	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	525		*North-South:*	0
		East-West:	737		*East-West:*	0
		SUM:	1262		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.918			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.918			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	180	1	180	0	0	**0**
Left-Through		0			0	
Through	580	2	**233**	0	0	0
Through-Right		1			0	
Right	120	0	120	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	240	1	**240**	0	0	0
Left-Through		0			0	
Through	680	3	227	0	0	**0**
Through-Right		0			0	
Right	110	1	55	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	110	1	**110**	0	0	0
Left-Through		0			0	
Through	1230	2	453	0	0	**0**
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	150	1	150	0	0	**0**
Left-Through		0			0	
Through	1540	2	**573**	0	0	0
Through-Right		1			0	
Right	180	0	180	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	473		*North-South:*	0
		East-West:	683		*East-West:*	0
		SUM:	1156		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.841			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.841			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	170	1	170	0	0	**0**
Left-Through		0			0	
Through	360	2	**167**	0	0	0
Through-Right		1			0	
Right	140	0	140	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	220	1	**220**	0	0	0
Left-Through		0			0	
Through	390	3	130	0	0	**0**
Through-Right		0			0	
Right	100	1	45	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	110	1	110	0	0	0
Left-Through		0			0	
Through	1060	2	**390**	0	0	**0**
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	150	1	**150**	0	0	**0**
Left-Through		0			0	
Through	1090	2	413	0	0	0
Through-Right		1			0	
Right	150	0	150	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	387		*North-South:*	0
		East-West:	540		*East-West:*	0
		SUM:	927		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.674			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.674			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	810	2	**337**	0	0	0
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	**250**	0	0	0
	Left-Through		0			0	
	Through	830	3	277	0	0	**0**
	Through-Right		0			0	
	Right	130	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	1400	2	527	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	1360	2	**540**	0	0	0
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	587		*North-South:*	0
			East-West:	690		*East-West:*	0
			SUM:	1277		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.929			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.929			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	460	3	**153**	0	0	0
	Through-Right		0			0	
	Right	110	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	570	3	190	0	0	**0**
	Through-Right		0			0	
	Right	130	1	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	940	2	340	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1810	2	**650**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	333		*North-South:*	0
			East-West:	710		*East-West:*	0
			SUM:	1043		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.759			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.759			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	330	3	**110**	0	0	0
	Through-Right		0			0	
	Right	60	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	390	3	130	0	0	**0**
	Through-Right		0			0	
	Right	180	1	155	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	800	2	**290**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	770	2	300	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	280		*North-South:*	0
			East-West:	370		*East-West:*	0
			SUM:	650		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.473			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.473			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	740	3	**247**	0	0	0
	Through-Right		0			0	
	Right	80	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	570	3	190	0	0	**0**
	Through-Right		0			0	
	Right	90	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1540	2	**543**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	940	2	363	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	387		*North-South:*	0
			East-West:	683		*East-West:*	0
			SUM:	1070		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.778			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.778			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	1280	2	**640**	0	0	0
	Through-Right		0			0	
	Right	180	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	450	1	270	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	820	1	**450**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	940	2	470	0	0	0
	Through-Right		0			0	
	Right	220	1	175	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	730		*North-South:*	0
			East-West:	590		*East-West:*	0
			SUM:	1320		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.880			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.880			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	1020	2	**510**	0	0	0
	Through-Right		0			0	
	Right	120	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	560	1	330	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	510	1	**290**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	540	2	270	0	0	0
	Through-Right		0			0	
	Right	120	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	610		*North-South:*	0
			East-West:	430		*East-West:*	0
			SUM:	1040		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.693			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.693			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1450	2	**725**	0	0	0
	Through-Right		0			0	
	Right	230	1	165	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1100	1	635	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	1130	1	**640**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	880	2	440	0	0	0
	Through-Right		0			0	
	Right	190	1	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	855		*North-South:*	0
			East-West:	770		*East-West:*	0
			SUM:	1625		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.083			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.083			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	980	1	**630**	0	0	0
	Through-Right		1			0	
	Right	280	0	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	350	1	200	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	640	1	**375**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	780	2	390	0	0	0
	Through-Right		0			0	
	Right	400	1	325	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	780		*North-South:*	0
			East-West:	555		*East-West:*	0
			SUM:	1335		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.890			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.890			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	60	1	60	0	0	**0**
Left-Through		0			0	
Through	400	1	**250**	0	0	0
Through-Right		1			0	
Right	100	0	100	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	120	1	**120**	0	0	0
Left-Through		0			0	
Through	330	1	185	0	0	**0**
Through-Right		1			0	
Right	40	0	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	50	1	50	0	0	0
Left-Through		0			0	
Through	500	1	**275**	0	0	**0**
Through-Right		1			0	
Right	50	0	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	120	1	**120**	0	0	**0**
Left-Through		0			0	
Through	500	2	250	0	0	0
Through-Right		0			0	
Right	230	1	170	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	370		North-South:	0
		East-West:	395		East-West:	0
		SUM:	765		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.510			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.510			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	70	1	70	0	0	**0**
Left-Through		0			0	
Through	670	1	**430**	0	0	0
Through-Right		1			0	
Right	190	0	190	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	250	1	**250**	0	0	0
Left-Through		0			0	
Through	890	1	475	0	0	**0**
Through-Right		1			0	
Right	60	0	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	60	1	60	0	0	0
Left-Through		0			0	
Through	1000	1	**545**	0	0	**0**
Through-Right		1			0	
Right	90	0	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	200	1	**200**	0	0	**0**
Left-Through		0			0	
Through	860	2	430	0	0	0
Through-Right		0			0	
Right	260	1	135	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	680		North-South:	0
		East-West:	745		East-West:	0
		SUM:	1425		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.950			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.950			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	250	1	203	0	0	0
Left-Through		0			0	
Through	60	0	0	0	0	**0**
Through-Right		0			0	
Right	360	1	**203**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1270	2	**530**	0	0	**0**
Through-Right		1			0	
Right	320	0	320	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	240	1	**240**	0	0	**0**
Left-Through		0			0	
Through	1130	3	377	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	203		North-South:	0
		East-West:	770		East-West:	0
		SUM:	973		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.649			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.649			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	310	1	223	0	0	0
Left-Through		0			0	
Through	70	0	0	0	0	**0**
Through-Right		0			0	
Right	360	1	**223**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1290	2	**507**	0	0	**0**
Through-Right		1			0	
Right	230	0	230	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	250	1	**250**	0	0	**0**
Left-Through		0			0	
Through	870	3	290	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	223		North-South:	0
		East-West:	757		East-West:	0
		SUM:	980		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.653			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.653			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	1	183	0	0	0
	Left-Through		0			0	
	Through	80	0	0	0	0	**0**
	Through-Right		0			0	
	Right	310	1	**183**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1590	2	**623**	0	0	**0**
	Through-Right		1			0	
	Right	280	0	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	1	**250**	0	0	**0**
	Left-Through		0			0	
	Through	1260	3	420	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	183		*North-South:*	0
			East-West:	873		*East-West:*	0
			SUM:	1056		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.704			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.704			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	0	130	0	0	**0**
	Left-Through		1			0	
	Through	180	0	**235**	0	0	0
	Through-Right		1			0	
	Right	160	0	235	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	310	1	**310**	0	0	0
	Left-Through		0			0	
	Through	1160	3	387	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1290	2	**517**	0	0	0
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	235		*North-South:*	0
			East-West:	827		*East-West:*	0
			SUM:	1062		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.745			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.745			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	0	110	0	0	**0**
	Left-Through		1			0	
	Through	70	0	180	0	0	0
	Through-Right		1			0	
	Right	220	0	**220**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	450	1	**450**	0	0	0
	Left-Through		0			0	
	Through	1240	3	413	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1050	2	**457**	0	0	0
	Through-Right		1			0	
	Right	320	0	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	220		*North-South:*	0
			East-West:	907		*East-West:*	0
			SUM:	1127		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.791			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.791			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	0	210	0	0	**0**
	Left-Through		1			0	
	Through	90	0	**270**	0	0	0
	Through-Right		1			0	
	Right	240	0	270	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	350	1	**350**	0	0	0
	Left-Through		0			0	
	Through	1480	3	493	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1340	2	**540**	0	0	0
	Through-Right		1			0	
	Right	280	0	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	270		*North-South:*	0
			East-West:	890		*East-West:*	0
			SUM:	1160		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.814			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.814			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	340	1	237	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	370	1	**237**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1270	2	635	0	0	**0**
Through-Right		1			0	
Right	650	0	**650**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	1570	3	523	0	0	0
Through-Right		0			0	
Right	600	1	363	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	237		*North-South:*	0
		East-West:	650		*East-West:*	0
		SUM:	887		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.591			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.591			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	420	1	290	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	450	1	**290**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	10	0	0	0	0	0
Left-Through		0			0	
Through	1200	2	**560**	0	0	**0**
Through-Right		1			0	
Right	480	0	480	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	1120	3	373	0	0	0
Through-Right		0			0	
Right	390	1	100	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	290		*North-South:*	0
		East-West:	560		*East-West:*	0
		SUM:	850		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.567			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.567			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	460	1	267	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	340	1	**267**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1650	2	**720**	0	0	**0**
Through-Right		1			0	
Right	510	0	510	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	1460	3	487	0	0	0
Through-Right		0			0	
Right	400	1	133	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	267		*North-South:*	0
		East-West:	720		*East-West:*	0
		SUM:	987		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.658			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.658			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	80	0	0	**0**
	Left-Through		0			0	
	Through	570	1	**350**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	710	3	237	0	0	**0**
	Through-Right		0			0	
	Right	240	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	290	2	145	0	0	**0**
	Through-Right		0			0	
	Right	100	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	720	1	**400**	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	410		North-South:	0
			East-West:	580		East-West:	0
			SUM:	990		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.720			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.720			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	1	220	0	0	**0**
	Left-Through		0			0	
	Through	860	1	**495**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	590	3	197	0	0	**0**
	Through-Right		0			0	
	Right	380	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	370	1	**370**	0	0	0
	Left-Through		0			0	
	Through	590	2	295	0	0	**0**
	Through-Right		0			0	
	Right	190	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	1	200	0	0	**0**
	Left-Through		0			0	
	Through	520	1	**325**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	555		North-South:	0
			East-West:	695		East-West:	0
			SUM:	1250		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.909			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.909			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	990	1	**570**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	650	3	217	0	0	**0**
	Through-Right		0			0	
	Right	290	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	1	220	0	0	0
	Left-Through		0			0	
	Through	830	2	**415**	0	0	**0**
	Through-Right		0			0	
	Right	130	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	**220**	0	0	**0**
	Left-Through		0			0	
	Through	640	1	370	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	690		North-South:	0
			East-West:	635		East-West:	0
			SUM:	1325		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.964			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.964			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	40	2	**20**	0	0	0
	Through-Right		0			0	
	Right	40	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	2	77	0	0	0
	Left-Through		1			0	
	Through	20	1	20	0	0	**0**
	Through-Right		0			0	
	Right	420	1	**236**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	670	2	**369**	0	0	0
	Left-Through		0			0	
	Through	2030	4	508	0	0	**0**
	Through-Right		0			0	
	Right	20	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	2800	4	**700**	0	0	0
	Through-Right		0			0	
	Right	350	1	273	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	256		North-South:	0
			East-West:	1069		East-West:	0
			SUM:	1325		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.964			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.964			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	**30**	0	0	**0**
	Left-Through		0			0	
	Through	40	2	20	0	0	0
	Through-Right		0			0	
	Right	40	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	440	2	154	0	0	0
	Left-Through		1			0	
	Through	20	1	20	0	0	**0**
	Through-Right		0			0	
	Right	780	1	**497**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1030	2	**567**	0	0	0
	Left-Through		0			0	
	Through	2430	4	608	0	0	**0**
	Through-Right		0			0	
	Right	20	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	2700	4	**675**	0	0	0
	Through-Right		0			0	
	Right	250	1	96	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	527		North-South:	0
			East-West:	1242		East-West:	0
			SUM:	1769		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.287			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.287			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	**0**
	Left-Through		0			0	
	Through	40	2	20	0	0	0
	Through-Right		0			0	
	Right	70	1	**45**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	510	2	179	0	0	0
	Left-Through		1			0	
	Through	20	1	20	0	0	**0**
	Through-Right		0			0	
	Right	770	1	**514**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	930	2	**512**	0	0	0
	Left-Through		0			0	
	Through	2320	4	580	0	0	**0**
	Through-Right		0			0	
	Right	20	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	2370	4	**593**	0	0	0
	Through-Right		0			0	
	Right	360	1	181	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	559		North-South:	0
			East-West:	1105		East-West:	0
			SUM:	1664		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.210			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.210			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	0	70	0	0	**0**
	Left-Through		1			0	
	Through	90	0	**160**	0	0	0
	Through-Right		0			0	
	Right	530	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	0	70	0	0	0
	Left-Through		1			0	
	Through	60	0	**110**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	1	**20**	0	0	0
	Left-Through		0			0	
	Through	470	2	163	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	680	2	374	0	0	**0**
	Left-Through		0			0	
	Through	1150	1	**580**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	270		North-South:	0
			East-West:	600		East-West:	0
			SUM:	870		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.633			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.633			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	0	60	0	0	**0**
	Left-Through		1			0	
	Through	50	0	**110**	0	0	0
	Through-Right		0			0	
	Right	690	2	66	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	0	30	0	0	0
	Left-Through		1			0	
	Through	70	0	**110**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	590	2	203	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	570	2	314	0	0	**0**
	Left-Through		0			0	
	Through	1000	1	**510**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	220		North-South:	0
			East-West:	540		East-West:	0
			SUM:	760		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.553			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.553			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	0	40	0	0	**0**
	Left-Through		1			0	
	Through	80	0	120	0	0	0
	Through-Right		0			0	
	Right	770	2	**127**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	0	50	0	0	0
	Left-Through		1			0	
	Through	100	0	**130**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	17	1	17	0	0	0
	Left-Through		0			0	
	Through	1063	2	**381**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	540	2	**297**	0	0	**0**
	Left-Through		0			0	
	Through	1060	1	540	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	257		*North-South:*	0
			East-West:	678		*East-West:*	0
			SUM:	935		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.680			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.680			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	**90**	0	0	**0**
	Left-Through		0			0	
	Through	520	1	365	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	700	1	**405**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	**10**	0	0	0
	Left-Through		0			0	
	Through	640	1	395	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	1340	1	**730**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	495		*North-South:*	0
			East-West:	740		*East-West:*	0
			SUM:	1235		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.898			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.898			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	710	1	**550**	0	0	0
	Through-Right		1			0	
	Right	390	0	390	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	550	1	315	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1090	1	**590**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	**240**	0	0	**0**
	Left-Through		0			0	
	Through	1160	1	615	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	640		*North-South:*	0
			East-West:	830		*East-West:*	0
			SUM:	1470		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.069			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.069			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	790	1	**515**	0	0	0
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	530	1	300	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	1500	1	**790**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	1020	1	540	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	605		*North-South:*	0
			East-West:	950		*East-West:*	0
			SUM:	1555		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.131			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.131			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	240	1	**240**	0	0	**0**	180	1	**180**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	470	2	235	0	0	0	550	2	275	0	0	0
	Through-Right		0			0			0			0	
	Right	150	1	20	0	0	0	300	1	210	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	40	1	40	0	0	0	70	1	70	0	0	0
	Left-Through		0			0			0			0	
	Through	400	1	**250**	0	0	**0**	320	1	**250**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	100	0	100	0	0	0	180	0	180	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	40	1	40	0	0	0	80	1	80	0	0	0
	Left-Through		0			0			0			0	
	Through	380	1	**235**	0	0	**0**	510	1	**330**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	90	0	90	0	0	0	150	0	150	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	260	1	**260**	0	0	**0**	180	1	**180**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	840	1	445	0	0	0	500	1	290	0	0	0
	Through-Right		1			0			1			0	
	Right	50	0	50	0	0	0	80	0	80	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	490		North-South:	0		North-South:	430		North-South:	0
			East-West:	495		East-West:	0		East-West:	510		East-West:	0
			SUM:	985		SUM:	0		SUM:	940		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.716			0.000			0.684			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.716			0.000			0.684			0.000
LEVEL OF SERVICE (LOS):				C			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	220	1	**220**	0	0	**0**						
	Left-Through		0			0							
	Through	680	2	340	0	0	0						
	Through-Right		0			0							
	Right	200	1	85	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	70	1	70	0	0	0						
	Left-Through		0			0							
	Through	430	1	**335**	0	0	**0**						
	Through-Right		1			0							
	Right	240	0	240	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	170	1	170	0	0	0						
	Left-Through		0			0							
	Through	760	1	**475**	0	0	**0**						
	Through-Right		1			0							
	Right	190	0	190	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	230	1	**230**	0	0	**0**						
	Left-Through		0			0							
	Through	670	1	355	0	0	0						
	Through-Right		1			0							
	Right	40	0	40	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	555		North-South:	0						
			East-West:	705		East-West:	0						
			SUM:	1260		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.916			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.916			0.000						
LEVEL OF SERVICE (LOS):				E			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				2			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	2	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	350	1	**350**	0	0	**0**						
	Left-Through		0			0							
	Through	540	1	295	0	0	0						
	Through-Right		1			0							
	Right	50	0	50	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	70	1	70	0	0	0						
	Left-Through		0			0							
	Through	330	1	**185**	0	0	**0**						
	Through-Right		1			0							
	Right	40	0	40	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	60	1	**60**	0	0	0						
	Left-Through		0			0							
	Through	240	1	220	0	0	**0**						
	Through-Right		1			0							
	Right	200	0	200	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	100	1	100	0	0	**0**						
	Left-Through		0			0							
	Through	570	2	**285**	0	0	0						
	Through-Right		0			0							
	Right	160	1	160	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	535		North-South:	0						
			East-West:	345		East-West:	0						
			SUM:	880		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.587			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.587			0.000						
LEVEL OF SERVICE (LOS):				A			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- 0 WB-- 2		NB-- 0 EB-- 0	SB-- 0 WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	190	1	**190**	0	0	**0**
Left-Through		0			0	
Through	500	1	305	0	0	0
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	1	100	0	0	0
Left-Through		0			0	
Through	380	1	**230**	0	0	**0**
Through-Right		1			0	
Right	80	0	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	70	1	70	0	0	0
Left-Through		0			0	
Through	410	1	**310**	0	0	**0**
Through-Right		1			0	
Right	210	0	210	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	70	1	**70**	0	0	**0**
Left-Through		0			0	
Through	370	2	185	0	0	0
Through-Right		0			0	
Right	90	1	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	420		*North-South:*	0
		East-West:	380		*East-West:*	0
		SUM:	800		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.533			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.533			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- 0 WB-- 2		NB-- 0 EB-- 0	SB-- 0 WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	190	1	**190**	0	0	**0**
Left-Through		0			0	
Through	420	1	325	0	0	0
Through-Right		1			0	
Right	230	0	230	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	150	1	150	0	0	0
Left-Through		0			0	
Through	630	1	**340**	0	0	**0**
Through-Right		1			0	
Right	50	0	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	50	1	50	0	0	0
Left-Through		0			0	
Through	690	1	**590**	0	0	**0**
Through-Right		1			0	
Right	490	0	490	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	60	1	**60**	0	0	**0**
Left-Through		0			0	
Through	390	2	195	0	0	0
Through-Right		0			0	
Right	80	1	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	530		*North-South:*	0
		East-West:	650		*East-West:*	0
		SUM:	1180		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.787			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.787			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- 3 WB-- 0		NB-- 0 EB-- 0	SB-- 0 WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	830	2	**457**	0	0	**0**
Left-Through		0			0	
Through	770	1	415	0	0	0
Through-Right		1			0	
Right	60	0	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	2	55	0	0	0
Left-Through		0			0	
Through	480	2	**240**	0	0	**0**
Through-Right		0			0	
Right	210	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	390	1	**390**	0	0	0
Left-Through		0			0	
Through	1710	3	555	0	0	**0**
Through-Right		1			0	
Right	510	0	510	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	160	1	160	0	0	**0**
Left-Through		0			0	
Through	2170	3	**575**	0	0	0
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	697		*North-South:*	0
		East-West:	965		*East-West:*	0
		SUM:	1662		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.209			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.209			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- 3 WB-- 0		NB-- 0 EB-- 0	SB-- 0 WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	740	2	**407**	0	0	**0**
Left-Through		0			0	
Through	710	1	395	0	0	0
Through-Right		1			0	
Right	80	0	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	2	55	0	0	0
Left-Through		0			0	
Through	330	2	**165**	0	0	**0**
Through-Right		0			0	
Right	300	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	610	1	**610**	0	0	0
Left-Through		0			0	
Through	2160	3	660	0	0	**0**
Through-Right		1			0	
Right	480	0	480	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	180	1	180	0	0	**0**
Left-Through		0			0	
Through	2260	3	**605**	0	0	0
Through-Right		1			0	
Right	160	0	160	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	572		*North-South:*	0
		East-West:	1215		*East-West:*	0
		SUM:	1787		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.300			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.300			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	600	2	330	0	0	**0**
	Left-Through		0			0	
	Through	1240	1	**680**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	2	**61**	0	0	0
	Left-Through		0			0	
	Through	580	2	290	0	0	**0**
	Through-Right		0			0	
	Right	270	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	630	1	**630**	0	0	0
	Left-Through		0			0	
	Through	2140	3	628	0	0	**0**
	Through-Right		1			0	
	Right	370	0	370	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	2000	3	**538**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	741		*North-South:*	0
			East-West:	1168		*East-West:*	0
			SUM:	1909		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.388			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.388			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	270	2	149	0	0	**0**
	Left-Through		0			0	
	Through	710	2	**355**	0	0	0
	Through-Right		0			0	
	Right	120	1	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	320	2	**176**	0	0	0
	Left-Through		0			0	
	Through	390	2	195	0	0	**0**
	Through-Right		0			0	
	Right	190	1	113	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	2	**77**	0	0	0
	Left-Through		0			0	
	Through	240	2	117	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	2	116	0	0	**0**
	Left-Through		0			0	
	Through	1160	3	387	0	0	0
	Through-Right		0			0	
	Right	710	1	**534**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	531		*North-South:*	0
			East-West:	611		*East-West:*	0
			SUM:	1142		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.831			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.831			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	2	94	0	0	**0**
	Left-Through		0			0	
	Through	500	2	**250**	0	0	0
	Through-Right		0			0	
	Right	90	1	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	500	2	**275**	0	0	0
	Left-Through		0			0	
	Through	430	2	215	0	0	**0**
	Through-Right		0			0	
	Right	170	1	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	250	2	**138**	0	0	0
	Left-Through		0			0	
	Through	610	2	250	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	2	44	0	0	**0**
	Left-Through		0			0	
	Through	590	3	197	0	0	0
	Through-Right		0			0	
	Right	570	1	**295**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	525		*North-South:*	0
			East-West:	433		*East-West:*	0
			SUM:	958		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.697			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.697			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	2	116	0	0	**0**
	Left-Through		0			0	
	Through	480	2	**240**	0	0	0
	Through-Right		0			0	
	Right	230	1	92	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	340	2	**187**	0	0	0
	Left-Through		0			0	
	Through	600	2	300	0	0	**0**
	Through-Right		0			0	
	Right	160	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	290	2	160	0	0	0
	Left-Through		0			0	
	Through	1310	2	**540**	0	0	**0**
	Through-Right		1			0	
	Right	310	0	310	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	2	**138**	0	0	**0**
	Left-Through		0			0	
	Through	490	3	163	0	0	0
	Through-Right		0			0	
	Right	550	1	363	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	427		*North-South:*	0
			East-West:	678		*East-West:*	0
			SUM:	1105		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.804			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.804			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

AM

No. of Phases				4				0			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0			
	EB--	2	WB--	0	EB--	0	WB--	0			
ATSAC-1 or ATSAC+ATCS-2?				0				0			
Override Capacity				0				0			

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	1350	1	**750**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	200	1	**200**	0	0	0
	Left-Through		0			0	
	Through	830	1	450	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	40	0	**60**	0	0	**0**
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		1			0	
	Right	130	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	950		*North-South:*	0
			East-West:	140		*East-West:*	0
			SUM:	1090		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.793			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.793			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

MD

No. of Phases				4				0			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0			
	EB--	2	WB--	0	EB--	0	WB--	0			
ATSAC-1 or ATSAC+ATCS-2?				0				0			
Override Capacity				0				0			

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	810	1	**580**	0	0	0
	Through-Right		1			0	
	Right	350	0	350	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	750	1	410	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	60	0	**100**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	1	**250**	0	0	**0**
	Left-Through		0			0	
	Through	40	1	40	0	0	0
	Through-Right		1			0	
	Right	180	0	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	690		*North-South:*	0
			East-West:	350		*East-West:*	0
			SUM:	1040		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.756			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.756			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

PM

No. of Phases				4				0			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0			
	EB--	2	WB--	0	EB--	0	WB--	0			
ATSAC-1 or ATSAC+ATCS-2?				0				0			
Override Capacity				0				0			

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	920	1	**580**	0	0	0
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	1180	1	620	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	70	0	**110**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		1			0	
	Right	280	0	**230**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	680		*North-South:*	0
			East-West:	340		*East-West:*	0
			SUM:	1020		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.742			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.742			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

AM

No. of Phases				4				0			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0			
	EB--	0	WB--	0	EB--	0	WB--	0			
ATSAC-1 or ATSAC+ATCS-2?				0				0			
Override Capacity				0				0			

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	1370	2	467	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	1270	2	**577**	0	0	**0**
	Through-Right		1			0	
	Right	460	0	460	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	370	1	**190**	0	0	0
	Left-Through		1			0	
	Through	10	0	190	0	0	**0**
	Through-Right		0			0	
	Right	250	1	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	697		*North-South:*	0
			East-West:	220		*East-West:*	0
			SUM:	917		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.667			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.667			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	70	1	**70**	0	0	**0**
Left-Through		0			0	
Through	1540	2	520	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	50	1	50	0	0	0
Left-Through		0			0	
Through	1270	2	**603**	0	0	**0**
Through-Right		1			0	
Right	540	0	540	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	380	1	195	0	0	0
Left-Through		1			0	
Through	10	0	195	0	0	**0**
Through-Right		0			0	
Right	250	1	**215**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	10	0	**50**	0	0	0
Through-Right		0			0	
Right	30	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	673		*North-South:*	0
		East-West:	265		*East-West:*	0
		SUM:	938		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.682			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.682			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	190	1	**190**	0	0	**0**
Left-Through		0			0	
Through	1590	2	533	0	0	0
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	40	1	40	0	0	0
Left-Through		0			0	
Through	1730	2	**807**	0	0	**0**
Through-Right		1			0	
Right	690	0	690	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	470	1	**235**	0	0	0
Left-Through		1			0	
Through	0	0	235	0	0	**0**
Through-Right		0			0	
Right	300	1	205	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	10	0	**60**	0	0	0
Through-Right		0			0	
Right	40	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	997		*North-South:*	0
		East-West:	295		*East-West:*	0
		SUM:	1292		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.940			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.940			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2410	4	**603**	0	0	0
Through-Right		0			0	
Right	300	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	2	**11**	0	0	0
Left-Through		0			0	
Through	1840	4	460	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	580	2	**319**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	614		*North-South:*	0
		East-West:	319		*East-West:*	0
		SUM:	933		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.655			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.655			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1780	4	**445**	0	0	0
Through-Right		0			0	
Right	330	1	132	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	10	2	**6**	0	0	0
Left-Through		0			0	
Through	1670	4	418	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	360	2	**198**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	20	1	14	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	451		*North-South:*	0
		East-West:	198		*East-West:*	0
		SUM:	649		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.455			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.455			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2430	4	**608**	0	0	0
	Through-Right		0			0	
	Right	600	1	275	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	2	**22**	0	0	0
	Left-Through		0			0	
	Through	2370	4	593	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	590	2	**325**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	40	1	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	630		*North-South:*	0
			East-West:	325		*East-West:*	0
			SUM:	955		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.670			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.670			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	20	2	**11**	0	0	**0**
	Left-Through		0			0	
	Through	20	3	7	0	0	0
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	470	2	259	0	0	0
	Left-Through		0			0	
	Through	20	2	10	0	0	**0**
	Through-Right		0			0	
	Right	700	1	**403**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	540	2	**297**	0	0	0
	Left-Through		0			0	
	Through	950	3	317	0	0	**0**
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	2	11	0	0	**0**
	Left-Through		0			0	
	Through	1020	3	**340**	0	0	0
	Through-Right		0			0	
	Right	380	1	121	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	414		*North-South:*	0
			East-West:	637		*East-West:*	0
			SUM:	1051		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.764			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.764			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	30	2	**17**	0	0	**0**
	Left-Through		0			0	
	Through	20	3	7	0	0	0
	Through-Right		0			0	
	Right	30	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	420	2	231	0	0	0
	Left-Through		0			0	
	Through	20	2	10	0	0	**0**
	Through-Right		0			0	
	Right	480	1	**254**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	410	2	**226**	0	0	0
	Left-Through		0			0	
	Through	990	3	330	0	0	**0**
	Through-Right		0			0	
	Right	20	1	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	2	11	0	0	**0**
	Left-Through		0			0	
	Through	970	3	**323**	0	0	0
	Through-Right		0			0	
	Right	300	1	69	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	271		*North-South:*	0
			East-West:	549		*East-West:*	0
			SUM:	820		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.596			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.596			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	20	2	11	0	0	**0**
	Left-Through		0			0	
	Through	20	3	7	0	0	0
	Through-Right		0			0	
	Right	20	1	**17**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	900	2	**495**	0	0	0
	Left-Through		0			0	
	Through	10	2	5	0	0	**0**
	Through-Right		0			0	
	Right	510	1	108	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	730	2	**402**	0	0	0
	Left-Through		0			0	
	Through	1080	3	360	0	0	**0**
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	2	6	0	0	**0**
	Left-Through		0			0	
	Through	1140	3	**380**	0	0	0
	Through-Right		0			0	
	Right	440	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	512		*North-South:*	0
			East-West:	782		*East-West:*	0
			SUM:	1294		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.941			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.941			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**	20	1	20	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1150	2	**575**	0	0	0	740	2	**370**	0	0	0
	Through-Right		0			0			0			0	
	Right	210	1	166	0	0	0	140	1	124	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0	160	1	**160**	0	0	0
	Left-Through		0			0			0			0	
	Through	900	2	450	0	0	**0**	830	2	415	0	0	**0**
	Through-Right		0			0			0			0	
	Right	140	1	0	0	0	0	130	1	45	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	320	1	**320**	0	0	0	170	1	**170**	0	0	0
	Left-Through		0			0			0			0	
	Through	840	1	430	0	0	**0**	300	1	160	0	0	**0**
	Through-Right		1			0			1			0	
	Right	20	0	20	0	0	0	20	0	20	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	160	2	88	0	0	**0**	60	2	33	0	0	**0**
	Left-Through		0			0			0			0	
	Through	330	1	**240**	0	0	0	330	1	**270**	0	0	0
	Through-Right		1			0			1			0	
	Right	150	0	150	0	0	0	210	0	210	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	715		North-South:	0		North-South:	530		North-South:	0
			East-West:	560		East-West:	0		East-West:	440		East-West:	0
			SUM:	1275		SUM:	0		SUM:	970		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.895			0.000			0.681			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.895			0.000			0.681			0.000
LEVEL OF SERVICE (LOS):				D			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	30	1	30	0	0	**0**						
	Left-Through		0			0							
	Through	1370	2	**685**	0	0	0						
	Through-Right		0			0							
	Right	350	1	317	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	170	1	**170**	0	0	0						
	Left-Through		0			0							
	Through	1430	2	715	0	0	**0**						
	Through-Right		0			0							
	Right	200	1	115	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	170	1	**170**	0	0	0						
	Left-Through		0			0							
	Through	570	1	295	0	0	**0**						
	Through-Right		1			0							
	Right	20	0	20	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	120	2	66	0	0	**0**						
	Left-Through		0			0							
	Through	630	1	**410**	0	0	0						
	Through-Right		1			0							
	Right	190	0	190	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	855		North-South:	0						
			East-West:	580		East-West:	0						
			SUM:	1435		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				1.007			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.007			0.000						
LEVEL OF SERVICE (LOS):				F			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	40	2	22	0	0	**0**						
	Left-Through		0			0							
	Through	2430	2	**827**	0	0	0						
	Through-Right		1			0							
	Right	50	0	50	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	150	1	**150**	0	0	0						
	Left-Through		0			0							
	Through	2170	2	730	0	0	**0**						
	Through-Right		1			0							
	Right	20	0	20	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	390	2	195	0	0	**0**						
	Through-Right		1			0							
	Right	210	0	**199**	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	240	1	**240**	0	0	0						
	Left-Through		0			0							
	Through	1210	3	403	0	0	0						
	Through-Right		0			0							
	Right	260	1	185	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	977		North-South:	0						
			East-West:	439		East-West:	0						
			SUM:	1416		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				1.030			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.030			0.000						
LEVEL OF SERVICE (LOS):				F			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	2	88	0	0	**0**
	Left-Through		0			0	
	Through	1510	2	**533**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	1460	2	500	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	630	2	**267**	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	810	3	270	0	0	0
	Through-Right		0			0	
	Right	180	1	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	703		*North-South:*	0
			East-West:	437		*East-West:*	0
			SUM:	1140		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.829			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.829			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	2	94	0	0	**0**
	Left-Through		0			0	
	Through	2150	2	**763**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	330	1	**330**	0	0	0
	Left-Through		0			0	
	Through	2100	2	707	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1115	2	**445**	0	0	**0**
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	920	3	307	0	0	0
	Through-Right		0			0	
	Right	150	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1093		*North-South:*	0
			East-West:	605		*East-West:*	0
			SUM:	1698		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.235			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.235			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	2	**88**	0	0	**0**
	Left-Through		0			0	
	Through	840	2	323	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1230	2	**473**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	460	2	173	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	2	94	0	0	**0**
	Left-Through		0			0	
	Through	1090	2	**367**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	561		*North-South:*	0
			East-West:	497		*East-West:*	0
			SUM:	1058		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.769			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.769			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	2	**99**	0	0	**0**
	Left-Through		0			0	
	Through	880	2	363	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	1000	2	**377**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	620	2	237	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	2	94	0	0	**0**
	Left-Through		0			0	
	Through	770	2	**263**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	476		*North-South:*	0
			East-West:	403		*East-West:*	0
			SUM:	879		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.639			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.639			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	1620	2	**647**	0	0	0
	Through-Right		1			0	
	Right	320	0	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1150	2	427	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	910	2	320	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	2	105	0	0	**0**
	Left-Through		0			0	
	Through	970	2	**327**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	777		*North-South:*	0
			East-West:	547		*East-West:*	0
			SUM:	1324		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.963			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.963			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	1470	1	**810**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	740	2	370	0	0	**0**
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	1570	3	523	0	0	**0**
	Through-Right		0			0	
	Right	140	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1200	2	**463**	0	0	0
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	910		*North-South:*	0
			East-West:	673		*East-West:*	0
			SUM:	1583		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.151			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.151			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	920	1	**545**	0	0	0
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	740	2	370	0	0	**0**
	Through-Right		0			0	
	Right	110	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	1200	3	400	0	0	**0**
	Through-Right		0			0	
	Right	140	1	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	1	200	0	0	**0**
	Left-Through		0			0	
	Through	1330	2	**477**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	685		*North-South:*	0
			East-West:	687		*East-West:*	0
			SUM:	1372		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.998			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.998			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1290	1	**705**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	1320	2	660	0	0	**0**
	Through-Right		0			0	
	Right	90	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1520	3	**507**	0	0	**0**
	Through-Right		0			0	
	Right	290	1	225	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	1550	2	567	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	865		*North-South:*	0
			East-West:	737		*East-West:*	0
			SUM:	1602		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.165			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.165			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	1400	1	**750**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	870	2	435	0	0	**0**
	Through-Right		0			0	
	Right	110	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	200	0	0	0
	Left-Through		0			0	
	Through	740	2	**370**	0	0	**0**
	Through-Right		0			0	
	Right	60	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	460	2	230	0	0	0
	Through-Right		0			0	
	Right	70	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	830		*North-South:*	0
			East-West:	440		*East-West:*	0
			SUM:	1270		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.847			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.847			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	900	1	**505**	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	840	2	420	0	0	**0**
	Through-Right		0			0	
	Right	240	1	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	250	1	**250**	0	0	0
	Left-Through		0			0	
	Through	510	2	255	0	0	**0**
	Through-Right		0			0	
	Right	80	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	520	2	**260**	0	0	0
	Through-Right		0			0	
	Right	70	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	585		*North-South:*	0
			East-West:	510		*East-West:*	0
			SUM:	1095		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.730			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.730			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	1410	1	**790**	0	0	0
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	1460	2	730	0	0	**0**
	Through-Right		0			0	
	Right	180	1	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	810	2	**405**	0	0	**0**
	Through-Right		0			0	
	Right	110	1	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	680	2	340	0	0	0
	Through-Right		0			0	
	Right	80	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	870		*North-South:*	0
			East-West:	555		*East-West:*	0
			SUM:	1425		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.950			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.950			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	790	3	263	0	0	0
	Through-Right		0			0	
	Right	310	1	310	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	400	2	220	0	0	0
	Left-Through		0			0	
	Through	1110	2	**555**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	0	20	0	0	0
	Left-Through		0			0	
	Through	0	0	20	0	0	**0**
	Through-Right		0			0	
	Right	160	1	**160**	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	555		*North-South:*	0
			East-West:	160		*East-West:*	0
			SUM:	715		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.502			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.502			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	710	3	237	0	0	0
Through-Right		0			0	
Right	190	1	190	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	330	2	182	0	0	0
Left-Through		0			0	
Through	880	2	**440**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	30	0	30	0	0	0
Left-Through		0			0	
Through	0	0	30	0	0	**0**
Through-Right		0			0	
Right	130	1	**130**	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	440		*North-South:*	0
		East-West:	130		*East-West:*	0
		SUM:	570		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.400			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.400			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1260	3	**420**	0	0	0
Through-Right		0			0	
Right	250	1	250	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	710	2	**391**	0	0	0
Left-Through		0			0	
Through	1120	2	560	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	30	0	30	0	0	0
Left-Through		0			0	
Through	0	0	30	0	0	**0**
Through-Right		0			0	
Right	90	1	**90**	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	811		*North-South:*	0
		East-West:	90		*East-West:*	0
		SUM:	901		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.632			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.632			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	10	1	**10**	0	0	**0**
Left-Through		0			0	
Through	750	2	375	0	0	0
Through-Right		0			0	
Right	50	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1220	2	**410**	0	0	**0**
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	20	0	0	0	0	**0**
Through-Right		0			0	
Right	40	0	**40**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
WESTBOUND Left	350	1	**327**	0	0	**0**
Left-Through		0			0	
Through	10	0	327	0	0	0
Through-Right		0			0	
Right	620	1	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	420		*North-South:*	0
		East-West:	367		*East-West:*	0
		SUM:	787		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.552			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.552			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	20	1	**20**	0	0	**0**
Left-Through		0			0	
Through	650	2	325	0	0	0
Through-Right		0			0	
Right	70	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	970	2	**327**	0	0	**0**
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	20	0	0	0	0	**0**
Through-Right		0			0	
Right	20	0	**20**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
WESTBOUND Left	280	1	**180**	0	0	**0**
Left-Through		0			0	
Through	20	0	180	0	0	0
Through-Right		0			0	
Right	240	1	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	347		*North-South:*	0
		East-West:	200		*East-West:*	0
		SUM:	547		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.384			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.384			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 2	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	**0**
	Left-Through		0			0	
	Through	1190	2	**595**	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1540	2	520	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	20	0	0	0	0	**0**
	Through-Right		0			0	
	Right	30	0	**30**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
WESTBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	20	0	**315**	0	0	0
	Through-Right		0			0	
	Right	610	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	595		North-South:	0
			East-West:	345		East-West:	0
			SUM:	940		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.660			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.660			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0		
		EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	350	1	**350**	0	0	**0**
	Left-Through		0			0	
	Through	320	2	160	0	0	0
	Through-Right		0			0	
	Right	160	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	520	2	**260**	0	0	**0**
	Through-Right		0			0	
	Right	770	2	164	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	260	1	**260**	0	0	0
	Left-Through		0			0	
	Through	1030	3	343	0	0	**0**
	Through-Right		0			0	
	Right	570	1	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	1	250	0	0	**0**
	Left-Through		0			0	
	Through	1510	3	**473**	0	0	0
	Through-Right		1			0	
	Right	380	0	380	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	610		North-South:	0
			East-West:	733		East-West:	0
			SUM:	1343		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.977			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.977			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0		
		EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	340	1	**340**	0	0	**0**
	Left-Through		0			0	
	Through	360	2	180	0	0	0
	Through-Right		0			0	
	Right	260	2	33	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	230	0	0	0
	Left-Through		0			0	
	Through	410	2	205	0	0	**0**
	Through-Right		0			0	
	Right	920	2	**266**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	240	1	240	0	0	0
	Left-Through		0			0	
	Through	1710	3	**570**	0	0	**0**
	Through-Right		0			0	
	Right	680	1	340	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	1300	3	385	0	0	0
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	606		North-South:	0
			East-West:	680		East-West:	0
			SUM:	1286		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.935			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.935			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0		
		EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	490	1	**490**	0	0	**0**
	Left-Through		0			0	
	Through	280	2	140	0	0	0
	Through-Right		0			0	
	Right	540	2	227	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	470	1	470	0	0	0
	Left-Through		0			0	
	Through	920	2	**460**	0	0	**0**
	Through-Right		0			0	
	Right	530	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	460	1	**460**	0	0	0
	Left-Through		0			0	
	Through	1580	3	527	0	0	**0**
	Through-Right		0			0	
	Right	520	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	1240	3	**353**	0	0	0
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	950		North-South:	0
			East-West:	813		East-West:	0
			SUM:	1763		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.282			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.282			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3810	4	**953**	0	0	0
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1910	4	478	0	0	**0**
	Through-Right		0			0	
	Right	160	1	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	330	1	**190**	0	0	**0**
	Left-Through		1			0	
	Through	50	0	190	0	0	0
	Through-Right		0			0	
	Right	270	2	149	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	953		*North-South:*	0
			East-West:	190		*East-West:*	0
			SUM:	1143		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.762			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.762			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3250	4	**813**	0	0	0
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1530	4	383	0	0	**0**
	Through-Right		0			0	
	Right	220	1	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	410	1	**230**	0	0	**0**
	Left-Through		1			0	
	Through	50	0	230	0	0	0
	Through-Right		0			0	
	Right	240	2	132	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	813		*North-South:*	0
			East-West:	230		*East-West:*	0
			SUM:	1043		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.695			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.695			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3780	4	**945**	0	0	0
	Through-Right		0			0	
	Right	40	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2640	4	660	0	0	**0**
	Through-Right		0			0	
	Right	190	1	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	610	1	**465**	0	0	**0**
	Left-Through		1			0	
	Through	320	0	465	0	0	0
	Through-Right		0			0	
	Right	250	2	138	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	945		*North-South:*	0
			East-West:	465		*East-West:*	0
			SUM:	1410		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.940			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.940			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2030	2	**1015**	0	0	0
	Through-Right		0			0	
	Right	560	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	0	**20**	0	0	0
	Left-Through		1			0	
	Through	450	1	285	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	420	2	**231**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	10	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1035		*North-South:*	0
			East-West:	231		*East-West:*	0
			SUM:	1266		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.844			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.844			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	780	2	**390**	0	0	0
	Through-Right		0			0	
	Right	240	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	0	**40**	0	0	0
	Left-Through		1			0	
	Through	420	1	330	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	470	2	**259**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	10	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	430		North-South:	0
			East-West:	259		East-West:	0
			SUM:	689		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.459			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.459			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	890	2	445	0	0	0
	Through-Right		0			0	
	Right	370	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	0	60	0	0	0
	Left-Through		1			0	
	Through	1250	1	**805**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	860	2	**473**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	10	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	805		North-South:	0
			East-West:	473		East-West:	0
			SUM:	1278		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.852			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.852			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	**30**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	30	0	0	0
	Through-Right		0			0	
	Right	1150	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	1270	1	**640**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	420	1	**420**	0	0	**0**
	Left-Through		0			0	
	Through	420	1	215	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	50		North-South:	0
			East-West:	1060		East-West:	0
			SUM:	1110		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.779			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.779			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	**30**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	30	0	0	0
	Through-Right		0			0	
	Right	460	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	560	1	**295**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	420	1	**420**	0	0	**0**
	Left-Through		0			0	
	Through	410	1	210	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	50		North-South:	0
			East-West:	715		East-West:	0
			SUM:	765		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.537			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.537			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	42	0	**42**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	42	0	0	0
	Through-Right		0			0	
	Right	540	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	690	1	**360**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	900	1	**900**	0	0	**0**
	Left-Through		0			0	
	Through	1090	1	550	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	62		*North-South:*	0
			East-West:	1260		*East-West:*	0
			SUM:	1322		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.928			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.928			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	30	1	30	0	0	0
	Through-Right		0			0	
	Right	140	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	30	0	30	0	0	**0**
	Through-Right		0			0	
	Right	20	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	510	2	253	0	0	**0**
	Through-Right		1			0	
	Right	250	0	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	290	2	160	0	0	**0**
	Left-Through		0			0	
	Through	1290	2	**460**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	130		*North-South:*	0
			East-West:	520		*East-West:*	0
			SUM:	650		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.473			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.473			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	30	1	30	0	0	0
	Through-Right		0			0	
	Right	240	2	66	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**60**	0	0	0
	Left-Through		0			0	
	Through	40	0	60	0	0	**0**
	Through-Right		0			0	
	Right	50	1	10	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	680	2	270	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	2	66	0	0	**0**
	Left-Through		0			0	
	Through	710	2	**257**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	160		*North-South:*	0
			East-West:	337		*East-West:*	0
			SUM:	497		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.361			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.361			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	220	1	220	0	0	**0**
	Left-Through		0			0	
	Through	40	1	40	0	0	0
	Through-Right		0			0	
	Right	520	2	**236**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**70**	0	0	0
	Left-Through		0			0	
	Through	40	0	70	0	0	**0**
	Through-Right		0			0	
	Right	50	1	15	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	1360	2	**500**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	2	**50**	0	0	**0**
	Left-Through		0			0	
	Through	800	2	287	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	306		*North-South:*	0
			East-West:	550		*East-West:*	0
			SUM:	856		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.623			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.623			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	590	2	**325**	0	0	**0**
	Left-Through		0			0	
	Through	1990	2	680	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	1540	2	**540**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	20	1	20	0	0	**0**
	Through-Right		0			0	
	Right	660	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	0	40	0	0	**0**
	Left-Through		1			0	
	Through	20	0	**70**	0	0	0
	Through-Right		1			0	
	Right	50	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	865		*North-South:*	0
			East-West:	150		*East-West:*	0
			SUM:	1015		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.712			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.712			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	610	2	**336**	0	0	**0**
	Left-Through		0			0	
	Through	1960	2	673	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	1490	2	**540**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	20	1	20	0	0	**0**
	Through-Right		0			0	
	Right	540	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	0	50	0	0	**0**
	Left-Through		1			0	
	Through	20	0	**50**	0	0	0
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	876		*North-South:*	0
			East-West:	160		*East-West:*	0
			SUM:	1036		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.727			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.727			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	900	2	**495**	0	0	**0**
	Left-Through		0			0	
	Through	2130	2	733	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	1930	2	**700**	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	40	1	40	0	0	**0**
	Through-Right		0			0	
	Right	920	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	0	50	0	0	**0**
	Left-Through		1			0	
	Through	30	0	**60**	0	0	0
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1195		*North-South:*	0
			East-West:	180		*East-West:*	0
			SUM:	1375		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.965			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.965			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	1340	1	**745**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	420	1	215	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	10	0	**30**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	45	0	0	**0**
	Left-Through		1			0	
	Through	10	0	45	0	0	0
	Through-Right		0			0	
	Right	120	1	**55**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	875		*North-South:*	0
			East-West:	85		*East-West:*	0
			SUM:	960		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.674			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.674			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	580	1	**365**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	470	1	245	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	10	0	**30**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	**70**	0	0	**0**
	Left-Through		1			0	
	Through	20	0	70	0	0	0
	Through-Right		0			0	
	Right	90	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		435	*North-South:*		0
		East-West:		100	*East-West:*		0
		SUM:		535	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.375			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.375			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	760	1	**460**	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1130	1	570	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	10	0	**30**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**90**	0	0	**0**
	Left-Through		1			0	
	Through	10	0	90	0	0	0
	Through-Right		0			0	
	Right	100	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		590	*North-South:*		0
		East-West:		120	*East-West:*		0
		SUM:		710	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.498			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.498			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1800	4	**450**	0	0	0
	Through-Right		0			0	
	Right	950	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	2	**94**	0	0	0
	Left-Through		0			0	
	Through	980	3	327	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	600	3	**210**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	240	1	146	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		544	*North-South:*		0
		East-West:		210	*East-West:*		0
		SUM:		754	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.529			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.529			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1200	4	**300**	0	0	0
	Through-Right		0			0	
	Right	780	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	320	2	**176**	0	0	0
	Left-Through		0			0	
	Through	1180	3	393	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	750	3	**263**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	280	1	104	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		476	*North-South:*		0
		East-West:		263	*East-West:*		0
		SUM:		739	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.519			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.519			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1600	4	**400**	0	0	0
Through-Right		0			0	
Right	630	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	620	2	**341**	0	0	0
Left-Through		0			0	
Through	2180	3	727	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	780	3	**273**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	220	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	741		*North-South:*	0
		East-West:	273		*East-West:*	0
		SUM:	1014		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.712			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.712			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	270	2	**149**	0	0	**0**
Left-Through		0			0	
Through	220	1	150	0	0	0
Through-Right		1			0	
Right	230	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	80	2	44	0	0	0
Left-Through		0			0	
Through	520	1	**277**	0	0	**0**
Through-Right		1			0	
Right	310	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	350	2	**193**	0	0	0
Left-Through		0			0	
Through	300	3	100	0	0	**0**
Through-Right		0			0	
Right	190	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	100	2	55	0	0	**0**
Left-Through		0			0	
Through	790	3	263	0	0	0
Through-Right		0			0	
Right	760	2	**374**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	426		*North-South:*	0
		East-West:	567		*East-West:*	0
		SUM:	993		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.722			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.722			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	180	2	**99**	0	0	**0**
Left-Through		0			0	
Through	270	1	157	0	0	0
Through-Right		1			0	
Right	200	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	250	2	138	0	0	0
Left-Through		0			0	
Through	340	1	**203**	0	0	**0**
Through-Right		1			0	
Right	270	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	190	2	**105**	0	0	0
Left-Through		0			0	
Through	530	3	177	0	0	**0**
Through-Right		0			0	
Right	150	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	60	2	33	0	0	**0**
Left-Through		0			0	
Through	400	3	**133**	0	0	0
Through-Right		0			0	
Right	470	2	121	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	302		*North-South:*	0
		East-West:	238		*East-West:*	0
		SUM:	540		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.393			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.393			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	110	2	61	0	0	**0**
Left-Through		0			0	
Through	290	1	290	0	0	0
Through-Right		1			0	
Right	590	1	**309**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	580	2	**319**	0	0	0
Left-Through		0			0	
Through	540	1	320	0	0	**0**
Through-Right		1			0	
Right	420	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	270	2	149	0	0	0
Left-Through		0			0	
Through	1390	3	**463**	0	0	**0**
Through-Right		0			0	
Right	240	2	71	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	60	2	**33**	0	0	**0**
Left-Through		0			0	
Through	430	3	143	0	0	0
Through-Right		0			0	
Right	430	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	628		*North-South:*	0
		East-West:	496		*East-West:*	0
		SUM:	1124		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.817			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.817			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	320	1	160	0	0	**0**
	Left-Through		1			0	
	Through	0	0	160	0	0	0
	Through-Right		0			0	
	Right	580	1	**487**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1020	2	**510**	0	0	**0**
	Through-Right		0			0	
	Right	190	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	340	2	**187**	0	0	**0**
	Left-Through		0			0	
	Through	820	1	415	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	507		North-South:	0
			East-West:	697		East-West:	0
			SUM:	1204		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.876			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.876			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	340	1	170	0	0	**0**
	Left-Through		1			0	
	Through	0	0	170	0	0	0
	Through-Right		0			0	
	Right	350	1	**215**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	720	2	**360**	0	0	**0**
	Through-Right		0			0	
	Right	110	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	490	2	**270**	0	0	**0**
	Left-Through		0			0	
	Through	760	1	385	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	235		North-South:	0
			East-West:	630		East-West:	0
			SUM:	865		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.629			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.629			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	480	1	**240**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	240	0	0	0
	Through-Right		0			0	
	Right	330	1	179	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	900	2	**450**	0	0	**0**
	Through-Right		0			0	
	Right	370	1	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	550	2	**303**	0	0	**0**
	Left-Through		0			0	
	Through	670	1	340	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	260		North-South:	0
			East-West:	753		East-West:	0
			SUM:	1013		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.737			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.737			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	780	1	**395**	0	0	0
	Left-Through		1			0	
	Through	10	0	395	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	260	2	**143**	0	0	0
	Left-Through		0			0	
	Through	420	1	215	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	270	2	**135**	0	0	0
	Through-Right		0			0	
	Right	870	2	84	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	425		North-South:	0
			East-West:	278		East-West:	0
			SUM:	703		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.511			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.511			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	560	1	**285**	0	0	0
	Left-Through		1			0	
	Through	10	0	285	0	0	**0**
	Through-Right		0			0	
	Right	110	1	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	2	**66**	0	0	0
	Left-Through		0			0	
	Through	260	1	135	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	390	2	**195**	0	0	0
	Through-Right		0			0	
	Right	710	2	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	315		North-South:	0
			East-West:	261		East-West:	0
			SUM:	576		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.419			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.419			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	850	1	**430**	0	0	0
	Left-Through		1			0	
	Through	10	0	430	0	0	**0**
	Through-Right		0			0	
	Right	250	1	156	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	2	**94**	0	0	0
	Left-Through		0			0	
	Through	410	1	210	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	400	2	**200**	0	0	0
	Through-Right		0			0	
	Right	750	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	460		North-South:	0
			East-West:	294		East-West:	0
			SUM:	754		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.548			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.548			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1540	3	**513**	0	0	0
	Through-Right		0			0	
	Right	590	1	494	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	670	2	**369**	0	0	0
	Left-Through		0			0	
	Through	2340	3	590	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	360	2	**198**	0	0	0
	Left-Through		0			0	
	Through	320	3	107	0	0	**0**
	Through-Right		0			0	
	Right	210	1	155	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	350	2	193	0	0	**0**
	Left-Through		0			0	
	Through	220	3	73	0	0	0
	Through-Right		0			0	
	Right	580	1	**211**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	882		North-South:	0
			East-West:	409		East-West:	0
			SUM:	1291		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.939			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.939			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	1370	3	457	0	0	0
	Through-Right		0			0	
	Right	730	1	**678**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	520	2	**286**	0	0	0
	Left-Through		0			0	
	Through	1930	3	490	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	300	2	**165**	0	0	0
	Left-Through		0			0	
	Through	240	3	80	0	0	**0**
	Through-Right		0			0	
	Right	200	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	2	105	0	0	**0**
	Left-Through		0			0	
	Through	270	3	90	0	0	0
	Through-Right		0			0	
	Right	430	1	**144**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	964		North-South:	0
			East-West:	309		East-West:	0
			SUM:	1273		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.926			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.926			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	2100	3	700	0	0	0
	Through-Right		0			0	
	Right	1100	1	**1034**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	520	2	**286**	0	0	0
	Left-Through		0			0	
	Through	2500	3	633	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	310	2	**171**	0	0	0
	Left-Through		0			0	
	Through	560	3	187	0	0	**0**
	Through-Right		0			0	
	Right	180	1	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	2	132	0	0	**0**
	Left-Through		0			0	
	Through	300	3	100	0	0	0
	Through-Right		0			0	
	Right	680	1	**394**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1320		*North-South:*	0
			East-West:	565		*East-West:*	0
			SUM:	1885		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.371			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.371			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	1040	2	**520**	0	0	0
	Through-Right		0			0	
	Right	610	1	505	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	390	1	200	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	**10**	0	0	0
	Left-Through		0			0	
	Through	10	1	10	0	0	**0**
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	**105**	0	0	**0**
	Left-Through		1			0	
	Through	20	0	105	0	0	0
	Through-Right		0			0	
	Right	90	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	600		*North-South:*	0
			East-West:	115		*East-West:*	0
			SUM:	715		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.520			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.520			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	360	2	**180**	0	0	0
	Through-Right		0			0	
	Right	290	1	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	290	1	150	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	20	1	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	280	1	**160**	0	0	**0**
	Left-Through		1			0	
	Through	40	0	160	0	0	0
	Through-Right		0			0	
	Right	120	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	280		*North-South:*	0
			East-West:	180		*East-West:*	0
			SUM:	460		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.335			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.335			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	510	2	255	0	0	0
	Through-Right		0			0	
	Right	270	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	840	1	**425**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	40	1	**40**	0	0	**0**
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	430	1	**235**	0	0	**0**
	Left-Through		1			0	
	Through	40	0	235	0	0	0
	Through-Right		0			0	
	Right	170	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	435		*North-South:*	0
			East-West:	275		*East-West:*	0
			SUM:	710		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.516			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.516			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	30	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	460	1	**415**	0	0	0
	Left-Through		1			0	
	Through	1200	0	415	0	0	**0**
	Through-Right		1			0	
	Right	580	1	415	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	490	2	**243**	0	0	**0**
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	280	2	**154**	0	0	**0**
	Left-Through		0			0	
	Through	910	2	303	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		545	North-South:		0
		East-West:		397	East-West:		0
		SUM:		942	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.685			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.685			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	80	2	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	**125**	0	0	0
	Left-Through		1			0	
	Through	330	0	125	0	0	**0**
	Through-Right		1			0	
	Right	220	1	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	490	2	245	0	0	**0**
	Through-Right		1			0	
	Right	310	0	**260**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	2	**33**	0	0	**0**
	Left-Through		0			0	
	Through	610	2	203	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		225	North-South:		0
		East-West:		293	East-West:		0
		SUM:		518	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.377			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.377			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	**190**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	200	2	74	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	200	1	200	0	0	0
	Left-Through		1			0	
	Through	210	0	**210**	0	0	**0**
	Through-Right		1			0	
	Right	310	1	171	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	850	2	**337**	0	0	**0**
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	2	**72**	0	0	**0**
	Left-Through		0			0	
	Through	870	2	290	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		400	North-South:		0
		East-West:		409	East-West:		0
		SUM:		809	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.588			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.588			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	860	2	**473**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	500	2	187	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	320	3	107	0	0	**0**
	Through-Right		0			0	
	Right	380	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	2	88	0	0	**0**
	Left-Through		0			0	
	Through	1300	1	**650**	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		473	North-South:		0
		East-West:		650	East-West:		0
		SUM:		1123	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.788			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.788			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	550	2	**303**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	190	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	550	3	183	0	0	**0**
Through-Right		0			0	
Right	590	1	**287**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	340	2	**187**	0	0	**0**
Left-Through		0			0	
Through	620	1	310	0	0	0
Through-Right		1			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	303		*North-South:*	0
		East-West:	474		*East-West:*	0
		SUM:	777		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.545			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.545			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	690	2	**380**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	250	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1590	3	**530**	0	0	**0**
Through-Right		0			0	
Right	600	1	220	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	370	2	**204**	0	0	**0**
Left-Through		0			0	
Through	600	1	300	0	0	0
Through-Right		1			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	380		*North-South:*	0
		East-West:	734		*East-West:*	0
		SUM:	1114		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.782			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.782			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	20	1	20	0	0	**0**
Left-Through		0			0	
Through	1870	4	**468**	0	0	0
Through-Right		0			0	
Right	420	1	222	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	510	2	**281**	0	0	0
Left-Through		0			0	
Through	1440	4	360	0	0	**0**
Through-Right		0			0	
Right	290	1	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	180	1	180	0	0	0
Left-Through		0			0	
Through	380	2	**140**	0	0	**0**
Through-Right		1			0	
Right	40	0	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	360	2	**198**	0	0	**0**
Left-Through		0			0	
Through	110	2	55	0	0	0
Through-Right		0			0	
Right	550	2	22	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	749		*North-South:*	0
		East-West:	338		*East-West:*	0
		SUM:	1087		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.791			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.791			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	30	1	30	0	0	**0**
Left-Through		0			0	
Through	1550	4	**388**	0	0	0
Through-Right		0			0	
Right	220	1	27	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	530	2	**292**	0	0	0
Left-Through		0			0	
Through	1270	4	318	0	0	**0**
Through-Right		0			0	
Right	280	1	190	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	90	1	90	0	0	0
Left-Through		0			0	
Through	130	2	**63**	0	0	**0**
Through-Right		1			0	
Right	60	0	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	350	2	**193**	0	0	**0**
Left-Through		0			0	
Through	160	2	80	0	0	0
Through-Right		0			0	
Right	750	2	121	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	680		*North-South:*	0
		East-West:	256		*East-West:*	0
		SUM:	936		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.681			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.681			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0		0
		EB-- 0	WB-- 3	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	1970	4	**493**	0	0	0
	Through-Right		0			0	
	Right	470	1	206	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	560	2	**308**	0	0	0
	Left-Through		0			0	
	Through	1850	4	463	0	0	**0**
	Through-Right		0			0	
	Right	490	1	270	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	1	220	0	0	0
	Left-Through		0			0	
	Through	200	2	**93**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	480	2	**264**	0	0	**0**
	Left-Through		0			0	
	Through	250	2	125	0	0	0
	Through-Right		0			0	
	Right	630	2	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	801		*North-South:*	0
			East-West:	357		*East-West:*	0
			SUM:	1158		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.842			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.842			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0		0
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**310**	0	0	0
	Through-Right		0			0	
	Right	310	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	310	2	**171**	0	0	0
	Left-Through		0			0	
	Through	820	2	410	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1150	2	**383**	0	0	0
	Through-Right		1			0	
	Right	180	1	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	310		*North-South:*	0
			East-West:	554		*East-West:*	0
			SUM:	864		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.606			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.606			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0		0
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**160**	0	0	0
	Through-Right		0			0	
	Right	160	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	310	2	**171**	0	0	0
	Left-Through		0			0	
	Through	1110	2	555	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1200	2	**418**	0	0	0
	Through-Right		1			0	
	Right	470	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	160		*North-South:*	0
			East-West:	589		*East-West:*	0
			SUM:	749		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.526			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.526			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0		0
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	300	1	300	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**630**	0	0	0
	Through-Right		0			0	
	Right	630	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	260	2	**143**	0	0	0
	Left-Through		0			0	
	Through	1090	2	545	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1460	2	**487**	0	0	0
	Through-Right		1			0	
	Right	190	1	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	630		*North-South:*	0
			East-West:	630		*East-West:*	0
			SUM:	1260		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.884			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.884			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	130	1	130	0	0	0	380	1	220	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	**200**	0	0	**0**	0	0	**220**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	400	1	0	0	0	0	280	1	0	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	**0**	0	0	0
	Left-Through		0			0			0			0	
	Through	970	4	243	0	0	**0**	910	4	228	0	0	**0**
	Through-Right		0			0			0			0	
	Right	250	1	**250**	0	0	0	220	1	220	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	330	2	**182**	0	0	**0**	340	2	187	0	0	**0**
	Left-Through		0			0			0			0	
	Through	840	2	420	0	0	0	850	2	**425**	0	0	0
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	200		*North-South:*	0		*North-South:*	220		*North-South:*	0
			East-West:	432		*East-West:*	0		*East-West:*	425		*East-West:*	0
			SUM:	632		*SUM:*	0		*SUM:*	645		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.444			0.000			0.453			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.444			0.000			0.453			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	0	0	**0**	0	0	**0**						
	Left-Through		0			0							
	Through	0	0	0	0	0	0						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	150	1	143	0	0	0						
	Left-Through		0			0							
	Through	0	0	**143**	0	0	**0**						
	Through-Right		0			0							
	Right	280	1	0	0	0	0						
	Left-Through-Right		1			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	1250	4	313	0	0	**0**						
	Through-Right		0			0							
	Right	330	1	**330**	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	610	2	**336**	0	0	**0**						
	Left-Through		0			0							
	Through	1140	2	570	0	0	0						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	143		*North-South:*	0						
			East-West:	666		*East-West:*	0						
			SUM:	809		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.568			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.568			0.000						
LEVEL OF SERVICE (LOS):				A			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				2			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	0	0	0	0	0	**0**						
	Left-Through		0			0							
	Through	2560	2	**917**	0	0	0						
	Through-Right		1			0							
	Right	190	0	190	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	0	0	**0**	0	0	0						
	Left-Through		0			0							
	Through	2440	3	813	0	0	**0**						
	Through-Right		0			0							
	Right	960	1	680	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	800	3	280	0	0	0						
	Left-Through		0			0							
	Through	310	0	**320**	0	0	**0**						
	Through-Right		1			0							
	Right	10	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	0	0	**0**	0	0	**0**						
	Left-Through		0			0							
	Through	0	0	0	0	0	0						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	917		*North-South:*	0						
			East-West:	320		*East-West:*	0						
			SUM:	1237		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.825			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.825			0.000						
LEVEL OF SERVICE (LOS):				D			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3		NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1640	2	**623**	0	0	0
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1690	3	563	0	0	**0**
	Through-Right		0			0	
	Right	820	1	547	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	780	3	273	0	0	0
	Left-Through		0			0	
	Through	380	0	**400**	0	0	**0**
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	623		North-South:	0
			East-West:	400		East-West:	0
			SUM:	1023		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.682			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.682			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3		NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2280	2	**870**	0	0	0
	Through-Right		1			0	
	Right	330	0	330	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2440	3	813	0	0	**0**
	Through-Right		0			0	
	Right	1000	1	618	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1090	3	382	0	0	0
	Left-Through		0			0	
	Through	760	0	**810**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	870		North-South:	0
			East-West:	810		East-West:	0
			SUM:	1680		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.120			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.120			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	790	1	**425**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	770	3	257	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	300	1	**270**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	485		North-South:	0
			East-West:	270		East-West:	0
			SUM:	755		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.503			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.503			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	730	1	**415**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	640	3	213	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	80	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	190	1	**140**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	515		North-South:	0
			East-West:	140		East-West:	0
			SUM:	655		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.437			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.437			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	730	1	**470**	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	300	1	**300**	0	0	0
	Left-Through		0			0	
	Through	1100	3	367	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	230	1	**80**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	770		*North-South:*	0
			East-West:	80		*East-West:*	0
			SUM:	850		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.567			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.567			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	620	1	**620**	0	0	**0**
	Left-Through		0			0	
	Through	800	2	400	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	850	2	**327**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	2	**66**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	190	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	947		*North-South:*	0
			East-West:	66		*East-West:*	0
			SUM:	1013		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.675			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.675			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	440	1	**440**	0	0	**0**
	Left-Through		0			0	
	Through	620	2	310	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	570	2	**250**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	240	2	132	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	400	1	**180**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	690		*North-South:*	0
			East-West:	180		*East-West:*	0
			SUM:	870		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.580			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.580			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	280	1	**280**	0	0	**0**
	Left-Through		0			0	
	Through	780	2	390	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	960	2	**373**	0	0	**0**
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	2	121	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	390	1	**250**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	653		*North-South:*	0
			East-West:	250		*East-West:*	0
			SUM:	903		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.602			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.602			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: SB I-405 RAMPS (N/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: Analyst: Date:

		AM						MD					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0	NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**	0	0	0	0	0	**0**
	Left-Through		0			0			0			0	
	Through	850	1	**425**	0	0	0	740	1	**370**	0	0	0
	Through-Right		1			0			1			0	
	Right	140	1	0	0	0	0	130	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0	150	1	**150**	0	0	0
	Left-Through		0			0			0			0	
	Through	530	2	265	0	0	**0**	600	2	300	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	930	1	**500**	0	0	**0**	980	1	**535**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	**0**
	Through-Right		0			0			0			0	
	Right	70	0	500	0	0	0	90	0	535	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		1			0			1			0	
CRITICAL VOLUMES			North-South:	565		North-South:	0		North-South:	520		North-South:	0
			East-West:	500		East-West:	0		East-West:	535		East-West:	0
			SUM:	1065		SUM:	0		SUM:	1055		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.710			0.000			0.703			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.710			0.000			0.703			0.000
LEVEL OF SERVICE (LOS):				C			A			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: SB I-405 RAMPS (N/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: Analyst: Date:

		PM											
No. of Phases				2			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**						
	Left-Through		0			0							
	Through	760	1	**380**	0	0	0						
	Through-Right		1			0							
	Right	240	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	210	1	**210**	0	0	0						
	Left-Through		0			0							
	Through	1040	2	520	0	0	**0**						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	0	0	**0**	0	0	**0**						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	790	1	**480**	0	0	**0**						
	Left-Through		0			0							
	Through	0	0	0	0	0	0						
	Through-Right		0			0							
	Right	170	0	480	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		1			0							
CRITICAL VOLUMES			North-South:	590		North-South:	0						
			East-West:	480		East-West:	0						
			SUM:	1070		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.713			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.713			0.000						
LEVEL OF SERVICE (LOS):				C			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: SB I-405 RAMPS (S/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: Analyst: Date:

		AM											
No. of Phases				2			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**						
	Left-Through		0			0							
	Through	660	1	**350**	0	0	0						
	Through-Right		1			0							
	Right	40	0	40	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	560	2	**308**	0	0	0						
	Left-Through		0			0							
	Through	680	0	0	0	0	**0**						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	0	0	**0**	0	0	**0**						
	Through-Right		0			0							
	Right	0	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	0	0	**0**	0	0	**0**						
	Left-Through		0			0							
	Through	0	0	0	0	0	0						
	Through-Right		0			0							
	Right	140	2	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	658		North-South:	0						
			East-West:	0		East-West:	0						
			SUM:	658		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.439			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.439			0.000						
LEVEL OF SERVICE (LOS):				A			A						

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 97

PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	790	1	**415**	0	0	0
Through-Right		1			0	
Right	40	0	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	660	2	**363**	0	0	0
Left-Through		0			0	
Through	560	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	190	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	778		*North-South:*	0
		East-West:	0		*East-West:*	0
		SUM:	778		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.519			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.519			0.000
LEVEL OF SERVICE (LOS):			A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 97

PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	930	1	**485**	0	0	0
Through-Right		1			0	
Right	40	0	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	500	2	**275**	0	0	0
Left-Through		0			0	
Through	1050	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	0	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	360	2	**61**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	760		*North-South:*	0
		East-West:	61		*East-West:*	0
		SUM:	821		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.547			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.547			0.000
LEVEL OF SERVICE (LOS):			A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 98

PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	1	0	0	0	**0**
Left-Through		0			0	
Through	1100	2	**550**	0	0	0
Through-Right		0			0	
Right	110	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	200	1	**200**	0	0	0
Left-Through		0			0	
Through	820	2	273	0	0	**0**
Through-Right		1			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
WESTBOUND Left	200	2	110	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	300	1	**200**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	750		*North-South:*	0
		East-West:	200		*East-West:*	0
		SUM:	950		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.691			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.691			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 98

PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	1	0	0	0	**0**
Left-Through		0			0	
Through	810	2	**405**	0	0	0
Through-Right		0			0	
Right	80	1	25	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	220	1	**220**	0	0	0
Left-Through		0			0	
Through	790	2	263	0	0	**0**
Through-Right		1			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
WESTBOUND Left	100	2	55	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	190	1	**80**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	625		*North-South:*	0
		East-West:	80		*East-West:*	0
		SUM:	705		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.513			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.513			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	950	2	**475**	0	0	0
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	1210	2	403	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	200	2	**110**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	90	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	585		*North-South:*	0
			East-West:	110		*East-West:*	0
			SUM:	695		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.505			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.505			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	2	**77**	0	0	**0**
	Left-Through		0			0	
	Through	1700	2	573	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	1300	2	**640**	0	0	**0**
	Through-Right		1			0	
	Right	620	0	620	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	**110**	0	0	0
	Left-Through		1			0	
	Through	10	0	110	0	0	**0**
	Through-Right		0			0	
	Right	50	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	717		*North-South:*	0
			East-West:	140		*East-West:*	0
			SUM:	857		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.623			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.623			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	2	39	0	0	**0**
	Left-Through		0			0	
	Through	1370	2	**460**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	**40**	0	0	0
	Left-Through		0			0	
	Through	960	2	400	0	0	**0**
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	1	**85**	0	0	0
	Left-Through		1			0	
	Through	10	0	85	0	0	**0**
	Through-Right		0			0	
	Right	70	1	31	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	500		*North-South:*	0
			East-West:	115		*East-West:*	0
			SUM:	615		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.447			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.447			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	2	**11**	0	0	**0**
	Left-Through		0			0	
	Through	1760	2	593	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	1650	2	**670**	0	0	**0**
	Through-Right		1			0	
	Right	360	0	360	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	590	1	**300**	0	0	0
	Left-Through		1			0	
	Through	10	0	300	0	0	**0**
	Through-Right		0			0	
	Right	140	1	129	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	681		*North-South:*	0
			East-West:	330		*East-West:*	0
			SUM:	1011		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.735			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.735			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	250	2	125	0	0	0
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	790	2	**395**	0	0	**0**
	Through-Right		0			0	
	Right	310	1	225	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	540	2	270	0	0	**0**
	Through-Right		0			0	
	Right	30	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	290	1	290	0	0	**0**
	Left-Through		0			0	
	Through	880	2	**440**	0	0	0
	Through-Right		0			0	
	Right	20	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	515		*North-South:*	0
			East-West:	610		*East-West:*	0
			SUM:	1125		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.789			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.789			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	420	2	210	0	0	0
	Through-Right		0			0	
	Right	230	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	780	2	**390**	0	0	**0**
	Through-Right		0			0	
	Right	220	1	105	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	700	2	350	0	0	**0**
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	220	0	0	**0**
	Left-Through		0			0	
	Through	720	2	**360**	0	0	0
	Through-Right		0			0	
	Right	20	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	530		*North-South:*	0
			East-West:	590		*East-West:*	0
			SUM:	1120		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.786			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.786			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	770	2	**385**	0	0	0
	Through-Right		0			0	
	Right	360	1	300	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	730	2	365	0	0	**0**
	Through-Right		0			0	
	Right	270	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	360	1	**360**	0	0	0
	Left-Through		0			0	
	Through	950	2	475	0	0	**0**
	Through-Right		0			0	
	Right	40	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	760	2	**380**	0	0	0
	Through-Right		0			0	
	Right	20	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	415		*North-South:*	0
			East-West:	740		*East-West:*	0
			SUM:	1155		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.811			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.811			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	1590	3	**530**	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	1170	3	390	0	0	**0**
	Through-Right		0			0	
	Right	230	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	180	2	90	0	0	**0**
	Through-Right		0			0	
	Right	80	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	240	0	0	**0**
	Left-Through		0			0	
	Through	540	1	**285**	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	590		*North-South:*	0
			East-West:	395		*East-West:*	0
			SUM:	985		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.716			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.716			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB--	0
		EB-- 3	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1190	3	**397**	0	0	0
	Through-Right		0			0	
	Right	170	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	1150	3	383	0	0	**0**
	Through-Right		0			0	
	Right	110	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	430	2	**215**	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	620	1	**620**	0	0	**0**
	Left-Through		0			0	
	Through	370	1	275	0	0	0
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	607		*North-South:*	0
			East-West:	835		*East-West:*	0
			SUM:	1442		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.049			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.049			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB--	0
		EB-- 3	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	1670	3	557	0	0	0
	Through-Right		0			0	
	Right	130	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	1690	3	**563**	0	0	**0**
	Through-Right		0			0	
	Right	210	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	230	1	230	0	0	0
	Left-Through		0			0	
	Through	820	2	**410**	0	0	**0**
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	390	1	**390**	0	0	**0**
	Left-Through		0			0	
	Through	320	1	215	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	663		*North-South:*	0
			East-West:	800		*East-West:*	0
			SUM:	1463		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.064			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.064			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	200	1	**200**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	470	1	**470**	0	0	0
	Left-Through		0			0	
	Through	850	3	283	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1550	3	**463**	0	0	0
	Through-Right		1			0	
	Right	300	0	300	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	200		*North-South:*	0
			East-West:	933		*East-West:*	0
			SUM:	1133		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.795			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.795			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	320	1	320	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	370	1	**370**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	510	1	**510**	0	0	0
	Left-Through		0			0	
	Through	1100	3	367	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1430	3	**423**	0	0	0
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	370		*North-South:*	0
			East-West:	933		*East-West:*	0
			SUM:	1303		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.914			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.914			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS
East-West Street: LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: Analyst: Date:

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	300	1	300	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	320	1	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	380	1	380	0	0	0
	Left-Through		0			0	
	Through	1980	3	660	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1420	3	388	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	320		North-South:	0
			East-West:	768		East-West:	0
			SUM:	1088		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.764			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.764			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS
East-West Street: LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: Analyst: Date:

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 2		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	0	110	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	450	1	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1210	3	368	0	0	0
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	220	0	0	0
	Left-Through		0			0	
	Through	1510	3	503	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	280		North-South:	0
			East-West:	588		East-West:	0
			SUM:	868		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.609			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.609			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS
East-West Street: LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: Analyst: Date:

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 2		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	0	140	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	440	1	290	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1470	3	415	0	0	0
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	300	1	300	0	0	0
	Left-Through		0			0	
	Through	1450	3	483	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	290		North-South:	0
			East-West:	715		East-West:	0
			SUM:	1005		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.705			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.705			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS
East-West Street: LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: Analyst: Date:

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 2		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	0	240	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	480	1	360	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2120	3	575	0	0	0
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	1	210	0	0	0
	Left-Through		0			0	
	Through	1510	3	503	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	360		North-South:	0
			East-West:	785		East-West:	0
			SUM:	1145		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.804			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.804			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 3		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	2690	4	**673**	0	0	0
	Through-Right		0			0	
	Right	200	1	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	300	2	**165**	0	0	0
	Left-Through		0			0	
	Through	2110	3	703	0	0	**0**
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	10	0	30	0	0	**0**
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**55**	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	838		North-South:	0
			East-West:	85		East-West:	0
			SUM:	923		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.671			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.671			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 3		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	**20**	0	0	**0**
	Left-Through		0			0	
	Through	1900	4	475	0	0	0
	Through-Right		0			0	
	Right	160	1	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	2	66	0	0	0
	Left-Through		0			0	
	Through	1890	3	**630**	0	0	**0**
	Through-Right		0			0	
	Right	20	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	10	0	**30**	0	0	**0**
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	**107**	0	0	**0**
	Left-Through		0			0	
	Through	10	0	107	0	0	0
	Through-Right		0			0	
	Right	190	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	650		North-South:	0
			East-West:	137		East-West:	0
			SUM:	787		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.572			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.572			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 3		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	**20**	0	0	**0**
	Left-Through		0			0	
	Through	2680	4	670	0	0	0
	Through-Right		0			0	
	Right	120	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	2	88	0	0	0
	Left-Through		0			0	
	Through	2780	3	**927**	0	0	**0**
	Through-Right		0			0	
	Right	20	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	10	0	**30**	0	0	**0**
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**160**	0	0	0
	Through-Right		0			0	
	Right	310	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	947		North-South:	0
			East-West:	190		East-West:	0
			SUM:	1137		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.827			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.827			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 3	WB-- 3		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	1610	3	430	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	1620	2	**557**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	310	1	**310**	0	0	0
	Left-Through		0			0	
	Through	450	2	225	0	0	**0**
	Through-Right		0			0	
	Right	140	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	220	0	0	**0**
	Left-Through		0			0	
	Through	490	2	**245**	0	0	0
	Through-Right		0			0	
	Right	250	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	687		North-South:	0
			East-West:	555		East-West:	0
			SUM:	1242		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.903			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.903			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 3 WB--		3	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1290	3	**358**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	940	2	343	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	260	2	130	0	0	**0**
	Through-Right		0			0	
	Right	90	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	380	2	**190**	0	0	0
	Through-Right		0			0	
	Right	240	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	578		*North-South:*	0
			East-West:	330		*East-West:*	0
			SUM:	908		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.660			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.660			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 3 WB--		3	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	2080	3	**578**	0	0	0
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	1	**270**	0	0	0
	Left-Through		0			0	
	Through	1700	2	620	0	0	**0**
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	480	2	**240**	0	0	**0**
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	260	1	**260**	0	0	**0**
	Left-Through		0			0	
	Through	490	2	245	0	0	0
	Through-Right		0			0	
	Right	280	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	848		*North-South:*	0
			East-West:	500		*East-West:*	0
			SUM:	1348		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.980			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.980			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB--		0	NB-- 0 SB--		0
		EB-- 3 WB--		3	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	70	2	39	0	0	**0**
	Left-Through		0			0	
	Through	1820	3	**607**	0	0	0
	Through-Right		0			0	
	Right	200	1	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	200	2	**110**	0	0	0
	Left-Through		0			0	
	Through	1710	3	435	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	80	1	80	0	0	**0**
	Through-Right		0			0	
	Right	190	1	**151**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	**105**	0	0	**0**
	Left-Through		1			0	
	Through	30	0	105	0	0	0
	Through-Right		0			0	
	Right	180	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	717		*North-South:*	0
			East-West:	256		*East-West:*	0
			SUM:	973		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.708			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.708			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB--		0	NB-- 0 SB--		0
		EB-- 3 WB--		3	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	120	2	66	0	0	**0**
	Left-Through		0			0	
	Through	1930	3	**643**	0	0	0
	Through-Right		0			0	
	Right	310	1	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	2	**127**	0	0	0
	Left-Through		0			0	
	Through	1870	3	485	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	70	1	70	0	0	**0**
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	290	1	**170**	0	0	**0**
	Left-Through		1			0	
	Through	50	0	170	0	0	0
	Through-Right		0			0	
	Right	240	1	113	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	770		*North-South:*	0
			East-West:	240		*East-West:*	0
			SUM:	1010		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.735			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.735			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: MAXELLA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: Analyst: Date:

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 3	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	2	83	0	0	**0**
	Left-Through		0			0	
	Through	2080	3	**693**	0	0	0
	Through-Right		0			0	
	Right	360	1	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	2	**99**	0	0	0
	Left-Through		0			0	
	Through	2140	3	565	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	80	1	**80**	0	0	**0**
	Through-Right		0			0	
	Right	100	1	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	300	1	200	0	0	**0**
	Left-Through		1			0	
	Through	100	0	200	0	0	0
	Through-Right		0			0	
	Right	320	1	**221**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	792		North-South:	0
			East-West:	301		East-West:	0
			SUM:	1093		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.795			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.795			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: MINDANAO WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: Analyst: Date:

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 2		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	1510	3	**503**	0	0	0
	Through-Right		0			0	
	Right	350	1	201	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	1380	2	470	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	630	1	**340**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	270	2	**149**	0	0	**0**
	Left-Through		0			0	
	Through	440	1	260	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	683		North-South:	0
			East-West:	489		East-West:	0
			SUM:	1172		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.852			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.852			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: MINDANAO WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: Analyst: Date:

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 2		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1570	3	**523**	0	0	0
	Through-Right		0			0	
	Right	310	1	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	260	1	**260**	0	0	0
	Left-Through		0			0	
	Through	1240	2	447	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	550	1	**335**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	430	2	**237**	0	0	**0**
	Left-Through		0			0	
	Through	500	1	290	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	783		North-South:	0
			East-West:	572		East-West:	0
			SUM:	1355		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.985			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.985			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: MINDANAO WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: Analyst: Date:

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 2		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	1780	3	**593**	0	0	0
	Through-Right		0			0	
	Right	310	1	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	295	1	**295**	0	0	0
	Left-Through		0			0	
	Through	1590	2	563	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	530	1	**320**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	430	2	**237**	0	0	**0**
	Left-Through		0			0	
	Through	640	1	355	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	888		North-South:	0
			East-West:	557		East-West:	0
			SUM:	1445		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.051			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.051			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1900	4	**665**	0	0	**0**
	Left-Through		0			0	
	Through	1860	0	0	0	0	0
	Through-Right		0			0	
	Right	270	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1530	4	**383**	0	0	**0**
	Through-Right		0			0	
	Right	20	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	1410	4	**161**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	10	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1048		*North-South:*	0
			East-West:	161		*East-West:*	0
			SUM:	1209		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.806			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.806			0.000
LEVEL OF SERVICE (LOS):				D			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1650	4	**578**	0	0	**0**
	Left-Through		0			0	
	Through	1610	0	0	0	0	0
	Through-Right		0			0	
	Right	200	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2068	4	**517**	0	0	**0**
	Through-Right		0			0	
	Right	40	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	1040	4	**75**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	40	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1095		*North-South:*	0
			East-West:	75		*East-West:*	0
			SUM:	1170		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.780			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.780			0.000
LEVEL OF SERVICE (LOS):				C			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2160	4	**756**	0	0	**0**
	Left-Through		0			0	
	Through	1840	0	0	0	0	0
	Through-Right		0			0	
	Right	280	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2313.5	4	**579**	0	0	**0**
	Through-Right		0			0	
	Right	30	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	1740	4	**231**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	40	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1335		*North-South:*	0
			East-West:	231		*East-West:*	0
			SUM:	1566		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.044			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.044			0.000
LEVEL OF SERVICE (LOS):				F			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	3	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	2	77	0	0	**0**
	Left-Through		0			0	
	Through	1380	1	**760**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	280	2	**154**	0	0	0
	Left-Through		0			0	
	Through	1490	1	780	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	2	39	0	0	0
	Left-Through		0			0	
	Through	880	3	**293**	0	0	**0**
	Through-Right		0			0	
	Right	150	1	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	290	2	**160**	0	0	**0**
	Left-Through		0			0	
	Through	630	2	315	0	0	0
	Through-Right		0			0	
	Right	350	1	196	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	914		*North-South:*	0
			East-West:	453		*East-West:*	0
			SUM:	1367		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.994			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.994			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	2	121	0	0	**0**
	Left-Through		0			0	
	Through	1490	1	**815**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	2	**149**	0	0	0
	Left-Through		0			0	
	Through	1480	1	795	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	2	**61**	0	0	0
	Left-Through		0			0	
	Through	670	3	223	0	0	**0**
	Through-Right		0			0	
	Right	170	1	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	270	2	149	0	0	**0**
	Left-Through		0			0	
	Through	790	2	**395**	0	0	0
	Through-Right		0			0	
	Right	230	1	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	964		North-South:	0
			East-West:	456		East-West:	0
			SUM:	1420		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.033			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.033			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	1430	1	**785**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	440	2	**242**	0	0	0
	Left-Through		0			0	
	Through	1680	1	880	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	2	**50**	0	0	0
	Left-Through		0			0	
	Through	920	3	307	0	0	**0**
	Through-Right		0			0	
	Right	220	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	310	2	171	0	0	**0**
	Left-Through		0			0	
	Through	990	2	**495**	0	0	0
	Through-Right		0			0	
	Right	300	1	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	1027		North-South:	0
			East-West:	545		East-West:	0
			SUM:	1572		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.143			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.143			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	490	2	**270**	0	0	**0**
	Left-Through		0			0	
	Through	1530	2	550	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	260	2	143	0	0	0
	Left-Through		0			0	
	Through	1530	2	**560**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	2	**55**	0	0	0
	Left-Through		0			0	
	Through	680	2	340	0	0	**0**
	Through-Right		0			0	
	Right	520	1	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	2	105	0	0	**0**
	Left-Through		0			0	
	Through	830	2	**415**	0	0	0
	Through-Right		0			0	
	Right	230	1	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	830		North-South:	0
			East-West:	470		East-West:	0
			SUM:	1300		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.945			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.945			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	590	2	**325**	0	0	**0**
	Left-Through		0			0	
	Through	1400	2	543	0	0	0
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	410	2	226	0	0	0
	Left-Through		0			0	
	Through	1260	2	**480**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	2	77	0	0	0
	Left-Through		0			0	
	Through	670	2	**335**	0	0	**0**
	Through-Right		0			0	
	Right	430	1	105	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	490	2	**270**	0	0	**0**
	Left-Through		0			0	
	Through	970	2	485	0	0	0
	Through-Right		0			0	
	Right	400	1	174	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	805		North-South:	0
			East-West:	605		East-West:	0
			SUM:	1410		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.025			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.025			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	620	2	**341**	0	0	**0**
	Left-Through		0			0	
	Through	1350	2	520	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	2	149	0	0	0
	Left-Through		0			0	
	Through	1470	2	**537**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	2	72	0	0	0
	Left-Through		0			0	
	Through	820	2	**410**	0	0	**0**
	Through-Right		0			0	
	Right	480	1	139	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	550	2	**303**	0	0	**0**
	Left-Through		0			0	
	Through	720	2	360	0	0	0
	Through-Right		0			0	
	Right	370	1	221	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	878		*North-South:*	0
			East-West:	713		*East-West:*	0
			SUM:	1591		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.157			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.157			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	2080	3	**525**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	1770	2	630	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	340	2	**187**	0	0	0
	Left-Through		0			0	
	Through	40	0	80	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		0			0	
	Right	270	1	**150**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	645		*North-South:*	0
			East-West:	337		*East-West:*	0
			SUM:	982		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.714			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.714			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	1700	3	**433**	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	1400	2	527	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	2	94	0	0	0
	Left-Through		0			0	
	Through	60	0	**120**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	**40**	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		0			0	
	Right	200	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	603		*North-South:*	0
			East-West:	160		*East-West:*	0
			SUM:	763		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.555			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.555			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	2440	3	**620**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	310	1	**310**	0	0	0
	Left-Through		0			0	
	Through	2210	2	810	0	0	**0**
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	2	**105**	0	0	0
	Left-Through		0			0	
	Through	80	0	110	0	0	**0**
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	90	1	**90**	0	0	0
	Through-Right		0			0	
	Right	180	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	930		*North-South:*	0
			East-West:	195		*East-West:*	0
			SUM:	1125		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.818			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.818			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**	0	0	0	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1470	3	**490**	0	0	0	1740	3	**580**	0	0	0
	Through-Right		0			0			0			0	
	Right	330	1	0	0	0	0	190	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	860	2	**473**	0	0	0	730	2	**402**	0	0	0
	Left-Through		0			0			0			0	
	Through	1240	3	413	0	0	**0**	1510	3	503	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	160	2	**88**	0	0	**0**	170	2	**94**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	770	2	0	0	0	0	730	2	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	963		*North-South:*	0		*North-South:*	982		*North-South:*	0
			East-West:	88		*East-West:*	0		*East-West:*	94		*East-West:*	0
			SUM:	1051		*SUM:*	0		*SUM:*	1076		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.738			0.000			0.755			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.738			0.000			0.755			0.000
LEVEL OF SERVICE (LOS):				C			A			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	0	0	0	0	0	**0**						
	Left-Through		0			0							
	Through	1830	3	**610**	0	0	0						
	Through-Right		0			0							
	Right	240	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	1010	2	**556**	0	0	0						
	Left-Through		0			0							
	Through	1800	3	600	0	0	**0**						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	0	0	**0**	0	0	**0**						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	240	2	**132**	0	0	**0**						
	Left-Through		0			0							
	Through	0	0	0	0	0	0						
	Through-Right		0			0							
	Right	760	2	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	1166		*North-South:*	0						
			East-West:	132		*East-West:*	0						
			SUM:	1298		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.911			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.911			0.000						
LEVEL OF SERVICE (LOS):				E			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	30	1	30	0	0	**0**						
	Left-Through		0			0							
	Through	800	2	**400**	0	0	0						
	Through-Right		0			0							
	Right	140	1	60	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	120	1	**120**	0	0	0						
	Left-Through		0			0							
	Through	320	1	165	0	0	**0**						
	Through-Right		1			0							
	Right	10	0	10	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	40	1	40	0	0	0						
	Left-Through		0			0							
	Through	60	1	**45**	0	0	**0**						
	Through-Right		1			0							
	Right	30	0	30	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	160	1	160	0	0	**0**						
	Left-Through		0			0							
	Through	70	1	70	0	0	0						
	Through-Right		0			0							
	Right	340	1	**220**	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	520		*North-South:*	0						
			East-West:	265		*East-West:*	0						
			SUM:	785		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.571			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.571			0.000						
LEVEL OF SERVICE (LOS):				A			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	350	2	**175**	0	0	0
	Through-Right		0			0	
	Right	110	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	**50**	0	0	0
	Left-Through		0			0	
	Through	120	1	70	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	230	1	125	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	70	1	70	0	0	0
	Through-Right		0			0	
	Right	250	1	**200**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	225		*North-South:*	0
			East-West:	380		*East-West:*	0
			SUM:	605		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.440			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.440			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	480	2	**240**	0	0	0
	Through-Right		0			0	
	Right	170	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	50	1	40	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	270	1	270	0	0	0
	Left-Through		0			0	
	Through	640	1	**335**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	80	1	80	0	0	0
	Through-Right		0			0	
	Right	190	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	320		*North-South:*	0
			East-West:	495		*East-West:*	0
			SUM:	815		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.593			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.593			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	1330	3	**443**	0	0	0
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1200	3	400	0	0	**0**
	Through-Right		0			0	
	Right	130	1	86	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	2	**88**	0	0	0
	Left-Through		0			0	
	Through	580	2	290	0	0	**0**
	Through-Right		0			0	
	Right	80	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	940	1	**660**	0	0	0
	Through-Right		1			0	
	Right	380	0	380	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	573		*North-South:*	0
			East-West:	748		*East-West:*	0
			SUM:	1321		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.961			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.961			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	1210	3	**403**	0	0	0
	Through-Right		0			0	
	Right	120	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	1110	3	370	0	0	**0**
	Through-Right		0			0	
	Right	250	1	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	2	**116**	0	0	0
	Left-Through		0			0	
	Through	670	2	335	0	0	**0**
	Through-Right		0			0	
	Right	120	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	680	1	**475**	0	0	0
	Through-Right		1			0	
	Right	270	0	270	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	593		*North-South:*	0
			East-West:	591		*East-West:*	0
			SUM:	1184		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.861			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.861			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	1800	3	**600**	0	0	0
	Through-Right		0			0	
	Right	140	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	1	**240**	0	0	0
	Left-Through		0			0	
	Through	1710	3	570	0	0	**0**
	Through-Right		0			0	
	Right	280	1	228	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	2	**105**	0	0	0
	Left-Through		0			0	
	Through	920	2	460	0	0	**0**
	Through-Right		0			0	
	Right	90	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	750	1	**470**	0	0	0
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	840		*North-South:*	0
			East-West:	575		*East-West:*	0
			SUM:	1415		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.029			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.029			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	390	2	215	0	0	**0**
	Left-Through		0			0	
	Through	990	1	**990**	0	0	0
	Through-Right		0			0	
	Right	290	1	225	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	250	0	0	0
	Left-Through		0			0	
	Through	490	0	**500**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	510	2	**255**	0	0	**0**
	Through-Right		0			0	
	Right	210	1	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	410	1	260	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1490		*North-South:*	0
			East-West:	385		*East-West:*	0
			SUM:	1875		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.316			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.316			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	250	2	138	0	0	**0**
	Left-Through		0			0	
	Through	710	1	**710**	0	0	0
	Through-Right		0			0	
	Right	200	1	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	300	1	300	0	0	0
	Left-Through		0			0	
	Through	440	0	**480**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	450	2	**225**	0	0	**0**
	Through-Right		0			0	
	Right	170	1	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	540	1	295	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1190		*North-South:*	0
			East-West:	395		*East-West:*	0
			SUM:	1585		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.112			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.112			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	400	2	220	0	0	**0**
	Left-Through		0			0	
	Through	870	1	**870**	0	0	0
	Through-Right		0			0	
	Right	190	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	500	1	500	0	0	0
	Left-Through		0			0	
	Through	930	0	**970**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	0	0	0
	Left-Through		0			0	
	Through	530	2	265	0	0	**0**
	Through-Right		0			0	
	Right	300	1	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	740	1	**420**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1840		*North-South:*	0
			East-West:	460		*East-West:*	0
			SUM:	2300		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.614			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.614			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	100	1	100	0	0	**0**
Left-Through		0			0	
Through	1000	2	**500**	0	0	0
Through-Right		0			0	
Right	140	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	160	1	**160**	0	0	0
Left-Through		0			0	
Through	630	2	315	0	0	**0**
Through-Right		0			0	
Right	120	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	220	2	121	0	0	0
Left-Through		0			0	
Through	1540	3	**513**	0	0	**0**
Through-Right		0			0	
Right	140	1	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	330	2	**182**	0	0	**0**
Left-Through		0			0	
Through	1470	3	490	0	0	0
Through-Right		0			0	
Right	200	1	120	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	660		*North-South:*	0
		East-West:	695		*East-West:*	0
		SUM:	1355		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.951			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.951			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	150	1	150	0	0	**0**
Left-Through		0			0	
Through	750	2	**375**	0	0	0
Through-Right		0			0	
Right	220	1	44	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	140	1	**140**	0	0	0
Left-Through		0			0	
Through	640	2	320	0	0	**0**
Through-Right		0			0	
Right	140	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	260	2	143	0	0	0
Left-Through		0			0	
Through	1290	3	**430**	0	0	**0**
Through-Right		0			0	
Right	130	1	55	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	320	2	**176**	0	0	**0**
Left-Through		0			0	
Through	1370	3	457	0	0	0
Through-Right		0			0	
Right	140	1	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	515		*North-South:*	0
		East-West:	606		*East-West:*	0
		SUM:	1121		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.787			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.787			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	170	1	170	0	0	**0**
Left-Through		0			0	
Through	1175	2	**588**	0	0	0
Through-Right		0			0	
Right	220	1	33	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	210	1	**210**	0	0	0
Left-Through		0			0	
Through	950	2	475	0	0	**0**
Through-Right		0			0	
Right	150	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	280	2	154	0	0	0
Left-Through		0			0	
Through	1550	3	**517**	0	0	**0**
Through-Right		0			0	
Right	160	1	75	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	340	2	**187**	0	0	**0**
Left-Through		0			0	
Through	1470	3	490	0	0	0
Through-Right		0			0	
Right	110	1	5	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	798		*North-South:*	0
		East-West:	704		*East-West:*	0
		SUM:	1502		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.054			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.054			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	NB-- 0	SB-- 0		
	EB-- 0	WB-- 3	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	600	2	**300**	0	0	0
Through-Right		0			0	
Right	400	1	268	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	80	1	**80**	0	0	0
Left-Through		0			0	
Through	560	2	280	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	240	2	**132**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	50	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	380		*North-South:*	0
		East-West:	132		*East-West:*	0
		SUM:	512		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.359			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.359			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	410	2	**205**	0	0	0
	Through-Right		0			0	
	Right	260	1	166	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	400	2	200	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	2	**94**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	305		North-South:	0
			East-West:	94		East-West:	0
			SUM:	399		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.280			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.280			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	650	2	**325**	0	0	0
	Through-Right		0			0	
	Right	300	1	113	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	490	2	245	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	340	2	**187**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	130	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	425		North-South:	0
			East-West:	187		East-West:	0
			SUM:	612		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.429			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.429			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	600	1	**395**	0	0	0
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	165	1	**165**	0	0	0
	Left-Through		0			0	
	Through	495	1	278	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	1	220	0	0	0
	Left-Through		0			0	
	Through	1590	2	**567**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	500	1	**500**	0	0	**0**
	Left-Through		0			0	
	Through	1220	3	333	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	560		North-South:	0
			East-West:	1067		East-West:	0
			SUM:	1627		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.183			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.183			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	250	1	**250**	0	0	**0**
	Left-Through		0			0	
	Through	330	1	270	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	330	1	**205**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1320	2	**477**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	370	1	**370**	0	0	**0**
	Left-Through		0			0	
	Through	1260	3	343	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	455		North-South:	0
			East-West:	847		East-West:	0
			SUM:	1302		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.947			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.947			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	0	0	0
	Left-Through		0			0	
	Through	640	1	475	0	0	0
	Through-Right		1			0	
	Right	310	0	310	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	670	1	400	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1740	2	643	0	0	0
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	220	0	0	0
	Left-Through		0			0	
	Through	1530	3	415	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	595		North-South:	0
			East-West:	863		East-West:	0
			SUM:	1458		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.060			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.060			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	1300	2	650	0	0	0
	Through-Right		0			0	
	Right	220	1	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	390	2	195	0	0	0
	Through-Right		0			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	1000	3	333	0	0	0
	Through-Right		0			0	
	Right	460	1	375	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	190	0	0	0
	Left-Through		0			0	
	Through	1330	3	443	0	0	0
	Through-Right		0			0	
	Right	50	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	720		North-South:	0
			East-West:	613		East-West:	0
			SUM:	1333		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.969			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.969			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	260	1	260	0	0	0
	Left-Through		0			0	
	Through	910	2	455	0	0	0
	Through-Right		0			0	
	Right	380	1	305	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	490	2	245	0	0	0
	Through-Right		0			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	1150	3	383	0	0	0
	Through-Right		0			0	
	Right	450	1	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	1320	3	440	0	0	0
	Through-Right		0			0	
	Right	70	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	535		North-South:	0
			East-West:	620		East-West:	0
			SUM:	1155		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.840			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.840			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	330	1	330	0	0	0
	Left-Through		0			0	
	Through	1680	2	840	0	0	0
	Through-Right		0			0	
	Right	410	1	345	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	860	2	430	0	0	0
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	260	1	260	0	0	0
	Left-Through		0			0	
	Through	1630	3	543	0	0	0
	Through-Right		0			0	
	Right	310	1	145	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1420	3	473	0	0	0
	Through-Right		0			0	
	Right	50	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	940		North-South:	0
			East-West:	733		East-West:	0
			SUM:	1673		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.217			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.217			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	340	1	**340**	0	0	**0**
	Left-Through		0			0	
	Through	1410	3	470	0	0	0
	Through-Right		0			0	
	Right	30	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	200	1	200	0	0	0
	Left-Through		0			0	
	Through	1120	3	**373**	0	0	**0**
	Through-Right		0			0	
	Right	60	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	330	1	**205**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	1	**250**	0	0	**0**
	Left-Through		0			0	
	Through	450	1	360	0	0	0
	Through-Right		1			0	
	Right	270	0	270	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		713	*North-South:*		0
		East-West:		455	*East-West:*		0
		SUM:		1168	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.849			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.849			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	1400	3	**467**	0	0	0
	Through-Right		0			0	
	Right	190	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	1670	3	557	0	0	**0**
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	380	1	**285**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	370	1	**370**	0	0	**0**
	Left-Through		0			0	
	Through	350	1	240	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		627	*North-South:*		0
		East-West:		655	*East-West:*		0
		SUM:		1282	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.932			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.932			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	530	1	**530**	0	0	**0**
	Left-Through		0			0	
	Through	1600	3	533	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	1	240	0	0	0
	Left-Through		0			0	
	Through	1870	3	**623**	0	0	**0**
	Through-Right		0			0	
	Right	90	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	590	1	**425**	0	0	**0**
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	500	1	**500**	0	0	**0**
	Left-Through		0			0	
	Through	330	1	255	0	0	0
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		1153	*North-South:*		0
		East-West:		925	*East-West:*		0
		SUM:		2078	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				1.511			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.511			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	2020	2	**680**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	1370	2	530	0	0	**0**
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	520	2	**286**	0	0	0
	Left-Through		0			0	
	Through	60	1	60	0	0	**0**
	Through-Right		0			0	
	Right	80	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		0			0	
	Right	160	1	**125**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		750	*North-South:*		0
		East-West:		411	*East-West:*		0
		SUM:		1161	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.815			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.815			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	1680	2	570	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1520	2	580	0	0	0
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	240	2	132	0	0	0
	Left-Through		0			0	
	Through	60	1	60	0	0	0
	Through-Right		0			0	
	Right	80	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		0			0	
	Right	90	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	670		North-South:	0
			East-West:	182		East-West:	0
			SUM:	852		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.598			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.598			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	2010	2	680	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	2340	2	903	0	0	0
	Through-Right		1			0	
	Right	370	0	370	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	230	2	127	0	0	0
	Left-Through		0			0	
	Through	100	1	100	0	0	0
	Through-Right		0			0	
	Right	60	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	90	1	90	0	0	0
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	973		North-South:	0
			East-West:	217		East-West:	0
			SUM:	1190		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.835			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.835			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	1830	2	617	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1410	3	470	0	0	0
	Through-Right		0			0	
	Right	90	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	30	1	30	0	0	0
	Through-Right		0			0	
	Right	70	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	110	0	180	0	0	0
	Through-Right		1			0	
	Right	70	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	657		North-South:	0
			East-West:	310		East-West:	0
			SUM:	967		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.645			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.645			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	1670	2	567	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1500	3	500	0	0	0
	Through-Right		0			0	
	Right	130	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	40	1	40	0	0	0
	Through-Right		0			0	
	Right	90	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	40	0	90	0	0	0
	Through-Right		1			0	
	Right	50	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	607		North-South:	0
			East-West:	190		East-West:	0
			SUM:	797		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.531			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.531			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	1940	2	660	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	2160	3	**720**	0	0	**0**
	Through-Right		0			0	
	Right	190	1	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	90	1	90	0	0	**0**
	Through-Right		0			0	
	Right	130	1	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	50	0	**80**	0	0	0
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	830		*North-South:*	0
			East-West:	190		*East-West:*	0
			SUM:	1020		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.680			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.680			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	**0**
	Left-Through		0			0	
	Through	1740	2	**583**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	1480	2	503	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	0	**90**	0	0	0
	Left-Through		0			0	
	Through	80	0	210	0	0	**0**
	Through-Right		0			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	100	0	**180**	0	0	0
	Through-Right		1			0	
	Right	80	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	613		*North-South:*	0
			East-West:	270		*East-West:*	0
			SUM:	883		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.589			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.589			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	1600	2	**540**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	**50**	0	0	0
	Left-Through		0			0	
	Through	1540	2	530	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	0	80	0	0	0
	Left-Through		0			0	
	Through	60	0	**180**	0	0	**0**
	Through-Right		0			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	30	0	80	0	0	0
	Through-Right		1			0	
	Right	50	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	590		*North-South:*	0
			East-West:	190		*East-West:*	0
			SUM:	780		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.520			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.520			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	1990	2	670	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	2200	2	**750**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	0	30	0	0	0
	Left-Through		0			0	
	Through	120	0	**190**	0	0	**0**
	Through-Right		0			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	120	0	140	0	0	0
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	810		*North-South:*	0
			East-West:	200		*East-West:*	0
			SUM:	1010		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.673			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.673			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: I-105 WB RAMPS N/O IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: Analyst: Date:

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2120	3	**707**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2080	0	0	0	0	**0**
	Through-Right		0			0	
	Right	1380	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	800	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2190	3	**767**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	707		North-South:	0
			East-West:	767		East-West:	0
			SUM:	1474		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.983			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.983			0.000
LEVEL OF SERVICE (LOS):				E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: I-105 WB RAMPS N/O IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: Analyst: Date:

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1970	3	**657**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1720	0	0	0	0	**0**
	Through-Right		0			0	
	Right	1830	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	530	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2260	3	**791**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	657		North-South:	0
			East-West:	791		East-West:	0
			SUM:	1448		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.965			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.965			0.000
LEVEL OF SERVICE (LOS):				E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: I-105 WB RAMPS N/O IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: Analyst: Date:

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2650	3	**883**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2370	0	0	0	0	**0**
	Through-Right		0			0	
	Right	2050	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	730	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	1970	3	**690**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	883		North-South:	0
			East-West:	690		East-West:	0
			SUM:	1573		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.049			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.049			0.000
LEVEL OF SERVICE (LOS):				F			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: Analyst: Date:

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	620	2	**310**	0	0	0
	Through-Right		0			0	
	Right	30	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	1	**240**	0	0	0
	Left-Through		0			0	
	Through	620	3	207	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	1	**30**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	120	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
CRITICAL VOLUMES			North-South:	550		North-South:	0
			East-West:	30		East-West:	0
			SUM:	580		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.422			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.422			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1070	2	**535**	0	0	0
	Through-Right		0			0	
	Right	30	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	860	3	287	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	1	**30**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
	CRITICAL VOLUMES		North-South:	665		North-South:	0
			East-West:	30		East-West:	0
			SUM:	695		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.505			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.505			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1140	2	**570**	0	0	0
	Through-Right		0			0	
	Right	30	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	720	3	240	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	**40**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	240	1	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
	CRITICAL VOLUMES		North-South:	800		North-South:	0
			East-West:	40		East-West:	0
			SUM:	840		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.611			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.611			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	10	1	10	0	0	0
	Through-Right		0			0	
	Right	210	1	**55**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	480	2	**264**	0	0	0
	Left-Through		0			0	
	Through	10	0	140	0	0	**0**
	Through-Right		1			0	
	Right	130	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	230	1	**120**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	310	1	**310**	0	0	**0**
	Left-Through		0			0	
	Through	360	1	325	0	0	0
	Through-Right		1			0	
	Right	290	0	290	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	319		North-South:	0
			East-West:	430		East-West:	0
			SUM:	749		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.499			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.499			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	10	1	10	0	0	0
	Through-Right		0			0	
	Right	320	1	**75**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	630	2	**347**	0	0	0
	Left-Through		0			0	
	Through	10	0	170	0	0	**0**
	Through-Right		1			0	
	Right	160	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	400	1	**205**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	490	1	**490**	0	0	**0**
	Left-Through		0			0	
	Through	400	1	400	0	0	0
	Through-Right		1			0	
	Right	460	0	287	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	422		North-South:	0
			East-West:	695		East-West:	0
			SUM:	1117		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.745			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.745			0.000
	LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	10	1	10	0	0	0
	Through-Right		0			0	
	Right	200	1	**35**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	470	2	**259**	0	0	0
	Left-Through		0			0	
	Through	10	0	160	0	0	**0**
	Through-Right		1			0	
	Right	150	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	190	1	**100**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	330	1	**330**	0	0	**0**
	Left-Through		0			0	
	Through	270	1	270	0	0	0
	Through-Right		1			0	
	Right	290	0	161	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	294		*North-South:*	0
			East-West:	430		*East-West:*	0
			SUM:	724		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.483			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.483			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	30	0	0	**0**
	Left-Through		1			0	
	Through	0	0	30	0	0	0
	Through-Right		0			0	
	Right	220	1	**195**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	1	0	0	0	0
	Left-Through		0			0	
	Through	0	1	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	1	**0**	0	0	0
	Left-Through		0			0	
	Through	100	1	55	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	220	1	**220**	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	195		*North-South:*	0
			East-West:	220		*East-West:*	0
			SUM:	415		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.291			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.291			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	0	20	0	0	**0**
	Left-Through		1			0	
	Through	0	0	20	0	0	0
	Through-Right		0			0	
	Right	310	1	**275**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	1	0	0	0	0
	Left-Through		0			0	
	Through	0	1	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	1	**0**	0	0	0
	Left-Through		0			0	
	Through	120	1	75	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	370	1	**370**	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	275		*North-South:*	0
			East-West:	370		*East-West:*	0
			SUM:	645		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.453			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.453			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	0	60	0	0	**0**
	Left-Through		1			0	
	Through	0	0	60	0	0	0
	Through-Right		0			0	
	Right	290	1	**255**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	1	0	0	0	0
	Left-Through		0			0	
	Through	0	1	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	1	**0**	0	0	0
	Left-Through		0			0	
	Through	110	1	65	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	240	1	**240**	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	255		*North-South:*	0
			East-West:	240		*East-West:*	0
			SUM:	495		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.347			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.347			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 98TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	150	1	150	0	0	**0**
Left-Through		0			0	
Through	700	2	**350**	0	0	0
Through-Right		0			0	
Right	100	1	75	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	130	1	**130**	0	0	0
Left-Through		0			0	
Through	440	2	210	0	0	**0**
Through-Right		1			0	
Right	190	0	190	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	110	1	**110**	0	0	0
Left-Through		0			0	
Through	170	1	170	0	0	**0**
Through-Right		0			0	
Right	200	1	125	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	50	1	50	0	0	**0**
Left-Through		0			0	
Through	120	0	**190**	0	0	0
Through-Right		1			0	
Right	70	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	480		*North-South:*	0
		East-West:	300		*East-West:*	0
		SUM:	780		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.520			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.520			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 98TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	100	1	100	0	0	**0**
Left-Through		0			0	
Through	1070	2	**535**	0	0	0
Through-Right		0			0	
Right	120	1	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	1	**100**	0	0	0
Left-Through		0			0	
Through	790	2	300	0	0	**0**
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	130	1	130	0	0	0
Left-Through		0			0	
Through	190	1	190	0	0	**0**
Through-Right		0			0	
Right	400	1	**350**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	80	1	**80**	0	0	**0**
Left-Through		0			0	
Through	180	0	300	0	0	0
Through-Right		1			0	
Right	120	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	635		*North-South:*	0
		East-West:	430		*East-West:*	0
		SUM:	1065		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.710			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.710			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 98TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	120	1	120	0	0	**0**
Left-Through		0			0	
Through	930	2	**465**	0	0	0
Through-Right		0			0	
Right	150	1	95	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	80	1	**80**	0	0	0
Left-Through		0			0	
Through	730	2	277	0	0	**0**
Through-Right		1			0	
Right	100	0	100	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	210	1	**210**	0	0	0
Left-Through		0			0	
Through	110	1	110	0	0	**0**
Through-Right		0			0	
Right	360	1	300	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	110	1	110	0	0	**0**
Left-Through		0			0	
Through	190	0	**380**	0	0	0
Through-Right		1			0	
Right	190	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	545		*North-South:*	0
		East-West:	590		*East-West:*	0
		SUM:	1135		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.757			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.757			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	50	1	50	0	0	**0**
Left-Through		0			0	
Through	30	1	30	0	0	0
Through-Right		0			0	
Right	230	1	**50**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	1	**20**	0	0	0
Left-Through		0			0	
Through	20	1	15	0	0	**0**
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	10	1	10	0	0	0
Left-Through		0			0	
Through	420	2	**210**	0	0	**0**
Through-Right		0			0	
Right	80	1	55	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	360	1	**360**	0	0	**0**
Left-Through		0			0	
Through	750	2	375	0	0	0
Through-Right		0			0	
Right	10	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	70		*North-South:*	0
		East-West:	570		*East-West:*	0
		SUM:	640		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.427			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.427			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD						PM					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	0	**0**	40	1	40	0	0	**0**
	Left-Through		0			0			0			0	
	Through	20	1	20	0	0	0	30	1	30	0	0	0
	Through-Right		0			0			0			0	
	Right	490	1	**270**	0	0	0	230	1	**65**	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0	20	1	**20**	0	0	0
	Left-Through		0			0			0			0	
	Through	20	1	15	0	0	**0**	20	1	15	0	0	**0**
	Through-Right		1			0			1			0	
	Right	10	0	10	0	0	0	10	0	10	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	10	1	10	0	0	0	10	1	10	0	0	0
	Left-Through		0			0			0			0	
	Through	700	2	**350**	0	0	**0**	980	2	**490**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	160	1	135	0	0	0	90	1	70	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	440	1	**440**	0	0	**0**	330	1	**330**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	730	2	365	0	0	0	790	2	395	0	0	0
	Through-Right		0			0			0			0	
	Right	30	1	15	0	0	0	40	1	30	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	300		North-South:	0		North-South:	85		North-South:	0
			East-West:	790		East-West:	0		East-West:	820		East-West:	0
			SUM:	1090		SUM:	0		SUM:	905		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.727			0.000			0.603			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.727			0.000			0.603			0.000
LEVEL OF SERVICE (LOS):				C			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	0	120	0	0	**0**	140	0	140	0	0	**0**
	Left-Through		0			0			0			0	
	Through	120	0	**330**	0	0	0	140	0	**440**	0	0	0
	Through-Right		0			0			0			0	
	Right	90	0	0	0	0	0	160	0	0	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	30	0	**30**	0	0	0	150	0	**150**	0	0	0
	Left-Through		0			0			0			0	
	Through	70	0	180	0	0	**0**	100	0	390	0	0	**0**
	Through-Right		0			0			0			0	
	Right	80	0	0	0	0	0	140	0	0	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	60	1	**60**	0	0	0	90	1	90	0	0	0
	Left-Through		0			0			0			0	
	Through	350	1	285	0	0	**0**	520	1	**305**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	220	0	220	0	0	0	90	0	90	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	130	1	130	0	0	**0**	160	1	**160**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	770	1	**415**	0	0	0	570	1	360	0	0	0
	Through-Right		1			0			1			0	
	Right	60	0	60	0	0	0	150	0	150	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	360		North-South:	0		North-South:	590		North-South:	0
			East-West:	475		East-West:	0		East-West:	465		East-West:	0
			SUM:	835		SUM:	0		SUM:	1055		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.557			0.000			0.703			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.557			0.000			0.703			0.000
LEVEL OF SERVICE (LOS):				A			A			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	0	20	0	0	**0**
	Left-Through		0			0	
	Through	260	0	**580**	0	0	0
	Through-Right		0			0	
	Right	300	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	0	**150**	0	0	0
	Left-Through		0			0	
	Through	40	0	440	0	0	**0**
	Through-Right		0			0	
	Right	250	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	750	1	**450**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	820	1	450	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	730		*North-South:*	0
			East-West:	560		*East-West:*	0
			SUM:	1290		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.860			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.860			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3320	2	**1120**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	3040	3	775	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**75**	0	0	0
	Left-Through		0			0	
	Through	60	0	75	0	0	**0**
	Through-Right		0			0	
	Right	70	1	70	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	290	1	**200**	0	0	**0**
	Left-Through		1			0	
	Through	110	0	200	0	0	0
	Through-Right		0			0	
	Right	50	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1120		*North-South:*	0
			East-West:	275		*East-West:*	0
			SUM:	1395		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.979			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.979			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2380	2	**807**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2240	3	598	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	**125**	0	0	0
	Left-Through		0			0	
	Through	100	0	125	0	0	**0**
	Through-Right		0			0	
	Right	80	1	80	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	**140**	0	0	**0**
	Left-Through		1			0	
	Through	90	0	140	0	0	0
	Through-Right		0			0	
	Right	40	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	807		*North-South:*	0
			East-West:	265		*East-West:*	0
			SUM:	1072		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.752			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.752			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3250	2	**1123**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	3120	3	813	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**170**	0	0	0
	Left-Through		0			0	
	Through	160	0	170	0	0	**0**
	Through-Right		0			0	
	Right	80	1	80	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	**190**	0	0	**0**
	Left-Through		1			0	
	Through	140	0	190	0	0	0
	Through-Right		0			0	
	Right	30	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1123		*North-South:*	0
			East-West:	360		*East-West:*	0
			SUM:	1483		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.041			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.041			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	230	0	270	0	0	0
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	260	0	**320**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	560	1	**380**	0	0	**0**
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	650	1	345	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	430		*North-South:*	0
			East-West:	440		*East-West:*	0
			SUM:	870		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.580			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.580			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	170	0	210	0	0	0
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	190	0	**260**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	560	1	330	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	600	1	**335**	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	360		*North-South:*	0
			East-West:	415		*East-West:*	0
			SUM:	775		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.517			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.517			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	270	0	300	0	0	0
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	300	0	**380**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	720	1	**440**	0	0	**0**
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	680	1	375	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	480		*North-South:*	0
			East-West:	520		*East-West:*	0
			SUM:	1000		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.667			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.667			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	890	2	**445**	0	0	0
	Through-Right		0			0	
	Right	270	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	610	2	305	0	0	**0**
	Through-Right		0			0	
	Right	190	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	1	160	0	0	0
	Left-Through		0			0	
	Through	780	2	**390**	0	0	**0**
	Through-Right		0			0	
	Right	120	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	**220**	0	0	**0**
	Left-Through		0			0	
	Through	870	2	435	0	0	0
	Through-Right		0			0	
	Right	80	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	525		*North-South:*	0
			East-West:	610		*East-West:*	0
			SUM:	1135		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.825			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.825			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	180	1	**180**	0	0	**0**
Left-Through		0			0	
Through	680	2	340	0	0	0
Through-Right		0			0	
Right	220	1	120	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	90	1	90	0	0	0
Left-Through		0			0	
Through	720	2	**360**	0	0	**0**
Through-Right		0			0	
Right	220	1	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	170	1	**170**	0	0	0
Left-Through		0			0	
Through	630	2	315	0	0	**0**
Through-Right		0			0	
Right	120	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	100	1	100	0	0	**0**
Left-Through		0			0	
Through	650	2	**325**	0	0	0
Through-Right		0			0	
Right	30	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	540		*North-South:*	0
		East-West:	495		*East-West:*	0
		SUM:	1035		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.753			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.753			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	170	1	**170**	0	0	**0**
Left-Through		0			0	
Through	900	2	450	0	0	0
Through-Right		0			0	
Right	330	1	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	90	1	90	0	0	0
Left-Through		0			0	
Through	1090	2	**545**	0	0	**0**
Through-Right		0			0	
Right	190	1	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	180	1	180	0	0	0
Left-Through		0			0	
Through	910	2	**455**	0	0	**0**
Through-Right		0			0	
Right	150	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	310	1	**310**	0	0	**0**
Left-Through		0			0	
Through	750	2	375	0	0	0
Through-Right		0			0	
Right	30	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	715		*North-South:*	0
		East-West:	765		*East-West:*	0
		SUM:	1480		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.076			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.076			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
	EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	340	1	**340**	0	0	**0**
Left-Through		0			0	
Through	730	1	375	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	1	20	0	0	0
Left-Through		0			0	
Through	540	2	**217**	0	0	**0**
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	40	1	**40**	0	0	0
Left-Through		0			0	
Through	10	1	10	0	0	**0**
Through-Right		0			0	
Right	280	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	10	0	**30**	0	0	0
Through-Right		0			0	
Right	10	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	557		*North-South:*	0
		East-West:	70		*East-West:*	0
		SUM:	627		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.440			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.440			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
	EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	200	1	200	0	0	**0**
Left-Through		0			0	
Through	750	1	**385**	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	1	**20**	0	0	0
Left-Through		0			0	
Through	480	2	183	0	0	**0**
Through-Right		1			0	
Right	70	0	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	90	1	**90**	0	0	0
Left-Through		0			0	
Through	10	1	10	0	0	**0**
Through-Right		0			0	
Right	270	1	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	10	0	**40**	0	0	0
Through-Right		0			0	
Right	20	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	405		*North-South:*	0
		East-West:	130		*East-West:*	0
		SUM:	535		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.375			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.375			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	840	1	425	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	1030	2	**367**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	10	1	10	0	0	**0**
	Through-Right		0			0	
	Right	250	1	**120**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	0	**20**	0	0	**0**
	Left-Through		0			0	
	Through	10	0	40	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		497	North-South:		0
		East-West:		140	East-West:		0
		SUM:		637	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.447			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.447			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1140	1	**585**	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	400	2	200	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	0	40	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**50**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		615	North-South:		0
		East-West:		50	East-West:		0
		SUM:		665	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.443			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.443			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	420	1	**215**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**20**	0	0	0
	Left-Through		0			0	
	Through	280	2	140	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**30**	0	0	0
	Through-Right		0			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		235	North-South:		0
		East-West:		30	East-West:		0
		SUM:		265	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.177			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.177			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	610	1	325	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	1020	2	**510**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	0	40	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**60**	0	0	0
	Through-Right		0			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		510	North-South:		0
		East-West:		60	East-West:		0
		SUM:		570	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.380			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.380			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1660	1	**855**	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	1470	2	735	0	0	**0**
	Through-Right		0			0	
	Right	90	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	230	1	230	0	0	**0**
	Through-Right		0			0	
	Right	140	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	376	1	**376**	0	0	0
	Through-Right		0			0	
	Right	180	1	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	955		*North-South:*	0
			East-West:	586		*East-West:*	0
			SUM:	1541		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.027			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.027			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	1470	1	765	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1600	2	**800**	0	0	**0**
	Through-Right		0			0	
	Right	150	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	240	1	240	0	0	**0**
	Through-Right		0			0	
	Right	210	1	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	270	1	**270**	0	0	0
	Through-Right		0			0	
	Right	140	1	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	940		*North-South:*	0
			East-West:	500		*East-West:*	0
			SUM:	1440		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.960			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.960			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	1300	1	680	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1730	2	**865**	0	0	**0**
	Through-Right		0			0	
	Right	130	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	380	1	**380**	0	0	**0**
	Through-Right		0			0	
	Right	160	1	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	220	1	220	0	0	0
	Through-Right		0			0	
	Right	90	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	985		*North-South:*	0
			East-West:	440		*East-West:*	0
			SUM:	1425		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.950			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.950			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	620	2	310	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	660	1	**360**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	710	2	283	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1060	2	**387**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	490		*North-South:*	0
			East-West:	477		*East-West:*	0
			SUM:	967		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.703			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.703			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	820	2	**410**	0	0	0
	Through-Right		0			0	
	Right	120	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	520	1	315	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	1000	2	380	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1040	2	**383**	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	500		*North-South:*	0
			East-West:	533		*East-West:*	0
			SUM:	1033		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.751			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.751			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	920	2	**460**	0	0	0
	Through-Right		0			0	
	Right	150	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	670	1	395	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	1420	2	**530**	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	1210	2	447	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	590		*North-South:*	0
			East-West:	680		*East-West:*	0
			SUM:	1270		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.924			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.924			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	2570	3	**857**	0	0	0
	Through-Right		0			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	2250	3	750	0	0	**0**
	Through-Right		0			0	
	Right	470	1	272	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	360	2	**198**	0	0	0
	Left-Through		0			0	
	Through	340	1	210	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	350	2	193	0	0	**0**
	Left-Through		0			0	
	Through	770	2	**385**	0	0	0
	Through-Right		0			0	
	Right	180	1	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	917		*North-South:*	0
			East-West:	583		*East-West:*	0
			SUM:	1500		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.091			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.091			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	1950	3	**650**	0	0	0
	Through-Right		0			0	
	Right	180	1	48	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	1760	3	587	0	0	**0**
	Through-Right		0			0	
	Right	330	1	148	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	330	2	**182**	0	0	0
	Left-Through		0			0	
	Through	310	1	205	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	2	132	0	0	**0**
	Left-Through		0			0	
	Through	330	2	**165**	0	0	0
	Through-Right		0			0	
	Right	140	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	770		*North-South:*	0
			East-West:	347		*East-West:*	0
			SUM:	1117		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.812			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.812			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	2240	3	747	0	0	0
	Through-Right		0			0	
	Right	370	1	194	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	160	0	0	0
	Left-Through		0			0	
	Through	2660	3	**887**	0	0	**0**
	Through-Right		0			0	
	Right	300	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	620	2	341	0	0	0
	Left-Through		0			0	
	Through	520	1	**330**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	320	2	**176**	0	0	**0**
	Left-Through		0			0	
	Through	320	2	160	0	0	0
	Through-Right		0			0	
	Right	210	1	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	957		*North-South:*	0
			East-West:	506		*East-West:*	0
			SUM:	1463		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.064			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.064			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	370	2	**204**	0	0	**0**
	Left-Through		0			0	
	Through	1530	2	523	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	2	105	0	0	0
	Left-Through		0			0	
	Through	1540	2	**593**	0	0	**0**
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	540	2	270	0	0	**0**
	Through-Right		0			0	
	Right	210	1	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	1300	2	**650**	0	0	0
	Through-Right		0			0	
	Right	350	1	245	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	797		*North-South:*	0
			East-West:	760		*East-West:*	0
			SUM:	1557		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.132			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.132			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	2	**99**	0	0	**0**
	Left-Through		0			0	
	Through	1350	2	473	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	2	121	0	0	0
	Left-Through		0			0	
	Through	1460	2	**550**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	200	0	0	0
	Left-Through		0			0	
	Through	650	2	**325**	0	0	**0**
	Through-Right		0			0	
	Right	200	1	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	580	2	290	0	0	0
	Through-Right		0			0	
	Right	200	1	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	649		*North-South:*	0
			East-West:	495		*East-West:*	0
			SUM:	1144		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.832			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.832			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	2	**83**	0	0	**0**
	Left-Through		0			0	
	Through	1380	2	490	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	380	2	209	0	0	0
	Left-Through		0			0	
	Through	2200	2	**770**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	1	190	0	0	0
	Left-Through		0			0	
	Through	1060	2	**530**	0	0	**0**
	Through-Right		0			0	
	Right	360	1	277	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	740	2	370	0	0	0
	Through-Right		0			0	
	Right	200	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	853		*North-South:*	0
			East-West:	710		*East-West:*	0
			SUM:	1563		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.137			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.137			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0	NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	180	1	180	0	0	**0**	100	1	100	0	0	**0**
	Left-Through		0			0			0			0	
	Through	2130	2	**730**	0	0	0	1370	2	**473**	0	0	0
	Through-Right		1			0			1			0	
	Right	60	0	60	0	0	0	50	0	50	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	170	1	**170**	0	0	0	250	1	**250**	0	0	0
	Left-Through		0			0			0			0	
	Through	1730	3	577	0	0	**0**	1380	3	460	0	0	**0**
	Through-Right		0			0			0			0	
	Right	140	1	50	0	0	0	120	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	90	1	**90**	0	0	0	180	1	**180**	0	0	0
	Left-Through		0			0			0			0	
	Through	710	2	267	0	0	**0**	600	2	217	0	0	**0**
	Through-Right		1			0			1			0	
	Right	90	0	90	0	0	0	50	0	50	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	170	1	170	0	0	**0**	130	1	130	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1040	2	**520**	0	0	0	600	2	**300**	0	0	0
	Through-Right		0			0			0			0	
	Right	450	1	280	0	0	0	300	1	50	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	900		*North-South:*	0		*North-South:*	723		*North-South:*	0
			East-West:	610		*East-West:*	0		*East-West:*	480		*East-West:*	0
			SUM:	1510		*SUM:*	0		*SUM:*	1203		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.098			0.000			0.875			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.098			0.000			0.875			0.000
LEVEL OF SERVICE (LOS):				F			A			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM						AM					
No. of Phases				4			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	120	1	120	0	0	**0**	410	1	**410**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1800	2	**640**	0	0	0	2260	2	783	0	0	0
	Through-Right		1			0			1			0	
	Right	120	0	120	0	0	0	90	0	90	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	270	1	**270**	0	0	0	90	1	90	0	0	0
	Left-Through		0			0			0			0	
	Through	2190	3	730	0	0	**0**	1700	2	**627**	0	0	**0**
	Through-Right		0			0			1			0	
	Right	160	1	0	0	0	0	180	0	180	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	190	1	190	0	0	0	56	1	**56**	0	0	0
	Left-Through		0			0			0			0	
	Through	1000	2	**353**	0	0	**0**	440	2	220	0	0	**0**
	Through-Right		1			0			0			0	
	Right	60	0	60	0	0	0	310	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	220	1	**220**	0	0	**0**	180	1	180	0	0	**0**
	Left-Through		0			0			0			0	
	Through	710	2	355	0	0	0	1010	1	**530**	0	0	0
	Through-Right		0			0			1			0	
	Right	350	1	80	0	0	0	50	0	50	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	910		*North-South:*	0		*North-South:*	1037		*North-South:*	0
			East-West:	573		*East-West:*	0		*East-West:*	586		*East-West:*	0
			SUM:	1483		*SUM:*	0		*SUM:*	1623		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.079			0.000			1.139			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.079			0.000			1.139			0.000
LEVEL OF SERVICE (LOS):				F			A			F			A

Version: 1i Beta; 8/4/2011

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	320	1	**320**	0	0	**0**
Left-Through		0			0	
Through	1430	2	527	0	0	0
Through-Right		1			0	
Right	150	0	150	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	1	100	0	0	0
Left-Through		0			0	
Through	1360	2	**493**	0	0	**0**
Through-Right		1			0	
Right	120	0	120	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	80	1	80	0	0	0
Left-Through		0			0	
Through	330	2	**165**	0	0	**0**
Through-Right		0			0	
Right	330	1	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	150	1	**150**	0	0	**0**
Left-Through		0			0	
Through	340	1	210	0	0	0
Through-Right		1			0	
Right	80	0	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	813		*North-South:*	0
		East-West:	315		*East-West:*	0
		SUM:	1128		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.792			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.792			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	380	1	**380**	0	0	**0**
Left-Through		0			0	
Through	2050	2	753	0	0	0
Through-Right		1			0	
Right	210	0	210	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	80	1	80	0	0	0
Left-Through		0			0	
Through	2010	2	**693**	0	0	**0**
Through-Right		1			0	
Right	70	0	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	110	1	110	0	0	0
Left-Through		0			0	
Through	890	2	**445**	0	0	**0**
Through-Right		0			0	
Right	530	1	150	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	140	1	**140**	0	0	**0**
Left-Through		0			0	
Through	460	1	260	0	0	0
Through-Right		1			0	
Right	60	0	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	1073		*North-South:*	0
		East-West:	585		*East-West:*	0
		SUM:	1658		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.164			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.164			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	210	1	210	0	0	**0**
Left-Through		0			0	
Through	1060	2	**367**	0	0	0
Through-Right		1			0	
Right	40	0	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	220	1	**220**	0	0	0
Left-Through		0			0	
Through	870	2	363	0	0	**0**
Through-Right		1			0	
Right	220	0	220	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	140	1	**140**	0	0	0
Left-Through		0			0	
Through	980	2	380	0	0	**0**
Through-Right		1			0	
Right	160	0	160	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	130	1	130	0	0	**0**
Left-Through		0			0	
Through	1350	2	**470**	0	0	0
Through-Right		1			0	
Right	60	0	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	587		*North-South:*	0
		East-West:	610		*East-West:*	0
		SUM:	1197		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.871			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.871			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	130	1	130	0	0	**0**
Left-Through		0			0	
Through	710	2	**257**	0	0	0
Through-Right		1			0	
Right	60	0	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	190	1	**190**	0	0	0
Left-Through		0			0	
Through	760	2	297	0	0	**0**
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	130	1	130	0	0	0
Left-Through		0			0	
Through	980	2	**390**	0	0	**0**
Through-Right		1			0	
Right	190	0	190	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	140	1	**140**	0	0	**0**
Left-Through		0			0	
Through	890	2	327	0	0	0
Through-Right		1			0	
Right	90	0	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	447		*North-South:*	0
		East-West:	530		*East-West:*	0
		SUM:	977		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.711			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.711			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	970	2	343	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	300	1	300	0	0	0
	Left-Through		0			0	
	Through	1120	2	420	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	1	160	0	0	0
	Left-Through		0			0	
	Through	1520	2	567	0	0	0
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	1030	2	383	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	643		North-South:	0
			East-West:	737		East-West:	0
			SUM:	1380		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.004			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.004			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	700	1	457	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	670	1	457	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	0	0	0	0	0
	Left-Through		0			0	
	Through	1060	3	353	0	0	0
	Through-Right		0			0	
	Right	390	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1450	2	587	0	0	0
	Through-Right		1			0	
	Right	310	0	310	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	457		North-South:	0
			East-West:	587		East-West:	0
			SUM:	1044		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.696			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.696			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	430	1	287	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	430	1	287	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	0	0	0	0	0
	Left-Through		0			0	
	Through	1100	3	367	0	0	0
	Through-Right		0			0	
	Right	350	1	63	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1210	2	563	0	0	0
	Through-Right		1			0	
	Right	480	0	480	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	287		North-South:	0
			East-West:	563		East-West:	0
			SUM:	850		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.567			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.567			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	470	1	380	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	670	1	380	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	0	0	0	0	0
	Left-Through		0			0	
	Through	1670	3	557	0	0	0
	Through-Right		0			0	
	Right	330	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1410	2	583	0	0	0
	Through-Right		1			0	
	Right	340	0	340	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	380		North-South:	0
			East-West:	583		East-West:	0
			SUM:	963		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.642			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.642			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	1	200	0	0	**0**
	Left-Through		0			0	
	Through	800	1	**445**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	**250**	0	0	0
	Left-Through		0			0	
	Through	640	1	370	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	1160	2	417	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	1470	2	**530**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	695		*North-South:*	0
			East-West:	650		*East-West:*	0
			SUM:	1345		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.978			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.978			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	590	1	**335**	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	540	1	320	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	930	2	**340**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	880	2	333	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	495		*North-South:*	0
			East-West:	470		*East-West:*	0
			SUM:	965		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.702			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.702			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	710	1	**410**	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	790	1	455	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1540	2	**557**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	**190**	0	0	**0**
	Left-Through		0			0	
	Through	1190	2	447	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	640		*North-South:*	0
			East-West:	747		*East-West:*	0
			SUM:	1387		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.009			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.009			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	730	1	**435**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	770	1	415	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	960	2	363	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	1300	2	**477**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	605		*North-South:*	0
			East-West:	547		*East-West:*	0
			SUM:	1152		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.838			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.838			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	550	1	330	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	620	1	**360**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	690	2	**270**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	820	2	300	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	480		*North-South:*	0
			East-West:	430		*East-West:*	0
			SUM:	910		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.662			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.662			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	740	1	430	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	870	1	**485**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1230	2	**460**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	1	**250**	0	0	**0**
	Left-Through		0			0	
	Through	1080	2	403	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	665		*North-South:*	0
			East-West:	710		*East-West:*	0
			SUM:	1375		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.000			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.000			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	1250	2	**467**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	690	2	263	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1340	2	**490**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	1250	2	447	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	537		*North-South:*	0
			East-West:	590		*East-West:*	0
			SUM:	1127		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.820			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.820			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	580	2	237	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	560	2	**207**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	1040	2	**387**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	920	2	337	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	357		*North-South:*	0
			East-West:	547		*East-West:*	0
			SUM:	904		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.657			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.657			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	970	2	**363**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	880	2	317	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1410	2	**527**	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	1370	2	480	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	523		*North-South:*	0
			East-West:	647		*East-West:*	0
			SUM:	1170		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.851			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.851			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	230	2	127	0	0	**0**
	Left-Through		0			0	
	Through	1280	2	**467**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	2	**83**	0	0	0
	Left-Through		0			0	
	Through	710	2	270	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	1330	2	473	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1250	2	**463**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	550		*North-South:*	0
			East-West:	603		*East-West:*	0
			SUM:	1153		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.839			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.839			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	2	77	0	0	**0**
	Left-Through		0			0	
	Through	650	2	**263**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	2	**105**	0	0	0
	Left-Through		0			0	
	Through	680	2	273	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	970	2	373	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1010	2	**390**	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	368		*North-South:*	0
			East-West:	510		*East-West:*	0
			SUM:	878		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.639			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.639			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	230	2	127	0	0	**0**
	Left-Through		0			0	
	Through	1090	2	**407**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	290	2	**160**	0	0	0
	Left-Through		0			0	
	Through	920	2	353	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1410	2	**543**	0	0	**0**
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	1240	2	483	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	567		*North-South:*	0
			East-West:	653		*East-West:*	0
			SUM:	1220		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.887			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.887			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	1420	3	**473**	0	0	0
	Through-Right		0			0	
	Right	140	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	2	**72**	0	0	0
	Left-Through		0			0	
	Through	870	2	363	0	0	**0**
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	900	2	347	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	1140	2	**423**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	545		*North-South:*	0
			East-West:	573		*East-West:*	0
			SUM:	1118		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.813			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.813			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	240	2	**132**	0	0	**0**
	Left-Through		0			0	
	Through	670	3	223	0	0	0
	Through-Right		0			0	
	Right	70	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	2	66	0	0	0
	Left-Through		0			0	
	Through	660	2	**287**	0	0	**0**
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	840	2	330	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	980	2	**357**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	419		*North-South:*	0
			East-West:	537		*East-West:*	0
			SUM:	956		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.695			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.695			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	330	2	**182**	0	0	**0**
	Left-Through		0			0	
	Through	1270	3	423	0	0	0
	Through-Right		0			0	
	Right	110	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	2	94	0	0	0
	Left-Through		0			0	
	Through	990	2	**393**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	**200**	0	0	0
	Left-Through		0			0	
	Through	1200	2	447	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	1170	2	**410**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	575		*North-South:*	0
			East-West:	610		*East-West:*	0
			SUM:	1185		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.862			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.862			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	380	2	209	0	0	**0**
	Left-Through		0			0	
	Through	1300	2	**480**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	2	**149**	0	0	0
	Left-Through		0			0	
	Through	900	3	300	0	0	**0**
	Through-Right		0			0	
	Right	70	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	810	2	**350**	0	0	**0**
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	300	1	**300**	0	0	**0**
	Left-Through		0			0	
	Through	1320	2	510	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	629		*North-South:*	0
			East-West:	650		*East-West:*	0
			SUM:	1279		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.930			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.930			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	400	2	**220**	0	0	**0**
	Left-Through		0			0	
	Through	780	2	320	0	0	0
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	2	94	0	0	0
	Left-Through		0			0	
	Through	620	3	**207**	0	0	**0**
	Through-Right		0			0	
	Right	50	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	590	2	**280**	0	0	**0**
	Through-Right		1			0	
	Right	250	0	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	580	2	227	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	427		North-South:	0
			East-West:	450		East-West:	0
			SUM:	877		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.638			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.638			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	510	2	281	0	0	**0**
	Left-Through		0			0	
	Through	1400	2	**550**	0	0	0
	Through-Right		1			0	
	Right	250	0	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	2	**132**	0	0	0
	Left-Through		0			0	
	Through	910	3	303	0	0	**0**
	Through-Right		0			0	
	Right	100	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1470	2	**553**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	270	1	**270**	0	0	**0**
	Left-Through		0			0	
	Through	1020	2	377	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	682		North-South:	0
			East-West:	823		East-West:	0
			SUM:	1505		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.095			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.095			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1380	2	**490**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	610	2	233	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	1260	2	450	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	1190	2	**443**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	620		North-South:	0
			East-West:	543		East-West:	0
			SUM:	1163		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.846			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.846			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	480	2	217	0	0	0
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	530	2	**220**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	1120	2	**403**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	930	2	353	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	350		North-South:	0
			East-West:	503		East-West:	0
			SUM:	853		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.620			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.620			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	760	2	297	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	1160	2	**447**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	1410	2	**513**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	1270	2	450	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	547		*North-South:*	0
			East-West:	643		*East-West:*	0
			SUM:	1190		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.865			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.865			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	250	1	250	0	0	**0**
	Left-Through		0			0	
	Through	1180	2	**437**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	590	2	223	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1550	2	**537**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	1	**210**	0	0	**0**
	Left-Through		0			0	
	Through	1390	3	463	0	0	0
	Through-Right		0			0	
	Right	360	1	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	627		*North-South:*	0
			East-West:	747		*East-West:*	0
			SUM:	1374		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.999			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.999			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	440	2	**190**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	200	1	**200**	0	0	0
	Left-Through		0			0	
	Through	490	2	203	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	1240	2	**443**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	**190**	0	0	**0**
	Left-Through		0			0	
	Through	1160	3	387	0	0	0
	Through-Right		0			0	
	Right	220	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	390		*North-South:*	0
			East-West:	633		*East-West:*	0
			SUM:	1023		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.744			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.744			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	200	1	**200**	0	0	**0**
	Left-Through		0			0	
	Through	850	2	330	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	1	240	0	0	0
	Left-Through		0			0	
	Through	1110	2	**417**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	1700	2	**610**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	1460	3	487	0	0	0
	Through-Right		0			0	
	Right	250	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	617		*North-South:*	0
			East-West:	780		*East-West:*	0
			SUM:	1397		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.016			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.016			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 180
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET
East-West Street: CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: Analyst: Date:

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	3 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1040	1	**555**	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	820	2	410	0	0	**0**
	Through-Right		0			0	
	Right	160	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	990	2	350	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	1290	2	**513**	0	0	0
	Through-Right		1			0	
	Right	250	0	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	685		North-South:	0
			East-West:	693		East-West:	0
			SUM:	1378		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.002			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.002			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 180
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET
East-West Street: CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: Analyst: Date:

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	3 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	80	0	0	**0**
	Left-Through		0			0	
	Through	450	1	**275**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	460	2	230	0	0	**0**
	Through-Right		0			0	
	Right	90	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	930	2	337	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	960	2	**360**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	435		North-South:	0
			East-West:	440		East-West:	0
			SUM:	875		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.636			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.636			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 180
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET
East-West Street: CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: Analyst: Date:

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	3 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	800	1	**445**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	960	2	480	0	0	**0**
	Through-Right		0			0	
	Right	160	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	1300	2	470	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1260	2	**463**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	635		North-South:	0
			East-West:	603		East-West:	0
			SUM:	1238		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.900			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.900			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET
East-West Street: IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: Analyst: Date:

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	570	2	**285**	0	0	0
	Through-Right		0			0	
	Right	110	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	**250**	0	0	0
	Left-Through		0			0	
	Through	470	1	300	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	1030	2	383	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	1710	2	**677**	0	0	0
	Through-Right		1			0	
	Right	320	0	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	535		North-South:	0
			East-West:	777		East-West:	0
			SUM:	1312		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.954			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.954			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	310	2	**155**	0	0	0
	Through-Right		0			0	
	Right	110	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	310	1	195	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	770	2	270	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	710	2	**290**	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	295		*North-South:*	0
			East-West:	380		*East-West:*	0
			SUM:	675		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.491			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.491			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	640	2	**320**	0	0	0
	Through-Right		0			0	
	Right	120	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	500	1	315	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1820	2	**637**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	1110	2	453	0	0	0
	Through-Right		1			0	
	Right	250	0	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	540		*North-South:*	0
			East-West:	747		*East-West:*	0
			SUM:	1287		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.936			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.936			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	590	2	**237**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	690	3	230	0	0	**0**
	Through-Right		0			0	
	Right	110	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	1230	2	450	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	1540	2	**573**	0	0	0
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	457		*North-South:*	0
			East-West:	683		*East-West:*	0
			SUM:	1140		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.829			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.829			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	360	2	**167**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	400	3	133	0	0	**0**
	Through-Right		0			0	
	Right	100	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	1070	2	**393**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	1090	2	413	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	387		*North-South:*	0
			East-West:	543		*East-West:*	0
			SUM:	930		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.676			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.676			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	900	2	**367**	0	0	0
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	242	1	**242**	0	0	0
	Left-Through		0			0	
	Through	850	3	283	0	0	**0**
	Through-Right		0			0	
	Right	120	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	1400	2	523	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	1330	2	**527**	0	0	0
	Through-Right		1			0	
	Right	250	0	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	609		*North-South:*	0
			East-West:	677		*East-West:*	0
			SUM:	1286		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.935			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.935			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	80	0	0	**0**
	Left-Through		0			0	
	Through	450	3	**150**	0	0	0
	Through-Right		0			0	
	Right	110	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	560	3	187	0	0	**0**
	Through-Right		0			0	
	Right	120	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	930	2	337	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1820	2	**653**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	340		*North-South:*	0
			East-West:	733		*East-West:*	0
			SUM:	1073		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.780			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.780			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	330	3	**110**	0	0	0
	Through-Right		0			0	
	Right	60	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	380	3	127	0	0	**0**
	Through-Right		0			0	
	Right	180	1	155	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	810	2	**293**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	770	2	300	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	290		*North-South:*	0
			East-West:	373		*East-West:*	0
			SUM:	663		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.482			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.482			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	730	3	**243**	0	0	0
	Through-Right		0			0	
	Right	80	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	550	3	183	0	0	**0**
	Through-Right		0			0	
	Right	90	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	1530	2	**540**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	920	2	357	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	393		*North-South:*	0
			East-West:	680		*East-West:*	0
			SUM:	1073		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.780			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.780			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	1300	2	**650**	0	0	0
	Through-Right		0			0	
	Right	160	1	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	450	1	270	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	840	1	**455**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	950	2	475	0	0	0
	Through-Right		0			0	
	Right	210	1	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	730		*North-South:*	0
			East-West:	585		*East-West:*	0
			SUM:	1315		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.877			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.877			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1020	2	**510**	0	0	0
	Through-Right		0			0	
	Right	120	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	560	1	330	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	510	1	**290**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	550	2	275	0	0	0
	Through-Right		0			0	
	Right	120	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	610		*North-South:*	0
			East-West:	430		*East-West:*	0
			SUM:	1040		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.693			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.693			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1440	2	**720**	0	0	0
	Through-Right		0			0	
	Right	230	1	165	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1130	1	650	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	1	160	0	0	0
	Left-Through		0			0	
	Through	1130	1	**640**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	890	2	445	0	0	0
	Through-Right		0			0	
	Right	190	1	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	850		*North-South:*	0
			East-West:	770		*East-West:*	0
			SUM:	1620		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.080			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.080			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	980	1	**630**	0	0	0
	Through-Right		1			0	
	Right	280	0	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	350	1	200	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	640	1	**375**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	780	2	390	0	0	0
	Through-Right		0			0	
	Right	410	1	335	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	780		*North-South:*	0
			East-West:	555		*East-West:*	0
			SUM:	1335		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.890			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.890			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	400	1	**250**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	330	1	185	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	500	1	**275**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	500	2	250	0	0	0
	Through-Right		0			0	
	Right	230	1	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	370		*North-South:*	0
			East-West:	395		*East-West:*	0
			SUM:	765		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.510			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.510			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	660	1	**430**	0	0	0
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	**250**	0	0	0
	Left-Through		0			0	
	Through	900	1	480	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	1010	1	**550**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	1	**200**	0	0	**0**
	Left-Through		0			0	
	Through	860	2	430	0	0	0
	Through-Right		0			0	
	Right	270	1	145	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	680		*North-South:*	0
			East-West:	750		*East-West:*	0
			SUM:	1430		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.953			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.953			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	197	0	0	0
	Left-Through		0			0	
	Through	60	0	0	0	0	**0**
	Through-Right		0			0	
	Right	340	1	**197**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1220	2	**513**	0	0	**0**
	Through-Right		1			0	
	Right	320	0	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	**240**	0	0	**0**
	Left-Through		0			0	
	Through	1100	3	367	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	197		*North-South:*	0
			East-West:	753		*East-West:*	0
			SUM:	950		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.633			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.633			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	310	1	223	0	0	0
	Left-Through		0			0	
	Through	70	0	0	0	0	**0**
	Through-Right		0			0	
	Right	360	1	**223**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1220	2	**483**	0	0	**0**
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	260	1	**260**	0	0	**0**
	Left-Through		0			0	
	Through	830	3	277	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	223		*North-South:*	0
			East-West:	743		*East-West:*	0
			SUM:	966		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.644			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.644			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	1	170	0	0	0
	Left-Through		0			0	
	Through	80	0	0	0	0	**0**
	Through-Right		0			0	
	Right	270	1	**170**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1480	2	**587**	0	0	**0**
	Through-Right		1			0	
	Right	280	0	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	1	**230**	0	0	**0**
	Left-Through		0			0	
	Through	1240	3	413	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	170		North-South:	0
			East-West:	817		East-West:	0
			SUM:	987		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.658			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.658			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	0	130	0	0	**0**
	Left-Through		1			0	
	Through	180	0	**235**	0	0	0
	Through-Right		1			0	
	Right	160	0	235	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	300	1	**300**	0	0	0
	Left-Through		0			0	
	Through	1140	3	380	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1250	2	**503**	0	0	0
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	235		North-South:	0
			East-West:	803		East-West:	0
			SUM:	1038		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.728			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.728			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	0	110	0	0	**0**
	Left-Through		1			0	
	Through	70	0	180	0	0	0
	Through-Right		1			0	
	Right	200	0	**200**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	390	1	**390**	0	0	0
	Left-Through		0			0	
	Through	1220	3	407	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	990	2	**437**	0	0	0
	Through-Right		1			0	
	Right	320	0	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	200		North-South:	0
			East-West:	827		East-West:	0
			SUM:	1027		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.721			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.721			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	230	0	230	0	0	**0**
	Left-Through		1			0	
	Through	90	0	**270**	0	0	0
	Through-Right		1			0	
	Right	220	0	270	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	330	1	**330**	0	0	0
	Left-Through		0			0	
	Through	1440	3	480	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1280	2	**520**	0	0	0
	Through-Right		1			0	
	Right	280	0	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	270		North-South:	0
			East-West:	850		East-West:	0
			SUM:	1120		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.786			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.786			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps
East-West Street: MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: Analyst: Date:

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	340	1	233	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	360	1	**233**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	10	0	0	0	0	0
Left-Through		0			0	
Through	1240	2	620	0	0	**0**
Through-Right		1			0	
Right	650	0	**650**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	1530	3	510	0	0	0
Through-Right		0			0	
Right	600	1	367	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	233		*North-South:*	0
		East-West:	650		*East-West:*	0
		SUM:	883		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.589			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.589			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps
East-West Street: MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: Analyst: Date:

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	420	1	280	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	420	1	**280**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	10	0	0	0	0	0
Left-Through		0			0	
Through	1130	2	**537**	0	0	**0**
Through-Right		1			0	
Right	480	0	480	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	1120	3	373	0	0	0
Through-Right		0			0	
Right	390	1	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	280		*North-South:*	0
		East-West:	537		*East-West:*	0
		SUM:	817		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.545			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.545			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps
East-West Street: MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4
Count Date: Analyst: Date:

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	460	1	263	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	330	1	**263**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	10	0	0	0	0	0
Left-Through		0			0	
Through	1560	2	**690**	0	0	**0**
Through-Right		1			0	
Right	510	0	510	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	1440	3	480	0	0	0
Through-Right		0			0	
Right	400	1	137	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	263		*North-South:*	0
		East-West:	690		*East-West:*	0
		SUM:	953		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.635			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.635			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	580	1	340	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	730	3	243	0	0	0
	Through-Right		0			0	
	Right	100	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	300	2	150	0	0	0
	Through-Right		0			0	
	Right	100	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	190	0	0	0
	Left-Through		0			0	
	Through	630	1	355	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	400		North-South:	0
			East-West:	425		East-West:	0
			SUM:	825		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.600			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.600			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	860	1	495	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	780	3	260	0	0	0
	Through-Right		0			0	
	Right	180	1	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	650	2	325	0	0	0
	Through-Right		0			0	
	Right	160	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	1	200	0	0	0
	Left-Through		0			0	
	Through	560	1	350	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	555		North-South:	0
			East-West:	525		East-West:	0
			SUM:	1080		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.785			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.785			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	990	1	570	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	720	3	240	0	0	0
	Through-Right		0			0	
	Right	190	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	900	2	450	0	0	0
	Through-Right		0			0	
	Right	130	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	270	1	270	0	0	0
	Left-Through		0			0	
	Through	560	1	335	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	690		North-South:	0
			East-West:	720		East-West:	0
			SUM:	1410		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.025			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.025			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	40	2	20	0	0	0
	Through-Right		0			0	
	Right	40	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	2	77	0	0	0
	Left-Through		1			0	
	Through	20	1	20	0	0	0
	Through-Right		0			0	
	Right	290	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	620	2	341	0	0	0
	Left-Through		0			0	
	Through	1920	4	480	0	0	0
	Through-Right		0			0	
	Right	20	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	2670	4	668	0	0	0
	Through-Right		0			0	
	Right	390	1	313	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	140		North-South:	0
			East-West:	1009		East-West:	0
			SUM:	1149		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.836			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.836			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	**30**	0	0	**0**
	Left-Through		0			0	
	Through	40	2	20	0	0	0
	Through-Right		0			0	
	Right	40	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	330	2	115	0	0	0
	Left-Through		1			0	
	Through	20	1	20	0	0	**0**
	Through-Right		0			0	
	Right	530	1	**252**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1010	2	**556**	0	0	0
	Left-Through		0			0	
	Through	2430	4	608	0	0	**0**
	Through-Right		0			0	
	Right	20	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	2580	4	**645**	0	0	0
	Through-Right		0			0	
	Right	250	1	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	282		*North-South:*	0
			East-West:	1201		*East-West:*	0
			SUM:	1483		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.079			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.079			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	**0**
	Left-Through		0			0	
	Through	40	2	20	0	0	0
	Through-Right		0			0	
	Right	70	1	**45**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	530	2	186	0	0	0
	Left-Through		1			0	
	Through	20	1	20	0	0	**0**
	Through-Right		0			0	
	Right	440	1	**190**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	910	2	**501**	0	0	0
	Left-Through		0			0	
	Through	2360	4	590	0	0	**0**
	Through-Right		0			0	
	Right	20	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	2340	4	**585**	0	0	0
	Through-Right		0			0	
	Right	360	1	174	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	235		*North-South:*	0
			East-West:	1086		*East-West:*	0
			SUM:	1321		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.961			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.961			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	0	70	0	0	**0**
	Left-Through		1			0	
	Through	100	0	**170**	0	0	0
	Through-Right		0			0	
	Right	530	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	0	**120**	0	0	0
	Left-Through		1			0	
	Through	50	0	100	0	0	**0**
	Through-Right		1			0	
	Right	50	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	470	2	**163**	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	1010	2	**556**	0	0	**0**
	Left-Through		0			0	
	Through	920	1	465	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	290		*North-South:*	0
			East-West:	719		*East-West:*	0
			SUM:	1009		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.734			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.734			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	0	70	0	0	**0**
	Left-Through		1			0	
	Through	70	0	**140**	0	0	0
	Through-Right		0			0	
	Right	700	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	0	30	0	0	0
	Left-Through		1			0	
	Through	60	0	**100**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	590	2	**203**	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	970	2	**534**	0	0	**0**
	Left-Through		0			0	
	Through	630	1	325	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	240		*North-South:*	0
			East-West:	737		*East-West:*	0
			SUM:	977		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.711			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.711			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	0	40	0	0	0
	Left-Through		1			0	
	Through	80	0	120	0	0	0
	Through-Right		0			0	
	Right	720	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	0	50	0	0	0
	Left-Through		1			0	
	Through	60	0	80	0	0	0
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1120	2	390	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	840	2	462	0	0	0
	Left-Through		0			0	
	Through	740	1	380	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	200		North-South:	0
			East-West:	852		East-West:	0
			SUM:	1052		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.765			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.765			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	490	1	315	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	910	1	480	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	760	1	415	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	330	1	330	0	0	0
	Left-Through		0			0	
	Through	1180	1	650	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	590		North-South:	0
			East-West:	745		East-West:	0
			SUM:	1335		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.971			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.971			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	700	1	545	0	0	0
	Through-Right		1			0	
	Right	390	0	390	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	860	1	445	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1140	1	615	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	310	1	310	0	0	0
	Left-Through		0			0	
	Through	1100	1	585	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	665		North-South:	0
			East-West:	925		East-West:	0
			SUM:	1590		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.156			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.156			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	770	1	530	0	0	0
	Through-Right		1			0	
	Right	290	0	290	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	770	1	400	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1430	1	745	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	1	230	0	0	0
	Left-Through		0			0	
	Through	910	1	490	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	620		North-South:	0
			East-West:	975		East-West:	0
			SUM:	1595		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.160			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.160			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	240	1	**240**	0	0	**0**	180	1	**180**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	510	2	255	0	0	0	580	2	290	0	0	0
	Through-Right		0			0			0			0	
	Right	70	1	0	0	0	0	90	1	35	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	40	1	40	0	0	0	70	1	70	0	0	0
	Left-Through		0			0			0			0	
	Through	350	1	**230**	0	0	**0**	400	1	**285**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	110	0	110	0	0	0	170	0	170	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	40	1	**40**	0	0	0	80	1	80	0	0	0
	Left-Through		0			0			0			0	
	Through	380	1	235	0	0	**0**	520	1	**335**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	90	0	90	0	0	0	150	0	150	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	140	1	140	0	0	**0**	110	1	**110**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	790	1	**420**	0	0	0	510	1	295	0	0	0
	Through-Right		1			0			1			0	
	Right	50	0	50	0	0	0	80	0	80	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	470		*North-South:*	0		*North-South:*	465		*North-South:*	0
			East-West:	460		*East-West:*	0		*East-West:*	445		*East-West:*	0
			SUM:	930		*SUM:*	0		*SUM:*	910		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.676			0.000			0.662			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.676			0.000			0.662			0.000
LEVEL OF SERVICE (LOS):				B			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	220	1	**220**	0	0	**0**						
	Left-Through		0			0							
	Through	540	2	270	0	0	0						
	Through-Right		0			0							
	Right	120	1	40	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	70	1	70	0	0	0						
	Left-Through		0			0							
	Through	430	1	**365**	0	0	**0**						
	Through-Right		1			0							
	Right	300	0	300	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	100	1	100	0	0	0						
	Left-Through		0			0							
	Through	970	1	**580**	0	0	**0**						
	Through-Right		1			0							
	Right	190	0	190	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	160	1	**160**	0	0	**0**						
	Left-Through		0			0							
	Through	620	1	330	0	0	0						
	Through-Right		1			0							
	Right	40	0	40	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	585		*North-South:*	0						
			East-West:	740		*East-West:*	0						
			SUM:	1325		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.964			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.964			0.000						
LEVEL OF SERVICE (LOS):				E			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				2			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	2	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	330	1	**330**	0	0	**0**						
	Left-Through		0			0							
	Through	540	1	295	0	0	0						
	Through-Right		1			0							
	Right	50	0	50	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	70	1	70	0	0	0						
	Left-Through		0			0							
	Through	350	1	**282**	0	0	**0**						
	Through-Right		1			0							
	Right	214	0	214	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	60	1	**60**	0	0	0						
	Left-Through		0			0							
	Through	240	1	205	0	0	**0**						
	Through-Right		1			0							
	Right	170	0	170	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	100	1	100	0	0	**0**						
	Left-Through		0			0							
	Through	560	2	**280**	0	0	0						
	Through-Right		0			0							
	Right	160	1	160	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	612		*North-South:*	0						
			East-West:	340		*East-West:*	0						
			SUM:	952		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.635			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.635			0.000						
LEVEL OF SERVICE (LOS):				B			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 2	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	140	1	**140**	0	0	**0**
Left-Through		0			0	
Through	460	1	285	0	0	0
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	1	100	0	0	0
Left-Through		0			0	
Through	360	1	**262**	0	0	**0**
Through-Right		1			0	
Right	164	0	164	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	207	1	**207**	0	0	0
Left-Through		0			0	
Through	430	1	295	0	0	**0**
Through-Right		1			0	
Right	160	0	160	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	70	1	70	0	0	**0**
Left-Through		0			0	
Through	390	2	**195**	0	0	0
Through-Right		0			0	
Right	90	1	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	402		*North-South:*	0
		East-West:	402		*East-West:*	0
		SUM:	804		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.536			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**			0.536			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 2	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	140	1	**140**	0	0	**0**
Left-Through		0			0	
Through	430	1	330	0	0	0
Through-Right		1			0	
Right	230	0	230	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	150	1	150	0	0	0
Left-Through		0			0	
Through	630	1	**411**	0	0	**0**
Through-Right		1			0	
Right	191	0	191	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	66	1	66	0	0	0
Left-Through		0			0	
Through	700	1	**565**	0	0	**0**
Through-Right		1			0	
Right	430	0	430	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	60	1	**60**	0	0	**0**
Left-Through		0			0	
Through	410	2	205	0	0	0
Through-Right		0			0	
Right	80	1	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	551		*North-South:*	0
		East-West:	625		*East-West:*	0
		SUM:	1176		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.784			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**			0.784			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	3 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	1100	2	**605**	0	0	**0**
Left-Through		0			0	
Through	770	1	425	0	0	0
Through-Right		1			0	
Right	80	0	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	2	55	0	0	0
Left-Through		0			0	
Through	390	2	**195**	0	0	**0**
Through-Right		0			0	
Right	190	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	430	1	**430**	0	0	0
Left-Through		0			0	
Through	1530	3	510	0	0	**0**
Through-Right		1			0	
Right	520	0	218	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	190	1	190	0	0	**0**
Left-Through		0			0	
Through	1990	3	**530**	0	0	0
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	800		*North-South:*	0
		East-West:	960		*East-West:*	0
		SUM:	1760		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.280			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**			1.280			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	3 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	780	2	**429**	0	0	**0**
Left-Through		0			0	
Through	710	1	410	0	0	0
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	2	55	0	0	0
Left-Through		0			0	
Through	330	2	**165**	0	0	**0**
Through-Right		0			0	
Right	350	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	450	1	**450**	0	0	0
Left-Through		0			0	
Through	2090	3	658	0	0	**0**
Through-Right		1			0	
Right	540	0	540	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	190	1	190	0	0	**0**
Left-Through		0			0	
Through	2090	3	**563**	0	0	0
Through-Right		1			0	
Right	160	0	160	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	594		*North-South:*	0
		East-West:	1013		*East-West:*	0
		SUM:	1607		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.169			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**			1.169			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	790	2	435	0	0	**0**
	Left-Through		0			0	
	Through	1230	1	**675**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	2	**61**	0	0	0
	Left-Through		0			0	
	Through	530	2	265	0	0	**0**
	Through-Right		0			0	
	Right	260	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	580	1	**580**	0	0	0
	Left-Through		0			0	
	Through	2150	3	688	0	0	**0**
	Through-Right		1			0	
	Right	600	0	600	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1780	3	**483**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	736		*North-South:*	0
			East-West:	1063		*East-West:*	0
			SUM:	1799		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.308			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.308			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	270	2	149	0	0	**0**
	Left-Through		0			0	
	Through	620	2	**310**	0	0	0
	Through-Right		0			0	
	Right	120	1	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	2	**149**	0	0	0
	Left-Through		0			0	
	Through	480	2	240	0	0	**0**
	Through-Right		0			0	
	Right	250	1	178	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	2	**72**	0	0	0
	Left-Through		0			0	
	Through	260	2	123	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	2	116	0	0	**0**
	Left-Through		0			0	
	Through	1220	3	407	0	0	0
	Through-Right		0			0	
	Right	690	1	**541**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	459		*North-South:*	0
			East-West:	613		*East-West:*	0
			SUM:	1072		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.780			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.780			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	2	94	0	0	**0**
	Left-Through		0			0	
	Through	450	2	**225**	0	0	0
	Through-Right		0			0	
	Right	110	1	66	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	360	2	**198**	0	0	0
	Left-Through		0			0	
	Through	460	2	230	0	0	**0**
	Through-Right		0			0	
	Right	180	1	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	250	2	**138**	0	0	0
	Left-Through		0			0	
	Through	610	2	250	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	2	44	0	0	**0**
	Left-Through		0			0	
	Through	580	3	193	0	0	0
	Through-Right		0			0	
	Right	540	1	**342**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	423		*North-South:*	0
			East-West:	480		*East-West:*	0
			SUM:	903		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.657			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.657			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	520	2	**260**	0	0	0
	Through-Right		0			0	
	Right	220	1	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	300	2	**165**	0	0	0
	Left-Through		0			0	
	Through	600	2	300	0	0	**0**
	Through-Right		0			0	
	Right	150	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	330	2	182	0	0	0
	Left-Through		0			0	
	Through	1340	2	**547**	0	0	**0**
	Through-Right		1			0	
	Right	300	0	300	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	2	**138**	0	0	**0**
	Left-Through		0			0	
	Through	510	3	170	0	0	0
	Through-Right		0			0	
	Right	600	1	435	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	425		*North-South:*	0
			East-West:	685		*East-West:*	0
			SUM:	1110		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.807			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.807			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	30	1	30	0	0	**0**
Left-Through		0			0	
Through	1380	1	**745**	0	0	0
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	120	1	**120**	0	0	0
Left-Through		0			0	
Through	810	1	440	0	0	**0**
Through-Right		1			0	
Right	70	0	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	30	1	30	0	0	0
Left-Through		0			0	
Through	40	0	**60**	0	0	**0**
Through-Right		1			0	
Right	20	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	30	1	30	0	0	**0**
Left-Through		0			0	
Through	50	1	**50**	0	0	0
Through-Right		1			0	
Right	80	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	865		*North-South:*	0
		East-West:	110		*East-West:*	0
		SUM:	975		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.709			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.709			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	60	1	60	0	0	**0**
Left-Through		0			0	
Through	900	1	**515**	0	0	0
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	1	**100**	0	0	0
Left-Through		0			0	
Through	800	1	435	0	0	**0**
Through-Right		1			0	
Right	70	0	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	50	1	50	0	0	0
Left-Through		0			0	
Through	60	0	**100**	0	0	**0**
Through-Right		1			0	
Right	40	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	130	1	130	0	0	**0**
Left-Through		0			0	
Through	40	1	40	0	0	0
Through-Right		1			0	
Right	190	0	**140**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	615		*North-South:*	0
		East-West:	240		*East-West:*	0
		SUM:	855		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.622			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.622			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	40	1	40	0	0	**0**
Left-Through		0			0	
Through	1020	1	**580**	0	0	0
Through-Right		1			0	
Right	140	0	140	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	190	1	**190**	0	0	0
Left-Through		0			0	
Through	990	1	525	0	0	**0**
Through-Right		1			0	
Right	60	0	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	90	1	90	0	0	0
Left-Through		0			0	
Through	70	0	**110**	0	0	**0**
Through-Right		1			0	
Right	40	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	140	1	**140**	0	0	**0**
Left-Through		0			0	
Through	50	1	50	0	0	0
Through-Right		1			0	
Right	210	0	115	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	770		*North-South:*	0
		East-West:	250		*East-West:*	0
		SUM:	1020		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.742			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.742			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	110	1	**110**	0	0	**0**
Left-Through		0			0	
Through	1370	2	467	0	0	0
Through-Right		1			0	
Right	30	0	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	30	1	30	0	0	0
Left-Through		0			0	
Through	1270	2	**580**	0	0	**0**
Through-Right		1			0	
Right	470	0	470	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	360	1	185	0	0	0
Left-Through		1			0	
Through	10	0	185	0	0	**0**
Through-Right		0			0	
Right	260	1	**205**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	10	0	**30**	0	0	0
Through-Right		0			0	
Right	10	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	690		*North-South:*	0
		East-West:	235		*East-West:*	0
		SUM:	925		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.673			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.673			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	70	1	**70**	0	0	**0**
Left-Through		0			0	
Through	1520	2	513	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	50	1	50	0	0	0
Left-Through		0			0	
Through	1250	2	**593**	0	0	**0**
Through-Right		1			0	
Right	530	0	530	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	370	1	190	0	0	0
Left-Through		1			0	
Through	10	0	190	0	0	**0**
Through-Right		0			0	
Right	260	1	**225**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	10	0	**50**	0	0	0
Through-Right		0			0	
Right	30	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	663		*North-South:*	0
		East-West:	275		*East-West:*	0
		SUM:	938		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.682			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.682			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	190	1	**190**	0	0	**0**
Left-Through		0			0	
Through	1590	2	533	0	0	0
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	40	1	40	0	0	0
Left-Through		0			0	
Through	1730	2	**807**	0	0	**0**
Through-Right		1			0	
Right	690	0	690	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	470	1	**235**	0	0	0
Left-Through		1			0	
Through	0	0	235	0	0	**0**
Through-Right		0			0	
Right	290	1	195	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	10	0	**60**	0	0	0
Through-Right		0			0	
Right	40	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	997		*North-South:*	0
		East-West:	295		*East-West:*	0
		SUM:	1292		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.940			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.940			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2380	4	**595**	0	0	0
Through-Right		0			0	
Right	320	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	2	**11**	0	0	0
Left-Through		0			0	
Through	1870	4	468	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	590	2	**325**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	10	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	606		*North-South:*	0
		East-West:	325		*East-West:*	0
		SUM:	931		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.653			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.653			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1750	4	**438**	0	0	0
Through-Right		0			0	
Right	330	1	137	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	10	2	**6**	0	0	0
Left-Through		0			0	
Through	1670	4	418	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	350	2	**193**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	20	1	14	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	444		*North-South:*	0
		East-West:	193		*East-West:*	0
		SUM:	637		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.447			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.447			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2430	4	**608**	0	0	0
	Through-Right		0			0	
	Right	590	1	265	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	2	**22**	0	0	0
	Left-Through		0			0	
	Through	2370	4	593	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	590	2	**325**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	40	1	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	630		*North-South:*	0
			East-West:	325		*East-West:*	0
			SUM:	955		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.670			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.670			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	2	**11**	0	0	**0**
	Left-Through		0			0	
	Through	20	3	7	0	0	0
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	480	2	264	0	0	0
	Left-Through		0			0	
	Through	20	2	10	0	0	**0**
	Through-Right		0			0	
	Right	700	1	**403**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	540	2	**297**	0	0	0
	Left-Through		0			0	
	Through	950	3	317	0	0	**0**
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	2	11	0	0	**0**
	Left-Through		0			0	
	Through	1020	3	**340**	0	0	0
	Through-Right		0			0	
	Right	370	1	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	414		*North-South:*	0
			East-West:	637		*East-West:*	0
			SUM:	1051		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.764			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.764			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	2	**17**	0	0	**0**
	Left-Through		0			0	
	Through	20	3	7	0	0	0
	Through-Right		0			0	
	Right	30	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	420	2	231	0	0	0
	Left-Through		0			0	
	Through	20	2	10	0	0	**0**
	Through-Right		0			0	
	Right	480	1	**260**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	400	2	**220**	0	0	0
	Left-Through		0			0	
	Through	1000	3	333	0	0	**0**
	Through-Right		0			0	
	Right	20	1	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	2	11	0	0	**0**
	Left-Through		0			0	
	Through	960	3	**320**	0	0	0
	Through-Right		0			0	
	Right	310	1	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	277		*North-South:*	0
			East-West:	540		*East-West:*	0
			SUM:	817		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.594			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.594			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	2	11	0	0	**0**
	Left-Through		0			0	
	Through	20	3	7	0	0	0
	Through-Right		0			0	
	Right	20	1	**17**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	900	2	**495**	0	0	0
	Left-Through		0			0	
	Through	10	2	5	0	0	**0**
	Through-Right		0			0	
	Right	510	1	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	740	2	**407**	0	0	0
	Left-Through		0			0	
	Through	1090	3	363	0	0	**0**
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	2	6	0	0	**0**
	Left-Through		0			0	
	Through	1140	3	**380**	0	0	0
	Through-Right		0			0	
	Right	430	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	512		*North-South:*	0
			East-West:	787		*East-West:*	0
			SUM:	1299		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.945			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.945			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**	20	1	20	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1140	2	**570**	0	0	0	770	2	**385**	0	0	0
	Through-Right		0			0			0			0	
	Right	210	1	166	0	0	0	140	1	124	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0	160	1	**160**	0	0	0
	Left-Through		0			0			0			0	
	Through	900	2	450	0	0	**0**	830	2	415	0	0	**0**
	Through-Right		0			0			0			0	
	Right	140	1	0	0	0	0	130	1	50	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	320	1	**320**	0	0	0	160	1	**160**	0	0	0
	Left-Through		0			0			0			0	
	Through	840	1	430	0	0	**0**	300	1	160	0	0	**0**
	Through-Right		1			0			1			0	
	Right	20	0	20	0	0	0	20	0	20	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	160	2	88	0	0	**0**	60	2	33	0	0	**0**
	Left-Through		0			0			0			0	
	Through	320	1	**235**	0	0	0	330	1	**265**	0	0	0
	Through-Right		1			0			1			0	
	Right	150	0	150	0	0	0	200	0	200	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	710		*North-South:*	0		*North-South:*	545		*North-South:*	0
			East-West:	555		*East-West:*	0		*East-West:*	425		*East-West:*	0
			SUM:	1265		*SUM:*	0		*SUM:*	970		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.888			0.000			0.681			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.888			0.000			0.681			0.000
LEVEL OF SERVICE (LOS):				D			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	30	1	30	0	0	**0**						
	Left-Through		0			0							
	Through	1400	2	**700**	0	0	0						
	Through-Right		0			0							
	Right	350	1	317	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	170	1	**170**	0	0	0						
	Left-Through		0			0							
	Through	1420	2	710	0	0	**0**						
	Through-Right		0			0							
	Right	200	1	115	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	170	1	**170**	0	0	0						
	Left-Through		0			0							
	Through	580	1	300	0	0	**0**						
	Through-Right		1			0							
	Right	20	0	20	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	120	2	66	0	0	**0**						
	Left-Through		0			0							
	Through	610	1	**400**	0	0	0						
	Through-Right		1			0							
	Right	190	0	190	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	870		*North-South:*	0						
			East-West:	570		*East-West:*	0						
			SUM:	1440		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				1.011			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.011			0.000						
LEVEL OF SERVICE (LOS):				F			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	30	2	17	0	0	**0**						
	Left-Through		0			0							
	Through	2430	2	**827**	0	0	0						
	Through-Right		1			0							
	Right	50	0	50	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	160	1	**160**	0	0	0						
	Left-Through		0			0							
	Through	2180	2	733	0	0	**0**						
	Through-Right		1			0							
	Right	20	0	20	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	400	2	**200**	0	0	**0**						
	Through-Right		1			0							
	Right	200	0	192	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	240	1	**240**	0	0	**0**						
	Left-Through		0			0							
	Through	1200	3	400	0	0	0						
	Through-Right		0			0							
	Right	280	1	200	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	987		*North-South:*	0						
			East-West:	440		*East-West:*	0						
			SUM:	1427		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				1.038			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.038			0.000						
LEVEL OF SERVICE (LOS):				F			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	2	99	0	0	**0**
	Left-Through		0			0	
	Through	1530	2	**543**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	1510	2	517	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	650	2	**273**	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	820	3	273	0	0	0
	Through-Right		0			0	
	Right	170	1	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	713		*North-South:*	0
			East-West:	443		*East-West:*	0
			SUM:	1156		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.841			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.841			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	2	88	0	0	**0**
	Left-Through		0			0	
	Through	2140	2	**760**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	340	1	**340**	0	0	0
	Left-Through		0			0	
	Through	2100	2	707	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1090	2	**437**	0	0	**0**
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	930	3	310	0	0	0
	Through-Right		0			0	
	Right	160	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1100		*North-South:*	0
			East-West:	597		*East-West:*	0
			SUM:	1697		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.234			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				1.234			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	2	**88**	0	0	**0**
	Left-Through		0			0	
	Through	810	2	310	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1270	2	**483**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	460	2	173	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	2	88	0	0	**0**
	Left-Through		0			0	
	Through	1110	2	**373**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	571		*North-South:*	0
			East-West:	503		*East-West:*	0
			SUM:	1074		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.781			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.781			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	2	**99**	0	0	**0**
	Left-Through		0			0	
	Through	880	2	363	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	910	2	**347**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	640	2	243	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	2	99	0	0	**0**
	Left-Through		0			0	
	Through	790	2	**270**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	446		*North-South:*	0
			East-West:	410		*East-West:*	0
			SUM:	856		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.623			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.623			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	1630	2	**650**	0	0	0
	Through-Right		1			0	
	Right	320	0	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1110	2	413	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	910	2	320	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	960	2	**323**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	780		*North-South:*	0
			East-West:	543		*East-West:*	0
			SUM:	1323		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.962			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.962			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	1470	1	**810**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	740	2	370	0	0	**0**
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	1570	3	523	0	0	**0**
	Through-Right		0			0	
	Right	140	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1200	2	**463**	0	0	0
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	910		*North-South:*	0
			East-West:	673		*East-West:*	0
			SUM:	1583		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.151			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				1.151			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	940	1	**550**	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	760	2	380	0	0	**0**
	Through-Right		0			0	
	Right	110	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	**200**	0	0	0
	Left-Through		0			0	
	Through	1200	3	400	0	0	**0**
	Through-Right		0			0	
	Right	140	1	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	1	200	0	0	**0**
	Left-Through		0			0	
	Through	1350	2	**483**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	690		*North-South:*	0
			East-West:	683		*East-West:*	0
			SUM:	1373		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.999			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.999			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1300	1	**710**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	1320	2	660	0	0	**0**
	Through-Right		0			0	
	Right	90	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1520	3	**507**	0	0	**0**
	Through-Right		0			0	
	Right	290	1	225	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	1	**230**	0	0	**0**
	Left-Through		0			0	
	Through	1540	2	563	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	870		*North-South:*	0
			East-West:	737		*East-West:*	0
			SUM:	1607		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.169			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				1.169			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	1390	1	**745**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	870	2	435	0	0	**0**
	Through-Right		0			0	
	Right	120	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	200	0	0	0
	Left-Through		0			0	
	Through	730	2	**365**	0	0	**0**
	Through-Right		0			0	
	Right	60	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	460	2	230	0	0	0
	Through-Right		0			0	
	Right	70	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	825		*North-South:*	0
			East-West:	445		*East-West:*	0
			SUM:	1270		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.847			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.847			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	910	1	**515**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	860	2	430	0	0	**0**
	Through-Right		0			0	
	Right	240	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	240	1	**240**	0	0	0
	Left-Through		0			0	
	Through	520	2	260	0	0	**0**
	Through-Right		0			0	
	Right	80	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	520	2	**260**	0	0	0
	Through-Right		0			0	
	Right	70	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	595		*North-South:*	0
			East-West:	500		*East-West:*	0
			SUM:	1095		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.730			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.730			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	1400	1	**785**	0	0	0
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	1460	2	730	0	0	**0**
	Through-Right		0			0	
	Right	180	1	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	830	2	**415**	0	0	**0**
	Through-Right		0			0	
	Right	110	1	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	670	2	335	0	0	0
	Through-Right		0			0	
	Right	80	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	865		*North-South:*	0
			East-West:	565		*East-West:*	0
			SUM:	1430		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.953			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.953			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	790	3	263	0	0	0
	Through-Right		0			0	
	Right	310	1	310	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	400	2	220	0	0	0
	Left-Through		0			0	
	Through	1110	2	**555**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	0	20	0	0	0
	Left-Through		0			0	
	Through	0	0	20	0	0	**0**
	Through-Right		0			0	
	Right	170	1	**170**	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	555		*North-South:*	0
			East-West:	170		*East-West:*	0
			SUM:	725		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.509			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.509			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	710	3	237	0	0	0
Through-Right		0			0	
Right	190	1	190	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	330	2	182	0	0	0
Left-Through		0			0	
Through	880	2	**440**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	30	0	30	0	0	0
Left-Through		0			0	
Through	0	0	30	0	0	**0**
Through-Right		0			0	
Right	130	1	**130**	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	440		*North-South:*	0
		East-West:	130		*East-West:*	0
		SUM:	570		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.400			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.400			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1260	3	**420**	0	0	0
Through-Right		0			0	
Right	250	1	250	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	710	2	**391**	0	0	0
Left-Through		0			0	
Through	1130	2	565	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	30	0	30	0	0	0
Left-Through		0			0	
Through	0	0	30	0	0	**0**
Through-Right		0			0	
Right	90	1	**90**	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	811		*North-South:*	0
		East-West:	90		*East-West:*	0
		SUM:	901		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.632			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.632			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	10	1	**10**	0	0	**0**
Left-Through		0			0	
Through	750	2	375	0	0	0
Through-Right		0			0	
Right	50	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1230	2	**413**	0	0	**0**
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	20	0	0	0	0	**0**
Through-Right		0			0	
Right	40	0	**40**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
WESTBOUND Left	350	1	**327**	0	0	**0**
Left-Through		0			0	
Through	10	0	327	0	0	0
Through-Right		0			0	
Right	620	1	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	423		*North-South:*	0
		East-West:	367		*East-West:*	0
		SUM:	790		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.554			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.554			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	20	1	**20**	0	0	**0**
Left-Through		0			0	
Through	640	2	320	0	0	0
Through-Right		0			0	
Right	80	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	980	2	**330**	0	0	**0**
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	20	0	0	0	0	**0**
Through-Right		0			0	
Right	20	0	**20**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
WESTBOUND Left	280	1	**180**	0	0	**0**
Left-Through		0			0	
Through	20	0	180	0	0	0
Through-Right		0			0	
Right	240	1	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	350		*North-South:*	0
		East-West:	200		*East-West:*	0
		SUM:	550		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.386			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.386			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 2	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	**0**
	Left-Through		0			0	
	Through	1190	2	**595**	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1540	2	520	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	20	0	0	0	0	**0**
	Through-Right		0			0	
	Right	30	0	**30**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
WESTBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	20	0	**315**	0	0	0
	Through-Right		0			0	
	Right	610	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	595		*North-South:*	0
			East-West:	345		*East-West:*	0
			SUM:	940		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.660			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.660			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0		
		EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	450	1	**450**	0	0	**0**
	Left-Through		0			0	
	Through	370	2	185	0	0	0
	Through-Right		0			0	
	Right	190	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	490	2	**245**	0	0	**0**
	Through-Right		0			0	
	Right	640	2	152	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	**200**	0	0	0
	Left-Through		0			0	
	Through	990	3	330	0	0	**0**
	Through-Right		0			0	
	Right	530	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	1	250	0	0	**0**
	Left-Through		0			0	
	Through	1340	3	447	0	0	0
	Through-Right		1			0	
	Right	580	0	**520**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	695		*North-South:*	0
			East-West:	720		*East-West:*	0
			SUM:	1415		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.029			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.029			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0		
		EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	390	1	**390**	0	0	**0**
	Left-Through		0			0	
	Through	430	2	215	0	0	0
	Through-Right		0			0	
	Right	250	2	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	230	0	0	0
	Left-Through		0			0	
	Through	320	2	160	0	0	**0**
	Through-Right		0			0	
	Right	880	2	**254**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	230	1	230	0	0	0
	Left-Through		0			0	
	Through	1700	3	**567**	0	0	**0**
	Through-Right		0			0	
	Right	590	1	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	1070	3	357	0	0	0
	Through-Right		1			0	
	Right	540	0	425	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	644		*North-South:*	0
			East-West:	677		*East-West:*	0
			SUM:	1321		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.961			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.961			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0		
		EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	450	1	**450**	0	0	**0**
	Left-Through		0			0	
	Through	350	2	175	0	0	0
	Through-Right		0			0	
	Right	550	2	233	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	370	1	370	0	0	0
	Left-Through		0			0	
	Through	850	2	**425**	0	0	**0**
	Through-Right		0			0	
	Right	520	2	36	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	250	1	250	0	0	0
	Left-Through		0			0	
	Through	1610	3	**537**	0	0	**0**
	Through-Right		0			0	
	Right	540	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	1000	3	333	0	0	0
	Through-Right		1			0	
	Right	450	0	265	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	875		*North-South:*	0
			East-West:	607		*East-West:*	0
			SUM:	1482		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.078			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.078			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**	0	0	0	0	0	**0**
	Left-Through		0			0			0			0	
	Through	3842	4	**961**	0	0	0	3407	4	**852**	0	0	0
	Through-Right		0			0			0			0	
	Right	100	1	0	0	0	0	110	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0	0	0	**0**	0	0	0
	Left-Through		0			0			0			0	
	Through	1680	4	420	0	0	**0**	1410	4	353	0	0	**0**
	Through-Right		0			0			0			0	
	Right	160	1	160	0	0	0	200	1	200	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	**0**	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	**0**	0	0	**0**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	330	1	190	0	0	**0**	410	1	**230**	0	0	**0**
	Left-Through		1			0			1			0	
	Through	50	0	190	0	0	0	50	0	230	0	0	0
	Through-Right		0			0			0			0	
	Right	350	2	**193**	0	0	0	240	2	132	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	961		*North-South:*	0		*North-South:*	852		*North-South:*	0
			East-West:	193		*East-West:*	0		*East-West:*	230		*East-West:*	0
			SUM:	1154		*SUM:*	0		*SUM:*	1082		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.769			0.000			0.721			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.769			0.000			0.721			0.000
LEVEL OF SERVICE (LOS):				C			A			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				2			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	2	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	0	0	0	0	0	**0**						
	Left-Through		0			0							
	Through	3848	4	**962**	0	0	0						
	Through-Right		0			0							
	Right	90	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	0	0	**0**	0	0	0						
	Left-Through		0			0							
	Through	2680	4	670	0	0	**0**						
	Through-Right		0			0							
	Right	180	1	180	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	0	0	**0**	0	0	**0**						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	610	1	**315**	0	0	**0**						
	Left-Through		1			0							
	Through	20	0	315	0	0	0						
	Through-Right		0			0							
	Right	250	2	138	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	962		*North-South:*	0						
			East-West:	315		*East-West:*	0						
			SUM:	1277		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.851			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.851			0.000						
LEVEL OF SERVICE (LOS):				D			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				2			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	0	0	0	0	0	**0**						
	Left-Through		0			0							
	Through	2030	2	**1015**	0	0	0						
	Through-Right		0			0							
	Right	560	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	20	0	**20**	0	0	0						
	Left-Through		1			0							
	Through	450	1	285	0	0	**0**						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	0	0	**0**	0	0	**0**						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	410	2	**226**	0	0	**0**						
	Left-Through		0			0							
	Through	0	0	0	0	0	0						
	Through-Right		0			0							
	Right	10	1	10	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	1035		*North-South:*	0						
			East-West:	226		*East-West:*	0						
			SUM:	1261		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.841			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.841			0.000						
LEVEL OF SERVICE (LOS):				D			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	780	2	**390**	0	0	0
	Through-Right		0			0	
	Right	240	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	0	**40**	0	0	0
	Left-Through		1			0	
	Through	420	1	330	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	470	2	**259**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	10	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	430		North-South:	0
			East-West:	259		East-West:	0
			SUM:	689		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.459			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.459			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	890	2	445	0	0	0
	Through-Right		0			0	
	Right	370	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	0	60	0	0	0
	Left-Through		1			0	
	Through	1250	1	**805**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	860	2	**473**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	10	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	805		North-South:	0
			East-West:	473		East-West:	0
			SUM:	1278		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.852			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.852			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	**30**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	30	0	0	0
	Through-Right		0			0	
	Right	1150	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	1290	1	**650**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	410	1	**410**	0	0	**0**
	Left-Through		0			0	
	Through	410	1	210	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	50		North-South:	0
			East-West:	1060		East-West:	0
			SUM:	1110		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.779			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.779			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	**30**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	30	0	0	0
	Through-Right		0			0	
	Right	460	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	560	1	**295**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	410	1	**410**	0	0	**0**
	Left-Through		0			0	
	Through	400	1	205	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	50		North-South:	0
			East-West:	705		East-West:	0
			SUM:	755		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.530			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.530			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	50	0	**50**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	50	0	0	0
	Through-Right		0			0	
	Right	540	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	690	1	**360**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	900	1	**900**	0	0	**0**
	Left-Through		0			0	
	Through	1090	1	550	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	70		*North-South:*	0
			East-West:	1260		*East-West:*	0
			SUM:	1330		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.933			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.933			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	30	1	30	0	0	0
	Through-Right		0			0	
	Right	150	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	30	0	30	0	0	**0**
	Through-Right		0			0	
	Right	20	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	520	2	257	0	0	**0**
	Through-Right		1			0	
	Right	250	0	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	290	2	160	0	0	**0**
	Left-Through		0			0	
	Through	1320	2	**470**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	130		*North-South:*	0
			East-West:	530		*East-West:*	0
			SUM:	660		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.480			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.480			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	90	1	**90**	0	0	**0**
	Left-Through		0			0	
	Through	30	1	30	0	0	0
	Through-Right		0			0	
	Right	230	2	66	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**60**	0	0	0
	Left-Through		0			0	
	Through	40	0	60	0	0	**0**
	Through-Right		0			0	
	Right	50	1	10	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	660	2	263	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	2	61	0	0	**0**
	Left-Through		0			0	
	Through	690	2	**247**	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	150		*North-South:*	0
			East-West:	327		*East-West:*	0
			SUM:	477		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.347			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.347			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	40	1	40	0	0	0
	Through-Right		0			0	
	Right	520	2	**236**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	**65**	0	0	0
	Left-Through		0			0	
	Through	40	0	65	0	0	**0**
	Through-Right		0			0	
	Right	50	1	15	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	1340	2	**493**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	2	**50**	0	0	**0**
	Left-Through		0			0	
	Through	790	2	283	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	301		*North-South:*	0
			East-West:	543		*East-West:*	0
			SUM:	844		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.614			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.614			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	590	2	**325**	0	0	**0**
	Left-Through		0			0	
	Through	1980	2	677	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	1550	2	**543**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	20	1	20	0	0	**0**
	Through-Right		0			0	
	Right	670	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	0	40	0	0	**0**
	Left-Through		1			0	
	Through	20	0	**70**	0	0	0
	Through-Right		1			0	
	Right	50	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	868		*North-South:*	0
			East-West:	150		*East-West:*	0
			SUM:	1018		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.714			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.714			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	610	2	**336**	0	0	**0**
	Left-Through		0			0	
	Through	1950	2	670	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	1490	2	**540**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	20	1	20	0	0	**0**
	Through-Right		0			0	
	Right	540	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	0	50	0	0	**0**
	Left-Through		1			0	
	Through	20	0	**50**	0	0	0
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	876		*North-South:*	0
			East-West:	160		*East-West:*	0
			SUM:	1036		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.727			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.727			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	900	2	**495**	0	0	**0**
	Left-Through		0			0	
	Through	2140	2	737	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	1940	2	**703**	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	40	1	40	0	0	**0**
	Through-Right		0			0	
	Right	910	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	0	50	0	0	**0**
	Left-Through		1			0	
	Through	30	0	**60**	0	0	0
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1198		*North-South:*	0
			East-West:	180		*East-West:*	0
			SUM:	1378		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.967			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.967			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	1350	1	**750**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	420	1	215	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	10	0	**30**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	45	0	0	**0**
	Left-Through		1			0	
	Through	10	0	45	0	0	0
	Through-Right		0			0	
	Right	140	1	**80**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	870		*North-South:*	0
			East-West:	110		*East-West:*	0
			SUM:	980		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.688			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.688			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	10	1	10	0	0	**0**
Left-Through		0			0	
Through	590	1	**370**	0	0	0
Through-Right		1			0	
Right	150	0	150	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	70	1	**70**	0	0	0
Left-Through		0			0	
Through	470	1	245	0	0	**0**
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	10	0	10	0	0	0
Left-Through		0			0	
Through	10	0	**30**	0	0	**0**
Through-Right		0			0	
Right	10	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
WESTBOUND Left	120	1	**70**	0	0	**0**
Left-Through		1			0	
Through	20	0	70	0	0	0
Through-Right		0			0	
Right	90	1	55	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	440		*North-South:*	0
		East-West:	100		*East-West:*	0
		SUM:	540		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.379			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.379			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	10	1	10	0	0	**0**
Left-Through		0			0	
Through	770	1	**465**	0	0	0
Through-Right		1			0	
Right	160	0	160	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	140	1	**140**	0	0	0
Left-Through		0			0	
Through	1130	1	570	0	0	**0**
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	10	0	10	0	0	0
Left-Through		0			0	
Through	10	0	**30**	0	0	**0**
Through-Right		0			0	
Right	10	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
WESTBOUND Left	170	1	**90**	0	0	**0**
Left-Through		1			0	
Through	10	0	90	0	0	0
Through-Right		0			0	
Right	100	1	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	605		*North-South:*	0
		East-West:	120		*East-West:*	0
		SUM:	725		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.509			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.509			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1800	4	**450**	0	0	0
Through-Right		0			0	
Right	920	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	170	2	**94**	0	0	0
Left-Through		0			0	
Through	1000	3	333	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	620	3	**217**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	240	1	146	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	544		*North-South:*	0
		East-West:	217		*East-West:*	0
		SUM:	761		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.534			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.534			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1160	4	**290**	0	0	0
Through-Right		0			0	
Right	750	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	320	2	**176**	0	0	0
Left-Through		0			0	
Through	1200	3	400	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	770	3	**270**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	280	1	104	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	466		*North-South:*	0
		East-West:	270		*East-West:*	0
		SUM:	736		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.516			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.516			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1590	4	398	0	0	0
	Through-Right		0			0	
	Right	650	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	600	2	330	0	0	0
	Left-Through		0			0	
	Through	2210	3	**737**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	780	3	**273**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	230	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	737		*North-South:*	0
			East-West:	273		*East-West:*	0
			SUM:	1010		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.709			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.709			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	2	**116**	0	0	**0**
	Left-Through		0			0	
	Through	210	1	147	0	0	0
	Through-Right		1			0	
	Right	230	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	2	61	0	0	0
	Left-Through		0			0	
	Through	380	1	**243**	0	0	**0**
	Through-Right		1			0	
	Right	350	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	350	2	**193**	0	0	0
	Left-Through		0			0	
	Through	260	3	87	0	0	**0**
	Through-Right		0			0	
	Right	190	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	2	55	0	0	**0**
	Left-Through		0			0	
	Through	810	3	270	0	0	0
	Through-Right		0			0	
	Right	700	2	**324**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	359		*North-South:*	0
			East-West:	517		*East-West:*	0
			SUM:	876		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.637			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.637			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	2	**83**	0	0	**0**
	Left-Through		0			0	
	Through	250	1	150	0	0	0
	Through-Right		1			0	
	Right	200	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	2	88	0	0	0
	Left-Through		0			0	
	Through	330	1	**183**	0	0	**0**
	Through-Right		1			0	
	Right	220	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	2	**105**	0	0	0
	Left-Through		0			0	
	Through	450	3	150	0	0	**0**
	Through-Right		0			0	
	Right	150	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	2	33	0	0	**0**
	Left-Through		0			0	
	Through	360	3	120	0	0	0
	Through-Right		0			0	
	Right	440	2	**154**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	266		*North-South:*	0
			East-West:	259		*East-West:*	0
			SUM:	525		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.382			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.382			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	2	44	0	0	**0**
	Left-Through		0			0	
	Through	270	1	270	0	0	0
	Through-Right		1			0	
	Right	590	1	**309**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	520	2	**286**	0	0	0
	Left-Through		0			0	
	Through	520	1	317	0	0	**0**
	Through-Right		1			0	
	Right	430	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	2	116	0	0	0
	Left-Through		0			0	
	Through	1420	3	**473**	0	0	**0**
	Through-Right		0			0	
	Right	220	2	77	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	2	**33**	0	0	**0**
	Left-Through		0			0	
	Through	400	3	133	0	0	0
	Through-Right		0			0	
	Right	420	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	595		*North-South:*	0
			East-West:	506		*East-West:*	0
			SUM:	1101		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.801			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.801			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	300	1	150	0	0	**0**
	Left-Through		1			0	
	Through	0	0	150	0	0	0
	Through-Right		0			0	
	Right	580	1	**489**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1000	2	**500**	0	0	**0**
	Through-Right		0			0	
	Right	190	1	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	330	2	**182**	0	0	**0**
	Left-Through		0			0	
	Through	890	1	450	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	509		*North-South:*	0
			East-West:	682		*East-West:*	0
			SUM:	1191		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.866			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.866			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	340	1	170	0	0	**0**
	Left-Through		1			0	
	Through	0	0	170	0	0	0
	Through-Right		0			0	
	Right	360	1	**225**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	720	2	**360**	0	0	**0**
	Through-Right		0			0	
	Right	110	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	490	2	**270**	0	0	**0**
	Left-Through		0			0	
	Through	770	1	390	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	245		*North-South:*	0
			East-West:	630		*East-West:*	0
			SUM:	875		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.636			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.636			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	480	1	**240**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	240	0	0	0
	Through-Right		0			0	
	Right	330	1	179	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	900	2	**450**	0	0	**0**
	Through-Right		0			0	
	Right	370	1	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	550	2	**303**	0	0	**0**
	Left-Through		0			0	
	Through	660	1	335	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	260		*North-South:*	0
			East-West:	753		*East-West:*	0
			SUM:	1013		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.737			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.737			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	760	1	**385**	0	0	0
	Left-Through		1			0	
	Through	10	0	385	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	270	2	**149**	0	0	0
	Left-Through		0			0	
	Through	420	1	215	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	280	2	**140**	0	0	0
	Through-Right		0			0	
	Right	910	2	116	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	415		*North-South:*	0
			East-West:	289		*East-West:*	0
			SUM:	704		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.512			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.512			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	NB-- 0	SB--		0
		EB-- 0	WB-- 3	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	10	0	30	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	560	1	285	0	0	0
	Left-Through		1			0	
	Through	10	0	285	0	0	0
	Through-Right		0			0	
	Right	110	1	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	2	66	0	0	0
	Left-Through		0			0	
	Through	260	1	135	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	390	2	195	0	0	0
	Through-Right		0			0	
	Right	720	2	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	315		North-South:	0
			East-West:	261		East-West:	0
			SUM:	576		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.419			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.419			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	NB-- 0	SB--		0
		EB-- 0	WB-- 3	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	10	0	30	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	860	1	435	0	0	0
	Left-Through		1			0	
	Through	10	0	435	0	0	0
	Through-Right		0			0	
	Right	250	1	156	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	2	94	0	0	0
	Left-Through		0			0	
	Through	400	1	205	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	390	2	195	0	0	0
	Through-Right		0			0	
	Right	750	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	465		North-South:	0
			East-West:	289		East-West:	0
			SUM:	754		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.548			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.548			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB--		0
		EB-- 0	WB-- 3	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	1560	3	520	0	0	0
	Through-Right		0			0	
	Right	590	1	486	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	620	2	341	0	0	0
	Left-Through		0			0	
	Through	2330	3	588	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	360	2	198	0	0	0
	Left-Through		0			0	
	Through	320	3	107	0	0	0
	Through-Right		0			0	
	Right	200	1	145	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	380	2	209	0	0	0
	Left-Through		0			0	
	Through	220	3	73	0	0	0
	Through-Right		0			0	
	Right	590	1	249	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	861		North-South:	0
			East-West:	447		East-West:	0
			SUM:	1308		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.951			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.951			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB--		0
		EB-- 0	WB-- 3	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	160	0	0	0
	Left-Through		0			0	
	Through	1360	3	453	0	0	0
	Through-Right		0			0	
	Right	730	1	681	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	470	2	259	0	0	0
	Left-Through		0			0	
	Through	1970	3	500	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	300	2	165	0	0	0
	Left-Through		0			0	
	Through	240	3	80	0	0	0
	Through-Right		0			0	
	Right	200	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	2	99	0	0	0
	Left-Through		0			0	
	Through	270	3	90	0	0	0
	Through-Right		0			0	
	Right	480	1	221	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	940		North-South:	0
			East-West:	386		East-West:	0
			SUM:	1326		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.964			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.964			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	2090	3	697	0	0	0
	Through-Right		0			0	
	Right	1100	1	**1034**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	540	2	**297**	0	0	0
	Left-Through		0			0	
	Through	2500	3	633	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	300	2	**165**	0	0	0
	Left-Through		0			0	
	Through	570	3	190	0	0	**0**
	Through-Right		0			0	
	Right	170	1	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	2	132	0	0	**0**
	Left-Through		0			0	
	Through	300	3	100	0	0	0
	Through-Right		0			0	
	Right	650	1	**353**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1331		*North-South:*	0
			East-West:	518		*East-West:*	0
			SUM:	1849		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.345			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				1.345			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	1060	2	**530**	0	0	0
	Through-Right		0			0	
	Right	610	1	505	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	360	1	185	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	**10**	0	0	0
	Left-Through		0			0	
	Through	10	1	10	0	0	**0**
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	**105**	0	0	**0**
	Left-Through		1			0	
	Through	20	0	105	0	0	0
	Through-Right		0			0	
	Right	100	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	610		*North-South:*	0
			East-West:	115		*East-West:*	0
			SUM:	725		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.527			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.527			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	360	2	**180**	0	0	0
	Through-Right		0			0	
	Right	300	1	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	280	1	145	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	20	1	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	280	1	**160**	0	0	**0**
	Left-Through		1			0	
	Through	40	0	160	0	0	0
	Through-Right		0			0	
	Right	120	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	280		*North-South:*	0
			East-West:	180		*East-West:*	0
			SUM:	460		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.335			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.335			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	510	2	255	0	0	0
	Through-Right		0			0	
	Right	280	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	850	1	**430**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	40	1	**40**	0	0	**0**
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	430	1	**235**	0	0	**0**
	Left-Through		1			0	
	Through	40	0	235	0	0	0
	Through-Right		0			0	
	Right	170	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	440		*North-South:*	0
			East-West:	275		*East-West:*	0
			SUM:	715		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.520			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.520			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	40	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	450	1	**413**	0	0	0
	Left-Through		1			0	
	Through	1200	0	413	0	0	**0**
	Through-Right		1			0	
	Right	590	1	413	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	490	2	**233**	0	0	**0**
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	310	2	**171**	0	0	**0**
	Left-Through		0			0	
	Through	940	2	313	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	543		*North-South:*	0
			East-West:	404		*East-West:*	0
			SUM:	947		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.689			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.689			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	80	2	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	170	0	0	0
	Left-Through		1			0	
	Through	300	0	**300**	0	0	**0**
	Through-Right		1			0	
	Right	270	1	149	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	500	2	**250**	0	0	**0**
	Through-Right		1			0	
	Right	280	0	225	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	2	**33**	0	0	**0**
	Left-Through		0			0	
	Through	610	2	203	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	410		*North-South:*	0
			East-West:	283		*East-West:*	0
			SUM:	693		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.504			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.504			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	200	2	77	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	190	0	0	0
	Left-Through		1			0	
	Through	210	0	**210**	0	0	**0**
	Through-Right		1			0	
	Right	310	1	171	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	850	2	**343**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	2	**66**	0	0	**0**
	Left-Through		0			0	
	Through	860	2	287	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	370		*North-South:*	0
			East-West:	409		*East-West:*	0
			SUM:	779		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.567			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.567			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	820	2	**451**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	500	2	181	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	280	3	93	0	0	**0**
	Through-Right		0			0	
	Right	350	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	2	94	0	0	**0**
	Left-Through		0			0	
	Through	1270	1	**635**	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	451		*North-South:*	0
			East-West:	635		*East-West:*	0
			SUM:	1086		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.762			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.762			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	500	2	**275**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	190	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	470	3	157	0	0	**0**
Through-Right		0			0	
Right	470	1	**195**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	350	2	**193**	0	0	**0**
Left-Through		0			0	
Through	490	1	245	0	0	0
Through-Right		1			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	275		*North-South:*	0
		East-West:	388		*East-West:*	0
		SUM:	663		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.465			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**			0.465			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	670	2	**369**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	250	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1510	3	**503**	0	0	**0**
Through-Right		0			0	
Right	560	1	191	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	370	2	**204**	0	0	**0**
Left-Through		0			0	
Through	540	1	270	0	0	0
Through-Right		1			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	369		*North-South:*	0
		East-West:	707		*East-West:*	0
		SUM:	1076		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.755			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**			0.755			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	20	1	20	0	0	**0**
Left-Through		0			0	
Through	1950	4	**488**	0	0	0
Through-Right		0			0	
Right	420	1	227	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	490	2	**270**	0	0	0
Left-Through		0			0	
Through	1480	4	370	0	0	**0**
Through-Right		0			0	
Right	290	1	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	180	1	180	0	0	0
Left-Through		0			0	
Through	370	2	**137**	0	0	**0**
Through-Right		1			0	
Right	40	0	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	350	2	**193**	0	0	**0**
Left-Through		0			0	
Through	140	2	70	0	0	0
Through-Right		0			0	
Right	550	2	33	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	758		*North-South:*	0
		East-West:	330		*East-West:*	0
		SUM:	1088		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.791			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**			0.791			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	30	1	30	0	0	**0**
Left-Through		0			0	
Through	1520	4	**380**	0	0	0
Through-Right		0			0	
Right	220	1	27	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	530	2	**292**	0	0	0
Left-Through		0			0	
Through	1270	4	318	0	0	**0**
Through-Right		0			0	
Right	280	1	190	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	90	1	90	0	0	0
Left-Through		0			0	
Through	130	2	**63**	0	0	**0**
Through-Right		1			0	
Right	60	0	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	350	2	**193**	0	0	**0**
Left-Through		0			0	
Through	160	2	80	0	0	0
Through-Right		0			0	
Right	760	2	126	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	672		*North-South:*	0
		East-West:	256		*East-West:*	0
		SUM:	928		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.675			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**			0.675			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	1960	4	**490**	0	0	0
	Through-Right		0			0	
	Right	480	1	216	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	560	2	**308**	0	0	0
	Left-Through		0			0	
	Through	1850	4	463	0	0	**0**
	Through-Right		0			0	
	Right	490	1	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	210	0	0	0
	Left-Through		0			0	
	Through	210	2	**97**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	480	2	**264**	0	0	**0**
	Left-Through		0			0	
	Through	250	2	125	0	0	0
	Through-Right		0			0	
	Right	630	2	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	798		*North-South:*	0
			East-West:	361		*East-West:*	0
			SUM:	1159		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.843			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.843			0.000
LEVEL OF SERVICE (LOS):				**D**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**330**	0	0	0
	Through-Right		0			0	
	Right	330	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	300	2	**165**	0	0	0
	Left-Through		0			0	
	Through	810	2	405	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1130	2	**377**	0	0	0
	Through-Right		1			0	
	Right	180	1	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	330		*North-South:*	0
			East-West:	542		*East-West:*	0
			SUM:	872		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.612			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.612			0.000
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**160**	0	0	0
	Through-Right		0			0	
	Right	160	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	310	2	**171**	0	0	0
	Left-Through		0			0	
	Through	1110	2	555	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1190	2	**410**	0	0	0
	Through-Right		1			0	
	Right	450	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	160		*North-South:*	0
			East-West:	581		*East-West:*	0
			SUM:	741		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.520			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.520			0.000
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	310	1	310	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**650**	0	0	0
	Through-Right		0			0	
	Right	650	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	240	2	**132**	0	0	0
	Left-Through		0			0	
	Through	1100	2	550	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1440	2	**480**	0	0	0
	Through-Right		1			0	
	Right	190	1	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	650		*North-South:*	0
			East-West:	612		*East-West:*	0
			SUM:	1262		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.886			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.886			0.000
LEVEL OF SERVICE (LOS):				**D**			**A**

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	0	0	**205**	0	0	**0**
	Through-Right		0			0	
	Right	410	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	980	4	245	0	0	**0**
	Through-Right		0			0	
	Right	250	1	**250**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	330	2	**182**	0	0	**0**
	Left-Through		0			0	
	Through	840	2	420	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	205		*North-South:*	0
			East-West:	432		*East-West:*	0
			SUM:	637		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.447			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.447			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	380	1	217	0	0	0
	Left-Through		0			0	
	Through	0	0	**217**	0	0	**0**
	Through-Right		0			0	
	Right	270	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	920	4	230	0	0	**0**
	Through-Right		0			0	
	Right	220	1	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	340	2	187	0	0	**0**
	Left-Through		0			0	
	Through	840	2	**420**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	217		*North-South:*	0
			East-West:	420		*East-West:*	0
			SUM:	637		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.447			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.447			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	147	0	0	0
	Left-Through		0			0	
	Through	0	0	**147**	0	0	**0**
	Through-Right		0			0	
	Right	290	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1260	4	315	0	0	**0**
	Through-Right		0			0	
	Right	330	1	**330**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	610	2	**336**	0	0	**0**
	Left-Through		0			0	
	Through	1140	2	570	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	147		*North-South:*	0
			East-West:	666		*East-West:*	0
			SUM:	813		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.571			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.571			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2570	2	**927**	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2480	3	827	0	0	**0**
	Through-Right		0			0	
	Right	960	1	680	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	800	3	280	0	0	0
	Left-Through		0			0	
	Through	290	0	**300**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	927		*North-South:*	0
			East-West:	300		*East-West:*	0
			SUM:	1227		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.818			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.818			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	0	NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1640	2	**617**	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1670	3	557	0	0	**0**
	Through-Right		0			0	
	Right	820	1	547	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	780	3	273	0	0	0
	Left-Through		0			0	
	Through	410	0	**430**	0	0	**0**
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	617		*North-South:*	0
			East-West:	430		*East-West:*	0
			SUM:	1047		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.698			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.698			0.000
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	0	NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2290	2	**873**	0	0	0
	Through-Right		1			0	
	Right	330	0	330	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2420	3	807	0	0	**0**
	Through-Right		0			0	
	Right	1000	1	618	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1090	3	382	0	0	0
	Left-Through		0			0	
	Through	760	0	**810**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	873		*North-South:*	0
			East-West:	810		*East-West:*	0
			SUM:	1683		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.122			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				1.122			0.000
LEVEL OF SERVICE (LOS):				**F**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	900	1	**485**	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	820	3	273	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	230	1	**200**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	545		*North-South:*	0
			East-West:	200		*East-West:*	0
			SUM:	745		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.497			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.497			0.000
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	820	1	**470**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	660	3	220	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	180	1	**125**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	580		*North-South:*	0
			East-West:	125		*East-West:*	0
			SUM:	705		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.470			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.470			0.000
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	860	1	**550**	0	0	0
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	260	1	**260**	0	0	0
	Left-Through		0			0	
	Through	1150	3	383	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	200	1	**70**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		810	*North-South:*		0
		East-West:		70	*East-West:*		0
		SUM:		880	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.587			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.587			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	330	1	**330**	0	0	**0**
	Left-Through		0			0	
	Through	960	2	480	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	840	2	**323**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	2	**50**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		653	*North-South:*		0
		East-West:		50	*East-West:*		0
		SUM:		703	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.469			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.469			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	250	1	**250**	0	0	**0**
	Left-Through		0			0	
	Through	780	2	390	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	740	2	**290**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	2	**99**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	180	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		540	*North-South:*		0
		East-West:		99	*East-West:*		0
		SUM:		639	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.426			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.426			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	830	2	415	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1120	2	**410**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	300	2	165	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	280	1	**205**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		560	*North-South:*		0
		East-West:		205	*East-West:*		0
		SUM:		765	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.510			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.510			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	300	1	**300**	0	0	**0**
Left-Through		0			0	
Through	820	1	410	0	0	0
Through-Right		1			0	
Right	140	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	140	2	77	0	0	0
Left-Through		0			0	
Through	580	2	**197**	0	0	**0**
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	10	1	10	0	0	0
Left-Through		1			0	
Through	250	0	**125**	0	0	**0**
Through-Right		1			0	
Right	80	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	640	1	**410**	0	0	**0**
Left-Through		0			0	
Through	110	0	410	0	0	0
Through-Right		0			0	
Right	70	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	497		*North-South:*	0
		East-West:	535		*East-West:*	0
		SUM:	1032		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.724			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**			0.724			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	490	1	**490**	0	0	**0**
Left-Through		0			0	
Through	570	1	285	0	0	0
Through-Right		1			0	
Right	130	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	150	2	83	0	0	0
Left-Through		0			0	
Through	610	2	**207**	0	0	**0**
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	40	1	40	0	0	0
Left-Through		1			0	
Through	330	0	**165**	0	0	**0**
Through-Right		1			0	
Right	150	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	610	1	**470**	0	0	**0**
Left-Through		0			0	
Through	240	0	470	0	0	0
Through-Right		0			0	
Right	90	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	697		*North-South:*	0
		East-West:	635		*East-West:*	0
		SUM:	1332		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.935			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**			0.935			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	400	1	**400**	0	0	**0**
Left-Through		0			0	
Through	670	1	335	0	0	0
Through-Right		1			0	
Right	120	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	210	2	116	0	0	0
Left-Through		0			0	
Through	1040	2	**350**	0	0	**0**
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	60	1	60	0	0	0
Left-Through		1			0	
Through	180	0	**107**	0	0	**0**
Through-Right		1			0	
Right	140	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	480	1	**395**	0	0	**0**
Left-Through		0			0	
Through	140	0	395	0	0	0
Through-Right		0			0	
Right	170	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	750		*North-South:*	0
		East-West:	502		*East-West:*	0
		SUM:	1252		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.879			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**			0.879			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	680	1	**360**	0	0	0
Through-Right		1			0	
Right	40	0	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	490	2	**270**	0	0	0
Left-Through		0			0	
Through	680	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	0	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	340	2	**52**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	630		*North-South:*	0
		East-West:	52		*East-West:*	0
		SUM:	682		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.455			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**			0.455			0.000
LEVEL OF SERVICE (LOS):			A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2 EB-- 0	SB-- WB--	0 0	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	850	1	**445**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	520	2	**286**	0	0	0
	Left-Through		0			0	
	Through	510	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	190	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	731		*North-South:*	0
			East-West:	0		*East-West:*	0
			SUM:	731		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.487			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.487			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2 EB-- 0	SB-- WB--	0 0	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	980	1	**510**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	500	2	**275**	0	0	0
	Left-Through		0			0	
	Through	1040	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	390	2	**78**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	785		*North-South:*	0
			East-West:	78		*East-West:*	0
			SUM:	863		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.575			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.575			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 0	SB-- WB--	0 0	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	1050	2	**525**	0	0	0
	Through-Right		0			0	
	Right	110	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	730	2	243	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	210	1	**130**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	685		*North-South:*	0
			East-West:	130		*East-West:*	0
			SUM:	815		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.593			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.593			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 0	SB-- WB--	0 0	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	770	2	**385**	0	0	0
	Through-Right		0			0	
	Right	80	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	720	2	240	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	100	2	55	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	200	1	**95**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	595		*North-South:*	0
			East-West:	95		*East-West:*	0
			SUM:	690		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.502			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.502			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	840	2	**420**	0	0	0
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	1200	2	400	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	140	2	**77**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	110	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	530		*North-South:*	0
			East-West:	77		*East-West:*	0
			SUM:	607		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.441			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.441			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	2	**72**	0	0	**0**
	Left-Through		0			0	
	Through	1680	2	567	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	1360	2	**650**	0	0	**0**
	Through-Right		1			0	
	Right	590	0	590	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	**105**	0	0	0
	Left-Through		1			0	
	Through	10	0	105	0	0	**0**
	Through-Right		0			0	
	Right	50	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	722		*North-South:*	0
			East-West:	135		*East-West:*	0
			SUM:	857		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.623			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.623			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	2	33	0	0	**0**
	Left-Through		0			0	
	Through	1320	2	**443**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	**40**	0	0	0
	Left-Through		0			0	
	Through	970	2	403	0	0	**0**
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	1	**85**	0	0	0
	Left-Through		1			0	
	Through	10	0	85	0	0	**0**
	Through-Right		0			0	
	Right	90	1	57	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	483		*North-South:*	0
			East-West:	115		*East-West:*	0
			SUM:	598		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.435			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.435			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	2	**11**	0	0	**0**
	Left-Through		0			0	
	Through	1750	2	590	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	1700	2	**673**	0	0	**0**
	Through-Right		1			0	
	Right	320	0	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	590	1	**300**	0	0	0
	Left-Through		1			0	
	Through	10	0	300	0	0	**0**
	Through-Right		0			0	
	Right	130	1	119	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	684		*North-South:*	0
			East-West:	330		*East-West:*	0
			SUM:	1014		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.737			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.737			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	**40**	0	0	**0**	130	1	**130**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	240	2	120	0	0	0	400	2	200	0	0	0
	Through-Right		0			0			0			0	
	Right	70	1	0	0	0	0	230	1	115	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	30	1	30	0	0	0	50	1	50	0	0	0
	Left-Through		0			0			0			0	
	Through	610	2	**305**	0	0	**0**	410	2	**205**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	330	1	245	0	0	0	250	1	135	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	170	1	**170**	0	0	0	230	1	**230**	0	0	0
	Left-Through		0			0			0			0	
	Through	510	2	255	0	0	**0**	680	2	340	0	0	**0**
	Through-Right		0			0			0			0	
	Right	30	1	10	0	0	0	150	1	85	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	240	1	240	0	0	**0**	230	1	230	0	0	**0**
	Left-Through		0			0			0			0	
	Through	880	2	**440**	0	0	0	700	2	**350**	0	0	0
	Through-Right		0			0			0			0	
	Right	20	1	5	0	0	0	20	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	345		*North-South:*	0		*North-South:*	335		*North-South:*	0
			East-West:	610		*East-West:*	0		*East-West:*	580		*East-West:*	0
			SUM:	955		*SUM:*	0		*SUM:*	915		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.670			0.000			0.642			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.670			0.000			0.642			0.000
LEVEL OF SERVICE (LOS):				B			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	40	1	40	0	0	**0**						
	Left-Through		0			0							
	Through	720	2	**360**	0	0	0						
	Through-Right		0			0							
	Right	380	1	285	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	30	1	**30**	0	0	0						
	Left-Through		0			0							
	Through	400	2	200	0	0	**0**						
	Through-Right		0			0							
	Right	280	1	95	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	370	1	**370**	0	0	0						
	Left-Through		0			0							
	Through	910	2	455	0	0	**0**						
	Through-Right		0			0							
	Right	80	1	60	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	190	1	190	0	0	**0**						
	Left-Through		0			0							
	Through	700	2	**350**	0	0	0						
	Through-Right		0			0							
	Right	20	1	5	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	390		*North-South:*	0						
			East-West:	720		*East-West:*	0						
			SUM:	1110		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.779			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.779			0.000						
LEVEL OF SERVICE (LOS):				C			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0						
		EB-- 3	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	50	1	50	0	0	**0**						
	Left-Through		0			0							
	Through	1460	3	**487**	0	0	0						
	Through-Right		0			0							
	Right	100	1	10	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	90	1	**90**	0	0	0						
	Left-Through		0			0							
	Through	1240	3	413	0	0	**0**						
	Through-Right		0			0							
	Right	210	1	100	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	110	1	**110**	0	0	0						
	Left-Through		0			0							
	Through	200	2	100	0	0	**0**						
	Through-Right		0			0							
	Right	90	1	40	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	90	1	90	0	0	**0**						
	Left-Through		0			0							
	Through	470	1	**275**	0	0	0						
	Through-Right		1			0							
	Right	80	0	80	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	577		*North-South:*	0						
			East-West:	385		*East-West:*	0						
			SUM:	962		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.700			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.700			0.000						
LEVEL OF SERVICE (LOS):				B			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	1060	3	353	0	0	0
	Through-Right		0			0	
	Right	230	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1180	3	**393**	0	0	**0**
	Through-Right		0			0	
	Right	110	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	430	2	215	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	220	0	0	**0**
	Left-Through		0			0	
	Through	390	1	**335**	0	0	0
	Through-Right		1			0	
	Right	280	0	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	503		*North-South:*	0
			East-West:	445		*East-West:*	0
			SUM:	948		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.689			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.689			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	1660	3	553	0	0	0
	Through-Right		0			0	
	Right	130	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	1710	3	**570**	0	0	**0**
	Through-Right		0			0	
	Right	200	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	1	220	0	0	0
	Left-Through		0			0	
	Through	830	2	**415**	0	0	**0**
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	440	1	280	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	670		*North-South:*	0
			East-West:	545		*East-West:*	0
			SUM:	1215		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.884			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.884			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	200	1	**200**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	530	1	**530**	0	0	0
	Left-Through		0			0	
	Through	810	3	270	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1600	3	**475**	0	0	0
	Through-Right		1			0	
	Right	300	0	300	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	200		*North-South:*	0
			East-West:	1005		*East-West:*	0
			SUM:	1205		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.846			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.846			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	330	1	330	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	370	1	**370**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	570	1	**570**	0	0	0
	Left-Through		0			0	
	Through	1090	3	363	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1350	3	**403**	0	0	0
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	370		*North-South:*	0
			East-West:	973		*East-West:*	0
			SUM:	1343		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.942			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.942			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	340	1	**340**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	320	1	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	370	1	**370**	0	0	0
	Left-Through		0			0	
	Through	2020	3	673	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1370	3	**378**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	340		*North-South:*	0
			East-West:	748		*East-West:*	0
			SUM:	1088		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.764			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.764			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 2		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	0	110	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	460	1	**285**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1230	3	**373**	0	0	**0**
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	**220**	0	0	**0**
	Left-Through		0			0	
	Through	1570	3	523	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	285		*North-South:*	0
			East-West:	593		*East-West:*	0
			SUM:	878		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.616			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.616			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 2		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	0	140	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	440	1	**290**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1520	3	**425**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	300	1	**300**	0	0	**0**
	Left-Through		0			0	
	Through	1380	3	460	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	290		*North-South:*	0
			East-West:	725		*East-West:*	0
			SUM:	1015		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.712			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.712			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 2		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	0	240	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	490	1	**365**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2150	3	**583**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	1	**210**	0	0	**0**
	Left-Through		0			0	
	Through	1500	3	500	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	365		*North-South:*	0
			East-West:	793		*East-West:*	0
			SUM:	1158		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.813			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.813			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	2660	4	665	0	0	0
	Through-Right		0			0	
	Right	200	1	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	310	2	171	0	0	0
	Left-Through		0			0	
	Through	2130	3	710	0	0	0
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	10	0	30	0	0	0
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	10	0	55	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	836		North-South:	0
			East-West:	85		East-West:	0
			SUM:	921		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.670			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.670			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	1870	4	468	0	0	0
	Through-Right		0			0	
	Right	160	1	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	2	66	0	0	0
	Left-Through		0			0	
	Through	1880	3	627	0	0	0
	Through-Right		0			0	
	Right	20	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	10	0	30	0	0	0
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	107	0	0	0
	Left-Through		0			0	
	Through	10	0	107	0	0	0
	Through-Right		0			0	
	Right	190	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	647		North-South:	0
			East-West:	137		East-West:	0
			SUM:	784		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.570			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.570			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	2690	4	673	0	0	0
	Through-Right		0			0	
	Right	110	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	2	88	0	0	0
	Left-Through		0			0	
	Through	2770	3	923	0	0	0
	Through-Right		0			0	
	Right	20	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	10	0	30	0	0	0
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	10	0	160	0	0	0
	Through-Right		0			0	
	Right	310	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	943		North-South:	0
			East-West:	190		East-West:	0
			SUM:	1133		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.824			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.824			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB--	0
		EB-- 3	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1600	3	430	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	1660	2	570	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	310	1	310	0	0	0
	Left-Through		0			0	
	Through	430	2	215	0	0	0
	Through-Right		0			0	
	Right	150	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	220	0	0	0
	Left-Through		0			0	
	Through	480	2	240	0	0	0
	Through-Right		0			0	
	Right	250	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	690		North-South:	0
			East-West:	550		East-West:	0
			SUM:	1240		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.902			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.902			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1230	3	**343**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	940	2	343	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	260	2	130	0	0	**0**
	Through-Right		0			0	
	Right	90	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	380	2	**190**	0	0	0
	Through-Right		0			0	
	Right	250	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	563		*North-South:*	0
			East-West:	330		*East-West:*	0
			SUM:	893		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.649			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.649			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	2070	3	**575**	0	0	0
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	1	**270**	0	0	0
	Left-Through		0			0	
	Through	1710	2	617	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	480	2	**240**	0	0	**0**
	Through-Right		0			0	
	Right	110	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	260	1	**260**	0	0	**0**
	Left-Through		0			0	
	Through	490	2	245	0	0	0
	Through-Right		0			0	
	Right	290	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	845		*North-South:*	0
			East-West:	500		*East-West:*	0
			SUM:	1345		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.978			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.978			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	70	2	39	0	0	**0**
	Left-Through		0			0	
	Through	1810	3	**603**	0	0	0
	Through-Right		0			0	
	Right	200	1	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	200	2	**110**	0	0	0
	Left-Through		0			0	
	Through	1710	3	435	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	80	1	80	0	0	**0**
	Through-Right		0			0	
	Right	190	1	**151**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**100**	0	0	**0**
	Left-Through		1			0	
	Through	30	0	100	0	0	0
	Through-Right		0			0	
	Right	180	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	713		*North-South:*	0
			East-West:	251		*East-West:*	0
			SUM:	964		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.701			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.701			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	120	2	66	0	0	**0**
	Left-Through		0			0	
	Through	1920	3	**640**	0	0	0
	Through-Right		0			0	
	Right	310	1	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	2	**127**	0	0	0
	Left-Through		0			0	
	Through	1860	3	483	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	70	1	70	0	0	**0**
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	290	1	**170**	0	0	**0**
	Left-Through		1			0	
	Through	50	0	170	0	0	0
	Through-Right		0			0	
	Right	240	1	113	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	767		*North-South:*	0
			East-West:	240		*East-West:*	0
			SUM:	1007		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.732			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.732			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 3	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	2	83	0	0	**0**
	Left-Through		0			0	
	Through	2080	3	**693**	0	0	0
	Through-Right		0			0	
	Right	360	1	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	2	**99**	0	0	0
	Left-Through		0			0	
	Through	2150	3	568	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	80	1	**80**	0	0	**0**
	Through-Right		0			0	
	Right	100	1	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	300	1	200	0	0	**0**
	Left-Through		1			0	
	Through	100	0	200	0	0	0
	Through-Right		0			0	
	Right	310	1	**211**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	792		*North-South:*	0
			East-West:	291		*East-West:*	0
			SUM:	1083		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.788			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.788			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 2		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	1	**200**	0	0	**0**
	Left-Through		0			0	
	Through	1510	3	503	0	0	0
	Through-Right		0			0	
	Right	350	1	207	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	160	0	0	0
	Left-Through		0			0	
	Through	1410	2	**480**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	640	1	**345**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	260	2	**143**	0	0	**0**
	Left-Through		0			0	
	Through	440	1	260	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	680		*North-South:*	0
			East-West:	488		*East-West:*	0
			SUM:	1168		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.849			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.849			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 2		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1560	3	**520**	0	0	0
	Through-Right		0			0	
	Right	310	1	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	280	1	**280**	0	0	0
	Left-Through		0			0	
	Through	1220	2	440	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	520	1	**320**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	420	2	**231**	0	0	**0**
	Left-Through		0			0	
	Through	500	1	290	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	800		*North-South:*	0
			East-West:	551		*East-West:*	0
			SUM:	1351		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.983			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.983			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 2		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	1780	3	**593**	0	0	0
	Through-Right		0			0	
	Right	310	1	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	290	1	**290**	0	0	0
	Left-Through		0			0	
	Through	1600	2	567	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	530	1	**320**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	430	2	**237**	0	0	**0**
	Left-Through		0			0	
	Through	640	1	355	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	883		*North-South:*	0
			East-West:	557		*East-West:*	0
			SUM:	1440		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.047			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.047			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1710	4	599	0	0	0	1240	4	434	0	0	0
	Left-Through		0			0			0			0	
	Through	1800	0	0	0	0	0	1440	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	260	0	0	0	0	0	200	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	1290	4	323	0	0	0	1610	4	403	0	0	0
	Through-Right		0			0			0			0	
	Right	20	1	20	0	0	0	40	1	40	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	1500	4	226	0	0	0	1070	4	158	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	10	1	10	0	0	0	40	1	40	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	922		North-South:	0		North-South:	837		North-South:	0
			East-West:	226		East-West:	0		East-West:	158		East-West:	0
			SUM:	1148		SUM:	0		SUM:	995		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.765			0.000			0.663			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.765			0.000			0.663			0.000
LEVEL OF SERVICE (LOS):				C			A			B			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				2			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	1770	4	620	0	0	0						
	Left-Through		0			0							
	Through	1760	0	0	0	0	0						
	Through-Right		0			0							
	Right	300	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	2110	4	528	0	0	0						
	Through-Right		0			0							
	Right	30	1	30	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	0	0	0	0	0	0						
	Through-Right		0			0							
	Right	1880	4	348	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	0	0	0	0	0	0						
	Through-Right		0			0							
	Right	390	1	390	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	1148		North-South:	0						
			East-West:	390		East-West:	0						
			SUM:	1538		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				1.025			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.025			0.000						
LEVEL OF SERVICE (LOS):				F			A						

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 3	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	140	2	77	0	0	0						
	Left-Through		0			0							
	Through	1380	1	760	0	0	0						
	Through-Right		1			0							
	Right	140	0	140	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	290	2	160	0	0	0						
	Left-Through		0			0							
	Through	1490	1	780	0	0	0						
	Through-Right		1			0							
	Right	70	0	70	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	70	2	39	0	0	0						
	Left-Through		0			0							
	Through	880	3	293	0	0	0						
	Through-Right		0			0							
	Right	150	1	73	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	290	2	160	0	0	0						
	Left-Through		0			0							
	Through	630	2	315	0	0	0						
	Through-Right		0			0							
	Right	350	1	190	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	920		North-South:	0						
			East-West:	453		East-West:	0						
			SUM:	1373		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.999			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.999			0.000						
LEVEL OF SERVICE (LOS):				E			A						

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	2	121	0	0	**0**
	Left-Through		0			0	
	Through	1480	1	**805**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	2	**149**	0	0	0
	Left-Through		0			0	
	Through	1480	1	795	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	2	**61**	0	0	0
	Left-Through		0			0	
	Through	670	3	223	0	0	**0**
	Through-Right		0			0	
	Right	170	1	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	270	2	149	0	0	**0**
	Left-Through		0			0	
	Through	790	2	**395**	0	0	0
	Through-Right		0			0	
	Right	230	1	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	954		*North-South:*	0
			East-West:	456		*East-West:*	0
			SUM:	1410		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.025			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.025			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	1430	1	**785**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	440	2	**242**	0	0	0
	Left-Through		0			0	
	Through	1680	1	880	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	2	**50**	0	0	0
	Left-Through		0			0	
	Through	920	3	307	0	0	**0**
	Through-Right		0			0	
	Right	220	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	310	2	171	0	0	**0**
	Left-Through		0			0	
	Through	990	2	**495**	0	0	0
	Through-Right		0			0	
	Right	300	1	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1027		*North-South:*	0
			East-West:	545		*East-West:*	0
			SUM:	1572		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.143			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.143			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	490	2	**270**	0	0	**0**
	Left-Through		0			0	
	Through	1530	2	550	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	260	2	143	0	0	0
	Left-Through		0			0	
	Through	1530	2	**560**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	2	**55**	0	0	0
	Left-Through		0			0	
	Through	680	2	340	0	0	**0**
	Through-Right		0			0	
	Right	520	1	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	2	105	0	0	**0**
	Left-Through		0			0	
	Through	830	2	**415**	0	0	0
	Through-Right		0			0	
	Right	230	1	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	830		*North-South:*	0
			East-West:	470		*East-West:*	0
			SUM:	1300		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.945			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.945			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	580	2	**319**	0	0	**0**
	Left-Through		0			0	
	Through	1390	2	540	0	0	0
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	410	2	226	0	0	0
	Left-Through		0			0	
	Through	1250	2	**477**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	2	77	0	0	0
	Left-Through		0			0	
	Through	670	2	**335**	0	0	**0**
	Through-Right		0			0	
	Right	430	1	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	490	2	**270**	0	0	**0**
	Left-Through		0			0	
	Through	970	2	485	0	0	0
	Through-Right		0			0	
	Right	400	1	174	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	796		*North-South:*	0
			East-West:	605		*East-West:*	0
			SUM:	1401		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.019			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.019			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	630	2	**347**	0	0	**0**
	Left-Through		0			0	
	Through	1350	2	517	0	0	0
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	2	149	0	0	0
	Left-Through		0			0	
	Through	1470	2	**537**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	2	72	0	0	0
	Left-Through		0			0	
	Through	800	2	**400**	0	0	**0**
	Through-Right		0			0	
	Right	490	1	143	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	550	2	**303**	0	0	**0**
	Left-Through		0			0	
	Through	720	2	360	0	0	0
	Through-Right		0			0	
	Right	370	1	221	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	884		*North-South:*	0
			East-West:	703		*East-West:*	0
			SUM:	1587		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.154			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.154			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	2060	3	520	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1810	2	**640**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	340	2	**187**	0	0	0
	Left-Through		0			0	
	Through	40	0	80	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		0			0	
	Right	270	1	**150**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	650		*North-South:*	0
			East-West:	337		*East-West:*	0
			SUM:	987		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.718			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.718			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	1660	3	**423**	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	1400	2	523	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	2	94	0	0	0
	Left-Through		0			0	
	Through	60	0	**120**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	**40**	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		0			0	
	Right	200	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	593		*North-South:*	0
			East-West:	160		*East-West:*	0
			SUM:	753		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.548			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.548			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	2460	3	**625**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	300	1	**300**	0	0	0
	Left-Through		0			0	
	Through	2190	2	810	0	0	**0**
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	2	99	0	0	0
	Left-Through		0			0	
	Through	90	0	**120**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	60	1	60	0	0	0
	Through-Right		0			0	
	Right	180	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	925		*North-South:*	0
			East-West:	180		*East-West:*	0
			SUM:	1105		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.804			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.804			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**	0	0	0	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1470	3	**490**	0	0	0	1720	3	**573**	0	0	0
	Through-Right		0			0			0			0	
	Right	320	1	0	0	0	0	190	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	860	2	**473**	0	0	0	730	2	**402**	0	0	0
	Left-Through		0			0			0			0	
	Through	1240	3	413	0	0	**0**	1490	3	497	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	160	2	**88**	0	0	**0**	170	2	**94**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	770	2	0	0	0	0	730	2	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	963		*North-South:*	0		*North-South:*	975		*North-South:*	0
			East-West:	88		*East-West:*	0		*East-West:*	94		*East-West:*	0
			SUM:	1051		*SUM:*	0		*SUM:*	1069		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.738			0.000			0.750			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.738			0.000			0.750			0.000
LEVEL OF SERVICE (LOS):				C			A			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	0	0	0	0	0	**0**						
	Left-Through		0			0							
	Through	1840	3	**613**	0	0	0						
	Through-Right		0			0							
	Right	240	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	1000	2	**550**	0	0	0						
	Left-Through		0			0							
	Through	1800	3	600	0	0	**0**						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	0	0	**0**	0	0	**0**						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	250	2	**138**	0	0	**0**						
	Left-Through		0			0							
	Through	0	0	0	0	0	0						
	Through-Right		0			0							
	Right	760	2	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	1163		*North-South:*	0						
			East-West:	138		*East-West:*	0						
			SUM:	1301		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.913			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.913			0.000						
LEVEL OF SERVICE (LOS):				E			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	30	1	30	0	0	**0**						
	Left-Through		0			0							
	Through	790	2	**395**	0	0	0						
	Through-Right		0			0							
	Right	140	1	60	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	130	1	**130**	0	0	0						
	Left-Through		0			0							
	Through	310	1	160	0	0	**0**						
	Through-Right		1			0							
	Right	10	0	10	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	40	1	40	0	0	0						
	Left-Through		0			0							
	Through	70	1	**50**	0	0	**0**						
	Through-Right		1			0							
	Right	30	0	30	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	160	1	160	0	0	**0**						
	Left-Through		0			0							
	Through	50	1	50	0	0	0						
	Through-Right		0			0							
	Right	350	1	**220**	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	525		*North-South:*	0						
			East-West:	270		*East-West:*	0						
			SUM:	795		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.578			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.578			0.000						
LEVEL OF SERVICE (LOS):				A			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	350	2	**175**	0	0	0
	Through-Right		0			0	
	Right	110	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	**50**	0	0	0
	Left-Through		0			0	
	Through	120	1	70	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	230	1	125	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	70	1	70	0	0	0
	Through-Right		0			0	
	Right	250	1	**200**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	225		*North-South:*	0
			East-West:	380		*East-West:*	0
			SUM:	605		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.440			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.440			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	470	2	**235**	0	0	0
	Through-Right		0			0	
	Right	170	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	50	1	40	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	270	1	270	0	0	0
	Left-Through		0			0	
	Through	640	1	**335**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	80	1	80	0	0	0
	Through-Right		0			0	
	Right	200	1	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	305		*North-South:*	0
			East-West:	495		*East-West:*	0
			SUM:	800		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.582			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.582			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1320	3	**440**	0	0	0
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1270	3	423	0	0	**0**
	Through-Right		0			0	
	Right	130	1	86	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	2	**88**	0	0	0
	Left-Through		0			0	
	Through	550	2	275	0	0	**0**
	Through-Right		0			0	
	Right	100	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	930	1	**630**	0	0	0
	Through-Right		1			0	
	Right	330	0	330	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	570		*North-South:*	0
			East-West:	718		*East-West:*	0
			SUM:	1288		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.937			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.937			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	1130	3	**377**	0	0	0
	Through-Right		0			0	
	Right	120	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	1100	3	367	0	0	**0**
	Through-Right		0			0	
	Right	250	1	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	2	**116**	0	0	0
	Left-Through		0			0	
	Through	700	2	350	0	0	**0**
	Through-Right		0			0	
	Right	90	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	680	1	**470**	0	0	0
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	607		*North-South:*	0
			East-West:	586		*East-West:*	0
			SUM:	1193		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.868			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.868			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	1800	3	**600**	0	0	0
	Through-Right		0			0	
	Right	130	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	260	1	**260**	0	0	0
	Left-Through		0			0	
	Through	1780	3	593	0	0	**0**
	Through-Right		0			0	
	Right	280	1	228	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	2	**105**	0	0	0
	Left-Through		0			0	
	Through	900	2	450	0	0	**0**
	Through-Right		0			0	
	Right	90	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	720	1	**455**	0	0	0
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	860		*North-South:*	0
			East-West:	560		*East-West:*	0
			SUM:	1420		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.033			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.033			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	390	2	215	0	0	**0**
	Left-Through		0			0	
	Through	980	1	**980**	0	0	0
	Through-Right		0			0	
	Right	290	1	225	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	250	0	0	0
	Left-Through		0			0	
	Through	500	0	**510**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	510	2	**255**	0	0	**0**
	Through-Right		0			0	
	Right	210	1	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	410	1	260	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1490		*North-South:*	0
			East-West:	385		*East-West:*	0
			SUM:	1875		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.316			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.316			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	250	2	138	0	0	**0**
	Left-Through		0			0	
	Through	700	1	**700**	0	0	0
	Through-Right		0			0	
	Right	200	1	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	310	1	310	0	0	0
	Left-Through		0			0	
	Through	440	0	**480**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	450	2	**225**	0	0	**0**
	Through-Right		0			0	
	Right	170	1	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	540	1	295	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1180		*North-South:*	0
			East-West:	395		*East-West:*	0
			SUM:	1575		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.105			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.105			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	400	2	220	0	0	**0**
	Left-Through		0			0	
	Through	880	1	**880**	0	0	0
	Through-Right		0			0	
	Right	190	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	460	1	460	0	0	0
	Left-Through		0			0	
	Through	950	0	**990**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	0	0	0
	Left-Through		0			0	
	Through	530	2	265	0	0	**0**
	Through-Right		0			0	
	Right	300	1	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	750	1	**425**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1870		*North-South:*	0
			East-West:	465		*East-West:*	0
			SUM:	2335		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.639			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.639			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1000	2	**500**	0	0	0
	Through-Right		0			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	630	2	315	0	0	**0**
	Through-Right		0			0	
	Right	120	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	2	121	0	0	0
	Left-Through		0			0	
	Through	1550	3	**517**	0	0	**0**
	Through-Right		0			0	
	Right	140	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	320	2	**176**	0	0	**0**
	Left-Through		0			0	
	Through	1470	3	490	0	0	0
	Through-Right		0			0	
	Right	210	1	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	660		*North-South:*	0
			East-West:	693		*East-West:*	0
			SUM:	1353		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.949			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.949			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	750	2	**375**	0	0	0
	Through-Right		0			0	
	Right	220	1	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	640	2	320	0	0	**0**
	Through-Right		0			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	260	2	**143**	0	0	0
	Left-Through		0			0	
	Through	1290	3	430	0	0	**0**
	Through-Right		0			0	
	Right	130	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	310	2	171	0	0	**0**
	Left-Through		0			0	
	Through	1380	3	**460**	0	0	0
	Through-Right		0			0	
	Right	140	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	515		*North-South:*	0
			East-West:	603		*East-West:*	0
			SUM:	1118		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.785			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.785			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	1160	2	**580**	0	0	0
	Through-Right		0			0	
	Right	220	1	33	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	950	2	475	0	0	**0**
	Through-Right		0			0	
	Right	150	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	280	2	154	0	0	0
	Left-Through		0			0	
	Through	1550	3	**517**	0	0	**0**
	Through-Right		0			0	
	Right	160	1	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	340	2	**187**	0	0	**0**
	Left-Through		0			0	
	Through	1470	3	490	0	0	0
	Through-Right		0			0	
	Right	110	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	800		*North-South:*	0
			East-West:	704		*East-West:*	0
			SUM:	1504		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.055			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				1.055			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	580	2	290	0	0	0
	Through-Right		0			0	
	Right	470	1	**338**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	560	2	280	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	2	**132**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	50	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	418		*North-South:*	0
			East-West:	132		*East-West:*	0
			SUM:	550		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.386			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.386			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet (Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		3	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	410	2	**205**	0	0	0
	Through-Right		0			0	
	Right	270	1	176	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	390	2	195	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	2	**94**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	315		*North-South:*	0
			East-West:	94		*East-West:*	0
			SUM:	409		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.287			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.287			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		3	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	650	2	**325**	0	0	0
	Through-Right		0			0	
	Right	310	1	123	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	490	2	245	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	340	2	**187**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	130	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	425		*North-South:*	0
			East-West:	187		*East-West:*	0
			SUM:	612		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.429			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.429			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	600	1	**395**	0	0	0
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	490	1	275	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	210	0	0	0
	Left-Through		0			0	
	Through	1580	2	**563**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	500	1	**500**	0	0	**0**
	Left-Through		0			0	
	Through	1200	3	328	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	565		*North-South:*	0
			East-West:	1063		*East-West:*	0
			SUM:	1628		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.184			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.184			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet (Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	250	1	**250**	0	0	**0**
	Left-Through		0			0	
	Through	340	1	275	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	340	1	**210**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1310	2	**473**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	370	1	**370**	0	0	**0**
	Left-Through		0			0	
	Through	1270	3	345	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	460		*North-South:*	0
			East-West:	843		*East-West:*	0
			SUM:	1303		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.948			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.948			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	640	1	**475**	0	0	0
	Through-Right		1			0	
	Right	310	0	310	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	670	1	400	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1740	2	**640**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	**220**	0	0	**0**
	Left-Through		0			0	
	Through	1530	3	415	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	595		*North-South:*	0
			East-West:	860		*East-West:*	0
			SUM:	1455		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.058			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.058			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	1290	2	**645**	0	0	0
	Through-Right		0			0	
	Right	220	1	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	390	2	195	0	0	**0**
	Through-Right		0			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	1000	3	333	0	0	**0**
	Through-Right		0			0	
	Right	460	1	370	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	1330	3	**443**	0	0	0
	Through-Right		0			0	
	Right	50	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	715		*North-South:*	0
			East-West:	613		*East-West:*	0
			SUM:	1328		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.966			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.966			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	260	1	260	0	0	**0**
	Left-Through		0			0	
	Through	920	2	**460**	0	0	0
	Through-Right		0			0	
	Right	370	1	295	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	500	2	250	0	0	**0**
	Through-Right		0			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	1140	3	380	0	0	**0**
	Through-Right		0			0	
	Right	460	1	330	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	1330	3	**443**	0	0	0
	Through-Right		0			0	
	Right	70	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	540		*North-South:*	0
			East-West:	623		*East-West:*	0
			SUM:	1163		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.846			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.846			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	330	1	330	0	0	**0**
	Left-Through		0			0	
	Through	1700	2	**850**	0	0	0
	Through-Right		0			0	
	Right	410	1	345	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	850	2	425	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	250	1	**250**	0	0	0
	Left-Through		0			0	
	Through	1630	3	543	0	0	**0**
	Through-Right		0			0	
	Right	320	1	155	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1420	3	**473**	0	0	0
	Through-Right		0			0	
	Right	50	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	950		*North-South:*	0
			East-West:	723		*East-West:*	0
			SUM:	1673		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.217			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.217			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	330	1	330	0	0	**0**
	Left-Through		0			0	
	Through	1390	3	**463**	0	0	0
	Through-Right		0			0	
	Right	30	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	1040	3	347	0	0	**0**
	Through-Right		0			0	
	Right	60	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	1	**20**	0	0	0
	Left-Through		0			0	
	Through	250	1	170	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	490	1	**370**	0	0	0
	Through-Right		1			0	
	Right	250	0	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	683		*North-South:*	0
			East-West:	390		*East-West:*	0
			SUM:	1073		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.780			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.780			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	1300	3	**433**	0	0	0
	Through-Right		0			0	
	Right	120	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	1320	3	440	0	0	**0**
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	350	1	**280**	0	0	**0**
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	400	1	265	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	573		*North-South:*	0
			East-West:	450		*East-West:*	0
			SUM:	1023		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.744			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.744			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	500	1	**500**	0	0	**0**
	Left-Through		0			0	
	Through	1550	3	517	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	230	0	0	0
	Left-Through		0			0	
	Through	1660	3	**553**	0	0	**0**
	Through-Right		0			0	
	Right	90	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	500	1	**405**	0	0	**0**
	Through-Right		1			0	
	Right	310	0	310	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	1	**210**	0	0	**0**
	Left-Through		0			0	
	Through	300	1	255	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1053		*North-South:*	0
			East-West:	615		*East-West:*	0
			SUM:	1668		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.213			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				1.213			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	1950	2	**657**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	1450	2	557	0	0	**0**
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	520	2	**286**	0	0	0
	Left-Through		0			0	
	Through	70	1	70	0	0	**0**
	Through-Right		0			0	
	Right	70	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		0			0	
	Right	160	1	**125**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	727		*North-South:*	0
			East-West:	411		*East-West:*	0
			SUM:	1138		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.799			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.799			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	1600	2	543	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1570	2	**597**	0	0	**0**
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	240	2	**132**	0	0	0
	Left-Through		0			0	
	Through	50	1	50	0	0	**0**
	Through-Right		0			0	
	Right	80	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	**50**	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		0			0	
	Right	90	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	667		*North-South:*	0
			East-West:	182		*East-West:*	0
			SUM:	849		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.596			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.596			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	2010	2	680	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	2420	2	**930**	0	0	**0**
	Through-Right		1			0	
	Right	370	0	370	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	230	2	**127**	0	0	0
	Left-Through		0			0	
	Through	100	1	100	0	0	**0**
	Through-Right		0			0	
	Right	60	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	70	1	**70**	0	0	0
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1000		*North-South:*	0
			East-West:	197		*East-West:*	0
			SUM:	1197		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.840			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.840			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	1780	2	**600**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**20**	0	0	0
	Left-Through		0			0	
	Through	1490	3	497	0	0	**0**
	Through-Right		0			0	
	Right	100	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	30	1	30	0	0	**0**
	Through-Right		0			0	
	Right	70	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	90	0	**160**	0	0	0
	Through-Right		1			0	
	Right	70	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	620		*North-South:*	0
			East-West:	290		*East-West:*	0
			SUM:	910		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.607			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.607			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	1580	2	**537**	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	**40**	0	0	0
	Left-Through		0			0	
	Through	1540	3	513	0	0	**0**
	Through-Right		0			0	
	Right	140	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	40	1	40	0	0	**0**
	Through-Right		0			0	
	Right	80	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	40	0	**90**	0	0	0
	Through-Right		1			0	
	Right	50	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	577		*North-South:*	0
			East-West:	190		*East-West:*	0
			SUM:	767		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.511			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.511			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	1940	2	660	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	2260	3	**753**	0	0	**0**
	Through-Right		0			0	
	Right	190	1	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	80	1	80	0	0	**0**
	Through-Right		0			0	
	Right	140	1	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	60	0	**90**	0	0	0
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	863		*North-South:*	0
			East-West:	200		*East-West:*	0
			SUM:	1063		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.709			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.709			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	**0**
	Left-Through		0			0	
	Through	1680	2	**563**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	1550	2	527	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	0	**90**	0	0	0
	Left-Through		0			0	
	Through	80	0	210	0	0	**0**
	Through-Right		0			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	80	0	**160**	0	0	0
	Through-Right		1			0	
	Right	80	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	593		*North-South:*	0
			East-West:	250		*East-West:*	0
			SUM:	843		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.562			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.562			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	**30**	0	0	**0**
	Left-Through		0			0	
	Through	1530	2	517	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1580	2	**547**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	0	60	0	0	0
	Left-Through		0			0	
	Through	60	0	**160**	0	0	**0**
	Through-Right		0			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	30	0	90	0	0	0
	Through-Right		1			0	
	Right	60	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	577		*North-South:*	0
			East-West:	170		*East-West:*	0
			SUM:	747		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.498			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.498			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	1990	2	670	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	2300	2	**783**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	0	30	0	0	0
	Left-Through		0			0	
	Through	110	0	**180**	0	0	**0**
	Through-Right		0			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	100	0	120	0	0	0
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	843		*North-South:*	0
			East-West:	190		*East-West:*	0
			SUM:	1033		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.689			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.689			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: I-105 WB RAMPS N/O IMPERIAL HIGHWA
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: Analyst: Date:

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2140	3	**713**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	2030	0	0	0	0	**0**
Through-Right		0			0	
Right	1380	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	800	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	2230	3	**781**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	713		North-South:	0
		East-West:	781		East-West:	0
		SUM:	1494		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.996			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.996			0.000
LEVEL OF SERVICE (LOS):			E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: I-105 WB RAMPS N/O IMPERIAL HIGHWA
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: Analyst: Date:

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2010	3	**670**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	1710	0	0	0	0	**0**
Through-Right		0			0	
Right	1830	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	530	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	2330	3	**816**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	670		North-South:	0
		East-West:	816		East-West:	0
		SUM:	1486		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.991			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.991			0.000
LEVEL OF SERVICE (LOS):			E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: I-105 WB RAMPS N/O IMPERIAL HIGHWA
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: Analyst: Date:

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2620	3	**873**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	2400	0	0	0	0	**0**
Through-Right		0			0	
Right	2050	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	730	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	2030	3	**711**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	873		North-South:	0
		East-West:	711		East-West:	0
		SUM:	1584		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			1.056			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.056			0.000
LEVEL OF SERVICE (LOS):			F			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: Analyst: Date:

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	110	1	110	0	0	**0**
Left-Through		0			0	
Through	800	2	**400**	0	0	0
Through-Right		0			0	
Right	30	1	15	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	1	**100**	0	0	0
Left-Through		0			0	
Through	620	3	207	0	0	**0**
Through-Right		0			0	
Right	430	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	80	2	**44**	0	0	0
Left-Through		0			0	
Through	80	1	80	0	0	**0**
Through-Right		0			0	
Right	60	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	30	1	30	0	0	**0**
Left-Through		0			0	
Through	50	1	50	0	0	0
Through-Right		0			0	
Right	130	1	**80**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	500		North-South:	0
		East-West:	124		East-West:	0
		SUM:	624		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.454			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.454			0.000
LEVEL OF SERVICE (LOS):			A			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	120	1	120	0	0	**0**
Left-Through		0			0	
Through	1130	2	**565**	0	0	0
Through-Right		0			0	
Right	30	1	15	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	90	1	**90**	0	0	0
Left-Through		0			0	
Through	820	3	273	0	0	**0**
Through-Right		0			0	
Right	440	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	110	2	**61**	0	0	0
Left-Through		0			0	
Through	50	1	50	0	0	**0**
Through-Right		0			0	
Right	80	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	30	1	30	0	0	**0**
Left-Through		0			0	
Through	50	1	50	0	0	0
Through-Right		0			0	
Right	140	1	**95**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	655		*North-South:*	0
		East-West:	156		*East-West:*	0
		SUM:	811		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.590			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.590			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	110	1	110	0	0	**0**
Left-Through		0			0	
Through	1190	2	**595**	0	0	0
Through-Right		0			0	
Right	30	1	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	50	1	**50**	0	0	0
Left-Through		0			0	
Through	650	3	217	0	0	**0**
Through-Right		0			0	
Right	570	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	140	2	**77**	0	0	0
Left-Through		0			0	
Through	110	1	110	0	0	**0**
Through-Right		0			0	
Right	150	1	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	40	1	40	0	0	**0**
Left-Through		0			0	
Through	80	1	80	0	0	0
Through-Right		0			0	
Right	160	1	**135**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	645		*North-South:*	0
		East-West:	212		*East-West:*	0
		SUM:	857		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.623			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.623			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	1	**0**	0	0	**0**
Left-Through		0			0	
Through	0	1	0	0	0	0
Through-Right		0			0	
Right	0	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	1	20	0	0	0
Left-Through		0			0	
Through	0	1	0	0	0	**0**
Through-Right		0			0	
Right	170	1	**115**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	110	1	**110**	0	0	0
Left-Through		0			0	
Through	130	1	65	0	0	**0**
Through-Right		1			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	1	0	0	0	**0**
Left-Through		0			0	
Through	550	1	**290**	0	0	0
Through-Right		1			0	
Right	30	0	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	115		*North-South:*	0
		East-West:	400		*East-West:*	0
		SUM:	515		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.343			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.343			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	1	**0**	0	0	**0**
Left-Through		0			0	
Through	0	1	0	0	0	0
Through-Right		0			0	
Right	0	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	70	1	70	0	0	0
Left-Through		0			0	
Through	0	1	0	0	0	**0**
Through-Right		0			0	
Right	270	1	**235**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	70	1	**70**	0	0	0
Left-Through		0			0	
Through	180	1	90	0	0	**0**
Through-Right		1			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	1	0	0	0	**0**
Left-Through		0			0	
Through	540	1	**280**	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	235		*North-South:*	0
		East-West:	350		*East-West:*	0
		SUM:	585		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.390			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.390			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	0	1	0	0	0	**0**
	Through-Right		0			0	
	Right	240	1	**200**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	190	1	95	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	740	1	**380**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	200		*North-South:*	0
			East-West:	460		*East-West:*	0
			SUM:	660		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.440			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.440			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	0	40	0	0	**0**
	Left-Through		1			0	
	Through	40	0	**80**	0	0	0
	Through-Right		0			0	
	Right	70	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	160	1	**160**	0	0	**0**
	Through-Right		0			0	
	Right	90	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	240	1	125	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	140	1	140	0	0	0
	Through-Right		0			0	
	Right	412	1	**322**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	240		*North-South:*	0
			East-West:	422		*East-West:*	0
			SUM:	662		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.465			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.465			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	0	20	0	0	**0**
	Left-Through		1			0	
	Through	180	0	**200**	0	0	0
	Through-Right		0			0	
	Right	40	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	40	1	40	0	0	**0**
	Through-Right		0			0	
	Right	110	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	350	1	**350**	0	0	0
	Left-Through		0			0	
	Through	260	1	145	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	140	1	140	0	0	0
	Through-Right		0			0	
	Right	497	1	**397**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	300		*North-South:*	0
			East-West:	747		*East-West:*	0
			SUM:	1047		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.735			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.735			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	30	0	0	**0**
	Left-Through		1			0	
	Through	200	0	**230**	0	0	0
	Through-Right		0			0	
	Right	70	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	120	1	**120**	0	0	**0**
	Through-Right		0			0	
	Right	90	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	400	1	**400**	0	0	0
	Left-Through		0			0	
	Through	260	1	140	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	200	1	200	0	0	0
	Through-Right		0			0	
	Right	588	1	**488**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	350		*North-South:*	0
			East-West:	888		*East-West:*	0
			SUM:	1238		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.869			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.869			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: 98TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: Analyst: Date:

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	860	2	**430**	0	0	0
	Through-Right		0			0	
	Right	100	1	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	440	2	207	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	130	1	130	0	0	**0**
	Through-Right		0			0	
	Right	130	1	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	80	0	**170**	0	0	0
	Through-Right		1			0	
	Right	90	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	570		North-South:	0
			East-West:	280		East-West:	0
			SUM:	850		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.567			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.567			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: 98TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: Analyst: Date:

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	1100	2	**550**	0	0	0
	Through-Right		0			0	
	Right	120	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	700	2	270	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	70	1	70	0	0	**0**
	Through-Right		0			0	
	Right	120	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	80	0	0	**0**
	Left-Through		0			0	
	Through	130	0	**250**	0	0	0
	Through-Right		1			0	
	Right	120	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	710		North-South:	0
			East-West:	380		East-West:	0
			SUM:	1090		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.727			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.727			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: 98TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: Analyst: Date:

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	990	2	**495**	0	0	0
	Through-Right		0			0	
	Right	170	1	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	710	2	270	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	110	1	110	0	0	**0**
	Through-Right		0			0	
	Right	200	1	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	140	0	**330**	0	0	0
	Through-Right		1			0	
	Right	190	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	575		North-South:	0
			East-West:	520		East-West:	0
			SUM:	1095		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.730			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.730			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE East-West Street: WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: Analyst: Date:

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	30	1	**30**	0	0	0
	Through-Right		0			0	
	Right	40	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**20**	0	0	0
	Left-Through		0			0	
	Through	20	1	15	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	**10**	0	0	0
	Left-Through		0			0	
	Through	290	2	145	0	0	**0**
	Through-Right		0			0	
	Right	80	1	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	650	2	**325**	0	0	0
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	50		North-South:	0
			East-West:	335		East-West:	0
			SUM:	385		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.257			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.257			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD						PM					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	0	**0**	50	1	**50**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	20	1	20	0	0	0	30	1	30	0	0	0
	Through-Right		0			0			0			0	
	Right	130	1	**45**	0	0	0	90	1	35	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0	20	1	20	0	0	0
	Left-Through		0			0			0			0	
	Through	20	1	15	0	0	**0**	20	1	**15**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	10	0	10	0	0	0	10	0	10	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	10	1	10	0	0	0	10	1	10	0	0	0
	Left-Through		0			0			0			0	
	Through	570	2	**285**	0	0	**0**	740	2	**370**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	80	1	55	0	0	0	160	1	135	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**	110	1	**110**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	590	2	295	0	0	0	600	2	300	0	0	0
	Through-Right		0			0			0			0	
	Right	30	1	15	0	0	0	40	1	30	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	75		*North-South:*	0		*North-South:*	65		*North-South:*	0
			East-West:	455		*East-West:*	0		*East-West:*	480		*East-West:*	0
			SUM:	530		*SUM:*	0		*SUM:*	545		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.353			0.000			0.363			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.353			0.000			0.363			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	0	110	0	0	**0**	130	0	130	0	0	**0**
	Left-Through		0			0			0			0	
	Through	120	0	**310**	0	0	0	140	0	**430**	0	0	0
	Through-Right		0			0			0			0	
	Right	80	0	0	0	0	0	160	0	0	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	30	0	**30**	0	0	0	150	0	**150**	0	0	0
	Left-Through		0			0			0			0	
	Through	120	0	200	0	0	**0**	130	0	370	0	0	**0**
	Through-Right		0			0			0			0	
	Right	50	0	0	0	0	0	90	0	0	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	60	1	**60**	0	0	0	60	1	**60**	0	0	0
	Left-Through		0			0			0			0	
	Through	340	1	265	0	0	**0**	470	1	275	0	0	**0**
	Through-Right		1			0			1			0	
	Right	190	0	190	0	0	0	80	0	80	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	90	1	90	0	0	**0**	120	1	120	0	0	**0**
	Left-Through		0			0			0			0	
	Through	720	1	**390**	0	0	0	540	1	**385**	0	0	0
	Through-Right		1			0			1			0	
	Right	60	0	60	0	0	0	230	0	230	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	340		*North-South:*	0		*North-South:*	580		*North-South:*	0
			East-West:	450		*East-West:*	0		*East-West:*	445		*East-West:*	0
			SUM:	790		*SUM:*	0		*SUM:*	1025		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.527			0.000			0.683			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.527			0.000			0.683			0.000
LEVEL OF SERVICE (LOS):				A			A			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	0	20	0	0	**0**
	Left-Through		0			0	
	Through	250	0	**570**	0	0	0
	Through-Right		0			0	
	Right	300	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	0	**150**	0	0	0
	Left-Through		0			0	
	Through	90	0	350	0	0	**0**
	Through-Right		0			0	
	Right	110	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	620	1	370	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	80	0	0	**0**
	Left-Through		0			0	
	Through	740	1	**410**	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	720		*North-South:*	0
			East-West:	470		*East-West:*	0
			SUM:	1190		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.793			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.793			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3330	2	**1123**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	3080	3	785	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**75**	0	0	0
	Left-Through		0			0	
	Through	60	0	75	0	0	**0**
	Through-Right		0			0	
	Right	70	1	70	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	290	1	**200**	0	0	**0**
	Left-Through		1			0	
	Through	110	0	200	0	0	0
	Through-Right		0			0	
	Right	50	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1123		*North-South:*	0
			East-West:	275		*East-West:*	0
			SUM:	1398		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.981			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.981			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2380	2	**807**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2220	3	593	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	**125**	0	0	0
	Left-Through		0			0	
	Through	100	0	125	0	0	**0**
	Through-Right		0			0	
	Right	80	1	80	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	**140**	0	0	**0**
	Left-Through		1			0	
	Through	90	0	140	0	0	0
	Through-Right		0			0	
	Right	40	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	807		*North-South:*	0
			East-West:	265		*East-West:*	0
			SUM:	1072		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.752			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.752			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3260	2	**1127**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	3100	3	808	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**170**	0	0	0
	Left-Through		0			0	
	Through	160	0	170	0	0	**0**
	Through-Right		0			0	
	Right	80	1	80	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	**190**	0	0	**0**
	Left-Through		1			0	
	Through	140	0	190	0	0	0
	Through-Right		0			0	
	Right	30	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1127		*North-South:*	0
			East-West:	360		*East-West:*	0
			SUM:	1487		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.044			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.044			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	230	0	270	0	0	0
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	260	0	**320**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	560	1	**380**	0	0	**0**
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	650	1	345	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	430		*North-South:*	0
			East-West:	440		*East-West:*	0
			SUM:	870		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.580			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.580			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	170	0	210	0	0	0
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	190	0	**260**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	560	1	330	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	600	1	**335**	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	360		*North-South:*	0
			East-West:	415		*East-West:*	0
			SUM:	775		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.517			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.517			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	260	0	290	0	0	0
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	300	0	**380**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	710	1	**435**	0	0	**0**
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	680	1	375	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	480		*North-South:*	0
			East-West:	515		*East-West:*	0
			SUM:	995		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.663			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.663			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	890	2	**445**	0	0	0
	Through-Right		0			0	
	Right	270	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	620	2	310	0	0	**0**
	Through-Right		0			0	
	Right	180	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	760	2	380	0	0	**0**
	Through-Right		0			0	
	Right	120	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	880	2	**440**	0	0	0
	Through-Right		0			0	
	Right	80	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	525		*North-South:*	0
			East-West:	600		*East-West:*	0
			SUM:	1125		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.818			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.818			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	180	1	**180**	0	0	**0**
Left-Through		0			0	
Through	690	2	345	0	0	0
Through-Right		0			0	
Right	220	1	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	90	1	90	0	0	0
Left-Through		0			0	
Through	730	2	**365**	0	0	**0**
Through-Right		0			0	
Right	220	1	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	170	1	**170**	0	0	0
Left-Through		0			0	
Through	640	2	320	0	0	**0**
Through-Right		0			0	
Right	120	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	90	1	90	0	0	**0**
Left-Through		0			0	
Through	660	2	**330**	0	0	0
Through-Right		0			0	
Right	30	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	545		*North-South:*	0
		East-West:	500		*East-West:*	0
		SUM:	1045		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.760			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.760			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	170	1	**170**	0	0	**0**
Left-Through		0			0	
Through	900	2	450	0	0	0
Through-Right		0			0	
Right	340	1	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	90	1	90	0	0	0
Left-Through		0			0	
Through	1090	2	**545**	0	0	**0**
Through-Right		0			0	
Right	190	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	190	1	190	0	0	0
Left-Through		0			0	
Through	910	2	**455**	0	0	**0**
Through-Right		0			0	
Right	150	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	300	1	**300**	0	0	**0**
Left-Through		0			0	
Through	750	2	375	0	0	0
Through-Right		0			0	
Right	30	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	715		*North-South:*	0
		East-West:	755		*East-West:*	0
		SUM:	1470		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.069			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.069			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
	EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	360	1	**360**	0	0	**0**
Left-Through		0			0	
Through	760	1	390	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	1	20	0	0	0
Left-Through		0			0	
Through	610	2	**237**	0	0	**0**
Through-Right		1			0	
Right	100	0	100	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	40	1	**40**	0	0	0
Left-Through		0			0	
Through	10	1	10	0	0	**0**
Through-Right		0			0	
Right	250	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	10	0	**30**	0	0	0
Through-Right		0			0	
Right	10	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	597		*North-South:*	0
		East-West:	70		*East-West:*	0
		SUM:	667		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.468			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.468			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
	EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	190	1	190	0	0	**0**
Left-Through		0			0	
Through	830	1	**425**	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	1	**20**	0	0	0
Left-Through		0			0	
Through	430	2	163	0	0	**0**
Through-Right		1			0	
Right	60	0	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	80	1	80	0	0	0
Left-Through		0			0	
Through	10	1	10	0	0	**0**
Through-Right		0			0	
Right	340	1	**150**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	**10**	0	0	**0**
Left-Through		0			0	
Through	10	0	40	0	0	0
Through-Right		0			0	
Right	20	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	445		*North-South:*	0
		East-West:	160		*East-West:*	0
		SUM:	605		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.425			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.425			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	890	1	450	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	1060	2	**377**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	10	1	10	0	0	**0**
	Through-Right		0			0	
	Right	240	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	0	20	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**40**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	557		*North-South:*	0
			East-West:	110		*East-West:*	0
			SUM:	667		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.468			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.468			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1160	1	**595**	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	400	2	200	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	0	30	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**40**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	625		*North-South:*	0
			East-West:	40		*East-West:*	0
			SUM:	665		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.443			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.443			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	420	1	**215**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**20**	0	0	0
	Left-Through		0			0	
	Through	280	2	140	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**30**	0	0	0
	Through-Right		0			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	235		*North-South:*	0
			East-West:	30		*East-West:*	0
			SUM:	265		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.177			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.177			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	610	1	320	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	1030	2	**515**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	0	40	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**60**	0	0	0
	Through-Right		0			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	515		*North-South:*	0
			East-West:	60		*East-West:*	0
			SUM:	575		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.383			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.383			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1650	1	**850**	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	1470	2	735	0	0	**0**
	Through-Right		0			0	
	Right	90	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	230	1	230	0	0	**0**
	Through-Right		0			0	
	Right	140	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	380	1	**380**	0	0	0
	Through-Right		0			0	
	Right	180	1	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	950		*North-South:*	0
			East-West:	590		*East-West:*	0
			SUM:	1540		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.027			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				1.027			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	1460	1	760	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1590	2	**795**	0	0	**0**
	Through-Right		0			0	
	Right	150	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	240	1	240	0	0	**0**
	Through-Right		0			0	
	Right	210	1	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	270	1	**270**	0	0	0
	Through-Right		0			0	
	Right	140	1	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	935		*North-South:*	0
			East-West:	500		*East-West:*	0
			SUM:	1435		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.957			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.957			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	1300	1	680	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1730	2	**865**	0	0	**0**
	Through-Right		0			0	
	Right	130	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	380	1	**380**	0	0	**0**
	Through-Right		0			0	
	Right	160	1	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	220	1	220	0	0	0
	Through-Right		0			0	
	Right	90	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	985		*North-South:*	0
			East-West:	440		*East-West:*	0
			SUM:	1425		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.950			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.950			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	630	2	315	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	660	1	**360**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	700	2	280	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1070	2	**390**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	480		*North-South:*	0
			East-West:	480		*East-West:*	0
			SUM:	960		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.698			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.698			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 0	SB-- 0 WB-- 0		NB-- 0 EB-- 0	SB-- 0 WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	160	1	160	0	0	**0**
Left-Through		0			0	
Through	810	2	**405**	0	0	0
Through-Right		0			0	
Right	120	1	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	90	1	**90**	0	0	0
Left-Through		0			0	
Through	520	1	315	0	0	**0**
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	150	1	**150**	0	0	0
Left-Through		0			0	
Through	1040	2	390	0	0	**0**
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	90	1	90	0	0	**0**
Left-Through		0			0	
Through	1100	2	**403**	0	0	0
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	495		*North-South:*	0
		East-West:	553		*East-West:*	0
		SUM:	1048		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.762			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**			0.762			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 0	SB-- 0 WB-- 0		NB-- 0 EB-- 0	SB-- 0 WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	190	1	190	0	0	**0**
Left-Through		0			0	
Through	950	2	**475**	0	0	0
Through-Right		0			0	
Right	150	1	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	130	1	**130**	0	0	0
Left-Through		0			0	
Through	670	1	400	0	0	**0**
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	200	1	200	0	0	0
Left-Through		0			0	
Through	1410	2	**530**	0	0	**0**
Through-Right		1			0	
Right	180	0	180	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	140	1	**140**	0	0	**0**
Left-Through		0			0	
Through	1220	2	450	0	0	0
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	605		*North-South:*	0
		East-West:	670		*East-West:*	0
		SUM:	1275		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.927			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**			0.927			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 0	SB-- 3 WB-- 0		NB-- 0 EB-- 0	SB-- 0 WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	110	1	110	0	0	**0**
Left-Through		0			0	
Through	2560	3	**853**	0	0	0
Through-Right		0			0	
Right	140	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	60	1	**60**	0	0	0
Left-Through		0			0	
Through	2250	3	750	0	0	**0**
Through-Right		0			0	
Right	470	1	272	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	360	2	**198**	0	0	0
Left-Through		0			0	
Through	340	1	210	0	0	**0**
Through-Right		1			0	
Right	80	0	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	350	2	193	0	0	**0**
Left-Through		0			0	
Through	770	2	**385**	0	0	0
Through-Right		0			0	
Right	180	1	150	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	913		*North-South:*	0
		East-West:	583		*East-West:*	0
		SUM:	1496		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.088			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**			1.088			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 0	SB-- 3 WB-- 0		NB-- 0 EB-- 0	SB-- 0 WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	60	1	60	0	0	**0**
Left-Through		0			0	
Through	1960	3	**653**	0	0	0
Through-Right		0			0	
Right	180	1	48	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	120	1	**120**	0	0	0
Left-Through		0			0	
Through	1770	3	590	0	0	**0**
Through-Right		0			0	
Right	310	1	134	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	320	2	**176**	0	0	0
Left-Through		0			0	
Through	320	1	210	0	0	**0**
Through-Right		1			0	
Right	100	0	100	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	240	2	132	0	0	**0**
Left-Through		0			0	
Through	340	2	**170**	0	0	0
Through-Right		0			0	
Right	140	1	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	773		*North-South:*	0
		East-West:	346		*East-West:*	0
		SUM:	1119		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.814			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**			0.814			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	70	1	**70**	0	0	**0**
Left-Through		0			0	
Through	2220	3	740	0	0	0
Through-Right		0			0	
Right	380	1	204	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	160	1	160	0	0	0
Left-Through		0			0	
Through	2660	3	**887**	0	0	**0**
Through-Right		0			0	
Right	300	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	620	2	341	0	0	0
Left-Through		0			0	
Through	520	1	**330**	0	0	**0**
Through-Right		1			0	
Right	140	0	140	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	320	2	**176**	0	0	**0**
Left-Through		0			0	
Through	310	2	155	0	0	0
Through-Right		0			0	
Right	230	1	150	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	957		*North-South:*	0
		East-West:	506		*East-West:*	0
		SUM:	1463		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.064			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.064			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	370	2	**204**	0	0	**0**
Left-Through		0			0	
Through	1520	2	520	0	0	0
Through-Right		1			0	
Right	40	0	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	190	2	105	0	0	0
Left-Through		0			0	
Through	1520	2	**587**	0	0	**0**
Through-Right		1			0	
Right	240	0	240	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	120	1	**120**	0	0	0
Left-Through		0			0	
Through	510	2	255	0	0	**0**
Through-Right		0			0	
Right	210	1	6	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	140	1	140	0	0	**0**
Left-Through		0			0	
Through	1300	2	**650**	0	0	0
Through-Right		0			0	
Right	360	1	255	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	791		*North-South:*	0
		East-West:	770		*East-West:*	0
		SUM:	1561		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.135			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.135			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	180	2	**99**	0	0	**0**
Left-Through		0			0	
Through	1350	2	473	0	0	0
Through-Right		1			0	
Right	70	0	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	220	2	121	0	0	0
Left-Through		0			0	
Through	1470	2	**553**	0	0	**0**
Through-Right		1			0	
Right	190	0	190	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	200	1	200	0	0	0
Left-Through		0			0	
Through	650	2	**325**	0	0	**0**
Through-Right		0			0	
Right	200	1	101	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	170	1	**170**	0	0	**0**
Left-Through		0			0	
Through	580	2	290	0	0	0
Through-Right		0			0	
Right	200	1	79	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	652		*North-South:*	0
		East-West:	495		*East-West:*	0
		SUM:	1147		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.834			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.834			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	150	2	**83**	0	0	**0**
Left-Through		0			0	
Through	1370	2	487	0	0	0
Through-Right		1			0	
Right	90	0	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	370	2	204	0	0	0
Left-Through		0			0	
Through	2190	2	**767**	0	0	**0**
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	180	1	180	0	0	0
Left-Through		0			0	
Through	1070	2	**535**	0	0	**0**
Through-Right		0			0	
Right	350	1	267	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	180	1	**180**	0	0	**0**
Left-Through		0			0	
Through	730	2	365	0	0	0
Through-Right		0			0	
Right	220	1	16	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	850		*North-South:*	0
		East-West:	715		*East-West:*	0
		SUM:	1565		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.138			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.138			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE
East-West Street: RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: Analyst: Date:

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	2150	2	737	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	160	0	0	0
	Left-Through		0			0	
	Through	1740	3	580	0	0	0
	Through-Right		0			0	
	Right	140	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	710	2	267	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	1040	2	520	0	0	0
	Through-Right		0			0	
	Right	450	1	290	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	897		North-South:	0
			East-West:	610		East-West:	0
			SUM:	1507		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.096			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.096			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE
East-West Street: RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: Analyst: Date:

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1370	2	473	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	250	0	0	0
	Left-Through		0			0	
	Through	1360	3	453	0	0	0
	Through-Right		0			0	
	Right	120	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	610	2	220	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	600	2	300	0	0	0
	Through-Right		0			0	
	Right	300	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	723		North-South:	0
			East-West:	480		East-West:	0
			SUM:	1203		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.875			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.875			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE
East-West Street: RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: Analyst: Date:

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1810	2	643	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	1	270	0	0	0
	Left-Through		0			0	
	Through	2180	3	727	0	0	0
	Through-Right		0			0	
	Right	160	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	1	190	0	0	0
	Left-Through		0			0	
	Through	1000	2	353	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	220	0	0	0
	Left-Through		0			0	
	Through	720	2	360	0	0	0
	Through-Right		0			0	
	Right	380	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	913		North-South:	0
			East-West:	573		East-West:	0
			SUM:	1486		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.081			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.081			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE
East-West Street: JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: Analyst: Date:

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	390	1	390	0	0	0
	Left-Through		0			0	
	Through	2290	2	790	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	1720	2	633	0	0	0
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	440	2	220	0	0	0
	Through-Right		0			0	
	Right	310	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	190	0	0	0
	Left-Through		0			0	
	Through	1050	1	545	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	1023		North-South:	0
			East-West:	605		East-West:	0
			SUM:	1628		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.142			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.142			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	320	1	**320**	0	0	**0**
	Left-Through		0			0	
	Through	1440	2	530	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1340	2	**487**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	330	2	**165**	0	0	**0**
	Through-Right		0			0	
	Right	330	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	340	1	210	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	807		*North-South:*	0
			East-West:	315		*East-West:*	0
			SUM:	1122		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.787			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.787			0.000
LEVEL OF SERVICE (LOS):				**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	380	1	**380**	0	0	**0**
	Left-Through		0			0	
	Through	2040	2	753	0	0	0
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	2010	2	**693**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	900	2	**450**	0	0	**0**
	Through-Right		0			0	
	Right	530	1	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	460	1	265	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1073		*North-South:*	0
			East-West:	590		*East-West:*	0
			SUM:	1663		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.167			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				1.167			0.000
LEVEL OF SERVICE (LOS):				**F**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	1070	2	**370**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	880	2	363	0	0	**0**
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	980	2	377	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1390	2	**483**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	590		*North-South:*	0
			East-West:	623		*East-West:*	0
			SUM:	1213		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.882			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.882			0.000
LEVEL OF SERVICE (LOS):				**D**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	730	2	**263**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	760	2	303	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1010	2	**403**	0	0	**0**
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	910	2	333	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	453		*North-South:*	0
			East-West:	543		*East-West:*	0
			SUM:	996		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.724			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.724			0.000
LEVEL OF SERVICE (LOS):				**C**			**A**

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	950	2	**337**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	290	1	**290**	0	0	0
	Left-Through		0			0	
	Through	1120	2	420	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	1570	2	**583**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	1050	2	393	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	627		*North-South:*	0
			East-West:	753		*East-West:*	0
			SUM:	1380		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.004			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				1.004			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 3	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	700	1	**457**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	670	1	457	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1030	3	343	0	0	**0**
	Through-Right		0			0	
	Right	390	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1470	2	**590**	0	0	0
	Through-Right		1			0	
	Right	300	0	300	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	457		*North-South:*	0
			East-West:	590		*East-West:*	0
			SUM:	1047		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.698			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.698			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 3	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	430	1	**287**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	430	1	287	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1090	3	363	0	0	**0**
	Through-Right		0			0	
	Right	360	1	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1210	2	**563**	0	0	0
	Through-Right		1			0	
	Right	480	0	480	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	287		*North-South:*	0
			East-West:	563		*East-West:*	0
			SUM:	850		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.567			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.567			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 3	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	470	1	**383**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	680	1	383	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1660	3	553	0	0	**0**
	Through-Right		0			0	
	Right	330	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1430	2	**590**	0	0	0
	Through-Right		1			0	
	Right	340	0	340	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	383		*North-South:*	0
			East-West:	590		*East-West:*	0
			SUM:	973		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.649			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.649			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	1	200	0	0	**0**
	Left-Through		0			0	
	Through	820	1	**455**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	1	**240**	0	0	0
	Left-Through		0			0	
	Through	650	1	375	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	1170	2	420	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	1460	2	**527**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	695		*North-South:*	0
			East-West:	647		*East-West:*	0
			SUM:	1342		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.976			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.976			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	610	1	**345**	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	550	1	320	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	930	2	**340**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	890	2	337	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	505		*North-South:*	0
			East-West:	460		*East-West:*	0
			SUM:	965		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.702			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.702			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	710	1	**410**	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	800	1	460	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1550	2	**560**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	**190**	0	0	**0**
	Left-Through		0			0	
	Through	1200	2	447	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	640		*North-South:*	0
			East-West:	750		*East-West:*	0
			SUM:	1390		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.011			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				1.011			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	740	1	**435**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	780	1	425	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	970	2	363	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1310	2	**480**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	595		*North-South:*	0
			East-West:	550		*East-West:*	0
			SUM:	1145		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.833			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.833			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	550	1	330	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	630	1	**365**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	690	2	**267**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	830	2	307	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	495		*North-South:*	0
			East-West:	427		*East-West:*	0
			SUM:	922		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.671			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.671			0.000
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	750	1	430	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	880	1	**490**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1240	2	**463**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	1	**250**	0	0	**0**
	Left-Through		0			0	
	Through	1100	2	407	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	670		*North-South:*	0
			East-West:	713		*East-West:*	0
			SUM:	1383		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.006			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				1.006			0.000
LEVEL OF SERVICE (LOS):				**F**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	1240	2	**463**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	700	2	263	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1340	2	**490**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	1280	2	457	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	533		*North-South:*	0
			East-West:	590		*East-West:*	0
			SUM:	1123		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.817			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.817			0.000
LEVEL OF SERVICE (LOS):				**D**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	580	2	233	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	550	2	**207**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	1050	2	**390**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	920	2	337	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	357		*North-South:*	0
			East-West:	560		*East-West:*	0
			SUM:	917		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.667			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.667			0.000
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	**190**	0	0	**0**
	Left-Through		0			0	
	Through	980	2	367	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	910	2	**327**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	1440	2	**530**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	1390	2	483	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	517		*North-South:*	0
			East-West:	650		*East-West:*	0
			SUM:	1167		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.849			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.849			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	2	121	0	0	**0**
	Left-Through		0			0	
	Through	1290	2	**470**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	2	**88**	0	0	0
	Left-Through		0			0	
	Through	710	2	270	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	1340	2	477	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1290	2	**477**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	558		*North-South:*	0
			East-West:	617		*East-West:*	0
			SUM:	1175		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.855			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.855			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	2	88	0	0	**0**
	Left-Through		0			0	
	Through	650	2	**263**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	200	2	**110**	0	0	0
	Left-Through		0			0	
	Through	680	2	273	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	970	2	377	0	0	**0**
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1010	2	**390**	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	373		*North-South:*	0
			East-West:	510		*East-West:*	0
			SUM:	883		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.642			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.642			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	2	121	0	0	**0**
	Left-Through		0			0	
	Through	1110	2	**413**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	2	**149**	0	0	0
	Left-Through		0			0	
	Through	960	2	367	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1440	2	**543**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	1270	2	490	0	0	0
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	562		*North-South:*	0
			East-West:	653		*East-West:*	0
			SUM:	1215		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.884			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.884			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	1380	3	**460**	0	0	0
	Through-Right		0			0	
	Right	150	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	2	**72**	0	0	0
	Left-Through		0			0	
	Through	880	2	353	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	890	2	340	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	1170	2	**433**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	532		*North-South:*	0
			East-West:	593		*East-West:*	0
			SUM:	1125		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.818			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.818			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	220	2	**121**	0	0	**0**
	Left-Through		0			0	
	Through	700	3	233	0	0	0
	Through-Right		0			0	
	Right	70	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	2	66	0	0	0
	Left-Through		0			0	
	Through	670	2	**290**	0	0	**0**
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	860	2	333	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1020	2	**370**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	411		*North-South:*	0
			East-West:	560		*East-West:*	0
			SUM:	971		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.706			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.706			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	310	2	**171**	0	0	**0**
	Left-Through		0			0	
	Through	1290	3	430	0	0	0
	Through-Right		0			0	
	Right	120	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	2	94	0	0	0
	Left-Through		0			0	
	Through	1030	2	**397**	0	0	**0**
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	1190	2	443	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	1170	2	**410**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	568		*North-South:*	0
			East-West:	620		*East-West:*	0
			SUM:	1188		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.864			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.864			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	400	2	220	0	0	**0**
	Left-Through		0			0	
	Through	1290	2	**477**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	280	2	**154**	0	0	0
	Left-Through		0			0	
	Through	890	3	297	0	0	**0**
	Through-Right		0			0	
	Right	60	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	800	2	**343**	0	0	**0**
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	310	1	**310**	0	0	**0**
	Left-Through		0			0	
	Through	1320	2	510	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	631		*North-South:*	0
			East-West:	653		*East-West:*	0
			SUM:	1284		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.934			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.934			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	400	2	**220**	0	0	**0**
	Left-Through		0			0	
	Through	780	2	320	0	0	0
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	2	94	0	0	0
	Left-Through		0			0	
	Through	610	3	**203**	0	0	**0**
	Through-Right		0			0	
	Right	50	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	580	2	**280**	0	0	**0**
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	580	2	227	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	423		*North-South:*	0
			East-West:	450		*East-West:*	0
			SUM:	873		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.635			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.635			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	520	2	286	0	0	**0**
	Left-Through		0			0	
	Through	1370	2	**537**	0	0	0
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	2	**138**	0	0	0
	Left-Through		0			0	
	Through	890	3	297	0	0	**0**
	Through-Right		0			0	
	Right	90	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1450	2	**550**	0	0	**0**
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	280	1	**280**	0	0	**0**
	Left-Through		0			0	
	Through	1030	2	380	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	675		*North-South:*	0
			East-West:	830		*East-West:*	0
			SUM:	1505		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.095			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				1.095			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1410	2	**500**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	610	2	233	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	1280	2	453	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	1210	2	**447**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	650		*North-South:*	0
			East-West:	547		*East-West:*	0
			SUM:	1197		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.871			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.871			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	480	2	217	0	0	0
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	530	2	**223**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	1130	2	**407**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	940	2	357	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	353		*North-South:*	0
			East-West:	517		*East-West:*	0
			SUM:	870		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.633			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.633			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	780	2	297	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	200	1	200	0	0	0
	Left-Through		0			0	
	Through	1170	2	**447**	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	1410	2	**513**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	1300	2	460	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	547		*North-South:*	0
			East-West:	643		*East-West:*	0
			SUM:	1190		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.865			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.865			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	1	220	0	0	**0**
	Left-Through		0			0	
	Through	1200	2	**450**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	620	2	233	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1600	2	**557**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	1450	3	483	0	0	0
	Through-Right		0			0	
	Right	370	1	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	630		*North-South:*	0
			East-West:	727		*East-West:*	0
			SUM:	1357		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.987			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.987			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	430	2	**190**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	480	2	203	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1240	2	**443**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	1	**200**	0	0	**0**
	Left-Through		0			0	
	Through	1160	3	387	0	0	0
	Through-Right		0			0	
	Right	220	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	380		*North-South:*	0
			East-West:	643		*East-West:*	0
			SUM:	1023		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.744			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.744			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	1	**200**	0	0	**0**
	Left-Through		0			0	
	Through	830	2	323	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	250	0	0	0
	Left-Through		0			0	
	Through	1110	2	**420**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1700	2	**613**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	1450	3	483	0	0	0
	Through-Right		0			0	
	Right	260	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	620		*North-South:*	0
			East-West:	783		*East-West:*	0
			SUM:	1403		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.020			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				1.020			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 180
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0
Override Capacity			0			0			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**	80	1	80	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1040	1	**560**	0	0	0	440	1	**275**	0	0	0
	Through-Right		1			0			1			0	
	Right	80	0	80	0	0	0	110	0	110	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0	150	1	**150**	0	0	0
	Left-Through		0			0			0			0	
	Through	750	2	375	0	0	**0**	450	2	225	0	0	**0**
	Through-Right		0			0			0			0	
	Right	170	1	0	0	0	0	110	1	20	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	170	1	**170**	0	0	0	90	1	**90**	0	0	0
	Left-Through		0			0			0			0	
	Through	980	2	347	0	0	**0**	950	2	340	0	0	**0**
	Through-Right		1			0			1			0	
	Right	60	0	60	0	0	0	70	0	70	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	120	1	120	0	0	**0**	110	1	110	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1290	2	**513**	0	0	0	960	2	**363**	0	0	0
	Through-Right		1			0			1			0	
	Right	250	0	250	0	0	0	130	0	130	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	690		*North-South:*	0		*North-South:*	425		*North-South:*	0
			East-West:	683		*East-West:*	0		*East-West:*	453		*East-West:*	0
			SUM:	1373		*SUM:*	0		*SUM:*	878		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.999			0.000			0.639			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.999			0.000			0.639			0.000
LEVEL OF SERVICE (LOS):				E			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 180
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0						
	EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?			0			0						
Override Capacity			0			0						

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	800	1	**445**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	920	2	460	0	0	**0**
	Through-Right		0			0	
	Right	210	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1320	2	**473**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	1240	2	463	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	635		*North-South:*	0
			East-West:	603		*East-West:*	0
			SUM:	1238		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.900			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.900			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	590	2	**295**	0	0	0
	Through-Right		0			0	
	Right	120	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	1	**240**	0	0	0
	Left-Through		0			0	
	Through	480	1	305	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	1020	2	383	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	80	0	0	**0**
	Left-Through		0			0	
	Through	1700	2	**673**	0	0	0
	Through-Right		1			0	
	Right	320	0	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	535		*North-South:*	0
			East-West:	773		*East-West:*	0
			SUM:	1308		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.951			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.951			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	310	2	**155**	0	0	0
	Through-Right		0			0	
	Right	110	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	310	1	195	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	770	2	273	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	710	2	**290**	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	295		*North-South:*	0
			East-West:	380		*East-West:*	0
			SUM:	675		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.491			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.491			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	630	2	**315**	0	0	0
	Through-Right		0			0	
	Right	120	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	480	1	305	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1790	2	**630**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	1110	2	457	0	0	0
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	545		*North-South:*	0
			East-West:	740		*East-West:*	0
			SUM:	1285		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.935			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.935			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	590	2	**237**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	690	3	230	0	0	**0**
	Through-Right		0			0	
	Right	110	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	1220	2	447	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	1530	2	**570**	0	0	0
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	457		*North-South:*	0
			East-West:	680		*East-West:*	0
			SUM:	1137		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.827			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.827			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	360	2	**167**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	400	3	133	0	0	**0**
	Through-Right		0			0	
	Right	100	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	1070	2	**390**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	1090	2	417	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	387		*North-South:*	0
			East-West:	540		*East-West:*	0
			SUM:	927		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.674			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.674			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	880	2	**363**	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	242	1	**242**	0	0	0
	Left-Through		0			0	
	Through	840	3	280	0	0	**0**
	Through-Right		0			0	
	Right	120	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	1400	2	**527**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	1330	2	527	0	0	0
	Through-Right		1			0	
	Right	250	0	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	605		*North-South:*	0
			East-West:	677		*East-West:*	0
			SUM:	1282		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.932			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.932			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	80	0	0	**0**
	Left-Through		0			0	
	Through	460	3	**153**	0	0	0
	Through-Right		0			0	
	Right	110	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	560	3	187	0	0	**0**
	Through-Right		0			0	
	Right	130	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	920	2	333	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1810	2	**650**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	333		*North-South:*	0
			East-West:	730		*East-West:*	0
			SUM:	1063		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.773			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.773			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	330	3	**110**	0	0	0
	Through-Right		0			0	
	Right	60	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	390	3	130	0	0	**0**
	Through-Right		0			0	
	Right	180	1	155	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	800	2	**290**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	750	2	297	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	280		*North-South:*	0
			East-West:	370		*East-West:*	0
			SUM:	650		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.473			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.473			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	720	3	**240**	0	0	0
	Through-Right		0			0	
	Right	80	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	560	3	187	0	0	**0**
	Through-Right		0			0	
	Right	90	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	1530	2	**540**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	930	2	363	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	390		*North-South:*	0
			East-West:	680		*East-West:*	0
			SUM:	1070		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.778			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.778			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	210	1	210	0	0	**0**
Left-Through		0			0	
Through	1260	2	**630**	0	0	0
Through-Right		0			0	
Right	200	1	135	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	80	1	**80**	0	0	0
Left-Through		0			0	
Through	450	1	270	0	0	**0**
Through-Right		1			0	
Right	90	0	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	140	1	**140**	0	0	0
Left-Through		0			0	
Through	820	1	445	0	0	**0**
Through-Right		1			0	
Right	70	0	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	130	1	130	0	0	**0**
Left-Through		0			0	
Through	940	2	**470**	0	0	0
Through-Right		0			0	
Right	220	1	180	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	710		*North-South:*	0
		East-West:	610		*East-West:*	0
		SUM:	1320		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.880			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.880			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	130	1	130	0	0	**0**
Left-Through		0			0	
Through	1030	2	**515**	0	0	0
Through-Right		0			0	
Right	120	1	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	1	**100**	0	0	0
Left-Through		0			0	
Through	560	1	330	0	0	**0**
Through-Right		1			0	
Right	100	0	100	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	130	1	130	0	0	0
Left-Through		0			0	
Through	510	1	**290**	0	0	**0**
Through-Right		1			0	
Right	70	0	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	140	1	**140**	0	0	**0**
Left-Through		0			0	
Through	550	2	275	0	0	0
Through-Right		0			0	
Right	120	1	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	615		*North-South:*	0
		East-West:	430		*East-West:*	0
		SUM:	1045		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.697			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.697			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	130	1	130	0	0	**0**
Left-Through		0			0	
Through	1450	2	**725**	0	0	0
Through-Right		0			0	
Right	230	1	165	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	130	1	**130**	0	0	0
Left-Through		0			0	
Through	1120	1	645	0	0	**0**
Through-Right		1			0	
Right	170	0	170	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	150	1	150	0	0	0
Left-Through		0			0	
Through	1140	1	**645**	0	0	**0**
Through-Right		1			0	
Right	150	0	150	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	130	1	**130**	0	0	**0**
Left-Through		0			0	
Through	890	2	445	0	0	0
Through-Right		0			0	
Right	190	1	125	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	855		*North-South:*	0
		East-West:	775		*East-West:*	0
		SUM:	1630		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.087			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.087			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	100	1	100	0	0	**0**
Left-Through		0			0	
Through	980	1	**635**	0	0	0
Through-Right		1			0	
Right	290	0	290	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	150	1	**150**	0	0	0
Left-Through		0			0	
Through	350	1	200	0	0	**0**
Through-Right		1			0	
Right	50	0	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	80	1	80	0	0	0
Left-Through		0			0	
Through	640	1	**375**	0	0	**0**
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	180	1	**180**	0	0	**0**
Left-Through		0			0	
Through	780	2	390	0	0	0
Through-Right		0			0	
Right	410	1	335	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	785		*North-South:*	0
		East-West:	555		*East-West:*	0
		SUM:	1340		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.893			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.893			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	400	1	**250**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	330	1	185	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	500	1	**275**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	500	2	250	0	0	0
	Through-Right		0			0	
	Right	230	1	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	370		*North-South:*	0
			East-West:	395		*East-West:*	0
			SUM:	765		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.510			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.510			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	660	1	**430**	0	0	0
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	**250**	0	0	0
	Left-Through		0			0	
	Through	890	1	475	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	1010	1	**550**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	1	**200**	0	0	**0**
	Left-Through		0			0	
	Through	860	2	430	0	0	0
	Through-Right		0			0	
	Right	270	1	145	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	680		*North-South:*	0
			East-West:	750		*East-West:*	0
			SUM:	1430		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.953			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.953			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	197	0	0	0
	Left-Through		0			0	
	Through	60	0	0	0	0	**0**
	Through-Right		0			0	
	Right	340	1	**197**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1240	2	**520**	0	0	**0**
	Through-Right		1			0	
	Right	320	0	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	**240**	0	0	**0**
	Left-Through		0			0	
	Through	1120	3	373	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	197		*North-South:*	0
			East-West:	760		*East-West:*	0
			SUM:	957		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.638			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.638			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	310	1	220	0	0	0
	Left-Through		0			0	
	Through	70	0	0	0	0	**0**
	Through-Right		0			0	
	Right	350	1	**220**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1230	2	**487**	0	0	**0**
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	260	1	**260**	0	0	**0**
	Left-Through		0			0	
	Through	850	3	283	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	220		*North-South:*	0
			East-West:	747		*East-West:*	0
			SUM:	967		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.645			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.645			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	1	173	0	0	0
	Left-Through		0			0	
	Through	80	0	0	0	0	**0**
	Through-Right		0			0	
	Right	280	1	**173**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1500	2	**593**	0	0	**0**
	Through-Right		1			0	
	Right	280	0	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	1	**230**	0	0	**0**
	Left-Through		0			0	
	Through	1240	3	413	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	173		*North-South:*	0
			East-West:	823		*East-West:*	0
			SUM:	996		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.664			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.664			0.000
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	0	130	0	0	**0**
	Left-Through		1			0	
	Through	180	0	**235**	0	0	0
	Through-Right		1			0	
	Right	160	0	235	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	300	1	**300**	0	0	0
	Left-Through		0			0	
	Through	1150	3	383	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1270	2	**510**	0	0	0
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	235		*North-South:*	0
			East-West:	810		*East-West:*	0
			SUM:	1045		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.733			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.733			0.000
LEVEL OF SERVICE (LOS):				**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	0	110	0	0	**0**
	Left-Through		1			0	
	Through	70	0	180	0	0	0
	Through-Right		1			0	
	Right	200	0	**200**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	400	1	**400**	0	0	0
	Left-Through		0			0	
	Through	1220	3	407	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1010	2	**443**	0	0	0
	Through-Right		1			0	
	Right	320	0	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	200		*North-South:*	0
			East-West:	843		*East-West:*	0
			SUM:	1043		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.732			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.732			0.000
LEVEL OF SERVICE (LOS):				**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	240	0	240	0	0	**0**
	Left-Through		1			0	
	Through	90	0	**275**	0	0	0
	Through-Right		1			0	
	Right	220	0	275	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	330	1	**330**	0	0	0
	Left-Through		0			0	
	Through	1450	3	483	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1280	2	**520**	0	0	0
	Through-Right		1			0	
	Right	280	0	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	275		*North-South:*	0
			East-West:	850		*East-West:*	0
			SUM:	1125		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.789			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.789			0.000
LEVEL OF SERVICE (LOS):				**C**			**A**

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet
(Circular 212 Method)

I/S #: 200
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

AM

No. of Phases				2				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--		0
	EB-- 0	WB--		3	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0				0
Override Capacity				0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	340	1	233	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	360	1	**233**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	1230	2	615	0	0	**0**
	Through-Right		1			0	
	Right	650	0	**650**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1550	3	517	0	0	0
	Through-Right		0			0	
	Right	600	1	367	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	233		*North-South:*	0
			East-West:	650		*East-West:*	0
			SUM:	883		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.589			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.589			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #: 200
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

MD

No. of Phases				2				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--		0
	EB-- 0	WB--		3	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0				0
Override Capacity				0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	420	1	287	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	440	1	**287**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	1130	2	**537**	0	0	**0**
	Through-Right		1			0	
	Right	480	0	480	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1120	3	373	0	0	0
	Through-Right		0			0	
	Right	390	1	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	287		*North-South:*	0
			East-West:	537		*East-West:*	0
			SUM:	824		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.549			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.549			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #: 200
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8
Count Date: **Analyst:** **Date:**

PM

No. of Phases				2				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--		0
	EB-- 0	WB--		3	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0				0
Override Capacity				0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	460	1	267	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	340	1	**267**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1570	2	**693**	0	0	**0**
	Through-Right		1			0	
	Right	510	0	510	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1440	3	480	0	0	0
	Through-Right		0			0	
	Right	400	1	133	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	267		*North-South:*	0
			East-West:	693		*East-West:*	0
			SUM:	960		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.640			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.640			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0	NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	80	0	0	**0**	170	1	170	0	0	**0**
	Left-Through		0			0			0			0	
	Through	580	1	**340**	0	0	0	860	1	**495**	0	0	0
	Through-Right		1			0			1			0	
	Right	100	0	100	0	0	0	130	0	130	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	60	1	**60**	0	0	0	60	1	**60**	0	0	0
	Left-Through		0			0			0			0	
	Through	730	3	243	0	0	**0**	780	3	260	0	0	**0**
	Through-Right		0			0			0			0	
	Right	100	1	30	0	0	0	180	1	100	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	70	1	**70**	0	0	0	80	1	80	0	0	0
	Left-Through		0			0			0			0	
	Through	300	2	150	0	0	**0**	650	2	**325**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	100	1	20	0	0	0	160	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	190	1	190	0	0	**0**	200	1	**200**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	630	1	**355**	0	0	0	560	1	350	0	0	0
	Through-Right		1			0			1			0	
	Right	80	0	80	0	0	0	140	0	140	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	400		*North-South:*	0		*North-South:*	555		*North-South:*	0
			East-West:	425		*East-West:*	0		*East-West:*	525		*East-West:*	0
			SUM:	825		*SUM:*	0		*SUM:*	1080		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.600			0.000			0.785			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.600			0.000			0.785			0.000
LEVEL OF SERVICE (LOS):				A			A			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0						
		EB-- 3	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	140	1	140	0	0	**0**						
	Left-Through		0			0							
	Through	990	1	**570**	0	0	0						
	Through-Right		1			0							
	Right	150	0	150	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	120	1	**120**	0	0	0						
	Left-Through		0			0							
	Through	720	3	240	0	0	**0**						
	Through-Right		0			0							
	Right	190	1	70	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	120	1	120	0	0	0						
	Left-Through		0			0							
	Through	900	2	**450**	0	0	**0**						
	Through-Right		0			0							
	Right	130	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	270	1	**270**	0	0	**0**						
	Left-Through		0			0							
	Through	560	1	335	0	0	0						
	Through-Right		1			0							
	Right	110	0	110	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	690		*North-South:*	0						
			East-West:	720		*East-West:*	0						
			SUM:	1410		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				1.025			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.025			0.000						
LEVEL OF SERVICE (LOS):				F			A						

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	10	1	10	0	0	**0**						
	Left-Through		0			0							
	Through	40	2	**20**	0	0	0						
	Through-Right		0			0							
	Right	40	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	220	2	77	0	0	0						
	Left-Through		1			0							
	Through	20	1	20	0	0	**0**						
	Through-Right		0			0							
	Right	290	1	**120**	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	620	2	**341**	0	0	0						
	Left-Through		0			0							
	Through	1920	4	480	0	0	**0**						
	Through-Right		0			0							
	Right	20	1	15	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	90	1	90	0	0	**0**						
	Left-Through		0			0							
	Through	2670	4	**668**	0	0	0						
	Through-Right		0			0							
	Right	390	1	313	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	140		*North-South:*	0						
			East-West:	1009		*East-West:*	0						
			SUM:	1149		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.836			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.836			0.000						
LEVEL OF SERVICE (LOS):				D			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	**30**	0	0	**0**
	Left-Through		0			0	
	Through	40	2	20	0	0	0
	Through-Right		0			0	
	Right	40	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	330	2	115	0	0	0
	Left-Through		1			0	
	Through	20	1	20	0	0	**0**
	Through-Right		0			0	
	Right	530	1	**252**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1010	2	**556**	0	0	0
	Left-Through		0			0	
	Through	2430	4	608	0	0	**0**
	Through-Right		0			0	
	Right	20	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	2580	4	**645**	0	0	0
	Through-Right		0			0	
	Right	250	1	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	282		North-South:	0
			East-West:	1201		East-West:	0
			SUM:	1483		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.079			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.079			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	**0**
	Left-Through		0			0	
	Through	40	2	20	0	0	0
	Through-Right		0			0	
	Right	70	1	**45**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	530	2	186	0	0	0
	Left-Through		1			0	
	Through	20	1	20	0	0	**0**
	Through-Right		0			0	
	Right	440	1	**190**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	910	2	**501**	0	0	0
	Left-Through		0			0	
	Through	2360	4	590	0	0	**0**
	Through-Right		0			0	
	Right	20	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	2340	4	**585**	0	0	0
	Through-Right		0			0	
	Right	360	1	174	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	235		North-South:	0
			East-West:	1086		East-West:	0
			SUM:	1321		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.961			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.961			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	0	70	0	0	**0**
	Left-Through		1			0	
	Through	100	0	**170**	0	0	0
	Through-Right		0			0	
	Right	530	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	0	**120**	0	0	0
	Left-Through		1			0	
	Through	50	0	100	0	0	**0**
	Through-Right		1			0	
	Right	50	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	470	2	**163**	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	1010	2	**556**	0	0	**0**
	Left-Through		0			0	
	Through	920	1	465	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	290		North-South:	0
			East-West:	719		East-West:	0
			SUM:	1009		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.734			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.734			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	0	70	0	0	**0**
	Left-Through		1			0	
	Through	70	0	**140**	0	0	0
	Through-Right		0			0	
	Right	700	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	0	30	0	0	0
	Left-Through		1			0	
	Through	60	0	**100**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	590	2	**203**	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	970	2	**534**	0	0	**0**
	Left-Through		0			0	
	Through	630	1	325	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	240		North-South:	0
			East-West:	737		East-West:	0
			SUM:	977		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.711			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.711			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	NB-- 0	SB-- 0		0
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	0	40	0	0	**0**
	Left-Through		1			0	
	Through	80	0	**120**	0	0	0
	Through-Right		0			0	
	Right	720	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	0	50	0	0	0
	Left-Through		1			0	
	Through	60	0	**80**	0	0	**0**
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1120	2	**390**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	840	2	**462**	0	0	**0**
	Left-Through		0			0	
	Through	740	1	380	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	200		North-South:	0
			East-West:	852		East-West:	0
			SUM:	1052		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.765			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.765			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0		0
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	490	1	315	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	910	1	**480**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	760	1	**415**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	330	1	**330**	0	0	**0**
	Left-Through		0			0	
	Through	1180	1	650	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	590		North-South:	0
			East-West:	745		East-West:	0
			SUM:	1335		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.971			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.971			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0		0
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	700	1	**545**	0	0	0
	Through-Right		1			0	
	Right	390	0	390	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	860	1	445	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1140	1	**615**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	310	1	**310**	0	0	**0**
	Left-Through		0			0	
	Through	1100	1	585	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	665		North-South:	0
			East-West:	925		East-West:	0
			SUM:	1590		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.156			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.156			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0		0
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	80	0	0	**0**
	Left-Through		0			0	
	Through	770	1	**530**	0	0	0
	Through-Right		1			0	
	Right	290	0	290	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	770	1	400	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1430	1	**745**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	1	**230**	0	0	**0**
	Left-Through		0			0	
	Through	910	1	490	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	620		North-South:	0
			East-West:	975		East-West:	0
			SUM:	1595		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.160			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.160			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	240	1	**240**	0	0	**0**	180	1	**180**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	510	2	255	0	0	0	580	2	290	0	0	0
	Through-Right		0			0			0			0	
	Right	70	1	0	0	0	0	90	1	35	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	40	1	40	0	0	0	70	1	70	0	0	0
	Left-Through		0			0			0			0	
	Through	350	1	**230**	0	0	**0**	400	1	**285**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	110	0	110	0	0	0	170	0	170	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	40	1	**40**	0	0	0	80	1	80	0	0	0
	Left-Through		0			0			0			0	
	Through	380	1	235	0	0	**0**	520	1	**335**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	90	0	90	0	0	0	150	0	150	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	140	1	140	0	0	**0**	110	1	**110**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	790	1	**420**	0	0	0	510	1	295	0	0	0
	Through-Right		1			0			1			0	
	Right	50	0	50	0	0	0	80	0	80	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	470		North-South:	0		North-South:	465		North-South:	0
			East-West:	460		East-West:	0		East-West:	445		East-West:	0
			SUM:	930		SUM:	0		SUM:	910		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.676			0.000			0.662			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.676			0.000			0.662			0.000
LEVEL OF SERVICE (LOS):				B			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	220	1	**220**	0	0	**0**						
	Left-Through		0			0							
	Through	540	2	270	0	0	0						
	Through-Right		0			0							
	Right	120	1	40	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	70	1	70	0	0	0						
	Left-Through		0			0							
	Through	430	1	**365**	0	0	**0**						
	Through-Right		1			0							
	Right	300	0	300	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	100	1	100	0	0	0						
	Left-Through		0			0							
	Through	970	1	**580**	0	0	**0**						
	Through-Right		1			0							
	Right	190	0	190	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	160	1	**160**	0	0	**0**						
	Left-Through		0			0							
	Through	620	1	330	0	0	0						
	Through-Right		1			0							
	Right	40	0	40	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	585		North-South:	0						
			East-West:	740		East-West:	0						
			SUM:	1325		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.964			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.964			0.000						
LEVEL OF SERVICE (LOS):				E			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				2			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	2	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	330	1	**330**	0	0	**0**						
	Left-Through		0			0							
	Through	540	1	295	0	0	0						
	Through-Right		1			0							
	Right	50	0	50	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	70	1	70	0	0	0						
	Left-Through		0			0							
	Through	350	1	**282**	0	0	**0**						
	Through-Right		1			0							
	Right	214	0	214	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	60	1	**60**	0	0	0						
	Left-Through		0			0							
	Through	240	1	205	0	0	**0**						
	Through-Right		1			0							
	Right	170	0	170	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	100	1	100	0	0	**0**						
	Left-Through		0			0							
	Through	560	2	**280**	0	0	0						
	Through-Right		0			0							
	Right	160	1	160	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	612		North-South:	0						
			East-West:	340		East-West:	0						
			SUM:	952		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.635			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.635			0.000						
LEVEL OF SERVICE (LOS):				B			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	140	1	**140**	0	0	**0**
Left-Through		0			0	
Through	460	1	285	0	0	0
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	1	100	0	0	0
Left-Through		0			0	
Through	360	1	**262**	0	0	**0**
Through-Right		1			0	
Right	164	0	164	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	207	1	**207**	0	0	0
Left-Through		0			0	
Through	430	1	295	0	0	**0**
Through-Right		1			0	
Right	160	0	160	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	70	1	70	0	0	**0**
Left-Through		0			0	
Through	390	2	**195**	0	0	0
Through-Right		0			0	
Right	90	1	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	402		*North-South:*	0
		East-West:	402		*East-West:*	0
		SUM:	804		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.536			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.536			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	140	1	**140**	0	0	**0**
Left-Through		0			0	
Through	430	1	330	0	0	0
Through-Right		1			0	
Right	230	0	230	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	150	1	150	0	0	0
Left-Through		0			0	
Through	630	1	**411**	0	0	**0**
Through-Right		1			0	
Right	191	0	191	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	66	1	66	0	0	0
Left-Through		0			0	
Through	700	1	**565**	0	0	**0**
Through-Right		1			0	
Right	430	0	430	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	60	1	**60**	0	0	**0**
Left-Through		0			0	
Through	410	2	205	0	0	0
Through-Right		0			0	
Right	80	1	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	551		*North-South:*	0
		East-West:	625		*East-West:*	0
		SUM:	1176		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.784			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.784			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	1100	2	**605**	0	0	**0**
Left-Through		0			0	
Through	770	1	425	0	0	0
Through-Right		1			0	
Right	80	0	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	2	55	0	0	0
Left-Through		0			0	
Through	390	2	**195**	0	0	**0**
Through-Right		0			0	
Right	190	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	430	1	**430**	0	0	0
Left-Through		0			0	
Through	1530	3	510	0	0	**0**
Through-Right		1			0	
Right	520	0	218	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	190	1	190	0	0	**0**
Left-Through		0			0	
Through	1990	3	**530**	0	0	0
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	800		*North-South:*	0
		East-West:	960		*East-West:*	0
		SUM:	1760		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.280			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.280			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	780	2	**429**	0	0	**0**
Left-Through		0			0	
Through	710	1	410	0	0	0
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	2	55	0	0	0
Left-Through		0			0	
Through	330	2	**165**	0	0	**0**
Through-Right		0			0	
Right	350	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	450	1	**450**	0	0	0
Left-Through		0			0	
Through	2090	3	658	0	0	**0**
Through-Right		1			0	
Right	540	0	540	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	190	1	190	0	0	**0**
Left-Through		0			0	
Through	2090	3	**563**	0	0	0
Through-Right		1			0	
Right	160	0	160	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	594		*North-South:*	0
		East-West:	1013		*East-West:*	0
		SUM:	1607		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.169			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.169			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	790	2	435	0	0	**0**
	Left-Through		0			0	
	Through	1230	1	**675**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	2	**61**	0	0	0
	Left-Through		0			0	
	Through	530	2	265	0	0	**0**
	Through-Right		0			0	
	Right	260	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	580	1	**580**	0	0	0
	Left-Through		0			0	
	Through	2150	3	688	0	0	**0**
	Through-Right		1			0	
	Right	600	0	600	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1780	3	**483**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	736		North-South:	0
			East-West:	1063		East-West:	0
			SUM:	1799		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.308			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.308			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	270	2	149	0	0	**0**
	Left-Through		0			0	
	Through	620	2	**310**	0	0	0
	Through-Right		0			0	
	Right	120	1	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	2	**149**	0	0	0
	Left-Through		0			0	
	Through	480	2	240	0	0	**0**
	Through-Right		0			0	
	Right	250	1	178	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	2	**72**	0	0	0
	Left-Through		0			0	
	Through	260	2	123	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	2	116	0	0	**0**
	Left-Through		0			0	
	Through	1220	3	407	0	0	0
	Through-Right		0			0	
	Right	690	1	**541**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	459		North-South:	0
			East-West:	613		East-West:	0
			SUM:	1072		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.780			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.780			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	2	94	0	0	**0**
	Left-Through		0			0	
	Through	450	2	**225**	0	0	0
	Through-Right		0			0	
	Right	110	1	66	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	360	2	**198**	0	0	0
	Left-Through		0			0	
	Through	460	2	230	0	0	**0**
	Through-Right		0			0	
	Right	180	1	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	250	2	**138**	0	0	0
	Left-Through		0			0	
	Through	610	2	250	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	2	44	0	0	**0**
	Left-Through		0			0	
	Through	580	3	193	0	0	0
	Through-Right		0			0	
	Right	540	1	**342**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	423		North-South:	0
			East-West:	480		East-West:	0
			SUM:	903		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.657			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.657			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	520	2	**260**	0	0	0
	Through-Right		0			0	
	Right	220	1	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	300	2	**165**	0	0	0
	Left-Through		0			0	
	Through	600	2	300	0	0	**0**
	Through-Right		0			0	
	Right	150	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	330	2	182	0	0	0
	Left-Through		0			0	
	Through	1340	2	**547**	0	0	**0**
	Through-Right		1			0	
	Right	300	0	300	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	2	**138**	0	0	**0**
	Left-Through		0			0	
	Through	510	3	170	0	0	0
	Through-Right		0			0	
	Right	600	1	435	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	425		North-South:	0
			East-West:	685		East-West:	0
			SUM:	1110		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.807			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.807			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	30	1	30	0	0	**0**
Left-Through		0			0	
Through	1380	1	**745**	0	0	0
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	120	1	**120**	0	0	0
Left-Through		0			0	
Through	810	1	440	0	0	**0**
Through-Right		1			0	
Right	70	0	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	30	1	30	0	0	0
Left-Through		0			0	
Through	40	0	**60**	0	0	**0**
Through-Right		1			0	
Right	20	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	30	1	30	0	0	**0**
Left-Through		0			0	
Through	50	1	**50**	0	0	0
Through-Right		1			0	
Right	80	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	865		*North-South:*	0
		East-West:	110		*East-West:*	0
		SUM:	975		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.709			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.709			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	60	1	60	0	0	**0**
Left-Through		0			0	
Through	900	1	**515**	0	0	0
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	1	**100**	0	0	0
Left-Through		0			0	
Through	800	1	435	0	0	**0**
Through-Right		1			0	
Right	70	0	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	50	1	50	0	0	0
Left-Through		0			0	
Through	60	0	**100**	0	0	**0**
Through-Right		1			0	
Right	40	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	130	1	130	0	0	**0**
Left-Through		0			0	
Through	40	1	40	0	0	0
Through-Right		1			0	
Right	190	0	**140**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	615		*North-South:*	0
		East-West:	240		*East-West:*	0
		SUM:	855		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.622			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.622			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	40	1	40	0	0	**0**
Left-Through		0			0	
Through	1020	1	**580**	0	0	0
Through-Right		1			0	
Right	140	0	140	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	190	1	**190**	0	0	0
Left-Through		0			0	
Through	990	1	525	0	0	**0**
Through-Right		1			0	
Right	60	0	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	90	1	90	0	0	0
Left-Through		0			0	
Through	70	0	**110**	0	0	**0**
Through-Right		1			0	
Right	40	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	140	1	**140**	0	0	**0**
Left-Through		0			0	
Through	50	1	50	0	0	0
Through-Right		1			0	
Right	210	0	115	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	770		*North-South:*	0
		East-West:	250		*East-West:*	0
		SUM:	1020		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.742			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.742			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	110	1	**110**	0	0	**0**
Left-Through		0			0	
Through	1370	2	467	0	0	0
Through-Right		1			0	
Right	30	0	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	30	1	30	0	0	0
Left-Through		0			0	
Through	1270	2	**580**	0	0	**0**
Through-Right		1			0	
Right	470	0	470	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	360	1	185	0	0	0
Left-Through		1			0	
Through	10	0	185	0	0	**0**
Through-Right		0			0	
Right	260	1	**205**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	10	0	**30**	0	0	0
Through-Right		0			0	
Right	10	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	690		*North-South:*	0
		East-West:	235		*East-West:*	0
		SUM:	925		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.673			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.673			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	70	1	**70**	0	0	**0**
Left-Through		0			0	
Through	1520	2	513	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	50	1	50	0	0	0
Left-Through		0			0	
Through	1250	2	**593**	0	0	**0**
Through-Right		1			0	
Right	530	0	530	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	370	1	190	0	0	0
Left-Through		1			0	
Through	10	0	190	0	0	**0**
Through-Right		0			0	
Right	260	1	**225**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	10	0	**50**	0	0	0
Through-Right		0			0	
Right	30	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	663		*North-South:*	0
		East-West:	275		*East-West:*	0
		SUM:	938		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.682			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.682			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	190	1	**190**	0	0	**0**
Left-Through		0			0	
Through	1590	2	533	0	0	0
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	40	1	40	0	0	0
Left-Through		0			0	
Through	1730	2	**807**	0	0	**0**
Through-Right		1			0	
Right	690	0	690	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	470	1	**235**	0	0	0
Left-Through		1			0	
Through	0	0	235	0	0	**0**
Through-Right		0			0	
Right	290	1	195	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	10	0	**60**	0	0	0
Through-Right		0			0	
Right	40	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	997		*North-South:*	0
		East-West:	295		*East-West:*	0
		SUM:	1292		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.940			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.940			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2380	4	**595**	0	0	0
Through-Right		0			0	
Right	320	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	2	**11**	0	0	0
Left-Through		0			0	
Through	1870	4	468	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	590	2	**325**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	10	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	606		*North-South:*	0
		East-West:	325		*East-West:*	0
		SUM:	931		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.653			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.653			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1750	4	**438**	0	0	0
Through-Right		0			0	
Right	330	1	137	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	10	2	**6**	0	0	0
Left-Through		0			0	
Through	1670	4	418	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	350	2	**193**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	20	1	14	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	444		*North-South:*	0
		East-West:	193		*East-West:*	0
		SUM:	637		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.447			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.447			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2430	4	**608**	0	0	0
	Through-Right		0			0	
	Right	590	1	265	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	2	**22**	0	0	0
	Left-Through		0			0	
	Through	2370	4	593	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	590	2	**325**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	40	1	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	630		*North-South:*	0
			East-West:	325		*East-West:*	0
			SUM:	955		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.670			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.670			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	20	2	**11**	0	0	**0**
	Left-Through		0			0	
	Through	20	3	7	0	0	0
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	480	2	264	0	0	0
	Left-Through		0			0	
	Through	20	2	10	0	0	**0**
	Through-Right		0			0	
	Right	700	1	**403**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	540	2	**297**	0	0	0
	Left-Through		0			0	
	Through	950	3	317	0	0	**0**
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	2	11	0	0	**0**
	Left-Through		0			0	
	Through	1020	3	**340**	0	0	0
	Through-Right		0			0	
	Right	370	1	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	414		*North-South:*	0
			East-West:	637		*East-West:*	0
			SUM:	1051		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.764			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.764			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	30	2	**17**	0	0	**0**
	Left-Through		0			0	
	Through	20	3	7	0	0	0
	Through-Right		0			0	
	Right	30	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	420	2	231	0	0	0
	Left-Through		0			0	
	Through	20	2	10	0	0	**0**
	Through-Right		0			0	
	Right	480	1	**260**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	400	2	**220**	0	0	0
	Left-Through		0			0	
	Through	1000	3	333	0	0	**0**
	Through-Right		0			0	
	Right	20	1	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	2	11	0	0	**0**
	Left-Through		0			0	
	Through	960	3	**320**	0	0	0
	Through-Right		0			0	
	Right	310	1	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	277		*North-South:*	0
			East-West:	540		*East-West:*	0
			SUM:	817		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.594			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.594			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	20	2	11	0	0	**0**
	Left-Through		0			0	
	Through	20	3	7	0	0	0
	Through-Right		0			0	
	Right	20	1	**17**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	900	2	**495**	0	0	0
	Left-Through		0			0	
	Through	10	2	5	0	0	**0**
	Through-Right		0			0	
	Right	510	1	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	740	2	**407**	0	0	0
	Left-Through		0			0	
	Through	1090	3	363	0	0	**0**
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	2	6	0	0	**0**
	Left-Through		0			0	
	Through	1140	3	**380**	0	0	0
	Through-Right		0			0	
	Right	430	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	512		*North-South:*	0
			East-West:	787		*East-West:*	0
			SUM:	1299		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.945			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.945			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	1140	2	**570**	0	0	0
	Through-Right		0			0	
	Right	210	1	166	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	900	2	450	0	0	**0**
	Through-Right		0			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	320	1	**320**	0	0	0
	Left-Through		0			0	
	Through	840	1	430	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	2	88	0	0	**0**
	Left-Through		0			0	
	Through	320	1	**235**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	710		*North-South:*	0
			East-West:	555		*East-West:*	0
			SUM:	1265		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.888			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.888			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	**0**
	Left-Through		0			0	
	Through	770	2	**385**	0	0	0
	Through-Right		0			0	
	Right	140	1	124	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	830	2	415	0	0	**0**
	Through-Right		0			0	
	Right	130	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	300	1	160	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	2	33	0	0	**0**
	Left-Through		0			0	
	Through	330	1	**265**	0	0	0
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	545		*North-South:*	0
			East-West:	425		*East-West:*	0
			SUM:	970		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.681			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.681			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	1400	2	**700**	0	0	0
	Through-Right		0			0	
	Right	350	1	317	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	1420	2	710	0	0	**0**
	Through-Right		0			0	
	Right	200	1	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	580	1	300	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	2	66	0	0	**0**
	Left-Through		0			0	
	Through	610	1	**400**	0	0	0
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	870		*North-South:*	0
			East-West:	570		*East-West:*	0
			SUM:	1440		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.011			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.011			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	2	17	0	0	**0**
	Left-Through		0			0	
	Through	2430	2	**827**	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	2180	2	733	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	400	2	**200**	0	0	**0**
	Through-Right		1			0	
	Right	200	0	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	**240**	0	0	**0**
	Left-Through		0			0	
	Through	1200	3	400	0	0	0
	Through-Right		0			0	
	Right	280	1	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	987		*North-South:*	0
			East-West:	440		*East-West:*	0
			SUM:	1427		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.038			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.038			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	180	2	99	0	0	**0**
	Left-Through		0			0	
	Through	1530	2	**543**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	1510	2	517	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	650	2	**273**	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	820	3	273	0	0	0
	Through-Right		0			0	
	Right	170	1	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	713		*North-South:*	0
			East-West:	443		*East-West:*	0
			SUM:	1156		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.841			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.841			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	160	2	88	0	0	**0**
	Left-Through		0			0	
	Through	2140	2	**760**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	340	1	**340**	0	0	0
	Left-Through		0			0	
	Through	2100	2	707	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1090	2	**437**	0	0	**0**
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	930	3	310	0	0	0
	Through-Right		0			0	
	Right	160	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1100		*North-South:*	0
			East-West:	597		*East-West:*	0
			SUM:	1697		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.234			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.234			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	160	2	**88**	0	0	**0**
	Left-Through		0			0	
	Through	810	2	310	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1270	2	**483**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	460	2	173	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	2	88	0	0	**0**
	Left-Through		0			0	
	Through	1110	2	**373**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	571		*North-South:*	0
			East-West:	503		*East-West:*	0
			SUM:	1074		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.781			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.781			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	180	2	**99**	0	0	**0**
	Left-Through		0			0	
	Through	880	2	363	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	910	2	**347**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	640	2	243	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	2	99	0	0	**0**
	Left-Through		0			0	
	Through	790	2	**270**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	446		*North-South:*	0
			East-West:	410		*East-West:*	0
			SUM:	856		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.623			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.623			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	1630	2	**650**	0	0	0
	Through-Right		1			0	
	Right	320	0	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1110	2	413	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	910	2	320	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	960	2	**323**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	780		*North-South:*	0
			East-West:	543		*East-West:*	0
			SUM:	1323		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.962			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.962			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	1470	1	**810**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	740	2	370	0	0	**0**
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	1570	3	523	0	0	**0**
	Through-Right		0			0	
	Right	140	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1200	2	**463**	0	0	0
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	910		*North-South:*	0
			East-West:	673		*East-West:*	0
			SUM:	1583		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.151			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.151			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	940	1	**550**	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	760	2	380	0	0	**0**
	Through-Right		0			0	
	Right	110	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	**200**	0	0	0
	Left-Through		0			0	
	Through	1200	3	400	0	0	**0**
	Through-Right		0			0	
	Right	140	1	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	1	200	0	0	**0**
	Left-Through		0			0	
	Through	1350	2	**483**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	690		*North-South:*	0
			East-West:	683		*East-West:*	0
			SUM:	1373		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.999			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.999			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1300	1	**710**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	1320	2	660	0	0	**0**
	Through-Right		0			0	
	Right	90	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1520	3	**507**	0	0	**0**
	Through-Right		0			0	
	Right	290	1	225	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	1540	2	563	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	870		*North-South:*	0
			East-West:	737		*East-West:*	0
			SUM:	1607		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.169			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.169			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	60	1	60	0	0	**0**
Left-Through		0			0	
Through	1390	1	**745**	0	0	0
Through-Right		1			0	
Right	100	0	100	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	80	1	**80**	0	0	0
Left-Through		0			0	
Through	870	2	435	0	0	**0**
Through-Right		0			0	
Right	120	1	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	200	1	200	0	0	0
Left-Through		0			0	
Through	730	2	**365**	0	0	**0**
Through-Right		0			0	
Right	60	1	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	80	1	**80**	0	0	**0**
Left-Through		0			0	
Through	460	2	230	0	0	0
Through-Right		0			0	
Right	70	1	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	825		*North-South:*	0
		East-West:	445		*East-West:*	0
		SUM:	1270		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.847			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.847			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	100	1	100	0	0	**0**
Left-Through		0			0	
Through	910	1	**515**	0	0	0
Through-Right		1			0	
Right	120	0	120	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	80	1	**80**	0	0	0
Left-Through		0			0	
Through	860	2	430	0	0	**0**
Through-Right		0			0	
Right	240	1	120	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	240	1	**240**	0	0	0
Left-Through		0			0	
Through	520	2	260	0	0	**0**
Through-Right		0			0	
Right	80	1	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	110	1	110	0	0	**0**
Left-Through		0			0	
Through	520	2	**260**	0	0	0
Through-Right		0			0	
Right	70	1	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	595		*North-South:*	0
		East-West:	500		*East-West:*	0
		SUM:	1095		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.730			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.730			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	90	1	90	0	0	**0**
Left-Through		0			0	
Through	1400	1	**785**	0	0	0
Through-Right		1			0	
Right	170	0	170	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	80	1	**80**	0	0	0
Left-Through		0			0	
Through	1460	2	730	0	0	**0**
Through-Right		0			0	
Right	180	1	95	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	170	1	170	0	0	0
Left-Through		0			0	
Through	830	2	**415**	0	0	**0**
Through-Right		0			0	
Right	110	1	65	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	150	1	**150**	0	0	**0**
Left-Through		0			0	
Through	670	2	335	0	0	0
Through-Right		0			0	
Right	80	1	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	865		*North-South:*	0
		East-West:	565		*East-West:*	0
		SUM:	1430		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.953			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.953			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	790	3	263	0	0	0
Through-Right		0			0	
Right	310	1	310	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	400	2	220	0	0	0
Left-Through		0			0	
Through	1110	2	**555**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	20	0	20	0	0	0
Left-Through		0			0	
Through	0	0	20	0	0	**0**
Through-Right		0			0	
Right	170	1	**170**	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	555		*North-South:*	0
		East-West:	170		*East-West:*	0
		SUM:	725		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.509			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.509			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	710	3	237	0	0	0
Through-Right		0			0	
Right	190	1	190	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	330	2	182	0	0	0
Left-Through		0			0	
Through	880	2	**440**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	30	0	30	0	0	0
Left-Through		0			0	
Through	0	0	30	0	0	**0**
Through-Right		0			0	
Right	130	1	**130**	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	440		*North-South:*	0
		East-West:	130		*East-West:*	0
		SUM:	570		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.400			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.400			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1260	3	**420**	0	0	0
Through-Right		0			0	
Right	250	1	250	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	710	2	**391**	0	0	0
Left-Through		0			0	
Through	1130	2	565	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	30	0	30	0	0	0
Left-Through		0			0	
Through	0	0	30	0	0	**0**
Through-Right		0			0	
Right	90	1	**90**	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	811		*North-South:*	0
		East-West:	90		*East-West:*	0
		SUM:	901		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.632			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.632			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	10	1	**10**	0	0	**0**
Left-Through		0			0	
Through	750	2	375	0	0	0
Through-Right		0			0	
Right	50	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1230	2	**413**	0	0	**0**
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	20	0	0	0	0	**0**
Through-Right		0			0	
Right	40	0	**40**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
WESTBOUND Left	350	1	**327**	0	0	**0**
Left-Through		0			0	
Through	10	0	327	0	0	0
Through-Right		0			0	
Right	620	1	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	423		*North-South:*	0
		East-West:	367		*East-West:*	0
		SUM:	790		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.554			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.554			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	20	1	**20**	0	0	**0**
Left-Through		0			0	
Through	640	2	320	0	0	0
Through-Right		0			0	
Right	80	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	980	2	**330**	0	0	**0**
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	20	0	0	0	0	**0**
Through-Right		0			0	
Right	20	0	**20**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
WESTBOUND Left	280	1	**180**	0	0	**0**
Left-Through		0			0	
Through	20	0	180	0	0	0
Through-Right		0			0	
Right	240	1	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	350		*North-South:*	0
		East-West:	200		*East-West:*	0
		SUM:	550		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.386			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.386			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 2	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	**0**
	Left-Through		0			0	
	Through	1190	2	**595**	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1540	2	520	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	20	0	0	0	0	**0**
	Through-Right		0			0	
	Right	30	0	**30**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
WESTBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	20	0	**315**	0	0	0
	Through-Right		0			0	
	Right	610	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	595		North-South:	0
			East-West:	345		East-West:	0
			SUM:	940		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.660			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.660			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0		
		EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	450	1	**450**	0	0	**0**
	Left-Through		0			0	
	Through	370	2	185	0	0	0
	Through-Right		0			0	
	Right	190	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	490	2	**245**	0	0	**0**
	Through-Right		0			0	
	Right	640	2	152	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	**200**	0	0	0
	Left-Through		0			0	
	Through	990	3	330	0	0	**0**
	Through-Right		0			0	
	Right	530	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	1	250	0	0	**0**
	Left-Through		0			0	
	Through	1340	3	447	0	0	0
	Through-Right		1			0	
	Right	580	0	**520**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	695		North-South:	0
			East-West:	720		East-West:	0
			SUM:	1415		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.029			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.029			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0		
		EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	390	1	**390**	0	0	**0**
	Left-Through		0			0	
	Through	430	2	215	0	0	0
	Through-Right		0			0	
	Right	250	2	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	230	0	0	0
	Left-Through		0			0	
	Through	320	2	160	0	0	**0**
	Through-Right		0			0	
	Right	880	2	**254**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	230	1	230	0	0	0
	Left-Through		0			0	
	Through	1700	3	**567**	0	0	**0**
	Through-Right		0			0	
	Right	590	1	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	1070	3	357	0	0	0
	Through-Right		1			0	
	Right	540	0	425	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	644		North-South:	0
			East-West:	677		East-West:	0
			SUM:	1321		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.961			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.961			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0		
		EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	450	1	**450**	0	0	**0**
	Left-Through		0			0	
	Through	350	2	175	0	0	0
	Through-Right		0			0	
	Right	550	2	233	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	370	1	370	0	0	0
	Left-Through		0			0	
	Through	850	2	**425**	0	0	**0**
	Through-Right		0			0	
	Right	520	2	36	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	250	1	250	0	0	0
	Left-Through		0			0	
	Through	1610	3	**537**	0	0	**0**
	Through-Right		0			0	
	Right	540	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	1000	3	333	0	0	0
	Through-Right		1			0	
	Right	450	0	265	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	875		North-South:	0
			East-West:	607		East-West:	0
			SUM:	1482		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.078			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.078			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**	0	0	0	0	0	**0**
	Left-Through		0			0			0			0	
	Through	3780	4	**945**	0	0	0	3360	4	**840**	0	0	0
	Through-Right		0			0			0			0	
	Right	100	1	0	0	0	0	110	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0	0	0	**0**	0	0	0
	Left-Through		0			0			0			0	
	Through	1680	4	420	0	0	**0**	1410	4	353	0	0	**0**
	Through-Right		0			0			0			0	
	Right	160	1	160	0	0	0	200	1	200	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	**0**	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	**0**	0	0	**0**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	330	1	190	0	0	**0**	410	1	**230**	0	0	**0**
	Left-Through		1			0			1			0	
	Through	50	0	190	0	0	0	50	0	230	0	0	0
	Through-Right		0			0			0			0	
	Right	350	2	**193**	0	0	0	240	2	132	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	945		*North-South:*	0		*North-South:*	840		*North-South:*	0
			East-West:	193		*East-West:*	0		*East-West:*	230		*East-West:*	0
			SUM:	1138		*SUM:*	0		*SUM:*	1070		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.759			0.000			0.713			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.759			0.000			0.713			0.000
LEVEL OF SERVICE (LOS):				C			A			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				2			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	2	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	0	0	0	0	0	**0**						
	Left-Through		0			0							
	Through	3830	4	**958**	0	0	0						
	Through-Right		0			0							
	Right	90	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	0	0	**0**	0	0	0						
	Left-Through		0			0							
	Through	2680	4	670	0	0	**0**						
	Through-Right		0			0							
	Right	180	1	180	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	0	0	**0**	0	0	**0**						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	610	1	**315**	0	0	**0**						
	Left-Through		1			0							
	Through	20	0	315	0	0	0						
	Through-Right		0			0							
	Right	250	2	138	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	958		*North-South:*	0						
			East-West:	315		*East-West:*	0						
			SUM:	1273		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.849			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.849			0.000						
LEVEL OF SERVICE (LOS):				D			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				2			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	0	0	0	0	0	**0**						
	Left-Through		0			0							
	Through	2030	2	**1015**	0	0	0						
	Through-Right		0			0							
	Right	560	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	20	0	**20**	0	0	0						
	Left-Through		1			0							
	Through	450	1	285	0	0	**0**						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	0	0	**0**	0	0	**0**						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	410	2	**226**	0	0	**0**						
	Left-Through		0			0							
	Through	0	0	0	0	0	0						
	Through-Right		0			0							
	Right	10	1	10	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	1035		*North-South:*	0						
			East-West:	226		*East-West:*	0						
			SUM:	1261		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.841			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.841			0.000						
LEVEL OF SERVICE (LOS):				D			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	780	2	**390**	0	0	0
	Through-Right		0			0	
	Right	240	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	0	**40**	0	0	0
	Left-Through		1			0	
	Through	420	1	330	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	470	2	**259**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	10	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	430		*North-South:*	0
			East-West:	259		*East-West:*	0
			SUM:	689		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.459			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.459			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	890	2	445	0	0	0
	Through-Right		0			0	
	Right	370	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	0	60	0	0	0
	Left-Through		1			0	
	Through	1250	1	**805**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	860	2	**473**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	10	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	805		*North-South:*	0
			East-West:	473		*East-West:*	0
			SUM:	1278		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.852			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.852			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	**30**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	30	0	0	0
	Through-Right		0			0	
	Right	1150	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	1290	1	**650**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	410	1	**410**	0	0	**0**
	Left-Through		0			0	
	Through	410	1	210	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	50		*North-South:*	0
			East-West:	1060		*East-West:*	0
			SUM:	1110		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.779			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.779			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	**30**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	30	0	0	0
	Through-Right		0			0	
	Right	460	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	560	1	**295**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	410	1	**410**	0	0	**0**
	Left-Through		0			0	
	Through	400	1	205	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	50		*North-South:*	0
			East-West:	705		*East-West:*	0
			SUM:	755		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.530			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.530			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	0	**50**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	50	0	0	0
	Through-Right		0			0	
	Right	540	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	690	1	**360**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	900	1	**900**	0	0	**0**
	Left-Through		0			0	
	Through	1090	1	550	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	70		*North-South:*	0
			East-West:	1260		*East-West:*	0
			SUM:	1330		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.933			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.933			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	30	1	30	0	0	0
	Through-Right		0			0	
	Right	150	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	30	0	30	0	0	**0**
	Through-Right		0			0	
	Right	20	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	520	2	257	0	0	**0**
	Through-Right		1			0	
	Right	250	0	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	290	2	160	0	0	**0**
	Left-Through		0			0	
	Through	1320	2	**470**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	130		*North-South:*	0
			East-West:	530		*East-West:*	0
			SUM:	660		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.480			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.480			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	**90**	0	0	**0**
	Left-Through		0			0	
	Through	30	1	30	0	0	0
	Through-Right		0			0	
	Right	230	2	66	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**60**	0	0	0
	Left-Through		0			0	
	Through	40	0	60	0	0	**0**
	Through-Right		0			0	
	Right	50	1	10	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	660	2	263	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	2	61	0	0	**0**
	Left-Through		0			0	
	Through	690	2	**247**	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	150		*North-South:*	0
			East-West:	327		*East-West:*	0
			SUM:	477		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.347			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.347			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	40	1	40	0	0	0
	Through-Right		0			0	
	Right	520	2	**236**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	**65**	0	0	0
	Left-Through		0			0	
	Through	40	0	65	0	0	**0**
	Through-Right		0			0	
	Right	50	1	15	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	1340	2	**493**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	2	**50**	0	0	**0**
	Left-Through		0			0	
	Through	790	2	283	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	301		*North-South:*	0
			East-West:	543		*East-West:*	0
			SUM:	844		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.614			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.614			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	590	2	**325**	0	0	**0**
Left-Through		0			0	
Through	1980	2	677	0	0	0
Through-Right		1			0	
Right	50	0	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	60	1	60	0	0	0
Left-Through		0			0	
Through	1550	2	**543**	0	0	**0**
Through-Right		1			0	
Right	80	0	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	80	1	**80**	0	0	0
Left-Through		0			0	
Through	20	1	20	0	0	**0**
Through-Right		0			0	
Right	670	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	40	0	40	0	0	**0**
Left-Through		1			0	
Through	20	0	**70**	0	0	0
Through-Right		1			0	
Right	50	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	868		*North-South:*	0
		East-West:	150		*East-West:*	0
		SUM:	1018		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.714			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.714			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	610	2	**336**	0	0	**0**
Left-Through		0			0	
Through	1950	2	670	0	0	0
Through-Right		1			0	
Right	60	0	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	70	1	70	0	0	0
Left-Through		0			0	
Through	1490	2	**540**	0	0	**0**
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	110	1	**110**	0	0	0
Left-Through		0			0	
Through	20	1	20	0	0	**0**
Through-Right		0			0	
Right	540	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	50	0	50	0	0	**0**
Left-Through		1			0	
Through	20	0	**50**	0	0	0
Through-Right		1			0	
Right	30	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	876		*North-South:*	0
		East-West:	160		*East-West:*	0
		SUM:	1036		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.727			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.727			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	900	2	**495**	0	0	**0**
Left-Through		0			0	
Through	2140	2	737	0	0	0
Through-Right		1			0	
Right	70	0	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	60	1	60	0	0	0
Left-Through		0			0	
Through	1940	2	**703**	0	0	**0**
Through-Right		1			0	
Right	170	0	170	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	120	1	**120**	0	0	0
Left-Through		0			0	
Through	40	1	40	0	0	**0**
Through-Right		0			0	
Right	910	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	50	0	50	0	0	**0**
Left-Through		1			0	
Through	30	0	**60**	0	0	0
Through-Right		1			0	
Right	30	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	1198		*North-South:*	0
		East-West:	180		*East-West:*	0
		SUM:	1378		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.967			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.967			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	10	1	10	0	0	**0**
Left-Through		0			0	
Through	1350	1	**750**	0	0	0
Through-Right		1			0	
Right	150	0	150	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	120	1	**120**	0	0	0
Left-Through		0			0	
Through	420	1	215	0	0	**0**
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	10	0	10	0	0	0
Left-Through		0			0	
Through	10	0	**30**	0	0	**0**
Through-Right		0			0	
Right	10	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
WESTBOUND Left	80	1	45	0	0	**0**
Left-Through		1			0	
Through	10	0	45	0	0	0
Through-Right		0			0	
Right	140	1	**80**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	870		*North-South:*	0
		East-West:	110		*East-West:*	0
		SUM:	980		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.688			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.688			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	590	1	**370**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	470	1	245	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	10	0	**30**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	**70**	0	0	**0**
	Left-Through		1			0	
	Through	20	0	70	0	0	0
	Through-Right		0			0	
	Right	90	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	440		*North-South:*	0
			East-West:	100		*East-West:*	0
			SUM:	540		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.379			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.379			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	770	1	**465**	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	1130	1	570	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	10	0	**30**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**90**	0	0	**0**
	Left-Through		1			0	
	Through	10	0	90	0	0	0
	Through-Right		0			0	
	Right	100	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	605		*North-South:*	0
			East-West:	120		*East-West:*	0
			SUM:	725		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.509			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.509			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 3		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1800	4	**450**	0	0	0
	Through-Right		0			0	
	Right	920	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	2	**94**	0	0	0
	Left-Through		0			0	
	Through	1000	3	333	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	620	3	**217**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	240	1	146	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	544		*North-South:*	0
			East-West:	217		*East-West:*	0
			SUM:	761		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.534			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.534			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 3		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1160	4	**290**	0	0	0
	Through-Right		0			0	
	Right	750	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	320	2	**176**	0	0	0
	Left-Through		0			0	
	Through	1200	3	400	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	770	3	**270**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	280	1	104	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	466		*North-South:*	0
			East-West:	270		*East-West:*	0
			SUM:	736		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.516			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.516			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1590	4	398	0	0	0
	Through-Right		0			0	
	Right	650	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	600	2	330	0	0	0
	Left-Through		0			0	
	Through	2210	3	**737**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	780	3	**273**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	230	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	737		*North-South:*	0
			East-West:	273		*East-West:*	0
			SUM:	1010		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.709			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.709			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	2	**116**	0	0	**0**
	Left-Through		0			0	
	Through	210	1	147	0	0	0
	Through-Right		1			0	
	Right	230	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	2	61	0	0	0
	Left-Through		0			0	
	Through	380	1	**243**	0	0	**0**
	Through-Right		1			0	
	Right	350	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	350	2	**193**	0	0	0
	Left-Through		0			0	
	Through	260	3	87	0	0	**0**
	Through-Right		0			0	
	Right	190	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	2	55	0	0	**0**
	Left-Through		0			0	
	Through	810	3	270	0	0	0
	Through-Right		0			0	
	Right	700	2	**324**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	359		*North-South:*	0
			East-West:	517		*East-West:*	0
			SUM:	876		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.637			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.637			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	2	**83**	0	0	**0**
	Left-Through		0			0	
	Through	250	1	150	0	0	0
	Through-Right		1			0	
	Right	200	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	2	88	0	0	0
	Left-Through		0			0	
	Through	330	1	**183**	0	0	**0**
	Through-Right		1			0	
	Right	220	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	2	**105**	0	0	0
	Left-Through		0			0	
	Through	450	3	150	0	0	**0**
	Through-Right		0			0	
	Right	150	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	2	33	0	0	**0**
	Left-Through		0			0	
	Through	360	3	120	0	0	0
	Through-Right		0			0	
	Right	440	2	**154**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	266		*North-South:*	0
			East-West:	259		*East-West:*	0
			SUM:	525		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.382			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.382			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	2	44	0	0	**0**
	Left-Through		0			0	
	Through	270	1	270	0	0	0
	Through-Right		1			0	
	Right	590	1	**309**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	520	2	**286**	0	0	0
	Left-Through		0			0	
	Through	520	1	317	0	0	**0**
	Through-Right		1			0	
	Right	430	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	2	116	0	0	0
	Left-Through		0			0	
	Through	1420	3	**473**	0	0	**0**
	Through-Right		0			0	
	Right	220	2	77	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	2	**33**	0	0	**0**
	Left-Through		0			0	
	Through	400	3	133	0	0	0
	Through-Right		0			0	
	Right	420	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	595		*North-South:*	0
			East-West:	506		*East-West:*	0
			SUM:	1101		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.801			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.801			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	300	1	150	0	0	**0**
	Left-Through		1			0	
	Through	0	0	150	0	0	0
	Through-Right		0			0	
	Right	580	1	**489**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1000	2	**500**	0	0	**0**
	Through-Right		0			0	
	Right	190	1	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	330	2	**182**	0	0	**0**
	Left-Through		0			0	
	Through	890	1	450	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	509		North-South:	0
			East-West:	682		East-West:	0
			SUM:	1191		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.866			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.866			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	340	1	170	0	0	**0**
	Left-Through		1			0	
	Through	0	0	170	0	0	0
	Through-Right		0			0	
	Right	360	1	**225**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	720	2	**360**	0	0	**0**
	Through-Right		0			0	
	Right	110	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	490	2	**270**	0	0	**0**
	Left-Through		0			0	
	Through	770	1	390	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	245		North-South:	0
			East-West:	630		East-West:	0
			SUM:	875		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.636			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.636			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	480	1	**240**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	240	0	0	0
	Through-Right		0			0	
	Right	330	1	179	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	900	2	**450**	0	0	**0**
	Through-Right		0			0	
	Right	370	1	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	550	2	**303**	0	0	**0**
	Left-Through		0			0	
	Through	660	1	335	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	260		North-South:	0
			East-West:	753		East-West:	0
			SUM:	1013		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.737			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.737			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	760	1	**385**	0	0	0
	Left-Through		1			0	
	Through	10	0	385	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	270	2	**149**	0	0	0
	Left-Through		0			0	
	Through	420	1	215	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	280	2	**140**	0	0	0
	Through-Right		0			0	
	Right	910	2	116	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	415		North-South:	0
			East-West:	289		East-West:	0
			SUM:	704		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.512			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.512			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	560	1	**285**	0	0	0
	Left-Through		1			0	
	Through	10	0	285	0	0	**0**
	Through-Right		0			0	
	Right	110	1	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	2	**66**	0	0	0
	Left-Through		0			0	
	Through	260	1	135	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	390	2	**195**	0	0	0
	Through-Right		0			0	
	Right	720	2	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	315		North-South:	0
			East-West:	261		East-West:	0
			SUM:	576		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.419			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.419			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	860	1	**435**	0	0	0
	Left-Through		1			0	
	Through	10	0	435	0	0	**0**
	Through-Right		0			0	
	Right	250	1	156	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	2	**94**	0	0	0
	Left-Through		0			0	
	Through	400	1	205	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	390	2	**195**	0	0	0
	Through-Right		0			0	
	Right	750	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	465		North-South:	0
			East-West:	289		East-West:	0
			SUM:	754		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.548			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.548			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1560	3	**520**	0	0	0
	Through-Right		0			0	
	Right	590	1	486	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	620	2	**341**	0	0	0
	Left-Through		0			0	
	Through	2330	3	588	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	360	2	**198**	0	0	0
	Left-Through		0			0	
	Through	320	3	107	0	0	**0**
	Through-Right		0			0	
	Right	200	1	145	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	380	2	209	0	0	**0**
	Left-Through		0			0	
	Through	220	3	73	0	0	0
	Through-Right		0			0	
	Right	590	1	**249**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	861		North-South:	0
			East-West:	447		East-West:	0
			SUM:	1308		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.951			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.951			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	1360	3	453	0	0	0
	Through-Right		0			0	
	Right	730	1	**681**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	470	2	**259**	0	0	0
	Left-Through		0			0	
	Through	1970	3	500	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	300	2	**165**	0	0	0
	Left-Through		0			0	
	Through	240	3	80	0	0	**0**
	Through-Right		0			0	
	Right	200	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	2	99	0	0	**0**
	Left-Through		0			0	
	Through	270	3	90	0	0	0
	Through-Right		0			0	
	Right	480	1	**221**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	940		North-South:	0
			East-West:	386		East-West:	0
			SUM:	1326		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.964			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.964			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	2090	3	697	0	0	0
	Through-Right		0			0	
	Right	1100	1	**1034**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	540	2	**297**	0	0	0
	Left-Through		0			0	
	Through	2500	3	633	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	300	2	**165**	0	0	0
	Left-Through		0			0	
	Through	570	3	190	0	0	**0**
	Through-Right		0			0	
	Right	170	1	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	2	132	0	0	**0**
	Left-Through		0			0	
	Through	300	3	100	0	0	0
	Through-Right		0			0	
	Right	650	1	**353**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1331		*North-South:*	0
			East-West:	518		*East-West:*	0
			SUM:	1849		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.345			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.345			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	1060	2	**530**	0	0	0
	Through-Right		0			0	
	Right	610	1	505	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	360	1	185	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	**10**	0	0	0
	Left-Through		0			0	
	Through	10	1	10	0	0	**0**
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	**105**	0	0	**0**
	Left-Through		1			0	
	Through	20	0	105	0	0	0
	Through-Right		0			0	
	Right	100	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	610		*North-South:*	0
			East-West:	115		*East-West:*	0
			SUM:	725		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.527			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.527			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	360	2	**180**	0	0	0
	Through-Right		0			0	
	Right	300	1	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	280	1	145	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	20	1	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	280	1	**160**	0	0	**0**
	Left-Through		1			0	
	Through	40	0	160	0	0	0
	Through-Right		0			0	
	Right	120	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	280		*North-South:*	0
			East-West:	180		*East-West:*	0
			SUM:	460		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.335			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.335			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	510	2	255	0	0	0
	Through-Right		0			0	
	Right	280	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	850	1	**430**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	40	1	**40**	0	0	**0**
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	430	1	**235**	0	0	**0**
	Left-Through		1			0	
	Through	40	0	235	0	0	0
	Through-Right		0			0	
	Right	170	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	440		*North-South:*	0
			East-West:	275		*East-West:*	0
			SUM:	715		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.520			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.520			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	40	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	450	1	**413**	0	0	0
	Left-Through		1			0	
	Through	1200	0	413	0	0	**0**
	Through-Right		1			0	
	Right	590	1	413	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	490	2	**233**	0	0	**0**
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	310	2	**171**	0	0	**0**
	Left-Through		0			0	
	Through	940	2	313	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		543	North-South:		0
		East-West:		404	East-West:		0
		SUM:		947	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.689			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.689			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	80	2	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	170	0	0	0
	Left-Through		1			0	
	Through	300	0	**300**	0	0	**0**
	Through-Right		1			0	
	Right	270	1	149	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	500	2	**250**	0	0	**0**
	Through-Right		1			0	
	Right	280	0	225	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	2	**33**	0	0	**0**
	Left-Through		0			0	
	Through	610	2	203	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		410	North-South:		0
		East-West:		283	East-West:		0
		SUM:		693	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.504			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.504			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	200	2	77	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	190	0	0	0
	Left-Through		1			0	
	Through	210	0	**210**	0	0	**0**
	Through-Right		1			0	
	Right	310	1	171	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	850	2	**343**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	2	**66**	0	0	**0**
	Left-Through		0			0	
	Through	860	2	287	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		370	North-South:		0
		East-West:		409	East-West:		0
		SUM:		779	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.567			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.567			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	820	2	**451**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	500	2	181	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	280	3	93	0	0	**0**
	Through-Right		0			0	
	Right	350	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	2	94	0	0	**0**
	Left-Through		0			0	
	Through	1270	1	**635**	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		451	North-South:		0
		East-West:		635	East-West:		0
		SUM:		1086	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.762			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.762			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	500	2	275	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	190	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	470	3	157	0	0	0
Through-Right		0			0	
Right	470	1	195	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	350	2	193	0	0	0
Left-Through		0			0	
Through	490	1	245	0	0	0
Through-Right		1			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	275		North-South:	0
		East-West:	388		East-West:	0
		SUM:	663		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.465			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.465			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	670	2	369	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	250	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1510	3	503	0	0	0
Through-Right		0			0	
Right	560	1	191	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	370	2	204	0	0	0
Left-Through		0			0	
Through	540	1	270	0	0	0
Through-Right		1			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	369		North-South:	0
		East-West:	707		East-West:	0
		SUM:	1076		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.755			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.755			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	20	1	20	0	0	0
Left-Through		0			0	
Through	1950	4	488	0	0	0
Through-Right		0			0	
Right	420	1	227	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	490	2	270	0	0	0
Left-Through		0			0	
Through	1480	4	370	0	0	0
Through-Right		0			0	
Right	290	1	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	180	1	180	0	0	0
Left-Through		0			0	
Through	370	2	137	0	0	0
Through-Right		1			0	
Right	40	0	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	350	2	193	0	0	0
Left-Through		0			0	
Through	140	2	70	0	0	0
Through-Right		0			0	
Right	550	2	33	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	758		North-South:	0
		East-West:	330		East-West:	0
		SUM:	1088		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.791			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.791			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	30	1	30	0	0	0
Left-Through		0			0	
Through	1520	4	380	0	0	0
Through-Right		0			0	
Right	220	1	27	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	530	2	292	0	0	0
Left-Through		0			0	
Through	1270	4	318	0	0	0
Through-Right		0			0	
Right	280	1	190	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	90	1	90	0	0	0
Left-Through		0			0	
Through	130	2	63	0	0	0
Through-Right		1			0	
Right	60	0	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	350	2	193	0	0	0
Left-Through		0			0	
Through	160	2	80	0	0	0
Through-Right		0			0	
Right	760	2	126	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	672		North-South:	0
		East-West:	256		East-West:	0
		SUM:	928		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.675			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.675			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	1960	4	**490**	0	0	0
	Through-Right		0			0	
	Right	480	1	216	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	560	2	**308**	0	0	0
	Left-Through		0			0	
	Through	1850	4	463	0	0	**0**
	Through-Right		0			0	
	Right	490	1	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	210	0	0	0
	Left-Through		0			0	
	Through	210	2	**97**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	480	2	**264**	0	0	**0**
	Left-Through		0			0	
	Through	250	2	125	0	0	0
	Through-Right		0			0	
	Right	630	2	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	798		*North-South:*	0
			East-West:	361		*East-West:*	0
			SUM:	1159		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.843			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.843			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**330**	0	0	0
	Through-Right		0			0	
	Right	330	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	300	2	**165**	0	0	0
	Left-Through		0			0	
	Through	810	2	405	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1130	2	**377**	0	0	0
	Through-Right		1			0	
	Right	180	1	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	330		*North-South:*	0
			East-West:	542		*East-West:*	0
			SUM:	872		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.612			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.612			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**160**	0	0	0
	Through-Right		0			0	
	Right	160	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	310	2	**171**	0	0	0
	Left-Through		0			0	
	Through	1110	2	555	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1190	2	**410**	0	0	0
	Through-Right		1			0	
	Right	450	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	160		*North-South:*	0
			East-West:	581		*East-West:*	0
			SUM:	741		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.520			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.520			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	310	1	310	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**650**	0	0	0
	Through-Right		0			0	
	Right	650	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	240	2	**132**	0	0	0
	Left-Through		0			0	
	Through	1100	2	550	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1440	2	**480**	0	0	0
	Through-Right		1			0	
	Right	190	1	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	650		*North-South:*	0
			East-West:	612		*East-West:*	0
			SUM:	1262		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.886			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.886			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	130	1	130	0	0	0	380	1	217	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	**205**	0	0	**0**	0	0	**217**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	410	1	0	0	0	0	270	1	0	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	**0**	0	0	0
	Left-Through		0			0			0			0	
	Through	980	4	245	0	0	**0**	920	4	230	0	0	**0**
	Through-Right		0			0			0			0	
	Right	250	1	**250**	0	0	0	220	1	220	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	330	2	**182**	0	0	**0**	340	2	187	0	0	**0**
	Left-Through		0			0			0			0	
	Through	840	2	420	0	0	0	840	2	**420**	0	0	0
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	205		North-South:	0		North-South:	217		North-South:	0
			East-West:	432		East-West:	0		East-West:	420		East-West:	0
			SUM:	637		SUM:	0		SUM:	637		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.447			0.000			0.447			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.447			0.000			0.447			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	0	0	**0**	0	0	**0**						
	Left-Through		0			0							
	Through	0	0	0	0	0	0						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	150	1	147	0	0	0						
	Left-Through		0			0							
	Through	0	0	**147**	0	0	**0**						
	Through-Right		0			0							
	Right	290	1	0	0	0	0						
	Left-Through-Right		1			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	1260	4	315	0	0	**0**						
	Through-Right		0			0							
	Right	330	1	**330**	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	610	2	**336**	0	0	**0**						
	Left-Through		0			0							
	Through	1140	2	570	0	0	0						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	147		North-South:	0						
			East-West:	666		East-West:	0						
			SUM:	813		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.571			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.571			0.000						
LEVEL OF SERVICE (LOS):				A			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				2			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	0	0	0	0	0	**0**						
	Left-Through		0			0							
	Through	2570	2	**927**	0	0	0						
	Through-Right		1			0							
	Right	210	0	210	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	0	0	**0**	0	0	0						
	Left-Through		0			0							
	Through	2480	3	827	0	0	**0**						
	Through-Right		0			0							
	Right	960	1	680	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	800	3	280	0	0	0						
	Left-Through		0			0							
	Through	290	0	**300**	0	0	**0**						
	Through-Right		1			0							
	Right	10	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	0	0	**0**	0	0	**0**						
	Left-Through		0			0							
	Through	0	0	0	0	0	0						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	927		North-South:	0						
			East-West:	300		East-West:	0						
			SUM:	1227		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.818			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.818			0.000						
LEVEL OF SERVICE (LOS):				D			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1640	2	**617**	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1670	3	557	0	0	**0**
	Through-Right		0			0	
	Right	820	1	547	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	780	3	273	0	0	0
	Left-Through		0			0	
	Through	410	0	**430**	0	0	**0**
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	617		*North-South:*	0
			East-West:	430		*East-West:*	0
			SUM:	1047		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.698			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.698			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2290	2	**873**	0	0	0
	Through-Right		1			0	
	Right	330	0	330	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2420	3	807	0	0	**0**
	Through-Right		0			0	
	Right	1000	1	618	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1090	3	382	0	0	0
	Left-Through		0			0	
	Through	760	0	**810**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	873		*North-South:*	0
			East-West:	810		*East-West:*	0
			SUM:	1683		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.122			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.122			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	900	1	**485**	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	820	3	273	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	230	1	**200**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	545		*North-South:*	0
			East-West:	200		*East-West:*	0
			SUM:	745		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.497			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.497			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	820	1	**470**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	660	3	220	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	180	1	**125**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	580		*North-South:*	0
			East-West:	125		*East-West:*	0
			SUM:	705		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.470			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.470			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	860	1	**550**	0	0	0
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	260	1	**260**	0	0	0
	Left-Through		0			0	
	Through	1150	3	383	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	200	1	**70**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		810	North-South:		0
		East-West:		70	East-West:		0
		SUM:		880	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.587			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.587			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	330	1	**330**	0	0	**0**
	Left-Through		0			0	
	Through	960	2	480	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	840	2	**323**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	2	**50**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		653	North-South:		0
		East-West:		50	East-West:		0
		SUM:		703	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.469			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.469			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	250	1	**250**	0	0	**0**
	Left-Through		0			0	
	Through	780	2	390	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	740	2	**290**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	2	**99**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	180	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		540	North-South:		0
		East-West:		99	East-West:		0
		SUM:		639	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.426			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.426			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	830	2	415	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1120	2	**410**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	300	2	165	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	280	1	**205**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		560	North-South:		0
		East-West:		205	East-West:		0
		SUM:		765	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.510			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.510			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	300	1	**300**	0	0	**0**
	Left-Through		0			0	
	Through	820	1	410	0	0	0
	Through-Right		1			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	2	77	0	0	0
	Left-Through		0			0	
	Through	580	2	**197**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		1			0	
	Through	250	0	**125**	0	0	**0**
	Through-Right		1			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	640	1	**410**	0	0	**0**
	Left-Through		0			0	
	Through	110	0	410	0	0	0
	Through-Right		0			0	
	Right	70	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	497		*North-South:*	0
			East-West:	535		*East-West:*	0
			SUM:	1032		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.724			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.724			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	490	1	**490**	0	0	**0**
	Left-Through		0			0	
	Through	570	1	285	0	0	0
	Through-Right		1			0	
	Right	130	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	2	83	0	0	0
	Left-Through		0			0	
	Through	610	2	**207**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	40	0	0	0
	Left-Through		1			0	
	Through	330	0	**165**	0	0	**0**
	Through-Right		1			0	
	Right	150	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	610	1	**470**	0	0	**0**
	Left-Through		0			0	
	Through	240	0	470	0	0	0
	Through-Right		0			0	
	Right	90	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	697		*North-South:*	0
			East-West:	635		*East-West:*	0
			SUM:	1332		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.935			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.935			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	400	1	**400**	0	0	**0**
	Left-Through		0			0	
	Through	670	1	335	0	0	0
	Through-Right		1			0	
	Right	120	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	210	2	116	0	0	0
	Left-Through		0			0	
	Through	1040	2	**350**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		1			0	
	Through	180	0	**107**	0	0	**0**
	Through-Right		1			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	480	1	**395**	0	0	**0**
	Left-Through		0			0	
	Through	140	0	395	0	0	0
	Through-Right		0			0	
	Right	170	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	750		*North-South:*	0
			East-West:	502		*East-West:*	0
			SUM:	1252		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.879			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.879			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	680	1	**360**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	490	2	**270**	0	0	0
	Left-Through		0			0	
	Through	680	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	340	2	**52**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	630		*North-South:*	0
			East-West:	52		*East-West:*	0
			SUM:	682		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.455			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.455			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2 EB-- 0	SB-- 0 WB-- 0		NB-- 0 EB-- 0	SB-- 0 WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	850	1	**445**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	520	2	**286**	0	0	0
	Left-Through		0			0	
	Through	510	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	190	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	731		*North-South:*	0
			East-West:	0		*East-West:*	0
			SUM:	731		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.487			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.487			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2 EB-- 0	SB-- 0 WB-- 0		NB-- 0 EB-- 0	SB-- 0 WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	980	1	**510**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	500	2	**275**	0	0	0
	Left-Through		0			0	
	Through	1040	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	390	2	**78**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	785		*North-South:*	0
			East-West:	78		*East-West:*	0
			SUM:	863		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.575			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.575			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 0	SB-- 0 WB-- 0		NB-- 0 EB-- 0	SB-- 0 WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	1050	2	**525**	0	0	0
	Through-Right		0			0	
	Right	110	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	730	2	243	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	210	1	**130**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	685		*North-South:*	0
			East-West:	130		*East-West:*	0
			SUM:	815		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.593			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.593			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 0	SB-- 0 WB-- 0		NB-- 0 EB-- 0	SB-- 0 WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	770	2	**385**	0	0	0
	Through-Right		0			0	
	Right	80	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	720	2	240	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	100	2	55	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	200	1	**95**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	595		*North-South:*	0
			East-West:	95		*East-West:*	0
			SUM:	690		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.502			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.502			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	840	2	**420**	0	0	0
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	1200	2	400	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	140	2	**77**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	110	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	530		*North-South:*	0
			East-West:	77		*East-West:*	0
			SUM:	607		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.441			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.441			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	2	**72**	0	0	**0**
	Left-Through		0			0	
	Through	1680	2	567	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	1360	2	**650**	0	0	**0**
	Through-Right		1			0	
	Right	590	0	590	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	**105**	0	0	0
	Left-Through		1			0	
	Through	10	0	105	0	0	**0**
	Through-Right		0			0	
	Right	50	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	722		*North-South:*	0
			East-West:	135		*East-West:*	0
			SUM:	857		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.623			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.623			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	2	33	0	0	**0**
	Left-Through		0			0	
	Through	1320	2	**443**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	**40**	0	0	0
	Left-Through		0			0	
	Through	970	2	403	0	0	**0**
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	1	**85**	0	0	0
	Left-Through		1			0	
	Through	10	0	85	0	0	**0**
	Through-Right		0			0	
	Right	90	1	57	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	483		*North-South:*	0
			East-West:	115		*East-West:*	0
			SUM:	598		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.435			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.435			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	2	**11**	0	0	**0**
	Left-Through		0			0	
	Through	1750	2	590	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	1700	2	**673**	0	0	**0**
	Through-Right		1			0	
	Right	320	0	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	590	1	**300**	0	0	0
	Left-Through		1			0	
	Through	10	0	300	0	0	**0**
	Through-Right		0			0	
	Right	130	1	119	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	684		*North-South:*	0
			East-West:	330		*East-West:*	0
			SUM:	1014		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.737			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.737			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	**40**	0	0	**0**	130	1	**130**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	240	2	120	0	0	0	400	2	200	0	0	0
	Through-Right		0			0			0			0	
	Right	70	1	0	0	0	0	230	1	115	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	30	1	30	0	0	0	50	1	50	0	0	0
	Left-Through		0			0			0			0	
	Through	610	2	**305**	0	0	**0**	410	2	**205**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	330	1	245	0	0	0	250	1	135	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	170	1	**170**	0	0	0	230	1	**230**	0	0	0
	Left-Through		0			0			0			0	
	Through	510	2	255	0	0	**0**	680	2	340	0	0	**0**
	Through-Right		0			0			0			0	
	Right	30	1	10	0	0	0	150	1	85	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	240	1	240	0	0	**0**	230	1	230	0	0	**0**
	Left-Through		0			0			0			0	
	Through	880	2	**440**	0	0	0	700	2	**350**	0	0	0
	Through-Right		0			0			0			0	
	Right	20	1	5	0	0	0	20	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	345		North-South:	0		North-South:	335		North-South:	0
			East-West:	610		East-West:	0		East-West:	580		East-West:	0
			SUM:	955		SUM:	0		SUM:	915		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.670			0.000			0.642			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.670			0.000			0.642			0.000
LEVEL OF SERVICE (LOS):				B			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	40	1	40	0	0	**0**						
	Left-Through		0			0							
	Through	720	2	**360**	0	0	0						
	Through-Right		0			0							
	Right	380	1	285	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	30	1	**30**	0	0	0						
	Left-Through		0			0							
	Through	400	2	200	0	0	**0**						
	Through-Right		0			0							
	Right	280	1	95	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	370	1	**370**	0	0	0						
	Left-Through		0			0							
	Through	910	2	455	0	0	**0**						
	Through-Right		0			0							
	Right	80	1	60	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	190	1	190	0	0	**0**						
	Left-Through		0			0							
	Through	700	2	**350**	0	0	0						
	Through-Right		0			0							
	Right	20	1	5	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	390		North-South:	0						
			East-West:	720		East-West:	0						
			SUM:	1110		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.779			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.779			0.000						
LEVEL OF SERVICE (LOS):				C			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0						
		EB-- 3	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	50	1	50	0	0	**0**						
	Left-Through		0			0							
	Through	1460	3	**487**	0	0	0						
	Through-Right		0			0							
	Right	100	1	10	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	90	1	**90**	0	0	0						
	Left-Through		0			0							
	Through	1240	3	413	0	0	**0**						
	Through-Right		0			0							
	Right	210	1	100	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	110	1	**110**	0	0	0						
	Left-Through		0			0							
	Through	200	2	100	0	0	**0**						
	Through-Right		0			0							
	Right	90	1	40	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	90	1	90	0	0	**0**						
	Left-Through		0			0							
	Through	470	1	**275**	0	0	0						
	Through-Right		1			0							
	Right	80	0	80	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	577		North-South:	0						
			East-West:	385		East-West:	0						
			SUM:	962		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.700			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.700			0.000						
LEVEL OF SERVICE (LOS):				B			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0		
		EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	1060	3	353	0	0	0
	Through-Right		0			0	
	Right	230	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1180	3	**393**	0	0	**0**
	Through-Right		0			0	
	Right	110	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	430	2	215	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	220	0	0	**0**
	Left-Through		0			0	
	Through	390	1	**335**	0	0	0
	Through-Right		1			0	
	Right	280	0	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	503		*North-South:*	0
			East-West:	445		*East-West:*	0
			SUM:	948		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.689			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.689			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0		
		EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	1660	3	553	0	0	0
	Through-Right		0			0	
	Right	130	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	1710	3	**570**	0	0	**0**
	Through-Right		0			0	
	Right	200	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	1	220	0	0	0
	Left-Through		0			0	
	Through	830	2	**415**	0	0	**0**
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	440	1	280	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	670		*North-South:*	0
			East-West:	545		*East-West:*	0
			SUM:	1215		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.884			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.884			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	200	1	**200**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	530	1	**530**	0	0	0
	Left-Through		0			0	
	Through	810	3	270	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1600	3	**475**	0	0	0
	Through-Right		1			0	
	Right	300	0	300	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	200		*North-South:*	0
			East-West:	1005		*East-West:*	0
			SUM:	1205		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.846			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.846			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	330	1	330	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	370	1	**370**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	570	1	**570**	0	0	0
	Left-Through		0			0	
	Through	1090	3	363	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1350	3	**403**	0	0	0
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	370		*North-South:*	0
			East-West:	973		*East-West:*	0
			SUM:	1343		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.942			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.942			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	340	1	**340**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	320	1	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	370	1	**370**	0	0	0
	Left-Through		0			0	
	Through	2020	3	673	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1370	3	**378**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	340		*North-South:*	0
			East-West:	748		*East-West:*	0
			SUM:	1088		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.764			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.764			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 2		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	0	110	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	460	1	**285**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1230	3	**373**	0	0	**0**
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	**220**	0	0	**0**
	Left-Through		0			0	
	Through	1570	3	523	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	285		*North-South:*	0
			East-West:	593		*East-West:*	0
			SUM:	878		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.616			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.616			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 2		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	0	140	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	440	1	**290**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1520	3	**425**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	300	1	**300**	0	0	**0**
	Left-Through		0			0	
	Through	1380	3	460	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	290		*North-South:*	0
			East-West:	725		*East-West:*	0
			SUM:	1015		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.712			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.712			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 2		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	0	240	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	490	1	**365**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2150	3	**583**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	1	**210**	0	0	**0**
	Left-Through		0			0	
	Through	1500	3	500	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	365		*North-South:*	0
			East-West:	793		*East-West:*	0
			SUM:	1158		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.813			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.813			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	2660	4	665	0	0	0
	Through-Right		0			0	
	Right	200	1	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	310	2	171	0	0	0
	Left-Through		0			0	
	Through	2130	3	710	0	0	0
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	10	0	30	0	0	0
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	10	0	55	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	836		North-South:	0
			East-West:	85		East-West:	0
			SUM:	921		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.670			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.670			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	1870	4	468	0	0	0
	Through-Right		0			0	
	Right	160	1	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	2	66	0	0	0
	Left-Through		0			0	
	Through	1880	3	627	0	0	0
	Through-Right		0			0	
	Right	20	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	10	0	30	0	0	0
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	107	0	0	0
	Left-Through		0			0	
	Through	10	0	107	0	0	0
	Through-Right		0			0	
	Right	190	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	647		North-South:	0
			East-West:	137		East-West:	0
			SUM:	784		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.570			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.570			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	2690	4	673	0	0	0
	Through-Right		0			0	
	Right	110	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	2	88	0	0	0
	Left-Through		0			0	
	Through	2770	3	923	0	0	0
	Through-Right		0			0	
	Right	20	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	10	0	30	0	0	0
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	10	0	160	0	0	0
	Through-Right		0			0	
	Right	310	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	943		North-South:	0
			East-West:	190		East-West:	0
			SUM:	1133		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.824			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.824			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB--	0
		EB-- 3	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1600	3	430	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	1660	2	570	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	310	1	310	0	0	0
	Left-Through		0			0	
	Through	430	2	215	0	0	0
	Through-Right		0			0	
	Right	150	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	220	0	0	0
	Left-Through		0			0	
	Through	480	2	240	0	0	0
	Through-Right		0			0	
	Right	250	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	690		North-South:	0
			East-West:	550		East-West:	0
			SUM:	1240		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.902			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.902			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	100	1	100	0	0	**0**
Left-Through		0			0	
Through	1230	3	**343**	0	0	0
Through-Right		1			0	
Right	140	0	140	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	220	1	**220**	0	0	0
Left-Through		0			0	
Through	940	2	343	0	0	**0**
Through-Right		1			0	
Right	90	0	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	140	1	**140**	0	0	0
Left-Through		0			0	
Through	260	2	130	0	0	**0**
Through-Right		0			0	
Right	90	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	190	1	190	0	0	**0**
Left-Through		0			0	
Through	380	2	**190**	0	0	0
Through-Right		0			0	
Right	250	1	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	563		*North-South:*	0
		East-West:	330		*East-West:*	0
		SUM:	893		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.649			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.649			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	180	1	180	0	0	**0**
Left-Through		0			0	
Through	2070	3	**575**	0	0	0
Through-Right		1			0	
Right	230	0	230	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	270	1	**270**	0	0	0
Left-Through		0			0	
Through	1710	2	617	0	0	**0**
Through-Right		1			0	
Right	140	0	140	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	180	1	180	0	0	0
Left-Through		0			0	
Through	480	2	**240**	0	0	**0**
Through-Right		0			0	
Right	110	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	260	1	**260**	0	0	**0**
Left-Through		0			0	
Through	490	2	245	0	0	0
Through-Right		0			0	
Right	290	1	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	845		*North-South:*	0
		East-West:	500		*East-West:*	0
		SUM:	1345		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.978			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.978			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	70	2	39	0	0	**0**
Left-Through		0			0	
Through	1810	3	**603**	0	0	0
Through-Right		0			0	
Right	200	1	100	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	200	2	**110**	0	0	0
Left-Through		0			0	
Through	1710	3	435	0	0	**0**
Through-Right		1			0	
Right	30	0	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	80	1	80	0	0	0
Left-Through		0			0	
Through	80	1	80	0	0	**0**
Through-Right		0			0	
Right	190	1	**151**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	170	1	**100**	0	0	**0**
Left-Through		1			0	
Through	30	0	100	0	0	0
Through-Right		0			0	
Right	180	1	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	713		*North-South:*	0
		East-West:	251		*East-West:*	0
		SUM:	964		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.701			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.701			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	120	2	66	0	0	**0**
Left-Through		0			0	
Through	1920	3	**640**	0	0	0
Through-Right		0			0	
Right	310	1	140	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	230	2	**127**	0	0	0
Left-Through		0			0	
Through	1860	3	483	0	0	**0**
Through-Right		1			0	
Right	70	0	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	70	1	**70**	0	0	0
Left-Through		0			0	
Through	70	1	70	0	0	**0**
Through-Right		0			0	
Right	60	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	290	1	**170**	0	0	**0**
Left-Through		1			0	
Through	50	0	170	0	0	0
Through-Right		0			0	
Right	240	1	113	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	767		*North-South:*	0
		East-West:	240		*East-West:*	0
		SUM:	1007		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.732			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.732			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: MAXELLA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: Analyst: Date:

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 3	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	2	83	0	0	**0**
	Left-Through		0			0	
	Through	2080	3	**693**	0	0	0
	Through-Right		0			0	
	Right	360	1	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	2	**99**	0	0	0
	Left-Through		0			0	
	Through	2150	3	568	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	80	1	**80**	0	0	**0**
	Through-Right		0			0	
	Right	100	1	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	300	1	200	0	0	**0**
	Left-Through		1			0	
	Through	100	0	200	0	0	0
	Through-Right		0			0	
	Right	310	1	**211**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	792		North-South:	0
			East-West:	291		East-West:	0
			SUM:	1083		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.788			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.788			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: MINDANAO WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: Analyst: Date:

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 2		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	1	**200**	0	0	**0**
	Left-Through		0			0	
	Through	1510	3	503	0	0	0
	Through-Right		0			0	
	Right	350	1	207	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	160	0	0	0
	Left-Through		0			0	
	Through	1410	2	**480**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	640	1	**345**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	260	2	**143**	0	0	**0**
	Left-Through		0			0	
	Through	440	1	260	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	680		North-South:	0
			East-West:	488		East-West:	0
			SUM:	1168		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.849			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.849			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: MINDANAO WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: Analyst: Date:

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 2		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1560	3	**520**	0	0	0
	Through-Right		0			0	
	Right	310	1	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	280	1	**280**	0	0	0
	Left-Through		0			0	
	Through	1220	2	440	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	520	1	**320**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	420	2	**231**	0	0	**0**
	Left-Through		0			0	
	Through	500	1	290	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	800		North-South:	0
			East-West:	551		East-West:	0
			SUM:	1351		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.983			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.983			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD East-West Street: MINDANAO WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: Analyst: Date:

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 2		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	1780	3	**593**	0	0	0
	Through-Right		0			0	
	Right	310	1	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	290	1	**290**	0	0	0
	Left-Through		0			0	
	Through	1600	2	567	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	530	1	**320**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	430	2	**237**	0	0	**0**
	Left-Through		0			0	
	Through	640	1	355	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	883		North-South:	0
			East-West:	557		East-West:	0
			SUM:	1440		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.047			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.047			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1710	4	599	0	0	0	1240	4	434	0	0	0
	Left-Through		0			0			0			0	
	Through	1800	0	0	0	0	0	1440	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	260	0	0	0	0	0	200	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	1290	4	323	0	0	0	1610	4	403	0	0	0
	Through-Right		0			0			0			0	
	Right	20	1	20	0	0	0	40	1	40	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	1500	4	226	0	0	0	1070	4	158	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	10	1	10	0	0	0	40	1	40	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	922		North-South:	0		North-South:	837		North-South:	0
			East-West:	226		East-West:	0		East-West:	158		East-West:	0
			SUM:	1148		SUM:	0		SUM:	995		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.765			0.000			0.663			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.765			0.000			0.663			0.000
LEVEL OF SERVICE (LOS):				C			A			B			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				2			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	1770	4	620	0	0	0						
	Left-Through		0			0							
	Through	1760	0	0	0	0	0						
	Through-Right		0			0							
	Right	300	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	2110	4	528	0	0	0						
	Through-Right		0			0							
	Right	30	1	30	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	0	0	0	0	0	0						
	Through-Right		0			0							
	Right	1880	4	348	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	0	0	0	0	0	0						
	Through-Right		0			0							
	Right	390	1	390	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	1148		North-South:	0						
			East-West:	390		East-West:	0						
			SUM:	1538		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				1.025			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.025			0.000						
LEVEL OF SERVICE (LOS):				F			A						

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 3	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	140	2	77	0	0	0						
	Left-Through		0			0							
	Through	1380	1	760	0	0	0						
	Through-Right		1			0							
	Right	140	0	140	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	290	2	160	0	0	0						
	Left-Through		0			0							
	Through	1490	1	780	0	0	0						
	Through-Right		1			0							
	Right	70	0	70	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	70	2	39	0	0	0						
	Left-Through		0			0							
	Through	880	3	293	0	0	0						
	Through-Right		0			0							
	Right	150	1	73	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	290	2	160	0	0	0						
	Left-Through		0			0							
	Through	630	2	315	0	0	0						
	Through-Right		0			0							
	Right	350	1	190	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	920		North-South:	0						
			East-West:	453		East-West:	0						
			SUM:	1373		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.999			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.999			0.000						
LEVEL OF SERVICE (LOS):				E			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	2	121	0	0	**0**
	Left-Through		0			0	
	Through	1480	1	**805**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	2	**149**	0	0	0
	Left-Through		0			0	
	Through	1480	1	795	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	2	**61**	0	0	0
	Left-Through		0			0	
	Through	670	3	223	0	0	**0**
	Through-Right		0			0	
	Right	170	1	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	270	2	149	0	0	**0**
	Left-Through		0			0	
	Through	790	2	**395**	0	0	0
	Through-Right		0			0	
	Right	230	1	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	954		*North-South:*	0
			East-West:	456		*East-West:*	0
			SUM:	1410		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.025			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.025			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	1430	1	**785**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	440	2	**242**	0	0	0
	Left-Through		0			0	
	Through	1680	1	880	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	2	**50**	0	0	0
	Left-Through		0			0	
	Through	920	3	307	0	0	**0**
	Through-Right		0			0	
	Right	220	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	310	2	171	0	0	**0**
	Left-Through		0			0	
	Through	990	2	**495**	0	0	0
	Through-Right		0			0	
	Right	300	1	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1027		*North-South:*	0
			East-West:	545		*East-West:*	0
			SUM:	1572		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.143			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.143			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	490	2	**270**	0	0	**0**
	Left-Through		0			0	
	Through	1530	2	550	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	260	2	143	0	0	0
	Left-Through		0			0	
	Through	1530	2	**560**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	2	**55**	0	0	0
	Left-Through		0			0	
	Through	680	2	340	0	0	**0**
	Through-Right		0			0	
	Right	520	1	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	2	105	0	0	**0**
	Left-Through		0			0	
	Through	830	2	**415**	0	0	0
	Through-Right		0			0	
	Right	230	1	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	830		*North-South:*	0
			East-West:	470		*East-West:*	0
			SUM:	1300		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.945			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.945			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	580	2	**319**	0	0	**0**
	Left-Through		0			0	
	Through	1390	2	540	0	0	0
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	410	2	226	0	0	0
	Left-Through		0			0	
	Through	1250	2	**477**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	2	77	0	0	0
	Left-Through		0			0	
	Through	670	2	**335**	0	0	**0**
	Through-Right		0			0	
	Right	430	1	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	490	2	**270**	0	0	**0**
	Left-Through		0			0	
	Through	970	2	485	0	0	0
	Through-Right		0			0	
	Right	400	1	174	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	796		*North-South:*	0
			East-West:	605		*East-West:*	0
			SUM:	1401		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.019			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.019			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	630	2	**347**	0	0	**0**
	Left-Through		0			0	
	Through	1350	2	517	0	0	0
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	2	149	0	0	0
	Left-Through		0			0	
	Through	1470	2	**537**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	2	72	0	0	0
	Left-Through		0			0	
	Through	800	2	**400**	0	0	**0**
	Through-Right		0			0	
	Right	490	1	143	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	550	2	**303**	0	0	**0**
	Left-Through		0			0	
	Through	720	2	360	0	0	0
	Through-Right		0			0	
	Right	370	1	221	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	884		*North-South:*	0
			East-West:	703		*East-West:*	0
			SUM:	1587		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.154			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.154			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	2060	3	520	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1810	2	**640**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	340	2	**187**	0	0	0
	Left-Through		0			0	
	Through	40	0	80	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		0			0	
	Right	270	1	**150**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	650		*North-South:*	0
			East-West:	337		*East-West:*	0
			SUM:	987		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.718			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.718			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	1660	3	**423**	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	1400	2	523	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	2	94	0	0	0
	Left-Through		0			0	
	Through	60	0	**120**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	**40**	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		0			0	
	Right	200	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	593		*North-South:*	0
			East-West:	160		*East-West:*	0
			SUM:	753		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.548			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.548			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	2460	3	**625**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	300	1	**300**	0	0	0
	Left-Through		0			0	
	Through	2190	2	810	0	0	**0**
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	2	99	0	0	0
	Left-Through		0			0	
	Through	90	0	**120**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	60	1	60	0	0	0
	Through-Right		0			0	
	Right	180	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	925		*North-South:*	0
			East-West:	180		*East-West:*	0
			SUM:	1105		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.804			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.804			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**	0	0	0	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1470	3	**490**	0	0	0	1720	3	**573**	0	0	0
	Through-Right		0			0			0			0	
	Right	320	1	0	0	0	0	190	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	860	2	**473**	0	0	0	730	2	**402**	0	0	0
	Left-Through		0			0			0			0	
	Through	1240	3	413	0	0	**0**	1490	3	497	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	160	2	**88**	0	0	**0**	170	2	**94**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	770	2	0	0	0	0	730	2	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	963		*North-South:*	0		*North-South:*	975		*North-South:*	0
			East-West:	88		*East-West:*	0		*East-West:*	94		*East-West:*	0
			SUM:	1051		*SUM:*	0		*SUM:*	1069		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.738			0.000			0.750			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.738			0.000			0.750			0.000
LEVEL OF SERVICE (LOS):				C			A			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	0	0	0	0	0	**0**						
	Left-Through		0			0							
	Through	1840	3	**613**	0	0	0						
	Through-Right		0			0							
	Right	240	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	1000	2	**550**	0	0	0						
	Left-Through		0			0							
	Through	1800	3	600	0	0	**0**						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	0	0	**0**	0	0	**0**						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	250	2	**138**	0	0	**0**						
	Left-Through		0			0							
	Through	0	0	0	0	0	0						
	Through-Right		0			0							
	Right	760	2	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	1163		*North-South:*	0						
			East-West:	138		*East-West:*	0						
			SUM:	1301		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.913			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.913			0.000						
LEVEL OF SERVICE (LOS):				E			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	30	1	30	0	0	**0**						
	Left-Through		0			0							
	Through	790	2	**395**	0	0	0						
	Through-Right		0			0							
	Right	140	1	60	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	130	1	**130**	0	0	0						
	Left-Through		0			0							
	Through	310	1	160	0	0	**0**						
	Through-Right		1			0							
	Right	10	0	10	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	40	1	40	0	0	0						
	Left-Through		0			0							
	Through	70	1	**50**	0	0	**0**						
	Through-Right		1			0							
	Right	30	0	30	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	160	1	160	0	0	**0**						
	Left-Through		0			0							
	Through	50	1	50	0	0	0						
	Through-Right		0			0							
	Right	350	1	**220**	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	525		*North-South:*	0						
			East-West:	270		*East-West:*	0						
			SUM:	795		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.578			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.578			0.000						
LEVEL OF SERVICE (LOS):				A			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	350	2	**175**	0	0	0
	Through-Right		0			0	
	Right	110	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	**50**	0	0	0
	Left-Through		0			0	
	Through	120	1	70	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	230	1	125	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	70	1	70	0	0	0
	Through-Right		0			0	
	Right	250	1	**200**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	225		North-South:	0
			East-West:	380		East-West:	0
			SUM:	605		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.440			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.440			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	470	2	**235**	0	0	0
	Through-Right		0			0	
	Right	170	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	50	1	40	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	270	1	270	0	0	0
	Left-Through		0			0	
	Through	640	1	**335**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	80	1	80	0	0	0
	Through-Right		0			0	
	Right	200	1	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	305		North-South:	0
			East-West:	495		East-West:	0
			SUM:	800		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.582			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.582			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1320	3	**440**	0	0	0
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1270	3	423	0	0	**0**
	Through-Right		0			0	
	Right	130	1	86	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	2	**88**	0	0	0
	Left-Through		0			0	
	Through	550	2	275	0	0	**0**
	Through-Right		0			0	
	Right	100	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	930	1	**630**	0	0	0
	Through-Right		1			0	
	Right	330	0	330	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	570		North-South:	0
			East-West:	718		East-West:	0
			SUM:	1288		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.937			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.937			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	1130	3	**377**	0	0	0
	Through-Right		0			0	
	Right	120	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	1100	3	367	0	0	**0**
	Through-Right		0			0	
	Right	250	1	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	2	**116**	0	0	0
	Left-Through		0			0	
	Through	700	2	350	0	0	**0**
	Through-Right		0			0	
	Right	90	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	680	1	**470**	0	0	0
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	607		North-South:	0
			East-West:	586		East-West:	0
			SUM:	1193		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.868			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.868			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	1800	3	**600**	0	0	0
	Through-Right		0			0	
	Right	130	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	260	1	**260**	0	0	0
	Left-Through		0			0	
	Through	1780	3	593	0	0	**0**
	Through-Right		0			0	
	Right	280	1	228	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	2	**105**	0	0	0
	Left-Through		0			0	
	Through	900	2	450	0	0	**0**
	Through-Right		0			0	
	Right	90	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	720	1	**455**	0	0	0
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	860		*North-South:*	0
			East-West:	560		*East-West:*	0
			SUM:	1420		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.033			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.033			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	390	2	215	0	0	**0**
	Left-Through		0			0	
	Through	980	1	**980**	0	0	0
	Through-Right		0			0	
	Right	290	1	225	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	250	0	0	0
	Left-Through		0			0	
	Through	500	0	**510**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	510	2	**255**	0	0	**0**
	Through-Right		0			0	
	Right	210	1	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	410	1	260	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1490		*North-South:*	0
			East-West:	385		*East-West:*	0
			SUM:	1875		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.316			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.316			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	250	2	138	0	0	**0**
	Left-Through		0			0	
	Through	700	1	**700**	0	0	0
	Through-Right		0			0	
	Right	200	1	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	310	1	310	0	0	0
	Left-Through		0			0	
	Through	440	0	**480**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	450	2	**225**	0	0	**0**
	Through-Right		0			0	
	Right	170	1	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	540	1	295	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1180		*North-South:*	0
			East-West:	395		*East-West:*	0
			SUM:	1575		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.105			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.105			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	400	2	220	0	0	**0**
	Left-Through		0			0	
	Through	880	1	**880**	0	0	0
	Through-Right		0			0	
	Right	190	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	460	1	460	0	0	0
	Left-Through		0			0	
	Through	950	0	**990**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	0	0	0
	Left-Through		0			0	
	Through	530	2	265	0	0	**0**
	Through-Right		0			0	
	Right	300	1	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	750	1	**425**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1870		*North-South:*	0
			East-West:	465		*East-West:*	0
			SUM:	2335		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.639			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.639			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	100	1	100	0	0	**0**
Left-Through		0			0	
Through	1000	2	**500**	0	0	0
Through-Right		0			0	
Right	140	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	160	1	**160**	0	0	0
Left-Through		0			0	
Through	630	2	315	0	0	**0**
Through-Right		0			0	
Right	120	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	220	2	121	0	0	0
Left-Through		0			0	
Through	1550	3	**517**	0	0	**0**
Through-Right		0			0	
Right	140	1	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	320	2	**176**	0	0	**0**
Left-Through		0			0	
Through	1470	3	490	0	0	0
Through-Right		0			0	
Right	210	1	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	660		*North-South:*	0
		East-West:	693		*East-West:*	0
		SUM:	1353		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.949			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.949			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	150	1	150	0	0	**0**
Left-Through		0			0	
Through	750	2	**375**	0	0	0
Through-Right		0			0	
Right	220	1	49	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	140	1	**140**	0	0	0
Left-Through		0			0	
Through	640	2	320	0	0	**0**
Through-Right		0			0	
Right	140	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	260	2	**143**	0	0	0
Left-Through		0			0	
Through	1290	3	430	0	0	**0**
Through-Right		0			0	
Right	130	1	55	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	310	2	171	0	0	**0**
Left-Through		0			0	
Through	1380	3	**460**	0	0	0
Through-Right		0			0	
Right	140	1	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	515		*North-South:*	0
		East-West:	603		*East-West:*	0
		SUM:	1118		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.785			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.785			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	170	1	170	0	0	**0**
Left-Through		0			0	
Through	1160	2	**580**	0	0	0
Through-Right		0			0	
Right	220	1	33	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	220	1	**220**	0	0	0
Left-Through		0			0	
Through	950	2	475	0	0	**0**
Through-Right		0			0	
Right	150	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	280	2	154	0	0	0
Left-Through		0			0	
Through	1550	3	**517**	0	0	**0**
Through-Right		0			0	
Right	160	1	75	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	340	2	**187**	0	0	**0**
Left-Through		0			0	
Through	1470	3	490	0	0	0
Through-Right		0			0	
Right	110	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	800		*North-South:*	0
		East-West:	704		*East-West:*	0
		SUM:	1504		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.055			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.055			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	NB-- 0	SB-- 0		
	EB-- 0	WB-- 3	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	580	2	290	0	0	0
Through-Right		0			0	
Right	470	1	**338**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	80	1	**80**	0	0	0
Left-Through		0			0	
Through	560	2	280	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	240	2	**132**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	50	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	418		*North-South:*	0
		East-West:	132		*East-West:*	0
		SUM:	550		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.386			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.386			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD						PM					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0
Override Capacity			0			0			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**	0	0	0	0	0	**0**
	Left-Through		0			0			0			0	
	Through	410	2	**205**	0	0	0	650	2	**325**	0	0	0
	Through-Right		0			0			0			0	
	Right	270	1	176	0	0	0	310	1	123	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	110	1	**110**	0	0	0	100	1	**100**	0	0	0
	Left-Through		0			0			0			0	
	Through	390	2	195	0	0	**0**	490	2	245	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	170	2	**94**	0	0	**0**	340	2	**187**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	100	1	0	0	0	0	130	1	30	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	315		*North-South:*	0		*North-South:*	425		*North-South:*	0
			East-West:	94		*East-West:*	0		*East-West:*	187		*East-West:*	0
			SUM:	409		*SUM:*	0		*SUM:*	612		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.287			0.000			0.429			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.287			0.000			0.429			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0
Override Capacity			0			0			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	0	0	**0**	250	1	**250**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	600	1	**395**	0	0	0	340	1	275	0	0	0
	Through-Right		1			0			1			0	
	Right	190	0	190	0	0	0	210	0	210	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	170	1	**170**	0	0	0	140	1	140	0	0	0
	Left-Through		0			0			0			0	
	Through	490	1	275	0	0	**0**	340	1	**210**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	60	0	60	0	0	0	80	0	80	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	210	1	210	0	0	0	100	1	100	0	0	0
	Left-Through		0			0			0			0	
	Through	1580	2	**563**	0	0	**0**	1310	2	**473**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	110	0	110	0	0	0	110	0	110	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	500	1	**500**	0	0	**0**	370	1	**370**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1200	3	328	0	0	0	1270	3	345	0	0	0
	Through-Right		1			0			1			0	
	Right	110	0	110	0	0	0	110	0	110	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	565		*North-South:*	0		*North-South:*	460		*North-South:*	0
			East-West:	1063		*East-West:*	0		*East-West:*	843		*East-West:*	0
			SUM:	1628		*SUM:*	0		*SUM:*	1303		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.184			0.000			0.948			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.184			0.000			0.948			0.000
LEVEL OF SERVICE (LOS):				F			A			E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	640	1	**475**	0	0	0
	Through-Right		1			0	
	Right	310	0	310	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	670	1	400	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1740	2	**640**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	**220**	0	0	**0**
	Left-Through		0			0	
	Through	1530	3	415	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	595		*North-South:*	0
			East-West:	860		*East-West:*	0
			SUM:	1455		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.058			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.058			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	1290	2	**645**	0	0	0
	Through-Right		0			0	
	Right	220	1	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	390	2	195	0	0	**0**
	Through-Right		0			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	1000	3	333	0	0	**0**
	Through-Right		0			0	
	Right	460	1	370	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	1330	3	**443**	0	0	0
	Through-Right		0			0	
	Right	50	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	715		*North-South:*	0
			East-West:	613		*East-West:*	0
			SUM:	1328		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.966			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.966			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	260	1	260	0	0	**0**
	Left-Through		0			0	
	Through	920	2	**460**	0	0	0
	Through-Right		0			0	
	Right	370	1	295	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	500	2	250	0	0	**0**
	Through-Right		0			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	1140	3	380	0	0	**0**
	Through-Right		0			0	
	Right	460	1	330	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	1330	3	**443**	0	0	0
	Through-Right		0			0	
	Right	70	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	540		*North-South:*	0
			East-West:	623		*East-West:*	0
			SUM:	1163		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.846			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.846			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	330	1	330	0	0	**0**
	Left-Through		0			0	
	Through	1700	2	**850**	0	0	0
	Through-Right		0			0	
	Right	410	1	345	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	850	2	425	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	250	1	**250**	0	0	0
	Left-Through		0			0	
	Through	1630	3	543	0	0	**0**
	Through-Right		0			0	
	Right	320	1	155	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1420	3	**473**	0	0	0
	Through-Right		0			0	
	Right	50	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	950		*North-South:*	0
			East-West:	723		*East-West:*	0
			SUM:	1673		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.217			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.217			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	330	1	330	0	0	**0**
Left-Through		0			0	
Through	1390	3	**463**	0	0	0
Through-Right		0			0	
Right	30	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	220	1	**220**	0	0	0
Left-Through		0			0	
Through	1040	3	347	0	0	**0**
Through-Right		0			0	
Right	60	1	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	20	1	**20**	0	0	0
Left-Through		0			0	
Through	250	1	170	0	0	**0**
Through-Right		1			0	
Right	90	0	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	100	1	100	0	0	**0**
Left-Through		0			0	
Through	490	1	**370**	0	0	0
Through-Right		1			0	
Right	250	0	250	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	683		*North-South:*	0
		East-West:	390		*East-West:*	0
		SUM:	1073		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.780			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.780			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	70	1	70	0	0	**0**
Left-Through		0			0	
Through	1300	3	**433**	0	0	0
Through-Right		0			0	
Right	120	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	140	1	**140**	0	0	0
Left-Through		0			0	
Through	1320	3	440	0	0	**0**
Through-Right		0			0	
Right	70	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	70	1	70	0	0	0
Left-Through		0			0	
Through	350	1	**280**	0	0	**0**
Through-Right		1			0	
Right	210	0	210	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	170	1	**170**	0	0	**0**
Left-Through		0			0	
Through	400	1	265	0	0	0
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	573		*North-South:*	0
		East-West:	450		*East-West:*	0
		SUM:	1023		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.744			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.744			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	500	1	**500**	0	0	**0**
Left-Through		0			0	
Through	1550	3	517	0	0	0
Through-Right		0			0	
Right	100	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	230	1	230	0	0	0
Left-Through		0			0	
Through	1660	3	**553**	0	0	**0**
Through-Right		0			0	
Right	90	1	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	40	1	40	0	0	0
Left-Through		0			0	
Through	500	1	**405**	0	0	**0**
Through-Right		1			0	
Right	310	0	310	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	210	1	**210**	0	0	**0**
Left-Through		0			0	
Through	300	1	255	0	0	0
Through-Right		1			0	
Right	210	0	210	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	1053		*North-South:*	0
		East-West:	615		*East-West:*	0
		SUM:	1668		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.213			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.213			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	40	1	40	0	0	**0**
Left-Through		0			0	
Through	1950	2	**657**	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	70	1	**70**	0	0	0
Left-Through		0			0	
Through	1450	2	557	0	0	**0**
Through-Right		1			0	
Right	220	0	220	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	520	2	**286**	0	0	0
Left-Through		0			0	
Through	70	1	70	0	0	**0**
Through-Right		0			0	
Right	70	1	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	50	1	50	0	0	**0**
Left-Through		0			0	
Through	50	1	50	0	0	0
Through-Right		0			0	
Right	160	1	**125**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	727		*North-South:*	0
		East-West:	411		*East-West:*	0
		SUM:	1138		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.799			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.799			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: 76TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: Analyst: Date:

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	1600	2	543	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1570	2	**597**	0	0	**0**
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	240	2	**132**	0	0	0
	Left-Through		0			0	
	Through	50	1	50	0	0	**0**
	Through-Right		0			0	
	Right	80	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	**50**	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		0			0	
	Right	90	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	667		*North-South:*	0
			East-West:	182		*East-West:*	0
			SUM:	849		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.596			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.596			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: 76TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: Analyst: Date:

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	2010	2	680	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	2420	2	**930**	0	0	**0**
	Through-Right		1			0	
	Right	370	0	370	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	230	2	**127**	0	0	0
	Left-Through		0			0	
	Through	100	1	100	0	0	**0**
	Through-Right		0			0	
	Right	60	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	70	1	**70**	0	0	0
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1000		*North-South:*	0
			East-West:	197		*East-West:*	0
			SUM:	1197		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.840			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.840			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: 79TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: Analyst: Date:

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	1780	2	**600**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**20**	0	0	0
	Left-Through		0			0	
	Through	1490	3	497	0	0	**0**
	Through-Right		0			0	
	Right	100	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	30	1	30	0	0	**0**
	Through-Right		0			0	
	Right	70	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	90	0	**160**	0	0	0
	Through-Right		1			0	
	Right	70	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	620		*North-South:*	0
			East-West:	290		*East-West:*	0
			SUM:	910		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.607			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.607			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: 79TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: Analyst: Date:

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	1580	2	**537**	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	**40**	0	0	0
	Left-Through		0			0	
	Through	1540	3	513	0	0	**0**
	Through-Right		0			0	
	Right	140	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	40	1	40	0	0	**0**
	Through-Right		0			0	
	Right	80	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	40	0	**90**	0	0	0
	Through-Right		1			0	
	Right	50	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	577		*North-South:*	0
			East-West:	190		*East-West:*	0
			SUM:	767		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.511			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.511			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	1940	2	660	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	2260	3	**753**	0	0	**0**
	Through-Right		0			0	
	Right	190	1	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	80	1	80	0	0	**0**
	Through-Right		0			0	
	Right	140	1	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	60	0	**90**	0	0	0
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	863		*North-South:*	0
			East-West:	200		*East-West:*	0
			SUM:	1063		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.709			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.709			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	**0**
	Left-Through		0			0	
	Through	1680	2	**563**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	1550	2	527	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	0	**90**	0	0	0
	Left-Through		0			0	
	Through	80	0	210	0	0	**0**
	Through-Right		0			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	80	0	**160**	0	0	0
	Through-Right		1			0	
	Right	80	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	593		*North-South:*	0
			East-West:	250		*East-West:*	0
			SUM:	843		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.562			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.562			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	**30**	0	0	**0**
	Left-Through		0			0	
	Through	1530	2	517	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1580	2	**547**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	0	60	0	0	0
	Left-Through		0			0	
	Through	60	0	**160**	0	0	**0**
	Through-Right		0			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	30	0	90	0	0	0
	Through-Right		1			0	
	Right	60	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	577		*North-South:*	0
			East-West:	170		*East-West:*	0
			SUM:	747		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.498			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.498			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	1990	2	670	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	2300	2	**783**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	0	30	0	0	0
	Left-Through		0			0	
	Through	110	0	**180**	0	0	**0**
	Through-Right		0			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	100	0	120	0	0	0
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	843		*North-South:*	0
			East-West:	190		*East-West:*	0
			SUM:	1033		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.689			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.689			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: I-105 WB RAMPS N/O IMPERIAL HIGHWA
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: Analyst: Date:

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2140	3	713	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2030	0	0	0	0	0
	Through-Right		0			0	
	Right	1380	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	800	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2230	3	781	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	713		North-South:	0
			East-West:	781		East-West:	0
			SUM:	1494		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.996			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.996			0.000
LEVEL OF SERVICE (LOS):				E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: I-105 WB RAMPS N/O IMPERIAL HIGHWA
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: Analyst: Date:

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2010	3	670	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1710	0	0	0	0	0
	Through-Right		0			0	
	Right	1830	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	530	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2330	3	816	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	670		North-South:	0
			East-West:	816		East-West:	0
			SUM:	1486		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.991			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.991			0.000
LEVEL OF SERVICE (LOS):				E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: I-105 WB RAMPS N/O IMPERIAL HIGHWA
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: Analyst: Date:

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2620	3	873	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2400	0	0	0	0	0
	Through-Right		0			0	
	Right	2050	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	730	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2030	3	711	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	873		North-South:	0
			East-West:	711		East-West:	0
			SUM:	1584		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.056			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.056			0.000
LEVEL OF SERVICE (LOS):				F			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: Analyst: Date:

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	800	2	400	0	0	0
	Through-Right		0			0	
	Right	30	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	620	3	207	0	0	0
	Through-Right		0			0	
	Right	430	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	2	44	0	0	0
	Left-Through		0			0	
	Through	80	1	80	0	0	0
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		0			0	
	Right	130	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	500		North-South:	0
			East-West:	124		East-West:	0
			SUM:	624		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.454			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.454			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1130	2	**565**	0	0	0
	Through-Right		0			0	
	Right	30	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	820	3	273	0	0	**0**
	Through-Right		0			0	
	Right	440	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	2	**61**	0	0	0
	Left-Through		0			0	
	Through	50	1	50	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		0			0	
	Right	140	1	**95**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	655		*North-South:*	0
			East-West:	156		*East-West:*	0
			SUM:	811		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.590			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.590			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1190	2	**595**	0	0	0
	Through-Right		0			0	
	Right	30	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	**50**	0	0	0
	Left-Through		0			0	
	Through	650	3	217	0	0	**0**
	Through-Right		0			0	
	Right	570	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	2	**77**	0	0	0
	Left-Through		0			0	
	Through	110	1	110	0	0	**0**
	Through-Right		0			0	
	Right	150	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	80	1	80	0	0	0
	Through-Right		0			0	
	Right	160	1	**135**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	645		*North-South:*	0
			East-West:	212		*East-West:*	0
			SUM:	857		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.623			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.623			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	0	1	0	0	0	**0**
	Through-Right		0			0	
	Right	170	1	**115**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	130	1	65	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	550	1	**290**	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	115		*North-South:*	0
			East-West:	400		*East-West:*	0
			SUM:	515		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.343			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.343			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	0	1	0	0	0	**0**
	Through-Right		0			0	
	Right	270	1	**235**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	180	1	90	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	540	1	**280**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	235		*North-South:*	0
			East-West:	350		*East-West:*	0
			SUM:	585		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.390			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.390			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	0	1	0	0	0	**0**
	Through-Right		0			0	
	Right	240	1	**200**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	190	1	95	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	740	1	**380**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	200		*North-South:*	0
			East-West:	460		*East-West:*	0
			SUM:	660		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.440			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.440			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	0	40	0	0	**0**
	Left-Through		1			0	
	Through	40	0	**80**	0	0	0
	Through-Right		0			0	
	Right	70	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	160	1	**160**	0	0	**0**
	Through-Right		0			0	
	Right	90	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	120	1	65	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	140	1	140	0	0	0
	Through-Right		0			0	
	Right	470	1	**380**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	240		*North-South:*	0
			East-West:	480		*East-West:*	0
			SUM:	720		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.505			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.505			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	0	20	0	0	**0**
	Left-Through		1			0	
	Through	180	0	**200**	0	0	0
	Through-Right		0			0	
	Right	40	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	40	1	40	0	0	**0**
	Through-Right		0			0	
	Right	110	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	350	1	**350**	0	0	0
	Left-Through		0			0	
	Through	140	1	85	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	140	1	140	0	0	0
	Through-Right		0			0	
	Right	570	1	**470**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	300		*North-South:*	0
			East-West:	820		*East-West:*	0
			SUM:	1120		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.786			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.786			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	30	0	0	**0**
	Left-Through		1			0	
	Through	200	0	**230**	0	0	0
	Through-Right		0			0	
	Right	70	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	120	1	**120**	0	0	**0**
	Through-Right		0			0	
	Right	90	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	400	1	**400**	0	0	0
	Left-Through		0			0	
	Through	130	1	75	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	200	1	200	0	0	0
	Through-Right		0			0	
	Right	690	1	**590**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	350		*North-South:*	0
			East-West:	990		*East-West:*	0
			SUM:	1340		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.940			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.940			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 98TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	860	2	**430**	0	0	0
	Through-Right		0			0	
	Right	100	1	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	440	2	207	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	130	1	130	0	0	**0**
	Through-Right		0			0	
	Right	130	1	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	80	0	**170**	0	0	0
	Through-Right		1			0	
	Right	90	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	570		*North-South:*	0
			East-West:	280		*East-West:*	0
			SUM:	850		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.567			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.567			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 98TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	1100	2	**550**	0	0	0
	Through-Right		0			0	
	Right	120	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	700	2	270	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	70	1	70	0	0	**0**
	Through-Right		0			0	
	Right	120	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	80	0	0	**0**
	Left-Through		0			0	
	Through	130	0	**250**	0	0	0
	Through-Right		1			0	
	Right	120	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	710		*North-South:*	0
			East-West:	380		*East-West:*	0
			SUM:	1090		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.727			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.727			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 98TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	990	2	**495**	0	0	0
	Through-Right		0			0	
	Right	170	1	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	710	2	270	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	110	1	110	0	0	**0**
	Through-Right		0			0	
	Right	200	1	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	140	0	**330**	0	0	0
	Through-Right		1			0	
	Right	190	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	575		*North-South:*	0
			East-West:	520		*East-West:*	0
			SUM:	1095		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.730			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.730			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	30	1	**30**	0	0	0
	Through-Right		0			0	
	Right	40	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**20**	0	0	0
	Left-Through		0			0	
	Through	20	1	15	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	**10**	0	0	0
	Left-Through		0			0	
	Through	290	2	145	0	0	**0**
	Through-Right		0			0	
	Right	80	1	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	650	2	**325**	0	0	0
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	50		*North-South:*	0
			East-West:	335		*East-West:*	0
			SUM:	385		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.257			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.257			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD						PM					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	0	**0**	50	1	**50**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	20	1	20	0	0	0	30	1	30	0	0	0
	Through-Right		0			0			0			0	
	Right	130	1	**45**	0	0	0	90	1	35	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0	20	1	20	0	0	0
	Left-Through		0			0			0			0	
	Through	20	1	15	0	0	**0**	20	1	**15**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	10	0	10	0	0	0	10	0	10	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	10	1	10	0	0	0	10	1	10	0	0	0
	Left-Through		0			0			0			0	
	Through	570	2	**285**	0	0	**0**	740	2	**370**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	80	1	55	0	0	0	160	1	135	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**	110	1	**110**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	590	2	295	0	0	0	600	2	300	0	0	0
	Through-Right		0			0			0			0	
	Right	30	1	15	0	0	0	40	1	30	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	75		North-South:	0		North-South:	65		North-South:	0
			East-West:	455		East-West:	0		East-West:	480		East-West:	0
			SUM:	530		SUM:	0		SUM:	545		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.353			0.000			0.363			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.353			0.000			0.363			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	0	110	0	0	**0**	130	0	130	0	0	**0**
	Left-Through		0			0			0			0	
	Through	120	0	**310**	0	0	0	140	0	**430**	0	0	0
	Through-Right		0			0			0			0	
	Right	80	0	0	0	0	0	160	0	0	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	30	0	**30**	0	0	0	150	0	**150**	0	0	0
	Left-Through		0			0			0			0	
	Through	120	0	200	0	0	**0**	130	0	370	0	0	**0**
	Through-Right		0			0			0			0	
	Right	50	0	0	0	0	0	90	0	0	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	60	1	**60**	0	0	0	60	1	**60**	0	0	0
	Left-Through		0			0			0			0	
	Through	340	1	265	0	0	**0**	470	1	275	0	0	**0**
	Through-Right		1			0			1			0	
	Right	190	0	190	0	0	0	80	0	80	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	90	1	90	0	0	**0**	120	1	120	0	0	**0**
	Left-Through		0			0			0			0	
	Through	720	1	**390**	0	0	0	540	1	**385**	0	0	0
	Through-Right		1			0			1			0	
	Right	60	0	60	0	0	0	230	0	230	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	340		North-South:	0		North-South:	580		North-South:	0
			East-West:	450		East-West:	0		East-West:	445		East-West:	0
			SUM:	790		SUM:	0		SUM:	1025		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.527			0.000			0.683			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.527			0.000			0.683			0.000
LEVEL OF SERVICE (LOS):				A			A			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	0	20	0	0	**0**
	Left-Through		0			0	
	Through	250	0	**570**	0	0	0
	Through-Right		0			0	
	Right	300	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	0	**150**	0	0	0
	Left-Through		0			0	
	Through	90	0	350	0	0	**0**
	Through-Right		0			0	
	Right	110	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	620	1	370	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	80	0	0	**0**
	Left-Through		0			0	
	Through	740	1	**410**	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	720		*North-South:*	0
			East-West:	470		*East-West:*	0
			SUM:	1190		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.793			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.793			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3330	2	**1123**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	3080	3	785	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**75**	0	0	0
	Left-Through		0			0	
	Through	60	0	75	0	0	**0**
	Through-Right		0			0	
	Right	70	1	70	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	290	1	**200**	0	0	**0**
	Left-Through		1			0	
	Through	110	0	200	0	0	0
	Through-Right		0			0	
	Right	50	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1123		*North-South:*	0
			East-West:	275		*East-West:*	0
			SUM:	1398		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.981			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.981			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2380	2	**807**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2220	3	593	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	**125**	0	0	0
	Left-Through		0			0	
	Through	100	0	125	0	0	**0**
	Through-Right		0			0	
	Right	80	1	80	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	**140**	0	0	**0**
	Left-Through		1			0	
	Through	90	0	140	0	0	0
	Through-Right		0			0	
	Right	40	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	807		*North-South:*	0
			East-West:	265		*East-West:*	0
			SUM:	1072		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.752			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.752			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3260	2	**1127**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	3100	3	808	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**170**	0	0	0
	Left-Through		0			0	
	Through	160	0	170	0	0	**0**
	Through-Right		0			0	
	Right	80	1	80	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	**190**	0	0	**0**
	Left-Through		1			0	
	Through	140	0	190	0	0	0
	Through-Right		0			0	
	Right	30	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1127		*North-South:*	0
			East-West:	360		*East-West:*	0
			SUM:	1487		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.044			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.044			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	230	0	270	0	0	0
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	260	0	**320**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	560	1	**380**	0	0	**0**
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	650	1	345	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	430		*North-South:*	0
			East-West:	440		*East-West:*	0
			SUM:	870		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.580			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.580			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	170	0	210	0	0	0
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	190	0	**260**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	560	1	330	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	600	1	**335**	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	360		*North-South:*	0
			East-West:	415		*East-West:*	0
			SUM:	775		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.517			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.517			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	260	0	290	0	0	0
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	300	0	**380**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	710	1	**435**	0	0	**0**
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	680	1	375	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	480		*North-South:*	0
			East-West:	515		*East-West:*	0
			SUM:	995		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.663			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.663			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	890	2	**445**	0	0	0
	Through-Right		0			0	
	Right	270	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	620	2	310	0	0	**0**
	Through-Right		0			0	
	Right	180	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	760	2	380	0	0	**0**
	Through-Right		0			0	
	Right	120	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	880	2	**440**	0	0	0
	Through-Right		0			0	
	Right	80	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	525		*North-South:*	0
			East-West:	600		*East-West:*	0
			SUM:	1125		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.818			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.818			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	180	1	**180**	0	0	**0**
Left-Through		0			0	
Through	690	2	345	0	0	0
Through-Right		0			0	
Right	220	1	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	90	1	90	0	0	0
Left-Through		0			0	
Through	730	2	**365**	0	0	**0**
Through-Right		0			0	
Right	220	1	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	170	1	**170**	0	0	0
Left-Through		0			0	
Through	640	2	320	0	0	**0**
Through-Right		0			0	
Right	120	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	90	1	90	0	0	**0**
Left-Through		0			0	
Through	660	2	**330**	0	0	0
Through-Right		0			0	
Right	30	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	545		*North-South:*	0
		East-West:	500		*East-West:*	0
		SUM:	1045		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.760			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.760			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	170	1	**170**	0	0	**0**
Left-Through		0			0	
Through	900	2	450	0	0	0
Through-Right		0			0	
Right	340	1	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	90	1	90	0	0	0
Left-Through		0			0	
Through	1090	2	**545**	0	0	**0**
Through-Right		0			0	
Right	190	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	190	1	190	0	0	0
Left-Through		0			0	
Through	910	2	**455**	0	0	**0**
Through-Right		0			0	
Right	150	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	300	1	**300**	0	0	**0**
Left-Through		0			0	
Through	750	2	375	0	0	0
Through-Right		0			0	
Right	30	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	715		*North-South:*	0
		East-West:	755		*East-West:*	0
		SUM:	1470		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.069			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.069			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
	EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	360	1	**360**	0	0	**0**
Left-Through		0			0	
Through	760	1	390	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	1	20	0	0	0
Left-Through		0			0	
Through	610	2	**237**	0	0	**0**
Through-Right		1			0	
Right	100	0	100	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	40	1	**40**	0	0	0
Left-Through		0			0	
Through	10	1	10	0	0	**0**
Through-Right		0			0	
Right	250	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	10	0	**30**	0	0	0
Through-Right		0			0	
Right	10	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	597		*North-South:*	0
		East-West:	70		*East-West:*	0
		SUM:	667		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.468			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.468			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
	EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	190	1	190	0	0	**0**
Left-Through		0			0	
Through	830	1	**425**	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	1	**20**	0	0	0
Left-Through		0			0	
Through	430	2	163	0	0	**0**
Through-Right		1			0	
Right	60	0	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	80	1	80	0	0	0
Left-Through		0			0	
Through	10	1	10	0	0	**0**
Through-Right		0			0	
Right	340	1	**150**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	**10**	0	0	**0**
Left-Through		0			0	
Through	10	0	40	0	0	0
Through-Right		0			0	
Right	20	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	445		*North-South:*	0
		East-West:	160		*East-West:*	0
		SUM:	605		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.425			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.425			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	890	1	450	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	1060	2	**377**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	10	1	10	0	0	**0**
	Through-Right		0			0	
	Right	240	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	0	20	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**40**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	557		*North-South:*	0
			East-West:	110		*East-West:*	0
			SUM:	667		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.468			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.468			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1160	1	**595**	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	400	2	200	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	0	30	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**40**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	625		*North-South:*	0
			East-West:	40		*East-West:*	0
			SUM:	665		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.443			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.443			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	420	1	**215**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**20**	0	0	0
	Left-Through		0			0	
	Through	280	2	140	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**30**	0	0	0
	Through-Right		0			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	235		*North-South:*	0
			East-West:	30		*East-West:*	0
			SUM:	265		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.177			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.177			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	610	1	320	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	1030	2	**515**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	0	40	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**60**	0	0	0
	Through-Right		0			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	515		*North-South:*	0
			East-West:	60		*East-West:*	0
			SUM:	575		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.383			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.383			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 160 | PROJECT TITLE: LAX SPAS | North-South Street: LINCOLN BOULEVARD | East-West Street: ROSE AVENUE | Scenario: FUTURE (2025) WITH ALTERNATIVE 9 | Count Date: | Analyst: | Date:

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1650	1	850	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1470	2	735	0	0	0
	Through-Right		0			0	
	Right	90	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	210	0	0	0
	Left-Through		0			0	
	Through	230	1	230	0	0	0
	Through-Right		0			0	
	Right	140	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	380	1	380	0	0	0
	Through-Right		0			0	
	Right	180	1	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		950	North-South:		0
		East-West:		590	East-West:		0
		SUM:		1540	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				1.027			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.027			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 160 | PROJECT TITLE: LAX SPAS | North-South Street: LINCOLN BOULEVARD | East-West Street: ROSE AVENUE | Scenario: FUTURE (2025) WITH ALTERNATIVE 9 | Count Date: | Analyst: | Date:

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1460	1	760	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1590	2	795	0	0	0
	Through-Right		0			0	
	Right	150	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	230	1	230	0	0	0
	Left-Through		0			0	
	Through	240	1	240	0	0	0
	Through-Right		0			0	
	Right	210	1	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	270	1	270	0	0	0
	Through-Right		0			0	
	Right	140	1	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		935	North-South:		0
		East-West:		500	East-West:		0
		SUM:		1435	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.957			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.957			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 160 | PROJECT TITLE: LAX SPAS | North-South Street: LINCOLN BOULEVARD | East-West Street: ROSE AVENUE | Scenario: FUTURE (2025) WITH ALTERNATIVE 9 | Count Date: | Analyst: | Date:

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1300	1	680	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1730	2	865	0	0	0
	Through-Right		0			0	
	Right	130	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	380	1	380	0	0	0
	Through-Right		0			0	
	Right	160	1	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	220	1	220	0	0	0
	Through-Right		0			0	
	Right	90	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		985	North-South:		0
		East-West:		440	East-West:		0
		SUM:		1425	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.950			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.950			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 161 | PROJECT TITLE: LAX SPAS | North-South Street: WESTERN AVENUE | East-West Street: CENTURY BOULEVARD | Scenario: FUTURE (2025) WITH ALTERNATIVE 9 | Count Date: | Analyst: | Date:

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	630	2	315	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	660	1	360	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	700	2	280	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1070	2	390	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		480	North-South:		0
		East-West:		480	East-West:		0
		SUM:		960	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.698			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.698			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	810	2	**405**	0	0	0
	Through-Right		0			0	
	Right	120	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	520	1	315	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	1040	2	390	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	1100	2	**403**	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	495		*North-South:*	0
			East-West:	553		*East-West:*	0
			SUM:	1048		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.762			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.762			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	950	2	**475**	0	0	0
	Through-Right		0			0	
	Right	150	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	670	1	400	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	200	0	0	0
	Left-Through		0			0	
	Through	1410	2	**530**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	1220	2	450	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	605		*North-South:*	0
			East-West:	670		*East-West:*	0
			SUM:	1275		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.927			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.927			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	2560	3	**853**	0	0	0
	Through-Right		0			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	2250	3	750	0	0	**0**
	Through-Right		0			0	
	Right	470	1	272	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	360	2	**198**	0	0	0
	Left-Through		0			0	
	Through	340	1	210	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	350	2	193	0	0	**0**
	Left-Through		0			0	
	Through	770	2	**385**	0	0	0
	Through-Right		0			0	
	Right	180	1	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	913		*North-South:*	0
			East-West:	583		*East-West:*	0
			SUM:	1496		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.088			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.088			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	1960	3	**653**	0	0	0
	Through-Right		0			0	
	Right	180	1	48	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	1770	3	590	0	0	**0**
	Through-Right		0			0	
	Right	310	1	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	320	2	**176**	0	0	0
	Left-Through		0			0	
	Through	320	1	210	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	2	132	0	0	**0**
	Left-Through		0			0	
	Through	340	2	**170**	0	0	0
	Through-Right		0			0	
	Right	140	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	773		*North-South:*	0
			East-West:	346		*East-West:*	0
			SUM:	1119		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.814			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.814			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	2220	3	740	0	0	0
	Through-Right		0			0	
	Right	380	1	204	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	160	0	0	0
	Left-Through		0			0	
	Through	2660	3	**887**	0	0	**0**
	Through-Right		0			0	
	Right	300	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	620	2	341	0	0	0
	Left-Through		0			0	
	Through	520	1	**330**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	320	2	**176**	0	0	**0**
	Left-Through		0			0	
	Through	310	2	155	0	0	0
	Through-Right		0			0	
	Right	230	1	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	957		*North-South:*	0
			East-West:	506		*East-West:*	0
			SUM:	1463		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.064			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.064			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	370	2	**204**	0	0	**0**
	Left-Through		0			0	
	Through	1520	2	520	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	2	105	0	0	0
	Left-Through		0			0	
	Through	1520	2	**587**	0	0	**0**
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	510	2	255	0	0	**0**
	Through-Right		0			0	
	Right	210	1	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	1300	2	**650**	0	0	0
	Through-Right		0			0	
	Right	360	1	255	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	791		*North-South:*	0
			East-West:	770		*East-West:*	0
			SUM:	1561		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.135			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.135			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	2	**99**	0	0	**0**
	Left-Through		0			0	
	Through	1350	2	473	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	2	121	0	0	0
	Left-Through		0			0	
	Through	1470	2	**553**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	200	0	0	0
	Left-Through		0			0	
	Through	650	2	**325**	0	0	**0**
	Through-Right		0			0	
	Right	200	1	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	580	2	290	0	0	0
	Through-Right		0			0	
	Right	200	1	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	652		*North-South:*	0
			East-West:	495		*East-West:*	0
			SUM:	1147		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.834			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.834			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	2	**83**	0	0	**0**
	Left-Through		0			0	
	Through	1370	2	487	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	370	2	204	0	0	0
	Left-Through		0			0	
	Through	2190	2	**767**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	1070	2	**535**	0	0	**0**
	Through-Right		0			0	
	Right	350	1	267	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	730	2	365	0	0	0
	Through-Right		0			0	
	Right	220	1	16	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	850		*North-South:*	0
			East-West:	715		*East-West:*	0
			SUM:	1565		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.138			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.138			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE
East-West Street: RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: Analyst: Date:

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	180	1	180	0	0	**0**
Left-Through		0			0	
Through	2150	2	**737**	0	0	0
Through-Right		1			0	
Right	60	0	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	160	1	**160**	0	0	0
Left-Through		0			0	
Through	1740	3	580	0	0	**0**
Through-Right		0			0	
Right	140	1	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	90	1	**90**	0	0	0
Left-Through		0			0	
Through	710	2	267	0	0	**0**
Through-Right		1			0	
Right	90	0	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	170	1	170	0	0	**0**
Left-Through		0			0	
Through	1040	2	**520**	0	0	0
Through-Right		0			0	
Right	450	1	290	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	897		North-South:	0
		East-West:	610		East-West:	0
		SUM:	1507		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			1.096			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.096			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE
East-West Street: RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: Analyst: Date:

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	100	1	100	0	0	**0**
Left-Through		0			0	
Through	1370	2	**473**	0	0	0
Through-Right		1			0	
Right	50	0	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	250	1	**250**	0	0	0
Left-Through		0			0	
Through	1360	3	453	0	0	**0**
Through-Right		0			0	
Right	120	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	180	1	**180**	0	0	0
Left-Through		0			0	
Through	610	2	220	0	0	**0**
Through-Right		1			0	
Right	50	0	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	130	1	130	0	0	**0**
Left-Through		0			0	
Through	600	2	**300**	0	0	0
Through-Right		0			0	
Right	300	1	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	723		North-South:	0
		East-West:	480		East-West:	0
		SUM:	1203		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.875			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.875			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE
East-West Street: RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: Analyst: Date:

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	120	1	120	0	0	**0**
Left-Through		0			0	
Through	1810	2	**643**	0	0	0
Through-Right		1			0	
Right	120	0	120	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	270	1	**270**	0	0	0
Left-Through		0			0	
Through	2180	3	727	0	0	**0**
Through-Right		0			0	
Right	160	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	190	1	190	0	0	0
Left-Through		0			0	
Through	1000	2	**353**	0	0	**0**
Through-Right		1			0	
Right	60	0	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	220	1	**220**	0	0	**0**
Left-Through		0			0	
Through	720	2	360	0	0	0
Through-Right		0			0	
Right	380	1	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	913		North-South:	0
		East-West:	573		East-West:	0
		SUM:	1486		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			1.081			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.081			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE
East-West Street: JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: Analyst: Date:

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	390	1	**390**	0	0	**0**
Left-Through		0			0	
Through	2290	2	790	0	0	0
Through-Right		1			0	
Right	80	0	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	90	1	90	0	0	0
Left-Through		0			0	
Through	1720	2	**633**	0	0	**0**
Through-Right		1			0	
Right	180	0	180	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	60	1	**60**	0	0	0
Left-Through		0			0	
Through	440	2	220	0	0	**0**
Through-Right		0			0	
Right	310	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	190	1	190	0	0	**0**
Left-Through		0			0	
Through	1050	1	**545**	0	0	0
Through-Right		1			0	
Right	40	0	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	1023		North-South:	0
		East-West:	605		East-West:	0
		SUM:	1628		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			1.142			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.142			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE East-West Street: JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: Analyst: Date:

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	320	1	**320**	0	0	**0**
	Left-Through		0			0	
	Through	1440	2	530	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1340	2	**487**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	330	2	**165**	0	0	**0**
	Through-Right		0			0	
	Right	330	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	340	1	210	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		807	North-South:		0
		East-West:		315	East-West:		0
		SUM:		1122	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.787			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.787			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE East-West Street: JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: Analyst: Date:

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	380	1	**380**	0	0	**0**
	Left-Through		0			0	
	Through	2040	2	753	0	0	0
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	2010	2	**693**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	900	2	**450**	0	0	**0**
	Through-Right		0			0	
	Right	530	1	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	460	1	265	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		1073	North-South:		0
		East-West:		590	East-West:		0
		SUM:		1663	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				1.167			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.167			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD East-West Street: FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: Analyst: Date:

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	1070	2	**370**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	880	2	363	0	0	**0**
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	980	2	377	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1390	2	**483**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		590	North-South:		0
		East-West:		623	East-West:		0
		SUM:		1213	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.882			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.882			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD East-West Street: FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: Analyst: Date:

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	730	2	**263**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	760	2	303	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1010	2	**403**	0	0	**0**
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	910	2	333	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		453	North-South:		0
		East-West:		543	East-West:		0
		SUM:		996	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.724			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.724			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	950	2	337	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	290	1	290	0	0	0
	Left-Through		0			0	
	Through	1120	2	420	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	1570	2	583	0	0	0
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	1050	2	393	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	627		North-South:	0
			East-West:	753		East-West:	0
			SUM:	1380		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			1.004			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			1.004			0.000
	LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	700	1	457	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	670	1	457	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	0	0	0	0	0
	Left-Through		0			0	
	Through	1030	3	343	0	0	0
	Through-Right		0			0	
	Right	390	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1470	2	590	0	0	0
	Through-Right		1			0	
	Right	300	0	300	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	457		North-South:	0
			East-West:	590		East-West:	0
			SUM:	1047		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.698			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.698			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	430	1	287	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	430	1	287	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	0	0	0	0	0
	Left-Through		0			0	
	Through	1090	3	363	0	0	0
	Through-Right		0			0	
	Right	360	1	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1210	2	563	0	0	0
	Through-Right		1			0	
	Right	480	0	480	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	287		North-South:	0
			East-West:	563		East-West:	0
			SUM:	850		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.567			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.567			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	470	1	383	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	680	1	383	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	0	0	0	0	0
	Left-Through		0			0	
	Through	1660	3	553	0	0	0
	Through-Right		0			0	
	Right	330	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1430	2	590	0	0	0
	Through-Right		1			0	
	Right	340	0	340	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	383		North-South:	0
			East-West:	590		East-West:	0
			SUM:	973		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.649			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.649			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	1	200	0	0	**0**
	Left-Through		0			0	
	Through	820	1	**455**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	1	**240**	0	0	0
	Left-Through		0			0	
	Through	650	1	375	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	1170	2	420	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	1460	2	**527**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	695		*North-South:*	0
			East-West:	647		*East-West:*	0
			SUM:	1342		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.976			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.976			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	610	1	**345**	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	550	1	320	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	930	2	**340**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	890	2	337	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	505		*North-South:*	0
			East-West:	460		*East-West:*	0
			SUM:	965		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.702			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.702			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	710	1	**410**	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	800	1	460	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1550	2	**560**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	**190**	0	0	**0**
	Left-Through		0			0	
	Through	1200	2	447	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	640		*North-South:*	0
			East-West:	750		*East-West:*	0
			SUM:	1390		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.011			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.011			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	740	1	**435**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	780	1	425	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	970	2	363	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1310	2	**480**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	595		*North-South:*	0
			East-West:	550		*East-West:*	0
			SUM:	1145		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.833			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.833			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	550	1	330	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	630	1	**365**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	690	2	**267**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	830	2	307	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	495		*North-South:*	0
			East-West:	427		*East-West:*	0
			SUM:	922		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.671			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.671			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	750	1	430	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	880	1	**490**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1240	2	**463**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	1	**250**	0	0	**0**
	Left-Through		0			0	
	Through	1100	2	407	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	670		*North-South:*	0
			East-West:	713		*East-West:*	0
			SUM:	1383		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.006			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.006			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	1240	2	**463**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	700	2	263	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1340	2	**490**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	1280	2	457	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	533		*North-South:*	0
			East-West:	590		*East-West:*	0
			SUM:	1123		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.817			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.817			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	580	2	233	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	550	2	**207**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	1050	2	**390**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	920	2	337	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	357		*North-South:*	0
			East-West:	560		*East-West:*	0
			SUM:	917		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.667			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.667			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	**190**	0	0	**0**
	Left-Through		0			0	
	Through	980	2	367	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	910	2	**327**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	1440	2	**530**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	1390	2	483	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	517		*North-South:*	0
			East-West:	650		*East-West:*	0
			SUM:	1167		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.849			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.849			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	2	121	0	0	**0**
	Left-Through		0			0	
	Through	1290	2	**470**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	2	**88**	0	0	0
	Left-Through		0			0	
	Through	710	2	270	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	1340	2	477	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1290	2	**477**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	558		*North-South:*	0
			East-West:	617		*East-West:*	0
			SUM:	1175		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.855			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.855			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	2	88	0	0	**0**
	Left-Through		0			0	
	Through	650	2	**263**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	200	2	**110**	0	0	0
	Left-Through		0			0	
	Through	680	2	273	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	970	2	377	0	0	**0**
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1010	2	**390**	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	373		*North-South:*	0
			East-West:	510		*East-West:*	0
			SUM:	883		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.642			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.642			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	2	121	0	0	**0**
	Left-Through		0			0	
	Through	1110	2	**413**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	2	**149**	0	0	0
	Left-Through		0			0	
	Through	960	2	367	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1440	2	**543**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	1270	2	490	0	0	0
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	562		*North-South:*	0
			East-West:	653		*East-West:*	0
			SUM:	1215		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.884			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.884			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	1380	3	**460**	0	0	0
	Through-Right		0			0	
	Right	150	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	2	**72**	0	0	0
	Left-Through		0			0	
	Through	880	2	353	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	890	2	340	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	1170	2	**433**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	532		*North-South:*	0
			East-West:	593		*East-West:*	0
			SUM:	1125		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.818			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.818			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	2	**121**	0	0	**0**
	Left-Through		0			0	
	Through	700	3	233	0	0	0
	Through-Right		0			0	
	Right	70	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	2	66	0	0	0
	Left-Through		0			0	
	Through	670	2	**290**	0	0	**0**
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	860	2	333	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1020	2	**370**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	411		*North-South:*	0
			East-West:	560		*East-West:*	0
			SUM:	971		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.706			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.706			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	310	2	**171**	0	0	**0**
	Left-Through		0			0	
	Through	1290	3	430	0	0	0
	Through-Right		0			0	
	Right	120	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	2	94	0	0	0
	Left-Through		0			0	
	Through	1030	2	**397**	0	0	**0**
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	1190	2	443	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	1170	2	**410**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	568		*North-South:*	0
			East-West:	620		*East-West:*	0
			SUM:	1188		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.864			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.864			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	400	2	220	0	0	**0**
	Left-Through		0			0	
	Through	1290	2	**477**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	280	2	**154**	0	0	0
	Left-Through		0			0	
	Through	890	3	297	0	0	**0**
	Through-Right		0			0	
	Right	60	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	800	2	**343**	0	0	**0**
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	310	1	**310**	0	0	**0**
	Left-Through		0			0	
	Through	1320	2	510	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	631		*North-South:*	0
			East-West:	653		*East-West:*	0
			SUM:	1284		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.934			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.934			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	400	2	**220**	0	0	**0**
	Left-Through		0			0	
	Through	780	2	320	0	0	0
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	2	94	0	0	0
	Left-Through		0			0	
	Through	610	3	**203**	0	0	**0**
	Through-Right		0			0	
	Right	50	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	580	2	**280**	0	0	**0**
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	580	2	227	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	423		*North-South:*	0
			East-West:	450		*East-West:*	0
			SUM:	873		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.635			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.635			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	520	2	286	0	0	**0**
	Left-Through		0			0	
	Through	1370	2	**537**	0	0	0
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	2	**138**	0	0	0
	Left-Through		0			0	
	Through	890	3	297	0	0	**0**
	Through-Right		0			0	
	Right	90	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1450	2	**550**	0	0	**0**
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	280	1	**280**	0	0	**0**
	Left-Through		0			0	
	Through	1030	2	380	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	675		*North-South:*	0
			East-West:	830		*East-West:*	0
			SUM:	1505		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.095			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.095			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1410	2	**500**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	610	2	233	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	1280	2	453	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	1210	2	**447**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	650		*North-South:*	0
			East-West:	547		*East-West:*	0
			SUM:	1197		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.871			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.871			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	480	2	217	0	0	0
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	530	2	**223**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	1130	2	**407**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	940	2	357	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	353		*North-South:*	0
			East-West:	517		*East-West:*	0
			SUM:	870		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.633			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.633			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	780	2	297	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	200	1	200	0	0	0
	Left-Through		0			0	
	Through	1170	2	**447**	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	1410	2	**513**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	1300	2	460	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	547		*North-South:*	0
			East-West:	643		*East-West:*	0
			SUM:	1190		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.865			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.865			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	1	220	0	0	**0**
	Left-Through		0			0	
	Through	1200	2	**450**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	620	2	233	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1600	2	**557**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	1450	3	483	0	0	0
	Through-Right		0			0	
	Right	370	1	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	630		*North-South:*	0
			East-West:	727		*East-West:*	0
			SUM:	1357		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.987			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.987			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	430	2	**190**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	480	2	203	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1240	2	**443**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	1	**200**	0	0	**0**
	Left-Through		0			0	
	Through	1160	3	387	0	0	0
	Through-Right		0			0	
	Right	220	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	380		*North-South:*	0
			East-West:	643		*East-West:*	0
			SUM:	1023		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.744			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.744			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	1	**200**	0	0	**0**
	Left-Through		0			0	
	Through	830	2	323	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	250	0	0	0
	Left-Through		0			0	
	Through	1110	2	**420**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1700	2	**613**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	1450	3	483	0	0	0
	Through-Right		0			0	
	Right	260	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	620		*North-South:*	0
			East-West:	783		*East-West:*	0
			SUM:	1403		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.020			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.020			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 180
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0
Override Capacity			0			0			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1040	1	**560**	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	750	2	375	0	0	**0**
	Through-Right		0			0	
	Right	170	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	980	2	347	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1290	2	**513**	0	0	0
	Through-Right		1			0	
	Right	250	0	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	690		*North-South:*	0
			East-West:	683		*East-West:*	0
			SUM:	1373		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.999			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.999			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

		MD					
No. of Phases			4			0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0	
	EB-- 0	WB--	3	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0	
Override Capacity			0			0	

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	80	0	0	**0**
	Left-Through		0			0	
	Through	440	1	**275**	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	450	2	225	0	0	**0**
	Through-Right		0			0	
	Right	110	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	950	2	340	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	960	2	**363**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	425		*North-South:*	0
			East-West:	453		*East-West:*	0
			SUM:	878		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.639			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.639			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 180
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM						AM					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0
Override Capacity			0			0			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	800	1	**445**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	920	2	460	0	0	**0**
	Through-Right		0			0	
	Right	210	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1320	2	**473**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	1240	2	463	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	635		*North-South:*	0
			East-West:	603		*East-West:*	0
			SUM:	1238		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.900			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.900			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0						
	EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?			0			0						
Override Capacity			0			0						

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	590	2	**295**	0	0	0
	Through-Right		0			0	
	Right	120	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	1	**240**	0	0	0
	Left-Through		0			0	
	Through	480	1	305	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	1020	2	383	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	80	0	0	**0**
	Left-Through		0			0	
	Through	1700	2	**673**	0	0	0
	Through-Right		1			0	
	Right	320	0	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	535		*North-South:*	0
			East-West:	773		*East-West:*	0
			SUM:	1308		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.951			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.951			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	310	2	**155**	0	0	0
	Through-Right		0			0	
	Right	110	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	310	1	195	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	770	2	273	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	710	2	**290**	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	295		*North-South:*	0
			East-West:	380		*East-West:*	0
			SUM:	675		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.491			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.491			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	630	2	**315**	0	0	0
	Through-Right		0			0	
	Right	120	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	480	1	305	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1790	2	**630**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	1110	2	457	0	0	0
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	545		*North-South:*	0
			East-West:	740		*East-West:*	0
			SUM:	1285		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.935			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.935			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	590	2	**237**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	690	3	230	0	0	**0**
	Through-Right		0			0	
	Right	110	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	1220	2	447	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	1530	2	**570**	0	0	0
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	457		*North-South:*	0
			East-West:	680		*East-West:*	0
			SUM:	1137		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.827			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.827			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	360	2	**167**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	400	3	133	0	0	**0**
	Through-Right		0			0	
	Right	100	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	1070	2	**390**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	1090	2	417	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	387		*North-South:*	0
			East-West:	540		*East-West:*	0
			SUM:	927		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.674			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.674			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	880	2	**363**	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	242	1	**242**	0	0	0
	Left-Through		0			0	
	Through	840	3	280	0	0	**0**
	Through-Right		0			0	
	Right	120	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	1400	2	**527**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	1330	2	527	0	0	0
	Through-Right		1			0	
	Right	250	0	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	605		*North-South:*	0
			East-West:	677		*East-West:*	0
			SUM:	1282		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.932			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.932			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	80	0	0	**0**
	Left-Through		0			0	
	Through	460	3	**153**	0	0	0
	Through-Right		0			0	
	Right	110	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	560	3	187	0	0	**0**
	Through-Right		0			0	
	Right	130	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	920	2	333	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1810	2	**650**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	333		*North-South:*	0
			East-West:	730		*East-West:*	0
			SUM:	1063		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.773			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.773			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	330	3	**110**	0	0	0
	Through-Right		0			0	
	Right	60	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	390	3	130	0	0	**0**
	Through-Right		0			0	
	Right	180	1	155	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	800	2	**290**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	750	2	297	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	280		*North-South:*	0
			East-West:	370		*East-West:*	0
			SUM:	650		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.473			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.473			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	720	3	**240**	0	0	0
	Through-Right		0			0	
	Right	80	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	560	3	187	0	0	**0**
	Through-Right		0			0	
	Right	90	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	1530	2	**540**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	930	2	363	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	390		*North-South:*	0
			East-West:	680		*East-West:*	0
			SUM:	1070		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.778			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.778			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 194 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** SEPULVEDA BLVD | **East-West Street:** PALMS BOULEVARD | **Scenario:** FUTURE (2025) WITH ALTERNATIVE 9 | **Count Date:** | **Analyst:** | **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	1260	2	**630**	0	0	0
	Through-Right		0			0	
	Right	200	1	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	450	1	270	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	820	1	445	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	940	2	**470**	0	0	0
	Through-Right		0			0	
	Right	220	1	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	710		*North-South:*	0
			East-West:	610		*East-West:*	0
			SUM:	1320		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.880			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.880			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 194 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** SEPULVEDA BLVD | **East-West Street:** PALMS BOULEVARD | **Scenario:** FUTURE (2025) WITH ALTERNATIVE 9 | **Count Date:** | **Analyst:** | **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1030	2	**515**	0	0	0
	Through-Right		0			0	
	Right	120	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	560	1	330	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	510	1	**290**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	550	2	275	0	0	0
	Through-Right		0			0	
	Right	120	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	615		*North-South:*	0
			East-West:	430		*East-West:*	0
			SUM:	1045		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.697			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.697			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 194 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** SEPULVEDA BLVD | **East-West Street:** PALMS BOULEVARD | **Scenario:** FUTURE (2025) WITH ALTERNATIVE 9 | **Count Date:** | **Analyst:** | **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1450	2	**725**	0	0	0
	Through-Right		0			0	
	Right	230	1	165	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1120	1	645	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	1140	1	**645**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	890	2	445	0	0	0
	Through-Right		0			0	
	Right	190	1	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	855		*North-South:*	0
			East-West:	775		*East-West:*	0
			SUM:	1630		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.087			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.087			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 195 | **PROJECT TITLE:** LAX SPAS | **North-South Street:** SAWTELLE BOULEVARD | **East-West Street:** PALMS | **Scenario:** FUTURE (2025) WITH ALTERNATIVE 9 | **Count Date:** | **Analyst:** | **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	980	1	**635**	0	0	0
	Through-Right		1			0	
	Right	290	0	290	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	350	1	200	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	640	1	**375**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	780	2	390	0	0	0
	Through-Right		0			0	
	Right	410	1	335	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	785		*North-South:*	0
			East-West:	555		*East-West:*	0
			SUM:	1340		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.893			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.893			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	400	1	**250**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	330	1	185	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	500	1	**275**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	500	2	250	0	0	0
	Through-Right		0			0	
	Right	230	1	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	370		*North-South:*	0
			East-West:	395		*East-West:*	0
			SUM:	765		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.510			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.510			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	660	1	**430**	0	0	0
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	**250**	0	0	0
	Left-Through		0			0	
	Through	890	1	475	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	1010	1	**550**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	1	**200**	0	0	**0**
	Left-Through		0			0	
	Through	860	2	430	0	0	0
	Through-Right		0			0	
	Right	270	1	145	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	680		*North-South:*	0
			East-West:	750		*East-West:*	0
			SUM:	1430		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.953			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.953			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	197	0	0	0
	Left-Through		0			0	
	Through	60	0	0	0	0	**0**
	Through-Right		0			0	
	Right	340	1	**197**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1240	2	**520**	0	0	**0**
	Through-Right		1			0	
	Right	320	0	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	**240**	0	0	**0**
	Left-Through		0			0	
	Through	1120	3	373	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	197		*North-South:*	0
			East-West:	760		*East-West:*	0
			SUM:	957		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.638			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.638			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	310	1	220	0	0	0
	Left-Through		0			0	
	Through	70	0	0	0	0	**0**
	Through-Right		0			0	
	Right	350	1	**220**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1230	2	**487**	0	0	**0**
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	260	1	**260**	0	0	**0**
	Left-Through		0			0	
	Through	850	3	283	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	220		*North-South:*	0
			East-West:	747		*East-West:*	0
			SUM:	967		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.645			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.645			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	1	173	0	0	0
	Left-Through		0			0	
	Through	80	0	0	0	0	**0**
	Through-Right		0			0	
	Right	280	1	**173**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1500	2	**593**	0	0	**0**
	Through-Right		1			0	
	Right	280	0	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	1	**230**	0	0	**0**
	Left-Through		0			0	
	Through	1240	3	413	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	173		*North-South:*	0
			East-West:	823		*East-West:*	0
			SUM:	996		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.664			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.664			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	0	130	0	0	**0**
	Left-Through		1			0	
	Through	180	0	**235**	0	0	0
	Through-Right		1			0	
	Right	160	0	235	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	300	1	**300**	0	0	0
	Left-Through		0			0	
	Through	1150	3	383	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1270	2	**510**	0	0	0
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	235		*North-South:*	0
			East-West:	810		*East-West:*	0
			SUM:	1045		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.733			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.733			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	0	110	0	0	**0**
	Left-Through		1			0	
	Through	70	0	180	0	0	0
	Through-Right		1			0	
	Right	200	0	**200**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	400	1	**400**	0	0	0
	Left-Through		0			0	
	Through	1220	3	407	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1010	2	**443**	0	0	0
	Through-Right		1			0	
	Right	320	0	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	200		*North-South:*	0
			East-West:	843		*East-West:*	0
			SUM:	1043		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.732			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.732			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	240	0	240	0	0	**0**
	Left-Through		1			0	
	Through	90	0	**275**	0	0	0
	Through-Right		1			0	
	Right	220	0	275	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	330	1	**330**	0	0	0
	Left-Through		0			0	
	Through	1450	3	483	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1280	2	**520**	0	0	0
	Through-Right		1			0	
	Right	280	0	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	275		*North-South:*	0
			East-West:	850		*East-West:*	0
			SUM:	1125		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.789			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.789			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 200
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

AM

No. of Phases				2				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--		0
	EB-- 0	WB--		3	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0				0
Override Capacity				0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	340	1	233	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	360	1	**233**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	1230	2	615	0	0	**0**
	Through-Right		1			0	
	Right	650	0	**650**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1550	3	517	0	0	0
	Through-Right		0			0	
	Right	600	1	367	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	233		*North-South:*	0
			East-West:	650		*East-West:*	0
			SUM:	883		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.589			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.589			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 200
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

MD

No. of Phases				2				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--		0
	EB-- 0	WB--		3	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0				0
Override Capacity				0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	420	1	287	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	440	1	**287**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	1130	2	**537**	0	0	**0**
	Through-Right		1			0	
	Right	480	0	480	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1120	3	373	0	0	0
	Through-Right		0			0	
	Right	390	1	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	287		*North-South:*	0
			East-West:	537		*East-West:*	0
			SUM:	824		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.549			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.549			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 200
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9
Count Date: **Analyst:** **Date:**

PM

No. of Phases				2				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--		0
	EB-- 0	WB--		3	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0				0
Override Capacity				0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	460	1	267	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	340	1	**267**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1570	2	**693**	0	0	**0**
	Through-Right		1			0	
	Right	510	0	510	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1440	3	480	0	0	0
	Through-Right		0			0	
	Right	400	1	133	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	267		*North-South:*	0
			East-West:	693		*East-West:*	0
			SUM:	960		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.640			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.640			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Intersection Capacity Utilization

Project Title: LAX SPAS
Intersection: 1 - ADMIRALTY WAY & BALI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.003	N-S(1):	0.638 *
	TH	2.00	1,030	3,200	0.322	N-S(2):	0.335
	LT	1.00	540	1,600	0.338 *	E-W(1):	0.075
Westbound	RT	1.92	470	3,069	0.000	E-W(2):	0.172 *
	TH	0.08	20	131	0.153 *		
	LT	1.00	80	1,600	0.050	V/C:	0.810
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	2.00	870	3,200	0.300 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.910
	TH	2.00	30	3,200	0.025		
	LT	0.00	30	1,600	0.019 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.009	N-S(1):	0.557 *
	TH	2.00	690	3,200	0.216	N-S(2):	0.241
	LT	1.00	380	1,600	0.238 *	E-W(1):	0.106
Westbound	RT	1.87	430	2,991	0.000	E-W(2):	0.163 *
	TH	0.13	30	209	0.144 *		
	LT	1.00	120	1,600	0.075	V/C:	0.720
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	2.00	830	3,200	0.319 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.820
	TH	2.00	40	3,200	0.031		
	LT	0.00	30	1,600	0.019 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.009	N-S(1):	0.709 *
	TH	2.00	1,170	3,200	0.366	N-S(2):	0.379
	LT	1.00	490	1,600	0.306 *	E-W(1):	0.106
Westbound	RT	1.92	710	3,070	0.000	E-W(2):	0.250 *
	TH	0.08	30	130	0.231 *		
	LT	1.00	130	1,600	0.081	V/C:	0.959
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	2.00	1,080	3,200	0.403 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	1.059
	TH	2.00	30	3,200	0.025		
	LT	0.00	30	1,600	0.019 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 2 - ADMIRALTY WAY & FIJI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:	WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.000	N-S(1):	0.194 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	560	2,880	0.194 *	E-W(1):	0.056
Westbound	RT	1.00	470	1,600	0.000	E-W(2):	0.269 *
	TH	1.00	110	1,600	0.069 *		
	LT	0.00	0	0	0.000	V/C:	0.463
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.563
	TH	2.00	180	3,200	0.056		
	LT	1.00	320	1,600	0.200 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.019	N-S(1):	0.128 *
	TH	0.00	0	0	0.000	N-S(2):	0.019
	LT	2.00	370	2,880	0.128 *	E-W(1):	0.100
Westbound	RT	1.00	390	1,600	0.000	E-W(2):	0.244 *
	TH	1.00	230	1,600	0.144 *		
	LT	0.00	0	0	0.000	V/C:	0.372
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.472
	TH	2.00	320	3,200	0.100		
	LT	1.00	160	1,600	0.100 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	290	1,600	0.063	N-S(1):	0.226 *
	TH	0.00	0	0	0.000	N-S(2):	0.063
	LT	2.00	650	2,880	0.226 *	E-W(1):	0.097
Westbound	RT	1.00	580	1,600	0.000	E-W(2):	0.369 *
	TH	1.00	400	1,600	0.250 *		
	LT	0.00	0	0	0.000	V/C:	0.595
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.695
	TH	2.00	310	3,200	0.097		
	LT	1.00	190	1,600	0.119 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 3 - ADMIRALTY WAY & MINDANAO WAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.003	N-S(1):	0.535 *
	TH	2.00	600	3,200	0.188	N-S(2):	0.201
	LT	1.00	500	1,600	0.313 *	E-W(1):	0.112 *
Westbound	RT	1.00	400	1,600	0.000	E-W(2):	0.000
	TH	0.15	20	246	0.081		
	LT	1.85	240	2,658	0.090 *	V/C:	0.647
Northbound	RT	0.00	240	0	0.000	Lost Time:	0.100
	TH	2.00	470	3,200	0.222 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.747
	TH	2.00	20	3,200	0.022 *		
	LT	0.00	30	1,600	0.019	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.000	N-S(1):	0.437 *
	TH	2.00	480	3,200	0.150	N-S(2):	0.163
	LT	1.00	250	1,600	0.156 *	E-W(1):	0.150 *
Westbound	RT	1.00	360	1,600	0.069	E-W(2):	0.000
	TH	0.34	60	549	0.109		
	LT	1.66	290	2,386	0.122 *	V/C:	0.587
Northbound	RT	0.00	230	0	0.000	Lost Time:	0.100
	TH	2.00	670	3,200	0.281 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.687
	TH	2.00	30	3,200	0.028 *		
	LT	0.00	40	1,600	0.025	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.009	N-S(1):	0.497 *
	TH	2.00	910	3,200	0.284	N-S(2):	0.315
	LT	1.00	300	1,600	0.188 *	E-W(1):	0.175 *
Westbound	RT	1.00	530	1,600	0.144 *	E-W(2):	0.000
	TH	0.41	80	656	0.122		
	LT	1.59	310	2,289	0.135	V/C:	0.672
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	2.00	870	3,200	0.309 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.772
	TH	2.00	40	3,200	0.031 *		
	LT	0.00	30	1,600	0.019	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 4 - PALAWAN WAY & ADMIRALTY WAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.006	N-S(1):	0.213 *
	TH	1.00	50	1,600	0.031	N-S(2):	0.062
	LT	1.00	200	1,600	0.125 *	E-W(1):	0.382 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.341
	TH	2.00	870	3,200	0.291		
	LT	1.00	60	1,600	0.038 *	V/C:	0.595
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	1.00	60	1,600	0.088 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	1.00	30	1,600	0.003	ICU:	0.695
	TH	2.00	1,100	3,200	0.344 *		
	LT	1.00	80	1,600	0.050	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.047	N-S(1):	0.163 *
	TH	1.00	40	1,600	0.025	N-S(2):	0.072
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.244
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.306 *
	TH	2.00	810	3,200	0.275 *		
	LT	1.00	70	1,600	0.044	V/C:	0.469
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	1.00	50	1,600	0.069 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	1.00	50	1,600	0.019	ICU:	0.569
	TH	2.00	640	3,200	0.200		
	LT	1.00	50	1,600	0.031 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	150	1,600	0.078	N-S(1):	0.250 *
	TH	1.00	120	1,600	0.075	N-S(2):	0.103
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.369
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.419 *
	TH	2.00	1,160	3,200	0.388 *		
	LT	1.00	100	1,600	0.063	V/C:	0.669
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	1.00	30	1,600	0.081 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	1.00	30	1,600	0.006	ICU:	0.769
	TH	2.00	980	3,200	0.306		
	LT	1.00	50	1,600	0.031 *	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 5 - VIA MARINA & ADMIRALTY WAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:	NBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.500 *
	TH	3.00	220	4,800	0.046	N-S(2):	0.046
	LT	1.00	510	1,600	0.319 *	E-W(1):	0.101 *
Westbound	RT	2.00	790	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	290	2,880	0.101 *	V/C:	0.601
Northbound	RT	1.00	710	1,600	0.000	Lost Time:	0.100
	TH	2.00	580	3,200	0.181 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.701
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.435 *
	TH	3.00	320	4,800	0.067	N-S(2):	0.067
	LT	1.00	430	1,600	0.269 *	E-W(1):	0.160 *
Westbound	RT	2.00	510	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	460	2,880	0.160 *	V/C:	0.595
Northbound	RT	1.00	390	1,600	0.000	Lost Time:	0.100
	TH	2.00	530	3,200	0.166 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.695
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.603 *
	TH	3.00	390	4,800	0.081	N-S(2):	0.081
	LT	1.00	750	1,600	0.469 *	E-W(1):	0.236 *
Westbound	RT	2.00	700	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	680	2,880	0.236 *	V/C:	0.839
Northbound	RT	1.00	470	1,600	0.000	Lost Time:	0.100
	TH	2.00	430	3,200	0.134 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.939
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 10 - AVIATIO BOULEVARD & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.194
	TH	2.00	380	3,200	0.150 *	N-S(2):	0.300 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.284
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.306 *
	TH	2.00	850	3,200	0.281 *		
	LT	1.00	170	1,600	0.106	V/C:	0.606
Northbound	RT	1.00	120	1,600	0.022	Lost Time:	0.100
	TH	2.00	540	3,200	0.169	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.706
	TH	2.00	480	3,200	0.178		
	LT	1.00	40	1,600	0.025 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.235
	TH	2.00	450	3,200	0.181 *	N-S(2):	0.294 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.351 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.259
	TH	2.00	590	3,200	0.209		
	LT	1.00	140	1,600	0.088 *	V/C:	0.645
Northbound	RT	1.00	160	1,600	0.056	Lost Time:	0.100
	TH	2.00	610	3,200	0.191	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.745
	TH	2.00	690	3,200	0.263 *		
	LT	1.00	80	1,600	0.050	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	230	0	0.000	N-S(1):	0.228
	TH	2.00	430	3,200	0.206 *	N-S(2):	0.344 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.497 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.291
	TH	2.00	690	3,200	0.228		
	LT	1.00	190	1,600	0.119 *	V/C:	0.841
Northbound	RT	1.00	160	1,600	0.041	Lost Time:	0.100
	TH	2.00	590	3,200	0.184	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.941
	TH	2.00	1,020	3,200	0.378 *		
	LT	1.00	100	1,600	0.063	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 11 - INGLEWOOD AVENUE & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	50	0	0.000	N-S(1):	0.219 *
	TH	1.00	100	1,600	0.094 *	N-S(2):	0.000
	LT	1.00	30	1,600	0.019	E-W(1):	0.144
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.237 *
	TH	2.00	620	3,200	0.206 *		
	LT	1.00	60	1,600	0.038	V/C:	0.456
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	1.00	140	1,600	0.125 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.556
	TH	2.00	290	3,200	0.106		
	LT	1.00	50	1,600	0.031 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.287 *
	TH	1.00	140	1,600	0.131 *	N-S(2):	0.000
	LT	1.00	40	1,600	0.025	E-W(1):	0.219 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.179
	TH	2.00	410	3,200	0.141		
	LT	1.00	70	1,600	0.044 *	V/C:	0.506
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	1.00	160	1,600	0.156 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.606
	TH	2.00	470	3,200	0.175 *		
	LT	1.00	60	1,600	0.038	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	50	0	0.000	N-S(1):	0.413 *
	TH	1.00	270	1,600	0.200 *	N-S(2):	0.000
	LT	1.00	70	1,600	0.044	E-W(1):	0.315 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.194
	TH	2.00	470	3,200	0.156		
	LT	1.00	90	1,600	0.056 *	V/C:	0.728
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	1.00	220	1,600	0.213 *	ITS:	0.000
	LT	1.00	100	1,600	0.063		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.828
	TH	2.00	720	3,200	0.259 *		
	LT	1.00	60	1,600	0.038	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 12 - LA BREA AVENUE & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.013	N-S(1):	0.186
	TH	3.00	470	4,800	0.098 *	N-S(2):	0.223 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.150 *
Westbound	RT	1.00	70	1,600	0.025	E-W(2):	0.129
	TH	2.00	290	3,200	0.091		
	LT	1.00	50	1,600	0.031 *	V/C:	0.373
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	690	4,800	0.148	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	110	1,600	0.006	ICU:	0.473
	TH	1.00	190	1,600	0.119 *		
	LT	1.00	60	1,600	0.038	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.009	N-S(1):	0.215
	TH	3.00	730	4,800	0.152 *	N-S(2):	0.240 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.213 *
Westbound	RT	1.00	90	1,600	0.019	E-W(2):	0.175
	TH	2.00	340	3,200	0.106		
	LT	1.00	70	1,600	0.044 *	V/C:	0.453
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	3.00	620	4,800	0.140	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	1.00	130	1,600	0.038	ICU:	0.553
	TH	1.00	270	1,600	0.169 *		
	LT	1.00	110	1,600	0.069	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.006	N-S(1):	0.229
	TH	3.00	1,060	4,800	0.221 *	N-S(2):	0.409 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.294 *
Westbound	RT	1.00	90	1,600	0.019	E-W(2):	0.157
	TH	2.00	300	3,200	0.094		
	LT	1.00	70	1,600	0.044 *	V/C:	0.703
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	670	4,800	0.154	ITS:	0.000
	LT	1.00	300	1,600	0.188 *		
Eastbound	RT	1.00	300	1,600	0.094	ICU:	0.803
	TH	1.00	400	1,600	0.250 *		
	LT	1.00	100	1,600	0.063	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 13 - LA CIENEGA BOULEVARD & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.228
	TH	2.00	390	3,200	0.134 *	N-S(2):	0.359 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.232 *
Westbound	RT	1.00	160	1,600	0.100	E-W(2):	0.213
	TH	2.00	560	3,200	0.175		
	LT	1.00	100	1,600	0.063 *	V/C:	0.591
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	2.00	540	3,200	0.184	ITS:	0.000
	LT	1.00	360	1,600	0.225 *		
Eastbound	RT	0.00	270	1,600	0.169 *	ICU:	0.691
	TH	2.00	250	1,600	0.156		
	LT	1.00	60	1,600	0.038	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.257
	TH	2.00	380	3,200	0.144 *	N-S(2):	0.269 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.272 *
Westbound	RT	1.00	90	1,600	0.056	E-W(2):	0.175
	TH	2.00	420	3,200	0.131		
	LT	1.00	70	1,600	0.044 *	V/C:	0.541
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	2.00	510	3,200	0.194	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	300	0	0.000	ICU:	0.641
	TH	2.00	430	3,200	0.228 *		
	LT	1.00	70	1,600	0.044	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	50	0	0.000	N-S(1):	0.316 *
	TH	2.00	630	3,200	0.213	N-S(2):	0.313
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.416 *
Westbound	RT	1.00	80	1,600	0.050	E-W(2):	0.165
	TH	2.00	430	3,200	0.134		
	LT	1.00	60	1,600	0.038 *	V/C:	0.732
Northbound	RT	0.00	230	0	0.000	Lost Time:	0.100
	TH	2.00	480	3,200	0.222 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	0.00	510	0	0.000	ICU:	0.832
	TH	2.00	700	3,200	0.378 *		
	LT	1.00	50	1,600	0.031	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 15 - AVIATION BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	280	1,600	0.175	N-S(1):	0.319
	TH	2.00	750	3,200	0.234 *	N-S(2):	0.352 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.212
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.479 *
	TH	3.00	1,950	4,800	0.423 *		
	LT	2.00	400	2,880	0.139	V/C:	0.831
Northbound	RT	1.00	160	1,600	0.000	Lost Time:	0.100
	TH	2.00	820	3,200	0.256	ITS:	0.000
	LT	2.00	340	2,880	0.118 *		
Eastbound	RT	1.00	70	1,600	0.000	ICU:	0.931
	TH	3.00	350	4,800	0.073		
	LT	1.00	90	1,600	0.056 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.119	N-S(1):	0.210
	TH	2.00	530	3,200	0.166 *	N-S(2):	0.225 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.340
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.356 *
	TH	3.00	1,060	4,800	0.250 *		
	LT	2.00	420	2,880	0.146	V/C:	0.581
Northbound	RT	1.00	210	1,600	0.000	Lost Time:	0.100
	TH	2.00	470	3,200	0.147	ITS:	0.000
	LT	2.00	170	2,880	0.059 *		
Eastbound	RT	1.00	230	1,600	0.114	ICU:	0.681
	TH	3.00	930	4,800	0.194		
	LT	1.00	170	1,600	0.106 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.069	N-S(1):	0.257 *
	TH	2.00	280	3,200	0.088	N-S(2):	0.164
	LT	1.00	70	1,600	0.044 *	E-W(1):	0.529 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.369
	TH	3.00	760	4,800	0.175		
	LT	2.00	250	2,880	0.087 *	V/C:	0.786
Northbound	RT	1.00	340	1,600	0.126	Lost Time:	0.100
	TH	2.00	680	3,200	0.213 *	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	1.00	500	1,600	0.274	ICU:	0.886
	TH	3.00	2,120	4,800	0.442 *		
	LT	1.00	310	1,600	0.194	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 17 - AVIATION BLVD. / FLORENCE AVENUE & MANCHESTER AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	410	1,600	0.256 *	N-S(1):	0.138
	TH	2.00	480	3,200	0.150	N-S(2):	0.406 *
	LT	0.00	0	0	0.000	E-W(1):	0.191
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.469 *
	TH	2.00	980	3,200	0.306 *		
	LT	1.00	40	1,600	0.025	V/C:	0.875
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	2.00	350	3,200	0.138	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	1.00	130	1,600	0.006	ICU:	0.975
	TH	2.00	530	3,200	0.166		
	LT	1.00	260	1,600	0.163 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	390	1,600	0.244 *	N-S(1):	0.188
	TH	2.00	480	3,200	0.150	N-S(2):	0.363 *
	LT	0.00	0	0	0.000	E-W(1):	0.391
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.569 *
	TH	2.00	1,020	3,200	0.319 *		
	LT	1.00	70	1,600	0.044	V/C:	0.932
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	2.00	460	3,200	0.188	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	1.00	170	1,600	0.047	ICU:	1.032
	TH	2.00	1,110	3,200	0.347		
	LT	1.00	400	1,600	0.250 *	LOS:	F

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	250	1,600	0.156	N-S(1):	0.181
	TH	2.00	700	3,200	0.219 *	N-S(2):	0.375 *
	LT	0.00	0	0	0.000	E-W(1):	0.384
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.613 *
	TH	2.00	840	3,200	0.263 *		
	LT	1.00	80	1,600	0.050	V/C:	0.988
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	2.00	440	3,200	0.181	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	1.00	230	1,600	0.066	ICU:	1.088
	TH	2.00	1,070	3,200	0.334		
	LT	1.00	560	1,600	0.350 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 18 - AVIATION BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	150	1,600	0.066	N-S(1):	0.326 *
	TH	4.00	440	6,400	0.069	N-S(2):	0.218
	LT	2.00	130	2,880	0.045 *	E-W(1):	0.316
Westbound	RT	1.00	520	1,600	0.280	E-W(2):	0.328 *
	TH	4.00	1,920	6,400	0.300 *		
	LT	2.00	510	2,880	0.177	V/C:	0.654
Northbound	RT	1.00	580	1,600	0.185	Lost Time:	0.100
	TH	3.00	1,350	4,800	0.281 *	ITS:	0.000
	LT	2.00	430	2,880	0.149		
Eastbound	RT	1.00	90	1,600	0.000	ICU:	0.754
	TH	4.00	890	6,400	0.139		
	LT	2.00	80	2,880	0.028 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.075	N-S(1):	0.343 *
	TH	4.00	600	6,400	0.094	N-S(2):	0.195
	LT	2.00	430	2,880	0.149 *	E-W(1):	0.391 *
Westbound	RT	1.00	350	1,600	0.069	E-W(2):	0.305
	TH	4.00	1,550	6,400	0.242		
	LT	2.00	430	2,880	0.149 *	V/C:	0.734
Northbound	RT	1.00	550	1,600	0.194 *	Lost Time:	0.100
	TH	3.00	580	4,800	0.121	ITS:	0.000
	LT	2.00	290	2,880	0.101		
Eastbound	RT	1.00	240	1,600	0.049	ICU:	0.834
	TH	4.00	1,550	6,400	0.242 *		
	LT	2.00	180	2,880	0.063	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.054	N-S(1):	0.347 *
	TH	4.00	1,200	6,400	0.188	N-S(2):	0.282
	LT	2.00	540	2,880	0.188 *	E-W(1):	0.488 *
Westbound	RT	1.00	280	1,600	0.000	E-W(2):	0.300
	TH	4.00	1,390	6,400	0.217		
	LT	2.00	460	2,880	0.160 *	V/C:	0.835
Northbound	RT	1.00	510	1,600	0.159 *	Lost Time:	0.100
	TH	3.00	620	4,800	0.129	ITS:	0.000
	LT	2.00	270	2,880	0.094		
Eastbound	RT	1.00	360	1,600	0.131	ICU:	0.935
	TH	4.00	2,100	6,400	0.328 *		
	LT	2.00	240	2,880	0.083	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 20 - AVIATION BOULEVARD & WEST 120TH STREET
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.275 *
	TH	2.00	550	3,200	0.178	N-S(2):	0.209
	LT	1.00	90	1,600	0.056 *	E-W(1):	0.178
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.331 *
	TH	2.00	50	1,600	0.325 *		
	LT	0.00	270	1,600	0.169	V/C:	0.606
Northbound	RT	1.00	60	1,600	0.000	Lost Time:	0.100
	TH	2.00	700	3,200	0.219 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.706
	TH	2.00	10	3,200	0.009		
	LT	0.00	10	1,600	0.006 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.272 *
	TH	2.00	470	3,200	0.153	N-S(2):	0.197
	LT	1.00	130	1,600	0.081 *	E-W(1):	0.100
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.132 *
	TH	2.00	20	1,600	0.119 *		
	LT	0.00	120	1,600	0.075	V/C:	0.404
Northbound	RT	1.00	120	1,600	0.038	Lost Time:	0.100
	TH	2.00	610	3,200	0.191 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	40	1,600	0.025	ICU:	0.504
	TH	2.00	10	1,600	0.019		
	LT	0.00	20	1,600	0.013 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.344 *
	TH	2.00	850	3,200	0.269	N-S(2):	0.282
	LT	1.00	200	1,600	0.125 *	E-W(1):	0.144
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.194 *
	TH	2.00	10	1,600	0.175 *		
	LT	0.00	160	1,600	0.100	V/C:	0.538
Northbound	RT	1.00	290	1,600	0.131	Lost Time:	0.100
	TH	2.00	700	3,200	0.219 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.638
	TH	2.00	60	3,200	0.044		
	LT	0.00	30	1,600	0.019 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 21 - LINCOLN BOULEVARD & BAILI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	470	0	0.000	N-S(1):	0.311
	TH	3.00	1,270	4,800	0.363 *	N-S(2):	0.432 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.151 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	1.00	10	1,600	0.019 *		
	LT	0.00	10	1,600	0.006	V/C:	0.583
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	3.00	1,370	4,800	0.292	ITS:	0.000
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	1.00	250	1,600	0.122	ICU:	0.683
	TH	0.05	10	84	0.119		
	LT	1.95	370	2,804	0.132 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	540	0	0.000	N-S(1):	0.356
	TH	3.00	1,250	4,800	0.373 *	N-S(2):	0.417 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.172 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.000
	TH	1.00	10	1,600	0.031 *		
	LT	0.00	10	1,600	0.006	V/C:	0.589
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	1,540	4,800	0.325	ITS:	0.000
	LT	1.00	70	1,600	0.044 *		
Eastbound	RT	1.00	260	1,600	0.141 *	ICU:	0.689
	TH	0.05	10	84	0.119		
	LT	1.95	370	2,804	0.132	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	690	0	0.000	N-S(1):	0.358
	TH	3.00	1,730	4,800	0.504 *	N-S(2):	0.623 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.201 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.000
	TH	1.00	10	1,600	0.038 *		
	LT	0.00	10	1,600	0.006	V/C:	0.824
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,590	4,800	0.333	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	1.00	290	1,600	0.122	ICU:	0.924
	TH	0.00	0	0	0.000		
	LT	2.00	470	2,880	0.163 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 23 - CENTINELA AVENUE & JEFFERSON BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR, EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	700	1,600	0.250 *	N-S(1):	0.167
	TH	2.00	20	3,200	0.006	N-S(2):	0.257 *
	LT	2.00	470	2,880	0.163	E-W(1):	0.207
Westbound	RT	1.00	370	1,600	0.068	E-W(2):	0.401 *
	TH	3.00	1,020	4,800	0.213 *		
	LT	2.00	20	2,880	0.007	V/C:	0.658
Northbound	RT	1.00	10	1,600	0.003	Lost Time:	0.100
	TH	3.00	20	4,800	0.004	ITS:	0.000
	LT	2.00	20	2,880	0.007 *		
Eastbound	RT	1.00	10	1,600	0.000	ICU:	0.758
	TH	3.00	960	4,800	0.200		
	LT	2.00	540	2,880	0.188 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	480	1,600	0.161 *	N-S(1):	0.161
	TH	2.00	20	3,200	0.006	N-S(2):	0.171 *
	LT	2.00	420	2,880	0.146	E-W(1):	0.215
Westbound	RT	1.00	300	1,600	0.042	E-W(2):	0.341 *
	TH	3.00	970	4,800	0.202 *		
	LT	2.00	20	2,880	0.007	V/C:	0.512
Northbound	RT	1.00	30	1,600	0.015	Lost Time:	0.100
	TH	3.00	20	4,800	0.004	ITS:	0.000
	LT	2.00	30	2,880	0.010 *		
Eastbound	RT	1.00	20	1,600	0.002	ICU:	0.612
	TH	3.00	1,000	4,800	0.208		
	LT	2.00	400	2,880	0.139 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	510	1,600	0.062	N-S(1):	0.320 *
	TH	2.00	10	3,200	0.003	N-S(2):	0.069
	LT	2.00	890	2,880	0.309 *	E-W(1):	0.230
Westbound	RT	1.00	440	1,600	0.000	E-W(2):	0.495 *
	TH	3.00	1,140	4,800	0.238 *		
	LT	2.00	10	2,880	0.003	V/C:	0.815
Northbound	RT	1.00	20	1,600	0.011 *	Lost Time:	0.100
	TH	3.00	20	4,800	0.004	ITS:	0.000
	LT	2.00	20	2,880	0.007		
Eastbound	RT	1.00	10	1,600	0.000	ICU:	0.915
	TH	3.00	1,090	4,800	0.227		
	LT	2.00	740	2,880	0.257 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 25 - LA BREA AVENUE & CENTINELA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.310
	TH	2.00	740	3,200	0.281 *	N-S(2):	0.456 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.138
Westbound	RT	1.00	280	1,600	0.131	E-W(2):	0.372 *
	TH	2.00	930	3,200	0.291 *		
	LT	1.00	40	1,600	0.025	V/C:	0.828
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	690	3,200	0.222	ITS:	0.000
	LT	1.00	280	1,600	0.175 *		
Eastbound	RT	1.00	110	1,600	0.000	ICU:	0.928
	TH	2.00	360	3,200	0.113		
	LT	1.00	130	1,600	0.081 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.347
	TH	2.00	760	3,200	0.291 *	N-S(2):	0.416 *
	LT	1.00	230	1,600	0.144	E-W(1):	0.201
Westbound	RT	1.00	150	1,600	0.022	E-W(2):	0.297 *
	TH	2.00	590	3,200	0.184 *		
	LT	1.00	60	1,600	0.038	V/C:	0.713
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	2.00	600	3,200	0.203	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	200	1,600	0.063	ICU:	0.813
	TH	2.00	520	3,200	0.163		
	LT	1.00	180	1,600	0.113 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.525 *
	TH	2.00	1,020	3,200	0.353	N-S(2):	0.478
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.366 *
Westbound	RT	1.00	220	1,600	0.053	E-W(2):	0.319
	TH	2.00	640	3,200	0.200		
	LT	1.00	70	1,600	0.044 *	V/C:	0.891
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	2.00	1,090	3,200	0.356 *	ITS:	0.000
	LT	1.00	200	1,600	0.125		
Eastbound	RT	1.00	230	1,600	0.081	ICU:	0.991
	TH	2.00	1,030	3,200	0.322 *		
	LT	1.00	190	1,600	0.119	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 26 - LA CIENEGA BOULEVARD & CENTINELA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.611 *
	TH	3.00	2,180	4,800	0.458	N-S(2):	0.468
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.281 *
Westbound	RT	1.00	280	1,600	0.128	E-W(2):	0.250
	TH	3.00	1,200	4,800	0.250		
	LT	1.00	240	1,600	0.150 *	V/C:	0.892
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	3.00	2,430	4,800	0.517 *	ITS:	0.000
	LT	2.00	30	2,880	0.010		
Eastbound	RT	0.00	210	1,600	0.131 *	ICU:	0.992
	TH	3.00	390	3,200	0.122		
	LT	0.00	0	0	0.000	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.439 *
	TH	3.00	1,490	4,800	0.319	N-S(2):	0.382
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.273 *
Westbound	RT	1.00	170	1,600	0.053	E-W(2):	0.171
	TH	3.00	820	4,800	0.171		
	LT	1.00	170	1,600	0.106 *	V/C:	0.712
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	3.00	1,510	4,800	0.333 *	ITS:	0.000
	LT	2.00	180	2,880	0.063		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.812
	TH	3.00	630	4,800	0.167 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.685 *
	TH	3.00	2,100	4,800	0.442	N-S(2):	0.498
	LT	1.00	330	1,600	0.206 *	E-W(1):	0.377 *
Westbound	RT	1.00	160	1,600	0.000	E-W(2):	0.194
	TH	3.00	930	4,800	0.194		
	LT	1.00	170	1,600	0.106 *	V/C:	1.062
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	2,160	4,800	0.479 *	ITS:	0.000
	LT	2.00	160	2,880	0.056		
Eastbound	RT	0.00	220	0	0.000	ICU:	1.162
	TH	3.00	1,080	4,800	0.271 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 27 - LA TIEJERA BOULEVARD & CENTINELA BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	180	0	0.000	N-S(1):	0.223
	TH	3.00	1,260	4,800	0.300 *	N-S(2):	0.356 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.164
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.316 *
	TH	3.00	1,120	4,800	0.235 *		
	LT	2.00	160	2,880	0.056	V/C:	0.672
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	830	4,800	0.198	ITS:	0.000
	LT	2.00	160	2,880	0.056 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.772
	TH	3.00	460	4,800	0.108		
	LT	1.00	130	1,600	0.081 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.279
	TH	3.00	920	4,800	0.219 *	N-S(2):	0.282 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.211
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.257 *
	TH	3.00	790	4,800	0.169 *		
	LT	2.00	180	2,880	0.063	V/C:	0.539
Northbound	RT	0.00	200	0	0.000	Lost Time:	0.100
	TH	3.00	900	4,800	0.229	ITS:	0.000
	LT	2.00	180	2,880	0.063 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.639
	TH	3.00	620	4,800	0.148		
	LT	1.00	140	1,600	0.088 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.485 *
	TH	3.00	1,110	4,800	0.258	N-S(2):	0.327
	LT	1.00	130	1,600	0.081 *	E-W(1):	0.266
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.344 *
	TH	3.00	980	4,800	0.206 *		
	LT	2.00	190	2,880	0.066	V/C:	0.829
Northbound	RT	0.00	320	0	0.000	Lost Time:	0.100
	TH	3.00	1,620	4,800	0.404 *	ITS:	0.000
	LT	2.00	200	2,880	0.069		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.929
	TH	3.00	910	4,800	0.200		
	LT	1.00	220	1,600	0.138 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 34 - LA BREA AVENUE / HAWTHORNE BOULEVARD & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.028	N-S(1):	0.217
	TH	3.00	560	4,800	0.117 *	N-S(2):	0.323 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.275
Westbound	RT	0.00	150	0	0.000	E-W(2):	0.362 *
	TH	3.00	1,200	4,800	0.281 *		
	LT	1.00	90	1,600	0.056	V/C:	0.685
Northbound	RT	1.00	60	1,600	0.009	Lost Time:	0.100
	TH	3.00	800	4,800	0.167	ITS:	0.000
	LT	1.00	330	1,600	0.206 *		
Eastbound	RT	0.00	350	1,600	0.219	ICU:	0.785
	TH	3.00	680	3,200	0.213		
	LT	1.00	130	1,600	0.081 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.038	N-S(1):	0.271
	TH	3.00	680	4,800	0.142 *	N-S(2):	0.467 *
	LT	1.00	220	1,600	0.138	E-W(1):	0.381 *
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.315
	TH	3.00	970	4,800	0.227		
	LT	1.00	130	1,600	0.081 *	V/C:	0.848
Northbound	RT	1.00	160	1,600	0.059	Lost Time:	0.100
	TH	3.00	640	4,800	0.133	ITS:	0.000
	LT	1.00	520	1,600	0.325 *		
Eastbound	RT	0.00	410	0	0.000	ICU:	0.948
	TH	3.00	1,030	4,800	0.300 *		
	LT	1.00	140	1,600	0.088	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.016	N-S(1):	0.346
	TH	3.00	1,100	4,800	0.229 *	N-S(2):	0.510 *
	LT	1.00	240	1,600	0.150	E-W(1):	0.465 *
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.377
	TH	3.00	1,120	4,800	0.271		
	LT	1.00	120	1,600	0.075 *	V/C:	0.975
Northbound	RT	1.00	140	1,600	0.050	Lost Time:	0.100
	TH	3.00	940	4,800	0.196	ITS:	0.000
	LT	1.00	450	1,600	0.281 *		
Eastbound	RT	0.00	390	0	0.000	ICU:	1.075
	TH	3.00	1,480	4,800	0.390 *		
	LT	1.00	170	1,600	0.106	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 35 - INGLEWOOD AVENUE & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.194
	TH	1.00	200	1,600	0.188 *	N-S(2):	0.276 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.198
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.373 *
	TH	3.00	1,510	4,800	0.335 *		
	LT	1.00	40	1,600	0.025	V/C:	0.649
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	1.00	190	1,600	0.163	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.749
	TH	3.00	780	4,800	0.173		
	LT	1.00	60	1,600	0.038 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.275
	TH	1.00	230	1,600	0.213 *	N-S(2):	0.276 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.339
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.361 *
	TH	3.00	1,360	4,800	0.298 *		
	LT	1.00	90	1,600	0.056	V/C:	0.637
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	1.00	250	1,600	0.225	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.737
	TH	3.00	1,280	4,800	0.283		
	LT	1.00	100	1,600	0.063 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.357
	TH	1.00	400	1,600	0.313 *	N-S(2):	0.363 *
	LT	1.00	110	1,600	0.069	E-W(1):	0.480 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.390
	TH	3.00	1,370	4,800	0.302		
	LT	1.00	100	1,600	0.063 *	V/C:	0.843
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	1.00	330	1,600	0.288	ITS:	0.000
	LT	1.00	80	1,600	0.050 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.943
	TH	3.00	1,800	4,800	0.417 *		
	LT	1.00	140	1,600	0.088	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 36 - LA CIENEGA BOULEVARD & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	790	3,200	0.122	N-S(1):	0.206
	TH	2.00	490	3,200	0.153 *	N-S(2):	0.359 *
	LT	1.00	130	1,600	0.081	E-W(1):	0.366
Westbound	RT	0.00	530	1,600	0.331 *	E-W(2):	0.456 *
	TH	4.00	1,360	4,800	0.283		
	LT	1.00	250	1,600	0.156	V/C:	0.815
Northbound	RT	2.00	160	3,200	0.000	Lost Time:	0.100
	TH	2.00	400	3,200	0.125	ITS:	0.000
	LT	1.00	330	1,600	0.206 *		
Eastbound	RT	1.00	560	1,600	0.144	ICU:	0.915
	TH	3.00	1,010	4,800	0.210		
	LT	1.00	200	1,600	0.125 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	930	3,200	0.147 *	N-S(1):	0.284
	TH	2.00	360	3,200	0.113	N-S(2):	0.360 *
	LT	1.00	240	1,600	0.150	E-W(1):	0.434 *
Westbound	RT	0.00	380	0	0.000	E-W(2):	0.385
	TH	4.00	1,160	6,400	0.241		
	LT	1.00	110	1,600	0.069 *	V/C:	0.794
Northbound	RT	2.00	260	3,200	0.013	Lost Time:	0.100
	TH	2.00	430	3,200	0.134	ITS:	0.000
	LT	1.00	340	1,600	0.213 *		
Eastbound	RT	1.00	550	1,600	0.131	ICU:	0.894
	TH	3.00	1,750	4,800	0.365 *		
	LT	1.00	230	1,600	0.144	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	550	3,200	0.000	N-S(1):	0.425
	TH	2.00	870	3,200	0.272 *	N-S(2):	0.560 *
	LT	1.00	480	1,600	0.300	E-W(1):	0.367
Westbound	RT	0.00	280	0	0.000	E-W(2):	0.389 *
	TH	4.00	1,090	6,400	0.214 *		
	LT	1.00	70	1,600	0.044	V/C:	0.949
Northbound	RT	2.00	540	3,200	0.125	Lost Time:	0.100
	TH	2.00	320	3,200	0.100	ITS:	0.000
	LT	1.00	460	1,600	0.288 *		
Eastbound	RT	1.00	540	1,600	0.050	ICU:	1.049
	TH	3.00	1,550	4,800	0.323		
	LT	1.00	280	1,600	0.175 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 37 - PRAIRIE AVENUE & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.273
	TH	3.00	750	4,800	0.175 *	N-S(2):	0.294 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.173
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.327 *
	TH	3.00	1,170	4,800	0.283 *		
	LT	1.00	50	1,600	0.031	V/C:	0.621
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	3.00	770	4,800	0.179	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.721
	TH	3.00	600	4,800	0.142		
	LT	1.00	70	1,600	0.044 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.342 *
	TH	3.00	720	4,800	0.169	N-S(2):	0.244
	LT	1.00	280	1,600	0.175 *	E-W(1):	0.358 *
Westbound	RT	0.00	300	0	0.000	E-W(2):	0.325
	TH	3.00	990	4,800	0.269		
	LT	1.00	130	1,600	0.081 *	V/C:	0.700
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	690	4,800	0.167 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.800
	TH	3.00	1,180	4,800	0.277 *		
	LT	1.00	90	1,600	0.056	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.413
	TH	3.00	1,130	4,800	0.254 *	N-S(2):	0.467 *
	LT	1.00	280	1,600	0.175	E-W(1):	0.410 *
Westbound	RT	0.00	390	0	0.000	E-W(2):	0.375
	TH	3.00	960	4,800	0.281		
	LT	1.00	130	1,600	0.081 *	V/C:	0.877
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	930	4,800	0.238	ITS:	0.000
	LT	1.00	340	1,600	0.213 *		
Eastbound	RT	0.00	160	0	0.000	ICU:	0.977
	TH	3.00	1,420	4,800	0.329 *		
	LT	1.00	150	1,600	0.094	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 39 - NB I-405 RAMPS & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.081
	TH	0.00	0	0	0.000 *	N-S(2):	0.285 *
	LT	0.00	0	0	0.000	E-W(1):	0.209
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.375 *
	TH	3.00	1,770	4,800	0.375 *		
	LT	0.00	0	0	0.000	V/C:	0.660
Northbound	RT	1.00	130	1,600	0.081	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	820	2,880	0.285 *		
Eastbound	RT	1.64	550	2,627	0.000	ICU:	0.760
	TH	2.36	790	3,773	0.209		
	LT	1.00	0	1,600	0.000 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.106
	TH	0.00	0	0	0.000 *	N-S(2):	0.188 *
	LT	0.00	0	0	0.000	E-W(1):	0.352 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.315
	TH	3.00	1,500	4,800	0.315		
	LT	0.00	0	0	0.000 *	V/C:	0.540
Northbound	RT	1.00	170	1,600	0.106	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	540	2,880	0.188 *		
Eastbound	RT	1.74	980	2,788	0.000	ICU:	0.640
	TH	2.26	1,270	3,612	0.352 *		
	LT	1.00	0	1,600	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.231 *
	TH	0.00	0	0	0.000	N-S(2):	0.128
	LT	0.00	0	0	0.000 *	E-W(1):	0.389 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.321
	TH	3.00	1,530	4,800	0.321		
	LT	0.00	0	0	0.000 *	V/C:	0.620
Northbound	RT	1.00	370	1,600	0.231 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	370	2,880	0.128		
Eastbound	RT	1.16	720	1,851	0.000	ICU:	0.720
	TH	2.84	1,770	4,549	0.389 *		
	LT	1.00	0	1,600	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 46 - DOUGLAS STREET & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.000	N-S(1):	0.198
	TH	2.00	240	3,200	0.075 *	N-S(2):	0.224 *
	LT	2.00	120	2,880	0.042	E-W(1):	0.206
Westbound	RT	1.00	530	1,600	0.310	E-W(2):	0.460 *
	TH	3.00	1,730	4,800	0.360 *		
	LT	2.00	240	2,880	0.083	V/C:	0.684
Northbound	RT	1.00	70	1,600	0.002	Lost Time:	0.100
	TH	2.00	500	3,200	0.156	ITS:	0.000
	LT	2.00	430	2,880	0.149 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.784
	TH	3.00	420	4,800	0.123		
	LT	1.00	160	1,600	0.100 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.003	N-S(1):	0.213 *
	TH	2.00	310	3,200	0.097	N-S(2):	0.170
	LT	2.00	300	2,880	0.104 *	E-W(1):	0.271
Westbound	RT	1.00	370	1,600	0.179	E-W(2):	0.327 *
	TH	3.00	1,060	4,800	0.221 *		
	LT	2.00	120	2,880	0.042	V/C:	0.540
Northbound	RT	1.00	150	1,600	0.073	Lost Time:	0.100
	TH	2.00	350	3,200	0.109 *	ITS:	0.000
	LT	2.00	210	2,880	0.073		
Eastbound	RT	0.00	260	0	0.000	ICU:	0.640
	TH	3.00	840	4,800	0.229		
	LT	1.00	170	1,600	0.106 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.022	N-S(1):	0.358 *
	TH	2.00	790	3,200	0.247	N-S(2):	0.296
	LT	2.00	500	2,880	0.174 *	E-W(1):	0.543 *
Westbound	RT	1.00	180	1,600	0.026	E-W(2):	0.200
	TH	3.00	750	4,800	0.156		
	LT	2.00	130	2,880	0.045 *	V/C:	0.901
Northbound	RT	1.00	330	1,600	0.184	Lost Time:	0.100
	TH	2.00	590	3,200	0.184 *	ITS:	0.000
	LT	2.00	140	2,880	0.049		
Eastbound	RT	0.00	390	0	0.000	ICU:	1.001
	TH	3.00	2,000	4,800	0.498 *		
	LT	1.00	70	1,600	0.044	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 47 - DOUGLAS STREET & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.000	N-S(1):	0.082 *
	TH	1.00	30	1,600	0.019	N-S(2):	0.000
	LT	1.00	30	1,600	0.019 *	E-W(1):	0.267
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.334 *
	TH	3.00	1,330	4,800	0.296 *		
	LT	2.00	300	2,880	0.104	V/C:	0.416
Northbound	RT	2.00	150	3,200	0.000	Lost Time:	0.100
	TH	1.00	30	1,600	0.019	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	260	0	0.000	ICU:	0.516
	TH	3.00	520	4,800	0.163		
	LT	1.00	60	1,600	0.038 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.006	N-S(1):	0.098 *
	TH	0.67	40	1,067	0.038	N-S(2):	0.000
	LT	1.33	80	1,920	0.042 *	E-W(1):	0.203
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.204 *
	TH	3.00	690	4,800	0.154 *		
	LT	2.00	110	2,880	0.038	V/C:	0.302
Northbound	RT	2.00	230	3,200	0.034	Lost Time:	0.100
	TH	1.00	30	1,600	0.019	ITS:	0.000
	LT	1.00	90	1,600	0.056 *		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.402
	TH	3.00	660	4,800	0.165		
	LT	1.00	80	1,600	0.050 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.009	N-S(1):	0.180 *
	TH	0.57	40	914	0.044	N-S(2):	0.000
	LT	1.43	100	2,057	0.049 *	E-W(1):	0.341 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.223
	TH	3.00	800	4,800	0.179		
	LT	2.00	90	2,880	0.031 *	V/C:	0.521
Northbound	RT	2.00	520	3,200	0.131	Lost Time:	0.100
	TH	1.00	40	1,600	0.025	ITS:	0.000
	LT	1.00	210	1,600	0.131 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.621
	TH	3.00	1,350	4,800	0.310 *		
	LT	1.00	70	1,600	0.044	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 48 - DOUGLAS STREET & MARIPOSA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.119
	TH	3.00	300	4,800	0.081 *	N-S(2):	0.294 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.040 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.009 *		
	LT	0.00	10	1,600	0.006	V/C:	0.334
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	3.00	510	4,800	0.113	ITS:	0.000
	LT	1.00	340	1,600	0.213 *		
Eastbound	RT	1.00	170	1,600	0.000	ICU:	0.434
	TH	0.22	10	356	0.028		
	LT	1.78	80	2,560	0.031 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.134
	TH	3.00	360	4,800	0.096 *	N-S(2):	0.215 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.168 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.009 *		
	LT	0.00	10	1,600	0.006	V/C:	0.383
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	540	4,800	0.121	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	1.00	350	1,600	0.159 *	ICU:	0.483
	TH	0.25	20	400	0.050		
	LT	1.75	140	2,520	0.056	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.137
	TH	3.00	610	4,800	0.140 *	N-S(2):	0.278 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.228 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.009 *		
	LT	0.00	10	1,600	0.006	V/C:	0.506
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	620	4,800	0.131	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	1.00	460	1,600	0.219 *	ICU:	0.606
	TH	0.06	10	103	0.097		
	LT	1.94	300	2,787	0.108	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 49 - DOUGLAS STREET & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	120	1,600	0.044	N-S(1):	0.148 *
	TH	1.00	40	1,600	0.025	N-S(2):	0.082
	LT	2.00	120	2,880	0.042 *	E-W(1):	0.199
Westbound	RT	1.00	530	1,600	0.290	E-W(2):	0.432 *
	TH	3.00	1,770	4,800	0.369 *		
	LT	2.00	80	2,880	0.028	V/C:	0.580
Northbound	RT	1.00	20	1,600	0.000	Lost Time:	0.100
	TH	1.00	170	1,600	0.106 *	ITS:	0.000
	LT	1.00	60	1,600	0.038		
Eastbound	RT	1.00	50	1,600	0.013	ICU:	0.680
	TH	3.00	820	4,800	0.171		
	LT	2.00	180	2,880	0.063 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	250	1,600	0.115 *	N-S(1):	0.141
	TH	1.00	80	1,600	0.050	N-S(2):	0.178 *
	LT	2.00	280	2,880	0.097	E-W(1):	0.343
Westbound	RT	1.00	230	1,600	0.047	E-W(2):	0.452 *
	TH	3.00	1,770	4,800	0.369 *		
	LT	2.00	40	2,880	0.014	V/C:	0.630
Northbound	RT	1.00	60	1,600	0.031	Lost Time:	0.100
	TH	1.00	70	1,600	0.044	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	1.00	130	1,600	0.050	ICU:	0.730
	TH	3.00	1,580	4,800	0.329		
	LT	2.00	240	2,880	0.083 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	250	1,600	0.134	N-S(1):	0.185
	TH	1.00	370	1,600	0.231 *	N-S(2):	0.306 *
	LT	2.00	390	2,880	0.135	E-W(1):	0.398 *
Westbound	RT	1.00	190	1,600	0.000	E-W(2):	0.380
	TH	3.00	1,610	4,800	0.335		
	LT	2.00	30	2,880	0.010 *	V/C:	0.704
Northbound	RT	1.00	60	1,600	0.032	Lost Time:	0.100
	TH	1.00	80	1,600	0.050	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	1.00	140	1,600	0.050	ICU:	0.804
	TH	3.00	1,860	4,800	0.388 *		
	LT	2.00	130	2,880	0.045	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 51 - HAWTHORNE BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.019	N-S(1):	0.231
	TH	3.00	790	4,800	0.165 *	N-S(2):	0.252 *
	LT	2.00	280	2,880	0.097	E-W(1):	0.260
Westbound	RT	0.00	240	0	0.000	E-W(2):	0.329 *
	TH	3.00	1,100	4,800	0.279 *		
	LT	1.00	200	1,600	0.125	V/C:	0.581
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	4.00	750	6,400	0.134	ITS:	0.000
	LT	2.00	250	2,880	0.087 *		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.681
	TH	3.00	500	4,800	0.135		
	LT	1.00	80	1,600	0.050 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	120	1,600	0.025	N-S(1):	0.280
	TH	3.00	1,050	4,800	0.219 *	N-S(2):	0.309 *
	LT	2.00	270	2,880	0.094	E-W(1):	0.313 *
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.288
	TH	3.00	700	4,800	0.188		
	LT	1.00	190	1,600	0.119 *	V/C:	0.622
Northbound	RT	0.00	200	0	0.000	Lost Time:	0.100
	TH	4.00	990	6,400	0.186	ITS:	0.000
	LT	2.00	260	2,880	0.090 *		
Eastbound	RT	0.00	270	0	0.000	ICU:	0.722
	TH	3.00	660	4,800	0.194 *		
	LT	1.00	160	1,600	0.100	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.019	N-S(1):	0.383
	TH	3.00	1,870	4,800	0.390 *	N-S(2):	0.463 *
	LT	2.00	440	2,880	0.153	E-W(1):	0.677 *
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.306
	TH	3.00	820	4,800	0.206		
	LT	1.00	150	1,600	0.094 *	V/C:	1.140
Northbound	RT	0.00	250	0	0.000	Lost Time:	0.100
	TH	4.00	1,220	6,400	0.230	ITS:	0.000
	LT	2.00	210	2,880	0.073 *		
Eastbound	RT	0.00	470	0	0.000	ICU:	1.240
	TH	3.00	2,330	4,800	0.583 *		
	LT	1.00	160	1,600	0.100	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 52 - INGLEWOOD AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.181
	TH	2.00	390	3,200	0.150 *	N-S(2):	0.275 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.177
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.317 *
	TH	3.00	1,210	4,800	0.273 *		
	LT	1.00	110	1,600	0.069	V/C:	0.592
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	2.00	420	3,200	0.156	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.692
	TH	3.00	420	4,800	0.108		
	LT	1.00	70	1,600	0.044 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.257
	TH	2.00	530	3,200	0.203 *	N-S(2):	0.341 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.273
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.282 *
	TH	3.00	740	4,800	0.188 *		
	LT	1.00	140	1,600	0.088	V/C:	0.623
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	2.00	500	3,200	0.194	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.723
	TH	3.00	740	4,800	0.185		
	LT	1.00	150	1,600	0.094 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.329
	TH	2.00	780	3,200	0.272 *	N-S(2):	0.353 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.629 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.326
	TH	3.00	740	4,800	0.188		
	LT	1.00	210	1,600	0.131 *	V/C:	0.982
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	720	3,200	0.266	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	290	0	0.000	ICU:	1.082
	TH	3.00	2,100	4,800	0.498 *		
	LT	1.00	220	1,600	0.138	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 53 - LA CIENEGA BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	660	3,200	0.169 *	N-S(1):	0.080
	TH	0.00	0	0	0.000	N-S(2):	0.169 *
	LT	2.00	230	2,880	0.080	E-W(1):	0.119
Westbound	RT	0.00	400	0	0.000	E-W(2):	0.463 *
	TH	3.00	1,640	4,800	0.425 *		
	LT	0.00	0	0	0.000	V/C:	0.632
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.732
	TH	3.00	570	4,800	0.119		
	LT	1.00	60	1,600	0.038 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	460	3,200	0.100	N-S(1):	0.135 *
	TH	0.00	0	0	0.000	N-S(2):	0.100
	LT	2.00	390	2,880	0.135 *	E-W(1):	0.227
Westbound	RT	0.00	350	0	0.000	E-W(2):	0.342 *
	TH	3.00	1,080	4,800	0.298 *		
	LT	0.00	0	0	0.000	V/C:	0.477
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.577
	TH	3.00	1,090	4,800	0.227		
	LT	1.00	70	1,600	0.044 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	580	3,200	0.106	N-S(1):	0.399 *
	TH	0.00	0	0	0.000	N-S(2):	0.106
	LT	2.00	1,150	2,880	0.399 *	E-W(1):	0.525 *
Westbound	RT	0.00	430	1,600	0.269	E-W(2):	0.344
	TH	3.00	560	3,200	0.175		
	LT	0.00	0	0	0.000 *	V/C:	0.924
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.024
	TH	3.00	2,520	4,800	0.525 *		
	LT	1.00	120	1,600	0.075	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 54 - NASH STREET & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.025	N-S(1):	0.072 *
	TH	2.00	160	3,200	0.050	N-S(2):	0.000
	LT	1.00	80	1,600	0.050 *	E-W(1):	0.190
Westbound	RT	0.00	340	0	0.000	E-W(2):	0.427 *
	TH	3.00	1,610	4,800	0.406 *		
	LT	2.00	150	2,880	0.052	V/C:	0.499
Northbound	RT	1.14	40	1,829	0.000	Lost Time:	0.100
	TH	0.86	30	1,371	0.022 *	ITS:	0.000
	LT	2.00	10	2,880	0.003		
Eastbound	RT	1.00	50	1,600	0.030	ICU:	0.599
	TH	3.00	660	4,800	0.138		
	LT	2.00	60	2,880	0.021 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.038	N-S(1):	0.091 *
	TH	1.11	100	1,778	0.056	N-S(2):	0.000
	LT	1.89	170	2,720	0.063 *	E-W(1):	0.239
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.275 *
	TH	3.00	1,110	4,800	0.254 *		
	LT	2.00	70	2,880	0.024	V/C:	0.366
Northbound	RT	1.11	50	1,778	0.004	Lost Time:	0.100
	TH	0.89	40	1,422	0.028 *	ITS:	0.000
	LT	2.00	10	2,880	0.003		
Eastbound	RT	1.00	40	1,600	0.023	ICU:	0.466
	TH	3.00	1,030	4,800	0.215		
	LT	2.00	60	2,880	0.021 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.031	N-S(1):	0.260 *
	TH	1.00	60	1,600	0.038	N-S(2):	0.000
	LT	2.00	550	2,880	0.191 *	E-W(1):	0.354 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.224
	TH	3.00	930	4,800	0.217		
	LT	2.00	30	2,880	0.010 *	V/C:	0.614
Northbound	RT	1.18	130	1,891	0.058	Lost Time:	0.100
	TH	0.82	90	1,309	0.069 *	ITS:	0.000
	LT	2.00	20	2,880	0.007		
Eastbound	RT	1.00	10	1,600	0.003	ICU:	0.714
	TH	3.00	1,650	4,800	0.344 *		
	LT	2.00	20	2,880	0.007	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 55 - SEPULVEDA BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.034	N-S(1):	0.530 *
	TH	4.00	1,070	6,400	0.167	N-S(2):	0.243
	LT	2.00	280	2,880	0.097 *	E-W(1):	0.155
Westbound	RT	1.00	230	1,600	0.095	E-W(2):	0.203 *
	TH	2.00	350	3,200	0.109 *		
	LT	2.00	140	2,880	0.049	V/C:	0.733
Northbound	RT	0.00	240	0	0.000	Lost Time:	0.100
	TH	4.00	2,530	6,400	0.433 *	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	1.00	230	1,600	0.106	ICU:	0.833
	TH	2.00	250	3,200	0.078		
	LT	1.00	150	1,600	0.094 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.022	N-S(1):	0.368
	TH	4.00	1,650	6,400	0.258 *	N-S(2):	0.383 *
	LT	2.00	190	2,880	0.066	E-W(1):	0.377 *
Westbound	RT	1.00	200	1,600	0.092	E-W(2):	0.184
	TH	2.00	330	3,200	0.103		
	LT	2.00	510	2,880	0.177 *	V/C:	0.760
Northbound	RT	0.00	250	0	0.000	Lost Time:	0.100
	TH	4.00	1,680	6,400	0.302	ITS:	0.000
	LT	2.00	360	2,880	0.125 *		
Eastbound	RT	1.00	420	1,600	0.200 *	ICU:	0.860
	TH	2.00	450	3,200	0.141		
	LT	1.00	130	1,600	0.081	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.019	N-S(1):	0.417
	TH	4.00	2,590	6,400	0.405 *	N-S(2):	0.523 *
	LT	2.00	320	2,880	0.111	E-W(1):	0.395 *
Westbound	RT	1.00	320	1,600	0.144	E-W(2):	0.244
	TH	2.00	380	3,200	0.119		
	LT	2.00	570	2,880	0.198 *	V/C:	0.918
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	4.00	1,770	6,400	0.306	ITS:	0.000
	LT	2.00	340	2,880	0.118 *		
Eastbound	RT	1.00	410	1,600	0.197 *	ICU:	1.018
	TH	2.00	450	3,200	0.141		
	LT	1.00	160	1,600	0.100	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 56 - LINCOLN BOULEVARD & FIJI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.463
	TH	3.00	1,550	4,800	0.340 *	N-S(2):	0.545 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.038
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.084 *
	TH	2.00	20	3,200	0.034 *		
	LT	0.00	40	1,600	0.025	V/C:	0.629
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	3.00	1,990	4,800	0.425	ITS:	0.000
	LT	2.00	590	2,880	0.205 *		
Eastbound	RT	1.00	660	1,600	0.000	ICU:	0.729
	TH	1.00	20	1,600	0.013		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.465
	TH	3.00	1,480	4,800	0.335 *	N-S(2):	0.547 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.044
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.100 *
	TH	2.00	20	3,200	0.031 *		
	LT	0.00	50	1,600	0.031	V/C:	0.647
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	3.00	1,960	4,800	0.421	ITS:	0.000
	LT	2.00	610	2,880	0.212 *		
Eastbound	RT	1.00	540	1,600	0.000	ICU:	0.747
	TH	1.00	20	1,600	0.013		
	LT	1.00	110	1,600	0.069 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.498
	TH	3.00	1,930	4,800	0.438 *	N-S(2):	0.751 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.056
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.109 *
	TH	2.00	30	3,200	0.034 *		
	LT	0.00	50	1,600	0.031	V/C:	0.860
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	2,140	4,800	0.460	ITS:	0.000
	LT	2.00	900	2,880	0.313 *		
Eastbound	RT	1.00	920	1,600	0.000	ICU:	0.960
	TH	1.00	40	1,600	0.025		
	LT	1.00	120	1,600	0.075 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 57 - LA BREA AVENUE & FLORENCE AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.378 *
	TH	2.00	730	3,200	0.256	N-S(2):	0.287
	LT	1.00	80	1,600	0.050 *	E-W(1):	0.313
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.363 *
	TH	2.00	910	3,200	0.319 *		
	LT	1.00	280	1,600	0.175	V/C:	0.741
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	2.00	870	3,200	0.328 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.841
	TH	2.00	370	3,200	0.138		
	LT	1.00	70	1,600	0.044 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.391 *
	TH	2.00	820	3,200	0.281	N-S(2):	0.312
	LT	1.00	160	1,600	0.100 *	E-W(1):	0.362 *
Westbound	RT	0.00	210	0	0.000	E-W(2):	0.303
	TH	2.00	540	3,200	0.234		
	LT	1.00	290	1,600	0.181 *	V/C:	0.753
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	2.00	750	3,200	0.291 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.853
	TH	2.00	520	3,200	0.181 *		
	LT	1.00	110	1,600	0.069	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.560 *
	TH	2.00	1,240	3,200	0.419	N-S(2):	0.432
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.475 *
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.357
	TH	2.00	670	3,200	0.269		
	LT	1.00	200	1,600	0.125 *	V/C:	1.035
Northbound	RT	0.00	330	0	0.000	Lost Time:	0.100
	TH	2.00	1,080	3,200	0.441 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	70	0	0.000	ICU:	1.135
	TH	2.00	1,050	3,200	0.350 *		
	LT	1.00	140	1,600	0.088	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 58 - LA CIENEGA BOULEVARD & FLORENCE AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	270	0	0.000	N-S(1):	0.370 *
	TH	3.00	830	4,800	0.229 *	N-S(2):	0.000
	LT	1.00	310	1,600	0.194	E-W(1):	0.344
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.488 *
	TH	2.00	920	3,200	0.300 *		
	LT	1.00	380	1,600	0.238	V/C:	0.858
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	2.00	340	3,200	0.141 *	ITS:	0.000
	LT	1.00	30	1,600	0.019		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.958
	TH	2.00	320	3,200	0.106		
	LT	1.00	300	1,600	0.188 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	420	1,600	0.263 *	N-S(1):	0.432 *
	TH	3.00	800	3,200	0.250	N-S(2):	0.000
	LT	1.00	310	1,600	0.194	E-W(1):	0.341
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.516 *
	TH	2.00	590	3,200	0.203 *		
	LT	1.00	300	1,600	0.188	V/C:	0.948
Northbound	RT	0.00	150	0	0.000	Lost Time:	0.100
	TH	2.00	390	3,200	0.169 *	ITS:	0.000
	LT	1.00	30	1,600	0.019		
Eastbound	RT	0.00	40	0	0.000	ICU:	1.048
	TH	2.00	450	3,200	0.153		
	LT	1.00	500	1,600	0.313 *	LOS:	F

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	300	0	0.000	N-S(1):	0.612 *
	TH	2.88	1,210	4,602	0.328	N-S(2):	0.000
	LT	1.12	590	1,618	0.365 *	E-W(1):	0.454 *
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.422
	TH	2.00	620	3,200	0.216		
	LT	1.00	340	1,600	0.213 *	V/C:	1.066
Northbound	RT	0.00	220	0	0.000	Lost Time:	0.100
	TH	2.00	570	3,200	0.247 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	1.166
	TH	2.00	750	3,200	0.241 *		
	LT	1.00	330	1,600	0.206	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 59 - NASH STREET & GRAND AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	380	1,600	0.238 *	N-S(1):	0.103
	TH	2.00	190	1,600	0.119	N-S(2):	0.357 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.100 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.000
	TH	1.00	60	1,600	0.056 *		
	LT	1.00	20	1,600	0.013	V/C:	0.457
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	2.00	120	3,200	0.053	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	2.00	30	3,200	0.000	ICU:	0.557
	TH	1.00	70	1,600	0.044		
	LT	1.00	70	1,600	0.044 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.057
	TH	2.00	250	3,200	0.116 *	N-S(2):	0.141 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.175 *
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.000
	TH	1.00	90	1,600	0.069 *		
	LT	1.00	10	1,600	0.006	V/C:	0.316
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	120	3,200	0.044	ITS:	0.000
	LT	1.00	40	1,600	0.025 *		
Eastbound	RT	2.00	110	3,200	0.022	ICU:	0.416
	TH	1.00	60	1,600	0.038		
	LT	1.00	170	1,600	0.106 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.090
	TH	2.00	210	3,200	0.119 *	N-S(2):	0.138 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.288 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.000
	TH	1.00	60	1,600	0.063 *		
	LT	1.00	40	1,600	0.025	V/C:	0.426
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	2.00	160	3,200	0.059	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	2.00	250	3,200	0.069	ICU:	0.526
	TH	1.00	110	1,600	0.069		
	LT	1.00	360	1,600	0.225 *	LOS:	A

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 60 - SEPULVEDA BOULEVARD & GRAND AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	220	0	0.000	N-S(1):	0.593 *
	TH	4.00	1,310	6,400	0.239	N-S(2):	0.333
	LT	1.00	380	1,600	0.238 *	E-W(1):	0.122 *
Westbound	RT	1.00	110	1,600	0.000	E-W(2):	0.000
	TH	2.00	40	3,200	0.013		
	LT	2.00	60	2,880	0.021 *	V/C:	0.715
Northbound	RT	1.00	410	1,600	0.235	Lost Time:	0.100
	TH	4.00	2,270	6,400	0.355 *	ITS:	0.000
	LT	1.00	150	1,600	0.094		
Eastbound	RT	0.00	150	1,600	0.094	ICU:	0.815
	TH	1.97	140	1,545	0.091		
	LT	1.03	150	1,490	0.101 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.369
	TH	4.00	1,600	6,400	0.281 *	N-S(2):	0.437 *
	LT	1.00	210	1,600	0.131	E-W(1):	0.219 *
Westbound	RT	1.00	140	1,600	0.022	E-W(2):	0.000
	TH	2.00	310	3,200	0.097		
	LT	2.00	280	2,880	0.097 *	V/C:	0.656
Northbound	RT	1.00	150	1,600	0.000	Lost Time:	0.100
	TH	4.00	1,520	6,400	0.238	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	0.00	190	1,600	0.119	ICU:	0.756
	TH	1.80	140	1,280	0.109		
	LT	1.20	210	1,728	0.122 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.455
	TH	4.00	2,360	6,400	0.389 *	N-S(2):	0.545 *
	LT	1.00	200	1,600	0.125	E-W(1):	0.315 *
Westbound	RT	1.00	300	1,600	0.125	E-W(2):	0.000
	TH	2.00	240	3,200	0.075		
	LT	2.00	510	2,880	0.177 *	V/C:	0.860
Northbound	RT	1.00	130	1,600	0.000	Lost Time:	0.100
	TH	4.00	2,110	6,400	0.330	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	0.00	220	1,600	0.138 *	ICU:	0.960
	TH	1.46	80	731	0.109		
	LT	1.54	270	2,222	0.122	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 62 - HAWTHORNE BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	210	0	0.000	N-S(1):	0.233
	TH	3.00	750	4,800	0.200 *	N-S(2):	0.290 *
	LT	1.00	170	1,600	0.106	E-W(1):	0.260
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.292 *
	TH	3.00	950	4,800	0.223 *		
	LT	1.00	250	1,600	0.156	V/C:	0.582
Northbound	RT	1.00	200	1,600	0.047	Lost Time:	0.100
	TH	3.00	610	4,800	0.127	ITS:	0.000
	LT	2.00	260	2,880	0.090 *		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.682
	TH	3.00	390	4,800	0.104		
	LT	1.00	110	1,600	0.069 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.306
	TH	3.00	1,080	4,800	0.258 *	N-S(2):	0.314 *
	LT	1.00	210	1,600	0.131	E-W(1):	0.215 *
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.196
	TH	3.00	430	4,800	0.115		
	LT	1.00	140	1,600	0.088 *	V/C:	0.529
Northbound	RT	1.00	310	1,600	0.150	Lost Time:	0.100
	TH	3.00	840	4,800	0.175	ITS:	0.000
	LT	2.00	160	2,880	0.056 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.629
	TH	3.00	530	4,800	0.127 *		
	LT	1.00	130	1,600	0.081	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.313
	TH	3.00	1,320	4,800	0.308 *	N-S(2):	0.402 *
	LT	1.00	200	1,600	0.125	E-W(1):	0.498 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.265
	TH	3.00	470	4,800	0.121		
	LT	1.00	140	1,600	0.088 *	V/C:	0.900
Northbound	RT	1.00	290	1,600	0.138	Lost Time:	0.100
	TH	3.00	900	4,800	0.188	ITS:	0.000
	LT	2.00	270	2,880	0.094 *		
Eastbound	RT	0.00	230	0	0.000	ICU:	1.000
	TH	3.00	1,740	4,800	0.410 *		
	LT	1.00	230	1,600	0.144	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 63 - HAWTHORNE BOULEVARD & LENNOX BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.252
	TH	3.00	900	4,800	0.196 *	N-S(2):	0.259 *
	LT	1.00	110	1,600	0.069	E-W(1):	0.157 *
Westbound	RT	1.00	180	1,600	0.078	E-W(2):	0.144
	TH	1.00	180	1,600	0.113		
	LT	1.00	70	1,600	0.044 *	V/C:	0.416
Northbound	RT	1.00	60	1,600	0.016	Lost Time:	0.100
	TH	3.00	880	4,800	0.183	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	180	1,600	0.113 *	ICU:	0.516
	TH	2.00	110	1,600	0.069		
	LT	1.00	50	1,600	0.031	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.301
	TH	3.00	1,060	4,800	0.246 *	N-S(2):	0.371 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.165
Westbound	RT	1.00	130	1,600	0.038	E-W(2):	0.175 *
	TH	1.00	200	1,600	0.125 *		
	LT	1.00	90	1,600	0.056	V/C:	0.546
Northbound	RT	1.00	110	1,600	0.041	Lost Time:	0.100
	TH	3.00	1,020	4,800	0.213	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.646
	TH	2.00	220	3,200	0.109		
	LT	1.00	80	1,600	0.050 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.425
	TH	3.00	1,430	4,800	0.315 *	N-S(2):	0.471 *
	LT	1.00	200	1,600	0.125	E-W(1):	0.253
Westbound	RT	1.00	80	1,600	0.000	E-W(2):	0.288 *
	TH	1.00	340	1,600	0.213 *		
	LT	1.00	120	1,600	0.075	V/C:	0.759
Northbound	RT	1.00	130	1,600	0.044	Lost Time:	0.100
	TH	3.00	1,440	4,800	0.300	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.859
	TH	2.00	370	3,200	0.178		
	LT	1.00	120	1,600	0.075 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 64 - HIGHLAND AVENUE/VISTA DEL MAR & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.000	N-S(1):	0.438 *
	TH	1.00	290	1,600	0.181	N-S(2):	0.187
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.182
Westbound	RT	1.00	660	1,600	0.244 *	E-W(2):	0.319 *
	TH	1.00	50	1,600	0.031		
	LT	1.00	70	1,600	0.044	V/C:	0.757
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	2.00	770	3,200	0.269 *	ITS:	0.000
	LT	1.00	10	1,600	0.006		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.857
	TH	1.00	80	1,600	0.138		
	LT	0.00	120	1,600	0.075 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.013	N-S(1):	0.219
	TH	1.00	450	1,600	0.281 *	N-S(2):	0.300 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.169 *
Westbound	RT	1.00	290	1,600	0.131	E-W(2):	0.144
	TH	1.00	70	1,600	0.044		
	LT	1.00	150	1,600	0.094 *	V/C:	0.469
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	2.00	380	3,200	0.169	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.569
	TH	1.00	70	1,600	0.075 *		
	LT	0.00	20	1,600	0.013	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.013	N-S(1):	0.444
	TH	1.00	740	1,600	0.463 *	N-S(2):	0.469 *
	LT	1.00	430	1,600	0.269	E-W(1):	0.175 *
Westbound	RT	1.00	500	1,600	0.044	E-W(2):	0.094
	TH	1.00	110	1,600	0.069		
	LT	1.00	160	1,600	0.100 *	V/C:	0.644
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	430	3,200	0.175	ITS:	0.000
	LT	1.00	10	1,600	0.006 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.744
	TH	1.00	60	1,600	0.075 *		
	LT	0.00	40	1,600	0.025	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 66 - INGELWOOD AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	170	1,600	0.081	N-S(1):	0.213
	TH	1.00	320	1,600	0.200 *	N-S(2):	0.369 *
	LT	1.00	110	1,600	0.069	E-W(1):	0.154
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.338 *
	TH	3.00	1,250	4,800	0.288 *		
	LT	1.00	90	1,600	0.056	V/C:	0.707
Northbound	RT	1.00	110	1,600	0.041	Lost Time:	0.100
	TH	1.00	230	1,600	0.144	ITS:	0.000
	LT	1.00	270	1,600	0.169 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.807
	TH	3.00	420	4,800	0.098		
	LT	1.00	80	1,600	0.050 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.019	N-S(1):	0.387 *
	TH	1.00	440	1,600	0.275	N-S(2):	0.350
	LT	1.00	130	1,600	0.081 *	E-W(1):	0.246 *
Westbound	RT	0.00	240	1,600	0.150	E-W(2):	0.238
	TH	3.00	440	3,200	0.138		
	LT	1.00	170	1,600	0.106 *	V/C:	0.633
Northbound	RT	1.00	180	1,600	0.059	Lost Time:	0.100
	TH	1.00	490	1,600	0.306 *	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.733
	TH	3.00	570	4,800	0.140 *		
	LT	1.00	140	1,600	0.088	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.000	N-S(1):	0.444
	TH	1.00	980	1,600	0.613 *	N-S(2):	0.688 *
	LT	1.00	190	1,600	0.119	E-W(1):	0.525 *
Westbound	RT	0.00	240	0	0.000	E-W(2):	0.360
	TH	3.00	650	4,800	0.185		
	LT	1.00	150	1,600	0.094 *	V/C:	1.213
Northbound	RT	1.00	180	1,600	0.066	Lost Time:	0.100
	TH	1.00	520	1,600	0.325	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	160	0	0.000	ICU:	1.313
	TH	3.00	1,910	4,800	0.431 *		
	LT	1.00	280	1,600	0.175	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 67 - LA CIENEGA BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : EBR, WBR,
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.32	330	2,112	0.095	N-S(1):	0.130
	TH	1.68	420	2,688	0.156 *	N-S(2):	0.232 *
	LT	2.00	110	2,880	0.038	E-W(1):	0.095
Westbound	RT	2.00	700	3,200	0.181 *	E-W(2):	0.303 *
	TH	3.00	810	4,800	0.169		
	LT	2.00	100	2,880	0.035	V/C:	0.535
Northbound	RT	1.57	230	2,509	0.074	Lost Time:	0.100
	TH	1.43	210	2,291	0.092	ITS:	0.000
	LT	2.00	220	2,880	0.076 *		
Eastbound	RT	2.00	190	3,200	0.000	ICU:	0.635
	TH	3.00	290	4,800	0.060		
	LT	2.00	350	2,880	0.122 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.18	220	1,886	0.078	N-S(1):	0.164
	TH	1.82	340	2,914	0.117 *	N-S(2):	0.173 *
	LT	2.00	190	2,880	0.066	E-W(1):	0.117
Westbound	RT	2.00	420	3,200	0.065	E-W(2):	0.153 *
	TH	3.00	370	4,800	0.077 *		
	LT	2.00	60	2,880	0.021	V/C:	0.326
Northbound	RT	1.40	220	2,247	0.088	Lost Time:	0.100
	TH	1.60	250	2,553	0.098	ITS:	0.000
	LT	2.00	160	2,880	0.056 *		
Eastbound	RT	2.00	150	3,200	0.000	ICU:	0.426
	TH	3.00	460	4,800	0.096		
	LT	2.00	220	2,880	0.076 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.38	440	2,200	0.160	N-S(1):	0.362 *
	TH	1.63	520	2,600	0.200	N-S(2):	0.231
	LT	2.00	520	2,880	0.181 *	E-W(1):	0.315 *
Westbound	RT	2.00	420	3,200	0.000	E-W(2):	0.163
	TH	3.00	400	4,800	0.083		
	LT	2.00	60	2,880	0.021 *	V/C:	0.677
Northbound	RT	2.00	600	3,200	0.177	Lost Time:	0.100
	TH	1.00	290	1,600	0.181 *	ITS:	0.000
	LT	2.00	90	2,880	0.031		
Eastbound	RT	2.00	220	3,200	0.038	ICU:	0.777
	TH	3.00	1,410	4,800	0.294 *		
	LT	2.00	230	2,880	0.080	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 68 - MAIN STREET & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : Y
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.318 *
	TH	1.00	0	1,600	0.013 *	N-S(2):	0.000
	LT	0.00	10	1,600	0.006	E-W(1):	0.431 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.281
	TH	2.00	890	3,200	0.281		
	LT	2.00	330	2,880	0.115 *	V/C:	0.749
Northbound	RT	1.00	580	1,600	0.305 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	300	2,880	0.104		
Eastbound	RT	1.00	190	1,600	0.119	ICU:	0.849
	TH	2.00	1,010	3,200	0.316 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.147 *
	TH	1.00	0	1,600	0.013 *	N-S(2):	0.000
	LT	0.00	10	1,600	0.006	E-W(1):	0.395 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.244
	TH	2.00	770	3,200	0.244		
	LT	2.00	490	2,880	0.170 *	V/C:	0.542
Northbound	RT	1.00	350	1,600	0.134 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	340	2,880	0.118		
Eastbound	RT	1.00	110	1,600	0.069	ICU:	0.642
	TH	2.00	720	3,200	0.225 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.180 *
	TH	1.00	0	1,600	0.013 *	N-S(2):	0.000
	LT	0.00	10	1,600	0.006	E-W(1):	0.475 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.209
	TH	2.00	660	3,200	0.209		
	LT	2.00	550	2,880	0.191 *	V/C:	0.655
Northbound	RT	1.00	330	1,600	0.111	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	480	2,880	0.167 *		
Eastbound	RT	1.00	370	1,600	0.231	ICU:	0.755
	TH	2.00	910	3,200	0.284 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 70 - PRAIRIE AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : SBR,
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.97	580	3,146	0.128	N-S(1):	0.172
	TH	2.03	600	3,254	0.184 *	N-S(2):	0.295 *
	LT	2.00	140	2,880	0.049	E-W(1):	0.181
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.316 *
	TH	3.00	1,160	4,800	0.260 *		
	LT	1.00	160	1,600	0.100	V/C:	0.611
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	3.00	500	4,800	0.123	ITS:	0.000
	LT	2.00	320	2,880	0.111 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.711
	TH	3.00	340	4,800	0.081		
	LT	1.00	90	1,600	0.056 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.27	400	2,032	0.109	N-S(1):	0.199
	TH	2.73	860	4,368	0.197 *	N-S(2):	0.301 *
	LT	2.00	140	2,880	0.049	E-W(1):	0.196
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.248 *
	TH	3.00	680	4,800	0.160 *		
	LT	1.00	120	1,600	0.075	V/C:	0.549
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	3.00	550	4,800	0.150	ITS:	0.000
	LT	2.00	300	2,880	0.104 *		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.649
	TH	3.00	510	4,800	0.121		
	LT	1.00	140	1,600	0.088 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.25	440	1,997	0.070	N-S(1):	0.317 *
	TH	2.75	970	4,403	0.220	N-S(2):	0.314
	LT	2.00	270	2,880	0.094 *	E-W(1):	0.465 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.333
	TH	3.00	770	4,800	0.183		
	LT	1.00	200	1,600	0.125 *	V/C:	0.782
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	860	4,800	0.223 *	ITS:	0.000
	LT	2.00	270	2,880	0.094		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.882
	TH	3.00	1,450	4,800	0.340 *		
	LT	1.00	240	1,600	0.150	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 71 - SEPULVEDA BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.543 *
	TH	4.00	2,340	6,400	0.369	N-S(2):	0.438
	LT	2.00	640	2,880	0.222 *	E-W(1):	0.216
Westbound	RT	1.00	600	1,600	0.153 *	E-W(2):	0.271 *
	TH	3.00	220	4,800	0.046		
	LT	2.00	360	2,880	0.125	V/C:	0.814
Northbound	RT	1.00	590	1,600	0.306	Lost Time:	0.100
	TH	3.00	1,540	4,800	0.321 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	1.00	200	1,600	0.091	ICU:	0.914
	TH	3.00	330	4,800	0.069		
	LT	2.00	340	2,880	0.118 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.595 *
	TH	4.00	1,980	6,400	0.314	N-S(2):	0.414
	LT	2.00	490	2,880	0.170 *	E-W(1):	0.138
Westbound	RT	1.00	490	1,600	0.136 *	E-W(2):	0.240 *
	TH	3.00	270	4,800	0.056		
	LT	2.00	180	2,880	0.063	V/C:	0.835
Northbound	RT	1.00	730	1,600	0.425 *	Lost Time:	0.100
	TH	3.00	1,350	4,800	0.281	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	1.00	200	1,600	0.075	ICU:	0.935
	TH	3.00	240	4,800	0.050		
	LT	2.00	300	2,880	0.104 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.828 *
	TH	4.00	2,480	6,400	0.392	N-S(2):	0.498
	LT	2.00	530	2,880	0.184 *	E-W(1):	0.206
Westbound	RT	1.00	640	1,600	0.216 *	E-W(2):	0.324 *
	TH	3.00	300	4,800	0.063		
	LT	2.00	250	2,880	0.087	V/C:	1.152
Northbound	RT	1.00	1,100	1,600	0.644 *	Lost Time:	0.100
	TH	3.00	2,080	4,800	0.433	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	1.00	170	1,600	0.053	ICU:	1.252
	TH	3.00	570	4,800	0.119		
	LT	2.00	310	2,880	0.108 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 73 - NASH STREET / WB I-105 RAMPS & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	590	1,600	0.369	N-S(1):	0.453 *
	TH	2.00	1,190	3,200	0.372 *	N-S(2):	0.000
	LT	1.00	450	1,600	0.281	E-W(1):	0.263 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.192
	TH	3.00	920	4,800	0.192		
	LT	2.00	320	2,880	0.111 *	V/C:	0.716
Northbound	RT	2.00	40	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	230	0	0.000	ICU:	0.816
	TH	3.00	500	4,800	0.152 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.47	290	2,359	0.123	N-S(1):	0.186 *
	TH	1.53	300	2,441	0.123 *	N-S(2):	0.000
	LT	1.00	160	1,600	0.100	E-W(1):	0.196 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.127
	TH	3.00	610	4,800	0.127		
	LT	2.00	60	2,880	0.021 *	V/C:	0.382
Northbound	RT	2.00	80	3,200	0.015	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	280	1,600	0.175 *	ICU:	0.482
	TH	3.00	500	3,200	0.156		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.75	310	2,794	0.111	N-S(1):	0.223 *
	TH	1.18	210	1,893	0.111	N-S(2):	0.000
	LT	1.07	190	1,541	0.123 *	E-W(1):	0.255 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.183
	TH	3.00	880	4,800	0.183		
	LT	2.00	110	2,880	0.038 *	V/C:	0.478
Northbound	RT	2.00	200	3,200	0.043	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.578
	TH	3.00	860	4,800	0.217 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 75 - I-405 NB RAMPS E/O LA CIENEGA BLVD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR, WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.134
	TH	0.00	0	0	0.000 *	N-S(2):	0.149 *
	LT	0.00	0	0	0.000	E-W(1):	0.104
Westbound	RT	1.22	530	1,949	0.000	E-W(2):	0.272 *
	TH	2.78	1,210	4,451	0.272 *		
	LT	0.00	0	0	0.000	V/C:	0.421
Northbound	RT	0.23	50	372	0.134	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.77	380	2,545	0.149 *		
Eastbound	RT	1.00	130	1,600	0.000	ICU:	0.521
	TH	3.00	500	4,800	0.104		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.125
	TH	0.00	0	0	0.000 *	N-S(2):	0.139 *
	LT	0.00	0	0	0.000	E-W(1):	0.144 *
Westbound	RT	1.00	180	1,600	0.000	E-W(2):	0.119
	TH	3.00	570	4,800	0.119		
	LT	0.00	0	0	0.000 *	V/C:	0.283
Northbound	RT	0.50	100	800	0.125	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.50	300	2,160	0.139 *		
Eastbound	RT	1.00	170	1,600	0.000	ICU:	0.383
	TH	3.00	690	4,800	0.144 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.163 *
	TH	0.00	0	0	0.000	N-S(2):	0.150
	LT	0.00	0	0	0.000 *	E-W(1):	0.440 *
Westbound	RT	1.27	290	2,040	0.000	E-W(2):	0.142
	TH	2.73	620	4,360	0.142		
	LT	0.00	0	0	0.000 *	V/C:	0.603
Northbound	RT	1.00	260	1,600	0.163 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	240	1,600	0.150		
Eastbound	RT	1.00	310	1,600	0.000	ICU:	0.703
	TH	3.00	2,110	4,800	0.440 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 76 - INGLEWOOD AVENUE & LENNOX BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.238
	TH	1.00	270	1,600	0.188 *	N-S(2):	0.263 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.137
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.163 *
	TH	1.00	180	1,600	0.138 *		
	LT	1.00	50	1,600	0.031	V/C:	0.426
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	1.00	250	1,600	0.200	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.526
	TH	1.00	130	1,600	0.106		
	LT	1.00	40	1,600	0.025 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.307 *
	TH	1.00	280	1,600	0.194	N-S(2):	0.263
	LT	1.00	70	1,600	0.044 *	E-W(1):	0.151 *
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.150
	TH	1.00	140	1,600	0.131		
	LT	1.00	60	1,600	0.038 *	V/C:	0.458
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	1.00	300	1,600	0.263 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.558
	TH	1.00	130	1,600	0.113 *		
	LT	1.00	30	1,600	0.019	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.369
	TH	1.00	520	1,600	0.344 *	N-S(2):	0.432 *
	LT	1.00	90	1,600	0.056	E-W(1):	0.326 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.188
	TH	1.00	180	1,600	0.150		
	LT	1.00	100	1,600	0.063 *	V/C:	0.758
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	1.00	360	1,600	0.313	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.858
	TH	1.00	340	1,600	0.263 *		
	LT	1.00	60	1,600	0.038	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 77 - INGELWOOD AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	120	1,600	0.059	N-S(1):	0.113 *
	TH	1.00	80	1,600	0.063	N-S(2):	0.101
	LT	0.00	20	1,600	0.013 *	E-W(1):	0.240
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.453 *
	TH	2.00	1,330	3,200	0.422 *		
	LT	1.00	50	1,600	0.031	V/C:	0.566
Northbound	RT	1.00	80	1,600	0.034	Lost Time:	0.100
	TH	1.00	100	1,600	0.100 *	ITS:	0.000
	LT	0.00	60	1,600	0.038		
Eastbound	RT	1.00	50	1,600	0.013	ICU:	0.666
	TH	2.00	670	3,200	0.209		
	LT	1.00	50	1,600	0.031 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.041	N-S(1):	0.100
	TH	1.00	100	1,600	0.081 *	N-S(2):	0.112 *
	LT	0.00	30	1,600	0.019	E-W(1):	0.366 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.360
	TH	2.00	970	3,200	0.316		
	LT	1.00	80	1,600	0.050 *	V/C:	0.478
Northbound	RT	1.00	60	1,600	0.013	Lost Time:	0.100
	TH	1.00	80	1,600	0.081	ITS:	0.000
	LT	0.00	50	1,600	0.031 *		
Eastbound	RT	1.00	80	1,600	0.034	ICU:	0.578
	TH	2.00	1,010	3,200	0.316 *		
	LT	1.00	70	1,600	0.044	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.034	N-S(1):	0.138
	TH	1.00	180	1,600	0.131 *	N-S(2):	0.175 *
	LT	0.00	30	1,600	0.019	E-W(1):	0.525 *
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.382
	TH	2.00	1,060	3,200	0.338		
	LT	1.00	70	1,600	0.044 *	V/C:	0.700
Northbound	RT	1.00	50	1,600	0.009	Lost Time:	0.100
	TH	1.00	120	1,600	0.119	ITS:	0.000
	LT	0.00	70	1,600	0.044 *		
Eastbound	RT	1.00	120	1,600	0.053	ICU:	0.800
	TH	2.00	1,540	3,200	0.481 *		
	LT	1.00	70	1,600	0.044	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 85 - LA BREA AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.009	N-S(1):	0.300 *
	TH	2.00	680	3,200	0.213	N-S(2):	0.288
	LT	1.00	90	1,600	0.056 *	E-W(1):	0.197
Westbound	RT	1.00	210	1,600	0.103	E-W(2):	0.457 *
	TH	2.00	1,160	3,200	0.363 *		
	LT	1.00	30	1,600	0.019	V/C:	0.757
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	760	3,200	0.244 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	60	1,600	0.000	ICU:	0.857
	TH	2.00	570	3,200	0.178		
	LT	1.00	150	1,600	0.094 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	150	1,600	0.047	N-S(1):	0.313 *
	TH	2.00	690	3,200	0.216	N-S(2):	0.291
	LT	1.00	160	1,600	0.100 *	E-W(1):	0.240
Westbound	RT	1.00	210	1,600	0.081	E-W(2):	0.338 *
	TH	2.00	780	3,200	0.244 *		
	LT	1.00	50	1,600	0.031	V/C:	0.651
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	660	3,200	0.213 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	60	1,600	0.000	ICU:	0.751
	TH	2.00	670	3,200	0.209		
	LT	1.00	150	1,600	0.094 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.000	N-S(1):	0.394
	TH	2.00	1,150	3,200	0.359 *	N-S(2):	0.422 *
	LT	1.00	220	1,600	0.138	E-W(1):	0.429 *
Westbound	RT	1.00	150	1,600	0.025	E-W(2):	0.382
	TH	2.00	940	3,200	0.294		
	LT	1.00	60	1,600	0.038 *	V/C:	0.851
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	780	3,200	0.256	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	1.00	80	1,600	0.019	ICU:	0.951
	TH	2.00	1,250	3,200	0.391 *		
	LT	1.00	140	1,600	0.088	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 87 - LA BREA AVENUE & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	280	1,600	0.000	N-S(1):	0.201
	TH	2.00	750	3,200	0.234 *	N-S(2):	0.297 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.273
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.573 *
	TH	3.00	1,780	4,800	0.379 *		
	LT	1.00	120	1,600	0.075	V/C:	0.870
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	830	4,800	0.188	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.970
	TH	3.00	880	4,800	0.198		
	LT	1.00	310	1,600	0.194 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	350	1,600	0.000	N-S(1):	0.163
	TH	2.00	560	3,200	0.175 *	N-S(2):	0.244 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.351
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.469 *
	TH	3.00	1,130	4,800	0.244 *		
	LT	1.00	140	1,600	0.088	V/C:	0.713
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	580	4,800	0.144	ITS:	0.000
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.813
	TH	3.00	1,180	4,800	0.263		
	LT	1.00	360	1,600	0.225 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	280	1,600	0.000	N-S(1):	0.281
	TH	2.00	930	3,200	0.291 *	N-S(2):	0.335 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.598 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.484
	TH	3.00	1,230	4,800	0.265		
	LT	1.00	170	1,600	0.106 *	V/C:	0.933
Northbound	RT	0.00	150	0	0.000	Lost Time:	0.100
	TH	3.00	1,050	4,800	0.250	ITS:	0.000
	LT	1.00	70	1,600	0.044 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	1.033
	TH	3.00	2,270	4,800	0.492 *		
	LT	1.00	350	1,600	0.219	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 88 - LA CIENEGA BOULEVARD & LA TIJERA BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	960	1,600	0.600 *	N-S(1):	0.577
	TH	3.00	2,470	4,800	0.515	N-S(2):	0.600 *
	LT	0.00	0	0	0.000	E-W(1):	0.194 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.185
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.794
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	3.00	2,580	4,800	0.577	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.894
	TH	1.00	300	1,600	0.194 *		
	LT	3.00	800	4,320	0.185	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	820	1,600	0.513 *	N-S(1):	0.390
	TH	3.00	1,660	4,800	0.346	N-S(2):	0.513 *
	LT	0.00	0	0	0.000	E-W(1):	0.256 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.181
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.769
Northbound	RT	0.00	230	0	0.000	Lost Time:	0.100
	TH	3.00	1,640	4,800	0.390	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.869
	TH	1.00	390	1,600	0.256 *		
	LT	3.00	780	4,320	0.181	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	1,000	1,600	0.625 *	N-S(1):	0.548
	TH	3.00	2,420	4,800	0.504	N-S(2):	0.625 *
	LT	0.00	0	0	0.000	E-W(1):	0.500 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.252
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	1.125
Northbound	RT	0.00	340	0	0.000	Lost Time:	0.100
	TH	3.00	2,290	4,800	0.548	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	1.225
	TH	1.00	750	1,600	0.500 *		
	LT	3.00	1,090	4,320	0.252	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 89 - LA CIENEGA BOULEVARD & LENNOX BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.341 *
	TH	3.00	800	4,800	0.167	N-S(2):	0.167
	LT	1.00	60	1,600	0.038 *	E-W(1):	0.081
Westbound	RT	1.00	240	1,600	0.131 *	E-W(2):	0.131 *
	TH	1.00	0	1,600	0.000		
	LT	1.00	130	1,600	0.081	V/C:	0.472
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	2.00	900	3,200	0.303 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.572
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.353 *
	TH	3.00	630	4,800	0.131	N-S(2):	0.131
	LT	1.00	110	1,600	0.069 *	E-W(1):	0.069 *
Westbound	RT	1.00	150	1,600	0.059	E-W(2):	0.059
	TH	1.00	0	1,600	0.000		
	LT	1.00	110	1,600	0.069 *	V/C:	0.422
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	2.00	800	3,200	0.284 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.522
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.503 *
	TH	3.00	1,150	4,800	0.240	N-S(2):	0.240
	LT	1.00	280	1,600	0.175 *	E-W(1):	0.038 *
Westbound	RT	1.00	200	1,600	0.038 *	E-W(2):	0.038 *
	TH	1.00	0	1,600	0.000		
	LT	1.00	60	1,600	0.038 *	V/C:	0.541
Northbound	RT	0.00	220	0	0.000	Lost Time:	0.100
	TH	2.00	830	3,200	0.328 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.641
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 90 - LA CIENEGA BOULEVARD & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.373 *
	TH	2.85	720	4,557	0.195	N-S(2):	0.000
	LT	1.15	360	1,659	0.217 *	E-W(1):	0.290 *
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.288
	TH	3.00	900	4,800	0.213		
	LT	2.00	570	2,880	0.198 *	V/C:	0.663
Northbound	RT	0.00	240	0	0.000	Lost Time:	0.100
	TH	2.00	260	3,200	0.156 *	ITS:	0.000
	LT	1.00	60	1,600	0.038		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.763
	TH	3.00	390	4,800	0.092 *		
	LT	1.00	120	1,600	0.075	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	220	0	0.000	N-S(1):	0.343 *
	TH	2.48	480	3,965	0.177	N-S(2):	0.000
	LT	1.52	430	2,192	0.196 *	E-W(1):	0.329
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.335 *
	TH	3.00	900	4,800	0.210 *		
	LT	2.00	400	2,880	0.139	V/C:	0.678
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	2.00	330	3,200	0.147 *	ITS:	0.000
	LT	1.00	60	1,600	0.038		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.778
	TH	3.00	820	4,800	0.190		
	LT	1.00	200	1,600	0.125 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.504 *
	TH	2.00	660	3,200	0.231	N-S(2):	0.000
	LT	2.00	830	2,880	0.288 *	E-W(1):	0.350 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.275
	TH	3.00	740	4,800	0.175		
	LT	2.00	360	2,880	0.125 *	V/C:	0.854
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	2.00	550	3,200	0.216 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.954
	TH	3.00	1,000	4,800	0.225 *		
	LT	1.00	160	1,600	0.100	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 91 - LA CIENEGA BOULEVARD NB RAMPS & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.188 *
	TH	0.00	0	0	0.000	N-S(2):	0.132
	LT	0.00	0	0	0.000 *	E-W(1):	0.194
Westbound	RT	1.00	130	1,600	0.081	E-W(2):	0.441 *
	TH	4.00	2,040	6,400	0.319 *		
	LT	0.00	0	0	0.000	V/C:	0.629
Northbound	RT	1.00	300	1,600	0.188 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	380	2,880	0.132		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.729
	TH	3.00	930	4,800	0.194		
	LT	2.00	350	2,880	0.122 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.213 *
	TH	0.00	0	0	0.000	N-S(2):	0.073
	LT	0.00	0	0	0.000 *	E-W(1):	0.254
Westbound	RT	1.00	140	1,600	0.088	E-W(2):	0.327 *
	TH	4.00	1,380	6,400	0.216 *		
	LT	0.00	0	0	0.000	V/C:	0.540
Northbound	RT	1.00	340	1,600	0.213 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	210	2,880	0.073		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.640
	TH	3.00	1,220	4,800	0.254		
	LT	2.00	320	2,880	0.111 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.263 *
	TH	0.00	0	0	0.000	N-S(2):	0.056
	LT	0.00	0	0	0.000 *	E-W(1):	0.421
Westbound	RT	1.00	110	1,600	0.069	E-W(2):	0.483 *
	TH	4.00	1,470	6,400	0.230 *		
	LT	0.00	0	0	0.000	V/C:	0.746
Northbound	RT	1.00	420	1,600	0.263 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	160	2,880	0.056		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.846
	TH	3.00	2,020	4,800	0.421		
	LT	2.00	730	2,880	0.253 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 92 - LA CIENEGA BOULEVARD SB RAMPS & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	680	1,600	0.425 *	N-S(1):	0.028
	TH	0.00	0	0	0.000	N-S(2):	0.425 *
	LT	2.00	80	2,880	0.028	E-W(1):	0.300
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.460 *
	TH	3.00	2,210	4,800	0.460 *		
	LT	1.00	210	1,600	0.131	V/C:	0.885
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.985
	TH	5.00	1,200	8,000	0.169		
	LT	0.00	0	0	0.000 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	470	1,600	0.294 *	N-S(1):	0.035
	TH	0.00	0	0	0.000	N-S(2):	0.294 *
	LT	2.00	100	2,880	0.035	E-W(1):	0.402 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.267
	TH	3.00	1,280	4,800	0.267		
	LT	1.00	310	1,600	0.194 *	V/C:	0.696
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	220	0	0.000	ICU:	0.796
	TH	5.00	1,440	8,000	0.208 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	580	1,600	0.363 *	N-S(1):	0.063
	TH	0.00	0	0	0.000	N-S(2):	0.363 *
	LT	2.00	180	2,880	0.063	E-W(1):	0.511 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.285
	TH	3.00	1,370	4,800	0.285		
	LT	1.00	260	1,600	0.163 *	V/C:	0.874
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	210	0	0.000	ICU:	0.974
	TH	5.00	2,570	8,000	0.348 *		
	LT	0.00	0	0	0.000	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 93 - LA CIENEGA BOULEVARD & STOCKER STREET
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	NBR, WBR, SBT		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.656 *
	TH	2.00	2,340	3,200	0.000	N-S(2):	0.000
	LT	1.00	120	1,600	0.075 *	E-W(1):	0.531 *
Westbound	RT	1.00	140	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	1,530	2,880	0.531 *	V/C:	1.187
Northbound	RT	1.00	880	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,790	4,800	0.581 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.287
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.483 *
	TH	2.00	1,690	3,200	0.000	N-S(2):	0.000
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.274 *
Westbound	RT	1.00	120	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	790	2,880	0.274 *	V/C:	0.757
Northbound	RT	1.00	860	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,810	4,800	0.377 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.857
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.741 *
	TH	2.00	2,690	3,200	0.000	N-S(2):	0.000
	LT	1.00	290	1,600	0.181 *	E-W(1):	0.382 *
Westbound	RT	1.00	120	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	1,100	2,880	0.382 *	V/C:	1.123
Northbound	RT	1.00	1,490	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,690	4,800	0.560 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.223
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 94 - LA CIENEGA BOULEVARD & 111TH STREET
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.291
	TH	3.00	800	4,800	0.194 *	N-S(2):	0.432 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.038 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.470
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	930	3,200	0.291	ITS:	0.000
	LT	1.00	380	1,600	0.238 *		
Eastbound	RT	1.00	140	1,600	0.000	ICU:	0.570
	TH	0.00	0	0	0.000		
	LT	2.00	110	2,880	0.038 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.222
	TH	3.00	680	4,800	0.169 *	N-S(2):	0.363 *
	LT	0.00	0	0	0.000	E-W(1):	0.066
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.076 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.439
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	710	3,200	0.222	ITS:	0.000
	LT	1.00	310	1,600	0.194 *		
Eastbound	RT	1.00	260	1,600	0.066	ICU:	0.539
	TH	0.00	0	0	0.000		
	LT	2.00	220	2,880	0.076 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.253
	TH	3.00	1,080	4,800	0.248 *	N-S(2):	0.373 *
	LT	0.00	0	0	0.000	E-W(1):	0.113 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.094
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.486
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	810	3,200	0.253	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	280	1,600	0.113 *	ICU:	0.586
	TH	0.00	0	0	0.000		
	LT	2.00	270	2,880	0.094	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 95 - LA CIENEGA BOULEVARD & WEST 120TH STREET
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.066 *	N-S(1):	0.087
	TH	2.00	130	3,200	0.041	N-S(2):	0.154 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.175
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.219 *
	TH	2.00	410	3,200	0.188 *		
	LT	1.00	170	1,600	0.106	V/C:	0.373
Northbound	RT	1.00	40	1,600	0.000	Lost Time:	0.100
	TH	2.00	180	3,200	0.056	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.473
	TH	2.00	130	3,200	0.069		
	LT	1.00	50	1,600	0.031 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.022	N-S(1):	0.126 *
	TH	2.00	250	3,200	0.078	N-S(2):	0.103
	LT	1.00	100	1,600	0.063 *	E-W(1):	0.135 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.115
	TH	2.00	210	3,200	0.084		
	LT	1.00	70	1,600	0.044 *	V/C:	0.261
Northbound	RT	1.00	100	1,600	0.041	Lost Time:	0.100
	TH	2.00	200	3,200	0.063 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.361
	TH	2.00	170	3,200	0.091 *		
	LT	1.00	50	1,600	0.031	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.044	N-S(1):	0.506 *
	TH	2.00	710	3,200	0.222	N-S(2):	0.247
	LT	1.00	650	1,600	0.406 *	E-W(1):	0.259 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.159
	TH	2.00	290	3,200	0.109		
	LT	1.00	90	1,600	0.056 *	V/C:	0.765
Northbound	RT	1.00	170	1,600	0.078	Lost Time:	0.100
	TH	2.00	320	3,200	0.100 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.865
	TH	2.00	570	3,200	0.203 *		
	LT	1.00	80	1,600	0.050	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 96 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O CENTURY)
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.330 *
	TH	3.00	570	4,800	0.121	N-S(2):	0.246
	LT	2.00	140	2,880	0.049 *	E-W(1):	0.388 *
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.000
	TH	0.36	120	579	0.328		
	LT	1.64	860	2,359	0.365 *	V/C:	0.718
Northbound	RT	1.00	140	1,600	0.000	Lost Time:	0.100
	TH	2.00	900	3,200	0.281 *	ITS:	0.000
	LT	1.00	200	1,600	0.125		
Eastbound	RT	1.09	40	1,745	0.000	ICU:	0.818
	TH	1.91	70	3,055	0.023 *		
	LT	1.00	10	1,600	0.006	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.285 *
	TH	3.00	610	4,800	0.129	N-S(2):	0.254
	LT	2.00	190	2,880	0.066 *	E-W(1):	0.413 *
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.000
	TH	0.35	100	563	0.338		
	LT	1.65	890	2,373	0.375 *	V/C:	0.698
Northbound	RT	1.00	130	1,600	0.000	Lost Time:	0.100
	TH	2.00	700	3,200	0.219 *	ITS:	0.000
	LT	1.00	200	1,600	0.125		
Eastbound	RT	1.00	40	1,600	0.000	ICU:	0.798
	TH	2.00	120	3,200	0.038 *		
	LT	1.00	10	1,600	0.006	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.301
	TH	3.00	1,020	4,800	0.215 *	N-S(2):	0.315 *
	LT	2.00	210	2,880	0.073	E-W(1):	0.375 *
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.000
	TH	0.49	70	792	0.303		
	LT	1.51	730	2,167	0.337 *	V/C:	0.690
Northbound	RT	1.00	120	1,600	0.000	Lost Time:	0.100
	TH	2.00	730	3,200	0.228	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	1.17	70	1,867	0.000	ICU:	0.790
	TH	1.83	110	2,933	0.038 *		
	LT	1.00	50	1,600	0.031	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 97 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (S/O CENTURY)
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	SBT		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.422 *
	TH	2.00	670	3,200	0.000	N-S(2):	0.000
	LT	2.00	520	2,880	0.181 *	E-W(1):	0.000
Westbound	RT	2.00	170	3,200	0.053 *	E-W(2):	0.053 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.475
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	730	3,200	0.241 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.575
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.459 *
	TH	2.00	530	3,200	0.000	N-S(2):	0.000
	LT	2.00	520	2,880	0.181 *	E-W(1):	0.000
Westbound	RT	2.00	190	3,200	0.059 *	E-W(2):	0.059 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.518
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	850	3,200	0.278 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.618
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.487 *
	TH	2.00	1,060	3,200	0.000	N-S(2):	0.000
	LT	2.00	500	2,880	0.174 *	E-W(1):	0.000
Westbound	RT	2.00	360	3,200	0.113 *	E-W(2):	0.113 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.600
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	960	3,200	0.313 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.700
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 98 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O IMPERIAL HWY)
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.447 *
	TH	3.00	740	4,800	0.154	N-S(2):	0.154
	LT	1.00	180	1,600	0.113 *	E-W(1):	0.081 *
Westbound	RT	1.00	220	1,600	0.081 *	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	200	2,880	0.069	V/C:	0.528
Northbound	RT	1.00	110	1,600	0.069	Lost Time:	0.100
	TH	2.00	1,070	3,200	0.334 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.628
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.379 *
	TH	3.00	750	4,800	0.156	N-S(2):	0.156
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.050 *
Westbound	RT	1.00	190	1,600	0.050 *	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	100	2,880	0.035	V/C:	0.429
Northbound	RT	1.00	80	1,600	0.050	Lost Time:	0.100
	TH	2.00	770	3,200	0.241 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.529
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.347 *
	TH	3.00	1,200	4,800	0.250	N-S(2):	0.250
	LT	1.00	110	1,600	0.069 *	E-W(1):	0.049 *
Westbound	RT	1.00	100	1,600	0.028	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	140	2,880	0.049 *	V/C:	0.396
Northbound	RT	1.00	60	1,600	0.038	Lost Time:	0.100
	TH	2.00	890	3,200	0.278 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.496
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 107 - LINCOLN BOULEVARD & MINDANAO WAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.421 *
	TH	3.00	1,400	4,800	0.298	N-S(2):	0.417
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.313 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.169
	TH	2.00	440	3,200	0.163		
	LT	2.00	270	2,880	0.094 *	V/C:	0.734
Northbound	RT	1.00	350	1,600	0.125	Lost Time:	0.100
	TH	3.00	1,510	4,800	0.315 *	ITS:	0.000
	LT	1.00	190	1,600	0.119		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.834
	TH	2.00	640	3,200	0.219 *		
	LT	0.00	10	1,600	0.006	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.488 *
	TH	3.00	1,240	4,800	0.279	N-S(2):	0.367
	LT	1.00	260	1,600	0.163 *	E-W(1):	0.362 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.187
	TH	2.00	500	3,200	0.181		
	LT	2.00	430	2,880	0.149 *	V/C:	0.850
Northbound	RT	1.00	310	1,600	0.044	Lost Time:	0.100
	TH	3.00	1,560	4,800	0.325 *	ITS:	0.000
	LT	1.00	140	1,600	0.088		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.950
	TH	2.00	550	3,200	0.213 *		
	LT	0.00	10	1,600	0.006	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.559 *
	TH	3.00	1,580	4,800	0.350	N-S(2):	0.450
	LT	1.00	310	1,600	0.194 *	E-W(1):	0.349 *
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.228
	TH	2.00	640	3,200	0.222		
	LT	2.00	430	2,880	0.149 *	V/C:	0.908
Northbound	RT	1.00	310	1,600	0.044	Lost Time:	0.100
	TH	3.00	1,750	4,800	0.365 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	0.00	110	0	0.000	ICU:	1.008
	TH	2.00	520	3,200	0.200 *		
	LT	0.00	10	1,600	0.006	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 115 - ASH AVENUE & MANCHESTER AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.228
	TH	1.00	0	1,600	0.094 *	N-S(2):	0.341 *
	LT	0.00	10	1,600	0.006	E-W(1):	0.269
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.364 *
	TH	3.00	1,630	4,800	0.358 *		
	LT	0.00	80	1,600	0.050	V/C:	0.705
Northbound	RT	1.00	210	1,600	0.106	Lost Time:	0.100
	TH	0.56	200	901	0.222	ITS:	0.000
	LT	1.44	510	2,069	0.247 *		
Eastbound	RT	1.00	240	1,600	0.000	ICU:	0.805
	TH	2.00	700	3,200	0.219		
	LT	1.00	10	1,600	0.006 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.253
	TH	1.00	0	1,600	0.056 *	N-S(2):	0.330 *
	LT	0.00	10	1,600	0.006	E-W(1):	0.322 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.248
	TH	3.00	1,030	4,800	0.235		
	LT	0.00	70	1,600	0.044 *	V/C:	0.652
Northbound	RT	1.00	260	1,600	0.141	Lost Time:	0.100
	TH	0.51	200	810	0.247	ITS:	0.000
	LT	1.49	590	2,151	0.274 *		
Eastbound	RT	1.00	300	1,600	0.000	ICU:	0.752
	TH	2.00	890	3,200	0.278 *		
	LT	1.00	20	1,600	0.013	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.244
	TH	1.00	0	1,600	0.063 *	N-S(2):	0.320 *
	LT	0.00	20	1,600	0.013	E-W(1):	0.559 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.278
	TH	3.00	1,180	4,800	0.265		
	LT	0.00	80	1,600	0.050 *	V/C:	0.879
Northbound	RT	1.16	430	1,859	0.206	Lost Time:	0.100
	TH	0.57	210	908	0.231	ITS:	0.000
	LT	1.27	470	1,829	0.257 *		
Eastbound	RT	1.00	250	1,600	0.000	ICU:	0.979
	TH	2.00	1,630	3,200	0.509 *		
	LT	1.00	20	1,600	0.013	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 116 - NASH STREET & MARIPOSA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	380	0	0.000	N-S(1):	0.097
	TH	2.00	840	3,200	0.381 *	N-S(2):	0.400 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.066
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.172 *
	TH	2.00	280	3,200	0.116 *		
	LT	1.00	30	1,600	0.019	V/C:	0.572
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	150	3,200	0.053	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	1.00	60	1,600	0.028	ICU:	0.672
	TH	2.00	150	3,200	0.047		
	LT	1.00	90	1,600	0.056 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.191 *
	TH	2.00	260	3,200	0.128	N-S(2):	0.147
	LT	1.00	160	1,600	0.100 *	E-W(1):	0.079
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.125 *
	TH	2.00	140	3,200	0.056 *		
	LT	1.00	20	1,600	0.013	V/C:	0.316
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	2.00	260	3,200	0.091 *	ITS:	0.000
	LT	1.00	30	1,600	0.019		
Eastbound	RT	1.00	80	1,600	0.041	ICU:	0.416
	TH	2.00	210	3,200	0.066		
	LT	1.00	110	1,600	0.069 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.219 *
	TH	2.00	450	3,200	0.159	N-S(2):	0.184
	LT	1.00	60	1,600	0.038 *	E-W(1):	0.122
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.238 *
	TH	2.00	150	3,200	0.063 *		
	LT	1.00	10	1,600	0.006	V/C:	0.457
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	2.00	500	3,200	0.181 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	1.00	70	1,600	0.031	ICU:	0.557
	TH	2.00	370	3,200	0.116		
	LT	1.00	280	1,600	0.175 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 117 - SEPULVEDA BOUELVARD & MARIPOSA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.494 *
	TH	4.00	1,950	6,400	0.317	N-S(2):	0.367
	LT	2.00	400	2,880	0.139 *	E-W(1):	0.219 *
Westbound	RT	1.00	110	1,600	0.000	E-W(2):	0.138
	TH	1.00	120	1,600	0.075		
	LT	1.00	120	1,600	0.075 *	V/C:	0.713
Northbound	RT	1.00	140	1,600	0.050	Lost Time:	0.100
	TH	4.00	2,270	6,400	0.355 *	ITS:	0.000
	LT	1.00	80	1,600	0.050		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.813
	TH	1.00	180	1,600	0.144 *		
	LT	1.00	100	1,600	0.063	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.366 *
	TH	4.00	1,710	6,400	0.281	N-S(2):	0.350
	LT	2.00	270	2,880	0.094 *	E-W(1):	0.301 *
Westbound	RT	1.00	180	1,600	0.066	E-W(2):	0.181
	TH	1.00	170	1,600	0.106		
	LT	1.00	220	1,600	0.138 *	V/C:	0.667
Northbound	RT	1.00	150	1,600	0.025	Lost Time:	0.100
	TH	4.00	1,740	6,400	0.272 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.767
	TH	1.00	210	1,600	0.163 *		
	LT	1.00	120	1,600	0.075	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.459
	TH	4.00	2,350	6,400	0.391 *	N-S(2):	0.472 *
	LT	2.00	210	2,880	0.073	E-W(1):	0.269 *
Westbound	RT	1.00	300	1,600	0.151	E-W(2):	0.226
	TH	1.00	210	1,600	0.131		
	LT	1.00	210	1,600	0.131 *	V/C:	0.741
Northbound	RT	1.00	290	1,600	0.116	Lost Time:	0.100
	TH	4.00	2,470	6,400	0.386	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.841
	TH	1.00	170	1,600	0.138 *		
	LT	1.00	120	1,600	0.075	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 119 - OCEAN AVENUE / VIA MARINA & WASHINGTON BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.926 *
	TH	1.00	490	1,600	0.313 *	N-S(2):	0.000
	LT	1.00	250	1,600	0.156	E-W(1):	0.240 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.201
	TH	2.00	410	3,200	0.163		
	LT	1.00	130	1,600	0.081 *	V/C:	1.166
Northbound	RT	1.00	290	1,600	0.141	Lost Time:	0.100
	TH	1.00	980	1,600	0.613 *	ITS:	0.000
	LT	2.00	390	2,880	0.135		
Eastbound	RT	1.00	210	1,600	0.064	ICU:	1.266
	TH	2.00	510	3,200	0.159 *		
	LT	1.00	60	1,600	0.038	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.732 *
	TH	1.00	420	1,600	0.288 *	N-S(2):	0.000
	LT	1.00	340	1,600	0.213	E-W(1):	0.247 *
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.215
	TH	2.00	540	3,200	0.184		
	LT	1.00	170	1,600	0.106 *	V/C:	0.979
Northbound	RT	1.00	200	1,600	0.072	Lost Time:	0.100
	TH	1.00	710	1,600	0.444 *	ITS:	0.000
	LT	2.00	250	2,880	0.087		
Eastbound	RT	1.00	170	1,600	0.063	ICU:	1.079
	TH	2.00	450	3,200	0.141 *		
	LT	1.00	50	1,600	0.031	LOS:	F

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	1.156 *
	TH	1.00	930	1,600	0.606 *	N-S(2):	0.000
	LT	1.00	490	1,600	0.306	E-W(1):	0.266
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.291 *
	TH	2.00	750	3,200	0.266 *		
	LT	1.00	160	1,600	0.100	V/C:	1.447
Northbound	RT	1.00	190	1,600	0.069	Lost Time:	0.100
	TH	1.00	880	1,600	0.550 *	ITS:	0.000
	LT	2.00	400	2,880	0.139		
Eastbound	RT	1.00	300	1,600	0.118	ICU:	1.547
	TH	2.00	530	3,200	0.166		
	LT	1.00	40	1,600	0.025 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 120 - OVERHILL DRIVE & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.019	N-S(1):	0.200 *
	TH	2.00	140	3,200	0.044	N-S(2):	0.094
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.238
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.454 *
	TH	3.00	1,840	4,800	0.404 *		
	LT	1.00	80	1,600	0.050	V/C:	0.654
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	2.00	180	3,200	0.106 *	ITS:	0.000
	LT	1.00	80	1,600	0.050		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.754
	TH	3.00	880	4,800	0.188		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.028	N-S(1):	0.194 *
	TH	2.00	120	3,200	0.038	N-S(2):	0.082
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.398 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.300
	TH	3.00	1,090	4,800	0.244		
	LT	1.00	190	1,600	0.119 *	V/C:	0.592
Northbound	RT	0.00	160	1,600	0.100 *	Lost Time:	0.100
	TH	2.00	120	1,600	0.075	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.692
	TH	3.00	1,300	4,800	0.279 *		
	LT	1.00	90	1,600	0.056	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.016	N-S(1):	0.350 *
	TH	2.00	380	3,200	0.119	N-S(2):	0.182
	LT	1.00	330	1,600	0.206 *	E-W(1):	0.702 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.421
	TH	3.00	1,370	4,800	0.315		
	LT	1.00	290	1,600	0.181 *	V/C:	1.052
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	2.00	300	3,200	0.144 *	ITS:	0.000
	LT	1.00	100	1,600	0.063		
Eastbound	RT	0.00	60	0	0.000	ICU:	1.152
	TH	3.00	2,440	4,800	0.521 *		
	LT	1.00	170	1,600	0.106	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 124 - PRAIRIE AVENUE & WEST 112TH STREET/I-105 OFF RAMP
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : Y
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.179
	TH	3.00	1,070	4,800	0.223 *	N-S(2):	0.223 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.232 *
Westbound	RT	0.64	70	1,018	0.056	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.36	40	582	0.069 *	V/C:	0.455
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	730	4,800	0.154	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	240	0	0.000	ICU:	0.555
	TH	1.00	20	1,600	0.163 *		
	LT	2.00	300	2,880	0.104	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.165
	TH	3.00	1,040	4,800	0.217 *	N-S(2):	0.217 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.313 *
Westbound	RT	0.50	20	800	0.016	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.50	20	800	0.025 *	V/C:	0.530
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	680	4,800	0.146	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	420	0	0.000	ICU:	0.630
	TH	1.00	40	1,600	0.288 *		
	LT	2.00	510	2,880	0.177	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.327 *
	TH	3.00	1,140	4,800	0.238	N-S(2):	0.238
	LT	1.00	130	1,600	0.081 *	E-W(1):	0.357 *
Westbound	RT	0.71	50	1,143	0.003	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.29	20	457	0.044 *	V/C:	0.684
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	1,140	4,800	0.246 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	430	0	0.000	ICU:	0.784
	TH	1.00	70	1,600	0.313 *		
	LT	2.00	620	2,880	0.215	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 125 - SEPULVEDA BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR,
FF Movements: WBR,

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.027	N-S(1):	0.547 *
	TH	3.00	1,100	4,800	0.229	N-S(2):	0.316
	LT	2.00	310	2,880	0.108 *	E-W(1):	0.278 *
Westbound	RT	1.00	590	1,600	0.000	E-W(2):	0.167
	TH	2.00	270	3,200	0.084		
	LT	2.00	340	2,880	0.118 *	V/C:	0.825
Northbound	RT	1.00	370	1,600	0.113	Lost Time:	0.100
	TH	4.00	2,810	6,400	0.439 *	ITS:	0.000
	LT	2.00	250	2,880	0.087		
Eastbound	RT	1.00	120	1,600	0.032	ICU:	0.925
	TH	3.00	770	4,800	0.160 *		
	LT	2.00	240	2,880	0.083	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.060	N-S(1):	0.466 *
	TH	3.00	1,670	4,800	0.348	N-S(2):	0.407
	LT	2.00	590	2,880	0.205 *	E-W(1):	0.297 *
Westbound	RT	1.00	700	1,600	0.000	E-W(2):	0.227
	TH	2.00	350	3,200	0.109		
	LT	2.00	550	2,880	0.191 *	V/C:	0.763
Northbound	RT	1.00	470	1,600	0.103	Lost Time:	0.100
	TH	4.00	1,670	6,400	0.261 *	ITS:	0.000
	LT	2.00	170	2,880	0.059		
Eastbound	RT	1.00	130	1,600	0.052	ICU:	0.863
	TH	3.00	510	4,800	0.106 *		
	LT	2.00	340	2,880	0.118	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	460	1,600	0.216	N-S(1):	0.450
	TH	3.00	2,600	4,800	0.542 *	N-S(2):	0.719 *
	LT	2.00	640	2,880	0.222	E-W(1):	0.344 *
Westbound	RT	1.00	860	1,600	0.000	E-W(2):	0.323
	TH	2.00	580	3,200	0.181		
	LT	2.00	450	2,880	0.156 *	V/C:	1.063
Northbound	RT	1.00	490	1,600	0.150	Lost Time:	0.100
	TH	4.00	1,460	6,400	0.228	ITS:	0.000
	LT	2.00	510	2,880	0.177 *		
Eastbound	RT	1.00	300	1,600	0.188 *	ICU:	1.163
	TH	3.00	630	4,800	0.131		
	LT	2.00	410	2,880	0.142	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 140 - WB SR-90 RAMPS & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : Y
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR,
FF Movements: EBR,

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.059 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.457 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.372
	TH	2.00	1,190	3,200	0.372		
	LT	3.00	1,570	4,320	0.363 *	V/C:	0.516
Northbound	RT	2.00	1,020	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	170	2,880	0.059 *		
Eastbound	RT	1.00	180	1,600	0.000	ICU:	0.616
	TH	3.00	450	4,800	0.094 *		
	LT	1.00	0	1,600	0.000	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.089 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.315 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.284
	TH	2.00	910	3,200	0.284		
	LT	3.00	680	4,320	0.157 *	V/C:	0.404
Northbound	RT	2.00	790	3,200	0.089 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	230	2,880	0.080		
Eastbound	RT	1.00	170	1,600	0.000	ICU:	0.504
	TH	3.00	760	4,800	0.158 *		
	LT	1.00	0	1,600	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.223 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.405 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.322
	TH	2.00	1,030	3,200	0.322		
	LT	3.00	860	4,320	0.199 *	V/C:	0.628
Northbound	RT	2.00	1,350	3,200	0.223 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	250	2,880	0.087		
Eastbound	RT	1.00	240	1,600	0.000	ICU:	0.728
	TH	3.00	990	4,800	0.206 *		
	LT	1.00	0	1,600	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 147 - CRENSHAW BOULEVARD & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.292
	TH	3.00	910	4,800	0.217 *	N-S(2):	0.323 *
	LT	1.00	190	1,600	0.119	E-W(1):	0.225
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.315 *
	TH	3.00	1,150	4,800	0.265 *		
	LT	1.00	90	1,600	0.056	V/C:	0.638
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	3.00	770	4,800	0.173	ITS:	0.000
	LT	1.00	170	1,600	0.106 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.738
	TH	3.00	720	4,800	0.169		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.267
	TH	3.00	860	4,800	0.221 *	N-S(2):	0.315 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.346
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.392 *
	TH	3.00	1,130	4,800	0.248 *		
	LT	1.00	100	1,600	0.063	V/C:	0.707
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	3.00	780	4,800	0.179	ITS:	0.000
	LT	1.00	150	1,600	0.094 *		
Eastbound	RT	0.00	250	0	0.000	ICU:	0.807
	TH	3.00	1,110	4,800	0.283		
	LT	1.00	230	1,600	0.144 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	220	0	0.000	N-S(1):	0.369
	TH	3.00	1,070	4,800	0.269 *	N-S(2):	0.419 *
	LT	1.00	160	1,600	0.100	E-W(1):	0.442 *
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.413
	TH	3.00	1,140	4,800	0.275		
	LT	1.00	140	1,600	0.088 *	V/C:	0.861
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	3.00	1,210	4,800	0.269	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	0.00	220	0	0.000	ICU:	0.961
	TH	3.00	1,480	4,800	0.354 *		
	LT	1.00	220	1,600	0.138	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 148 - LA CIENEGA BOULEVARD & FAIRVIEW BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : Y
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.710 *
	TH	4.00	3,070	6,400	0.489	N-S(2):	0.489
	LT	0.00	0	0	0.000 *	E-W(1):	0.191 *
Westbound	RT	1.00	50	1,600	0.031	E-W(2):	0.000
	TH	0.55	110	880	0.125		
	LT	1.45	290	2,088	0.139 *	V/C:	0.901
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	3,370	4,800	0.710 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	70	1,600	0.044	ICU:	1.001
	TH	0.80	60	1,280	0.047		
	LT	1.20	90	1,728	0.052 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.504 *
	TH	4.00	2,210	6,400	0.369	N-S(2):	0.369
	LT	0.00	0	0	0.000 *	E-W(1):	0.184 *
Westbound	RT	1.00	40	1,600	0.025	E-W(2):	0.000
	TH	0.64	90	1,029	0.088		
	LT	1.36	190	1,954	0.097 *	V/C:	0.688
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	2,380	4,800	0.504 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	80	1,600	0.050	ICU:	0.788
	TH	0.80	100	1,280	0.078		
	LT	1.20	150	1,728	0.087 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.704 *
	TH	4.00	3,100	6,400	0.505	N-S(2):	0.505
	LT	0.00	0	0	0.000 *	E-W(1):	0.250 *
Westbound	RT	1.00	30	1,600	0.019	E-W(2):	0.000
	TH	0.74	140	1,179	0.119		
	LT	1.26	240	1,819	0.132 *	V/C:	0.954
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	3,260	4,800	0.704 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	80	1,600	0.050	ICU:	1.054
	TH	0.94	160	1,506	0.106		
	LT	1.06	180	1,525	0.118 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 149 - CRENSHAW BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.308 *
	TH	3.00	940	4,800	0.213	N-S(2):	0.288
	LT	1.00	240	1,600	0.150 *	E-W(1):	0.191
Westbound	RT	0.00	250	0	0.000	E-W(2):	0.313 *
	TH	3.00	1,040	4,800	0.269 *		
	LT	1.00	130	1,600	0.081	V/C:	0.621
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	690	4,800	0.158 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.721
	TH	3.00	430	4,800	0.110		
	LT	1.00	70	1,600	0.044 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.377 *
	TH	3.00	930	4,800	0.217	N-S(2):	0.305
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.244
Westbound	RT	0.00	260	0	0.000	E-W(2):	0.269 *
	TH	3.00	610	4,800	0.181 *		
	LT	1.00	160	1,600	0.100	V/C:	0.646
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	890	4,800	0.208 *	ITS:	0.000
	LT	1.00	140	1,600	0.088		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.746
	TH	3.00	520	4,800	0.144		
	LT	1.00	140	1,600	0.088 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.519 *
	TH	3.00	990	4,800	0.233	N-S(2):	0.333
	LT	1.00	340	1,600	0.213 *	E-W(1):	0.429 *
Westbound	RT	0.00	250	0	0.000	E-W(2):	0.334
	TH	3.00	780	4,800	0.215		
	LT	1.00	190	1,600	0.119 *	V/C:	0.948
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	1,350	4,800	0.306 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	0.00	180	0	0.000	ICU:	1.048
	TH	3.00	1,310	4,800	0.310 *		
	LT	1.00	190	1,600	0.119	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 157 - LA CIENEGA BOULEVARD & 104TH STREET
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : EBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.269
	TH	3.00	580	4,800	0.142 *	N-S(2):	0.342 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.012
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.044 *
	TH	1.00	10	1,600	0.019 *		
	LT	0.00	10	1,600	0.006	V/C:	0.386
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	800	3,200	0.256	ITS:	0.000
	LT	1.00	320	1,600	0.200 *		
Eastbound	RT	1.00	270	1,600	0.000	ICU:	0.486
	TH	1.00	10	1,600	0.006		
	LT	1.00	40	1,600	0.025 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.279 *
	TH	3.00	390	4,800	0.110	N-S(2):	0.198
	LT	1.00	20	1,600	0.013 *	E-W(1):	0.144 *
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.075
	TH	1.00	10	1,600	0.025		
	LT	0.00	10	1,600	0.006 *	V/C:	0.423
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	830	3,200	0.266 *	ITS:	0.000
	LT	1.00	140	1,600	0.088		
Eastbound	RT	1.00	360	1,600	0.138 *	ICU:	0.523
	TH	1.00	10	1,600	0.006		
	LT	1.00	80	1,600	0.050	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.309
	TH	3.00	1,060	4,800	0.235 *	N-S(2):	0.341 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.063
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.069 *
	TH	1.00	10	1,600	0.025 *		
	LT	0.00	20	1,600	0.013	V/C:	0.410
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	2.00	880	3,200	0.278	ITS:	0.000
	LT	1.00	170	1,600	0.106 *		
Eastbound	RT	1.00	250	1,600	0.050	ICU:	0.510
	TH	1.00	10	1,600	0.006		
	LT	1.00	70	1,600	0.044 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 159 - HINDRY AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.106 *
	TH	1.00	50	1,600	0.056	N-S(2):	0.069
	LT	0.00	40	1,600	0.025 *	E-W(1):	0.307
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.309 *
	TH	2.00	930	3,200	0.303 *		
	LT	1.00	150	1,600	0.094	V/C:	0.415
Northbound	RT	1.00	80	1,600	0.003	Lost Time:	0.100
	TH	1.00	110	1,600	0.081 *	ITS:	0.000
	LT	0.00	20	1,600	0.013		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.515
	TH	2.00	640	3,200	0.213		
	LT	1.00	10	1,600	0.006 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.144 *
	TH	1.00	120	1,600	0.106	N-S(2):	0.137
	LT	0.00	50	1,600	0.031 *	E-W(1):	0.500 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.319
	TH	2.00	900	3,200	0.300		
	LT	1.00	160	1,600	0.100 *	V/C:	0.644
Northbound	RT	1.00	260	1,600	0.113 *	Lost Time:	0.100
	TH	1.00	80	1,600	0.081	ITS:	0.000
	LT	0.00	50	1,600	0.031		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.744
	TH	2.00	1,180	3,200	0.400 *		
	LT	1.00	30	1,600	0.019	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.013	N-S(1):	0.101
	TH	1.00	110	1,600	0.106 *	N-S(2):	0.131 *
	LT	0.00	60	1,600	0.038	E-W(1):	0.451 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.291
	TH	2.00	860	3,200	0.278		
	LT	1.00	100	1,600	0.063 *	V/C:	0.582
Northbound	RT	1.00	150	1,600	0.063	Lost Time:	0.100
	TH	1.00	60	1,600	0.063	ITS:	0.000
	LT	0.00	40	1,600	0.025 *		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.682
	TH	2.00	1,170	3,200	0.388 *		
	LT	1.00	20	1,600	0.013	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 162 - SEPULVEDA BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.579 *
	TH	3.00	1,020	4,800	0.242	N-S(2):	0.317
	LT	2.00	160	2,880	0.056 *	E-W(1):	0.209
Westbound	RT	1.00	170	1,600	0.051	E-W(2):	0.278 *
	TH	2.00	550	3,200	0.172 *		
	LT	1.00	120	1,600	0.075	V/C:	0.857
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	3.00	2,410	4,800	0.523 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	110	1,600	0.031	ICU:	0.957
	TH	2.00	430	3,200	0.134		
	LT	1.00	170	1,600	0.106 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	210	0	0.000	N-S(1):	0.447
	TH	3.00	1,590	4,800	0.375 *	N-S(2):	0.506 *
	LT	2.00	230	2,880	0.080	E-W(1):	0.350
Westbound	RT	1.00	220	1,600	0.058	E-W(2):	0.391 *
	TH	2.00	570	3,200	0.178 *		
	LT	1.00	230	1,600	0.144	V/C:	0.897
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	3.00	1,590	4,800	0.367	ITS:	0.000
	LT	1.00	210	1,600	0.131 *		
Eastbound	RT	1.00	210	1,600	0.066	ICU:	0.997
	TH	2.00	660	3,200	0.206		
	LT	1.00	340	1,600	0.213 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.430
	TH	3.00	2,600	4,800	0.577 *	N-S(2):	0.702 *
	LT	2.00	230	2,880	0.080	E-W(1):	0.397 *
Westbound	RT	1.00	180	1,600	0.033	E-W(2):	0.328
	TH	2.00	590	3,200	0.184		
	LT	1.00	240	1,600	0.150 *	V/C:	1.099
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	3.00	1,500	4,800	0.350	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	80	1,600	0.000	ICU:	1.199
	TH	2.00	790	3,200	0.247 *		
	LT	1.00	230	1,600	0.144	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 164 - CRENSHAW BOULEVARD & MANCHESTER AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.267
	TH	2.00	660	3,200	0.216 *	N-S(2):	0.310 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.322
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.444 *
	TH	2.00	1,100	3,200	0.406 *		
	LT	1.00	200	1,600	0.125	V/C:	0.754
Northbound	RT	0.00	150	0	0.000	Lost Time:	0.100
	TH	3.00	680	4,800	0.173	ITS:	0.000
	LT	1.00	150	1,600	0.094 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.854
	TH	2.00	570	3,200	0.197		
	LT	1.00	60	1,600	0.038 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.288
	TH	2.00	700	3,200	0.238 *	N-S(2):	0.338 *
	LT	1.00	190	1,600	0.119	E-W(1):	0.432 *
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.384
	TH	2.00	890	3,200	0.334		
	LT	1.00	300	1,600	0.188 *	V/C:	0.770
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	600	4,800	0.169	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.870
	TH	2.00	700	3,200	0.244 *		
	LT	1.00	80	1,600	0.050	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.329
	TH	2.00	900	3,200	0.291 *	N-S(2):	0.372 *
	LT	1.00	170	1,600	0.106	E-W(1):	0.594 *
Westbound	RT	0.00	150	0	0.000	E-W(2):	0.478
	TH	2.00	1,140	3,200	0.403		
	LT	1.00	280	1,600	0.175 *	V/C:	0.966
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	860	4,800	0.223	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	1.066
	TH	2.00	1,260	3,200	0.419 *		
	LT	1.00	120	1,600	0.075	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 169 - PRAIRIE AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.479 *
	TH	3.00	650	4,800	0.148	N-S(2):	0.417
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.369
Westbound	RT	1.00	570	1,600	0.288	E-W(2):	0.494 *
	TH	2.00	1,360	3,200	0.425 *		
	LT	1.00	270	1,600	0.169	V/C:	0.973
Northbound	RT	1.00	190	1,600	0.000	Lost Time:	0.100
	TH	2.00	1,090	3,200	0.341 *	ITS:	0.000
	LT	1.00	430	1,600	0.269		
Eastbound	RT	0.00	200	0	0.000	ICU:	1.073
	TH	3.00	760	4,800	0.200		
	LT	1.00	110	1,600	0.069 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.313 *
	TH	3.00	640	4,800	0.148	N-S(2):	0.286
	LT	1.00	180	1,600	0.113 *	E-W(1):	0.313 *
Westbound	RT	1.00	250	1,600	0.100	E-W(2):	0.300
	TH	2.00	780	3,200	0.244		
	LT	1.00	140	1,600	0.088 *	V/C:	0.626
Northbound	RT	1.00	210	1,600	0.044	Lost Time:	0.100
	TH	2.00	640	3,200	0.200 *	ITS:	0.000
	LT	1.00	220	1,600	0.138		
Eastbound	RT	0.00	270	0	0.000	ICU:	0.726
	TH	3.00	810	4,800	0.225 *		
	LT	1.00	90	1,600	0.056	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.388 *
	TH	3.00	970	4,800	0.215	N-S(2):	0.346
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.442 *
Westbound	RT	1.00	270	1,600	0.084	E-W(2):	0.350
	TH	2.00	980	3,200	0.306		
	LT	1.00	160	1,600	0.100 *	V/C:	0.830
Northbound	RT	1.00	180	1,600	0.013	Lost Time:	0.100
	TH	2.00	700	3,200	0.219 *	ITS:	0.000
	LT	1.00	210	1,600	0.131		
Eastbound	RT	0.00	360	0	0.000	ICU:	0.930
	TH	3.00	1,280	4,800	0.342 *		
	LT	1.00	70	1,600	0.044	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 173 - WESTERN AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.341
	TH	3.00	890	4,800	0.221 *	N-S(2):	0.359 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.408 *
Westbound	RT	1.00	230	1,600	0.100	E-W(2):	0.405
	TH	3.00	1,400	4,800	0.292		
	LT	1.00	240	1,600	0.150 *	V/C:	0.767
Northbound	RT	1.00	170	1,600	0.031	Lost Time:	0.100
	TH	2.00	810	3,200	0.253	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	0.00	240	0	0.000	ICU:	0.867
	TH	3.00	1,000	4,800	0.258 *		
	LT	1.00	180	1,600	0.113	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.281 *
	TH	3.00	520	4,800	0.135	N-S(2):	0.266
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.319 *
Westbound	RT	1.00	130	1,600	0.028	E-W(2):	0.246
	TH	3.00	730	4,800	0.152		
	LT	1.00	200	1,600	0.125 *	V/C:	0.600
Northbound	RT	1.00	170	1,600	0.044	Lost Time:	0.100
	TH	2.00	560	3,200	0.175 *	ITS:	0.000
	LT	1.00	210	1,600	0.131		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.700
	TH	3.00	730	4,800	0.194 *		
	LT	1.00	150	1,600	0.094	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.400 *
	TH	3.00	700	4,800	0.177	N-S(2):	0.333
	LT	1.00	210	1,600	0.131 *	E-W(1):	0.536 *
Westbound	RT	1.00	170	1,600	0.041	E-W(2):	0.365
	TH	3.00	1,090	4,800	0.227		
	LT	1.00	190	1,600	0.119 *	V/C:	0.936
Northbound	RT	1.00	160	1,600	0.041	Lost Time:	0.100
	TH	2.00	860	3,200	0.269 *	ITS:	0.000
	LT	1.00	250	1,600	0.156		
Eastbound	RT	0.00	270	0	0.000	ICU:	1.036
	TH	3.00	1,730	4,800	0.417 *		
	LT	1.00	220	1,600	0.138	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 175 - VERMONT AVENUE & MANCHESTER AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.352 *
	TH	3.00	700	4,800	0.167	N-S(2):	0.243
	LT	2.00	160	2,880	0.056 *	E-W(1):	0.361
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.379 *
	TH	3.00	1,290	4,800	0.298 *		
	LT	1.00	100	1,600	0.063	V/C:	0.731
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	1,300	4,800	0.296 *	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.831
	TH	3.00	1,330	4,800	0.298		
	LT	1.00	130	1,600	0.081 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.234 *
	TH	3.00	690	4,800	0.173	N-S(2):	0.229
	LT	2.00	200	2,880	0.069 *	E-W(1):	0.308
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.317 *
	TH	3.00	1,000	4,800	0.242 *		
	LT	1.00	120	1,600	0.075	V/C:	0.551
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	650	4,800	0.165 *	ITS:	0.000
	LT	2.00	160	2,880	0.056		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.651
	TH	3.00	970	4,800	0.233		
	LT	1.00	120	1,600	0.075 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.342 *
	TH	3.00	940	4,800	0.225	N-S(2):	0.315
	LT	2.00	270	2,880	0.094 *	E-W(1):	0.409 *
Westbound	RT	0.00	240	0	0.000	E-W(2):	0.392
	TH	3.00	1,220	4,800	0.304		
	LT	1.00	110	1,600	0.069 *	V/C:	0.751
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	3.00	1,060	4,800	0.248 *	ITS:	0.000
	LT	2.00	260	2,880	0.090		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.851
	TH	3.00	1,430	4,800	0.340 *		
	LT	1.00	140	1,600	0.088	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 176 - VERMONT AVENUE & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	190	0	0.000	N-S(1):	0.337 *
	TH	3.00	890	4,800	0.225	N-S(2):	0.294
	LT	2.00	130	2,880	0.045 *	E-W(1):	0.326
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.363 *
	TH	3.00	1,160	4,800	0.269 *		
	LT	1.00	180	1,600	0.113	V/C:	0.700
Northbound	RT	1.00	150	1,600	0.038	Lost Time:	0.100
	TH	3.00	1,400	4,800	0.292 *	ITS:	0.000
	LT	2.00	200	2,880	0.069		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.800
	TH	3.00	900	4,800	0.213		
	LT	1.00	150	1,600	0.094 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	190	0	0.000	N-S(1):	0.188
	TH	3.00	680	4,800	0.181 *	N-S(2):	0.257 *
	LT	2.00	120	2,880	0.042	E-W(1):	0.283
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.346 *
	TH	3.00	1,030	4,800	0.233 *		
	LT	1.00	120	1,600	0.075	V/C:	0.603
Northbound	RT	1.00	70	1,600	0.006	Lost Time:	0.100
	TH	3.00	700	4,800	0.146	ITS:	0.000
	LT	2.00	220	2,880	0.076 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.703
	TH	3.00	860	4,800	0.208		
	LT	1.00	180	1,600	0.113 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.326
	TH	3.00	1,010	4,800	0.246 *	N-S(2):	0.357 *
	LT	2.00	170	2,880	0.059	E-W(1):	0.365
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.385 *
	TH	3.00	1,160	4,800	0.254 *		
	LT	1.00	140	1,600	0.088	V/C:	0.742
Northbound	RT	1.00	110	1,600	0.025	Lost Time:	0.100
	TH	3.00	1,280	4,800	0.267	ITS:	0.000
	LT	2.00	320	2,880	0.111 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.842
	TH	3.00	1,190	4,800	0.277		
	LT	1.00	210	1,600	0.131 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 177 - VERMONT AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.009	N-S(1):	0.392 *
	TH	3.00	890	4,800	0.185	N-S(2):	0.320
	LT	2.00	270	2,880	0.094 *	E-W(1):	0.403 *
Westbound	RT	0.00	210	0	0.000	E-W(2):	0.386
	TH	3.00	1,310	4,800	0.317		
	LT	1.00	300	1,600	0.188 *	V/C:	0.795
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	1,290	4,800	0.298 *	ITS:	0.000
	LT	2.00	390	2,880	0.135		
Eastbound	RT	0.00	230	0	0.000	ICU:	0.895
	TH	3.00	800	4,800	0.215 *		
	LT	1.00	110	1,600	0.069	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.009	N-S(1):	0.259
	TH	3.00	610	4,800	0.127 *	N-S(2):	0.269 *
	LT	2.00	170	2,880	0.059	E-W(1):	0.283 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.186
	TH	3.00	580	4,800	0.142		
	LT	1.00	170	1,600	0.106 *	V/C:	0.552
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	3.00	780	4,800	0.200	ITS:	0.000
	LT	2.00	410	2,880	0.142 *		
Eastbound	RT	0.00	260	0	0.000	ICU:	0.652
	TH	3.00	590	4,800	0.177 *		
	LT	1.00	70	1,600	0.044	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.013	N-S(1):	0.438 *
	TH	3.00	850	4,800	0.177	N-S(2):	0.333
	LT	2.00	270	2,880	0.094 *	E-W(1):	0.503 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.330
	TH	3.00	1,050	4,800	0.242		
	LT	1.00	260	1,600	0.163 *	V/C:	0.941
Northbound	RT	0.00	240	0	0.000	Lost Time:	0.100
	TH	3.00	1,410	4,800	0.344 *	ITS:	0.000
	LT	2.00	450	2,880	0.156		
Eastbound	RT	0.00	210	0	0.000	ICU:	1.041
	TH	3.00	1,420	4,800	0.340 *		
	LT	1.00	140	1,600	0.088	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 182 - INGLEWOOD AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	150	1,600	0.069	N-S(1):	0.407 *
	TH	2.00	700	3,200	0.219	N-S(2):	0.369
	LT	1.00	230	1,600	0.144 *	E-W(1):	0.304 *
Westbound	RT	1.00	140	1,600	0.016	E-W(2):	0.252
	TH	3.00	970	4,800	0.202		
	LT	1.00	330	1,600	0.206 *	V/C:	0.711
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	2.00	650	3,200	0.263 *	ITS:	0.000
	LT	1.00	240	1,600	0.150		
Eastbound	RT	1.00	70	1,600	0.000	ICU:	0.811
	TH	3.00	470	4,800	0.098 *		
	LT	1.00	80	1,600	0.050	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	210	1,600	0.059	N-S(1):	0.285 *
	TH	2.00	460	3,200	0.144	N-S(2):	0.257
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.282
Westbound	RT	1.00	90	1,600	0.009	E-W(2):	0.315 *
	TH	3.00	820	4,800	0.171 *		
	LT	1.00	180	1,600	0.113	V/C:	0.600
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	2.00	510	3,200	0.191 *	ITS:	0.000
	LT	1.00	180	1,600	0.113		
Eastbound	RT	1.00	150	1,600	0.038	ICU:	0.700
	TH	3.00	810	4,800	0.169		
	LT	1.00	230	1,600	0.144 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.044	N-S(1):	0.444 *
	TH	2.00	800	3,200	0.250	N-S(2):	0.413
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.417 *
Westbound	RT	1.00	140	1,600	0.003	E-W(2):	0.315
	TH	3.00	790	4,800	0.165		
	LT	1.00	160	1,600	0.100 *	V/C:	0.861
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	2.00	700	3,200	0.275 *	ITS:	0.000
	LT	1.00	260	1,600	0.163		
Eastbound	RT	1.00	220	1,600	0.056	ICU:	0.961
	TH	3.00	1,520	4,800	0.317 *		
	LT	1.00	240	1,600	0.150	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 183 - HAWTHORNE BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	260	1,600	0.122	N-S(1):	0.288
	TH	3.00	1,020	4,800	0.213 *	N-S(2):	0.338 *
	LT	2.00	180	2,880	0.063	E-W(1):	0.234
Westbound	RT	0.00	230	0	0.000	E-W(2):	0.364 *
	TH	3.00	1,130	4,800	0.283 *		
	LT	1.00	140	1,600	0.088	V/C:	0.702
Northbound	RT	1.00	170	1,600	0.063	Lost Time:	0.100
	TH	3.00	1,080	4,800	0.225	ITS:	0.000
	LT	2.00	360	2,880	0.125 *		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.802
	TH	3.00	520	4,800	0.146		
	LT	1.00	130	1,600	0.081 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	230	1,600	0.088	N-S(1):	0.278
	TH	3.00	970	4,800	0.202 *	N-S(2):	0.296 *
	LT	2.00	260	2,880	0.090	E-W(1):	0.264
Westbound	RT	0.00	250	0	0.000	E-W(2):	0.328 *
	TH	3.00	780	4,800	0.215 *		
	LT	1.00	130	1,600	0.081	V/C:	0.624
Northbound	RT	1.00	220	1,600	0.097	Lost Time:	0.100
	TH	3.00	900	4,800	0.188	ITS:	0.000
	LT	2.00	270	2,880	0.094 *		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.724
	TH	3.00	690	4,800	0.183		
	LT	1.00	180	1,600	0.113 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.072	N-S(1):	0.417 *
	TH	3.00	1,430	4,800	0.298	N-S(2):	0.416
	LT	2.00	480	2,880	0.167 *	E-W(1):	0.427 *
Westbound	RT	0.00	260	0	0.000	E-W(2):	0.321
	TH	3.00	830	4,800	0.227		
	LT	1.00	170	1,600	0.106 *	V/C:	0.844
Northbound	RT	1.00	180	1,600	0.059	Lost Time:	0.100
	TH	3.00	1,200	4,800	0.250 *	ITS:	0.000
	LT	2.00	340	2,880	0.118		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.944
	TH	3.00	1,340	4,800	0.321 *		
	LT	1.00	150	1,600	0.094	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 184 - PRAIRIE AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	180	0	0.000	N-S(1):	0.296
	TH	3.00	990	4,800	0.244 *	N-S(2):	0.363 *
	LT	1.00	190	1,600	0.119	E-W(1):	0.407
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.413 *
	TH	3.00	1,240	4,800	0.300 *		
	LT	1.00	380	1,600	0.238	V/C:	0.776
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	3.00	680	4,800	0.177	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.876
	TH	3.00	700	4,800	0.169		
	LT	1.00	180	1,600	0.113 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.313
	TH	3.00	670	4,800	0.167 *	N-S(2):	0.317 *
	LT	1.00	260	1,600	0.163	E-W(1):	0.344 *
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.298
	TH	3.00	790	4,800	0.192		
	LT	1.00	240	1,600	0.150 *	V/C:	0.661
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	3.00	550	4,800	0.150	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.761
	TH	3.00	800	4,800	0.194 *		
	LT	1.00	170	1,600	0.106	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.409 *
	TH	3.00	1,060	4,800	0.256	N-S(2):	0.387
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.467 *
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.329
	TH	3.00	900	4,800	0.223		
	LT	1.00	270	1,600	0.169 *	V/C:	0.876
Northbound	RT	0.00	240	0	0.000	Lost Time:	0.100
	TH	3.00	910	4,800	0.240 *	ITS:	0.000
	LT	1.00	210	1,600	0.131		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.976
	TH	3.00	1,230	4,800	0.298 *		
	LT	1.00	170	1,600	0.106	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 185 - CRENSHAW BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.331 *
	TH	3.00	880	4,800	0.217	N-S(2):	0.323
	LT	1.00	160	1,600	0.100 *	E-W(1):	0.330
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.371 *
	TH	3.00	1,130	4,800	0.277 *		
	LT	1.00	180	1,600	0.113	V/C:	0.702
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	1,000	4,800	0.231 *	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.802
	TH	3.00	850	4,800	0.217		
	LT	1.00	150	1,600	0.094 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	210	0	0.000	N-S(1):	0.317 *
	TH	3.00	640	4,800	0.177	N-S(2):	0.290
	LT	1.00	200	1,600	0.125 *	E-W(1):	0.300
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.319 *
	TH	3.00	790	4,800	0.206 *		
	LT	1.00	160	1,600	0.100	V/C:	0.636
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	3.00	740	4,800	0.192 *	ITS:	0.000
	LT	1.00	180	1,600	0.113		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.736
	TH	3.00	790	4,800	0.200		
	LT	1.00	180	1,600	0.113 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	230	0	0.000	N-S(1):	0.352
	TH	3.00	1,090	4,800	0.275 *	N-S(2):	0.394 *
	LT	1.00	210	1,600	0.131	E-W(1):	0.431 *
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.346
	TH	3.00	1,090	4,800	0.265		
	LT	1.00	200	1,600	0.125 *	V/C:	0.825
Northbound	RT	0.00	230	0	0.000	Lost Time:	0.100
	TH	3.00	830	4,800	0.221	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.925
	TH	3.00	1,270	4,800	0.306 *		
	LT	1.00	130	1,600	0.081	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 186 - WESTERN AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.278
	TH	2.00	670	3,200	0.234 *	N-S(2):	0.378 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.309
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.346 *
	TH	3.00	1,230	4,800	0.290 *		
	LT	1.00	110	1,600	0.069	V/C:	0.724
Northbound	RT	1.00	110	1,600	0.034	Lost Time:	0.100
	TH	2.00	730	3,200	0.228	ITS:	0.000
	LT	1.00	230	1,600	0.144 *		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.824
	TH	3.00	1,040	4,800	0.240		
	LT	1.00	90	1,600	0.056 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.260
	TH	2.00	520	3,200	0.197 *	N-S(2):	0.303 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.275 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.265
	TH	3.00	830	4,800	0.202		
	LT	1.00	110	1,600	0.069 *	V/C:	0.578
Northbound	RT	1.00	130	1,600	0.047	Lost Time:	0.100
	TH	2.00	530	3,200	0.166	ITS:	0.000
	LT	1.00	170	1,600	0.106 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.678
	TH	3.00	820	4,800	0.206 *		
	LT	1.00	100	1,600	0.063	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.326
	TH	2.00	790	3,200	0.284 *	N-S(2):	0.403 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.433 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.348
	TH	3.00	1,200	4,800	0.267		
	LT	1.00	160	1,600	0.100 *	V/C:	0.836
Northbound	RT	1.00	160	1,600	0.050	Lost Time:	0.100
	TH	2.00	760	3,200	0.238	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	0.00	240	0	0.000	ICU:	0.936
	TH	3.00	1,360	4,800	0.333 *		
	LT	1.00	130	1,600	0.081	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 187 - VERMONT AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.034	N-S(1):	0.286 *
	TH	3.00	690	4,800	0.144	N-S(2):	0.257
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.377
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.425 *
	TH	3.00	1,530	4,800	0.356 *		
	LT	1.00	150	1,600	0.094	V/C:	0.711
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	590	4,800	0.148 *	ITS:	0.000
	LT	1.00	180	1,600	0.113		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.811
	TH	3.00	1,230	4,800	0.283		
	LT	1.00	110	1,600	0.069 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.028	N-S(1):	0.242 *
	TH	3.00	400	4,800	0.083	N-S(2):	0.189
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.340 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.329
	TH	3.00	1,090	4,800	0.260		
	LT	1.00	150	1,600	0.094 *	V/C:	0.582
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	360	4,800	0.104 *	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.682
	TH	3.00	1,070	4,800	0.246 *		
	LT	1.00	110	1,600	0.069	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	120	1,600	0.028	N-S(1):	0.383 *
	TH	3.00	850	4,800	0.177	N-S(2):	0.296
	LT	1.00	250	1,600	0.156 *	E-W(1):	0.421 *
Westbound	RT	0.00	250	0	0.000	E-W(2):	0.419
	TH	3.00	1,310	4,800	0.325		
	LT	1.00	150	1,600	0.094 *	V/C:	0.804
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	880	4,800	0.227 *	ITS:	0.000
	LT	1.00	190	1,600	0.119		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.904
	TH	3.00	1,400	4,800	0.327 *		
	LT	1.00	150	1,600	0.094	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 188 - PRAIRIE AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.396
	TH	3.00	1,170	4,800	0.269 *	N-S(2):	0.519 *
	LT	1.00	240	1,600	0.150	E-W(1):	0.279
Westbound	RT	0.00	290	0	0.000	E-W(2):	0.404 *
	TH	3.00	1,200	4,800	0.310 *		
	LT	1.00	120	1,600	0.075	V/C:	0.923
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	3.00	1,050	4,800	0.246	ITS:	0.000
	LT	1.00	400	1,600	0.250 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	1.023
	TH	3.00	810	4,800	0.204		
	LT	1.00	150	1,600	0.094 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.288
	TH	3.00	730	4,800	0.175 *	N-S(2):	0.325 *
	LT	1.00	230	1,600	0.144	E-W(1):	0.279 *
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.259
	TH	3.00	710	4,800	0.190		
	LT	1.00	150	1,600	0.094 *	V/C:	0.604
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	580	4,800	0.144	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	0.00	210	0	0.000	ICU:	0.704
	TH	3.00	680	4,800	0.185 *		
	LT	1.00	110	1,600	0.069	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.425 *
	TH	3.00	1,150	4,800	0.269	N-S(2):	0.400
	LT	1.00	290	1,600	0.181 *	E-W(1):	0.485 *
Westbound	RT	0.00	280	0	0.000	E-W(2):	0.360
	TH	3.00	970	4,800	0.260		
	LT	1.00	160	1,600	0.100 *	V/C:	0.910
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	3.00	1,040	4,800	0.244 *	ITS:	0.000
	LT	1.00	210	1,600	0.131		
Eastbound	RT	0.00	360	0	0.000	ICU:	1.010
	TH	3.00	1,490	4,800	0.385 *		
	LT	1.00	160	1,600	0.100	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 189 - CRENSHAW BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	310	1,600	0.097	N-S(1):	0.344
	TH	3.00	900	4,800	0.188 *	N-S(2):	0.369 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.296
Westbound	RT	0.00	280	0	0.000	E-W(2):	0.500 *
	TH	3.00	1,190	4,800	0.306 *		
	LT	1.00	200	1,600	0.125	V/C:	0.869
Northbound	RT	1.00	120	1,600	0.013	Lost Time:	0.100
	TH	3.00	1,200	4,800	0.250	ITS:	0.000
	LT	1.00	290	1,600	0.181 *		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.969
	TH	3.00	710	4,800	0.171		
	LT	1.00	310	1,600	0.194 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	270	1,600	0.059	N-S(1):	0.265 *
	TH	3.00	750	4,800	0.156	N-S(2):	0.250
	LT	1.00	140	1,600	0.088 *	E-W(1):	0.238
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.377 *
	TH	3.00	580	4,800	0.158 *		
	LT	1.00	140	1,600	0.088	V/C:	0.642
Northbound	RT	1.00	120	1,600	0.031	Lost Time:	0.100
	TH	3.00	850	4,800	0.177 *	ITS:	0.000
	LT	1.00	150	1,600	0.094		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.742
	TH	3.00	590	4,800	0.150		
	LT	1.00	350	1,600	0.219 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	230	1,600	0.019	N-S(1):	0.342 *
	TH	3.00	1,250	4,800	0.260	N-S(2):	0.341
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.442
Westbound	RT	0.00	260	0	0.000	E-W(2):	0.456 *
	TH	3.00	730	4,800	0.206 *		
	LT	1.00	180	1,600	0.113	V/C:	0.798
Northbound	RT	1.00	110	1,600	0.013	Lost Time:	0.100
	TH	3.00	980	4,800	0.204 *	ITS:	0.000
	LT	1.00	130	1,600	0.081		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.898
	TH	3.00	1,380	4,800	0.329		
	LT	1.00	400	1,600	0.250 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 190 - WESTERN AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	280	1,600	0.122	N-S(1):	0.238
	TH	2.00	520	3,200	0.163 *	N-S(2):	0.288 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.271
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.464 *
	TH	3.00	1,560	4,800	0.358 *		
	LT	1.00	110	1,600	0.069	V/C:	0.752
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	2.00	570	3,200	0.200	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.852
	TH	3.00	780	4,800	0.202		
	LT	1.00	170	1,600	0.106 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.063	N-S(1):	0.213
	TH	2.00	410	3,200	0.128 *	N-S(2):	0.228 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.227
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.284 *
	TH	3.00	710	4,800	0.171 *		
	LT	1.00	110	1,600	0.069	V/C:	0.512
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	2.00	400	3,200	0.163	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.612
	TH	3.00	630	4,800	0.158		
	LT	1.00	180	1,600	0.113 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.063	N-S(1):	0.316
	TH	2.00	650	3,200	0.203 *	N-S(2):	0.341 *
	LT	1.00	110	1,600	0.069	E-W(1):	0.431 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.379
	TH	3.00	1,000	4,800	0.229		
	LT	1.00	90	1,600	0.056 *	V/C:	0.772
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	660	3,200	0.247	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.872
	TH	3.00	1,600	4,800	0.375 *		
	LT	1.00	240	1,600	0.150	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 191 - VERMONT AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	120	1,600	0.053	N-S(1):	0.215 *
	TH	3.00	570	4,800	0.119	N-S(2):	0.163
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.285
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.448 *
	TH	3.00	1,810	4,800	0.404 *		
	LT	1.00	120	1,600	0.075	V/C:	0.663
Northbound	RT	1.00	110	1,600	0.031	Lost Time:	0.100
	TH	3.00	460	4,800	0.096 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.763
	TH	3.00	930	4,800	0.210		
	LT	1.00	70	1,600	0.044 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.103	N-S(1):	0.175 *
	TH	3.00	390	4,800	0.081	N-S(2):	0.147
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.231 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.216
	TH	3.00	750	4,800	0.185		
	LT	1.00	80	1,600	0.050 *	V/C:	0.406
Northbound	RT	1.00	60	1,600	0.013	Lost Time:	0.100
	TH	3.00	330	4,800	0.069 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.506
	TH	3.00	800	4,800	0.181 *		
	LT	1.00	50	1,600	0.031	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.009	N-S(1):	0.244 *
	TH	3.00	570	4,800	0.119	N-S(2):	0.200
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.426 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.321
	TH	3.00	930	4,800	0.227		
	LT	1.00	140	1,600	0.088 *	V/C:	0.670
Northbound	RT	1.00	80	1,600	0.006	Lost Time:	0.100
	TH	3.00	720	4,800	0.150 *	ITS:	0.000
	LT	1.00	130	1,600	0.081		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.770
	TH	3.00	1,530	4,800	0.338 *		
	LT	1.00	150	1,600	0.094	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 192 - AVIATION BOULEVARD & ARTESIA BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	230	0	0.000	N-S(1):	0.572 *
	TH	2.00	540	3,200	0.241	N-S(2):	0.335
	LT	1.00	180	1,600	0.113 *	E-W(1):	0.313
Westbound	RT	0.00	240	0	0.000	E-W(2):	0.464 *
	TH	2.00	802	3,200	0.326 *		
	LT	1.00	190	1,600	0.119	V/C:	1.036
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	2.00	1,330	3,200	0.459 *	ITS:	0.000
	LT	1.00	150	1,600	0.094		
Eastbound	RT	0.00	60	0	0.000	ICU:	1.136
	TH	2.00	560	3,200	0.194		
	LT	1.00	220	1,600	0.138 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.313
	TH	2.00	650	3,200	0.247 *	N-S(2):	0.316 *
	LT	1.00	180	1,600	0.113	E-W(1):	0.353 *
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.353 *
	TH	2.00	550	3,200	0.228 *		
	LT	1.00	240	1,600	0.150 *	V/C:	0.669
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	2.00	480	3,200	0.200	ITS:	0.000
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.769
	TH	2.00	570	3,200	0.203 *		
	LT	1.00	200	1,600	0.125 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.472
	TH	2.00	1,270	3,200	0.434 *	N-S(2):	0.509 *
	LT	1.00	270	1,600	0.169	E-W(1):	0.475 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.404
	TH	2.00	690	3,200	0.266		
	LT	1.00	290	1,600	0.181 *	V/C:	0.984
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	2.00	790	3,200	0.303	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	1.084
	TH	2.00	800	3,200	0.294 *		
	LT	1.00	220	1,600	0.138	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 193 - AVIATION BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.000	N-S(1):	0.475 *
	TH	2.00	620	3,200	0.194	N-S(2):	0.244
	LT	2.00	100	2,880	0.035 *	E-W(1):	0.282
Westbound	RT	1.00	340	1,600	0.195	E-W(2):	0.407 *
	TH	2.00	780	3,200	0.244 *		
	LT	2.00	290	2,880	0.101	V/C:	0.882
Northbound	RT	0.00	290	0	0.000	Lost Time:	0.100
	TH	3.00	1,820	4,800	0.440 *	ITS:	0.000
	LT	1.00	80	1,600	0.050		
Eastbound	RT	1.00	160	1,600	0.075	ICU:	0.982
	TH	2.00	580	3,200	0.181		
	LT	1.00	260	1,600	0.163 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.075	N-S(1):	0.283
	TH	2.00	760	3,200	0.238 *	N-S(2):	0.363 *
	LT	2.00	150	2,880	0.052	E-W(1):	0.278
Westbound	RT	1.00	150	1,600	0.068	E-W(2):	0.313 *
	TH	2.00	600	3,200	0.188 *		
	LT	2.00	280	2,880	0.097	V/C:	0.676
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	900	4,800	0.231	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	180	1,600	0.050	ICU:	0.776
	TH	2.00	580	3,200	0.181		
	LT	1.00	200	1,600	0.125 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	410	1,600	0.197	N-S(1):	0.319
	TH	2.00	1,320	3,200	0.413 *	N-S(2):	0.532 *
	LT	2.00	300	2,880	0.104	E-W(1):	0.453 *
Westbound	RT	1.00	130	1,600	0.029	E-W(2):	0.335
	TH	2.00	690	3,200	0.216		
	LT	2.00	560	2,880	0.194 *	V/C:	0.985
Northbound	RT	0.00	220	0	0.000	Lost Time:	0.100
	TH	3.00	810	4,800	0.215	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	1.00	210	1,600	0.072	ICU:	1.085
	TH	2.00	830	3,200	0.259 *		
	LT	1.00	190	1,600	0.119	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 196 - PRAIRIE AVENUE & FLORENCE AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.006
	TH	0.00	0	0	0.000 *	N-S(2):	0.278 *
	LT	0.00	0	0	0.000	E-W(1):	0.594 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.406
	TH	3.00	1,950	4,800	0.406		
	LT	1.00	440	1,600	0.275 *	V/C:	0.872
Northbound	RT	1.00	450	1,600	0.006	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	800	2,880	0.278 *		
Eastbound	RT	1.00	510	1,600	0.319 *	ICU:	0.972
	TH	3.00	1,000	4,800	0.208		
	LT	0.00	0	0	0.000	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.000
	TH	0.00	0	0	0.000 *	N-S(2):	0.125 *
	LT	0.00	0	0	0.000	E-W(1):	0.432 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.223
	TH	3.00	1,070	4,800	0.223		
	LT	1.00	310	1,600	0.194 *	V/C:	0.557
Northbound	RT	1.00	310	1,600	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	360	2,880	0.125 *		
Eastbound	RT	1.00	380	1,600	0.238 *	ICU:	0.657
	TH	3.00	990	4,800	0.206		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.106
	TH	0.00	0	0	0.000 *	N-S(2):	0.174 *
	LT	0.00	0	0	0.000	E-W(1):	0.588 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.263
	TH	3.00	1,260	4,800	0.263		
	LT	1.00	320	1,600	0.200 *	V/C:	0.762
Northbound	RT	1.00	490	1,600	0.106	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	500	2,880	0.174 *		
Eastbound	RT	1.00	620	1,600	0.388 *	ICU:	0.862
	TH	3.00	1,770	4,800	0.369		
	LT	0.00	0	0	0.000	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 197 - PRAIRIE AVENUE & LENNOX BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.289
	TH	3.00	1,280	4,800	0.308 *	N-S(2):	0.483 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.081
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.107 *
	TH	1.00	10	1,600	0.013 *		
	LT	0.00	0	0	0.000	V/C:	0.590
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,350	4,800	0.283	ITS:	0.000
	LT	1.00	280	1,600	0.175 *		
Eastbound	RT	1.00	270	1,600	0.081	ICU:	0.690
	TH	2.00	10	3,200	0.050		
	LT	0.00	150	1,600	0.094 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.241
	TH	3.00	1,030	4,800	0.238 *	N-S(2):	0.382 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.062
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.125 *
	TH	1.00	10	1,600	0.019 *		
	LT	0.00	10	1,600	0.006	V/C:	0.507
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,120	4,800	0.235	ITS:	0.000
	LT	1.00	230	1,600	0.144 *		
Eastbound	RT	1.00	190	1,600	0.047	ICU:	0.607
	TH	2.00	10	3,200	0.056		
	LT	0.00	170	1,600	0.106 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.355
	TH	3.00	1,520	4,800	0.348 *	N-S(2):	0.536 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.125
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.144 *
	TH	1.00	10	1,600	0.013 *		
	LT	0.00	0	0	0.000	V/C:	0.680
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,630	4,800	0.342	ITS:	0.000
	LT	1.00	300	1,600	0.188 *		
Eastbound	RT	1.00	350	1,600	0.125	ICU:	0.780
	TH	2.00	10	3,200	0.069		
	LT	0.00	210	1,600	0.131 *	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 1 - ADMIRALTY WAY & BALI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.003	N-S(1):	0.625 *
	TH	2.00	1,030	3,200	0.322	N-S(2):	0.335
	LT	1.00	520	1,600	0.325 *	E-W(1):	0.075
Westbound	RT	1.92	460	3,067	0.000	E-W(2):	0.169 *
	TH	0.08	20	133	0.150 *		
	LT	1.00	80	1,600	0.050	V/C:	0.794
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	2.00	870	3,200	0.300 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.894
	TH	2.00	30	3,200	0.025		
	LT	0.00	30	1,600	0.019 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.009	N-S(1):	0.544 *
	TH	2.00	690	3,200	0.216	N-S(2):	0.241
	LT	1.00	360	1,600	0.225 *	E-W(1):	0.106
Westbound	RT	1.87	430	2,991	0.000	E-W(2):	0.163 *
	TH	0.13	30	209	0.144 *		
	LT	1.00	120	1,600	0.075	V/C:	0.707
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	2.00	830	3,200	0.319 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.807
	TH	2.00	40	3,200	0.031		
	LT	0.00	30	1,600	0.019 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.009	N-S(1):	0.709 *
	TH	2.00	1,170	3,200	0.366	N-S(2):	0.379
	LT	1.00	490	1,600	0.306 *	E-W(1):	0.100
Westbound	RT	1.92	700	3,068	0.000	E-W(2):	0.247 *
	TH	0.08	30	132	0.228 *		
	LT	1.00	120	1,600	0.075	V/C:	0.956
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	2.00	1,080	3,200	0.403 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	1.056
	TH	2.00	30	3,200	0.025		
	LT	0.00	30	1,600	0.019 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 2 - ADMIRALTY WAY & FIJI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:	WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	160	1,600	0.000	N-S(1):	0.184 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	530	2,880	0.184 *	E-W(1):	0.072
Westbound	RT	1.00	470	1,600	0.000	E-W(2):	0.269 *
	TH	1.00	180	1,600	0.113 *		
	LT	0.00	0	0	0.000	V/C:	0.453
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.553
	TH	2.00	230	3,200	0.072		
	LT	1.00	250	1,600	0.156 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	210	1,600	0.038	N-S(1):	0.128 *
	TH	0.00	0	0	0.000	N-S(2):	0.038
	LT	2.00	370	2,880	0.128 *	E-W(1):	0.119
Westbound	RT	1.00	410	1,600	0.000	E-W(2):	0.232 *
	TH	1.00	220	1,600	0.138 *		
	LT	0.00	0	0	0.000	V/C:	0.360
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.460
	TH	2.00	380	3,200	0.119		
	LT	1.00	150	1,600	0.094 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	290	1,600	0.069	N-S(1):	0.226 *
	TH	0.00	0	0	0.000	N-S(2):	0.069
	LT	2.00	650	2,880	0.226 *	E-W(1):	0.100
Westbound	RT	1.00	600	1,600	0.000	E-W(2):	0.369 *
	TH	1.00	410	1,600	0.256 *		
	LT	0.00	0	0	0.000	V/C:	0.595
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.695
	TH	2.00	320	3,200	0.100		
	LT	1.00	180	1,600	0.113 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 3 - ADMIRALTY WAY & MINDANAO WAY
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.003	N-S(1):	0.513 *
	TH	2.00	570	3,200	0.178	N-S(2):	0.191
	LT	1.00	500	1,600	0.313 *	E-W(1):	0.108 *
Westbound	RT	1.00	400	1,600	0.000	E-W(2):	0.000
	TH	0.17	20	267	0.075		
	LT	1.83	220	2,640	0.083 *	V/C:	0.621
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	2.00	470	3,200	0.200 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.721
	TH	2.00	30	3,200	0.025 *		
	LT	0.00	30	1,600	0.019	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.000	N-S(1):	0.437 *
	TH	2.00	470	3,200	0.147	N-S(2):	0.160
	LT	1.00	250	1,600	0.156 *	E-W(1):	0.160 *
Westbound	RT	1.00	360	1,600	0.069	E-W(2):	0.000
	TH	0.32	60	505	0.119		
	LT	1.68	320	2,425	0.132 *	V/C:	0.597
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	2.00	690	3,200	0.281 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.697
	TH	2.00	30	3,200	0.028 *		
	LT	0.00	40	1,600	0.025	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.009	N-S(1):	0.501 *
	TH	2.00	900	3,200	0.281	N-S(2):	0.312
	LT	1.00	300	1,600	0.188 *	E-W(1):	0.175 *
Westbound	RT	1.00	530	1,600	0.144 *	E-W(2):	0.000
	TH	0.42	80	674	0.119		
	LT	1.58	300	2,274	0.132	V/C:	0.676
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	2.00	890	3,200	0.313 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.776
	TH	2.00	40	3,200	0.031 *		
	LT	0.00	30	1,600	0.019	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 4 - PALAWAN WAY & ADMIRALTY WAY
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.006	N-S(1):	0.207 *
	TH	1.00	50	1,600	0.031	N-S(2):	0.062
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.382 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.334
	TH	2.00	850	3,200	0.284		
	LT	1.00	70	1,600	0.044 *	V/C:	0.589
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	1.00	60	1,600	0.088 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	1.00	30	1,600	0.003	ICU:	0.689
	TH	2.00	1,080	3,200	0.338 *		
	LT	1.00	80	1,600	0.050	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.047	N-S(1):	0.144 *
	TH	1.00	40	1,600	0.025	N-S(2):	0.072
	LT	1.00	120	1,600	0.075 *	E-W(1):	0.238
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.309 *
	TH	2.00	820	3,200	0.278 *		
	LT	1.00	70	1,600	0.044	V/C:	0.453
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	1.00	50	1,600	0.069 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	1.00	50	1,600	0.019	ICU:	0.553
	TH	2.00	620	3,200	0.194		
	LT	1.00	50	1,600	0.031 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	140	1,600	0.072	N-S(1):	0.250 *
	TH	1.00	120	1,600	0.075	N-S(2):	0.100
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.369
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.422 *
	TH	2.00	1,170	3,200	0.391 *		
	LT	1.00	100	1,600	0.063	V/C:	0.672
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	1.00	30	1,600	0.081 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	1.00	30	1,600	0.006	ICU:	0.772
	TH	2.00	980	3,200	0.306		
	LT	1.00	50	1,600	0.031 *	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 5 - VIA MARINA & ADMIRALTY WAY
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:	NBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.488 *
	TH	3.00	220	4,800	0.046	N-S(2):	0.046
	LT	1.00	480	1,600	0.300 *	E-W(1):	0.111 *
Westbound	RT	2.00	780	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	320	2,880	0.111 *	V/C:	0.599
Northbound	RT	1.00	710	1,600	0.000	Lost Time:	0.100
	TH	2.00	600	3,200	0.188 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.699
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.429 *
	TH	3.00	330	4,800	0.069	N-S(2):	0.069
	LT	1.00	420	1,600	0.263 *	E-W(1):	0.160 *
Westbound	RT	2.00	520	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	460	2,880	0.160 *	V/C:	0.589
Northbound	RT	1.00	390	1,600	0.000	Lost Time:	0.100
	TH	2.00	530	3,200	0.166 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.689
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.603 *
	TH	3.00	390	4,800	0.081	N-S(2):	0.081
	LT	1.00	750	1,600	0.469 *	E-W(1):	0.236 *
Westbound	RT	2.00	710	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	680	2,880	0.236 *	V/C:	0.839
Northbound	RT	1.00	470	1,600	0.000	Lost Time:	0.100
	TH	2.00	430	3,200	0.134 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.939
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 10 - AVIATIO BOULEVARD & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.259
	TH	2.00	640	3,200	0.225 *	N-S(2):	0.375 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.142
Westbound	RT	1.00	310	1,600	0.156	E-W(2):	0.294 *
	TH	2.00	860	3,200	0.269 *		
	LT	1.00	100	1,600	0.063	V/C:	0.669
Northbound	RT	1.00	70	1,600	0.013	Lost Time:	0.100
	TH	2.00	590	3,200	0.184	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.769
	TH	3.00	290	4,800	0.079		
	LT	1.00	40	1,600	0.025 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.456 *
	TH	2.00	300	3,200	0.122	N-S(2):	0.235
	LT	1.00	530	1,600	0.331 *	E-W(1):	0.191
Westbound	RT	1.00	490	1,600	0.141	E-W(2):	0.309 *
	TH	2.00	830	3,200	0.259 *		
	LT	1.00	90	1,600	0.056	V/C:	0.765
Northbound	RT	1.00	90	1,600	0.028	Lost Time:	0.100
	TH	2.00	400	3,200	0.125 *	ITS:	0.000
	LT	1.00	180	1,600	0.113		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.865
	TH	3.00	500	4,800	0.135		
	LT	1.00	80	1,600	0.050 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.469 *
	TH	2.00	710	3,200	0.250	N-S(2):	0.388
	LT	1.00	370	1,600	0.231 *	E-W(1):	0.298 *
Westbound	RT	1.00	180	1,600	0.000	E-W(2):	0.232
	TH	2.00	540	3,200	0.169		
	LT	1.00	120	1,600	0.075 *	V/C:	0.767
Northbound	RT	1.00	170	1,600	0.069	Lost Time:	0.100
	TH	2.00	760	3,200	0.238 *	ITS:	0.000
	LT	1.00	220	1,600	0.138		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.867
	TH	3.00	880	4,800	0.223 *		
	LT	1.00	100	1,600	0.063	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 11 - INGLEWOOD AVENUE & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	50	0	0.000	N-S(1):	0.207 *
	TH	1.00	100	1,600	0.094 *	N-S(2):	0.000
	LT	1.00	20	1,600	0.013	E-W(1):	0.160
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.235 *
	TH	2.00	590	3,200	0.197 *		
	LT	1.00	60	1,600	0.038	V/C:	0.442
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	1.00	120	1,600	0.113 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.542
	TH	2.00	350	3,200	0.122		
	LT	1.00	60	1,600	0.038 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.294 *
	TH	1.00	140	1,600	0.138 *	N-S(2):	0.000
	LT	1.00	40	1,600	0.025	E-W(1):	0.278 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.232
	TH	2.00	580	3,200	0.194		
	LT	1.00	70	1,600	0.044 *	V/C:	0.572
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	1.00	150	1,600	0.156 *	ITS:	0.000
	LT	1.00	100	1,600	0.063		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.672
	TH	2.00	670	3,200	0.234 *		
	LT	1.00	60	1,600	0.038	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	50	0	0.000	N-S(1):	0.394 *
	TH	1.00	240	1,600	0.181 *	N-S(2):	0.000
	LT	1.00	70	1,600	0.044	E-W(1):	0.306 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.197
	TH	2.00	480	3,200	0.159		
	LT	1.00	90	1,600	0.056 *	V/C:	0.700
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	1.00	200	1,600	0.213 *	ITS:	0.000
	LT	1.00	100	1,600	0.063		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.800
	TH	2.00	690	3,200	0.250 *		
	LT	1.00	60	1,600	0.038	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 12 - LA BREA AVENUE & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.013	N-S(1):	0.186 *
	TH	3.00	400	4,800	0.083	N-S(2):	0.158
	LT	1.00	60	1,600	0.038 *	E-W(1):	0.175 *
Westbound	RT	1.00	70	1,600	0.025	E-W(2):	0.141
	TH	2.00	330	3,200	0.103		
	LT	1.00	50	1,600	0.031 *	V/C:	0.361
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	690	4,800	0.148 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	90	1,600	0.019	ICU:	0.461
	TH	1.00	230	1,600	0.144 *		
	LT	1.00	60	1,600	0.038	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.009	N-S(1):	0.215
	TH	3.00	720	4,800	0.150 *	N-S(2):	0.238 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.263 *
Westbound	RT	1.00	90	1,600	0.019	E-W(2):	0.197
	TH	2.00	410	3,200	0.128		
	LT	1.00	70	1,600	0.044 *	V/C:	0.501
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	3.00	620	4,800	0.140	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	1.00	130	1,600	0.038	ICU:	0.601
	TH	1.00	350	1,600	0.219 *		
	LT	1.00	110	1,600	0.069	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.006	N-S(1):	0.221
	TH	3.00	1,090	4,800	0.227 *	N-S(2):	0.340 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.319 *
Westbound	RT	1.00	90	1,600	0.019	E-W(2):	0.172
	TH	2.00	350	3,200	0.109		
	LT	1.00	70	1,600	0.044 *	V/C:	0.659
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	630	4,800	0.146	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	1.00	190	1,600	0.063	ICU:	0.759
	TH	1.00	440	1,600	0.275 *		
	LT	1.00	100	1,600	0.063	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 13 - LA CIENEGA BOULEVARD & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	1,050	1,600	0.656 *	N-S(1):	0.122
	TH	2.00	330	1,600	0.206	N-S(2):	1.019 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.344
Westbound	RT	1.00	160	1,600	0.100	E-W(2):	0.571 *
	TH	3.00	550	4,800	0.115 *		
	LT	1.00	100	1,600	0.063	V/C:	1.590
Northbound	RT	1.00	70	1,600	0.013	Lost Time:	0.100
	TH	2.00	250	3,200	0.078	ITS:	0.000
	LT	1.00	580	1,600	0.363 *		
Eastbound	RT	1.00	740	1,600	0.281	ICU:	1.690
	TH	3.00	360	4,800	0.075		
	LT	1.00	730	1,600	0.456 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	1,290	1,600	0.806 *	N-S(1):	0.116
	TH	2.00	140	1,600	0.088	N-S(2):	1.306 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.182
Westbound	RT	1.00	90	1,600	0.056	E-W(2):	0.936 *
	TH	3.00	590	4,800	0.123 *		
	LT	1.00	70	1,600	0.044	V/C:	2.242
Northbound	RT	1.00	120	1,600	0.053	Lost Time:	0.100
	TH	2.00	170	3,200	0.053	ITS:	0.000
	LT	1.00	800	1,600	0.500 *		
Eastbound	RT	1.00	600	1,600	0.125	ICU:	2.342
	TH	3.00	660	4,800	0.138		
	LT	1.00	1,300	1,600	0.813 *	LOS:	F

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	1,080	1,600	0.675 *	N-S(1):	0.225
	TH	2.00	200	1,600	0.125	N-S(2):	1.344 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.182
Westbound	RT	1.00	80	1,600	0.050	E-W(2):	0.815 *
	TH	3.00	460	4,800	0.096 *		
	LT	1.00	60	1,600	0.038	V/C:	2.159
Northbound	RT	1.00	240	1,600	0.131	Lost Time:	0.100
	TH	2.00	360	3,200	0.113	ITS:	0.000
	LT	1.00	1,070	1,600	0.669 *		
Eastbound	RT	1.00	720	1,600	0.116	ICU:	2.259
	TH	3.00	690	4,800	0.144		
	LT	1.00	1,150	1,600	0.719 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 15 - AVIATION BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	210	1,600	0.131	N-S(1):	0.359
	TH	2.00	880	3,200	0.275 *	N-S(2):	0.393 *
	LT	1.00	90	1,600	0.056	E-W(1):	0.185 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.479 *
	TH	3.00	2,000	4,800	0.429 *		
	LT	2.00	310	2,880	0.108	V/C:	0.872
Northbound	RT	1.00	130	1,600	0.000	Lost Time:	0.100
	TH	2.00	970	3,200	0.303	ITS:	0.000
	LT	2.00	340	2,880	0.118 *		
Eastbound	RT	1.00	70	1,600	0.000	ICU:	0.972
	TH	3.00	370	4,800	0.077		
	LT	1.00	80	1,600	0.050 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	180	1,600	0.113	N-S(1):	0.259
	TH	2.00	620	3,200	0.194 *	N-S(2):	0.263 *
	LT	1.00	130	1,600	0.081	E-W(1):	0.323 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.314
	TH	3.00	920	4,800	0.208		
	LT	2.00	460	2,880	0.160 *	V/C:	0.586
Northbound	RT	1.00	180	1,600	0.000	Lost Time:	0.100
	TH	2.00	570	3,200	0.178	ITS:	0.000
	LT	2.00	200	2,880	0.069 *		
Eastbound	RT	1.00	220	1,600	0.103	ICU:	0.686
	TH	3.00	780	4,800	0.163 *		
	LT	1.00	170	1,600	0.106	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.044	N-S(1):	0.297 *
	TH	2.00	410	3,200	0.128	N-S(2):	0.201
	LT	1.00	70	1,600	0.044 *	E-W(1):	0.500 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.330
	TH	3.00	720	4,800	0.167		
	LT	2.00	210	2,880	0.073 *	V/C:	0.797
Northbound	RT	1.00	310	1,600	0.121	Lost Time:	0.100
	TH	2.00	810	3,200	0.253 *	ITS:	0.000
	LT	2.00	210	2,880	0.073		
Eastbound	RT	1.00	500	1,600	0.276	ICU:	0.897
	TH	3.00	2,050	4,800	0.427 *		
	LT	1.00	260	1,600	0.163	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 17 - AVIATION BLVD. / FLORENCE AVENUE & MANCHESTER AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	320	1,600	0.200 *	N-S(1):	0.163
	TH	2.00	500	3,200	0.156	N-S(2):	0.481 *
	LT	0.00	0	0	0.000	E-W(1):	0.204
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.375 *
	TH	2.00	880	3,200	0.275 *		
	LT	1.00	60	1,600	0.038	V/C:	0.856
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	2.00	430	3,200	0.163	ITS:	0.000
	LT	1.00	450	1,600	0.281 *		
Eastbound	RT	1.00	180	1,600	0.000	ICU:	0.956
	TH	2.00	530	3,200	0.166		
	LT	1.00	160	1,600	0.100 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	240	1,600	0.150 *	N-S(1):	0.122
	TH	2.00	300	3,200	0.094	N-S(2):	0.488 *
	LT	0.00	0	0	0.000	E-W(1):	0.391
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.422 *
	TH	2.00	910	3,200	0.284 *		
	LT	1.00	70	1,600	0.044	V/C:	0.910
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	2.00	250	3,200	0.122	ITS:	0.000
	LT	1.00	540	1,600	0.338 *		
Eastbound	RT	1.00	440	1,600	0.106	ICU:	1.010
	TH	2.00	1,110	3,200	0.347		
	LT	1.00	220	1,600	0.138 *	LOS:	F

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	200	1,600	0.125	N-S(1):	0.269
	TH	2.00	710	3,200	0.222 *	N-S(2):	0.416 *
	LT	0.00	0	0	0.000	E-W(1):	0.378
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.520 *
	TH	2.00	780	3,200	0.244 *		
	LT	1.00	90	1,600	0.056	V/C:	0.936
Northbound	RT	0.00	150	0	0.000	Lost Time:	0.100
	TH	2.00	710	3,200	0.269	ITS:	0.000
	LT	1.00	310	1,600	0.194 *		
Eastbound	RT	1.00	450	1,600	0.184	ICU:	1.036
	TH	2.00	1,030	3,200	0.322		
	LT	1.00	442	1,600	0.276 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 18 - AVIATION BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	150	1,600	0.066	N-S(1):	0.319 *
	TH	4.00	520	6,400	0.081	N-S(2):	0.230
	LT	2.00	110	2,880	0.038 *	E-W(1):	0.305
Westbound	RT	1.00	530	1,600	0.293	E-W(2):	0.331 *
	TH	4.00	1,940	6,400	0.303 *		
	LT	2.00	510	2,880	0.177	V/C:	0.650
Northbound	RT	1.00	580	1,600	0.185	Lost Time:	0.100
	TH	3.00	1,350	4,800	0.281 *	ITS:	0.000
	LT	2.00	430	2,880	0.149		
Eastbound	RT	1.00	90	1,600	0.000	ICU:	0.750
	TH	4.00	820	6,400	0.128		
	LT	2.00	80	2,880	0.028 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.075	N-S(1):	0.336 *
	TH	4.00	710	6,400	0.111	N-S(2):	0.212
	LT	2.00	410	2,880	0.142 *	E-W(1):	0.383 *
Westbound	RT	1.00	320	1,600	0.058	E-W(2):	0.305
	TH	4.00	1,550	6,400	0.242		
	LT	2.00	430	2,880	0.149 *	V/C:	0.719
Northbound	RT	1.00	550	1,600	0.194 *	Lost Time:	0.100
	TH	3.00	650	4,800	0.135	ITS:	0.000
	LT	2.00	290	2,880	0.101		
Eastbound	RT	1.00	240	1,600	0.049	ICU:	0.819
	TH	4.00	1,500	6,400	0.234 *		
	LT	2.00	180	2,880	0.063	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.054	N-S(1):	0.340 *
	TH	4.00	1,220	6,400	0.191	N-S(2):	0.285
	LT	2.00	520	2,880	0.181 *	E-W(1):	0.487 *
Westbound	RT	1.00	250	1,600	0.000	E-W(2):	0.303
	TH	4.00	1,410	6,400	0.220		
	LT	2.00	460	2,880	0.160 *	V/C:	0.827
Northbound	RT	1.00	510	1,600	0.159 *	Lost Time:	0.100
	TH	3.00	720	4,800	0.150	ITS:	0.000
	LT	2.00	270	2,880	0.094		
Eastbound	RT	1.00	360	1,600	0.131	ICU:	0.927
	TH	4.00	2,090	6,400	0.327 *		
	LT	2.00	240	2,880	0.083	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 20 - AVIATION BOULEVARD & WEST 120TH STREET
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.297 *
	TH	2.00	720	3,200	0.231	N-S(2):	0.262
	LT	1.00	50	1,600	0.031 *	E-W(1):	0.153
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.269 *
	TH	2.00	50	1,600	0.263 *		
	LT	0.00	230	1,600	0.144	V/C:	0.566
Northbound	RT	1.00	50	1,600	0.000	Lost Time:	0.100
	TH	2.00	850	3,200	0.266 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.666
	TH	2.00	10	3,200	0.009		
	LT	0.00	10	1,600	0.006 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.281 *
	TH	2.00	550	3,200	0.178	N-S(2):	0.222
	LT	1.00	130	1,600	0.081 *	E-W(1):	0.113
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.151 *
	TH	2.00	20	1,600	0.138 *		
	LT	0.00	140	1,600	0.088	V/C:	0.432
Northbound	RT	1.00	110	1,600	0.025	Lost Time:	0.100
	TH	2.00	640	3,200	0.200 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	40	1,600	0.025	ICU:	0.532
	TH	2.00	10	1,600	0.019		
	LT	0.00	20	1,600	0.013 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.385 *
	TH	2.00	980	3,200	0.309	N-S(2):	0.322
	LT	1.00	180	1,600	0.113 *	E-W(1):	0.125
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.163 *
	TH	2.00	10	1,600	0.144 *		
	LT	0.00	130	1,600	0.081	V/C:	0.548
Northbound	RT	1.00	190	1,600	0.078	Lost Time:	0.100
	TH	2.00	870	3,200	0.272 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.648
	TH	2.00	60	3,200	0.044		
	LT	0.00	30	1,600	0.019 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 21 - LINCOLN BOULEVARD & BAILI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : Y
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	430	0	0.000	N-S(1):	0.311
	TH	3.00	1,260	4,800	0.352 *	N-S(2):	0.427 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.144 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	1.00	10	1,600	0.019 *		
	LT	0.00	10	1,600	0.006	V/C:	0.571
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	3.00	1,370	4,800	0.292	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	1.00	250	1,600	0.119	ICU:	0.671
	TH	0.06	10	89	0.113		
	LT	1.94	350	2,800	0.125 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	520	0	0.000	N-S(1):	0.360
	TH	3.00	1,220	4,800	0.363 *	N-S(2):	0.413 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.162 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.000
	TH	1.00	10	1,600	0.031 *		
	LT	0.00	10	1,600	0.006	V/C:	0.575
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	1,560	4,800	0.329	ITS:	0.000
	LT	1.00	80	1,600	0.050 *		
Eastbound	RT	1.00	250	1,600	0.131 *	ICU:	0.675
	TH	0.05	10	86	0.116		
	LT	1.95	360	2,802	0.128	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	680	0	0.000	N-S(1):	0.365
	TH	3.00	1,730	4,800	0.502 *	N-S(2):	0.615 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.208 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.000
	TH	1.00	10	1,600	0.038 *		
	LT	0.00	10	1,600	0.006	V/C:	0.823
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,620	4,800	0.340	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	1.00	280	1,600	0.119	ICU:	0.923
	TH	0.00	0	0	0.000		
	LT	2.00	490	2,880	0.170 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 23 - CENTINELA AVENUE & JEFFERSON BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : SBR, EBR, WBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	660	1,600	0.239 *	N-S(1):	0.178
	TH	2.00	20	3,200	0.006	N-S(2):	0.246 *
	LT	2.00	500	2,880	0.174	E-W(1):	0.201
Westbound	RT	1.00	390	1,600	0.070	E-W(2):	0.393 *
	TH	3.00	1,050	4,800	0.219 *		
	LT	2.00	20	2,880	0.007	V/C:	0.639
Northbound	RT	1.00	10	1,600	0.003	Lost Time:	0.100
	TH	3.00	20	4,800	0.004	ITS:	0.000
	LT	2.00	20	2,880	0.007 *		
Eastbound	RT	1.00	10	1,600	0.000	ICU:	0.739
	TH	3.00	930	4,800	0.194		
	LT	2.00	500	2,880	0.174 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	420	1,600	0.131	N-S(1):	0.164 *
	TH	2.00	20	3,200	0.006	N-S(2):	0.141
	LT	2.00	430	2,880	0.149 *	E-W(1):	0.209
Westbound	RT	1.00	300	1,600	0.038	E-W(2):	0.340 *
	TH	3.00	1,000	4,800	0.208 *		
	LT	2.00	20	2,880	0.007	V/C:	0.504
Northbound	RT	1.00	30	1,600	0.015 *	Lost Time:	0.100
	TH	3.00	20	4,800	0.004	ITS:	0.000
	LT	2.00	30	2,880	0.010		
Eastbound	RT	1.00	20	1,600	0.002	ICU:	0.604
	TH	3.00	970	4,800	0.202		
	LT	2.00	380	2,880	0.132 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	450	1,600	0.038	N-S(1):	0.344 *
	TH	2.00	10	3,200	0.003	N-S(2):	0.045
	LT	2.00	960	2,880	0.333 *	E-W(1):	0.224
Westbound	RT	1.00	480	1,600	0.000	E-W(2):	0.476 *
	TH	3.00	1,120	4,800	0.233 *		
	LT	2.00	10	2,880	0.003	V/C:	0.820
Northbound	RT	1.00	20	1,600	0.011 *	Lost Time:	0.100
	TH	3.00	20	4,800	0.004	ITS:	0.000
	LT	2.00	20	2,880	0.007		
Eastbound	RT	1.00	10	1,600	0.000	ICU:	0.920
	TH	3.00	1,060	4,800	0.221		
	LT	2.00	700	2,880	0.243 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 25 - LA BREA AVENUE & CENTINELA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.316
	TH	2.00	760	3,200	0.288 *	N-S(2):	0.457 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.138
Westbound	RT	1.00	280	1,600	0.131	E-W(2):	0.365 *
	TH	2.00	910	3,200	0.284 *		
	LT	1.00	40	1,600	0.025	V/C:	0.822
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	710	3,200	0.228	ITS:	0.000
	LT	1.00	270	1,600	0.169 *		
Eastbound	RT	1.00	120	1,600	0.000	ICU:	0.922
	TH	2.00	360	3,200	0.113		
	LT	1.00	130	1,600	0.081 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.357
	TH	2.00	850	3,200	0.319 *	N-S(2):	0.444 *
	LT	1.00	220	1,600	0.138	E-W(1):	0.204
Westbound	RT	1.00	150	1,600	0.025	E-W(2):	0.294 *
	TH	2.00	560	3,200	0.175 *		
	LT	1.00	60	1,600	0.038	V/C:	0.738
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	2.00	650	3,200	0.219	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	210	1,600	0.069	ICU:	0.838
	TH	2.00	530	3,200	0.166		
	LT	1.00	190	1,600	0.119 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.534 *
	TH	2.00	1,070	3,200	0.366	N-S(2):	0.485
	LT	1.00	280	1,600	0.175 *	E-W(1):	0.360 *
Westbound	RT	1.00	220	1,600	0.050	E-W(2):	0.316
	TH	2.00	630	3,200	0.197		
	LT	1.00	70	1,600	0.044 *	V/C:	0.894
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	2.00	1,100	3,200	0.359 *	ITS:	0.000
	LT	1.00	190	1,600	0.119		
Eastbound	RT	1.00	260	1,600	0.103	ICU:	0.994
	TH	2.00	1,010	3,200	0.316 *		
	LT	1.00	190	1,600	0.119	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 26 - LA CIENEGA BOULEVARD & CENTINELA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.656 *
	TH	3.00	2,210	4,800	0.465	N-S(2):	0.479
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.288 *
Westbound	RT	1.00	260	1,600	0.109	E-W(2):	0.250
	TH	3.00	1,200	4,800	0.250		
	LT	1.00	260	1,600	0.163 *	V/C:	0.944
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	2,600	4,800	0.550 *	ITS:	0.000
	LT	2.00	40	2,880	0.014		
Eastbound	RT	0.00	200	0	0.000	ICU:	1.044
	TH	3.00	400	4,800	0.125 *		
	LT	0.00	0	0	0.000	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.471 *
	TH	3.00	1,640	4,800	0.350	N-S(2):	0.426
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.296 *
Westbound	RT	1.00	140	1,600	0.041	E-W(2):	0.175
	TH	3.00	840	4,800	0.175		
	LT	1.00	180	1,600	0.113 *	V/C:	0.767
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	3.00	1,720	4,800	0.377 *	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.867
	TH	3.00	680	4,800	0.183 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.737 *
	TH	3.00	2,170	4,800	0.456	N-S(2):	0.498
	LT	1.00	370	1,600	0.231 *	E-W(1):	0.377 *
Westbound	RT	1.00	170	1,600	0.000	E-W(2):	0.194
	TH	3.00	930	4,800	0.194		
	LT	1.00	160	1,600	0.100 *	V/C:	1.114
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	3.00	2,300	4,800	0.506 *	ITS:	0.000
	LT	2.00	120	2,880	0.042		
Eastbound	RT	0.00	250	0	0.000	ICU:	1.214
	TH	3.00	1,080	4,800	0.277 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 27 - LA TIEJERA BOULEVARD & CENTINELA BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	190	0	0.000	N-S(1):	0.223
	TH	3.00	1,220	4,800	0.294 *	N-S(2):	0.350 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.160
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.312 *
	TH	3.00	1,100	4,800	0.231 *		
	LT	2.00	160	2,880	0.056	V/C:	0.662
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	810	4,800	0.198	ITS:	0.000
	LT	2.00	160	2,880	0.056 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.762
	TH	3.00	440	4,800	0.104		
	LT	1.00	130	1,600	0.081 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.285 *
	TH	3.00	810	4,800	0.194	N-S(2):	0.257
	LT	1.00	80	1,600	0.050 *	E-W(1):	0.236
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.256 *
	TH	3.00	820	4,800	0.175 *		
	LT	2.00	210	2,880	0.073	V/C:	0.541
Northbound	RT	0.00	220	0	0.000	Lost Time:	0.100
	TH	3.00	910	4,800	0.235 *	ITS:	0.000
	LT	2.00	180	2,880	0.063		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.641
	TH	3.00	690	4,800	0.163		
	LT	1.00	130	1,600	0.081 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.482 *
	TH	3.00	990	4,800	0.233	N-S(2):	0.302
	LT	1.00	140	1,600	0.088 *	E-W(1):	0.267
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.333 *
	TH	3.00	960	4,800	0.202 *		
	LT	2.00	200	2,880	0.069	V/C:	0.815
Northbound	RT	0.00	350	0	0.000	Lost Time:	0.100
	TH	3.00	1,540	4,800	0.394 *	ITS:	0.000
	LT	2.00	200	2,880	0.069		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.915
	TH	3.00	900	4,800	0.198		
	LT	1.00	210	1,600	0.131 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 34 - LA BREA AVENUE / HAWTHORNE BOULEVARD & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.028	N-S(1):	0.212 *
	TH	3.00	535	4,800	0.111	N-S(2):	0.198
	LT	1.00	90	1,600	0.056 *	E-W(1):	0.196
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.347 *
	TH	3.00	1,136	4,800	0.266 *		
	LT	1.00	80	1,600	0.050	V/C:	0.559
Northbound	RT	1.00	70	1,600	0.019	Lost Time:	0.100
	TH	3.00	750	4,800	0.156 *	ITS:	0.000
	LT	1.00	139	1,600	0.087		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.659
	TH	3.00	500	4,800	0.146		
	LT	1.00	130	1,600	0.081 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.038	N-S(1):	0.269
	TH	3.00	736	4,800	0.153 *	N-S(2):	0.284 *
	LT	1.00	220	1,600	0.138	E-W(1):	0.283
Westbound	RT	0.00	150	0	0.000	E-W(2):	0.299 *
	TH	3.00	864	4,800	0.211 *		
	LT	1.00	120	1,600	0.075	V/C:	0.583
Northbound	RT	1.00	160	1,600	0.063	Lost Time:	0.100
	TH	3.00	630	4,800	0.131	ITS:	0.000
	LT	1.00	210	1,600	0.131 *		
Eastbound	RT	0.00	240	0	0.000	ICU:	0.683
	TH	3.00	760	4,800	0.208		
	LT	1.00	140	1,600	0.088 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.016	N-S(1):	0.319
	TH	3.00	1,000	4,800	0.208 *	N-S(2):	0.377 *
	LT	1.00	240	1,600	0.150	E-W(1):	0.398 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.346
	TH	3.00	1,013	4,800	0.240		
	LT	1.00	140	1,600	0.088 *	V/C:	0.775
Northbound	RT	1.00	140	1,600	0.044	Lost Time:	0.100
	TH	3.00	810	4,800	0.169	ITS:	0.000
	LT	1.00	270	1,600	0.169 *		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.875
	TH	3.00	1,310	4,800	0.310 *		
	LT	1.00	170	1,600	0.106	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 35 - INGLEWOOD AVENUE & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.200
	TH	1.00	140	1,600	0.194 *	N-S(2):	0.288 *
	LT	1.00	90	1,600	0.056	E-W(1):	0.152
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.356 *
	TH	3.00	1,330	4,800	0.300 *		
	LT	1.00	40	1,600	0.025	V/C:	0.644
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	1.00	170	1,600	0.144	ITS:	0.000
	LT	1.00	150	1,600	0.094 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.744
	TH	3.00	550	4,800	0.127		
	LT	1.00	90	1,600	0.056 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.269
	TH	1.00	170	1,600	0.213 *	N-S(2):	0.294 *
	LT	1.00	130	1,600	0.081	E-W(1):	0.280
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.315 *
	TH	3.00	980	4,800	0.227 *		
	LT	1.00	100	1,600	0.063	V/C:	0.609
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	1.00	210	1,600	0.188	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.709
	TH	3.00	940	4,800	0.217		
	LT	1.00	140	1,600	0.088 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.312
	TH	1.00	360	1,600	0.325 *	N-S(2):	0.394 *
	LT	1.00	130	1,600	0.081	E-W(1):	0.435 *
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.396
	TH	3.00	1,120	4,800	0.258		
	LT	1.00	90	1,600	0.056 *	V/C:	0.829
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	1.00	260	1,600	0.231	ITS:	0.000
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	0.00	240	0	0.000	ICU:	0.929
	TH	3.00	1,580	4,800	0.379 *		
	LT	1.00	220	1,600	0.138	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 36 - LA CIENEGA BOULEVARD & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	620	3,200	0.088	N-S(1):	0.078
	TH	2.00	430	3,200	0.134 *	N-S(2):	0.422 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.455 *
Westbound	RT	0.00	420	1,600	0.263	E-W(2):	0.369
	TH	4.00	910	4,800	0.190		
	LT	1.00	500	1,600	0.313 *	V/C:	0.877
Northbound	RT	2.00	350	3,200	0.000	Lost Time:	0.100
	TH	2.00	10	3,200	0.003	ITS:	0.000
	LT	1.00	460	1,600	0.288 *		
Eastbound	RT	2.00	350	3,200	0.000	ICU:	0.977
	TH	3.00	680	4,800	0.142 *		
	LT	1.00	170	1,600	0.106	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	840	3,200	0.175 *	N-S(1):	0.197
	TH	2.00	320	3,200	0.100	N-S(2):	0.256 *
	LT	1.00	260	1,600	0.163	E-W(1):	0.373
Westbound	RT	0.00	550	1,600	0.344 *	E-W(2):	0.432 *
	TH	4.00	490	4,800	0.102		
	LT	1.00	160	1,600	0.100	V/C:	0.688
Northbound	RT	2.00	410	3,200	0.028	Lost Time:	0.100
	TH	2.00	110	3,200	0.034	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	2.00	520	3,200	0.081	ICU:	0.788
	TH	3.00	1,310	4,800	0.273		
	LT	1.00	140	1,600	0.088 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.71	500	2,735	0.089	N-S(1):	0.400 *
	TH	2.29	670	3,665	0.183	N-S(2):	0.339
	LT	1.00	360	1,600	0.225 *	E-W(1):	0.405
Westbound	RT	0.00	740	1,600	0.463 *	E-W(2):	0.557 *
	TH	4.00	160	4,800	0.033		
	LT	1.00	220	1,600	0.138	V/C:	0.957
Northbound	RT	2.00	1,000	3,200	0.175 *	Lost Time:	0.100
	TH	2.00	60	3,200	0.019	ITS:	0.000
	LT	1.00	250	1,600	0.156		
Eastbound	RT	2.00	520	3,200	0.006	ICU:	1.057
	TH	3.00	1,280	4,800	0.267		
	LT	1.00	150	1,600	0.094 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 37 - PRAIRIE AVENUE & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.286 *
	TH	3.00	690	4,800	0.171	N-S(2):	0.252
	LT	1.00	180	1,600	0.113 *	E-W(1):	0.127
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.292 *
	TH	3.00	990	4,800	0.248 *		
	LT	1.00	50	1,600	0.031	V/C:	0.578
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	3.00	730	4,800	0.173 *	ITS:	0.000
	LT	1.00	130	1,600	0.081		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.678
	TH	3.00	380	4,800	0.096		
	LT	1.00	70	1,600	0.044 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.344 *
	TH	3.00	680	4,800	0.165	N-S(2):	0.240
	LT	1.00	300	1,600	0.188 *	E-W(1):	0.313 *
Westbound	RT	0.00	300	0	0.000	E-W(2):	0.262
	TH	3.00	690	4,800	0.206		
	LT	1.00	150	1,600	0.094 *	V/C:	0.657
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	630	4,800	0.156 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.757
	TH	3.00	910	4,800	0.219 *		
	LT	1.00	90	1,600	0.056	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.438 *
	TH	3.00	1,060	4,800	0.246	N-S(2):	0.377
	LT	1.00	340	1,600	0.213 *	E-W(1):	0.394 *
Westbound	RT	0.00	410	1,600	0.256	E-W(2):	0.356
	TH	3.00	740	3,200	0.231		
	LT	1.00	170	1,600	0.106 *	V/C:	0.832
Northbound	RT	0.00	220	0	0.000	Lost Time:	0.100
	TH	3.00	860	4,800	0.225 *	ITS:	0.000
	LT	1.00	210	1,600	0.131		
Eastbound	RT	0.00	160	0	0.000	ICU:	0.932
	TH	3.00	1,220	4,800	0.288 *		
	LT	1.00	160	1,600	0.100	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 39 - NB I-405 RAMPS & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.081
	TH	0.00	0	0	0.000 *	N-S(2):	0.285 *
	LT	0.00	0	0	0.000	E-W(1):	0.184
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.375 *
	TH	3.00	1,670	4,800	0.375 *		
	LT	0.00	0	0	0.000	V/C:	0.660
Northbound	RT	1.00	130	1,600	0.081	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	820	2,880	0.285 *		
Eastbound	RT	1.97	580	3,146	0.000	ICU:	0.760
	TH	2.03	600	3,254	0.184		
	LT	1.00	0	1,600	0.000 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.106
	TH	0.00	0	0	0.000 *	N-S(2):	0.188 *
	LT	0.00	0	0	0.000	E-W(1):	0.309 *
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.269
	TH	3.00	1,200	4,800	0.269		
	LT	0.00	0	0	0.000 *	V/C:	0.497
Northbound	RT	1.00	170	1,600	0.106	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	540	2,880	0.188 *		
Eastbound	RT	2.00	990	3,200	0.000	ICU:	0.597
	TH	2.00	990	3,200	0.309 *		
	LT	1.00	0	1,600	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.231 *
	TH	0.00	0	0	0.000	N-S(2):	0.128
	LT	0.00	0	0	0.000 *	E-W(1):	0.398 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.296
	TH	3.00	1,360	4,800	0.296		
	LT	0.00	0	0	0.000 *	V/C:	0.629
Northbound	RT	1.00	370	1,600	0.231 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	370	2,880	0.128		
Eastbound	RT	1.40	890	2,234	0.000	ICU:	0.729
	TH	2.60	1,660	4,166	0.398 *		
	LT	1.00	0	1,600	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 46 - DOUGLAS STREET & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.000	N-S(1):	0.195
	TH	2.00	240	3,200	0.075 *	N-S(2):	0.224 *
	LT	2.00	130	2,880	0.045	E-W(1):	0.190
Westbound	RT	1.00	490	1,600	0.284	E-W(2):	0.538 *
	TH	3.00	1,770	4,800	0.369 *		
	LT	2.00	230	2,880	0.080	V/C:	0.762
Northbound	RT	1.00	70	1,600	0.004	Lost Time:	0.100
	TH	2.00	480	3,200	0.150	ITS:	0.000
	LT	2.00	430	2,880	0.149 *		
Eastbound	RT	0.00	160	0	0.000	ICU:	0.862
	TH	3.00	370	4,800	0.110		
	LT	1.00	270	1,600	0.169 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.034	N-S(1):	0.185 *
	TH	2.00	320	3,200	0.100	N-S(2):	0.173
	LT	2.00	220	2,880	0.076 *	E-W(1):	0.250
Westbound	RT	1.00	370	1,600	0.193 *	E-W(2):	0.399 *
	TH	3.00	890	4,800	0.185		
	LT	2.00	120	2,880	0.042	V/C:	0.584
Northbound	RT	1.00	140	1,600	0.067	Lost Time:	0.100
	TH	2.00	350	3,200	0.109 *	ITS:	0.000
	LT	2.00	210	2,880	0.073		
Eastbound	RT	0.00	260	0	0.000	ICU:	0.684
	TH	3.00	740	4,800	0.208		
	LT	1.00	330	1,600	0.206 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.009	N-S(1):	0.350 *
	TH	2.00	810	3,200	0.253	N-S(2):	0.305
	LT	2.00	450	2,880	0.156 *	E-W(1):	0.526 *
Westbound	RT	1.00	180	1,600	0.034	E-W(2):	0.213
	TH	3.00	690	4,800	0.144		
	LT	2.00	140	2,880	0.049 *	V/C:	0.876
Northbound	RT	1.00	330	1,600	0.182	Lost Time:	0.100
	TH	2.00	620	3,200	0.194 *	ITS:	0.000
	LT	2.00	150	2,880	0.052		
Eastbound	RT	0.00	380	0	0.000	ICU:	0.976
	TH	3.00	1,910	4,800	0.477 *		
	LT	1.00	110	1,600	0.069	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 47 - DOUGLAS STREET & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.000	N-S(1):	0.082 *
	TH	1.00	30	1,600	0.019	N-S(2):	0.000
	LT	1.00	30	1,600	0.019 *	E-W(1):	0.242
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.309 *
	TH	3.00	1,220	4,800	0.271 *		
	LT	2.00	270	2,880	0.094	V/C:	0.391
Northbound	RT	2.00	140	3,200	0.000	Lost Time:	0.100
	TH	1.00	30	1,600	0.019	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	230	0	0.000	ICU:	0.491
	TH	3.00	480	4,800	0.148		
	LT	1.00	60	1,600	0.038 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.006	N-S(1):	0.075 *
	TH	0.67	30	1,067	0.028	N-S(2):	0.000
	LT	1.33	60	1,920	0.031 *	E-W(1):	0.166 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.159
	TH	3.00	540	4,800	0.121		
	LT	2.00	90	2,880	0.031 *	V/C:	0.241
Northbound	RT	2.00	180	3,200	0.025	Lost Time:	0.100
	TH	1.00	20	1,600	0.013	ITS:	0.000
	LT	1.00	70	1,600	0.044 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.341
	TH	3.00	550	4,800	0.135 *		
	LT	1.00	60	1,600	0.038	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.009	N-S(1):	0.135 *
	TH	0.60	30	960	0.031	N-S(2):	0.000
	LT	1.40	70	2,016	0.035 *	E-W(1):	0.257 *
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.166
	TH	3.00	600	4,800	0.135		
	LT	2.00	70	2,880	0.024 *	V/C:	0.392
Northbound	RT	2.00	390	3,200	0.098	Lost Time:	0.100
	TH	1.00	30	1,600	0.019	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.492
	TH	3.00	1,020	4,800	0.233 *		
	LT	1.00	50	1,600	0.031	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 48 - DOUGLAS STREET & MARIPOSA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.127
	TH	3.00	290	4,800	0.079 *	N-S(2):	0.273 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.044 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.009 *		
	LT	0.00	10	1,600	0.006	V/C:	0.317
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	3.00	550	4,800	0.121	ITS:	0.000
	LT	1.00	310	1,600	0.194 *		
Eastbound	RT	1.00	190	1,600	0.022	ICU:	0.417
	TH	0.20	10	320	0.031		
	LT	1.80	90	2,592	0.035 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.167
	TH	3.00	500	4,800	0.125 *	N-S(2):	0.225 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.122 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.009 *		
	LT	0.00	10	1,600	0.006	V/C:	0.347
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	700	4,800	0.154	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	1.00	260	1,600	0.113 *	ICU:	0.447
	TH	0.25	20	400	0.050		
	LT	1.75	140	2,520	0.056	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.148
	TH	3.00	620	4,800	0.142 *	N-S(2):	0.267 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.234 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.009 *		
	LT	0.00	10	1,600	0.006	V/C:	0.501
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	670	4,800	0.142	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	460	1,600	0.225 *	ICU:	0.601
	TH	0.07	10	114	0.088		
	LT	1.93	270	2,777	0.097	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 49 - DOUGLAS STREET & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.050	N-S(1):	0.136 *
	TH	1.00	40	1,600	0.025	N-S(2):	0.094
	LT	2.00	120	2,880	0.042 *	E-W(1):	0.186
Westbound	RT	1.00	530	1,600	0.290	E-W(2):	0.434 *
	TH	3.00	1,780	4,800	0.371 *		
	LT	2.00	80	2,880	0.028	V/C:	0.570
Northbound	RT	1.00	20	1,600	0.000	Lost Time:	0.100
	TH	1.00	150	1,600	0.094 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	1.00	50	1,600	0.009	ICU:	0.670
	TH	3.00	760	4,800	0.158		
	LT	2.00	180	2,880	0.063 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	270	1,600	0.127 *	N-S(1):	0.141
	TH	1.00	80	1,600	0.050	N-S(2):	0.190 *
	LT	2.00	280	2,880	0.097	E-W(1):	0.329
Westbound	RT	1.00	240	1,600	0.053	E-W(2):	0.448 *
	TH	3.00	1,750	4,800	0.365 *		
	LT	2.00	40	2,880	0.014	V/C:	0.638
Northbound	RT	1.00	60	1,600	0.031	Lost Time:	0.100
	TH	1.00	70	1,600	0.044	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	1.00	130	1,600	0.050	ICU:	0.738
	TH	3.00	1,510	4,800	0.315		
	LT	2.00	240	2,880	0.083 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	290	1,600	0.153	N-S(1):	0.196
	TH	1.00	360	1,600	0.225 *	N-S(2):	0.300 *
	LT	2.00	420	2,880	0.146	E-W(1):	0.383
Westbound	RT	1.00	190	1,600	0.000	E-W(2):	0.389 *
	TH	3.00	1,600	4,800	0.333 *		
	LT	2.00	30	2,880	0.010	V/C:	0.689
Northbound	RT	1.00	60	1,600	0.032	Lost Time:	0.100
	TH	1.00	80	1,600	0.050	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	1.00	140	1,600	0.050	ICU:	0.789
	TH	3.00	1,790	4,800	0.373		
	LT	2.00	160	2,880	0.056 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 51 - HAWTHORNE BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.019	N-S(1):	0.227
	TH	3.00	850	4,800	0.177 *	N-S(2):	0.278 *
	LT	2.00	270	2,880	0.094	E-W(1):	0.246
Westbound	RT	0.00	290	0	0.000	E-W(2):	0.342 *
	TH	3.00	1,110	4,800	0.292 *		
	LT	1.00	170	1,600	0.106	V/C:	0.620
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	4.00	740	6,400	0.133	ITS:	0.000
	LT	2.00	290	2,880	0.101 *		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.720
	TH	3.00	520	4,800	0.140		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.031	N-S(1):	0.287
	TH	3.00	1,020	4,800	0.213 *	N-S(2):	0.331 *
	LT	2.00	300	2,880	0.104	E-W(1):	0.342 *
Westbound	RT	0.00	220	0	0.000	E-W(2):	0.279
	TH	3.00	640	4,800	0.179		
	LT	1.00	240	1,600	0.150 *	V/C:	0.673
Northbound	RT	0.00	200	0	0.000	Lost Time:	0.100
	TH	4.00	970	6,400	0.183	ITS:	0.000
	LT	2.00	340	2,880	0.118 *		
Eastbound	RT	0.00	280	0	0.000	ICU:	0.773
	TH	3.00	640	4,800	0.192 *		
	LT	1.00	160	1,600	0.100	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.016	N-S(1):	0.374
	TH	3.00	1,910	4,800	0.398 *	N-S(2):	0.499 *
	LT	2.00	430	2,880	0.149	E-W(1):	0.690 *
Westbound	RT	0.00	210	0	0.000	E-W(2):	0.321
	TH	3.00	820	4,800	0.215		
	LT	1.00	150	1,600	0.094 *	V/C:	1.189
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	4.00	1,230	6,400	0.225	ITS:	0.000
	LT	2.00	290	2,880	0.101 *		
Eastbound	RT	0.00	460	0	0.000	ICU:	1.289
	TH	3.00	2,400	4,800	0.596 *		
	LT	1.00	170	1,600	0.106	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 52 - INGLEWOOD AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.178
	TH	2.00	380	3,200	0.147 *	N-S(2):	0.285 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.182
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.330 *
	TH	3.00	1,260	4,800	0.292 *		
	LT	1.00	110	1,600	0.069	V/C:	0.615
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	2.00	410	3,200	0.153	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.715
	TH	3.00	410	4,800	0.113		
	LT	1.00	60	1,600	0.038 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.244
	TH	2.00	570	3,200	0.213 *	N-S(2):	0.376 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.278
Westbound	RT	0.00	220	0	0.000	E-W(2):	0.296 *
	TH	3.00	750	4,800	0.202 *		
	LT	1.00	140	1,600	0.088	V/C:	0.672
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	450	3,200	0.181	ITS:	0.000
	LT	1.00	260	1,600	0.163 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.772
	TH	3.00	740	4,800	0.190		
	LT	1.00	150	1,600	0.094 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.344
	TH	2.00	790	3,200	0.272 *	N-S(2):	0.372 *
	LT	1.00	130	1,600	0.081	E-W(1):	0.623 *
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.344
	TH	3.00	790	4,800	0.206		
	LT	1.00	180	1,600	0.113 *	V/C:	0.995
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	710	3,200	0.263	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	0.00	300	0	0.000	ICU:	1.095
	TH	3.00	2,150	4,800	0.510 *		
	LT	1.00	220	1,600	0.138	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 53 - LA CIENEGA BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	600	3,200	0.150 *	N-S(1):	0.104
	TH	0.00	0	0	0.000	N-S(2):	0.150 *
	LT	2.00	300	2,880	0.104	E-W(1):	0.106
Westbound	RT	0.00	560	0	0.000	E-W(2):	0.480 *
	TH	3.00	1,560	4,800	0.442 *		
	LT	0.00	0	0	0.000	V/C:	0.630
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.730
	TH	3.00	510	4,800	0.106		
	LT	1.00	60	1,600	0.038 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	370	3,200	0.072	N-S(1):	0.139 *
	TH	0.00	0	0	0.000	N-S(2):	0.072
	LT	2.00	400	2,880	0.139 *	E-W(1):	0.219
Westbound	RT	0.00	520	1,600	0.325 *	E-W(2):	0.369 *
	TH	3.00	960	3,200	0.300		
	LT	0.00	0	0	0.000	V/C:	0.508
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.608
	TH	3.00	1,050	4,800	0.219		
	LT	1.00	70	1,600	0.044 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	450	3,200	0.066	N-S(1):	0.434 *
	TH	0.00	0	0	0.000	N-S(2):	0.066
	LT	2.00	1,250	2,880	0.434 *	E-W(1):	0.504 *
Westbound	RT	0.00	570	1,600	0.356	E-W(2):	0.431
	TH	3.00	560	3,200	0.175		
	LT	0.00	0	0	0.000 *	V/C:	0.938
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.038
	TH	3.00	2,420	4,800	0.504 *		
	LT	1.00	120	1,600	0.075	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 54 - NASH STREET & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.025	N-S(1):	0.072 *
	TH	2.00	160	3,200	0.050	N-S(2):	0.000
	LT	1.00	80	1,600	0.050 *	E-W(1):	0.194
Westbound	RT	0.00	350	0	0.000	E-W(2):	0.436 *
	TH	3.00	1,640	4,800	0.415 *		
	LT	2.00	150	2,880	0.052	V/C:	0.508
Northbound	RT	1.14	40	1,829	0.000	Lost Time:	0.100
	TH	0.86	30	1,371	0.022 *	ITS:	0.000
	LT	2.00	10	2,880	0.003		
Eastbound	RT	1.00	50	1,600	0.030	ICU:	0.608
	TH	3.00	680	4,800	0.142		
	LT	2.00	60	2,880	0.021 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.038	N-S(1):	0.091 *
	TH	1.11	100	1,778	0.056	N-S(2):	0.000
	LT	1.89	170	2,720	0.063 *	E-W(1):	0.251
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.271 *
	TH	3.00	1,090	4,800	0.250 *		
	LT	2.00	70	2,880	0.024	V/C:	0.362
Northbound	RT	1.11	50	1,778	0.004	Lost Time:	0.100
	TH	0.89	40	1,422	0.028 *	ITS:	0.000
	LT	2.00	10	2,880	0.003		
Eastbound	RT	1.00	40	1,600	0.023	ICU:	0.462
	TH	3.00	1,090	4,800	0.227		
	LT	2.00	60	2,880	0.021 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.031	N-S(1):	0.250 *
	TH	1.00	60	1,600	0.038	N-S(2):	0.000
	LT	2.00	520	2,880	0.181 *	E-W(1):	0.358 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.224
	TH	3.00	930	4,800	0.217		
	LT	2.00	30	2,880	0.010 *	V/C:	0.608
Northbound	RT	1.18	130	1,891	0.058	Lost Time:	0.100
	TH	0.82	90	1,309	0.069 *	ITS:	0.000
	LT	2.00	20	2,880	0.007		
Eastbound	RT	1.00	10	1,600	0.003	ICU:	0.708
	TH	3.00	1,670	4,800	0.348 *		
	LT	2.00	20	2,880	0.007	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 55 - SEPULVEDA BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	180	1,600	0.066	N-S(1):	0.521 *
	TH	4.00	1,010	6,400	0.158	N-S(2):	0.234
	LT	2.00	240	2,880	0.083 *	E-W(1):	0.167
Westbound	RT	1.00	240	1,600	0.108 *	E-W(2):	0.202 *
	TH	2.00	340	3,200	0.106		
	LT	2.00	140	2,880	0.049	V/C:	0.723
Northbound	RT	0.00	270	0	0.000	Lost Time:	0.100
	TH	4.00	2,530	6,400	0.438 *	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	1.00	250	1,600	0.118	ICU:	0.823
	TH	2.00	260	3,200	0.081		
	LT	1.00	150	1,600	0.094 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.022	N-S(1):	0.368
	TH	4.00	1,650	6,400	0.258 *	N-S(2):	0.396 *
	LT	2.00	190	2,880	0.066	E-W(1):	0.353 *
Westbound	RT	1.00	200	1,600	0.092	E-W(2):	0.197
	TH	2.00	370	3,200	0.116		
	LT	2.00	450	2,880	0.156 *	V/C:	0.743
Northbound	RT	0.00	330	0	0.000	Lost Time:	0.100
	TH	4.00	1,600	6,400	0.302	ITS:	0.000
	LT	2.00	380	2,880	0.132 *		
Eastbound	RT	1.00	420	1,600	0.197 *	ICU:	0.843
	TH	2.00	490	3,200	0.153		
	LT	1.00	130	1,600	0.081	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.009	N-S(1):	0.421
	TH	4.00	2,600	6,400	0.406 *	N-S(2):	0.528 *
	LT	2.00	310	2,880	0.108	E-W(1):	0.386 *
Westbound	RT	1.00	320	1,600	0.146	E-W(2):	0.252
	TH	2.00	410	3,200	0.128		
	LT	2.00	550	2,880	0.191 *	V/C:	0.914
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	4.00	1,820	6,400	0.313	ITS:	0.000
	LT	2.00	350	2,880	0.122 *		
Eastbound	RT	1.00	410	1,600	0.195 *	ICU:	1.014
	TH	2.00	470	3,200	0.147		
	LT	1.00	170	1,600	0.106	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 56 - LINCOLN BOULEVARD & FIJI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.457
	TH	3.00	1,510	4,800	0.331 *	N-S(2):	0.536 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.044
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.088 *
	TH	2.00	20	3,200	0.038 *		
	LT	0.00	50	1,600	0.031	V/C:	0.624
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	3.00	1,950	4,800	0.419	ITS:	0.000
	LT	2.00	590	2,880	0.205 *		
Eastbound	RT	1.00	690	1,600	0.000	ICU:	0.724
	TH	1.00	20	1,600	0.013		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.471
	TH	3.00	1,430	4,800	0.325 *	N-S(2):	0.540 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.051
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.138 *
	TH	2.00	20	1,600	0.069 *		
	LT	0.00	60	1,600	0.038	V/C:	0.678
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	3.00	1,990	4,800	0.427	ITS:	0.000
	LT	2.00	620	2,880	0.215 *		
Eastbound	RT	1.00	540	1,600	0.000	ICU:	0.778
	TH	1.00	20	1,600	0.013		
	LT	1.00	110	1,600	0.069 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.507
	TH	3.00	1,940	4,800	0.440 *	N-S(2):	0.759 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.063
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.113 *
	TH	2.00	30	3,200	0.038 *		
	LT	0.00	60	1,600	0.038	V/C:	0.872
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	2,180	4,800	0.469	ITS:	0.000
	LT	2.00	920	2,880	0.319 *		
Eastbound	RT	1.00	920	1,600	0.000	ICU:	0.972
	TH	1.00	40	1,600	0.025		
	LT	1.00	120	1,600	0.075 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 57 - LA BREA AVENUE & FLORENCE AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.375 *
	TH	2.00	720	3,200	0.253	N-S(2):	0.297
	LT	1.00	80	1,600	0.050 *	E-W(1):	0.307
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.341 *
	TH	2.00	840	3,200	0.297 *		
	LT	1.00	270	1,600	0.169	V/C:	0.716
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	2.00	850	3,200	0.325 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.816
	TH	2.00	350	3,200	0.138		
	LT	1.00	70	1,600	0.044 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.391 *
	TH	2.00	860	3,200	0.294	N-S(2):	0.357
	LT	1.00	140	1,600	0.088 *	E-W(1):	0.353 *
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.278
	TH	2.00	480	3,200	0.209		
	LT	1.00	270	1,600	0.169 *	V/C:	0.744
Northbound	RT	0.00	200	0	0.000	Lost Time:	0.100
	TH	2.00	770	3,200	0.303 *	ITS:	0.000
	LT	1.00	100	1,600	0.063		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.844
	TH	2.00	500	3,200	0.184 *		
	LT	1.00	110	1,600	0.069	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.560 *
	TH	2.00	1,240	3,200	0.419	N-S(2):	0.444
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.466 *
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.332
	TH	2.00	590	3,200	0.244		
	LT	1.00	200	1,600	0.125 *	V/C:	1.026
Northbound	RT	0.00	340	0	0.000	Lost Time:	0.100
	TH	2.00	1,070	3,200	0.441 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	0.00	80	0	0.000	ICU:	1.126
	TH	2.00	1,010	3,200	0.341 *		
	LT	1.00	140	1,600	0.088	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 58 - LA CIENEGA BOULEVARD & FLORENCE AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	590	1,600	0.369 *	N-S(1):	0.607 *
	TH	3.00	660	3,200	0.206	N-S(2):	0.000
	LT	1.00	310	1,600	0.194	E-W(1):	0.522 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.485
	TH	2.00	670	3,200	0.222		
	LT	1.00	700	1,600	0.438 *	V/C:	1.129
Northbound	RT	0.00	310	0	0.000	Lost Time:	0.100
	TH	2.00	450	3,200	0.238 *	ITS:	0.000
	LT	1.00	30	1,600	0.019		
Eastbound	RT	0.00	20	0	0.000	ICU:	1.229
	TH	2.00	250	3,200	0.084 *		
	LT	1.00	420	1,600	0.263	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	610	1,600	0.381 *	N-S(1):	0.737 *
	TH	3.00	1,140	3,200	0.356	N-S(2):	0.000
	LT	1.00	300	1,600	0.188	E-W(1):	0.490 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.375
	TH	2.00	340	3,200	0.125		
	LT	1.00	570	1,600	0.356 *	V/C:	1.227
Northbound	RT	0.00	290	0	0.000	Lost Time:	0.100
	TH	2.00	850	3,200	0.356 *	ITS:	0.000
	LT	1.00	30	1,600	0.019		
Eastbound	RT	0.00	40	0	0.000	ICU:	1.327
	TH	2.00	390	3,200	0.134 *		
	LT	1.00	400	1,600	0.250	LOS:	F

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	690	1,600	0.431 *	N-S(1):	0.812 *
	TH	3.00	1,090	3,200	0.341	N-S(2):	0.000
	LT	1.00	580	1,600	0.363	E-W(1):	0.613 *
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.578
	TH	2.00	360	3,200	0.134		
	LT	1.00	700	1,600	0.438 *	V/C:	1.425
Northbound	RT	0.00	610	1,600	0.381 *	Lost Time:	0.100
	TH	2.00	470	1,600	0.294	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	1.525
	TH	2.00	540	3,200	0.175 *		
	LT	1.00	710	1,600	0.444	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 59 - NASH STREET & GRAND AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	400	1,600	0.250 *	N-S(1):	0.103
	TH	2.00	190	1,600	0.119	N-S(2):	0.375 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.106 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.000
	TH	1.00	50	1,600	0.050 *		
	LT	1.00	20	1,600	0.013	V/C:	0.481
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	2.00	120	3,200	0.053	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	2.00	30	3,200	0.000	ICU:	0.581
	TH	1.00	90	1,600	0.056 *		
	LT	1.00	70	1,600	0.044	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.057
	TH	2.00	250	3,200	0.119 *	N-S(2):	0.150 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.169 *
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.000
	TH	1.00	80	1,600	0.063 *		
	LT	1.00	10	1,600	0.006	V/C:	0.319
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	120	3,200	0.044	ITS:	0.000
	LT	1.00	50	1,600	0.031 *		
Eastbound	RT	2.00	110	3,200	0.019	ICU:	0.419
	TH	1.00	70	1,600	0.044		
	LT	1.00	170	1,600	0.106 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	220	1,600	0.138 *	N-S(1):	0.090
	TH	2.00	210	1,600	0.131	N-S(2):	0.157 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.319 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.000
	TH	1.00	60	1,600	0.063 *		
	LT	1.00	40	1,600	0.025	V/C:	0.476
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	2.00	160	3,200	0.059	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	2.00	220	3,200	0.059	ICU:	0.576
	TH	1.00	120	1,600	0.075		
	LT	1.00	410	1,600	0.256 *	LOS:	A

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 60 - SEPULVEDA BOULEVARD & GRAND AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	280	0	0.000	N-S(1):	0.613 *
	TH	4.00	1,320	6,400	0.250	N-S(2):	0.325
	LT	1.00	400	1,600	0.250 *	E-W(1):	0.128 *
Westbound	RT	1.00	130	1,600	0.000	E-W(2):	0.000
	TH	2.00	50	3,200	0.016		
	LT	2.00	70	2,880	0.024 *	V/C:	0.741
Northbound	RT	1.00	400	1,600	0.226	Lost Time:	0.100
	TH	4.00	2,320	6,400	0.363 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.841
	TH	1.60	140	2,560	0.094		
	LT	1.40	210	2,016	0.104 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	250	0	0.000	N-S(1):	0.376
	TH	4.00	1,600	6,400	0.289 *	N-S(2):	0.439 *
	LT	1.00	220	1,600	0.138	E-W(1):	0.238 *
Westbound	RT	1.00	160	1,600	0.031	E-W(2):	0.000
	TH	2.00	310	3,200	0.097 *		
	LT	2.00	270	2,880	0.094	V/C:	0.677
Northbound	RT	1.00	150	1,600	0.000	Lost Time:	0.100
	TH	4.00	1,520	6,400	0.238	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.777
	TH	1.72	200	2,754	0.127		
	LT	1.28	260	1,841	0.141 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.461
	TH	4.00	2,390	6,400	0.394 *	N-S(2):	0.538 *
	LT	1.00	200	1,600	0.125	E-W(1):	0.302 *
Westbound	RT	1.00	340	1,600	0.150	E-W(2):	0.000
	TH	2.00	260	3,200	0.081		
	LT	2.00	480	2,880	0.167 *	V/C:	0.840
Northbound	RT	1.00	160	1,600	0.000	Lost Time:	0.100
	TH	4.00	2,150	6,400	0.336	ITS:	0.000
	LT	1.00	230	1,600	0.144 *		
Eastbound	RT	0.00	210	1,600	0.131	ICU:	0.940
	TH	1.41	80	656	0.122		
	LT	1.59	310	2,289	0.135 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 62 - HAWTHORNE BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.182
	TH	3.00	730	4,800	0.181 *	N-S(2):	0.337 *
	LT	1.00	110	1,600	0.069	E-W(1):	0.273 *
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.309 *
	TH	3.00	1,060	4,800	0.246 *		
	LT	1.00	220	1,600	0.138	V/C:	0.646
Northbound	RT	1.00	290	1,600	0.113	Lost Time:	0.100
	TH	3.00	500	4,800	0.104	ITS:	0.000
	LT	2.00	450	2,880	0.156 *		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.746
	TH	3.00	530	4,800	0.135		
	LT	1.00	100	1,600	0.063 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.238
	TH	3.00	1,010	4,800	0.244 *	N-S(2):	0.355 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.251 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.202
	TH	3.00	500	4,800	0.127		
	LT	1.00	140	1,600	0.088 *	V/C:	0.606
Northbound	RT	1.00	310	1,600	0.150	Lost Time:	0.100
	TH	3.00	630	4,800	0.131	ITS:	0.000
	LT	2.00	320	2,880	0.111 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.706
	TH	3.00	680	4,800	0.163 *		
	LT	1.00	120	1,600	0.075	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.275
	TH	3.00	1,290	4,800	0.302 *	N-S(2):	0.462 *
	LT	1.00	200	1,600	0.125	E-W(1):	0.550 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.230
	TH	3.00	580	4,800	0.142		
	LT	1.00	120	1,600	0.075 *	V/C:	1.012
Northbound	RT	1.00	280	1,600	0.138	Lost Time:	0.100
	TH	3.00	720	4,800	0.150	ITS:	0.000
	LT	2.00	460	2,880	0.160 *		
Eastbound	RT	0.00	320	0	0.000	ICU:	1.112
	TH	3.00	1,960	4,800	0.475 *		
	LT	1.00	140	1,600	0.088	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 63 - HAWTHORNE BOULEVARD & LENNOX BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.219
	TH	3.00	710	4,800	0.154 *	N-S(2):	0.260 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.169 *
Westbound	RT	1.00	200	1,600	0.094	E-W(2):	0.137
	TH	1.00	170	1,600	0.106		
	LT	1.00	80	1,600	0.050 *	V/C:	0.429
Northbound	RT	1.00	60	1,600	0.013	Lost Time:	0.100
	TH	3.00	750	4,800	0.156	ITS:	0.000
	LT	1.00	170	1,600	0.106 *		
Eastbound	RT	0.00	190	1,600	0.119 *	ICU:	0.529
	TH	2.00	110	1,600	0.069		
	LT	1.00	50	1,600	0.031	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.217
	TH	3.00	930	4,800	0.213 *	N-S(2):	0.344 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.172
Westbound	RT	1.00	110	1,600	0.038	E-W(2):	0.188 *
	TH	1.00	220	1,600	0.138 *		
	LT	1.00	90	1,600	0.056	V/C:	0.532
Northbound	RT	1.00	130	1,600	0.053	Lost Time:	0.100
	TH	3.00	740	4,800	0.154	ITS:	0.000
	LT	1.00	210	1,600	0.131 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.632
	TH	2.00	230	3,200	0.116		
	LT	1.00	80	1,600	0.050 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.298
	TH	3.00	1,210	4,800	0.269 *	N-S(2):	0.425 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.285 *
Westbound	RT	1.00	150	1,600	0.056	E-W(2):	0.256
	TH	1.00	290	1,600	0.181		
	LT	1.00	150	1,600	0.094 *	V/C:	0.710
Northbound	RT	1.00	160	1,600	0.053	Lost Time:	0.100
	TH	3.00	1,070	4,800	0.223	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	0.00	210	0	0.000	ICU:	0.810
	TH	2.00	400	3,200	0.191 *		
	LT	1.00	120	1,600	0.075	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 64 - HIGHLAND AVENUE/VISTA DEL MAR & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.000	N-S(1):	0.413 *
	TH	1.00	260	1,600	0.163	N-S(2):	0.169
	LT	1.00	230	1,600	0.144 *	E-W(1):	0.182
Westbound	RT	1.00	630	1,600	0.250 *	E-W(2):	0.325 *
	TH	1.00	50	1,600	0.031		
	LT	1.00	70	1,600	0.044	V/C:	0.738
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	2.00	760	3,200	0.269 *	ITS:	0.000
	LT	1.00	10	1,600	0.006		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.838
	TH	1.00	80	1,600	0.138		
	LT	0.00	120	1,600	0.075 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.013	N-S(1):	0.222
	TH	1.00	440	1,600	0.275 *	N-S(2):	0.294 *
	LT	1.00	90	1,600	0.056	E-W(1):	0.175 *
Westbound	RT	1.00	300	1,600	0.131	E-W(2):	0.144
	TH	1.00	70	1,600	0.044		
	LT	1.00	160	1,600	0.100 *	V/C:	0.469
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	2.00	360	3,200	0.166	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.569
	TH	1.00	70	1,600	0.075 *		
	LT	0.00	20	1,600	0.013	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.013	N-S(1):	0.431
	TH	1.00	730	1,600	0.456 *	N-S(2):	0.462 *
	LT	1.00	410	1,600	0.256	E-W(1):	0.175 *
Westbound	RT	1.00	450	1,600	0.025	E-W(2):	0.094
	TH	1.00	110	1,600	0.069		
	LT	1.00	160	1,600	0.100 *	V/C:	0.637
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	430	3,200	0.175	ITS:	0.000
	LT	1.00	10	1,600	0.006 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.737
	TH	1.00	60	1,600	0.075 *		
	LT	0.00	40	1,600	0.025	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 66 - INGELWOOD AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	170	1,600	0.088	N-S(1):	0.200
	TH	1.00	300	1,600	0.188 *	N-S(2):	0.419 *
	LT	1.00	110	1,600	0.069	E-W(1):	0.216
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.367 *
	TH	3.00	1,450	4,800	0.329 *		
	LT	1.00	90	1,600	0.056	V/C:	0.786
Northbound	RT	1.00	110	1,600	0.041	Lost Time:	0.100
	TH	1.00	210	1,600	0.131	ITS:	0.000
	LT	1.00	370	1,600	0.231 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.886
	TH	3.00	690	4,800	0.160		
	LT	1.00	60	1,600	0.038 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.019	N-S(1):	0.344
	TH	1.00	430	1,600	0.269 *	N-S(2):	0.419 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.298 *
Westbound	RT	0.00	230	0	0.000	E-W(2):	0.263
	TH	3.00	670	4,800	0.188		
	LT	1.00	160	1,600	0.100 *	V/C:	0.717
Northbound	RT	1.00	180	1,600	0.063	Lost Time:	0.100
	TH	1.00	430	1,600	0.269	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	0.00	210	0	0.000	ICU:	0.817
	TH	3.00	740	4,800	0.198 *		
	LT	1.00	120	1,600	0.075	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.000	N-S(1):	0.425
	TH	1.00	960	1,600	0.600 *	N-S(2):	0.731 *
	LT	1.00	190	1,600	0.119	E-W(1):	0.584 *
Westbound	RT	0.00	290	0	0.000	E-W(2):	0.438
	TH	3.00	1,000	4,800	0.269		
	LT	1.00	150	1,600	0.094 *	V/C:	1.315
Northbound	RT	1.00	180	1,600	0.066	Lost Time:	0.100
	TH	1.00	490	1,600	0.306	ITS:	0.000
	LT	1.00	210	1,600	0.131 *		
Eastbound	RT	0.00	230	0	0.000	ICU:	1.415
	TH	3.00	2,120	4,800	0.490 *		
	LT	1.00	270	1,600	0.169	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 67 - LA CIENEGA BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : EBR, WBR,
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.58	290	2,531	0.054	N-S(1):	0.147
	TH	1.42	260	2,269	0.115 *	N-S(2):	0.268 *
	LT	2.00	170	2,880	0.059	E-W(1):	0.131
Westbound	RT	2.00	560	3,200	0.116	E-W(2):	0.397 *
	TH	3.00	1,320	4,800	0.275 *		
	LT	2.00	90	2,880	0.031	V/C:	0.665
Northbound	RT	1.36	190	2,171	0.072	Lost Time:	0.100
	TH	1.64	230	2,629	0.088	ITS:	0.000
	LT	2.00	440	2,880	0.153 *		
Eastbound	RT	2.00	480	3,200	0.000	ICU:	0.765
	TH	3.00	480	4,800	0.100		
	LT	2.00	350	2,880	0.122 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.53	220	2,456	0.062	N-S(1):	0.152
	TH	1.47	210	2,344	0.090 *	N-S(2):	0.225 *
	LT	2.00	210	2,880	0.073	E-W(1):	0.159
Westbound	RT	2.00	270	3,200	0.011	E-W(2):	0.248 *
	TH	3.00	920	4,800	0.192 *		
	LT	2.00	50	2,880	0.017	V/C:	0.473
Northbound	RT	1.42	180	2,274	0.070	Lost Time:	0.100
	TH	1.58	200	2,526	0.079	ITS:	0.000
	LT	2.00	390	2,880	0.135 *		
Eastbound	RT	2.00	540	3,200	0.033	ICU:	0.573
	TH	3.00	680	4,800	0.142		
	LT	2.00	160	2,880	0.056 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.24	350	1,976	0.141	N-S(1):	0.400 *
	TH	1.76	500	2,824	0.177	N-S(2):	0.305
	LT	2.00	700	2,880	0.243 *	E-W(1):	0.302 *
Westbound	RT	2.00	380	3,200	0.000	E-W(2):	0.265
	TH	3.00	920	4,800	0.192		
	LT	2.00	50	2,880	0.017 *	V/C:	0.702
Northbound	RT	2.00	530	3,200	0.157 *	Lost Time:	0.100
	TH	1.00	190	1,600	0.119	ITS:	0.000
	LT	2.00	370	2,880	0.128		
Eastbound	RT	2.00	720	3,200	0.097	ICU:	0.802
	TH	3.00	1,370	4,800	0.285 *		
	LT	2.00	210	2,880	0.073	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 68 - MAIN STREET & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : Y
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.318 *
	TH	1.00	0	1,600	0.013 *	N-S(2):	0.000
	LT	0.00	10	1,600	0.006	E-W(1):	0.428 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.344
	TH	2.00	1,090	3,200	0.344		
	LT	2.00	330	2,880	0.115 *	V/C:	0.746
Northbound	RT	1.00	580	1,600	0.305 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	280	2,880	0.097		
Eastbound	RT	1.00	140	1,600	0.088	ICU:	0.846
	TH	2.00	1,000	3,200	0.313 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.114 *
	TH	1.00	0	1,600	0.013 *	N-S(2):	0.000
	LT	0.00	10	1,600	0.006	E-W(1):	0.450 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.325
	TH	2.00	1,030	3,200	0.325		
	LT	2.00	440	2,880	0.153 *	V/C:	0.564
Northbound	RT	1.00	280	1,600	0.099	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	290	2,880	0.101 *		
Eastbound	RT	1.00	80	1,600	0.050	ICU:	0.664
	TH	2.00	950	3,200	0.297 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.159 *
	TH	1.00	0	1,600	0.013 *	N-S(2):	0.000
	LT	0.00	10	1,600	0.006	E-W(1):	0.516 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.241
	TH	2.00	760	3,200	0.241		
	LT	2.00	550	2,880	0.191 *	V/C:	0.675
Northbound	RT	1.00	330	1,600	0.111	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	420	2,880	0.146 *		
Eastbound	RT	1.00	340	1,600	0.213	ICU:	0.775
	TH	2.00	1,040	3,200	0.325 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 70 - PRAIRIE AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : SBR,
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.77	530	2,827	0.131	N-S(1):	0.153
	TH	2.23	670	3,573	0.188 *	N-S(2):	0.299 *
	LT	2.00	110	2,880	0.038	E-W(1):	0.177
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.341 *
	TH	3.00	1,280	4,800	0.285 *		
	LT	1.00	150	1,600	0.094	V/C:	0.640
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	3.00	460	4,800	0.115	ITS:	0.000
	LT	2.00	320	2,880	0.111 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.740
	TH	3.00	350	4,800	0.083		
	LT	1.00	90	1,600	0.056 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.28	390	2,046	0.116	N-S(1):	0.191
	TH	2.72	830	4,354	0.191 *	N-S(2):	0.299 *
	LT	2.00	140	2,880	0.049	E-W(1):	0.198
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.246 *
	TH	3.00	730	4,800	0.171 *		
	LT	1.00	120	1,600	0.075	V/C:	0.545
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	3.00	510	4,800	0.142	ITS:	0.000
	LT	2.00	310	2,880	0.108 *		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.645
	TH	3.00	520	4,800	0.123		
	LT	1.00	120	1,600	0.075 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.22	440	1,956	0.113	N-S(1):	0.276
	TH	2.78	1,000	4,444	0.225 *	N-S(2):	0.319 *
	LT	2.00	190	2,880	0.066	E-W(1):	0.477 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.330
	TH	3.00	930	4,800	0.217		
	LT	1.00	190	1,600	0.119 *	V/C:	0.796
Northbound	RT	0.00	220	0	0.000	Lost Time:	0.100
	TH	3.00	790	4,800	0.210	ITS:	0.000
	LT	2.00	270	2,880	0.094 *		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.896
	TH	3.00	1,540	4,800	0.358 *		
	LT	1.00	180	1,600	0.113	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 71 - SEPULVEDA BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.523 *
	TH	4.00	2,580	6,400	0.406	N-S(2):	0.475
	LT	2.00	340	2,880	0.118 *	E-W(1):	0.209
Westbound	RT	1.00	420	1,600	0.144 *	E-W(2):	0.255 *
	TH	3.00	220	4,800	0.046		
	LT	2.00	330	2,880	0.115	V/C:	0.778
Northbound	RT	1.00	740	1,600	0.405 *	Lost Time:	0.100
	TH	3.00	1,590	4,800	0.331	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	1.00	180	1,600	0.078	ICU:	0.878
	TH	3.00	450	4,800	0.094		
	LT	2.00	320	2,880	0.111 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.633 *
	TH	4.00	2,210	6,400	0.350	N-S(2):	0.450
	LT	2.00	240	2,880	0.083 *	E-W(1):	0.138
Westbound	RT	1.00	390	1,600	0.160 *	E-W(2):	0.257 *
	TH	3.00	270	4,800	0.056		
	LT	2.00	180	2,880	0.063	V/C:	0.890
Northbound	RT	1.00	930	1,600	0.550 *	Lost Time:	0.100
	TH	3.00	1,370	4,800	0.285	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	1.00	200	1,600	0.075	ICU:	0.990
	TH	3.00	350	4,800	0.073		
	LT	2.00	280	2,880	0.097 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.878 *
	TH	4.00	2,600	6,400	0.411	N-S(2):	0.517
	LT	2.00	410	2,880	0.142 *	E-W(1):	0.225
Westbound	RT	1.00	530	1,600	0.189 *	E-W(2):	0.297 *
	TH	3.00	300	4,800	0.063		
	LT	2.00	260	2,880	0.090	V/C:	1.175
Northbound	RT	1.00	1,250	1,600	0.736 *	Lost Time:	0.100
	TH	3.00	2,120	4,800	0.442	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	1.00	160	1,600	0.047	ICU:	1.275
	TH	3.00	650	4,800	0.135		
	LT	2.00	310	2,880	0.108 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 73 - NASH STREET / WB I-105 RAMPS & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	580	1,600	0.363	N-S(1):	0.403 *
	TH	2.00	1,210	3,200	0.378 *	N-S(2):	0.000
	LT	1.00	460	1,600	0.288	E-W(1):	0.280 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.181
	TH	3.00	870	4,800	0.181		
	LT	2.00	410	2,880	0.142 *	V/C:	0.683
Northbound	RT	2.00	60	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	40	1,600	0.025 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.783
	TH	3.00	520	4,800	0.138 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.08	200	1,730	0.116	N-S(1):	0.184 *
	TH	1.84	340	2,941	0.116	N-S(2):	0.000
	LT	1.08	200	1,557	0.128 *	E-W(1):	0.150 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.127
	TH	3.00	610	4,800	0.127		
	LT	2.00	60	2,880	0.021 *	V/C:	0.334
Northbound	RT	2.00	80	3,200	0.015	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	90	1,600	0.056 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.434
	TH	3.00	520	4,800	0.129 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.51	280	2,422	0.116	N-S(1):	0.191 *
	TH	1.14	210	1,816	0.116	N-S(2):	0.000
	LT	1.35	250	1,946	0.128 *	E-W(1):	0.237 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.175
	TH	3.00	840	4,800	0.175		
	LT	2.00	160	2,880	0.056 *	V/C:	0.428
Northbound	RT	2.00	210	3,200	0.038	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.528
	TH	3.00	810	4,800	0.181 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 75 - I-405 NB RAMPS E/O LA CIENEGA BLVD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR, WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.134
	TH	0.00	0	0	0.000 *	N-S(2):	0.149 *
	LT	0.00	0	0	0.000	E-W(1):	0.156
Westbound	RT	1.00	490	1,600	0.000	E-W(2):	0.321 *
	TH	3.00	1,540	4,800	0.321 *		
	LT	0.00	0	0	0.000	V/C:	0.470
Northbound	RT	0.23	50	372	0.134	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.77	380	2,545	0.149 *		
Eastbound	RT	1.00	90	1,600	0.000	ICU:	0.570
	TH	3.00	750	4,800	0.156		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.128
	TH	0.00	0	0	0.000 *	N-S(2):	0.142 *
	LT	0.00	0	0	0.000	E-W(1):	0.194 *
Westbound	RT	1.00	180	1,600	0.000	E-W(2):	0.188
	TH	3.00	900	4,800	0.188		
	LT	0.00	0	0	0.000 *	V/C:	0.336
Northbound	RT	0.49	100	780	0.128	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.51	310	2,178	0.142 *		
Eastbound	RT	1.00	130	1,600	0.000	ICU:	0.436
	TH	3.00	930	4,800	0.194 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.163 *
	TH	0.00	0	0	0.000	N-S(2):	0.156
	LT	0.00	0	0	0.000 *	E-W(1):	0.469 *
Westbound	RT	1.00	240	1,600	0.000	E-W(2):	0.229
	TH	3.00	1,100	4,800	0.229		
	LT	0.00	0	0	0.000 *	V/C:	0.632
Northbound	RT	1.00	260	1,600	0.163 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	250	1,600	0.156		
Eastbound	RT	1.00	250	1,600	0.000	ICU:	0.732
	TH	3.00	2,250	4,800	0.469 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 76 - INGLEWOOD AVENUE & LENNOX BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.244 *
	TH	1.00	240	1,600	0.169	N-S(2):	0.219
	LT	1.00	60	1,600	0.038 *	E-W(1):	0.125
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.187 *
	TH	1.00	250	1,600	0.181 *		
	LT	1.00	40	1,600	0.025	V/C:	0.431
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	1.00	250	1,600	0.206 *	ITS:	0.000
	LT	1.00	80	1,600	0.050		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.531
	TH	1.00	120	1,600	0.100		
	LT	1.00	10	1,600	0.006 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.301 *
	TH	1.00	250	1,600	0.181	N-S(2):	0.212
	LT	1.00	60	1,600	0.038 *	E-W(1):	0.157 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.151
	TH	1.00	160	1,600	0.138		
	LT	1.00	60	1,600	0.038 *	V/C:	0.458
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	1.00	300	1,600	0.263 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.558
	TH	1.00	140	1,600	0.119 *		
	LT	1.00	20	1,600	0.013	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.344
	TH	1.00	500	1,600	0.331 *	N-S(2):	0.419 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.369 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.200
	TH	1.00	210	1,600	0.156		
	LT	1.00	110	1,600	0.069 *	V/C:	0.788
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	1.00	340	1,600	0.300	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.888
	TH	1.00	380	1,600	0.300 *		
	LT	1.00	70	1,600	0.044	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 77 - INGELWOOD AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.047	N-S(1):	0.107 *
	TH	1.00	90	1,600	0.075	N-S(2):	0.100
	LT	0.00	30	1,600	0.019 *	E-W(1):	0.222
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.444 *
	TH	2.00	1,260	3,200	0.400 *		
	LT	1.00	50	1,600	0.031	V/C:	0.551
Northbound	RT	1.00	90	1,600	0.041	Lost Time:	0.100
	TH	1.00	100	1,600	0.088 *	ITS:	0.000
	LT	0.00	40	1,600	0.025		
Eastbound	RT	1.00	50	1,600	0.019	ICU:	0.651
	TH	2.00	610	3,200	0.191		
	LT	1.00	70	1,600	0.044 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.041	N-S(1):	0.150 *
	TH	1.00	130	1,600	0.106	N-S(2):	0.137
	LT	0.00	40	1,600	0.025 *	E-W(1):	0.334
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.335 *
	TH	2.00	900	3,200	0.291 *		
	LT	1.00	80	1,600	0.050	V/C:	0.485
Northbound	RT	1.00	70	1,600	0.019	Lost Time:	0.100
	TH	1.00	150	1,600	0.125 *	ITS:	0.000
	LT	0.00	50	1,600	0.031		
Eastbound	RT	1.00	90	1,600	0.041	ICU:	0.585
	TH	2.00	910	3,200	0.284		
	LT	1.00	70	1,600	0.044 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.034	N-S(1):	0.169
	TH	1.00	200	1,600	0.144 *	N-S(2):	0.182 *
	LT	0.00	30	1,600	0.019	E-W(1):	0.516 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.357
	TH	2.00	960	3,200	0.313		
	LT	1.00	100	1,600	0.063 *	V/C:	0.698
Northbound	RT	1.00	60	1,600	0.006	Lost Time:	0.100
	TH	1.00	180	1,600	0.150	ITS:	0.000
	LT	0.00	60	1,600	0.038 *		
Eastbound	RT	1.00	100	1,600	0.044	ICU:	0.798
	TH	2.00	1,450	3,200	0.453 *		
	LT	1.00	70	1,600	0.044	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 85 - LA BREA AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.022	N-S(1):	0.300 *
	TH	2.00	630	3,200	0.197	N-S(2):	0.272
	LT	1.00	90	1,600	0.056 *	E-W(1):	0.238
Westbound	RT	1.00	190	1,600	0.091	E-W(2):	0.488 *
	TH	2.00	1,260	3,200	0.394 *		
	LT	1.00	30	1,600	0.019	V/C:	0.788
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	760	3,200	0.244 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	60	1,600	0.000	ICU:	0.888
	TH	2.00	700	3,200	0.219		
	LT	1.00	150	1,600	0.094 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	180	1,600	0.053	N-S(1):	0.325 *
	TH	2.00	700	3,200	0.219	N-S(2):	0.294
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.281
Westbound	RT	1.00	210	1,600	0.078	E-W(2):	0.419 *
	TH	2.00	960	3,200	0.300 *		
	LT	1.00	50	1,600	0.031	V/C:	0.744
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	680	3,200	0.219 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	60	1,600	0.000	ICU:	0.844
	TH	2.00	800	3,200	0.250		
	LT	1.00	190	1,600	0.119 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.000	N-S(1):	0.379
	TH	2.00	1,140	3,200	0.356 *	N-S(2):	0.419 *
	LT	1.00	220	1,600	0.138	E-W(1):	0.463 *
Westbound	RT	1.00	140	1,600	0.019	E-W(2):	0.444
	TH	2.00	1,080	3,200	0.338		
	LT	1.00	60	1,600	0.038 *	V/C:	0.882
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	730	3,200	0.241	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	1.00	80	1,600	0.019	ICU:	0.982
	TH	2.00	1,360	3,200	0.425 *		
	LT	1.00	170	1,600	0.106	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 87 - LA BREA AVENUE & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	290	1,600	0.000	N-S(1):	0.203
	TH	2.00	740	3,200	0.231 *	N-S(2):	0.294 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.275
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.575 *
	TH	3.00	1,760	4,800	0.375 *		
	LT	1.00	120	1,600	0.075	V/C:	0.869
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	840	4,800	0.190	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.969
	TH	3.00	890	4,800	0.200		
	LT	1.00	320	1,600	0.200 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	300	1,600	0.000	N-S(1):	0.169
	TH	2.00	660	3,200	0.206 *	N-S(2):	0.275 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.361
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.527 *
	TH	3.00	1,200	4,800	0.258 *		
	LT	1.00	140	1,600	0.088	V/C:	0.802
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	610	4,800	0.150	ITS:	0.000
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.902
	TH	3.00	1,230	4,800	0.273		
	LT	1.00	430	1,600	0.269 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	260	1,600	0.000	N-S(1):	0.285
	TH	2.00	970	3,200	0.303 *	N-S(2):	0.347 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.600 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.471
	TH	3.00	1,230	4,800	0.265		
	LT	1.00	160	1,600	0.100 *	V/C:	0.947
Northbound	RT	0.00	150	0	0.000	Lost Time:	0.100
	TH	3.00	1,070	4,800	0.254	ITS:	0.000
	LT	1.00	70	1,600	0.044 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	1.047
	TH	3.00	2,310	4,800	0.500 *		
	LT	1.00	330	1,600	0.206	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 88 - LA CIENEGA BOULEVARD & LA TIJERA BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	960	1,600	0.600	N-S(1):	0.608 *
	TH	3.00	2,480	4,800	0.517	N-S(2):	0.600
	LT	0.00	0	0	0.000 *	E-W(1):	0.194 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.185
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.802
Northbound	RT	0.00	220	0	0.000	Lost Time:	0.100
	TH	3.00	2,700	4,800	0.608 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.902
	TH	1.00	300	1,600	0.194 *		
	LT	3.00	800	4,320	0.185	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	820	1,600	0.513 *	N-S(1):	0.429
	TH	3.00	1,660	4,800	0.346	N-S(2):	0.513 *
	LT	0.00	0	0	0.000	E-W(1):	0.256 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.181
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.769
Northbound	RT	0.00	280	0	0.000	Lost Time:	0.100
	TH	3.00	1,780	4,800	0.429	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.869
	TH	1.00	390	1,600	0.256 *		
	LT	3.00	780	4,320	0.181	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	1,000	1,600	0.625 *	N-S(1):	0.567
	TH	3.00	2,420	4,800	0.504	N-S(2):	0.625 *
	LT	0.00	0	0	0.000	E-W(1):	0.494 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.252
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	1.119
Northbound	RT	0.00	370	0	0.000	Lost Time:	0.100
	TH	3.00	2,350	4,800	0.567	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	1.219
	TH	1.00	740	1,600	0.494 *		
	LT	3.00	1,090	4,320	0.252	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 89 - LA CIENEGA BOULEVARD & LENNOX BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.266 *
	TH	3.00	510	4,800	0.106	N-S(2):	0.106
	LT	1.00	70	1,600	0.044 *	E-W(1):	0.045
Westbound	RT	1.00	240	1,600	0.128 *	E-W(2):	0.131 *
	TH	0.00	0	0	0.000		
	LT	2.00	130	2,880	0.045	V/C:	0.397
Northbound	RT	1.00	60	1,600	0.038	Lost Time:	0.100
	TH	2.00	710	3,200	0.222 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.497
	TH	0.00	0	0	0.000		
	LT	2.00	10	2,880	0.003 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.238 *
	TH	3.00	460	4,800	0.096	N-S(2):	0.096
	LT	1.00	110	1,600	0.069 *	E-W(1):	0.038 *
Westbound	RT	1.00	70	1,600	0.009	E-W(2):	0.012
	TH	0.00	0	0	0.000		
	LT	2.00	110	2,880	0.038 *	V/C:	0.276
Northbound	RT	1.00	80	1,600	0.050	Lost Time:	0.100
	TH	2.00	540	3,200	0.169 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.376
	TH	0.00	0	0	0.000 *		
	LT	2.00	10	2,880	0.003	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.357 *
	TH	3.00	910	4,800	0.190	N-S(2):	0.190
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.021
Westbound	RT	1.00	220	1,600	0.053 *	E-W(2):	0.056 *
	TH	0.00	0	0	0.000		
	LT	2.00	60	2,880	0.021	V/C:	0.413
Northbound	RT	1.00	300	1,600	0.188 *	Lost Time:	0.100
	TH	2.00	510	3,200	0.159	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.513
	TH	0.00	0	0	0.000		
	LT	2.00	10	2,880	0.003 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 90 - LA CIENEGA BOULEVARD & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	210	0	0.000	N-S(1):	0.528 *
	TH	3.00	940	4,800	0.240 *	N-S(2):	0.000
	LT	1.00	260	1,600	0.163	E-W(1):	0.351 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.315
	TH	3.00	860	4,800	0.202		
	LT	2.00	700	2,880	0.243 *	V/C:	0.879
Northbound	RT	0.00	320	0	0.000	Lost Time:	0.100
	TH	2.00	600	3,200	0.288 *	ITS:	0.000
	LT	1.00	60	1,600	0.038		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.979
	TH	3.00	470	4,800	0.108 *		
	LT	1.00	180	1,600	0.113	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	290	0	0.000	N-S(1):	0.747 *
	TH	3.00	1,210	4,800	0.313 *	N-S(2):	0.000
	LT	1.00	280	1,600	0.175	E-W(1):	0.420 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.279
	TH	3.00	840	4,800	0.198		
	LT	2.00	550	2,880	0.191 *	V/C:	1.167
Northbound	RT	0.00	340	0	0.000	Lost Time:	0.100
	TH	2.00	1,050	3,200	0.434 *	ITS:	0.000
	LT	1.00	60	1,600	0.038		
Eastbound	RT	0.00	90	0	0.000	ICU:	1.267
	TH	3.00	1,010	4,800	0.229 *		
	LT	1.00	130	1,600	0.081	LOS:	F

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	180	0	0.000	N-S(1):	0.665 *
	TH	2.55	1,000	4,082	0.289	N-S(2):	0.000
	LT	1.45	670	2,086	0.321 *	E-W(1):	0.436 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.244
	TH	3.00	620	4,800	0.150		
	LT	2.00	570	2,880	0.198 *	V/C:	1.101
Northbound	RT	0.00	260	0	0.000	Lost Time:	0.100
	TH	2.00	840	3,200	0.344 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	80	0	0.000	ICU:	1.201
	TH	3.00	1,060	4,800	0.238 *		
	LT	1.00	150	1,600	0.094	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 91 - LA CIENEGA BOULEVARD NB RAMPS & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.213 *
	TH	0.00	0	0	0.000	N-S(2):	0.132
	LT	0.00	0	0	0.000 *	E-W(1):	0.192
Westbound	RT	1.00	130	1,600	0.081	E-W(2):	0.434 *
	TH	4.00	2,020	6,400	0.316 *		
	LT	0.00	0	0	0.000	V/C:	0.647
Northbound	RT	1.00	340	1,600	0.213 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	380	2,880	0.132		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.747
	TH	3.00	920	4,800	0.192		
	LT	2.00	340	2,880	0.118 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.269 *
	TH	0.00	0	0	0.000	N-S(2):	0.049
	LT	0.00	0	0	0.000 *	E-W(1):	0.254
Westbound	RT	1.00	140	1,600	0.088	E-W(2):	0.335 *
	TH	4.00	1,410	6,400	0.220 *		
	LT	0.00	0	0	0.000	V/C:	0.604
Northbound	RT	1.00	430	1,600	0.269 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	140	2,880	0.049		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.704
	TH	3.00	1,220	4,800	0.254		
	LT	2.00	330	2,880	0.115 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.275 *
	TH	0.00	0	0	0.000	N-S(2):	0.059
	LT	0.00	0	0	0.000 *	E-W(1):	0.419
Westbound	RT	1.00	110	1,600	0.069	E-W(2):	0.478 *
	TH	4.00	1,440	6,400	0.225 *		
	LT	0.00	0	0	0.000	V/C:	0.753
Northbound	RT	1.00	440	1,600	0.275 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	170	2,880	0.059		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.853
	TH	3.00	2,010	4,800	0.419		
	LT	2.00	730	2,880	0.253 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 92 - LA CIENEGA BOULEVARD SB RAMPS & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	680	1,600	0.425 *	N-S(1):	0.028
	TH	0.00	0	0	0.000	N-S(2):	0.425 *
	LT	2.00	80	2,880	0.028	E-W(1):	0.294
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.458 *
	TH	3.00	2,200	4,800	0.458 *		
	LT	1.00	200	1,600	0.125	V/C:	0.883
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.983
	TH	5.00	1,180	8,000	0.169		
	LT	0.00	0	0	0.000 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	470	1,600	0.294 *	N-S(1):	0.035
	TH	0.00	0	0	0.000	N-S(2):	0.294 *
	LT	2.00	100	2,880	0.035	E-W(1):	0.386 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.263
	TH	3.00	1,260	4,800	0.263		
	LT	1.00	290	1,600	0.181 *	V/C:	0.680
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.780
	TH	5.00	1,450	8,000	0.205 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	590	1,600	0.369 *	N-S(1):	0.063
	TH	0.00	0	0	0.000	N-S(2):	0.369 *
	LT	2.00	180	2,880	0.063	E-W(1):	0.509 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.281
	TH	3.00	1,350	4,800	0.281		
	LT	1.00	260	1,600	0.163 *	V/C:	0.878
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	210	0	0.000	ICU:	0.978
	TH	5.00	2,560	8,000	0.346 *		
	LT	0.00	0	0	0.000	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 93 - LA CIENEGA BOULEVARD & STOCKER STREET
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	NBR, WBR, SBT		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.663 *
	TH	2.00	2,360	3,200	0.000	N-S(2):	0.000
	LT	1.00	120	1,600	0.075 *	E-W(1):	0.521 *
Westbound	RT	1.00	130	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	1,500	2,880	0.521 *	V/C:	1.184
Northbound	RT	1.00	900	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,820	4,800	0.588 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.284
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.496 *
	TH	2.00	1,720	3,200	0.000	N-S(2):	0.000
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.281 *
Westbound	RT	1.00	110	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	810	2,880	0.281 *	V/C:	0.777
Northbound	RT	1.00	920	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,870	4,800	0.390 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.877
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.750 *
	TH	2.00	2,720	3,200	0.000	N-S(2):	0.000
	LT	1.00	290	1,600	0.181 *	E-W(1):	0.372 *
Westbound	RT	1.00	120	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	1,070	2,880	0.372 *	V/C:	1.122
Northbound	RT	1.00	1,490	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,730	4,800	0.569 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.222
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 94 - LA CIENEGA BOULEVARD & 111TH STREET
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.158
	TH	3.00	550	4,800	0.148 *	N-S(2):	0.411 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.056 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.467
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	760	4,800	0.158	ITS:	0.000
	LT	1.00	420	1,600	0.263 *		
Eastbound	RT	2.00	80	3,200	0.000	ICU:	0.567
	TH	0.00	0	0	0.000		
	LT	2.00	160	2,880	0.056 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.102
	TH	3.00	620	4,800	0.156 *	N-S(2):	0.325 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.056 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.381
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	490	4,800	0.102	ITS:	0.000
	LT	1.00	270	1,600	0.169 *		
Eastbound	RT	2.00	180	3,200	0.000	ICU:	0.481
	TH	0.00	0	0	0.000		
	LT	2.00	160	2,880	0.056 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.119
	TH	3.00	860	4,800	0.204 *	N-S(2):	0.304 *
	LT	0.00	0	0	0.000	E-W(1):	0.038
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.181 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.485
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	570	4,800	0.119	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	2.00	280	3,200	0.038	ICU:	0.585
	TH	0.00	0	0	0.000		
	LT	2.00	520	2,880	0.181 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 95 - LA CIENEGA BOULEVARD & WEST 120TH STREET
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.047	N-S(1):	0.157 *
	TH	2.00	170	3,200	0.053	N-S(2):	0.141
	LT	1.00	140	1,600	0.088 *	E-W(1):	0.150
Westbound	RT	0.00	350	1,600	0.219 *	E-W(2):	0.250 *
	TH	2.00	310	1,600	0.194		
	LT	1.00	160	1,600	0.100	V/C:	0.407
Northbound	RT	1.00	40	1,600	0.000	Lost Time:	0.100
	TH	2.00	220	3,200	0.069 *	ITS:	0.000
	LT	1.00	140	1,600	0.088		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.507
	TH	2.00	80	3,200	0.050		
	LT	1.00	50	1,600	0.031 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.019	N-S(1):	0.181 *
	TH	2.00	290	3,200	0.091	N-S(2):	0.116
	LT	1.00	130	1,600	0.081 *	E-W(1):	0.134 *
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.125
	TH	2.00	230	3,200	0.100		
	LT	1.00	80	1,600	0.050 *	V/C:	0.315
Northbound	RT	1.00	90	1,600	0.031	Lost Time:	0.100
	TH	2.00	320	3,200	0.100 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.415
	TH	2.00	160	3,200	0.084 *		
	LT	1.00	40	1,600	0.025	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.050	N-S(1):	0.581 *
	TH	2.00	730	3,200	0.228	N-S(2):	0.266
	LT	1.00	730	1,600	0.456 *	E-W(1):	0.247 *
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.151
	TH	2.00	190	3,200	0.113		
	LT	1.00	80	1,600	0.050 *	V/C:	0.828
Northbound	RT	1.00	170	1,600	0.081	Lost Time:	0.100
	TH	2.00	400	3,200	0.125 *	ITS:	0.000
	LT	1.00	60	1,600	0.038		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.928
	TH	2.00	550	3,200	0.197 *		
	LT	1.00	60	1,600	0.038	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 96 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O CENTURY)
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.283 *
	TH	3.00	510	4,800	0.106	N-S(2):	0.106
	LT	1.00	200	1,600	0.125 *	E-W(1):	0.306 *
Westbound	RT	0.16	70	255	0.213	E-W(2):	0.213
	TH	0.00	0	0	0.000		
	LT	1.84	810	2,651	0.306 *	V/C:	0.589
Northbound	RT	1.00	140	1,600	0.088	Lost Time:	0.100
	TH	3.00	760	4,800	0.158 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.689
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.317 *
	TH	3.00	540	4,800	0.113	N-S(2):	0.113
	LT	1.00	300	1,600	0.188 *	E-W(1):	0.306 *
Westbound	RT	0.20	90	327	0.181	E-W(2):	0.181
	TH	0.00	0	0	0.000		
	LT	1.80	790	2,585	0.306 *	V/C:	0.623
Northbound	RT	1.00	130	1,600	0.081	Lost Time:	0.100
	TH	3.00	620	4,800	0.129 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.723
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.316 *
	TH	3.00	830	4,800	0.173	N-S(2):	0.173
	LT	1.00	210	1,600	0.131 *	E-W(1):	0.271 *
Westbound	RT	0.44	170	697	0.178	E-W(2):	0.178
	TH	0.00	0	0	0.000		
	LT	1.56	610	2,252	0.271 *	V/C:	0.587
Northbound	RT	1.00	110	1,600	0.069	Lost Time:	0.100
	TH	3.00	890	4,800	0.185 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.687
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 97 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (S/O CENTURY)
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	SBT		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.270 *
	TH	3.00	720	4,800	0.000	N-S(2):	0.000
	LT	2.00	430	2,880	0.149 *	E-W(1):	0.000
Westbound	RT	2.00	290	3,200	0.091 *	E-W(2):	0.091 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.361
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	540	4,800	0.121 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.461
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.302 *
	TH	3.00	450	4,800	0.000	N-S(2):	0.000
	LT	2.00	520	2,880	0.181 *	E-W(1):	0.000
Westbound	RT	2.00	190	3,200	0.059 *	E-W(2):	0.059 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.361
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	540	4,800	0.121 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.461
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.357 *
	TH	3.00	1,110	4,800	0.000	N-S(2):	0.000
	LT	2.00	500	2,880	0.174 *	E-W(1):	0.000
Westbound	RT	2.00	490	3,200	0.153 *	E-W(2):	0.153 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.510
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	840	4,800	0.183 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.610
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 98 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O IMPERIAL HWY)
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.372 *
	TH	3.00	410	4,800	0.085	N-S(2):	0.085
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.103 *
Westbound	RT	1.00	240	1,600	0.103 *	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	200	2,880	0.069	V/C:	0.475
Northbound	RT	1.00	110	1,600	0.069	Lost Time:	0.100
	TH	2.00	890	3,200	0.278 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.575
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.257 *
	TH	3.00	540	4,800	0.113	N-S(2):	0.113
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.066 *
Westbound	RT	1.00	180	1,600	0.066 *	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	100	2,880	0.035	V/C:	0.323
Northbound	RT	1.00	80	1,600	0.050	Lost Time:	0.100
	TH	2.00	520	3,200	0.163 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.423
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.257 *
	TH	3.00	970	4,800	0.202	N-S(2):	0.202
	LT	1.00	110	1,600	0.069 *	E-W(1):	0.045 *
Westbound	RT	1.00	110	1,600	0.034	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	130	2,880	0.045 *	V/C:	0.302
Northbound	RT	1.00	60	1,600	0.038	Lost Time:	0.100
	TH	2.00	600	3,200	0.188 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.402
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 107 - LINCOLN BOULEVARD & MINDANAO WAY
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.444 *
	TH	3.00	1,350	4,800	0.288	N-S(2):	0.394
	LT	1.00	210	1,600	0.131 *	E-W(1):	0.300 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.165
	TH	2.00	430	3,200	0.159		
	LT	2.00	270	2,880	0.094 *	V/C:	0.744
Northbound	RT	1.00	340	1,600	0.119	Lost Time:	0.100
	TH	3.00	1,500	4,800	0.313 *	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.844
	TH	2.00	600	3,200	0.206 *		
	LT	0.00	10	1,600	0.006	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.494 *
	TH	3.00	1,160	4,800	0.263	N-S(2):	0.344
	LT	1.00	260	1,600	0.163 *	E-W(1):	0.346 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.187
	TH	2.00	500	3,200	0.181		
	LT	2.00	430	2,880	0.149 *	V/C:	0.840
Northbound	RT	1.00	310	1,600	0.044	Lost Time:	0.100
	TH	3.00	1,590	4,800	0.331 *	ITS:	0.000
	LT	1.00	130	1,600	0.081		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.940
	TH	2.00	500	3,200	0.197 *		
	LT	0.00	10	1,600	0.006	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.552 *
	TH	3.00	1,600	4,800	0.354	N-S(2):	0.460
	LT	1.00	290	1,600	0.181 *	E-W(1):	0.353 *
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.228
	TH	2.00	640	3,200	0.222		
	LT	2.00	440	2,880	0.153 *	V/C:	0.905
Northbound	RT	1.00	320	1,600	0.047	Lost Time:	0.100
	TH	3.00	1,780	4,800	0.371 *	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	0.00	110	0	0.000	ICU:	1.005
	TH	2.00	520	3,200	0.200 *		
	LT	0.00	10	1,600	0.006	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 115 - ASH AVENUE & MANCHESTER AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.225
	TH	1.00	0	1,600	0.094 *	N-S(2):	0.337 *
	LT	0.00	10	1,600	0.006	E-W(1):	0.253
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.351 *
	TH	3.00	1,520	4,800	0.338 *		
	LT	0.00	90	1,600	0.056	V/C:	0.688
Northbound	RT	1.00	210	1,600	0.103	Lost Time:	0.100
	TH	0.57	200	914	0.219	ITS:	0.000
	LT	1.43	500	2,057	0.243 *		
Eastbound	RT	1.00	250	1,600	0.000	ICU:	0.788
	TH	2.00	630	3,200	0.197		
	LT	1.00	20	1,600	0.013 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.234
	TH	1.00	0	1,600	0.056 *	N-S(2):	0.309 *
	LT	0.00	10	1,600	0.006	E-W(1):	0.319 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.244
	TH	3.00	960	4,800	0.231		
	LT	0.00	120	1,600	0.075 *	V/C:	0.628
Northbound	RT	1.00	290	1,600	0.144	Lost Time:	0.100
	TH	0.55	200	877	0.228	ITS:	0.000
	LT	1.45	530	2,091	0.253 *		
Eastbound	RT	1.00	320	1,600	0.000	ICU:	0.728
	TH	2.00	780	3,200	0.244 *		
	LT	1.00	20	1,600	0.013	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.246
	TH	1.00	0	1,600	0.063 *	N-S(2):	0.322 *
	LT	0.00	20	1,600	0.013	E-W(1):	0.528 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.253
	TH	3.00	1,050	4,800	0.240		
	LT	0.00	90	1,600	0.056 *	V/C:	0.850
Northbound	RT	1.15	430	1,843	0.205	Lost Time:	0.100
	TH	0.56	210	900	0.233	ITS:	0.000
	LT	1.29	480	1,851	0.259 *		
Eastbound	RT	1.00	260	1,600	0.000	ICU:	0.950
	TH	2.00	1,510	3,200	0.472 *		
	LT	1.00	20	1,600	0.013	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 116 - NASH STREET & MARIPOSA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	340	0	0.000	N-S(1):	0.084
	TH	2.00	860	3,200	0.375 *	N-S(2):	0.394 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.078
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.165 *
	TH	2.00	330	3,200	0.109 *		
	LT	1.00	30	1,600	0.019	V/C:	0.559
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	150	3,200	0.053	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	1.00	60	1,600	0.028	ICU:	0.659
	TH	2.00	190	3,200	0.059		
	LT	1.00	90	1,600	0.056 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.107
	TH	2.00	290	3,200	0.144 *	N-S(2):	0.163 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.097
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.125 *
	TH	2.00	150	3,200	0.056 *		
	LT	1.00	20	1,600	0.013	V/C:	0.288
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	2.00	250	3,200	0.088	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	1.00	80	1,600	0.041	ICU:	0.388
	TH	2.00	270	3,200	0.084		
	LT	1.00	110	1,600	0.069 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.241 *
	TH	2.00	500	3,200	0.175	N-S(2):	0.200
	LT	1.00	70	1,600	0.044 *	E-W(1):	0.109
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.213 *
	TH	2.00	150	3,200	0.050 *		
	LT	1.00	10	1,600	0.006	V/C:	0.454
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	2.00	550	3,200	0.197 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	1.00	70	1,600	0.031	ICU:	0.554
	TH	2.00	330	3,200	0.103		
	LT	1.00	260	1,600	0.163 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 117 - SEPULVEDA BOUELVARD & MARIPOSA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.512 *
	TH	4.00	2,080	6,400	0.345	N-S(2):	0.395
	LT	2.00	370	2,880	0.128 *	E-W(1):	0.194 *
Westbound	RT	1.00	90	1,600	0.000	E-W(2):	0.126
	TH	1.00	100	1,600	0.063		
	LT	1.00	100	1,600	0.063 *	V/C:	0.706
Northbound	RT	1.00	130	1,600	0.050	Lost Time:	0.100
	TH	4.00	2,460	6,400	0.384 *	ITS:	0.000
	LT	1.00	80	1,600	0.050		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.806
	TH	1.00	160	1,600	0.131 *		
	LT	1.00	100	1,600	0.063	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.374
	TH	4.00	1,850	6,400	0.309 *	N-S(2):	0.378 *
	LT	2.00	230	2,880	0.080	E-W(1):	0.301 *
Westbound	RT	1.00	150	1,600	0.054	E-W(2):	0.201
	TH	1.00	180	1,600	0.113		
	LT	1.00	220	1,600	0.138 *	V/C:	0.679
Northbound	RT	1.00	140	1,600	0.019	Lost Time:	0.100
	TH	4.00	1,880	6,400	0.294	ITS:	0.000
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.779
	TH	1.00	210	1,600	0.163 *		
	LT	1.00	140	1,600	0.088	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	210	0	0.000	N-S(1):	0.480
	TH	4.00	2,360	6,400	0.402 *	N-S(2):	0.483 *
	LT	2.00	180	2,880	0.063	E-W(1):	0.306 *
Westbound	RT	1.00	250	1,600	0.125	E-W(2):	0.206
	TH	1.00	210	1,600	0.131		
	LT	1.00	240	1,600	0.150 *	V/C:	0.789
Northbound	RT	1.00	240	1,600	0.075	Lost Time:	0.100
	TH	4.00	2,670	6,400	0.417	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.889
	TH	1.00	200	1,600	0.156 *		
	LT	1.00	120	1,600	0.075	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 119 - OCEAN AVENUE / VIA MARINA & WASHINGTON BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.919 *
	TH	1.00	490	1,600	0.313 *	N-S(2):	0.000
	LT	1.00	220	1,600	0.138	E-W(1):	0.240 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.201
	TH	2.00	410	3,200	0.163		
	LT	1.00	130	1,600	0.081 *	V/C:	1.159
Northbound	RT	1.00	290	1,600	0.141	Lost Time:	0.100
	TH	1.00	970	1,600	0.606 *	ITS:	0.000
	LT	2.00	390	2,880	0.135		
Eastbound	RT	1.00	210	1,600	0.064	ICU:	1.259
	TH	2.00	510	3,200	0.159 *		
	LT	1.00	60	1,600	0.038	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.738 *
	TH	1.00	430	1,600	0.294 *	N-S(2):	0.000
	LT	1.00	300	1,600	0.188	E-W(1):	0.247 *
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.215
	TH	2.00	540	3,200	0.184		
	LT	1.00	170	1,600	0.106 *	V/C:	0.985
Northbound	RT	1.00	200	1,600	0.072	Lost Time:	0.100
	TH	1.00	710	1,600	0.444 *	ITS:	0.000
	LT	2.00	250	2,880	0.087		
Eastbound	RT	1.00	170	1,600	0.063	ICU:	1.085
	TH	2.00	450	3,200	0.141 *		
	LT	1.00	50	1,600	0.031	LOS:	F

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	1.156 *
	TH	1.00	930	1,600	0.606 *	N-S(2):	0.000
	LT	1.00	480	1,600	0.300	E-W(1):	0.266
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.284 *
	TH	2.00	740	3,200	0.259 *		
	LT	1.00	160	1,600	0.100	V/C:	1.440
Northbound	RT	1.00	190	1,600	0.069	Lost Time:	0.100
	TH	1.00	880	1,600	0.550 *	ITS:	0.000
	LT	2.00	400	2,880	0.139		
Eastbound	RT	1.00	300	1,600	0.118	ICU:	1.540
	TH	2.00	530	3,200	0.166		
	LT	1.00	40	1,600	0.025 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 120 - OVERHILL DRIVE & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.019	N-S(1):	0.201 *
	TH	2.00	140	3,200	0.044	N-S(2):	0.094
	LT	1.00	140	1,600	0.088 *	E-W(1):	0.240
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.450 *
	TH	3.00	1,820	4,800	0.400 *		
	LT	1.00	80	1,600	0.050	V/C:	0.651
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	2.00	190	3,200	0.113 *	ITS:	0.000
	LT	1.00	80	1,600	0.050		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.751
	TH	3.00	890	4,800	0.190		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.028	N-S(1):	0.213 *
	TH	2.00	120	3,200	0.038	N-S(2):	0.082
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.409 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.314
	TH	3.00	1,160	4,800	0.258		
	LT	1.00	190	1,600	0.119 *	V/C:	0.622
Northbound	RT	0.00	190	1,600	0.119 *	Lost Time:	0.100
	TH	2.00	120	1,600	0.075	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.722
	TH	3.00	1,350	4,800	0.290 *		
	LT	1.00	90	1,600	0.056	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.016	N-S(1):	0.344 *
	TH	2.00	390	3,200	0.122	N-S(2):	0.185
	LT	1.00	320	1,600	0.200 *	E-W(1):	0.708 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.419
	TH	3.00	1,360	4,800	0.313		
	LT	1.00	290	1,600	0.181 *	V/C:	1.052
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	2.00	300	3,200	0.144 *	ITS:	0.000
	LT	1.00	100	1,600	0.063		
Eastbound	RT	0.00	60	0	0.000	ICU:	1.152
	TH	3.00	2,470	4,800	0.527 *		
	LT	1.00	170	1,600	0.106	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 124 - PRAIRIE AVENUE & WEST 112TH STREET/I-105 OFF RAMP
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : Y
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.182
	TH	3.00	930	4,800	0.194 *	N-S(2): 0.194 *
	LT	1.00	60	1,600	0.038	E-W(1): 0.263 *
Westbound	RT	0.20	30	320	0.075	E-W(2): 0.000
	TH	0.00	0	0	0.000	
	LT	0.80	120	1,280	0.094 *	V/C: 0.457
Northbound	RT	0.00	10	0	0.000	Lost Time: 0.100
	TH	3.00	680	4,800	0.144	ITS: 0.000
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	250	0	0.000	ICU: 0.557
	TH	1.00	20	1,600	0.169 *	
	LT	2.00	300	2,880	0.104	LOS: A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.144
	TH	3.00	980	4,800	0.204 *	N-S(2): 0.204 *
	LT	1.00	20	1,600	0.013	E-W(1): 0.319 *
Westbound	RT	0.40	20	640	0.025	E-W(2): 0.000
	TH	0.00	0	0	0.000	
	LT	0.60	30	960	0.031 *	V/C: 0.523
Northbound	RT	0.00	20	0	0.000	Lost Time: 0.100
	TH	3.00	610	4,800	0.131	ITS: 0.000
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	420	0	0.000	ICU: 0.623
	TH	1.00	40	1,600	0.288 *	
	LT	2.00	510	2,880	0.177	LOS: B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.300 *
	TH	3.00	1,050	4,800	0.219	N-S(2): 0.219
	LT	1.00	130	1,600	0.081 *	E-W(1): 0.382 *
Westbound	RT	0.18	20	291	0.028	E-W(2): 0.000
	TH	0.00	0	0	0.000	
	LT	0.82	90	1,309	0.069 *	V/C: 0.682
Northbound	RT	0.00	50	0	0.000	Lost Time: 0.100
	TH	3.00	1,000	4,800	0.219 *	ITS: 0.000
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	430	0	0.000	ICU: 0.782
	TH	1.00	70	1,600	0.313 *	
	LT	2.00	620	2,880	0.215	LOS: C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 125 - SEPULVEDA BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR,
FF Movements: WBR,

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	120	1,600	0.032	N-S(1): 0.552 *
	TH	3.00	1,070	4,800	0.223	N-S(2): 0.303
	LT	2.00	310	2,880	0.108 *	E-W(1): 0.281 *
Westbound	RT	1.00	600	1,600	0.000	E-W(2): 0.171
	TH	2.00	270	3,200	0.084	
	LT	2.00	360	2,880	0.125 *	V/C: 0.833
Northbound	RT	1.00	380	1,600	0.113	Lost Time: 0.100
	TH	4.00	2,840	6,400	0.444 *	ITS: 0.000
	LT	2.00	230	2,880	0.080	
Eastbound	RT	1.00	110	1,600	0.029	ICU: 0.933
	TH	3.00	750	4,800	0.156 *	
	LT	2.00	250	2,880	0.087	LOS: E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	210	1,600	0.067	N-S(1): 0.457 *
	TH	3.00	1,640	4,800	0.342	N-S(2): 0.398
	LT	2.00	560	2,880	0.194 *	E-W(1): 0.300 *
Westbound	RT	1.00	700	1,600	0.000	E-W(2): 0.237
	TH	2.00	350	3,200	0.109	
	LT	2.00	560	2,880	0.194 *	V/C: 0.757
Northbound	RT	1.00	470	1,600	0.099	Lost Time: 0.100
	TH	4.00	1,680	6,400	0.263 *	ITS: 0.000
	LT	2.00	160	2,880	0.056	
Eastbound	RT	1.00	130	1,600	0.053	ICU: 0.857
	TH	3.00	510	4,800	0.106 *	
	LT	2.00	370	2,880	0.128	LOS: D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	480	1,600	0.222	N-S(1): 0.456
	TH	3.00	2,570	4,800	0.535 *	N-S(2): 0.709 *
	LT	2.00	640	2,880	0.222	E-W(1): 0.351 *
Westbound	RT	1.00	840	1,600	0.000	E-W(2): 0.337
	TH	2.00	580	3,200	0.181	
	LT	2.00	490	2,880	0.170 *	V/C: 1.060
Northbound	RT	1.00	480	1,600	0.130	Lost Time: 0.100
	TH	4.00	1,500	6,400	0.234	ITS: 0.000
	LT	2.00	500	2,880	0.174 *	
Eastbound	RT	1.00	290	1,600	0.181 *	ICU: 1.160
	TH	3.00	630	4,800	0.131	
	LT	2.00	450	2,880	0.156	LOS: F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 140 - WB SR-90 RAMPS & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : Y
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR,
FF Movements: EBR,

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.045 *
	TH	1.00	0	1,600	0.000	N-S(2): 0.000
	LT	1.00	0	1,600	0.000 *	E-W(1): 0.460 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2): 0.369
	TH	2.00	1,180	3,200	0.369	
	LT	3.00	1,590	4,320	0.368 *	V/C: 0.505
Northbound	RT	2.00	1,050	3,200	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000	ITS: 0.000
	LT	2.00	130	2,880	0.045 *	
Eastbound	RT	1.00	180	1,600	0.000	ICU: 0.605
	TH	3.00	440	4,800	0.092 *	
	LT	1.00	0	1,600	0.000	LOS: B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.092 *
	TH	1.00	0	1,600	0.000	N-S(2): 0.000
	LT	1.00	0	1,600	0.000 *	E-W(1): 0.313 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2): 0.284
	TH	2.00	910	3,200	0.284	
	LT	3.00	670	4,320	0.155 *	V/C: 0.405
Northbound	RT	2.00	790	3,200	0.092 *	Lost Time: 0.100
	TH	0.00	0	0	0.000	ITS: 0.000
	LT	2.00	230	2,880	0.080	
Eastbound	RT	1.00	170	1,600	0.000	ICU: 0.505
	TH	3.00	760	4,800	0.158 *	
	LT	1.00	0	1,600	0.000	LOS: A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.229 *
	TH	1.00	0	1,600	0.000	N-S(2): 0.000
	LT	1.00	0	1,600	0.000 *	E-W(1): 0.403 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2): 0.319
	TH	2.00	1,020	3,200	0.319	
	LT	3.00	860	4,320	0.199 *	V/C: 0.632
Northbound	RT	2.00	1,370	3,200	0.229 *	Lost Time: 0.100
	TH	0.00	0	0	0.000	ITS: 0.000
	LT	2.00	210	2,880	0.073	
Eastbound	RT	1.00	240	1,600	0.000	ICU: 0.732
	TH	3.00	980	4,800	0.204 *	
	LT	1.00	0	1,600	0.000	LOS: C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 147 - CRENSHAW BOULEVARD & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	130	0	0.000	N-S(1): 0.314
	TH	3.00	840	4,800	0.202 *	N-S(2): 0.321 *
	LT	1.00	250	1,600	0.156	E-W(1): 0.223
Westbound	RT	0.00	130	0	0.000	E-W(2): 0.290 *
	TH	3.00	1,020	4,800	0.240 *	
	LT	1.00	130	1,600	0.081	V/C: 0.611
Northbound	RT	0.00	60	0	0.000	Lost Time: 0.100
	TH	3.00	700	4,800	0.158	ITS: 0.000
	LT	1.00	190	1,600	0.119 *	
Eastbound	RT	0.00	80	0	0.000	ICU: 0.711
	TH	3.00	600	4,800	0.142	
	LT	1.00	80	1,600	0.050 *	LOS: C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	210	0	0.000	N-S(1): 0.273
	TH	3.00	810	4,800	0.213 *	N-S(2): 0.319 *
	LT	1.00	160	1,600	0.100	E-W(1): 0.316
Westbound	RT	0.00	140	0	0.000	E-W(2): 0.358 *
	TH	3.00	860	4,800	0.208 *	
	LT	1.00	130	1,600	0.081	V/C: 0.677
Northbound	RT	0.00	150	0	0.000	Lost Time: 0.100
	TH	3.00	680	4,800	0.173	ITS: 0.000
	LT	1.00	170	1,600	0.106 *	
Eastbound	RT	0.00	280	0	0.000	ICU: 0.777
	TH	3.00	850	4,800	0.235	
	LT	1.00	240	1,600	0.150 *	LOS: C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	220	0	0.000	N-S(1): 0.348
	TH	3.00	1,060	4,800	0.267 *	N-S(2): 0.411 *
	LT	1.00	160	1,600	0.100	E-W(1): 0.400
Westbound	RT	0.00	310	0	0.000	E-W(2): 0.421 *
	TH	3.00	1,050	4,800	0.283 *	
	LT	1.00	110	1,600	0.069	V/C: 0.832
Northbound	RT	0.00	140	0	0.000	Lost Time: 0.100
	TH	3.00	1,050	4,800	0.248	ITS: 0.000
	LT	1.00	230	1,600	0.144 *	
Eastbound	RT	0.00	260	0	0.000	ICU: 0.932
	TH	3.00	1,330	4,800	0.331	
	LT	1.00	220	1,600	0.138 *	LOS: E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 148 - LA CIENEGA BOULEVARD & FAIRVIEW BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.729 *
	TH	4.00	3,080	6,400	0.491	N-S(2):	0.491
	LT	0.00	0	0	0.000 *	E-W(1):	0.191 *
Westbound	RT	1.00	50	1,600	0.031	E-W(2):	0.000
	TH	0.55	110	880	0.125		
	LT	1.45	290	2,088	0.139 *	V/C:	0.920
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	3,460	4,800	0.729 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	70	1,600	0.044	ICU:	1.020
	TH	0.80	60	1,280	0.047		
	LT	1.20	90	1,728	0.052 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.533 *
	TH	4.00	2,210	6,400	0.369	N-S(2):	0.369
	LT	0.00	0	0	0.000 *	E-W(1):	0.184 *
Westbound	RT	1.00	50	1,600	0.031	E-W(2):	0.000
	TH	0.64	90	1,029	0.088		
	LT	1.36	190	1,954	0.097 *	V/C:	0.717
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	2,520	4,800	0.533 *	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	1.00	80	1,600	0.050	ICU:	0.817
	TH	0.80	100	1,280	0.078		
	LT	1.20	150	1,728	0.087 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.717 *
	TH	4.00	3,100	6,400	0.505	N-S(2):	0.505
	LT	0.00	0	0	0.000 *	E-W(1):	0.250 *
Westbound	RT	1.00	30	1,600	0.019	E-W(2):	0.000
	TH	0.74	140	1,179	0.119		
	LT	1.26	240	1,819	0.132 *	V/C:	0.967
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	3,320	4,800	0.717 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	80	1,600	0.050	ICU:	1.067
	TH	0.94	160	1,506	0.106		
	LT	1.06	180	1,525	0.118 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 149 - CRENSHAW BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.290 *
	TH	3.00	900	4,800	0.204	N-S(2):	0.279
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.209
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.307 *
	TH	3.00	1,120	4,800	0.263 *		
	LT	1.00	150	1,600	0.094	V/C:	0.597
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	660	4,800	0.152 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.697
	TH	3.00	440	4,800	0.115		
	LT	1.00	70	1,600	0.044 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.348 *
	TH	3.00	910	4,800	0.213	N-S(2):	0.301
	LT	1.00	230	1,600	0.144 *	E-W(1):	0.248
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.261 *
	TH	3.00	630	4,800	0.173 *		
	LT	1.00	170	1,600	0.106	V/C:	0.609
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	870	4,800	0.204 *	ITS:	0.000
	LT	1.00	140	1,600	0.088		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.709
	TH	3.00	510	4,800	0.142		
	LT	1.00	140	1,600	0.088 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.475 *
	TH	3.00	960	4,800	0.227	N-S(2):	0.327
	LT	1.00	280	1,600	0.175 *	E-W(1):	0.444 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.310
	TH	3.00	870	4,800	0.210		
	LT	1.00	200	1,600	0.125 *	V/C:	0.919
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	1,320	4,800	0.300 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	0.00	180	0	0.000	ICU:	1.019
	TH	3.00	1,350	4,800	0.319 *		
	LT	1.00	160	1,600	0.100	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 157 - LA CIENEGA BOULEVARD & 104TH STREET
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.138
	TH	3.00	620	4,800	0.150 *	N-S(2):	0.319 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.012
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.057 *
	TH	1.00	10	1,600	0.019 *		
	LT	0.00	10	1,600	0.006	V/C:	0.376
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	580	4,800	0.125	ITS:	0.000
	LT	1.00	270	1,600	0.169 *		
Eastbound	RT	1.00	100	1,600	0.000	ICU:	0.476
	TH	1.00	10	1,600	0.006		
	LT	1.00	60	1,600	0.038 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.123
	TH	3.00	390	4,800	0.094 *	N-S(2):	0.169 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.025
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.138 *
	TH	1.00	10	1,600	0.025 *		
	LT	0.00	10	1,600	0.006	V/C:	0.307
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	510	4,800	0.110	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	1.00	150	1,600	0.019	ICU:	0.407
	TH	1.00	10	1,600	0.006		
	LT	1.00	180	1,600	0.113 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	180	0	0.000	N-S(1):	0.175
	TH	3.00	970	4,800	0.240 *	N-S(2):	0.290 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.076
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.119 *
	TH	1.00	10	1,600	0.025 *		
	LT	0.00	20	1,600	0.013	V/C:	0.409
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	680	4,800	0.144	ITS:	0.000
	LT	1.00	80	1,600	0.050 *		
Eastbound	RT	1.00	180	1,600	0.063	ICU:	0.509
	TH	1.00	10	1,600	0.006		
	LT	1.00	150	1,600	0.094 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 159 - HINDRY AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.157 *
	TH	1.00	100	1,600	0.081	N-S(2):	0.094
	LT	0.00	30	1,600	0.019 *	E-W(1):	0.354 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.287
	TH	2.00	860	3,200	0.281		
	LT	1.00	220	1,600	0.138 *	V/C:	0.511
Northbound	RT	1.00	210	1,600	0.063	Lost Time:	0.100
	TH	1.00	200	1,600	0.138 *	ITS:	0.000
	LT	0.00	20	1,600	0.013		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.611
	TH	2.00	630	3,200	0.216 *		
	LT	1.00	10	1,600	0.006	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.250
	TH	1.00	350	1,600	0.244 *	N-S(2):	0.282 *
	LT	0.00	40	1,600	0.025	E-W(1):	0.541 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.275
	TH	2.00	790	3,200	0.256		
	LT	1.00	220	1,600	0.138 *	V/C:	0.823
Northbound	RT	1.00	330	1,600	0.138	Lost Time:	0.100
	TH	1.00	300	1,600	0.225	ITS:	0.000
	LT	0.00	60	1,600	0.038 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.923
	TH	2.00	1,180	3,200	0.403 *		
	LT	1.00	30	1,600	0.019	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.013	N-S(1):	0.151
	TH	1.00	230	1,600	0.181 *	N-S(2):	0.225 *
	LT	0.00	60	1,600	0.038	E-W(1):	0.509 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.241
	TH	2.00	700	3,200	0.228		
	LT	1.00	210	1,600	0.131 *	V/C:	0.734
Northbound	RT	1.00	180	1,600	0.047	Lost Time:	0.100
	TH	1.00	110	1,600	0.113	ITS:	0.000
	LT	0.00	70	1,600	0.044 *		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.834
	TH	2.00	1,140	3,200	0.378 *		
	LT	1.00	20	1,600	0.013	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 162 - SEPULVEDA BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.581 *
	TH	3.00	1,000	4,800	0.238	N-S(2):	0.313
	LT	2.00	160	2,880	0.056 *	E-W(1):	0.209
Westbound	RT	1.00	170	1,600	0.051	E-W(2):	0.275 *
	TH	2.00	560	3,200	0.175 *		
	LT	1.00	120	1,600	0.075	V/C:	0.856
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	3.00	2,420	4,800	0.525 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	100	1,600	0.025	ICU:	0.956
	TH	2.00	430	3,200	0.134		
	LT	1.00	160	1,600	0.100 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	210	0	0.000	N-S(1):	0.436
	TH	3.00	1,560	4,800	0.369 *	N-S(2):	0.500 *
	LT	2.00	220	2,880	0.076	E-W(1):	0.350
Westbound	RT	1.00	220	1,600	0.061	E-W(2):	0.388 *
	TH	2.00	560	3,200	0.175 *		
	LT	1.00	230	1,600	0.144	V/C:	0.888
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	3.00	1,560	4,800	0.360	ITS:	0.000
	LT	1.00	210	1,600	0.131 *		
Eastbound	RT	1.00	210	1,600	0.066	ICU:	0.988
	TH	2.00	660	3,200	0.206		
	LT	1.00	340	1,600	0.213 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.427
	TH	3.00	2,600	4,800	0.577 *	N-S(2):	0.702 *
	LT	2.00	240	2,880	0.083	E-W(1):	0.397 *
Westbound	RT	1.00	210	1,600	0.048	E-W(2):	0.322
	TH	2.00	570	3,200	0.178		
	LT	1.00	240	1,600	0.150 *	V/C:	1.099
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	3.00	1,470	4,800	0.344	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	80	1,600	0.000	ICU:	1.199
	TH	2.00	790	3,200	0.247 *		
	LT	1.00	230	1,600	0.144	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 164 - CRENSHAW BOULEVARD & MANCHESTER AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.304 *
	TH	2.00	620	3,200	0.203	N-S(2):	0.297
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.400
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.429 *
	TH	2.00	1,110	3,200	0.391 *		
	LT	1.00	330	1,600	0.206	V/C:	0.733
Northbound	RT	0.00	240	0	0.000	Lost Time:	0.100
	TH	3.00	710	4,800	0.198 *	ITS:	0.000
	LT	1.00	150	1,600	0.094		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.833
	TH	2.00	560	3,200	0.194		
	LT	1.00	60	1,600	0.038 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.300
	TH	2.00	720	3,200	0.244 *	N-S(2):	0.344 *
	LT	1.00	190	1,600	0.119	E-W(1):	0.478 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.394
	TH	2.00	940	3,200	0.344		
	LT	1.00	360	1,600	0.225 *	V/C:	0.822
Northbound	RT	0.00	260	0	0.000	Lost Time:	0.100
	TH	3.00	610	4,800	0.181	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.922
	TH	2.00	720	3,200	0.253 *		
	LT	1.00	80	1,600	0.050	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.354
	TH	2.00	870	3,200	0.281 *	N-S(2):	0.362 *
	LT	1.00	170	1,600	0.106	E-W(1):	0.631 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.469
	TH	2.00	1,120	3,200	0.394		
	LT	1.00	370	1,600	0.231 *	V/C:	0.993
Northbound	RT	0.00	360	0	0.000	Lost Time:	0.100
	TH	3.00	830	4,800	0.248	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	1.093
	TH	2.00	1,200	3,200	0.400 *		
	LT	1.00	120	1,600	0.075	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 169 - PRAIRIE AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.463 *
	TH	3.00	650	4,800	0.148	N-S(2):	0.361
	LT	1.00	200	1,600	0.125 *	E-W(1):	0.362
Westbound	RT	1.00	550	1,600	0.281	E-W(2):	0.513 *
	TH	2.00	1,420	3,200	0.444 *		
	LT	1.00	250	1,600	0.156	V/C:	0.976
Northbound	RT	1.00	220	1,600	0.000	Lost Time:	0.100
	TH	2.00	1,080	3,200	0.338 *	ITS:	0.000
	LT	1.00	340	1,600	0.213		
Eastbound	RT	0.00	250	0	0.000	ICU:	1.076
	TH	3.00	740	4,800	0.206		
	LT	1.00	110	1,600	0.069 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.294
	TH	3.00	600	4,800	0.140 *	N-S(2):	0.309 *
	LT	1.00	180	1,600	0.113	E-W(1):	0.384 *
Westbound	RT	1.00	250	1,600	0.100	E-W(2):	0.281
	TH	2.00	720	3,200	0.225		
	LT	1.00	270	1,600	0.169 *	V/C:	0.693
Northbound	RT	1.00	300	1,600	0.019	Lost Time:	0.100
	TH	2.00	580	3,200	0.181	ITS:	0.000
	LT	1.00	270	1,600	0.169 *		
Eastbound	RT	0.00	290	0	0.000	ICU:	0.793
	TH	3.00	740	4,800	0.215 *		
	LT	1.00	90	1,600	0.056	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.385 *
	TH	3.00	960	4,800	0.213	N-S(2):	0.338
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.444 *
Westbound	RT	1.00	230	1,600	0.059	E-W(2):	0.357
	TH	2.00	1,000	3,200	0.313		
	LT	1.00	170	1,600	0.106 *	V/C:	0.829
Northbound	RT	1.00	190	1,600	0.013	Lost Time:	0.100
	TH	2.00	690	3,200	0.216 *	ITS:	0.000
	LT	1.00	200	1,600	0.125		
Eastbound	RT	0.00	330	0	0.000	ICU:	0.929
	TH	3.00	1,290	4,800	0.338 *		
	LT	1.00	70	1,600	0.044	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 173 - WESTERN AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.335
	TH	3.00	880	4,800	0.217 *	N-S(2):	0.355 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.402
Westbound	RT	1.00	230	1,600	0.100	E-W(2):	0.405 *
	TH	3.00	1,400	4,800	0.292 *		
	LT	1.00	240	1,600	0.150	V/C:	0.760
Northbound	RT	1.00	170	1,600	0.031	Lost Time:	0.100
	TH	2.00	790	3,200	0.247	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	0.00	240	0	0.000	ICU:	0.860
	TH	3.00	970	4,800	0.252		
	LT	1.00	180	1,600	0.113 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.263
	TH	3.00	530	4,800	0.140 *	N-S(2):	0.271 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.319 *
Westbound	RT	1.00	130	1,600	0.038	E-W(2):	0.252
	TH	3.00	760	4,800	0.158		
	LT	1.00	200	1,600	0.125 *	V/C:	0.590
Northbound	RT	1.00	170	1,600	0.044	Lost Time:	0.100
	TH	2.00	560	3,200	0.175	ITS:	0.000
	LT	1.00	210	1,600	0.131 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.690
	TH	3.00	730	4,800	0.194 *		
	LT	1.00	150	1,600	0.094	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.376 *
	TH	3.00	680	4,800	0.171	N-S(2):	0.327
	LT	1.00	180	1,600	0.113 *	E-W(1):	0.540 *
Westbound	RT	1.00	170	1,600	0.050	E-W(2):	0.344
	TH	3.00	1,080	4,800	0.225		
	LT	1.00	190	1,600	0.119 *	V/C:	0.916
Northbound	RT	1.00	160	1,600	0.041	Lost Time:	0.100
	TH	2.00	840	3,200	0.263 *	ITS:	0.000
	LT	1.00	250	1,600	0.156		
Eastbound	RT	0.00	270	0	0.000	ICU:	1.016
	TH	3.00	1,750	4,800	0.421 *		
	LT	1.00	190	1,600	0.119	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 175 - VERMONT AVENUE & MANCHESTER AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.350 *
	TH	3.00	717	4,800	0.170	N-S(2):	0.260
	LT	2.00	143	2,880	0.050 *	E-W(1):	0.389 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.387
	TH	3.00	1,340	4,800	0.308		
	LT	1.00	130	1,600	0.081 *	V/C:	0.739
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	1,320	4,800	0.300 *	ITS:	0.000
	LT	2.00	260	2,880	0.090		
Eastbound	RT	0.00	84	0	0.000	ICU:	0.839
	TH	3.00	1,394	4,800	0.308 *		
	LT	1.00	126	1,600	0.079	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.224 *
	TH	3.00	670	4,800	0.173	N-S(2):	0.218
	LT	2.00	170	2,880	0.059 *	E-W(1):	0.329
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.344 *
	TH	3.00	1,130	4,800	0.269 *		
	LT	1.00	120	1,600	0.075	V/C:	0.568
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	650	4,800	0.165 *	ITS:	0.000
	LT	2.00	130	2,880	0.045		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.668
	TH	3.00	1,090	4,800	0.254		
	LT	1.00	120	1,600	0.075 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.351 *
	TH	3.00	970	4,800	0.231	N-S(2):	0.290
	LT	2.00	230	2,880	0.080 *	E-W(1):	0.407 *
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.403
	TH	3.00	1,380	4,800	0.315		
	LT	1.00	110	1,600	0.069 *	V/C:	0.758
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	3.00	1,170	4,800	0.271 *	ITS:	0.000
	LT	2.00	170	2,880	0.059		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.858
	TH	3.00	1,490	4,800	0.338 *		
	LT	1.00	140	1,600	0.088	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 176 - VERMONT AVENUE & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.319 *
	TH	3.00	830	4,800	0.196	N-S(2):	0.283
	LT	2.00	160	2,880	0.056 *	E-W(1):	0.330
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.371 *
	TH	3.00	1,170	4,800	0.271 *		
	LT	1.00	180	1,600	0.113	V/C:	0.690
Northbound	RT	1.00	140	1,600	0.031	Lost Time:	0.100
	TH	3.00	1,260	4,800	0.263 *	ITS:	0.000
	LT	2.00	250	2,880	0.087		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.790
	TH	3.00	870	4,800	0.217		
	LT	1.00	160	1,600	0.100 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.169
	TH	3.00	560	4,800	0.148 *	N-S(2):	0.252 *
	LT	2.00	160	2,880	0.056	E-W(1):	0.256
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.317 *
	TH	3.00	890	4,800	0.204 *		
	LT	1.00	120	1,600	0.075	V/C:	0.569
Northbound	RT	1.00	70	1,600	0.006	Lost Time:	0.100
	TH	3.00	540	4,800	0.113	ITS:	0.000
	LT	2.00	300	2,880	0.104 *		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.669
	TH	3.00	680	4,800	0.181		
	LT	1.00	180	1,600	0.113 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	190	0	0.000	N-S(1):	0.303
	TH	3.00	900	4,800	0.227 *	N-S(2):	0.359 *
	LT	2.00	170	2,880	0.059	E-W(1):	0.383 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.344
	TH	3.00	1,090	4,800	0.250		
	LT	1.00	170	1,600	0.106 *	V/C:	0.742
Northbound	RT	1.00	110	1,600	0.016	Lost Time:	0.100
	TH	3.00	1,170	4,800	0.244	ITS:	0.000
	LT	2.00	380	2,880	0.132 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.842
	TH	3.00	1,130	4,800	0.277 *		
	LT	1.00	150	1,600	0.094	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 177 - VERMONT AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.009	N-S(1):	0.390 *
	TH	3.00	890	4,800	0.185	N-S(2):	0.320
	LT	2.00	270	2,880	0.094 *	E-W(1):	0.409 *
Westbound	RT	0.00	210	0	0.000	E-W(2):	0.388
	TH	3.00	1,320	4,800	0.319		
	LT	1.00	310	1,600	0.194 *	V/C:	0.799
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	1,280	4,800	0.296 *	ITS:	0.000
	LT	2.00	390	2,880	0.135		
Eastbound	RT	0.00	230	0	0.000	ICU:	0.899
	TH	3.00	800	4,800	0.215 *		
	LT	1.00	110	1,600	0.069	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.009	N-S(1):	0.256
	TH	3.00	640	4,800	0.133 *	N-S(2):	0.279 *
	LT	2.00	160	2,880	0.056	E-W(1):	0.284 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.186
	TH	3.00	580	4,800	0.142		
	LT	1.00	180	1,600	0.113 *	V/C:	0.563
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	3.00	790	4,800	0.200	ITS:	0.000
	LT	2.00	420	2,880	0.146 *		
Eastbound	RT	0.00	230	0	0.000	ICU:	0.663
	TH	3.00	590	4,800	0.171 *		
	LT	1.00	70	1,600	0.044	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.019	N-S(1):	0.416 *
	TH	3.00	900	4,800	0.188	N-S(2):	0.372
	LT	2.00	240	2,880	0.083 *	E-W(1):	0.526 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.330
	TH	3.00	1,050	4,800	0.242		
	LT	1.00	300	1,600	0.188 *	V/C:	0.942
Northbound	RT	0.00	230	0	0.000	Lost Time:	0.100
	TH	3.00	1,370	4,800	0.333 *	ITS:	0.000
	LT	2.00	530	2,880	0.184		
Eastbound	RT	0.00	200	0	0.000	ICU:	1.042
	TH	3.00	1,420	4,800	0.338 *		
	LT	1.00	140	1,600	0.088	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 182 - INGLEWOOD AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	150	1,600	0.069	N-S(1):	0.419 *
	TH	2.00	710	3,200	0.222	N-S(2):	0.378
	LT	1.00	240	1,600	0.150 *	E-W(1):	0.296 *
Westbound	RT	1.00	130	1,600	0.006	E-W(2):	0.258
	TH	3.00	1,000	4,800	0.208		
	LT	1.00	330	1,600	0.206 *	V/C:	0.715
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	2.00	670	3,200	0.269 *	ITS:	0.000
	LT	1.00	250	1,600	0.156		
Eastbound	RT	1.00	70	1,600	0.000	ICU:	0.815
	TH	3.00	430	4,800	0.090 *		
	LT	1.00	80	1,600	0.050	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	200	1,600	0.050	N-S(1):	0.276 *
	TH	2.00	430	3,200	0.134	N-S(2):	0.234
	LT	1.00	140	1,600	0.088 *	E-W(1):	0.290
Westbound	RT	1.00	80	1,600	0.006	E-W(2):	0.325 *
	TH	3.00	840	4,800	0.175 *		
	LT	1.00	200	1,600	0.125	V/C:	0.601
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	2.00	500	3,200	0.188 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	1.00	140	1,600	0.038	ICU:	0.701
	TH	3.00	790	4,800	0.165		
	LT	1.00	240	1,600	0.150 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.044	N-S(1):	0.444 *
	TH	2.00	810	3,200	0.253	N-S(2):	0.409
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.417 *
Westbound	RT	1.00	160	1,600	0.016	E-W(2):	0.321
	TH	3.00	820	4,800	0.171		
	LT	1.00	160	1,600	0.100 *	V/C:	0.861
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	2.00	700	3,200	0.275 *	ITS:	0.000
	LT	1.00	250	1,600	0.156		
Eastbound	RT	1.00	220	1,600	0.059	ICU:	0.961
	TH	3.00	1,520	4,800	0.317 *		
	LT	1.00	240	1,600	0.150	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 183 - HAWTHORNE BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	260	1,600	0.119	N-S(1):	0.300
	TH	3.00	1,010	4,800	0.210 *	N-S(2):	0.332 *
	LT	2.00	200	2,880	0.069	E-W(1):	0.229
Westbound	RT	0.00	230	0	0.000	E-W(2):	0.373 *
	TH	3.00	1,140	4,800	0.285 *		
	LT	1.00	130	1,600	0.081	V/C:	0.705
Northbound	RT	1.00	170	1,600	0.066	Lost Time:	0.100
	TH	3.00	1,110	4,800	0.231	ITS:	0.000
	LT	2.00	350	2,880	0.122 *		
Eastbound	RT	0.00	210	0	0.000	ICU:	0.805
	TH	3.00	500	4,800	0.148		
	LT	1.00	140	1,600	0.088 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	230	1,600	0.088	N-S(1):	0.284
	TH	3.00	960	4,800	0.200 *	N-S(2):	0.290 *
	LT	2.00	260	2,880	0.090	E-W(1):	0.275
Westbound	RT	0.00	250	0	0.000	E-W(2):	0.328 *
	TH	3.00	780	4,800	0.215 *		
	LT	1.00	130	1,600	0.081	V/C:	0.618
Northbound	RT	1.00	200	1,600	0.084	Lost Time:	0.100
	TH	3.00	930	4,800	0.194	ITS:	0.000
	LT	2.00	260	2,880	0.090 *		
Eastbound	RT	0.00	230	0	0.000	ICU:	0.718
	TH	3.00	700	4,800	0.194		
	LT	1.00	180	1,600	0.113 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.072	N-S(1):	0.420
	TH	3.00	1,470	4,800	0.306 *	N-S(2):	0.428 *
	LT	2.00	490	2,880	0.170	E-W(1):	0.415 *
Westbound	RT	0.00	290	0	0.000	E-W(2):	0.338
	TH	3.00	880	4,800	0.244		
	LT	1.00	140	1,600	0.088 *	V/C:	0.843
Northbound	RT	1.00	180	1,600	0.069	Lost Time:	0.100
	TH	3.00	1,200	4,800	0.250	ITS:	0.000
	LT	2.00	350	2,880	0.122 *		
Eastbound	RT	0.00	210	0	0.000	ICU:	0.943
	TH	3.00	1,360	4,800	0.327 *		
	LT	1.00	150	1,600	0.094	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 184 - PRAIRIE AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	190	0	0.000	N-S(1):	0.296
	TH	3.00	980	4,800	0.244 *	N-S(2):	0.369 *
	LT	1.00	190	1,600	0.119	E-W(1):	0.405
Westbound	RT	0.00	210	0	0.000	E-W(2):	0.417 *
	TH	3.00	1,250	4,800	0.304 *		
	LT	1.00	380	1,600	0.238	V/C:	0.786
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	3.00	660	4,800	0.177	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.886
	TH	3.00	680	4,800	0.167		
	LT	1.00	180	1,600	0.113 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.313
	TH	3.00	670	4,800	0.167 *	N-S(2):	0.317 *
	LT	1.00	260	1,600	0.163	E-W(1):	0.344 *
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.284
	TH	3.00	780	4,800	0.190		
	LT	1.00	240	1,600	0.150 *	V/C:	0.661
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	3.00	560	4,800	0.150	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.761
	TH	3.00	810	4,800	0.194 *		
	LT	1.00	150	1,600	0.094	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	180	0	0.000	N-S(1):	0.404
	TH	3.00	1,050	4,800	0.256 *	N-S(2):	0.406 *
	LT	1.00	270	1,600	0.169	E-W(1):	0.469 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.338
	TH	3.00	890	4,800	0.219		
	LT	1.00	280	1,600	0.175 *	V/C:	0.875
Northbound	RT	0.00	250	0	0.000	Lost Time:	0.100
	TH	3.00	880	4,800	0.235	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.975
	TH	3.00	1,230	4,800	0.294 *		
	LT	1.00	190	1,600	0.119	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 185 - CRENSHAW BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.329 *
	TH	3.00	870	4,800	0.215	N-S(2):	0.328
	LT	1.00	160	1,600	0.100 *	E-W(1):	0.328
Westbound	RT	0.00	210	0	0.000	E-W(2):	0.379 *
	TH	3.00	1,130	4,800	0.279 *		
	LT	1.00	180	1,600	0.113	V/C:	0.708
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	980	4,800	0.229 *	ITS:	0.000
	LT	1.00	180	1,600	0.113		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.808
	TH	3.00	830	4,800	0.215		
	LT	1.00	160	1,600	0.100 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	220	0	0.000	N-S(1):	0.323 *
	TH	3.00	620	4,800	0.175	N-S(2):	0.288
	LT	1.00	210	1,600	0.131 *	E-W(1):	0.298
Westbound	RT	0.00	210	0	0.000	E-W(2):	0.319 *
	TH	3.00	780	4,800	0.206 *		
	LT	1.00	160	1,600	0.100	V/C:	0.642
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	3.00	730	4,800	0.192 *	ITS:	0.000
	LT	1.00	180	1,600	0.113		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.742
	TH	3.00	770	4,800	0.198		
	LT	1.00	180	1,600	0.113 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	230	0	0.000	N-S(1):	0.355
	TH	3.00	1,090	4,800	0.275 *	N-S(2):	0.394 *
	LT	1.00	220	1,600	0.138	E-W(1):	0.431 *
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.353
	TH	3.00	1,090	4,800	0.265		
	LT	1.00	200	1,600	0.125 *	V/C:	0.825
Northbound	RT	0.00	220	0	0.000	Lost Time:	0.100
	TH	3.00	820	4,800	0.217	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.925
	TH	3.00	1,270	4,800	0.306 *		
	LT	1.00	140	1,600	0.088	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 186 - WESTERN AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.275
	TH	2.00	670	3,200	0.234 *	N-S(2):	0.378 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.307
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.346 *
	TH	3.00	1,230	4,800	0.290 *		
	LT	1.00	110	1,600	0.069	V/C:	0.724
Northbound	RT	1.00	110	1,600	0.034	Lost Time:	0.100
	TH	2.00	720	3,200	0.225	ITS:	0.000
	LT	1.00	230	1,600	0.144 *		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.824
	TH	3.00	1,030	4,800	0.238		
	LT	1.00	90	1,600	0.056 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.260
	TH	2.00	510	3,200	0.194 *	N-S(2):	0.300 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.273 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.263
	TH	3.00	820	4,800	0.200		
	LT	1.00	110	1,600	0.069 *	V/C:	0.573
Northbound	RT	1.00	130	1,600	0.047	Lost Time:	0.100
	TH	2.00	530	3,200	0.166	ITS:	0.000
	LT	1.00	170	1,600	0.106 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.673
	TH	3.00	810	4,800	0.204 *		
	LT	1.00	100	1,600	0.063	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.326
	TH	2.00	800	3,200	0.288 *	N-S(2):	0.413 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.423 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.348
	TH	3.00	1,200	4,800	0.267		
	LT	1.00	160	1,600	0.100 *	V/C:	0.836
Northbound	RT	1.00	160	1,600	0.050	Lost Time:	0.100
	TH	2.00	760	3,200	0.238	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	220	0	0.000	ICU:	0.936
	TH	3.00	1,330	4,800	0.323 *		
	LT	1.00	130	1,600	0.081	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 187 - VERMONT AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.034	N-S(1):	0.296 *
	TH	3.00	680	4,800	0.142	N-S(2):	0.255
	LT	1.00	240	1,600	0.150 *	E-W(1):	0.377
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.427 *
	TH	3.00	1,540	4,800	0.358 *		
	LT	1.00	150	1,600	0.094	V/C:	0.723
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	580	4,800	0.146 *	ITS:	0.000
	LT	1.00	180	1,600	0.113		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.823
	TH	3.00	1,230	4,800	0.283		
	LT	1.00	110	1,600	0.069 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.028	N-S(1):	0.242 *
	TH	3.00	390	4,800	0.081	N-S(2):	0.187
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.338 *
Westbound	RT	0.00	150	0	0.000	E-W(2):	0.327
	TH	3.00	1,090	4,800	0.258		
	LT	1.00	150	1,600	0.094 *	V/C:	0.580
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	360	4,800	0.104 *	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.680
	TH	3.00	1,060	4,800	0.244 *		
	LT	1.00	110	1,600	0.069	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.034	N-S(1):	0.366 *
	TH	3.00	830	4,800	0.173	N-S(2):	0.279
	LT	1.00	250	1,600	0.156 *	E-W(1):	0.423
Westbound	RT	0.00	260	0	0.000	E-W(2):	0.432 *
	TH	3.00	1,360	4,800	0.338 *		
	LT	1.00	150	1,600	0.094	V/C:	0.798
Northbound	RT	0.00	200	0	0.000	Lost Time:	0.100
	TH	3.00	810	4,800	0.210 *	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.898
	TH	3.00	1,400	4,800	0.329		
	LT	1.00	150	1,600	0.094 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 188 - PRAIRIE AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.388
	TH	3.00	1,200	4,800	0.277 *	N-S(2):	0.546 *
	LT	1.00	230	1,600	0.144	E-W(1):	0.288
Westbound	RT	0.00	320	0	0.000	E-W(2):	0.411 *
	TH	3.00	1,200	4,800	0.317 *		
	LT	1.00	120	1,600	0.075	V/C:	0.957
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	3.00	1,040	4,800	0.244	ITS:	0.000
	LT	1.00	430	1,600	0.269 *		
Eastbound	RT	0.00	180	0	0.000	ICU:	1.057
	TH	3.00	840	4,800	0.213		
	LT	1.00	150	1,600	0.094 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.280
	TH	3.00	710	4,800	0.171 *	N-S(2):	0.327 *
	LT	1.00	220	1,600	0.138	E-W(1):	0.284 *
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.259
	TH	3.00	710	4,800	0.190		
	LT	1.00	150	1,600	0.094 *	V/C:	0.611
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	570	4,800	0.142	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	0.00	230	0	0.000	ICU:	0.711
	TH	3.00	680	4,800	0.190 *		
	LT	1.00	110	1,600	0.069	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	190	0	0.000	N-S(1):	0.433 *
	TH	3.00	1,130	4,800	0.275	N-S(2):	0.406
	LT	1.00	290	1,600	0.181 *	E-W(1):	0.492 *
Westbound	RT	0.00	260	0	0.000	E-W(2):	0.367
	TH	3.00	1,020	4,800	0.267		
	LT	1.00	160	1,600	0.100 *	V/C:	0.925
Northbound	RT	0.00	150	0	0.000	Lost Time:	0.100
	TH	3.00	1,060	4,800	0.252 *	ITS:	0.000
	LT	1.00	210	1,600	0.131		
Eastbound	RT	0.00	390	0	0.000	ICU:	1.025
	TH	3.00	1,490	4,800	0.392 *		
	LT	1.00	160	1,600	0.100	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 189 - CRENSHAW BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	300	1,600	0.091	N-S(1):	0.342
	TH	3.00	920	4,800	0.192 *	N-S(2):	0.373 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.292
Westbound	RT	0.00	290	0	0.000	E-W(2):	0.502 *
	TH	3.00	1,190	4,800	0.308 *		
	LT	1.00	190	1,600	0.119	V/C:	0.875
Northbound	RT	1.00	110	1,600	0.009	Lost Time:	0.100
	TH	3.00	1,190	4,800	0.248	ITS:	0.000
	LT	1.00	290	1,600	0.181 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.975
	TH	3.00	730	4,800	0.173		
	LT	1.00	310	1,600	0.194 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	260	1,600	0.053	N-S(1):	0.269 *
	TH	3.00	750	4,800	0.156	N-S(2):	0.259
	LT	1.00	140	1,600	0.088 *	E-W(1):	0.238
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.379 *
	TH	3.00	590	4,800	0.160 *		
	LT	1.00	140	1,600	0.088	V/C:	0.648
Northbound	RT	1.00	100	1,600	0.019	Lost Time:	0.100
	TH	3.00	870	4,800	0.181 *	ITS:	0.000
	LT	1.00	150	1,600	0.094		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.748
	TH	3.00	590	4,800	0.150		
	LT	1.00	350	1,600	0.219 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	230	1,600	0.022	N-S(1):	0.338
	TH	3.00	1,270	4,800	0.265 *	N-S(2):	0.340 *
	LT	1.00	220	1,600	0.138	E-W(1):	0.423
Westbound	RT	0.00	280	0	0.000	E-W(2):	0.459 *
	TH	3.00	750	4,800	0.215 *		
	LT	1.00	150	1,600	0.094	V/C:	0.799
Northbound	RT	1.00	120	1,600	0.028	Lost Time:	0.100
	TH	3.00	960	4,800	0.200	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	210	0	0.000	ICU:	0.899
	TH	3.00	1,370	4,800	0.329		
	LT	1.00	390	1,600	0.244 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 190 - WESTERN AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	280	1,600	0.122	N-S(1):	0.241
	TH	2.00	520	3,200	0.163 *	N-S(2):	0.288 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.269
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.466 *
	TH	3.00	1,570	4,800	0.360 *		
	LT	1.00	110	1,600	0.069	V/C:	0.754
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	2.00	560	3,200	0.197	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.854
	TH	3.00	770	4,800	0.200		
	LT	1.00	170	1,600	0.106 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.063	N-S(1):	0.213
	TH	2.00	410	3,200	0.128 *	N-S(2):	0.228 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.225
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.286 *
	TH	3.00	720	4,800	0.173 *		
	LT	1.00	110	1,600	0.069	V/C:	0.514
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	2.00	400	3,200	0.163	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.614
	TH	3.00	620	4,800	0.156		
	LT	1.00	180	1,600	0.113 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.063	N-S(1):	0.313
	TH	2.00	640	3,200	0.200 *	N-S(2):	0.344 *
	LT	1.00	110	1,600	0.069	E-W(1):	0.427 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.381
	TH	3.00	1,010	4,800	0.231		
	LT	1.00	90	1,600	0.056 *	V/C:	0.771
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	650	3,200	0.244	ITS:	0.000
	LT	1.00	230	1,600	0.144 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.871
	TH	3.00	1,580	4,800	0.371 *		
	LT	1.00	240	1,600	0.150	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 191 - VERMONT AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.063	N-S(1):	0.209 *
	TH	3.00	570	4,800	0.119	N-S(2):	0.163
	LT	1.00	180	1,600	0.113 *	E-W(1):	0.282
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.444 *
	TH	3.00	1,810	4,800	0.406 *		
	LT	1.00	110	1,600	0.069	V/C:	0.653
Northbound	RT	1.00	110	1,600	0.034	Lost Time:	0.100
	TH	3.00	460	4,800	0.096 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.753
	TH	3.00	940	4,800	0.213		
	LT	1.00	60	1,600	0.038 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	180	1,600	0.097	N-S(1):	0.175 *
	TH	3.00	390	4,800	0.081	N-S(2):	0.141
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.231 *
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.219
	TH	3.00	770	4,800	0.188		
	LT	1.00	80	1,600	0.050 *	V/C:	0.406
Northbound	RT	1.00	60	1,600	0.013	Lost Time:	0.100
	TH	3.00	330	4,800	0.069 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.506
	TH	3.00	800	4,800	0.181 *		
	LT	1.00	50	1,600	0.031	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.016	N-S(1):	0.242 *
	TH	3.00	570	4,800	0.119	N-S(2):	0.207
	LT	1.00	140	1,600	0.088 *	E-W(1):	0.428 *
Westbound	RT	0.00	150	0	0.000	E-W(2):	0.308
	TH	3.00	940	4,800	0.227		
	LT	1.00	140	1,600	0.088 *	V/C:	0.670
Northbound	RT	1.00	80	1,600	0.006	Lost Time:	0.100
	TH	3.00	740	4,800	0.154 *	ITS:	0.000
	LT	1.00	140	1,600	0.088		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.770
	TH	3.00	1,540	4,800	0.340 *		
	LT	1.00	130	1,600	0.081	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 192 - AVIATION BOULEVARD & ARTESIA BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	230	0	0.000	N-S(1):	0.553 *
	TH	2.00	550	3,200	0.244	N-S(2):	0.338
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.313
Westbound	RT	0.00	240	0	0.000	E-W(2):	0.479 *
	TH	2.00	850	3,200	0.341 *		
	LT	1.00	190	1,600	0.119	V/C:	1.032
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	2.00	1,330	3,200	0.459 *	ITS:	0.000
	LT	1.00	150	1,600	0.094		
Eastbound	RT	0.00	60	0	0.000	ICU:	1.132
	TH	2.00	560	3,200	0.194		
	LT	1.00	220	1,600	0.138 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.326 *
	TH	2.00	660	3,200	0.250	N-S(2):	0.319
	LT	1.00	180	1,600	0.113 *	E-W(1):	0.350 *
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.341
	TH	2.00	540	3,200	0.222		
	LT	1.00	240	1,600	0.150 *	V/C:	0.676
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	2.00	510	3,200	0.213 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.776
	TH	2.00	560	3,200	0.200 *		
	LT	1.00	190	1,600	0.119	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.482
	TH	2.00	1,270	3,200	0.434 *	N-S(2):	0.509 *
	LT	1.00	270	1,600	0.169	E-W(1):	0.475 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.388
	TH	2.00	680	3,200	0.263		
	LT	1.00	290	1,600	0.181 *	V/C:	0.984
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	2.00	820	3,200	0.313	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	1.084
	TH	2.00	800	3,200	0.294 *		
	LT	1.00	200	1,600	0.125	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 193 - AVIATION BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.000	N-S(1):	0.475 *
	TH	2.00	620	3,200	0.194	N-S(2):	0.250
	LT	2.00	100	2,880	0.035 *	E-W(1):	0.282
Westbound	RT	1.00	340	1,600	0.195	E-W(2):	0.407 *
	TH	2.00	780	3,200	0.244 *		
	LT	2.00	290	2,880	0.101	V/C:	0.882
Northbound	RT	0.00	290	0	0.000	Lost Time:	0.100
	TH	3.00	1,820	4,800	0.440 *	ITS:	0.000
	LT	1.00	90	1,600	0.056		
Eastbound	RT	1.00	160	1,600	0.072	ICU:	0.982
	TH	2.00	580	3,200	0.181		
	LT	1.00	260	1,600	0.163 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.075	N-S(1):	0.281
	TH	2.00	760	3,200	0.238 *	N-S(2):	0.369 *
	LT	2.00	150	2,880	0.052	E-W(1):	0.272
Westbound	RT	1.00	150	1,600	0.068	E-W(2):	0.306 *
	TH	2.00	580	3,200	0.181 *		
	LT	2.00	270	2,880	0.094	V/C:	0.675
Northbound	RT	0.00	200	0	0.000	Lost Time:	0.100
	TH	3.00	900	4,800	0.229	ITS:	0.000
	LT	1.00	210	1,600	0.131 *		
Eastbound	RT	1.00	180	1,600	0.047	ICU:	0.775
	TH	2.00	570	3,200	0.178		
	LT	1.00	200	1,600	0.125 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	410	1,600	0.197	N-S(1):	0.317
	TH	2.00	1,320	3,200	0.413 *	N-S(2):	0.551 *
	LT	2.00	300	2,880	0.104	E-W(1):	0.438 *
Westbound	RT	1.00	130	1,600	0.029	E-W(2):	0.328
	TH	2.00	670	3,200	0.209		
	LT	2.00	560	2,880	0.194 *	V/C:	0.989
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	810	4,800	0.213	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	1.00	210	1,600	0.063	ICU:	1.089
	TH	2.00	780	3,200	0.244 *		
	LT	1.00	190	1,600	0.119	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 196 - PRAIRIE AVENUE & FLORENCE AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.019
	TH	0.00	0	0	0.000 *	N-S(2):	0.271 *
	LT	0.00	0	0	0.000	E-W(1):	0.594 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.415
	TH	3.00	1,990	4,800	0.415		
	LT	1.00	440	1,600	0.275 *	V/C:	0.865
Northbound	RT	1.00	470	1,600	0.019	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	780	2,880	0.271 *		
Eastbound	RT	1.00	510	1,600	0.319 *	ICU:	0.965
	TH	3.00	1,080	4,800	0.225		
	LT	0.00	0	0	0.000	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.019
	TH	0.00	0	0	0.000 *	N-S(2):	0.122 *
	LT	0.00	0	0	0.000	E-W(1):	0.462 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.248
	TH	3.00	1,190	4,800	0.248		
	LT	1.00	330	1,600	0.206 *	V/C:	0.584
Northbound	RT	1.00	360	1,600	0.019	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	350	2,880	0.122 *		
Eastbound	RT	1.00	360	1,600	0.225	ICU:	0.684
	TH	3.00	1,230	4,800	0.256 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.100
	TH	0.00	0	0	0.000 *	N-S(2):	0.174 *
	LT	0.00	0	0	0.000	E-W(1):	0.585 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.269
	TH	3.00	1,290	4,800	0.269		
	LT	1.00	320	1,600	0.200 *	V/C:	0.759
Northbound	RT	1.00	480	1,600	0.100	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	500	2,880	0.174 *		
Eastbound	RT	1.00	610	1,600	0.381	ICU:	0.859
	TH	3.00	1,850	4,800	0.385 *		
	LT	0.00	0	0	0.000	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 197 - PRAIRIE AVENUE & LENNOX BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	180	0	0.000	N-S(1):	0.269
	TH	3.00	1,200	4,800	0.288 *	N-S(2):	0.482 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.059
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.107 *
	TH	1.00	10	1,600	0.013 *		
	LT	0.00	0	0	0.000	V/C:	0.589
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,250	4,800	0.263	ITS:	0.000
	LT	1.00	310	1,600	0.194 *		
Eastbound	RT	1.00	250	1,600	0.059	ICU:	0.689
	TH	2.00	10	3,200	0.050		
	LT	0.00	150	1,600	0.094 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.227
	TH	3.00	970	4,800	0.227 *	N-S(2):	0.371 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.065
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.132 *
	TH	1.00	10	1,600	0.019 *		
	LT	0.00	10	1,600	0.006	V/C:	0.503
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,050	4,800	0.221	ITS:	0.000
	LT	1.00	230	1,600	0.144 *		
Eastbound	RT	1.00	160	1,600	0.028	ICU:	0.603
	TH	2.00	10	3,200	0.059		
	LT	0.00	180	1,600	0.113 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.311
	TH	3.00	1,430	4,800	0.325 *	N-S(2):	0.531 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.084
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.144 *
	TH	1.00	10	1,600	0.013 *		
	LT	0.00	0	0	0.000	V/C:	0.675
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,420	4,800	0.298	ITS:	0.000
	LT	1.00	330	1,600	0.206 *		
Eastbound	RT	1.00	300	1,600	0.084	ICU:	0.775
	TH	2.00	10	3,200	0.069		
	LT	0.00	210	1,600	0.131 *	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 1 - ADMIRALTY WAY & BALI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.003	N-S(1):	0.638 *
	TH	2.00	1,030	3,200	0.322	N-S(2):	0.335
	LT	1.00	540	1,600	0.338 *	E-W(1):	0.075
Westbound	RT	1.92	470	3,069	0.000	E-W(2):	0.172 *
	TH	0.08	20	131	0.153 *		
	LT	1.00	80	1,600	0.050	V/C:	0.810
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	2.00	870	3,200	0.300 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.910
	TH	2.00	30	3,200	0.025		
	LT	0.00	30	1,600	0.019 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.009	N-S(1):	0.550 *
	TH	2.00	690	3,200	0.216	N-S(2):	0.241
	LT	1.00	370	1,600	0.231 *	E-W(1):	0.106
Westbound	RT	1.87	440	2,996	0.000	E-W(2):	0.166 *
	TH	0.13	30	204	0.147 *		
	LT	1.00	120	1,600	0.075	V/C:	0.716
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	2.00	830	3,200	0.319 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.816
	TH	2.00	40	3,200	0.031		
	LT	0.00	30	1,600	0.019 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.011	N-S(1):	0.712 *
	TH	2.00	1,170	3,200	0.366	N-S(2):	0.379
	LT	1.00	495	1,600	0.309 *	E-W(1):	0.102
Westbound	RT	1.92	710	3,070	0.000	E-W(2):	0.247 *
	TH	0.08	30	130	0.231 *		
	LT	1.00	130	1,600	0.081	V/C:	0.959
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	2.00	1,080	3,200	0.403 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	13	0	0.000	ICU:	1.059
	TH	2.00	28	3,200	0.021		
	LT	0.00	25	1,600	0.016 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 2 - ADMIRALTY WAY & FIJI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:	WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.000	N-S(1):	0.194 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	560	2,880	0.194 *	E-W(1):	0.053
Westbound	RT	1.00	470	1,600	0.000	E-W(2):	0.263 *
	TH	1.00	110	1,600	0.069 *		
	LT	0.00	0	0	0.000	V/C:	0.457
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.557
	TH	2.00	170	3,200	0.053		
	LT	1.00	310	1,600	0.194 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.019	N-S(1):	0.128 *
	TH	0.00	0	0	0.000	N-S(2):	0.019
	LT	2.00	370	2,880	0.128 *	E-W(1):	0.100
Westbound	RT	1.00	390	1,600	0.000	E-W(2):	0.244 *
	TH	1.00	230	1,600	0.144 *		
	LT	0.00	0	0	0.000	V/C:	0.372
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.472
	TH	2.00	320	3,200	0.100		
	LT	1.00	160	1,600	0.100 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	290	1,600	0.063	N-S(1):	0.226 *
	TH	0.00	0	0	0.000	N-S(2):	0.063
	LT	2.00	650	2,880	0.226 *	E-W(1):	0.097
Westbound	RT	1.00	580	1,600	0.000	E-W(2):	0.369 *
	TH	1.00	400	1,600	0.250 *		
	LT	0.00	0	0	0.000	V/C:	0.595
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.695
	TH	2.00	310	3,200	0.097		
	LT	1.00	190	1,600	0.119 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 3 - ADMIRALTY WAY & MINDANAO WAY
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.003	N-S(1):	0.532 *
	TH	2.00	600	3,200	0.188	N-S(2):	0.201
	LT	1.00	500	1,600	0.313 *	E-W(1):	0.109 *
Westbound	RT	1.00	400	1,600	0.000	E-W(2):	0.000
	TH	0.16	20	256	0.078		
	LT	1.84	230	2,650	0.087 *	V/C:	0.641
Northbound	RT	0.00	230	0	0.000	Lost Time:	0.100
	TH	2.00	470	3,200	0.219 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.741
	TH	2.00	20	3,200	0.022 *		
	LT	0.00	30	1,600	0.019	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.000	N-S(1):	0.437 *
	TH	2.00	490	3,200	0.153	N-S(2):	0.166
	LT	1.00	250	1,600	0.156 *	E-W(1):	0.153 *
Westbound	RT	1.00	360	1,600	0.069	E-W(2):	0.000
	TH	0.33	60	533	0.113		
	LT	1.67	300	2,400	0.125 *	V/C:	0.590
Northbound	RT	0.00	230	0	0.000	Lost Time:	0.100
	TH	2.00	670	3,200	0.281 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.690
	TH	2.00	30	3,200	0.028 *		
	LT	0.00	40	1,600	0.025	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.009	N-S(1):	0.497 *
	TH	2.00	900	3,200	0.281	N-S(2):	0.312
	LT	1.00	300	1,600	0.188 *	E-W(1):	0.175 *
Westbound	RT	1.00	530	1,600	0.144 *	E-W(2):	0.000
	TH	0.42	80	674	0.119		
	LT	1.58	300	2,274	0.132	V/C:	0.672
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	2.00	870	3,200	0.309 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.772
	TH	2.00	40	3,200	0.031 *		
	LT	0.00	30	1,600	0.019	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 4 - PALAWAN WAY & ADMIRALTY WAY
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.000	N-S(1):	0.213 *
	TH	1.00	50	1,600	0.031	N-S(2):	0.062
	LT	1.00	200	1,600	0.125 *	E-W(1):	0.382 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.341
	TH	2.00	870	3,200	0.291		
	LT	1.00	60	1,600	0.038 *	V/C:	0.595
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	1.00	60	1,600	0.088 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	1.00	30	1,600	0.003	ICU:	0.695
	TH	2.00	1,100	3,200	0.344 *		
	LT	1.00	80	1,600	0.050	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.047	N-S(1):	0.163 *
	TH	1.00	40	1,600	0.025	N-S(2):	0.072
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.244
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.309 *
	TH	2.00	820	3,200	0.278 *		
	LT	1.00	70	1,600	0.044	V/C:	0.472
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	1.00	50	1,600	0.069 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	1.00	50	1,600	0.019	ICU:	0.572
	TH	2.00	640	3,200	0.200		
	LT	1.00	50	1,600	0.031 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	140	1,600	0.072	N-S(1):	0.250 *
	TH	1.00	120	1,600	0.075	N-S(2):	0.100
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.372
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.415 *
	TH	2.00	1,150	3,200	0.384 *		
	LT	1.00	100	1,600	0.063	V/C:	0.665
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	1.00	30	1,600	0.081 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	1.00	30	1,600	0.006	ICU:	0.765
	TH	2.00	990	3,200	0.309		
	LT	1.00	50	1,600	0.031 *	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 5 - VIA MARINA & ADMIRALTY WAY
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:	NBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.497 *
	TH	3.00	220	4,800	0.046	N-S(2):	0.046
	LT	1.00	500	1,600	0.313 *	E-W(1):	0.104 *
Westbound	RT	2.00	800	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	300	2,880	0.104 *	V/C:	0.601
Northbound	RT	1.00	710	1,600	0.000	Lost Time:	0.100
	TH	2.00	590	3,200	0.184 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.701
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.435 *
	TH	3.00	320	4,800	0.067	N-S(2):	0.067
	LT	1.00	430	1,600	0.269 *	E-W(1):	0.160 *
Westbound	RT	2.00	520	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	460	2,880	0.160 *	V/C:	0.595
Northbound	RT	1.00	390	1,600	0.000	Lost Time:	0.100
	TH	2.00	530	3,200	0.166 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.695
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.603 *
	TH	3.00	390	4,800	0.081	N-S(2):	0.081
	LT	1.00	750	1,600	0.469 *	E-W(1):	0.236 *
Westbound	RT	2.00	700	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	680	2,880	0.236 *	V/C:	0.839
Northbound	RT	1.00	470	1,600	0.000	Lost Time:	0.100
	TH	2.00	430	3,200	0.134 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.939
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 10 - AVIATIO BOULEVARD & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.172
	TH	2.00	400	3,200	0.156 *	N-S(2):	0.306 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.310 *
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.303
	TH	2.00	840	3,200	0.278		
	LT	1.00	260	1,600	0.163 *	V/C:	0.616
Northbound	RT	1.00	150	1,600	0.013	Lost Time:	0.100
	TH	2.00	470	3,200	0.147	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.716
	TH	2.00	380	3,200	0.147 *		
	LT	1.00	40	1,600	0.025	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	180	0	0.000	N-S(1):	0.216
	TH	2.00	320	3,200	0.156 *	N-S(2):	0.269 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.319 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.231
	TH	2.00	500	3,200	0.181		
	LT	1.00	180	1,600	0.113 *	V/C:	0.588
Northbound	RT	1.00	300	1,600	0.131	Lost Time:	0.100
	TH	2.00	550	3,200	0.172	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.688
	TH	2.00	510	3,200	0.206 *		
	LT	1.00	80	1,600	0.050	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	240	0	0.000	N-S(1):	0.257
	TH	2.00	430	3,200	0.209 *	N-S(2):	0.347 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.441 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.328
	TH	2.00	670	3,200	0.222		
	LT	1.00	230	1,600	0.144 *	V/C:	0.788
Northbound	RT	1.00	200	1,600	0.053	Lost Time:	0.100
	TH	2.00	680	3,200	0.213	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.888
	TH	2.00	760	3,200	0.297 *		
	LT	1.00	170	1,600	0.106	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 11 - INGLEWOOD AVENUE & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.207 *
	TH	1.00	100	1,600	0.088 *	N-S(2):	0.000
	LT	1.00	20	1,600	0.013	E-W(1):	0.134
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.225 *
	TH	2.00	600	3,200	0.200 *		
	LT	1.00	50	1,600	0.031	V/C:	0.432
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	1.00	130	1,600	0.119 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.532
	TH	2.00	280	3,200	0.103		
	LT	1.00	40	1,600	0.025 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.281 *
	TH	1.00	140	1,600	0.131 *	N-S(2):	0.000
	LT	1.00	40	1,600	0.025	E-W(1):	0.216 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.141
	TH	2.00	350	3,200	0.122		
	LT	1.00	80	1,600	0.050 *	V/C:	0.497
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	1.00	150	1,600	0.150 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.597
	TH	2.00	440	3,200	0.166 *		
	LT	1.00	30	1,600	0.019	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.406 *
	TH	1.00	270	1,600	0.206 *	N-S(2):	0.000
	LT	1.00	70	1,600	0.044	E-W(1):	0.326 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.165
	TH	2.00	400	3,200	0.134		
	LT	1.00	100	1,600	0.063 *	V/C:	0.732
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	1.00	210	1,600	0.200 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.832
	TH	2.00	730	3,200	0.263 *		
	LT	1.00	50	1,600	0.031	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 12 - LA BREA AVENUE & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.013	N-S(1):	0.186
	TH	3.00	470	4,800	0.098 *	N-S(2):	0.217 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.150 *
Westbound	RT	1.00	70	1,600	0.025	E-W(2):	0.132
	TH	2.00	300	3,200	0.094		
	LT	1.00	50	1,600	0.031 *	V/C:	0.367
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	690	4,800	0.148	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	1.00	100	1,600	0.003	ICU:	0.467
	TH	1.00	190	1,600	0.119 *		
	LT	1.00	60	1,600	0.038	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.009	N-S(1):	0.213
	TH	3.00	740	4,800	0.154 *	N-S(2):	0.242 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.219 *
Westbound	RT	1.00	90	1,600	0.019	E-W(2):	0.178
	TH	2.00	350	3,200	0.109		
	LT	1.00	70	1,600	0.044 *	V/C:	0.461
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	3.00	610	4,800	0.138	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	1.00	130	1,600	0.038	ICU:	0.561
	TH	1.00	280	1,600	0.175 *		
	LT	1.00	110	1,600	0.069	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.006	N-S(1):	0.229
	TH	3.00	1,050	4,800	0.219 *	N-S(2):	0.388 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.294 *
Westbound	RT	1.00	90	1,600	0.019	E-W(2):	0.160
	TH	2.00	310	3,200	0.097		
	LT	1.00	70	1,600	0.044 *	V/C:	0.682
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	670	4,800	0.154	ITS:	0.000
	LT	1.00	270	1,600	0.169 *		
Eastbound	RT	1.00	300	1,600	0.103	ICU:	0.782
	TH	1.00	400	1,600	0.250 *		
	LT	1.00	100	1,600	0.063	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 13 - LA CIENEGA BOULEVARD & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.228
	TH	2.00	330	3,200	0.116 *	N-S(2):	0.335 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.201
Westbound	RT	1.00	160	1,600	0.100	E-W(2):	0.216 *
	TH	2.00	570	3,200	0.178 *		
	LT	1.00	100	1,600	0.063	V/C:	0.551
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	2.00	540	3,200	0.184	ITS:	0.000
	LT	1.00	350	1,600	0.219 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.651
	TH	2.00	240	3,200	0.138		
	LT	1.00	60	1,600	0.038 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.254
	TH	2.00	380	3,200	0.144 *	N-S(2):	0.263 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.238 *
Westbound	RT	1.00	90	1,600	0.056	E-W(2):	0.160
	TH	2.00	370	3,200	0.116		
	LT	1.00	70	1,600	0.044 *	V/C:	0.501
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	2.00	500	3,200	0.191	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	0.00	210	0	0.000	ICU:	0.601
	TH	2.00	410	3,200	0.194 *		
	LT	1.00	70	1,600	0.044	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	50	0	0.000	N-S(1):	0.297
	TH	2.00	630	3,200	0.213 *	N-S(2):	0.332 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.407 *
Westbound	RT	1.00	80	1,600	0.050	E-W(2):	0.153
	TH	2.00	390	3,200	0.122		
	LT	1.00	60	1,600	0.038 *	V/C:	0.739
Northbound	RT	0.00	230	0	0.000	Lost Time:	0.100
	TH	2.00	420	3,200	0.203	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	0.00	490	0	0.000	ICU:	0.839
	TH	2.00	690	3,200	0.369 *		
	LT	1.00	50	1,600	0.031	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 15 - AVIATION BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	320	1,600	0.200	N-S(1):	0.297
	TH	2.00	720	3,200	0.225 *	N-S(2):	0.343 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.212 *
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.485 *
	TH	3.00	1,940	4,800	0.429 *		
	LT	2.00	400	2,880	0.139	V/C:	0.828
Northbound	RT	1.00	170	1,600	0.000	Lost Time:	0.100
	TH	2.00	790	3,200	0.247	ITS:	0.000
	LT	2.00	340	2,880	0.118 *		
Eastbound	RT	1.00	70	1,600	0.000	ICU:	0.928
	TH	3.00	350	4,800	0.073		
	LT	1.00	90	1,600	0.056 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	200	1,600	0.125	N-S(1):	0.219
	TH	2.00	530	3,200	0.166 *	N-S(2):	0.229 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.347
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.348 *
	TH	3.00	1,040	4,800	0.242 *		
	LT	2.00	430	2,880	0.149	V/C:	0.577
Northbound	RT	1.00	200	1,600	0.000	Lost Time:	0.100
	TH	2.00	500	3,200	0.156	ITS:	0.000
	LT	2.00	180	2,880	0.063 *		
Eastbound	RT	1.00	230	1,600	0.113	ICU:	0.677
	TH	3.00	950	4,800	0.198		
	LT	1.00	170	1,600	0.106 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.063	N-S(1):	0.260 *
	TH	2.00	270	3,200	0.084	N-S(2):	0.160
	LT	1.00	70	1,600	0.044 *	E-W(1):	0.531 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.371
	TH	3.00	770	4,800	0.177		
	LT	2.00	250	2,880	0.087 *	V/C:	0.791
Northbound	RT	1.00	330	1,600	0.119	Lost Time:	0.100
	TH	2.00	690	3,200	0.216 *	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	1.00	500	1,600	0.274	ICU:	0.891
	TH	3.00	2,130	4,800	0.444 *		
	LT	1.00	310	1,600	0.194	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 17 - AVIATION BLVD. / FLORENCE AVENUE & MANCHESTER AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	380	1,600	0.238 *	N-S(1):	0.119
	TH	2.00	480	3,200	0.150	N-S(2):	0.407 *
	LT	0.00	0	0	0.000	E-W(1):	0.194
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.459 *
	TH	2.00	890	3,200	0.278 *		
	LT	1.00	40	1,600	0.025	V/C:	0.866
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	2.00	300	3,200	0.119	ITS:	0.000
	LT	1.00	270	1,600	0.169 *		
Eastbound	RT	1.00	100	1,600	0.000	ICU:	0.966
	TH	2.00	540	3,200	0.169		
	LT	1.00	290	1,600	0.181 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	470	1,600	0.294 *	N-S(1):	0.166
	TH	2.00	400	3,200	0.125	N-S(2):	0.419 *
	LT	0.00	0	0	0.000	E-W(1):	0.394
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.522 *
	TH	2.00	910	3,200	0.284 *		
	LT	1.00	60	1,600	0.038	V/C:	0.941
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	2.00	390	3,200	0.166	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	170	1,600	0.044	ICU:	1.041
	TH	2.00	1,140	3,200	0.356		
	LT	1.00	380	1,600	0.238 *	LOS:	F

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	380	1,600	0.238 *	N-S(1):	0.194
	TH	2.00	610	3,200	0.191	N-S(2):	0.407 *
	LT	0.00	0	0	0.000	E-W(1):	0.375
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.535 *
	TH	2.00	710	3,200	0.222 *		
	LT	1.00	80	1,600	0.050	V/C:	0.942
Northbound	RT	0.00	150	0	0.000	Lost Time:	0.100
	TH	2.00	470	3,200	0.194	ITS:	0.000
	LT	1.00	270	1,600	0.169 *		
Eastbound	RT	1.00	270	1,600	0.084	ICU:	1.042
	TH	2.00	1,040	3,200	0.325		
	LT	1.00	500	1,600	0.313 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 18 - AVIATION BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	150	1,600	0.066	N-S(1):	0.326 *
	TH	4.00	440	6,400	0.069	N-S(2):	0.218
	LT	2.00	130	2,880	0.045 *	E-W(1):	0.316
Westbound	RT	1.00	540	1,600	0.292	E-W(2):	0.331 *
	TH	4.00	1,940	6,400	0.303 *		
	LT	2.00	510	2,880	0.177	V/C:	0.657
Northbound	RT	1.00	580	1,600	0.185	Lost Time:	0.100
	TH	3.00	1,350	4,800	0.281 *	ITS:	0.000
	LT	2.00	430	2,880	0.149		
Eastbound	RT	1.00	90	1,600	0.000	ICU:	0.757
	TH	4.00	890	6,400	0.139		
	LT	2.00	80	2,880	0.028 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.075	N-S(1):	0.343 *
	TH	4.00	600	6,400	0.094	N-S(2):	0.195
	LT	2.00	430	2,880	0.149 *	E-W(1):	0.391 *
Westbound	RT	1.00	380	1,600	0.088	E-W(2):	0.304
	TH	4.00	1,540	6,400	0.241		
	LT	2.00	430	2,880	0.149 *	V/C:	0.734
Northbound	RT	1.00	550	1,600	0.194 *	Lost Time:	0.100
	TH	3.00	580	4,800	0.121	ITS:	0.000
	LT	2.00	290	2,880	0.101		
Eastbound	RT	1.00	240	1,600	0.049	ICU:	0.834
	TH	4.00	1,550	6,400	0.242 *		
	LT	2.00	180	2,880	0.063	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.054	N-S(1):	0.350 *
	TH	4.00	1,200	6,400	0.188	N-S(2):	0.282
	LT	2.00	550	2,880	0.191 *	E-W(1):	0.483 *
Westbound	RT	1.00	290	1,600	0.000	E-W(2):	0.297
	TH	4.00	1,370	6,400	0.214		
	LT	2.00	460	2,880	0.160 *	V/C:	0.833
Northbound	RT	1.00	510	1,600	0.159 *	Lost Time:	0.100
	TH	3.00	620	4,800	0.129	ITS:	0.000
	LT	2.00	270	2,880	0.094		
Eastbound	RT	1.00	360	1,600	0.131	ICU:	0.933
	TH	4.00	2,070	6,400	0.323 *		
	LT	2.00	240	2,880	0.083	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 20 - AVIATION BOULEVARD & WEST 120TH STREET
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.294 *
	TH	2.00	460	3,200	0.150	N-S(2):	0.181
	LT	1.00	90	1,600	0.056 *	E-W(1):	0.222
Westbound	RT	0.00	220	0	0.000	E-W(2):	0.387 *
	TH	2.00	50	1,600	0.381 *		
	LT	0.00	340	1,600	0.213	V/C:	0.681
Northbound	RT	1.00	60	1,600	0.000	Lost Time:	0.100
	TH	2.00	760	3,200	0.238 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.781
	TH	2.00	10	3,200	0.009		
	LT	0.00	10	1,600	0.006 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.272 *
	TH	2.00	490	3,200	0.159	N-S(2):	0.203
	LT	1.00	120	1,600	0.075 *	E-W(1):	0.094
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.126 *
	TH	2.00	20	1,600	0.113 *		
	LT	0.00	110	1,600	0.069	V/C:	0.398
Northbound	RT	1.00	120	1,600	0.041	Lost Time:	0.100
	TH	2.00	630	3,200	0.197 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	40	1,600	0.025	ICU:	0.498
	TH	2.00	10	1,600	0.019		
	LT	0.00	20	1,600	0.013 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.350 *
	TH	2.00	830	3,200	0.263	N-S(2):	0.276
	LT	1.00	210	1,600	0.131 *	E-W(1):	0.150
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.200 *
	TH	2.00	10	1,600	0.181 *		
	LT	0.00	170	1,600	0.106	V/C:	0.550
Northbound	RT	1.00	290	1,600	0.128	Lost Time:	0.100
	TH	2.00	700	3,200	0.219 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.650
	TH	2.00	60	3,200	0.044		
	LT	0.00	30	1,600	0.019 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 21 - LINCOLN BOULEVARD & BAILI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	460	0	0.000	N-S(1):	0.311
	TH	3.00	1,270	4,800	0.360 *	N-S(2):	0.435 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.151 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	1.00	10	1,600	0.019 *		
	LT	0.00	10	1,600	0.006	V/C:	0.586
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	3.00	1,370	4,800	0.292	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	1.00	250	1,600	0.119	ICU:	0.686
	TH	0.05	10	84	0.119		
	LT	1.95	370	2,804	0.132 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	540	0	0.000	N-S(1):	0.356
	TH	3.00	1,270	4,800	0.377 *	N-S(2):	0.421 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.166 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.000
	TH	1.00	10	1,600	0.031 *		
	LT	0.00	10	1,600	0.006	V/C:	0.587
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	1,540	4,800	0.325	ITS:	0.000
	LT	1.00	70	1,600	0.044 *		
Eastbound	RT	1.00	250	1,600	0.134	ICU:	0.687
	TH	0.05	10	82	0.122		
	LT	1.95	380	2,806	0.135 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	690	0	0.000	N-S(1):	0.358
	TH	3.00	1,730	4,800	0.504 *	N-S(2):	0.623 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.201 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.000
	TH	1.00	10	1,600	0.038 *		
	LT	0.00	10	1,600	0.006	V/C:	0.824
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,590	4,800	0.333	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	1.00	300	1,600	0.128	ICU:	0.924
	TH	0.00	0	0	0.000		
	LT	2.00	470	2,880	0.163 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 23 - CENTINELA AVENUE & JEFFERSON BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR, EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	700	1,600	0.250 *	N-S(1):	0.167
	TH	2.00	20	3,200	0.006	N-S(2):	0.257 *
	LT	2.00	470	2,880	0.163	E-W(1):	0.205
Westbound	RT	1.00	380	1,600	0.074	E-W(2):	0.401 *
	TH	3.00	1,020	4,800	0.213 *		
	LT	2.00	20	2,880	0.007	V/C:	0.658
Northbound	RT	1.00	10	1,600	0.003	Lost Time:	0.100
	TH	3.00	20	4,800	0.004	ITS:	0.000
	LT	2.00	20	2,880	0.007 *		
Eastbound	RT	1.00	10	1,600	0.000	ICU:	0.758
	TH	3.00	950	4,800	0.198		
	LT	2.00	540	2,880	0.188 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	480	1,600	0.158 *	N-S(1):	0.161
	TH	2.00	20	3,200	0.006	N-S(2):	0.168 *
	LT	2.00	420	2,880	0.146	E-W(1):	0.213
Westbound	RT	1.00	300	1,600	0.042	E-W(2):	0.344 *
	TH	3.00	970	4,800	0.202 *		
	LT	2.00	20	2,880	0.007	V/C:	0.512
Northbound	RT	1.00	30	1,600	0.015	Lost Time:	0.100
	TH	3.00	20	4,800	0.004	ITS:	0.000
	LT	2.00	30	2,880	0.010 *		
Eastbound	RT	1.00	20	1,600	0.002	ICU:	0.612
	TH	3.00	990	4,800	0.206		
	LT	2.00	410	2,880	0.142 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	510	1,600	0.065	N-S(1):	0.324 *
	TH	2.00	10	3,200	0.003	N-S(2):	0.072
	LT	2.00	900	2,880	0.313 *	E-W(1):	0.228
Westbound	RT	1.00	440	1,600	0.000	E-W(2):	0.491 *
	TH	3.00	1,140	4,800	0.238 *		
	LT	2.00	10	2,880	0.003	V/C:	0.815
Northbound	RT	1.00	20	1,600	0.011 *	Lost Time:	0.100
	TH	3.00	20	4,800	0.004	ITS:	0.000
	LT	2.00	20	2,880	0.007		
Eastbound	RT	1.00	10	1,600	0.000	ICU:	0.915
	TH	3.00	1,080	4,800	0.225		
	LT	2.00	730	2,880	0.253 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 25 - LA BREA AVENUE & CENTINELA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.310
	TH	2.00	730	3,200	0.281 *	N-S(2):	0.444 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.141
Westbound	RT	1.00	280	1,600	0.131	E-W(2):	0.372 *
	TH	2.00	930	3,200	0.291 *		
	LT	1.00	40	1,600	0.025	V/C:	0.816
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	690	3,200	0.222	ITS:	0.000
	LT	1.00	260	1,600	0.163 *		
Eastbound	RT	1.00	110	1,600	0.000	ICU:	0.916
	TH	2.00	370	3,200	0.116		
	LT	1.00	130	1,600	0.081 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.338
	TH	2.00	760	3,200	0.291 *	N-S(2):	0.416 *
	LT	1.00	220	1,600	0.138	E-W(1):	0.201
Westbound	RT	1.00	150	1,600	0.025	E-W(2):	0.297 *
	TH	2.00	590	3,200	0.184 *		
	LT	1.00	60	1,600	0.038	V/C:	0.713
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	2.00	590	3,200	0.200	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	210	1,600	0.069	ICU:	0.813
	TH	2.00	520	3,200	0.163		
	LT	1.00	180	1,600	0.113 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.522 *
	TH	2.00	1,020	3,200	0.353	N-S(2):	0.472
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.369 *
Westbound	RT	1.00	210	1,600	0.047	E-W(2):	0.316
	TH	2.00	630	3,200	0.197		
	LT	1.00	70	1,600	0.044 *	V/C:	0.891
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	2.00	1,080	3,200	0.353 *	ITS:	0.000
	LT	1.00	190	1,600	0.119		
Eastbound	RT	1.00	230	1,600	0.084	ICU:	0.991
	TH	2.00	1,040	3,200	0.325 *		
	LT	1.00	190	1,600	0.119	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 26 - LA CIENEGA BOULEVARD & CENTINELA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.611 *
	TH	3.00	2,170	4,800	0.456	N-S(2):	0.470
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.281 *
Westbound	RT	1.00	260	1,600	0.116	E-W(2):	0.252
	TH	3.00	1,210	4,800	0.252		
	LT	1.00	240	1,600	0.150 *	V/C:	0.892
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	3.00	2,430	4,800	0.517 *	ITS:	0.000
	LT	2.00	40	2,880	0.014		
Eastbound	RT	0.00	210	1,600	0.131 *	ICU:	0.992
	TH	3.00	390	3,200	0.122		
	LT	0.00	0	0	0.000	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.439 *
	TH	3.00	1,460	4,800	0.313	N-S(2):	0.369
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.273 *
Westbound	RT	1.00	180	1,600	0.059	E-W(2):	0.169
	TH	3.00	810	4,800	0.169		
	LT	1.00	170	1,600	0.106 *	V/C:	0.712
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	3.00	1,510	4,800	0.333 *	ITS:	0.000
	LT	2.00	160	2,880	0.056		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.812
	TH	3.00	630	4,800	0.167 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.683 *
	TH	3.00	2,100	4,800	0.442	N-S(2):	0.501
	LT	1.00	330	1,600	0.206 *	E-W(1):	0.378 *
Westbound	RT	1.00	150	1,600	0.000	E-W(2):	0.192
	TH	3.00	920	4,800	0.192		
	LT	1.00	160	1,600	0.100 *	V/C:	1.061
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	2,150	4,800	0.477 *	ITS:	0.000
	LT	2.00	170	2,880	0.059		
Eastbound	RT	0.00	220	0	0.000	ICU:	1.161
	TH	3.00	1,115	4,800	0.278 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 27 - LA TIEJERA BOULEVARD & CENTINELA BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	190	0	0.000	N-S(1):	0.227
	TH	3.00	1,230	4,800	0.296 *	N-S(2):	0.352 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.167
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.310 *
	TH	3.00	1,090	4,800	0.229 *		
	LT	2.00	170	2,880	0.059	V/C:	0.662
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	3.00	840	4,800	0.202	ITS:	0.000
	LT	2.00	160	2,880	0.056 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.762
	TH	3.00	460	4,800	0.108		
	LT	1.00	130	1,600	0.081 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.277
	TH	3.00	1,000	4,800	0.235 *	N-S(2):	0.298 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.207
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.253 *
	TH	3.00	770	4,800	0.165 *		
	LT	2.00	170	2,880	0.059	V/C:	0.551
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	880	4,800	0.227	ITS:	0.000
	LT	2.00	180	2,880	0.063 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.651
	TH	3.00	620	4,800	0.148		
	LT	1.00	140	1,600	0.088 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.485 *
	TH	3.00	1,150	4,800	0.267	N-S(2):	0.336
	LT	1.00	130	1,600	0.081 *	E-W(1):	0.266
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.342 *
	TH	3.00	970	4,800	0.204 *		
	LT	2.00	190	2,880	0.066	V/C:	0.827
Northbound	RT	0.00	320	0	0.000	Lost Time:	0.100
	TH	3.00	1,620	4,800	0.404 *	ITS:	0.000
	LT	2.00	200	2,880	0.069		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.927
	TH	3.00	910	4,800	0.200		
	LT	1.00	220	1,600	0.138 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 34 - LA BREA AVENUE / HAWTHORNE BOULEVARD & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.028	N-S(1):	0.210
	TH	3.00	550	4,800	0.115 *	N-S(2):	0.315 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.275
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.360 *
	TH	3.00	1,180	4,800	0.279 *		
	LT	1.00	90	1,600	0.056	V/C:	0.675
Northbound	RT	1.00	60	1,600	0.009	Lost Time:	0.100
	TH	3.00	770	4,800	0.160	ITS:	0.000
	LT	1.00	320	1,600	0.200 *		
Eastbound	RT	0.00	350	1,600	0.219	ICU:	0.775
	TH	3.00	670	3,200	0.209		
	LT	1.00	130	1,600	0.081 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.038	N-S(1):	0.269
	TH	3.00	690	4,800	0.144 *	N-S(2):	0.457 *
	LT	1.00	220	1,600	0.138	E-W(1):	0.360 *
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.303
	TH	3.00	910	4,800	0.215		
	LT	1.00	130	1,600	0.081 *	V/C:	0.817
Northbound	RT	1.00	160	1,600	0.059	Lost Time:	0.100
	TH	3.00	630	4,800	0.131	ITS:	0.000
	LT	1.00	500	1,600	0.313 *		
Eastbound	RT	0.00	340	0	0.000	ICU:	0.917
	TH	3.00	1,000	4,800	0.279 *		
	LT	1.00	140	1,600	0.088	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.016	N-S(1):	0.336
	TH	3.00	1,100	4,800	0.229 *	N-S(2):	0.517 *
	LT	1.00	230	1,600	0.144	E-W(1):	0.469 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.369
	TH	3.00	1,100	4,800	0.263		
	LT	1.00	130	1,600	0.081 *	V/C:	0.986
Northbound	RT	1.00	140	1,600	0.047	Lost Time:	0.100
	TH	3.00	920	4,800	0.192	ITS:	0.000
	LT	1.00	460	1,600	0.288 *		
Eastbound	RT	0.00	380	0	0.000	ICU:	1.086
	TH	3.00	1,480	4,800	0.388 *		
	LT	1.00	170	1,600	0.106	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 35 - INGLEWOOD AVENUE & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.187
	TH	1.00	190	1,600	0.181 *	N-S(2):	0.269 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.208
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.371 *
	TH	3.00	1,510	4,800	0.333 *		
	LT	1.00	50	1,600	0.031	V/C:	0.640
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	1.00	180	1,600	0.156	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.740
	TH	3.00	810	4,800	0.177		
	LT	1.00	60	1,600	0.038 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.275 *
	TH	1.00	220	1,600	0.206	N-S(2):	0.269
	LT	1.00	80	1,600	0.050 *	E-W(1):	0.331
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.357 *
	TH	3.00	1,340	4,800	0.294 *		
	LT	1.00	90	1,600	0.056	V/C:	0.632
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	1.00	240	1,600	0.225 *	ITS:	0.000
	LT	1.00	100	1,600	0.063		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.732
	TH	3.00	1,240	4,800	0.275		
	LT	1.00	100	1,600	0.063 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.350 *
	TH	1.00	400	1,600	0.306	N-S(2):	0.350 *
	LT	1.00	110	1,600	0.069 *	E-W(1):	0.482 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.411
	TH	3.00	1,440	4,800	0.317		
	LT	1.00	100	1,600	0.063 *	V/C:	0.832
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	1.00	320	1,600	0.281 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	210	0	0.000	ICU:	0.932
	TH	3.00	1,800	4,800	0.419 *		
	LT	1.00	150	1,600	0.094	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 36 - LA CIENEGA BOULEVARD & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	770	3,200	0.078	N-S(1):	0.181
	TH	2.00	520	3,200	0.163 *	N-S(2):	0.382 *
	LT	1.00	130	1,600	0.081	E-W(1):	0.371
Westbound	RT	0.00	380	0	0.000	E-W(2):	0.458 *
	TH	4.00	1,510	6,400	0.295 *		
	LT	1.00	250	1,600	0.156	V/C:	0.840
Northbound	RT	2.00	160	3,200	0.000	Lost Time:	0.100
	TH	2.00	320	3,200	0.100	ITS:	0.000
	LT	1.00	350	1,600	0.219 *		
Eastbound	RT	1.00	570	1,600	0.138	ICU:	0.940
	TH	3.00	1,030	4,800	0.215		
	LT	1.00	260	1,600	0.163 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	920	3,200	0.138 *	N-S(1):	0.257
	TH	2.00	410	3,200	0.128	N-S(2):	0.351 *
	LT	1.00	230	1,600	0.144	E-W(1):	0.425 *
Westbound	RT	0.00	240	0	0.000	E-W(2):	0.391
	TH	4.00	1,300	6,400	0.241		
	LT	1.00	110	1,600	0.069 *	V/C:	0.776
Northbound	RT	2.00	260	3,200	0.013	Lost Time:	0.100
	TH	2.00	360	3,200	0.113	ITS:	0.000
	LT	1.00	340	1,600	0.213 *		
Eastbound	RT	1.00	680	1,600	0.213	ICU:	0.876
	TH	3.00	1,710	4,800	0.356 *		
	LT	1.00	240	1,600	0.150	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	530	3,200	0.000	N-S(1):	0.419
	TH	2.00	920	3,200	0.288 *	N-S(2):	0.594 *
	LT	1.00	470	1,600	0.294	E-W(1):	0.373
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.508 *
	TH	4.00	1,240	6,400	0.220 *		
	LT	1.00	70	1,600	0.044	V/C:	1.102
Northbound	RT	2.00	540	3,200	0.125	Lost Time:	0.100
	TH	2.00	280	3,200	0.088	ITS:	0.000
	LT	1.00	490	1,600	0.306 *		
Eastbound	RT	1.00	520	1,600	0.019	ICU:	1.202
	TH	3.00	1,580	4,800	0.329		
	LT	1.00	460	1,600	0.288 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 37 - PRAIRIE AVENUE & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.271
	TH	3.00	750	4,800	0.175 *	N-S(2):	0.288 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.171
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.325 *
	TH	3.00	1,160	4,800	0.281 *		
	LT	1.00	50	1,600	0.031	V/C:	0.613
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	3.00	760	4,800	0.177	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.713
	TH	3.00	590	4,800	0.140		
	LT	1.00	70	1,600	0.044 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.340 *
	TH	3.00	710	4,800	0.167	N-S(2):	0.248
	LT	1.00	280	1,600	0.175 *	E-W(1):	0.354 *
Westbound	RT	0.00	300	0	0.000	E-W(2):	0.312
	TH	3.00	930	4,800	0.256		
	LT	1.00	130	1,600	0.081 *	V/C:	0.694
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	670	4,800	0.165 *	ITS:	0.000
	LT	1.00	130	1,600	0.081		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.794
	TH	3.00	1,160	4,800	0.273 *		
	LT	1.00	90	1,600	0.056	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.408
	TH	3.00	1,130	4,800	0.254 *	N-S(2):	0.467 *
	LT	1.00	280	1,600	0.175	E-W(1):	0.406 *
Westbound	RT	0.00	400	0	0.000	E-W(2):	0.367
	TH	3.00	910	4,800	0.273		
	LT	1.00	130	1,600	0.081 *	V/C:	0.873
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	910	4,800	0.233	ITS:	0.000
	LT	1.00	340	1,600	0.213 *		
Eastbound	RT	0.00	160	0	0.000	ICU:	0.973
	TH	3.00	1,400	4,800	0.325 *		
	LT	1.00	150	1,600	0.094	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 39 - NB I-405 RAMPS & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.081
	TH	0.00	0	0	0.000 *	N-S(2):	0.285 *
	LT	0.00	0	0	0.000	E-W(1):	0.209
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.375 *
	TH	3.00	1,770	4,800	0.375 *		
	LT	0.00	0	0	0.000	V/C:	0.660
Northbound	RT	1.00	130	1,600	0.081	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	820	2,880	0.285 *		
Eastbound	RT	1.58	530	2,531	0.000	ICU:	0.760
	TH	2.42	810	3,869	0.209		
	LT	1.00	0	1,600	0.000 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.106
	TH	0.00	0	0	0.000 *	N-S(2):	0.188 *
	LT	0.00	0	0	0.000	E-W(1):	0.344 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.310
	TH	3.00	1,480	4,800	0.310		
	LT	0.00	0	0	0.000 *	V/C:	0.532
Northbound	RT	1.00	170	1,600	0.106	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	540	2,880	0.188 *		
Eastbound	RT	1.76	970	2,822	0.000	ICU:	0.632
	TH	2.24	1,230	3,578	0.344 *		
	LT	1.00	0	1,600	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.231 *
	TH	0.00	0	0	0.000	N-S(2):	0.128
	LT	0.00	0	0	0.000 *	E-W(1):	0.389 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.331
	TH	3.00	1,580	4,800	0.331		
	LT	0.00	0	0	0.000 *	V/C:	0.620
Northbound	RT	1.00	370	1,600	0.231 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	370	2,880	0.128		
Eastbound	RT	1.16	720	1,851	0.000	ICU:	0.720
	TH	2.84	1,770	4,549	0.389 *		
	LT	1.00	0	1,600	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 46 - DOUGLAS STREET & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.000	N-S(1):	0.198
	TH	2.00	240	3,200	0.075 *	N-S(2):	0.231 *
	LT	2.00	120	2,880	0.042	E-W(1):	0.206
Westbound	RT	1.00	490	1,600	0.285	E-W(2):	0.466 *
	TH	3.00	1,730	4,800	0.360 *		
	LT	2.00	240	2,880	0.083	V/C:	0.697
Northbound	RT	1.00	70	1,600	0.002	Lost Time:	0.100
	TH	2.00	500	3,200	0.156	ITS:	0.000
	LT	2.00	450	2,880	0.156 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.797
	TH	3.00	420	4,800	0.123		
	LT	1.00	170	1,600	0.106 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.009	N-S(1):	0.220 *
	TH	2.00	300	3,200	0.094	N-S(2):	0.167
	LT	2.00	320	2,880	0.111 *	E-W(1):	0.269
Westbound	RT	1.00	370	1,600	0.176	E-W(2):	0.313 *
	TH	3.00	1,050	4,800	0.219 *		
	LT	2.00	110	2,880	0.038	V/C:	0.533
Northbound	RT	1.00	150	1,600	0.075	Lost Time:	0.100
	TH	2.00	350	3,200	0.109 *	ITS:	0.000
	LT	2.00	210	2,880	0.073		
Eastbound	RT	0.00	270	0	0.000	ICU:	0.633
	TH	3.00	840	4,800	0.231		
	LT	1.00	150	1,600	0.094 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.022	N-S(1):	0.361 *
	TH	2.00	790	3,200	0.247	N-S(2):	0.296
	LT	2.00	490	2,880	0.170 *	E-W(1):	0.553 *
Westbound	RT	1.00	180	1,600	0.027	E-W(2):	0.200
	TH	3.00	750	4,800	0.156		
	LT	2.00	130	2,880	0.045 *	V/C:	0.914
Northbound	RT	1.00	330	1,600	0.184	Lost Time:	0.100
	TH	2.00	610	3,200	0.191 *	ITS:	0.000
	LT	2.00	140	2,880	0.049		
Eastbound	RT	0.00	400	0	0.000	ICU:	1.014
	TH	3.00	2,040	4,800	0.508 *		
	LT	1.00	70	1,600	0.044	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 47 - DOUGLAS STREET & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.000	N-S(1):	0.082 *
	TH	1.00	30	1,600	0.019	N-S(2):	0.000
	LT	1.00	30	1,600	0.019 *	E-W(1):	0.259
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.326 *
	TH	3.00	1,290	4,800	0.288 *		
	LT	2.00	290	2,880	0.101	V/C:	0.408
Northbound	RT	2.00	140	3,200	0.000	Lost Time:	0.100
	TH	1.00	30	1,600	0.019	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	250	0	0.000	ICU:	0.508
	TH	3.00	510	4,800	0.158		
	LT	1.00	60	1,600	0.038 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.006	N-S(1):	0.105 *
	TH	0.67	40	1,067	0.038	N-S(2):	0.000
	LT	1.33	80	1,920	0.042 *	E-W(1):	0.211 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.210
	TH	3.00	710	4,800	0.160		
	LT	2.00	120	2,880	0.042 *	V/C:	0.316
Northbound	RT	2.00	240	3,200	0.033	Lost Time:	0.100
	TH	1.00	30	1,600	0.019	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.416
	TH	3.00	680	4,800	0.169 *		
	LT	1.00	80	1,600	0.050	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.009	N-S(1):	0.187 *
	TH	0.57	40	914	0.044	N-S(2):	0.000
	LT	1.43	100	2,057	0.049 *	E-W(1):	0.344 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.223
	TH	3.00	800	4,800	0.179		
	LT	2.00	90	2,880	0.031 *	V/C:	0.531
Northbound	RT	2.00	520	3,200	0.131	Lost Time:	0.100
	TH	1.00	40	1,600	0.025	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.631
	TH	3.00	1,360	4,800	0.313 *		
	LT	1.00	70	1,600	0.044	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 48 - DOUGLAS STREET & MARIPOSA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.116
	TH	3.00	290	4,800	0.077 *	N-S(2):	0.283 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.040 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.009 *		
	LT	0.00	10	1,600	0.006	V/C:	0.323
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	3.00	500	4,800	0.110	ITS:	0.000
	LT	1.00	330	1,600	0.206 *		
Eastbound	RT	1.00	180	1,600	0.009	ICU:	0.423
	TH	0.22	10	356	0.028		
	LT	1.78	80	2,560	0.031 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.130
	TH	3.00	360	4,800	0.096 *	N-S(2):	0.209 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.172 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.009 *		
	LT	0.00	10	1,600	0.006	V/C:	0.381
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	520	4,800	0.117	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	1.00	350	1,600	0.163 *	ICU:	0.481
	TH	0.25	20	400	0.050		
	LT	1.75	140	2,520	0.056	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.131
	TH	3.00	600	4,800	0.138 *	N-S(2):	0.276 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.222 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.009 *		
	LT	0.00	10	1,600	0.006	V/C:	0.498
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	590	4,800	0.125	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	1.00	450	1,600	0.213 *	ICU:	0.598
	TH	0.06	10	103	0.097		
	LT	1.94	300	2,787	0.108	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 49 - DOUGLAS STREET & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	120	1,600	0.044	N-S(1):	0.148 *
	TH	1.00	40	1,600	0.025	N-S(2):	0.082
	LT	2.00	120	2,880	0.042 *	E-W(1):	0.201
Westbound	RT	1.00	550	1,600	0.302	E-W(2):	0.432 *
	TH	3.00	1,770	4,800	0.369 *		
	LT	2.00	80	2,880	0.028	V/C:	0.580
Northbound	RT	1.00	20	1,600	0.000	Lost Time:	0.100
	TH	1.00	170	1,600	0.106 *	ITS:	0.000
	LT	1.00	60	1,600	0.038		
Eastbound	RT	1.00	50	1,600	0.013	ICU:	0.680
	TH	3.00	830	4,800	0.173		
	LT	2.00	180	2,880	0.063 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	250	1,600	0.115 *	N-S(1):	0.145
	TH	1.00	80	1,600	0.050	N-S(2):	0.178 *
	LT	2.00	290	2,880	0.101	E-W(1):	0.343
Westbound	RT	1.00	240	1,600	0.049	E-W(2):	0.448 *
	TH	3.00	1,750	4,800	0.365 *		
	LT	2.00	40	2,880	0.014	V/C:	0.626
Northbound	RT	1.00	60	1,600	0.031	Lost Time:	0.100
	TH	1.00	70	1,600	0.044	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	1.00	130	1,600	0.050	ICU:	0.726
	TH	3.00	1,580	4,800	0.329		
	LT	2.00	240	2,880	0.083 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	260	1,600	0.140	N-S(1):	0.173
	TH	1.00	370	1,600	0.231 *	N-S(2):	0.306 *
	LT	2.00	390	2,880	0.135	E-W(1):	0.395 *
Westbound	RT	1.00	200	1,600	0.000	E-W(2):	0.378
	TH	3.00	1,600	4,800	0.333		
	LT	2.00	30	2,880	0.010 *	V/C:	0.701
Northbound	RT	1.00	60	1,600	0.032	Lost Time:	0.100
	TH	1.00	60	1,600	0.038	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	1.00	140	1,600	0.050	ICU:	0.801
	TH	3.00	1,850	4,800	0.385 *		
	LT	2.00	130	2,880	0.045	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 51 - HAWTHORNE BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.013	N-S(1):	0.225
	TH	3.00	790	4,800	0.165 *	N-S(2):	0.262 *
	LT	2.00	270	2,880	0.094	E-W(1):	0.256
Westbound	RT	0.00	260	0	0.000	E-W(2):	0.331 *
	TH	3.00	1,090	4,800	0.281 *		
	LT	1.00	200	1,600	0.125	V/C:	0.593
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	4.00	730	6,400	0.131	ITS:	0.000
	LT	2.00	280	2,880	0.097 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.693
	TH	3.00	490	4,800	0.131		
	LT	1.00	80	1,600	0.050 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	120	1,600	0.025	N-S(1):	0.281
	TH	3.00	1,040	4,800	0.217 *	N-S(2):	0.325 *
	LT	2.00	280	2,880	0.097	E-W(1):	0.325 *
Westbound	RT	0.00	210	0	0.000	E-W(2):	0.283
	TH	3.00	670	4,800	0.183		
	LT	1.00	210	1,600	0.131 *	V/C:	0.650
Northbound	RT	0.00	200	0	0.000	Lost Time:	0.100
	TH	4.00	980	6,400	0.184	ITS:	0.000
	LT	2.00	310	2,880	0.108 *		
Eastbound	RT	0.00	270	0	0.000	ICU:	0.750
	TH	3.00	660	4,800	0.194 *		
	LT	1.00	160	1,600	0.100	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.019	N-S(1):	0.383
	TH	3.00	1,870	4,800	0.390 *	N-S(2):	0.466 *
	LT	2.00	450	2,880	0.156	E-W(1):	0.679 *
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.304
	TH	3.00	810	4,800	0.204		
	LT	1.00	150	1,600	0.094 *	V/C:	1.145
Northbound	RT	0.00	220	0	0.000	Lost Time:	0.100
	TH	4.00	1,230	6,400	0.227	ITS:	0.000
	LT	2.00	220	2,880	0.076 *		
Eastbound	RT	0.00	470	0	0.000	ICU:	1.245
	TH	3.00	2,340	4,800	0.585 *		
	LT	1.00	160	1,600	0.100	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 52 - INGLEWOOD AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.181
	TH	2.00	400	3,200	0.156 *	N-S(2):	0.281 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.173
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.319 *
	TH	3.00	1,230	4,800	0.275 *		
	LT	1.00	110	1,600	0.069	V/C:	0.600
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	2.00	420	3,200	0.156	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.700
	TH	3.00	410	4,800	0.104		
	LT	1.00	70	1,600	0.044 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.251
	TH	2.00	530	3,200	0.200 *	N-S(2):	0.350 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.273
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.284 *
	TH	3.00	730	4,800	0.190 *		
	LT	1.00	140	1,600	0.088	V/C:	0.634
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	2.00	480	3,200	0.188	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.734
	TH	3.00	740	4,800	0.185		
	LT	1.00	150	1,600	0.094 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.325
	TH	2.00	800	3,200	0.278 *	N-S(2):	0.353 *
	LT	1.00	90	1,600	0.056	E-W(1):	0.633 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.321
	TH	3.00	750	4,800	0.190		
	LT	1.00	210	1,600	0.131 *	V/C:	0.986
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	730	3,200	0.269	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	290	0	0.000	ICU:	1.086
	TH	3.00	2,120	4,800	0.502 *		
	LT	1.00	210	1,600	0.131	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 53 - LA CIENEGA BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	670	3,200	0.172 *	N-S(1):	0.076
	TH	0.00	0	0	0.000	N-S(2):	0.172 *
	LT	2.00	220	2,880	0.076	E-W(1):	0.115
Westbound	RT	0.00	390	0	0.000	E-W(2):	0.469 *
	TH	3.00	1,680	4,800	0.431 *		
	LT	0.00	0	0	0.000	V/C:	0.641
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.741
	TH	3.00	550	4,800	0.115		
	LT	1.00	60	1,600	0.038 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	460	3,200	0.100	N-S(1):	0.135 *
	TH	0.00	0	0	0.000	N-S(2):	0.100
	LT	2.00	390	2,880	0.135 *	E-W(1):	0.223
Westbound	RT	0.00	380	0	0.000	E-W(2):	0.342 *
	TH	3.00	1,050	4,800	0.298 *		
	LT	0.00	0	0	0.000	V/C:	0.477
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.577
	TH	3.00	1,070	4,800	0.223		
	LT	1.00	70	1,600	0.044 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	590	3,200	0.109	N-S(1):	0.396 *
	TH	0.00	0	0	0.000	N-S(2):	0.109
	LT	2.00	1,140	2,880	0.396 *	E-W(1):	0.525 *
Westbound	RT	0.00	430	1,600	0.269	E-W(2):	0.344
	TH	3.00	560	3,200	0.175		
	LT	0.00	0	0	0.000 *	V/C:	0.921
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.021
	TH	3.00	2,520	4,800	0.525 *		
	LT	1.00	120	1,600	0.075	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 54 - NASH STREET & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.025	N-S(1):	0.072 *
	TH	2.00	160	3,200	0.050	N-S(2):	0.000
	LT	1.00	80	1,600	0.050 *	E-W(1):	0.192
Westbound	RT	0.00	360	0	0.000	E-W(2):	0.431 *
	TH	3.00	1,610	4,800	0.410 *		
	LT	2.00	150	2,880	0.052	V/C:	0.503
Northbound	RT	1.14	40	1,829	0.000	Lost Time:	0.100
	TH	0.86	30	1,371	0.022 *	ITS:	0.000
	LT	2.00	10	2,880	0.003		
Eastbound	RT	1.00	50	1,600	0.030	ICU:	0.603
	TH	3.00	670	4,800	0.140		
	LT	2.00	60	2,880	0.021 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.038	N-S(1):	0.091 *
	TH	1.11	100	1,778	0.056	N-S(2):	0.000
	LT	1.89	170	2,720	0.063 *	E-W(1):	0.237
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.275 *
	TH	3.00	1,110	4,800	0.254 *		
	LT	2.00	70	2,880	0.024	V/C:	0.366
Northbound	RT	1.11	50	1,778	0.004	Lost Time:	0.100
	TH	0.89	40	1,422	0.028 *	ITS:	0.000
	LT	2.00	10	2,880	0.003		
Eastbound	RT	1.00	40	1,600	0.023	ICU:	0.466
	TH	3.00	1,020	4,800	0.213		
	LT	2.00	60	2,880	0.021 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.031	N-S(1):	0.257 *
	TH	1.00	60	1,600	0.038	N-S(2):	0.000
	LT	2.00	540	2,880	0.188 *	E-W(1):	0.356 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.224
	TH	3.00	930	4,800	0.217		
	LT	2.00	30	2,880	0.010 *	V/C:	0.613
Northbound	RT	1.18	130	1,891	0.058	Lost Time:	0.100
	TH	0.82	90	1,309	0.069 *	ITS:	0.000
	LT	2.00	20	2,880	0.007		
Eastbound	RT	1.00	10	1,600	0.003	ICU:	0.713
	TH	3.00	1,660	4,800	0.346 *		
	LT	2.00	20	2,880	0.007	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 55 - SEPULVEDA BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.038	N-S(1):	0.530 *
	TH	4.00	1,060	6,400	0.166	N-S(2):	0.246
	LT	2.00	280	2,880	0.097 *	E-W(1):	0.153
Westbound	RT	1.00	230	1,600	0.095	E-W(2):	0.197 *
	TH	2.00	350	3,200	0.109 *		
	LT	2.00	140	2,880	0.049	V/C:	0.727
Northbound	RT	0.00	240	0	0.000	Lost Time:	0.100
	TH	4.00	2,530	6,400	0.433 *	ITS:	0.000
	LT	2.00	230	2,880	0.080		
Eastbound	RT	1.00	230	1,600	0.104	ICU:	0.827
	TH	2.00	250	3,200	0.078		
	LT	1.00	140	1,600	0.088 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.022	N-S(1):	0.368
	TH	4.00	1,650	6,400	0.258 *	N-S(2):	0.383 *
	LT	2.00	190	2,880	0.066	E-W(1):	0.374 *
Westbound	RT	1.00	200	1,600	0.092	E-W(2):	0.184
	TH	2.00	330	3,200	0.103		
	LT	2.00	500	2,880	0.174 *	V/C:	0.757
Northbound	RT	0.00	240	0	0.000	Lost Time:	0.100
	TH	4.00	1,690	6,400	0.302	ITS:	0.000
	LT	2.00	360	2,880	0.125 *		
Eastbound	RT	1.00	420	1,600	0.200 *	ICU:	0.857
	TH	2.00	440	3,200	0.138		
	LT	1.00	130	1,600	0.081	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.019	N-S(1):	0.413
	TH	4.00	2,600	6,400	0.406 *	N-S(2):	0.524 *
	LT	2.00	310	2,880	0.108	E-W(1):	0.389 *
Westbound	RT	1.00	320	1,600	0.146	E-W(2):	0.246
	TH	2.00	380	3,200	0.119		
	LT	2.00	570	2,880	0.198 *	V/C:	0.913
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	4.00	1,770	6,400	0.305	ITS:	0.000
	LT	2.00	340	2,880	0.118 *		
Eastbound	RT	1.00	400	1,600	0.191 *	ICU:	1.013
	TH	2.00	450	3,200	0.141		
	LT	1.00	160	1,600	0.100	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 56 - LINCOLN BOULEVARD & FIJI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.463
	TH	3.00	1,540	4,800	0.338 *	N-S(2):	0.543 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.038
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.084 *
	TH	2.00	20	3,200	0.034 *		
	LT	0.00	40	1,600	0.025	V/C:	0.627
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	3.00	1,990	4,800	0.425	ITS:	0.000
	LT	2.00	590	2,880	0.205 *		
Eastbound	RT	1.00	660	1,600	0.000	ICU:	0.727
	TH	1.00	20	1,600	0.013		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.465
	TH	3.00	1,490	4,800	0.338 *	N-S(2):	0.550 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.044
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.100 *
	TH	2.00	20	3,200	0.031 *		
	LT	0.00	50	1,600	0.031	V/C:	0.650
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	3.00	1,960	4,800	0.421	ITS:	0.000
	LT	2.00	610	2,880	0.212 *		
Eastbound	RT	1.00	540	1,600	0.000	ICU:	0.750
	TH	1.00	20	1,600	0.013		
	LT	1.00	110	1,600	0.069 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.496
	TH	3.00	1,930	4,800	0.438 *	N-S(2):	0.751 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.056
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.109 *
	TH	2.00	30	3,200	0.034 *		
	LT	0.00	50	1,600	0.031	V/C:	0.860
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	2,130	4,800	0.458	ITS:	0.000
	LT	2.00	900	2,880	0.313 *		
Eastbound	RT	1.00	920	1,600	0.000	ICU:	0.960
	TH	1.00	40	1,600	0.025		
	LT	1.00	120	1,600	0.075 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 57 - LA BREA AVENUE & FLORENCE AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.375 *
	TH	2.00	730	3,200	0.256	N-S(2):	0.287
	LT	1.00	80	1,600	0.050 *	E-W(1):	0.294
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.350 *
	TH	2.00	870	3,200	0.306 *		
	LT	1.00	250	1,600	0.156	V/C:	0.725
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	2.00	860	3,200	0.325 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.825
	TH	2.00	370	3,200	0.138		
	LT	1.00	70	1,600	0.044 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.388 *
	TH	2.00	820	3,200	0.281	N-S(2):	0.312
	LT	1.00	160	1,600	0.100 *	E-W(1):	0.366 *
Westbound	RT	0.00	220	0	0.000	E-W(2):	0.307
	TH	2.00	540	3,200	0.238		
	LT	1.00	300	1,600	0.188 *	V/C:	0.754
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	2.00	740	3,200	0.288 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.854
	TH	2.00	520	3,200	0.178 *		
	LT	1.00	110	1,600	0.069	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.553 *
	TH	2.00	1,240	3,200	0.419	N-S(2):	0.432
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.475 *
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.347
	TH	2.00	660	3,200	0.266		
	LT	1.00	210	1,600	0.131 *	V/C:	1.028
Northbound	RT	0.00	320	0	0.000	Lost Time:	0.100
	TH	2.00	1,070	3,200	0.434 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	70	0	0.000	ICU:	1.128
	TH	2.00	1,030	3,200	0.344 *		
	LT	1.00	130	1,600	0.081	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 58 - LA CIENEGA BOULEVARD & FLORENCE AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	270	0	0.000	N-S(1):	0.382 *
	TH	3.00	830	4,800	0.229 *	N-S(2):	0.000
	LT	1.00	310	1,600	0.194	E-W(1):	0.338
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.447 *
	TH	2.00	890	3,200	0.291 *		
	LT	1.00	350	1,600	0.219	V/C:	0.829
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	2.00	400	3,200	0.153 *	ITS:	0.000
	LT	1.00	30	1,600	0.019		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.929
	TH	2.00	360	3,200	0.119		
	LT	1.00	250	1,600	0.156 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	320	0	0.000	N-S(1):	0.447 *
	TH	3.00	850	4,800	0.244 *	N-S(2):	0.000
	LT	1.00	300	1,600	0.188	E-W(1):	0.319
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.472 *
	TH	2.00	650	3,200	0.222 *		
	LT	1.00	250	1,600	0.156	V/C:	0.919
Northbound	RT	0.00	150	0	0.000	Lost Time:	0.100
	TH	2.00	500	3,200	0.203 *	ITS:	0.000
	LT	1.00	30	1,600	0.019		
Eastbound	RT	0.00	40	0	0.000	ICU:	1.019
	TH	2.00	480	3,200	0.163		
	LT	1.00	400	1,600	0.250 *	LOS:	F

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	280	0	0.000	N-S(1):	0.615 *
	TH	2.88	1,210	4,607	0.323	N-S(2):	0.000
	LT	1.12	580	1,614	0.359 *	E-W(1):	0.450 *
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.410
	TH	2.00	640	3,200	0.222		
	LT	1.00	320	1,600	0.200 *	V/C:	1.065
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	2.00	630	3,200	0.256 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	1.165
	TH	2.00	780	3,200	0.250 *		
	LT	1.00	300	1,600	0.188	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 59 - NASH STREET & GRAND AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	330	1,600	0.206 *	N-S(1):	0.103
	TH	2.00	190	1,600	0.119	N-S(2):	0.337 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.113 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.000
	TH	1.00	50	1,600	0.050 *		
	LT	1.00	20	1,600	0.013	V/C:	0.450
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	2.00	120	3,200	0.053	ITS:	0.000
	LT	1.00	210	1,600	0.131 *		
Eastbound	RT	2.00	30	3,200	0.000	ICU:	0.550
	TH	1.00	70	1,600	0.044		
	LT	1.00	100	1,600	0.063 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.057
	TH	2.00	250	3,200	0.119 *	N-S(2):	0.138 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.178 *
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.000
	TH	1.00	84	1,600	0.065 *		
	LT	1.00	10	1,600	0.006	V/C:	0.316
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	120	3,200	0.044	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	2.00	110	3,200	0.025	ICU:	0.416
	TH	1.00	60	1,600	0.038		
	LT	1.00	180	1,600	0.113 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.090
	TH	2.00	210	3,200	0.113 *	N-S(2):	0.132 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.282 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.000
	TH	1.00	60	1,600	0.063 *		
	LT	1.00	40	1,600	0.025	V/C:	0.414
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	2.00	160	3,200	0.059	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	2.00	250	3,200	0.069	ICU:	0.514
	TH	1.00	110	1,600	0.069		
	LT	1.00	350	1,600	0.219 *	LOS:	A

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 60 - SEPULVEDA BOULEVARD & GRAND AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	220	0	0.000	N-S(1):	0.591 *
	TH	4.00	1,320	6,400	0.241	N-S(2):	0.341
	LT	1.00	380	1,600	0.238 *	E-W(1):	0.121 *
Westbound	RT	1.00	110	1,600	0.000	E-W(2):	0.000
	TH	2.00	40	3,200	0.013		
	LT	2.00	60	2,880	0.021 *	V/C:	0.712
Northbound	RT	1.00	400	1,600	0.229	Lost Time:	0.100
	TH	4.00	2,260	6,400	0.353 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.812
	TH	1.88	140	3,014	0.090		
	LT	1.12	160	1,607	0.100 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.351
	TH	4.00	1,600	6,400	0.281 *	N-S(2):	0.431 *
	LT	1.00	180	1,600	0.113	E-W(1):	0.224 *
Westbound	RT	1.00	140	1,600	0.031	E-W(2):	0.000
	TH	2.00	300	3,200	0.094		
	LT	2.00	290	2,880	0.101 *	V/C:	0.655
Northbound	RT	1.00	150	1,600	0.000	Lost Time:	0.100
	TH	4.00	1,520	6,400	0.238	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	0.00	196	1,600	0.123 *	ICU:	0.755
	TH	1.76	130	1,224	0.106		
	LT	1.24	210	1,779	0.118	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.455
	TH	4.00	2,360	6,400	0.389 *	N-S(2):	0.539 *
	LT	1.00	200	1,600	0.125	E-W(1):	0.315 *
Westbound	RT	1.00	310	1,600	0.131	E-W(2):	0.000
	TH	2.00	240	3,200	0.075		
	LT	2.00	510	2,880	0.177 *	V/C:	0.854
Northbound	RT	1.00	130	1,600	0.000	Lost Time:	0.100
	TH	4.00	2,110	6,400	0.330	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	0.00	220	1,600	0.138 *	ICU:	0.954
	TH	1.46	80	731	0.109		
	LT	1.54	270	2,222	0.122	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 62 - HAWTHORNE BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	190	0	0.000	N-S(1):	0.217
	TH	3.00	800	4,800	0.206 *	N-S(2):	0.303 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.252
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.298 *
	TH	3.00	980	4,800	0.229 *		
	LT	1.00	240	1,600	0.150	V/C:	0.601
Northbound	RT	1.00	200	1,600	0.050	Lost Time:	0.100
	TH	3.00	590	4,800	0.123	ITS:	0.000
	LT	2.00	280	2,880	0.097 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.701
	TH	3.00	400	4,800	0.102		
	LT	1.00	110	1,600	0.069 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.273
	TH	3.00	1,080	4,800	0.258 *	N-S(2):	0.321 *
	LT	1.00	160	1,600	0.100	E-W(1):	0.221 *
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.200
	TH	3.00	450	4,800	0.119		
	LT	1.00	130	1,600	0.081 *	V/C:	0.542
Northbound	RT	1.00	310	1,600	0.153	Lost Time:	0.100
	TH	3.00	830	4,800	0.173	ITS:	0.000
	LT	2.00	180	2,880	0.063 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.642
	TH	3.00	580	4,800	0.140 *		
	LT	1.00	130	1,600	0.081	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.321
	TH	3.00	1,360	4,800	0.317 *	N-S(2):	0.407 *
	LT	1.00	200	1,600	0.125	E-W(1):	0.500 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.246
	TH	3.00	500	4,800	0.127		
	LT	1.00	130	1,600	0.081 *	V/C:	0.907
Northbound	RT	1.00	280	1,600	0.134	Lost Time:	0.100
	TH	3.00	940	4,800	0.196	ITS:	0.000
	LT	2.00	260	2,880	0.090 *		
Eastbound	RT	0.00	210	0	0.000	ICU:	1.007
	TH	3.00	1,800	4,800	0.419 *		
	LT	1.00	190	1,600	0.119	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 63 - HAWTHORNE BOULEVARD & LENNOX BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.240
	TH	3.00	920	4,800	0.200 *	N-S(2):	0.263 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.163 *
Westbound	RT	1.00	170	1,600	0.075	E-W(2):	0.150
	TH	1.00	190	1,600	0.119		
	LT	1.00	70	1,600	0.044 *	V/C:	0.426
Northbound	RT	1.00	60	1,600	0.016	Lost Time:	0.100
	TH	3.00	850	4,800	0.177	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	190	1,600	0.119 *	ICU:	0.526
	TH	2.00	110	1,600	0.069		
	LT	1.00	50	1,600	0.031	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.300
	TH	3.00	1,010	4,800	0.231 *	N-S(2):	0.362 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.165
Westbound	RT	1.00	120	1,600	0.028	E-W(2):	0.181 *
	TH	1.00	210	1,600	0.131 *		
	LT	1.00	90	1,600	0.056	V/C:	0.543
Northbound	RT	1.00	110	1,600	0.041	Lost Time:	0.100
	TH	3.00	990	4,800	0.206	ITS:	0.000
	LT	1.00	210	1,600	0.131 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.643
	TH	2.00	210	3,200	0.109		
	LT	1.00	80	1,600	0.050 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.417
	TH	3.00	1,440	4,800	0.317 *	N-S(2):	0.473 *
	LT	1.00	190	1,600	0.119	E-W(1):	0.253
Westbound	RT	1.00	80	1,600	0.000	E-W(2):	0.275 *
	TH	1.00	320	1,600	0.200 *		
	LT	1.00	120	1,600	0.075	V/C:	0.748
Northbound	RT	1.00	130	1,600	0.044	Lost Time:	0.100
	TH	3.00	1,430	4,800	0.298	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.848
	TH	2.00	380	3,200	0.178		
	LT	1.00	120	1,600	0.075 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 64 - HIGHLAND AVENUE/VISTA DEL MAR & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.000	N-S(1):	0.438 *
	TH	1.00	290	1,600	0.181	N-S(2):	0.187
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.182
Westbound	RT	1.00	660	1,600	0.244 *	E-W(2):	0.319 *
	TH	1.00	50	1,600	0.031		
	LT	1.00	70	1,600	0.044	V/C:	0.757
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	2.00	770	3,200	0.269 *	ITS:	0.000
	LT	1.00	10	1,600	0.006		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.857
	TH	1.00	80	1,600	0.138		
	LT	0.00	120	1,600	0.075 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.013	N-S(1):	0.225
	TH	1.00	460	1,600	0.288 *	N-S(2):	0.307 *
	LT	1.00	90	1,600	0.056	E-W(1):	0.169 *
Westbound	RT	1.00	280	1,600	0.119	E-W(2):	0.132
	TH	1.00	70	1,600	0.044		
	LT	1.00	150	1,600	0.094 *	V/C:	0.476
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	2.00	380	3,200	0.169	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.576
	TH	1.00	70	1,600	0.075 *		
	LT	0.00	20	1,600	0.013	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.013	N-S(1):	0.438
	TH	1.00	750	1,600	0.469 *	N-S(2):	0.475 *
	LT	1.00	420	1,600	0.263	E-W(1):	0.175 *
Westbound	RT	1.00	490	1,600	0.044	E-W(2):	0.094
	TH	1.00	110	1,600	0.069		
	LT	1.00	160	1,600	0.100 *	V/C:	0.650
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	430	3,200	0.175	ITS:	0.000
	LT	1.00	10	1,600	0.006 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.750
	TH	1.00	60	1,600	0.075 *		
	LT	0.00	40	1,600	0.025	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 66 - INGELWOOD AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	170	1,600	0.081	N-S(1):	0.200
	TH	1.00	340	1,600	0.213 *	N-S(2):	0.407 *
	LT	1.00	110	1,600	0.069	E-W(1):	0.159
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.344 *
	TH	3.00	1,250	4,800	0.294 *		
	LT	1.00	100	1,600	0.063	V/C:	0.751
Northbound	RT	1.00	110	1,600	0.038	Lost Time:	0.100
	TH	1.00	210	1,600	0.131	ITS:	0.000
	LT	1.00	310	1,600	0.194 *		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.851
	TH	3.00	420	4,800	0.096		
	LT	1.00	80	1,600	0.050 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.019	N-S(1):	0.387 *
	TH	1.00	450	1,600	0.281	N-S(2):	0.362
	LT	1.00	130	1,600	0.081 *	E-W(1):	0.256 *
Westbound	RT	0.00	230	0	0.000	E-W(2):	0.240
	TH	3.00	500	4,800	0.152		
	LT	1.00	170	1,600	0.106 *	V/C:	0.643
Northbound	RT	1.00	180	1,600	0.059	Lost Time:	0.100
	TH	1.00	490	1,600	0.306 *	ITS:	0.000
	LT	1.00	130	1,600	0.081		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.743
	TH	3.00	620	4,800	0.150 *		
	LT	1.00	140	1,600	0.088	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.000	N-S(1):	0.457
	TH	1.00	980	1,600	0.613 *	N-S(2):	0.701 *
	LT	1.00	190	1,600	0.119	E-W(1):	0.529 *
Westbound	RT	0.00	250	0	0.000	E-W(2):	0.361
	TH	3.00	670	4,800	0.192		
	LT	1.00	150	1,600	0.094 *	V/C:	1.230
Northbound	RT	1.00	180	1,600	0.066	Lost Time:	0.100
	TH	1.00	540	1,600	0.338	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	0.00	160	0	0.000	ICU:	1.330
	TH	3.00	1,930	4,800	0.435 *		
	LT	1.00	270	1,600	0.169	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 67 - LA CIENEGA BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : EBR, WBR,
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.12	310	1,793	0.112	N-S(1):	0.122
	TH	1.88	520	3,007	0.173 *	N-S(2):	0.267 *
	LT	2.00	80	2,880	0.028	E-W(1):	0.098
Westbound	RT	2.00	760	3,200	0.210 *	E-W(2):	0.332 *
	TH	3.00	790	4,800	0.165		
	LT	2.00	100	2,880	0.035	V/C:	0.599
Northbound	RT	1.53	230	2,453	0.076	Lost Time:	0.100
	TH	1.47	220	2,347	0.094	ITS:	0.000
	LT	2.00	270	2,880	0.094 *		
Eastbound	RT	2.00	190	3,200	0.000	ICU:	0.699
	TH	3.00	300	4,800	0.063		
	LT	2.00	350	2,880	0.122 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.33	270	2,125	0.094	N-S(1):	0.185
	TH	1.67	340	2,675	0.127 *	N-S(2):	0.190 *
	LT	2.00	250	2,880	0.087	E-W(1):	0.131
Westbound	RT	2.00	470	3,200	0.060	E-W(2):	0.149 *
	TH	3.00	400	4,800	0.083 *		
	LT	2.00	60	2,880	0.021	V/C:	0.339
Northbound	RT	1.28	200	2,043	0.088	Lost Time:	0.100
	TH	1.72	270	2,757	0.098	ITS:	0.000
	LT	2.00	180	2,880	0.063 *		
Eastbound	RT	2.00	150	3,200	0.000	ICU:	0.439
	TH	3.00	530	4,800	0.110		
	LT	2.00	190	2,880	0.066 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.31	420	2,100	0.153	N-S(1):	0.382 *
	TH	1.69	540	2,700	0.200	N-S(2):	0.238
	LT	2.00	580	2,880	0.201 *	E-W(1):	0.311 *
Westbound	RT	2.00	430	3,200	0.000	E-W(2):	0.184
	TH	3.00	430	4,800	0.090		
	LT	2.00	60	2,880	0.021 *	V/C:	0.693
Northbound	RT	2.00	590	3,200	0.174	Lost Time:	0.100
	TH	1.00	290	1,600	0.181 *	ITS:	0.000
	LT	2.00	110	2,880	0.038		
Eastbound	RT	2.00	240	3,200	0.037	ICU:	0.793
	TH	3.00	1,390	4,800	0.290 *		
	LT	2.00	270	2,880	0.094	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 68 - MAIN STREET & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : Y
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.316 *
	TH	1.00	0	1,600	0.013 *	N-S(2):	0.000
	LT	0.00	10	1,600	0.006	E-W(1):	0.437 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.259
	TH	2.00	820	3,200	0.259		
	LT	2.00	340	2,880	0.118 *	V/C:	0.753
Northbound	RT	1.00	580	1,600	0.303 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	320	2,880	0.111		
Eastbound	RT	1.00	190	1,600	0.119	ICU:	0.853
	TH	2.00	1,020	3,200	0.319 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.147 *
	TH	1.00	0	1,600	0.013 *	N-S(2):	0.000
	LT	0.00	10	1,600	0.006	E-W(1):	0.395 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.241
	TH	2.00	760	3,200	0.241		
	LT	2.00	490	2,880	0.170 *	V/C:	0.542
Northbound	RT	1.00	350	1,600	0.134 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	340	2,880	0.118		
Eastbound	RT	1.00	110	1,600	0.069	ICU:	0.642
	TH	2.00	720	3,200	0.225 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.180 *
	TH	1.00	0	1,600	0.013 *	N-S(2):	0.000
	LT	0.00	10	1,600	0.006	E-W(1):	0.472 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.213
	TH	2.00	670	3,200	0.213		
	LT	2.00	550	2,880	0.191 *	V/C:	0.652
Northbound	RT	1.00	330	1,600	0.111	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	480	2,880	0.167 *		
Eastbound	RT	1.00	370	1,600	0.231	ICU:	0.752
	TH	2.00	900	3,200	0.281 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 70 - PRAIRIE AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : SBR,
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.98	610	3,174	0.136	N-S(1):	0.165
	TH	2.02	620	3,226	0.192 *	N-S(2):	0.303 *
	LT	2.00	120	2,880	0.042	E-W(1):	0.181
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.323 *
	TH	3.00	1,180	4,800	0.267 *		
	LT	1.00	160	1,600	0.100	V/C:	0.626
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	3.00	500	4,800	0.123	ITS:	0.000
	LT	2.00	320	2,880	0.111 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.726
	TH	3.00	340	4,800	0.081		
	LT	1.00	90	1,600	0.056 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.28	400	2,048	0.114	N-S(1):	0.197
	TH	2.72	850	4,352	0.195 *	N-S(2):	0.299 *
	LT	2.00	140	2,880	0.049	E-W(1):	0.198
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.248 *
	TH	3.00	710	4,800	0.167 *		
	LT	1.00	120	1,600	0.075	V/C:	0.547
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	3.00	550	4,800	0.148	ITS:	0.000
	LT	2.00	300	2,880	0.104 *		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.647
	TH	3.00	520	4,800	0.123		
	LT	1.00	130	1,600	0.081 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.24	440	1,983	0.078	N-S(1):	0.320 *
	TH	2.76	980	4,417	0.222	N-S(2):	0.316
	LT	2.00	280	2,880	0.097 *	E-W(1):	0.465 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.332
	TH	3.00	790	4,800	0.188		
	LT	1.00	200	1,600	0.125 *	V/C:	0.785
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	860	4,800	0.223 *	ITS:	0.000
	LT	2.00	270	2,880	0.094		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.885
	TH	3.00	1,450	4,800	0.340 *		
	LT	1.00	230	1,600	0.144	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 71 - SEPULVEDA BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.554 *
	TH	4.00	2,340	6,400	0.369	N-S(2):	0.438
	LT	2.00	670	2,880	0.233 *	E-W(1):	0.219
Westbound	RT	1.00	580	1,600	0.130 *	E-W(2):	0.255 *
	TH	3.00	220	4,800	0.046		
	LT	2.00	350	2,880	0.122	V/C:	0.809
Northbound	RT	1.00	590	1,600	0.308	Lost Time:	0.100
	TH	3.00	1,540	4,800	0.321 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	1.00	210	1,600	0.097	ICU:	0.909
	TH	3.00	320	4,800	0.067		
	LT	2.00	360	2,880	0.125 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.604 *
	TH	4.00	1,930	6,400	0.306	N-S(2):	0.406
	LT	2.00	520	2,880	0.181 *	E-W(1):	0.141
Westbound	RT	1.00	430	1,600	0.088 *	E-W(2):	0.192 *
	TH	3.00	270	4,800	0.056		
	LT	2.00	190	2,880	0.066	V/C:	0.796
Northbound	RT	1.00	730	1,600	0.423 *	Lost Time:	0.100
	TH	3.00	1,370	4,800	0.285	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	1.00	200	1,600	0.075	ICU:	0.896
	TH	3.00	240	4,800	0.050		
	LT	2.00	300	2,880	0.104 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.827 *
	TH	4.00	2,500	6,400	0.395	N-S(2):	0.501
	LT	2.00	520	2,880	0.181 *	E-W(1):	0.200
Westbound	RT	1.00	680	1,600	0.244 *	E-W(2):	0.352 *
	TH	3.00	300	4,800	0.063		
	LT	2.00	240	2,880	0.083	V/C:	1.179
Northbound	RT	1.00	1,100	1,600	0.646 *	Lost Time:	0.100
	TH	3.00	2,100	4,800	0.438	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	1.00	180	1,600	0.059	ICU:	1.279
	TH	3.00	560	4,800	0.117		
	LT	2.00	310	2,880	0.108 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 73 - NASH STREET / WB I-105 RAMPS & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	580	1,600	0.363	N-S(1):	0.456 *
	TH	2.00	1,200	3,200	0.375 *	N-S(2):	0.000
	LT	1.00	460	1,600	0.288	E-W(1):	0.249 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.190
	TH	3.00	910	4,800	0.190		
	LT	2.00	280	2,880	0.097 *	V/C:	0.705
Northbound	RT	2.00	30	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	240	0	0.000	ICU:	0.805
	TH	3.00	490	4,800	0.152 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.20	220	1,920	0.115	N-S(1):	0.178 *
	TH	1.80	330	2,880	0.115 *	N-S(2):	0.000
	LT	1.00	170	1,600	0.106	E-W(1):	0.215 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.127
	TH	3.00	610	4,800	0.127		
	LT	2.00	60	2,880	0.021 *	V/C:	0.393
Northbound	RT	2.00	80	3,200	0.015	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	310	1,600	0.194 *	ICU:	0.493
	TH	3.00	490	3,200	0.153		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.72	310	2,756	0.113	N-S(1):	0.244 *
	TH	1.17	210	1,867	0.113	N-S(2):	0.000
	LT	1.11	200	1,600	0.125 *	E-W(1):	0.255 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.181
	TH	3.00	870	4,800	0.181		
	LT	2.00	130	2,880	0.045 *	V/C:	0.499
Northbound	RT	2.00	200	3,200	0.040	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	0.00	160	0	0.000	ICU:	0.599
	TH	3.00	850	4,800	0.210 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 75 - I-405 NB RAMPS E/O LA CIENEGA BLVD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR, WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.134
	TH	0.00	0	0	0.000 *	N-S(2):	0.149 *
	LT	0.00	0	0	0.000	E-W(1):	0.100
Westbound	RT	1.22	540	1,953	0.000	E-W(2):	0.277 *
	TH	2.78	1,230	4,447	0.277 *		
	LT	0.00	0	0	0.000	V/C:	0.426
Northbound	RT	0.23	50	372	0.134	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.77	380	2,545	0.149 *		
Eastbound	RT	1.00	140	1,600	0.000	ICU:	0.526
	TH	3.00	480	4,800	0.100		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.131
	TH	0.00	0	0	0.000 *	N-S(2):	0.146 *
	LT	0.00	0	0	0.000	E-W(1):	0.156 *
Westbound	RT	1.00	180	1,600	0.000	E-W(2):	0.131
	TH	3.00	630	4,800	0.131		
	LT	0.00	0	0	0.000 *	V/C:	0.302
Northbound	RT	0.48	100	762	0.131	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.52	320	2,194	0.146 *		
Eastbound	RT	1.00	230	1,600	0.000	ICU:	0.402
	TH	3.00	750	4,800	0.156 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.163 *
	TH	0.00	0	0	0.000	N-S(2):	0.156
	LT	0.00	0	0	0.000 *	E-W(1):	0.442 *
Westbound	RT	1.23	290	1,974	0.000	E-W(2):	0.147
	TH	2.77	650	4,426	0.147		
	LT	0.00	0	0	0.000 *	V/C:	0.605
Northbound	RT	1.00	260	1,600	0.163 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	250	1,600	0.156		
Eastbound	RT	1.00	330	1,600	0.000	ICU:	0.705
	TH	3.00	2,120	4,800	0.442 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 76 - INGLEWOOD AVENUE & LENNOX BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.238
	TH	1.00	270	1,600	0.188 *	N-S(2):	0.269 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.137
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.169 *
	TH	1.00	190	1,600	0.144 *		
	LT	1.00	50	1,600	0.031	V/C:	0.438
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	1.00	250	1,600	0.200	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.538
	TH	1.00	130	1,600	0.106		
	LT	1.00	40	1,600	0.025 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.300 *
	TH	1.00	280	1,600	0.194	N-S(2):	0.275
	LT	1.00	70	1,600	0.044 *	E-W(1):	0.138
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.163 *
	TH	1.00	140	1,600	0.138 *		
	LT	1.00	60	1,600	0.038	V/C:	0.463
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	1.00	290	1,600	0.256 *	ITS:	0.000
	LT	1.00	130	1,600	0.081		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.563
	TH	1.00	110	1,600	0.100		
	LT	1.00	40	1,600	0.025 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.356
	TH	1.00	520	1,600	0.344 *	N-S(2):	0.450 *
	LT	1.00	90	1,600	0.056	E-W(1):	0.338 *
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.194
	TH	1.00	170	1,600	0.150		
	LT	1.00	100	1,600	0.063 *	V/C:	0.788
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	1.00	340	1,600	0.300	ITS:	0.000
	LT	1.00	170	1,600	0.106 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.888
	TH	1.00	350	1,600	0.275 *		
	LT	1.00	70	1,600	0.044	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 77 - INGELWOOD AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.053	N-S(1):	0.101 *
	TH	1.00	80	1,600	0.063	N-S(2):	0.088
	LT	0.00	20	1,600	0.013 *	E-W(1):	0.237
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.456 *
	TH	2.00	1,340	3,200	0.425 *		
	LT	1.00	50	1,600	0.031	V/C:	0.557
Northbound	RT	1.00	100	1,600	0.047	Lost Time:	0.100
	TH	1.00	100	1,600	0.088 *	ITS:	0.000
	LT	0.00	40	1,600	0.025		
Eastbound	RT	1.00	50	1,600	0.019	ICU:	0.657
	TH	2.00	660	3,200	0.206		
	LT	1.00	50	1,600	0.031 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.047	N-S(1):	0.107
	TH	1.00	100	1,600	0.081 *	N-S(2):	0.112 *
	LT	0.00	30	1,600	0.019	E-W(1):	0.363 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.357
	TH	2.00	970	3,200	0.313		
	LT	1.00	80	1,600	0.050 *	V/C:	0.475
Northbound	RT	1.00	70	1,600	0.019	Lost Time:	0.100
	TH	1.00	90	1,600	0.088	ITS:	0.000
	LT	0.00	50	1,600	0.031 *		
Eastbound	RT	1.00	80	1,600	0.034	ICU:	0.575
	TH	2.00	1,000	3,200	0.313 *		
	LT	1.00	70	1,600	0.044	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.041	N-S(1):	0.132
	TH	1.00	180	1,600	0.131 *	N-S(2):	0.175 *
	LT	0.00	30	1,600	0.019	E-W(1):	0.519 *
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.369
	TH	2.00	1,020	3,200	0.325		
	LT	1.00	70	1,600	0.044 *	V/C:	0.694
Northbound	RT	1.00	40	1,600	0.003	Lost Time:	0.100
	TH	1.00	110	1,600	0.113	ITS:	0.000
	LT	0.00	70	1,600	0.044 *		
Eastbound	RT	1.00	120	1,600	0.053	ICU:	0.794
	TH	2.00	1,520	3,200	0.475 *		
	LT	1.00	70	1,600	0.044	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 85 - LA BREA AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.009	N-S(1):	0.297 *
	TH	2.00	680	3,200	0.213	N-S(2):	0.288
	LT	1.00	90	1,600	0.056 *	E-W(1):	0.197
Westbound	RT	1.00	200	1,600	0.097	E-W(2):	0.460 *
	TH	2.00	1,170	3,200	0.366 *		
	LT	1.00	30	1,600	0.019	V/C:	0.757
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	750	3,200	0.241 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	60	1,600	0.000	ICU:	0.857
	TH	2.00	570	3,200	0.178		
	LT	1.00	150	1,600	0.094 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	150	1,600	0.044	N-S(1):	0.313 *
	TH	2.00	700	3,200	0.219	N-S(2):	0.294
	LT	1.00	160	1,600	0.100 *	E-W(1):	0.234
Westbound	RT	1.00	200	1,600	0.075	E-W(2):	0.350 *
	TH	2.00	800	3,200	0.250 *		
	LT	1.00	50	1,600	0.031	V/C:	0.663
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	660	3,200	0.213 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	60	1,600	0.000	ICU:	0.763
	TH	2.00	650	3,200	0.203		
	LT	1.00	160	1,600	0.100 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.000	N-S(1):	0.388
	TH	2.00	1,150	3,200	0.359 *	N-S(2):	0.422 *
	LT	1.00	220	1,600	0.138	E-W(1):	0.429 *
Westbound	RT	1.00	150	1,600	0.025	E-W(2):	0.376
	TH	2.00	920	3,200	0.288		
	LT	1.00	60	1,600	0.038 *	V/C:	0.851
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	760	3,200	0.250	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	1.00	80	1,600	0.019	ICU:	0.951
	TH	2.00	1,250	3,200	0.391 *		
	LT	1.00	140	1,600	0.088	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 87 - LA BREA AVENUE & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	280	1,600	0.000	N-S(1):	0.201
	TH	2.00	740	3,200	0.231 *	N-S(2):	0.294 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.273
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.569 *
	TH	3.00	1,760	4,800	0.375 *		
	LT	1.00	120	1,600	0.075	V/C:	0.863
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	830	4,800	0.188	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.963
	TH	3.00	880	4,800	0.198		
	LT	1.00	310	1,600	0.194 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	370	1,600	0.013	N-S(1):	0.163
	TH	2.00	570	3,200	0.178 *	N-S(2):	0.247 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.348
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.463 *
	TH	3.00	1,130	4,800	0.244 *		
	LT	1.00	140	1,600	0.088	V/C:	0.710
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	580	4,800	0.144	ITS:	0.000
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.810
	TH	3.00	1,170	4,800	0.260		
	LT	1.00	350	1,600	0.219 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	300	1,600	0.000	N-S(1):	0.281
	TH	2.00	930	3,200	0.291 *	N-S(2):	0.335 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.598 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.482
	TH	3.00	1,220	4,800	0.263		
	LT	1.00	170	1,600	0.106 *	V/C:	0.933
Northbound	RT	0.00	150	0	0.000	Lost Time:	0.100
	TH	3.00	1,050	4,800	0.250	ITS:	0.000
	LT	1.00	70	1,600	0.044 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	1.033
	TH	3.00	2,270	4,800	0.492 *		
	LT	1.00	350	1,600	0.219	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 88 - LA CIENEGA BOULEVARD & LA TIJERA BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	960	1,600	0.600 *	N-S(1):	0.573
	TH	3.00	2,440	4,800	0.508	N-S(2):	0.600 *
	LT	0.00	0	0	0.000	E-W(1):	0.200 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.185
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.800
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	3.00	2,560	4,800	0.573	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.900
	TH	1.00	310	1,600	0.200 *		
	LT	3.00	800	4,320	0.185	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	820	1,600	0.513 *	N-S(1):	0.390
	TH	3.00	1,690	4,800	0.352	N-S(2):	0.513 *
	LT	0.00	0	0	0.000	E-W(1):	0.250 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.181
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.763
Northbound	RT	0.00	230	0	0.000	Lost Time:	0.100
	TH	3.00	1,640	4,800	0.390	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.863
	TH	1.00	380	1,600	0.250 *		
	LT	3.00	780	4,320	0.181	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	1,000	1,600	0.625 *	N-S(1):	0.544
	TH	3.00	2,440	4,800	0.508	N-S(2):	0.625 *
	LT	0.00	0	0	0.000	E-W(1):	0.506 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.252
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	1.131
Northbound	RT	0.00	330	0	0.000	Lost Time:	0.100
	TH	3.00	2,280	4,800	0.544	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	1.231
	TH	1.00	760	1,600	0.506 *		
	LT	3.00	1,090	4,320	0.252	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 89 - LA CIENEGA BOULEVARD & LENNOX BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.304 *
	TH	3.00	770	4,800	0.160	N-S(2):	0.160
	LT	1.00	60	1,600	0.038 *	E-W(1):	0.081
Westbound	RT	1.00	300	1,600	0.169 *	E-W(2):	0.169 *
	TH	1.00	0	1,600	0.000		
	LT	1.00	130	1,600	0.081	V/C:	0.473
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	2.00	790	3,200	0.266 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.573
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.322 *
	TH	3.00	640	4,800	0.133	N-S(2):	0.133
	LT	1.00	100	1,600	0.063 *	E-W(1):	0.050
Westbound	RT	1.00	190	1,600	0.088	E-W(2):	0.088 *
	TH	1.00	0	1,600	0.000		
	LT	1.00	80	1,600	0.050	V/C:	0.410
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	2.00	730	3,200	0.259 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.510
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.482 *
	TH	3.00	1,100	4,800	0.229	N-S(2):	0.229
	LT	1.00	300	1,600	0.188 *	E-W(1):	0.038
Westbound	RT	1.00	230	1,600	0.050 *	E-W(2):	0.050 *
	TH	1.00	0	1,600	0.000		
	LT	1.00	60	1,600	0.038	V/C:	0.532
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	2.00	730	3,200	0.294 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.632
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 90 - LA CIENEGA BOULEVARD & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.370 *
	TH	2.80	660	4,475	0.192	N-S(2):	0.000
	LT	1.20	370	1,733	0.214 *	E-W(1):	0.279 *
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.264
	TH	3.00	800	4,800	0.208		
	LT	2.00	550	2,880	0.191 *	V/C:	0.649
Northbound	RT	0.00	240	0	0.000	Lost Time:	0.100
	TH	2.00	260	3,200	0.156 *	ITS:	0.000
	LT	1.00	60	1,600	0.038		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.749
	TH	3.00	370	4,800	0.088 *		
	LT	1.00	90	1,600	0.056	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	180	0	0.000	N-S(1):	0.341 *
	TH	2.50	520	4,000	0.175	N-S(2):	0.000
	LT	1.50	420	2,160	0.194 *	E-W(1):	0.318
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.335 *
	TH	3.00	780	4,800	0.185 *		
	LT	2.00	400	2,880	0.139	V/C:	0.676
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	2.00	330	3,200	0.147 *	ITS:	0.000
	LT	1.00	60	1,600	0.038		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.776
	TH	3.00	770	4,800	0.179		
	LT	1.00	240	1,600	0.150 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.480 *
	TH	2.00	650	3,200	0.228	N-S(2):	0.000
	LT	2.00	840	2,880	0.292 *	E-W(1):	0.345 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.269
	TH	3.00	640	4,800	0.163		
	LT	2.00	350	2,880	0.122 *	V/C:	0.825
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	2.00	480	3,200	0.188 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.925
	TH	3.00	990	4,800	0.223 *		
	LT	1.00	170	1,600	0.106	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 91 - LA CIENEGA BOULEVARD NB RAMPS & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.181 *
	TH	0.00	0	0	0.000	N-S(2):	0.132
	LT	0.00	0	0	0.000 *	E-W(1):	0.196
Westbound	RT	1.00	130	1,600	0.081	E-W(2):	0.436 *
	TH	4.00	2,010	6,400	0.314 *		
	LT	0.00	0	0	0.000	V/C:	0.617
Northbound	RT	1.00	290	1,600	0.181 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	380	2,880	0.132		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.717
	TH	3.00	940	4,800	0.196		
	LT	2.00	350	2,880	0.122 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.206 *
	TH	0.00	0	0	0.000	N-S(2):	0.073
	LT	0.00	0	0	0.000 *	E-W(1):	0.254
Westbound	RT	1.00	140	1,600	0.088	E-W(2):	0.327 *
	TH	4.00	1,380	6,400	0.216 *		
	LT	0.00	0	0	0.000	V/C:	0.533
Northbound	RT	1.00	330	1,600	0.206 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	210	2,880	0.073		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.633
	TH	3.00	1,220	4,800	0.254		
	LT	2.00	320	2,880	0.111 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.263 *
	TH	0.00	0	0	0.000	N-S(2):	0.059
	LT	0.00	0	0	0.000 *	E-W(1):	0.421
Westbound	RT	1.00	110	1,600	0.069	E-W(2):	0.483 *
	TH	4.00	1,470	6,400	0.230 *		
	LT	0.00	0	0	0.000	V/C:	0.746
Northbound	RT	1.00	420	1,600	0.263 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	170	2,880	0.059		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.846
	TH	3.00	2,020	4,800	0.421		
	LT	2.00	730	2,880	0.253 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 92 - LA CIENEGA BOULEVARD SB RAMPS & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	700	1,600	0.438 *	N-S(1):	0.031
	TH	0.00	0	0	0.000	N-S(2):	0.438 *
	LT	2.00	90	2,880	0.031	E-W(1):	0.295
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.456 *
	TH	3.00	2,190	4,800	0.456 *		
	LT	1.00	200	1,600	0.125	V/C:	0.894
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.994
	TH	5.00	1,210	8,000	0.170		
	LT	0.00	0	0	0.000 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	460	1,600	0.288 *	N-S(1):	0.035
	TH	0.00	0	0	0.000	N-S(2):	0.288 *
	LT	2.00	100	2,880	0.035	E-W(1):	0.396 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.269
	TH	3.00	1,290	4,800	0.269		
	LT	1.00	300	1,600	0.188 *	V/C:	0.684
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	220	0	0.000	ICU:	0.784
	TH	5.00	1,440	8,000	0.208 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	580	1,600	0.363 *	N-S(1):	0.063
	TH	0.00	0	0	0.000	N-S(2):	0.363 *
	LT	2.00	180	2,880	0.063	E-W(1):	0.511 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.288
	TH	3.00	1,380	4,800	0.288		
	LT	1.00	260	1,600	0.163 *	V/C:	0.874
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	210	0	0.000	ICU:	0.974
	TH	5.00	2,570	8,000	0.348 *		
	LT	0.00	0	0	0.000	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 93 - LA CIENEGA BOULEVARD & STOCKER STREET
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements: NBR, WBR, SBT

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.658 *
	TH	2.00	2,340	3,200	0.000	N-S(2): 0.000
	LT	1.00	120	1,600	0.075 *	E-W(1): 0.528 *
Westbound	RT	1.00	130	1,600	0.000	E-W(2): 0.000
	TH	0.00	0	0	0.000	
	LT	2.00	1,520	2,880	0.528 *	V/C: 1.186
Northbound	RT	1.00	870	1,600	0.000	Lost Time: 0.100
	TH	3.00	2,800	4,800	0.583 *	ITS: 0.000
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 1.286
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.485 *
	TH	2.00	1,680	3,200	0.000	N-S(2): 0.000
	LT	1.00	170	1,600	0.106 *	E-W(1): 0.288 *
Westbound	RT	1.00	120	1,600	0.000	E-W(2): 0.000
	TH	0.00	0	0	0.000	
	LT	2.00	830	2,880	0.288 *	V/C: 0.773
Northbound	RT	1.00	850	1,600	0.000	Lost Time: 0.100
	TH	3.00	1,820	4,800	0.379 *	ITS: 0.000
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.873
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.748 *
	TH	2.00	2,670	3,200	0.000	N-S(2): 0.000
	LT	1.00	290	1,600	0.181 *	E-W(1): 0.389 *
Westbound	RT	1.00	110	1,600	0.000	E-W(2): 0.000
	TH	0.00	0	0	0.000	
	LT	2.00	1,120	2,880	0.389 *	V/C: 1.137
Northbound	RT	1.00	1,460	1,600	0.000	Lost Time: 0.100
	TH	3.00	2,720	4,800	0.567 *	ITS: 0.000
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 1.237
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 94 - LA CIENEGA BOULEVARD & 111TH STREET
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	130	0	0.000	N-S(1): 0.250
	TH	3.00	850	4,800	0.204 *	N-S(2): 0.592 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.042 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.634
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	800	3,200	0.250	ITS: 0.000
	LT	1.00	620	1,600	0.388 *	
Eastbound	RT	1.00	190	1,600	0.000	ICU: 0.734
	TH	0.00	0	0	0.000	
	LT	2.00	120	2,880	0.042 *	LOS: C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	180	0	0.000	N-S(1): 0.194
	TH	3.00	570	4,800	0.156 *	N-S(2): 0.431 *
	LT	0.00	0	0	0.000	E-W(1): 0.113 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.083
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.544
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	620	3,200	0.194	ITS: 0.000
	LT	1.00	440	1,600	0.275 *	
Eastbound	RT	1.00	400	1,600	0.113 *	ICU: 0.644
	TH	0.00	0	0	0.000	
	LT	2.00	240	2,880	0.083	LOS: B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	160	0	0.000	N-S(1): 0.244
	TH	3.00	960	4,800	0.233 *	N-S(2): 0.408 *
	LT	0.00	0	0	0.000	E-W(1): 0.156 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.076
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.564
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	780	3,200	0.244	ITS: 0.000
	LT	1.00	280	1,600	0.175 *	
Eastbound	RT	1.00	390	1,600	0.156 *	ICU: 0.664
	TH	0.00	0	0	0.000	
	LT	2.00	220	2,880	0.076	LOS: B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 95 - LA CIENEGA BOULEVARD & WEST 120TH STREET
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	170	1,600	0.088 *	N-S(1): 0.094
	TH	2.00	180	3,200	0.056	N-S(2): 0.151 *
	LT	1.00	50	1,600	0.031	E-W(1): 0.150
Westbound	RT	0.00	190	0	0.000	E-W(2): 0.244 *
	TH	2.00	470	3,200	0.206 *	
	LT	1.00	130	1,600	0.081	V/C: 0.395
Northbound	RT	1.00	40	1,600	0.000	Lost Time: 0.100
	TH	2.00	200	3,200	0.063	ITS: 0.000
	LT	1.00	100	1,600	0.063 *	
Eastbound	RT	0.00	90	0	0.000	ICU: 0.495
	TH	2.00	130	3,200	0.069	
	LT	1.00	60	1,600	0.038 *	LOS: A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	60	1,600	0.019	N-S(1): 0.138 *
	TH	2.00	250	3,200	0.078	N-S(2): 0.103
	LT	1.00	100	1,600	0.063 *	E-W(1): 0.138 *
Westbound	RT	0.00	60	0	0.000	E-W(2): 0.129
	TH	2.00	230	3,200	0.091	
	LT	1.00	80	1,600	0.050 *	V/C: 0.276
Northbound	RT	1.00	100	1,600	0.038	Lost Time: 0.100
	TH	2.00	240	3,200	0.075 *	ITS: 0.000
	LT	1.00	40	1,600	0.025	
Eastbound	RT	0.00	110	0	0.000	ICU: 0.376
	TH	2.00	170	3,200	0.088 *	
	LT	1.00	60	1,600	0.038	LOS: A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	120	1,600	0.047	N-S(1): 0.500 *
	TH	2.00	730	3,200	0.228	N-S(2): 0.253
	LT	1.00	640	1,600	0.400 *	E-W(1): 0.253 *
Westbound	RT	0.00	60	0	0.000	E-W(2): 0.162
	TH	2.00	280	3,200	0.106	
	LT	1.00	80	1,600	0.050 *	V/C: 0.753
Northbound	RT	1.00	170	1,600	0.081	Lost Time: 0.100
	TH	2.00	320	3,200	0.100 *	ITS: 0.000
	LT	1.00	40	1,600	0.025	
Eastbound	RT	0.00	80	0	0.000	ICU: 0.853
	TH	2.00	570	3,200	0.203 *	
	LT	1.00	90	1,600	0.056	LOS: D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 96 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O CENTURY)
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.354 *
	TH	2.00	530	3,200	0.166	N-S(2): 0.166
	LT	1.00	140	1,600	0.088 *	E-W(1): 0.347 *
Westbound	RT	0.14	70	224	0.269	E-W(2): 0.269
	TH	0.00	0	0	0.000	
	LT	1.86	930	2,678	0.347 *	V/C: 0.701
Northbound	RT	1.00	140	1,600	0.088	Lost Time: 0.100
	TH	2.00	850	3,200	0.266 *	ITS: 0.000
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.801
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.325 *
	TH	2.00	600	3,200	0.188	N-S(2): 0.188
	LT	1.00	150	1,600	0.094 *	E-W(1): 0.372 *
Westbound	RT	0.17	90	269	0.288	E-W(2): 0.288
	TH	0.00	0	0	0.000	
	LT	1.83	980	2,638	0.372 *	V/C: 0.697
Northbound	RT	1.00	130	1,600	0.081	Lost Time: 0.100
	TH	2.00	740	3,200	0.231 *	ITS: 0.000
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.797
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.369 *
	TH	2.00	1,040	3,200	0.325	N-S(2): 0.325
	LT	1.00	210	1,600	0.131 *	E-W(1): 0.333 *
Westbound	RT	0.35	170	567	0.234	E-W(2): 0.234
	TH	0.00	0	0	0.000	
	LT	1.65	790	2,370	0.333 *	V/C: 0.702
Northbound	RT	1.00	240	1,600	0.150	Lost Time: 0.100
	TH	2.00	760	3,200	0.238 *	ITS: 0.000
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.802
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 97 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (S/O CENTURY)
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	SBT		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.413 *
	TH	2.00	680	3,200	0.000	N-S(2):	0.000
	LT	2.00	560	2,880	0.194 *	E-W(1):	0.000
Westbound	RT	2.00	140	3,200	0.044 *	E-W(2):	0.044 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.457
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	660	3,200	0.219 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.557
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.488 *
	TH	2.00	560	3,200	0.000	N-S(2):	0.000
	LT	2.00	660	2,880	0.229 *	E-W(1):	0.000
Westbound	RT	2.00	190	3,200	0.059 *	E-W(2):	0.059 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.547
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	790	3,200	0.259 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.647
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.477 *
	TH	2.00	1,050	3,200	0.000	N-S(2):	0.000
	LT	2.00	500	2,880	0.174 *	E-W(1):	0.000
Westbound	RT	2.00	360	3,200	0.113 *	E-W(2):	0.113 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.590
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	930	3,200	0.303 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.690
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 98 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O IMPERIAL HWY)
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.469 *
	TH	3.00	820	4,800	0.171	N-S(2):	0.171
	LT	1.00	200	1,600	0.125 *	E-W(1):	0.125 *
Westbound	RT	1.00	300	1,600	0.125 *	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	200	2,880	0.069	V/C:	0.594
Northbound	RT	1.00	110	1,600	0.069	Lost Time:	0.100
	TH	2.00	1,100	3,200	0.344 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.694
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.391 *
	TH	3.00	790	4,800	0.165	N-S(2):	0.165
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.050 *
Westbound	RT	1.00	190	1,600	0.050 *	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	100	2,880	0.035	V/C:	0.441
Northbound	RT	1.00	80	1,600	0.050	Lost Time:	0.100
	TH	2.00	810	3,200	0.253 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.541
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.366 *
	TH	3.00	1,210	4,800	0.252	N-S(2):	0.252
	LT	1.00	110	1,600	0.069 *	E-W(1):	0.069 *
Westbound	RT	1.00	90	1,600	0.022	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	200	2,880	0.069 *	V/C:	0.435
Northbound	RT	1.00	60	1,600	0.038	Lost Time:	0.100
	TH	2.00	950	3,200	0.297 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.535
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 107 - LINCOLN BOULEVARD & MINDANAO WAY
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.428 *
	TH	3.00	1,380	4,800	0.294	N-S(2):	0.413
	LT	1.00	180	1,600	0.113 *	E-W(1):	0.307 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.163
	TH	2.00	440	3,200	0.163		
	LT	2.00	270	2,880	0.094 *	V/C:	0.735
Northbound	RT	1.00	350	1,600	0.125	Lost Time:	0.100
	TH	3.00	1,510	4,800	0.315 *	ITS:	0.000
	LT	1.00	190	1,600	0.119		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.835
	TH	2.00	630	3,200	0.213 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.490 *
	TH	3.00	1,240	4,800	0.279	N-S(2):	0.360
	LT	1.00	260	1,600	0.163 *	E-W(1):	0.362 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.187
	TH	2.00	500	3,200	0.181		
	LT	2.00	430	2,880	0.149 *	V/C:	0.852
Northbound	RT	1.00	310	1,600	0.044	Lost Time:	0.100
	TH	3.00	1,570	4,800	0.327 *	ITS:	0.000
	LT	1.00	130	1,600	0.081		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.952
	TH	2.00	550	3,200	0.213 *		
	LT	0.00	10	1,600	0.006	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.555 *
	TH	3.00	1,590	4,800	0.352	N-S(2):	0.452
	LT	1.00	295	1,600	0.184 *	E-W(1):	0.352 *
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.228
	TH	2.00	640	3,200	0.222		
	LT	2.00	430	2,880	0.149 *	V/C:	0.907
Northbound	RT	1.00	310	1,600	0.044	Lost Time:	0.100
	TH	3.00	1,780	4,800	0.371 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	0.00	110	0	0.000	ICU:	1.007
	TH	2.00	530	3,200	0.203 *		
	LT	0.00	10	1,600	0.006	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 115 - ASH AVENUE & MANCHESTER AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.225
	TH	1.00	0	1,600	0.094 *	N-S(2):	0.337 *
	LT	0.00	10	1,600	0.006	E-W(1):	0.266
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.360 *
	TH	3.00	1,610	4,800	0.354 *		
	LT	0.00	80	1,600	0.050	V/C:	0.697
Northbound	RT	1.00	220	1,600	0.113	Lost Time:	0.100
	TH	0.57	200	914	0.219	ITS:	0.000
	LT	1.43	500	2,057	0.243 *		
Eastbound	RT	1.00	240	1,600	0.000	ICU:	0.797
	TH	2.00	690	3,200	0.216		
	LT	1.00	10	1,600	0.006 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.240
	TH	1.00	0	1,600	0.056 *	N-S(2):	0.316 *
	LT	0.00	10	1,600	0.006	E-W(1):	0.310 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.251
	TH	3.00	1,050	4,800	0.238		
	LT	0.00	60	1,600	0.038 *	V/C:	0.626
Northbound	RT	1.00	280	1,600	0.156	Lost Time:	0.100
	TH	0.53	200	853	0.234	ITS:	0.000
	LT	1.47	550	2,112	0.260 *		
Eastbound	RT	1.00	300	1,600	0.000	ICU:	0.726
	TH	2.00	870	3,200	0.272 *		
	LT	1.00	20	1,600	0.013	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.242
	TH	1.00	0	1,600	0.063 *	N-S(2):	0.318 *
	LT	0.00	20	1,600	0.013	E-W(1):	0.547 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.271
	TH	3.00	1,160	4,800	0.258		
	LT	0.00	70	1,600	0.044 *	V/C:	0.865
Northbound	RT	1.17	430	1,876	0.207	Lost Time:	0.100
	TH	0.57	210	916	0.229	ITS:	0.000
	LT	1.25	460	1,807	0.255 *		
Eastbound	RT	1.00	250	1,600	0.000	ICU:	0.965
	TH	2.00	1,610	3,200	0.503 *		
	LT	1.00	20	1,600	0.013	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 116 - NASH STREET & MARIPOSA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	370	0	0.000	N-S(1):	0.103
	TH	2.00	800	3,200	0.366 *	N-S(2):	0.385 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.066
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.165 *
	TH	2.00	260	3,200	0.109 *		
	LT	1.00	30	1,600	0.019	V/C:	0.550
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	150	3,200	0.053	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	1.00	60	1,600	0.028	ICU:	0.650
	TH	2.00	150	3,200	0.047		
	LT	1.00	90	1,600	0.056 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.204 *
	TH	2.00	270	3,200	0.128	N-S(2):	0.147
	LT	1.00	180	1,600	0.113 *	E-W(1):	0.079
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.125 *
	TH	2.00	130	3,200	0.056 *		
	LT	1.00	20	1,600	0.013	V/C:	0.329
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	2.00	260	3,200	0.091 *	ITS:	0.000
	LT	1.00	30	1,600	0.019		
Eastbound	RT	1.00	80	1,600	0.041	ICU:	0.429
	TH	2.00	210	3,200	0.066		
	LT	1.00	110	1,600	0.069 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.209 *
	TH	2.00	430	3,200	0.156	N-S(2):	0.181
	LT	1.00	50	1,600	0.031 *	E-W(1):	0.125
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.229 *
	TH	2.00	140	3,200	0.066 *		
	LT	1.00	10	1,600	0.006	V/C:	0.438
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	2.00	490	3,200	0.178 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	1.00	70	1,600	0.031	ICU:	0.538
	TH	2.00	380	3,200	0.119		
	LT	1.00	260	1,600	0.163 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 117 - SEPULVEDA BOUELVARD & MARIPOSA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.497 *
	TH	4.00	1,920	6,400	0.313	N-S(2):	0.363
	LT	2.00	410	2,880	0.142 *	E-W(1):	0.213 *
Westbound	RT	1.00	90	1,600	0.000	E-W(2):	0.132
	TH	1.00	110	1,600	0.069		
	LT	1.00	120	1,600	0.075 *	V/C:	0.710
Northbound	RT	1.00	150	1,600	0.056	Lost Time:	0.100
	TH	4.00	2,270	6,400	0.355 *	ITS:	0.000
	LT	1.00	80	1,600	0.050		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.810
	TH	1.00	170	1,600	0.138 *		
	LT	1.00	100	1,600	0.063	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.367 *
	TH	4.00	1,710	6,400	0.283	N-S(2):	0.352
	LT	2.00	270	2,880	0.094 *	E-W(1):	0.294 *
Westbound	RT	1.00	170	1,600	0.059	E-W(2):	0.175
	TH	1.00	160	1,600	0.100		
	LT	1.00	210	1,600	0.131 *	V/C:	0.661
Northbound	RT	1.00	150	1,600	0.028	Lost Time:	0.100
	TH	4.00	1,750	6,400	0.273 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.761
	TH	1.00	210	1,600	0.163 *		
	LT	1.00	120	1,600	0.075	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.459
	TH	4.00	2,350	6,400	0.391 *	N-S(2):	0.472 *
	LT	2.00	210	2,880	0.073	E-W(1):	0.275 *
Westbound	RT	1.00	310	1,600	0.157	E-W(2):	0.232
	TH	1.00	210	1,600	0.131		
	LT	1.00	210	1,600	0.131 *	V/C:	0.747
Northbound	RT	1.00	290	1,600	0.116	Lost Time:	0.100
	TH	4.00	2,470	6,400	0.386	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.847
	TH	1.00	180	1,600	0.144 *		
	LT	1.00	120	1,600	0.075	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 119 - OCEAN AVENUE / VIA MARINA & WASHINGTON BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.932 *
	TH	1.00	490	1,600	0.313 *	N-S(2):	0.000
	LT	1.00	250	1,600	0.156	E-W(1):	0.240 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.201
	TH	2.00	410	3,200	0.163		
	LT	1.00	130	1,600	0.081 *	V/C:	1.172
Northbound	RT	1.00	290	1,600	0.141	Lost Time:	0.100
	TH	1.00	990	1,600	0.619 *	ITS:	0.000
	LT	2.00	390	2,880	0.135		
Eastbound	RT	1.00	210	1,600	0.064	ICU:	1.272
	TH	2.00	510	3,200	0.159 *		
	LT	1.00	60	1,600	0.038	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.744 *
	TH	1.00	440	1,600	0.300 *	N-S(2):	0.000
	LT	1.00	300	1,600	0.188	E-W(1):	0.247 *
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.215
	TH	2.00	540	3,200	0.184		
	LT	1.00	170	1,600	0.106 *	V/C:	0.991
Northbound	RT	1.00	200	1,600	0.072	Lost Time:	0.100
	TH	1.00	710	1,600	0.444 *	ITS:	0.000
	LT	2.00	250	2,880	0.087		
Eastbound	RT	1.00	170	1,600	0.063	ICU:	1.091
	TH	2.00	450	3,200	0.141 *		
	LT	1.00	50	1,600	0.031	LOS:	F

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	1.150 *
	TH	1.00	930	1,600	0.606 *	N-S(2):	0.000
	LT	1.00	500	1,600	0.313	E-W(1):	0.266
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.288 *
	TH	2.00	740	3,200	0.263 *		
	LT	1.00	160	1,600	0.100	V/C:	1.438
Northbound	RT	1.00	190	1,600	0.069	Lost Time:	0.100
	TH	1.00	870	1,600	0.544 *	ITS:	0.000
	LT	2.00	400	2,880	0.139		
Eastbound	RT	1.00	300	1,600	0.118	ICU:	1.538
	TH	2.00	530	3,200	0.166		
	LT	1.00	40	1,600	0.025 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 120 - OVERHILL DRIVE & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.019	N-S(1):	0.200 *
	TH	2.00	130	3,200	0.041	N-S(2):	0.091
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.238
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.450 *
	TH	3.00	1,820	4,800	0.400 *		
	LT	1.00	80	1,600	0.050	V/C:	0.650
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	2.00	180	3,200	0.106 *	ITS:	0.000
	LT	1.00	80	1,600	0.050		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.750
	TH	3.00	880	4,800	0.188		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.028	N-S(1):	0.188 *
	TH	2.00	120	3,200	0.038	N-S(2):	0.082
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.402 *
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.302
	TH	3.00	1,090	4,800	0.246		
	LT	1.00	200	1,600	0.125 *	V/C:	0.590
Northbound	RT	0.00	150	1,600	0.094 *	Lost Time:	0.100
	TH	2.00	120	1,600	0.075	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.690
	TH	3.00	1,290	4,800	0.277 *		
	LT	1.00	90	1,600	0.056	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.009	N-S(1):	0.375 *
	TH	2.00	370	3,200	0.116	N-S(2):	0.179
	LT	1.00	370	1,600	0.231 *	E-W(1):	0.678 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.444
	TH	3.00	1,420	4,800	0.325		
	LT	1.00	260	1,600	0.163 *	V/C:	1.053
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	2.00	300	3,200	0.144 *	ITS:	0.000
	LT	1.00	100	1,600	0.063		
Eastbound	RT	0.00	80	0	0.000	ICU:	1.153
	TH	3.00	2,390	4,800	0.515 *		
	LT	1.00	190	1,600	0.119	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 124 - PRAIRIE AVENUE & WEST 112TH STREET/I-105 OFF RAMP
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : Y
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.185
	TH	3.00	1,090	4,800	0.227 *	N-S(2):	0.227 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.232 *
Westbound	RT	0.55	60	873	0.053	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.45	50	727	0.069 *	V/C:	0.459
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	730	4,800	0.154	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	240	0	0.000	ICU:	0.559
	TH	1.00	20	1,600	0.163 *		
	LT	2.00	300	2,880	0.104	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.163
	TH	3.00	1,030	4,800	0.215 *	N-S(2):	0.215 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.313 *
Westbound	RT	0.50	20	800	0.016	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.50	20	800	0.025 *	V/C:	0.528
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	670	4,800	0.144	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	420	0	0.000	ICU:	0.628
	TH	1.00	40	1,600	0.288 *		
	LT	2.00	510	2,880	0.177	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.325 *
	TH	3.00	1,150	4,800	0.240	N-S(2):	0.240
	LT	1.00	130	1,600	0.081 *	E-W(1):	0.357 *
Westbound	RT	0.57	40	914	0.003	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.43	30	686	0.044 *	V/C:	0.682
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	3.00	1,120	4,800	0.244 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	430	0	0.000	ICU:	0.782
	TH	1.00	70	1,600	0.313 *		
	LT	2.00	620	2,880	0.215	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 125 - SEPULVEDA BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR,
FF Movements: WBR,

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.021	N-S(1):	0.550 *
	TH	3.00	1,090	4,800	0.227	N-S(2):	0.310
	LT	2.00	310	2,880	0.108 *	E-W(1):	0.278 *
Westbound	RT	1.00	590	1,600	0.000	E-W(2):	0.167
	TH	2.00	270	3,200	0.084		
	LT	2.00	340	2,880	0.118 *	V/C:	0.828
Northbound	RT	1.00	360	1,600	0.107	Lost Time:	0.100
	TH	4.00	2,830	6,400	0.442 *	ITS:	0.000
	LT	2.00	240	2,880	0.083		
Eastbound	RT	1.00	110	1,600	0.027	ICU:	0.928
	TH	3.00	770	4,800	0.160 *		
	LT	2.00	240	2,880	0.083	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	200	1,600	0.066	N-S(1):	0.471 *
	TH	3.00	1,670	4,800	0.348	N-S(2):	0.407
	LT	2.00	600	2,880	0.208 *	E-W(1):	0.294 *
Westbound	RT	1.00	700	1,600	0.000	E-W(2):	0.227
	TH	2.00	350	3,200	0.109		
	LT	2.00	540	2,880	0.188 *	V/C:	0.765
Northbound	RT	1.00	460	1,600	0.100	Lost Time:	0.100
	TH	4.00	1,680	6,400	0.263 *	ITS:	0.000
	LT	2.00	170	2,880	0.059		
Eastbound	RT	1.00	130	1,600	0.052	ICU:	0.865
	TH	3.00	510	4,800	0.106 *		
	LT	2.00	340	2,880	0.118	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	460	1,600	0.216	N-S(1):	0.449
	TH	3.00	2,620	4,800	0.546 *	N-S(2):	0.732 *
	LT	2.00	640	2,880	0.222	E-W(1):	0.328 *
Westbound	RT	1.00	860	1,600	0.000	E-W(2):	0.323
	TH	2.00	580	3,200	0.181		
	LT	2.00	440	2,880	0.153 *	V/C:	1.060
Northbound	RT	1.00	490	1,600	0.153	Lost Time:	0.100
	TH	4.00	1,450	6,400	0.227	ITS:	0.000
	LT	2.00	535	2,880	0.186 *		
Eastbound	RT	1.00	280	1,600	0.175 *	ICU:	1.160
	TH	3.00	630	4,800	0.131		
	LT	2.00	410	2,880	0.142	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 140 - WB SR-90 RAMPS & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : Y
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR,
FF Movements: EBR,

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.056 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.457 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.369
	TH	2.00	1,180	3,200	0.369		
	LT	3.00	1,570	4,320	0.363 *	V/C:	0.513
Northbound	RT	2.00	1,030	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	160	2,880	0.056 *		
Eastbound	RT	1.00	180	1,600	0.000	ICU:	0.613
	TH	3.00	450	4,800	0.094 *		
	LT	1.00	0	1,600	0.000	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.089 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.315 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.284
	TH	2.00	910	3,200	0.284		
	LT	3.00	680	4,320	0.157 *	V/C:	0.404
Northbound	RT	2.00	790	3,200	0.089 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	230	2,880	0.080		
Eastbound	RT	1.00	170	1,600	0.000	ICU:	0.504
	TH	3.00	760	4,800	0.158 *		
	LT	1.00	0	1,600	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.220 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.409 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.319
	TH	2.00	1,020	3,200	0.319		
	LT	3.00	860	4,320	0.199 *	V/C:	0.629
Northbound	RT	2.00	1,340	3,200	0.220 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	250	2,880	0.087		
Eastbound	RT	1.00	240	1,600	0.000	ICU:	0.729
	TH	3.00	1,010	4,800	0.210 *		
	LT	1.00	0	1,600	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 147 - CRENSHAW BOULEVARD & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.290
	TH	3.00	900	4,800	0.215 *	N-S(2):	0.321 *
	LT	1.00	190	1,600	0.119	E-W(1):	0.221
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.313 *
	TH	3.00	1,140	4,800	0.263 *		
	LT	1.00	90	1,600	0.056	V/C:	0.634
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	3.00	760	4,800	0.171	ITS:	0.000
	LT	1.00	170	1,600	0.106 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.734
	TH	3.00	700	4,800	0.165		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.258
	TH	3.00	850	4,800	0.219 *	N-S(2):	0.313 *
	LT	1.00	130	1,600	0.081	E-W(1):	0.340
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.384 *
	TH	3.00	1,070	4,800	0.240 *		
	LT	1.00	100	1,600	0.063	V/C:	0.697
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	3.00	750	4,800	0.177	ITS:	0.000
	LT	1.00	150	1,600	0.094 *		
Eastbound	RT	0.00	250	0	0.000	ICU:	0.797
	TH	3.00	1,080	4,800	0.277		
	LT	1.00	230	1,600	0.144 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	220	0	0.000	N-S(1):	0.360
	TH	3.00	1,070	4,800	0.269 *	N-S(2):	0.425 *
	LT	1.00	160	1,600	0.100	E-W(1):	0.431 *
Westbound	RT	0.00	230	0	0.000	E-W(2):	0.406
	TH	3.00	1,090	4,800	0.275		
	LT	1.00	130	1,600	0.081 *	V/C:	0.856
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	3.00	1,170	4,800	0.260	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	0.00	220	0	0.000	ICU:	0.956
	TH	3.00	1,460	4,800	0.350 *		
	LT	1.00	210	1,600	0.131	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 148 - LA CIENEGA BOULEVARD & FAIRVIEW BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.700 *
	TH	4.00	3,040	6,400	0.484	N-S(2):	0.484
	LT	0.00	0	0	0.000 *	E-W(1):	0.191 *
Westbound	RT	1.00	50	1,600	0.031	E-W(2):	0.000
	TH	0.55	110	880	0.125		
	LT	1.45	290	2,088	0.139 *	V/C:	0.891
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	3,320	4,800	0.700 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	70	1,600	0.044	ICU:	0.991
	TH	0.80	60	1,280	0.047		
	LT	1.20	90	1,728	0.052 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.504 *
	TH	4.00	2,240	6,400	0.373	N-S(2):	0.373
	LT	0.00	0	0	0.000 *	E-W(1):	0.184 *
Westbound	RT	1.00	40	1,600	0.025	E-W(2):	0.000
	TH	0.64	90	1,029	0.088		
	LT	1.36	190	1,954	0.097 *	V/C:	0.688
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	2,380	4,800	0.504 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	80	1,600	0.050	ICU:	0.788
	TH	0.80	100	1,280	0.078		
	LT	1.20	150	1,728	0.087 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.702 *
	TH	4.00	3,120	6,400	0.508	N-S(2):	0.508
	LT	0.00	0	0	0.000 *	E-W(1):	0.250 *
Westbound	RT	1.00	30	1,600	0.019	E-W(2):	0.000
	TH	0.74	140	1,179	0.119		
	LT	1.26	240	1,819	0.132 *	V/C:	0.952
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	3,250	4,800	0.702 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	80	1,600	0.050	ICU:	1.052
	TH	0.94	160	1,506	0.106		
	LT	1.06	180	1,525	0.118 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 149 - CRENSHAW BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.316 *
	TH	3.00	930	4,800	0.210	N-S(2):	0.285
	LT	1.00	250	1,600	0.156 *	E-W(1):	0.194
Westbound	RT	0.00	230	0	0.000	E-W(2):	0.315 *
	TH	3.00	1,070	4,800	0.271 *		
	LT	1.00	130	1,600	0.081	V/C:	0.631
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	700	4,800	0.160 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.731
	TH	3.00	420	4,800	0.113		
	LT	1.00	70	1,600	0.044 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.379 *
	TH	3.00	930	4,800	0.217	N-S(2):	0.305
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.244
Westbound	RT	0.00	240	0	0.000	E-W(2):	0.271 *
	TH	3.00	640	4,800	0.183 *		
	LT	1.00	160	1,600	0.100	V/C:	0.650
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	900	4,800	0.210 *	ITS:	0.000
	LT	1.00	140	1,600	0.088		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.750
	TH	3.00	520	4,800	0.144		
	LT	1.00	140	1,600	0.088 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.512 *
	TH	3.00	1,000	4,800	0.235	N-S(2):	0.335
	LT	1.00	330	1,600	0.206 *	E-W(1):	0.434 *
Westbound	RT	0.00	240	0	0.000	E-W(2):	0.326
	TH	3.00	780	4,800	0.213		
	LT	1.00	190	1,600	0.119 *	V/C:	0.946
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	1,350	4,800	0.306 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	0.00	180	0	0.000	ICU:	1.046
	TH	3.00	1,330	4,800	0.315 *		
	LT	1.00	180	1,600	0.113	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 157 - LA CIENEGA BOULEVARD & 104TH STREET
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.247
	TH	3.00	540	4,800	0.135 *	N-S(2):	0.348 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.012
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.044 *
	TH	1.00	10	1,600	0.019 *		
	LT	0.00	10	1,600	0.006	V/C:	0.392
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	730	3,200	0.234	ITS:	0.000
	LT	1.00	340	1,600	0.213 *		
Eastbound	RT	1.00	280	1,600	0.000	ICU:	0.492
	TH	1.00	10	1,600	0.006		
	LT	1.00	40	1,600	0.025 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.254 *
	TH	3.00	480	4,800	0.115	N-S(2):	0.240
	LT	1.00	20	1,600	0.013 *	E-W(1):	0.050
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.081 *
	TH	1.00	10	1,600	0.025 *		
	LT	0.00	10	1,600	0.006	V/C:	0.335
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	750	3,200	0.241 *	ITS:	0.000
	LT	1.00	200	1,600	0.125		
Eastbound	RT	1.00	270	1,600	0.044	ICU:	0.435
	TH	1.00	10	1,600	0.006		
	LT	1.00	90	1,600	0.056 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.297
	TH	3.00	1,030	4,800	0.229 *	N-S(2):	0.310 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.088 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.075
	TH	1.00	10	1,600	0.025		
	LT	0.00	20	1,600	0.013 *	V/C:	0.398
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	2.00	840	3,200	0.266	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	1.00	250	1,600	0.075 *	ICU:	0.498
	TH	1.00	10	1,600	0.006		
	LT	1.00	80	1,600	0.050	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 159 - HINDRY AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.082 *
	TH	1.00	20	1,600	0.031	N-S(2):	0.050
	LT	0.00	30	1,600	0.019 *	E-W(1):	0.332 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.281
	TH	2.00	840	3,200	0.275		
	LT	1.00	190	1,600	0.119 *	V/C:	0.414
Northbound	RT	1.00	50	1,600	0.000	Lost Time:	0.100
	TH	1.00	70	1,600	0.063 *	ITS:	0.000
	LT	0.00	30	1,600	0.019		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.514
	TH	2.00	640	3,200	0.213 *		
	LT	1.00	10	1,600	0.006	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.138 *
	TH	1.00	20	1,600	0.038	N-S(2):	0.063
	LT	0.00	40	1,600	0.025 *	E-W(1):	0.481 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.278
	TH	2.00	770	3,200	0.259		
	LT	1.00	120	1,600	0.075 *	V/C:	0.619
Northbound	RT	1.00	240	1,600	0.113 *	Lost Time:	0.100
	TH	1.00	40	1,600	0.050	ITS:	0.000
	LT	0.00	40	1,600	0.025		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.719
	TH	2.00	1,150	3,200	0.406 *		
	LT	1.00	30	1,600	0.019	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.013	N-S(1):	0.100 *
	TH	1.00	40	1,600	0.075 *	N-S(2):	0.100 *
	LT	0.00	80	1,600	0.050 *	E-W(1):	0.481 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.251
	TH	2.00	730	3,200	0.238		
	LT	1.00	160	1,600	0.100 *	V/C:	0.581
Northbound	RT	1.00	110	1,600	0.019	Lost Time:	0.100
	TH	1.00	40	1,600	0.050 *	ITS:	0.000
	LT	0.00	40	1,600	0.025 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.681
	TH	2.00	1,160	3,200	0.381 *		
	LT	1.00	20	1,600	0.013	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 162 - SEPULVEDA BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.579 *
	TH	3.00	1,020	4,800	0.242	N-S(2):	0.317
	LT	2.00	160	2,880	0.056 *	E-W(1):	0.209
Westbound	RT	1.00	170	1,600	0.051	E-W(2):	0.272 *
	TH	2.00	550	3,200	0.172 *		
	LT	1.00	120	1,600	0.075	V/C:	0.851
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	3.00	2,410	4,800	0.523 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	110	1,600	0.031	ICU:	0.951
	TH	2.00	430	3,200	0.134		
	LT	1.00	160	1,600	0.100 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	210	0	0.000	N-S(1):	0.445
	TH	3.00	1,580	4,800	0.373 *	N-S(2):	0.504 *
	LT	2.00	230	2,880	0.080	E-W(1):	0.350
Westbound	RT	1.00	230	1,600	0.064	E-W(2):	0.391 *
	TH	2.00	570	3,200	0.178 *		
	LT	1.00	230	1,600	0.144	V/C:	0.895
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	3.00	1,580	4,800	0.365	ITS:	0.000
	LT	1.00	210	1,600	0.131 *		
Eastbound	RT	1.00	210	1,600	0.066	ICU:	0.995
	TH	2.00	660	3,200	0.206		
	LT	1.00	340	1,600	0.213 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.428
	TH	3.00	2,600	4,800	0.577 *	N-S(2):	0.702 *
	LT	2.00	230	2,880	0.080	E-W(1):	0.397 *
Westbound	RT	1.00	180	1,600	0.033	E-W(2):	0.328
	TH	2.00	590	3,200	0.184		
	LT	1.00	240	1,600	0.150 *	V/C:	1.099
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	3.00	1,490	4,800	0.348	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	90	1,600	0.000	ICU:	1.199
	TH	2.00	790	3,200	0.247 *		
	LT	1.00	230	1,600	0.144	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 164 - CRENSHAW BOULEVARD & MANCHESTER AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.265
	TH	2.00	650	3,200	0.213 *	N-S(2):	0.307 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.322
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.441 *
	TH	2.00	1,100	3,200	0.403 *		
	LT	1.00	200	1,600	0.125	V/C:	0.748
Northbound	RT	0.00	150	0	0.000	Lost Time:	0.100
	TH	3.00	670	4,800	0.171	ITS:	0.000
	LT	1.00	150	1,600	0.094 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.848
	TH	2.00	570	3,200	0.197		
	LT	1.00	60	1,600	0.038 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.286
	TH	2.00	700	3,200	0.238 *	N-S(2):	0.338 *
	LT	1.00	190	1,600	0.119	E-W(1):	0.429 *
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.378
	TH	2.00	870	3,200	0.328		
	LT	1.00	300	1,600	0.188 *	V/C:	0.767
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	590	4,800	0.167	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.867
	TH	2.00	690	3,200	0.241 *		
	LT	1.00	80	1,600	0.050	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.327
	TH	2.00	890	3,200	0.288 *	N-S(2):	0.369 *
	LT	1.00	170	1,600	0.106	E-W(1):	0.588 *
Westbound	RT	0.00	150	0	0.000	E-W(2):	0.478
	TH	2.00	1,140	3,200	0.403		
	LT	1.00	270	1,600	0.169 *	V/C:	0.957
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	850	4,800	0.221	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	1.057
	TH	2.00	1,260	3,200	0.419 *		
	LT	1.00	120	1,600	0.075	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 169 - PRAIRIE AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.476 *
	TH	3.00	650	4,800	0.148	N-S(2):	0.404
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.365
Westbound	RT	1.00	570	1,600	0.288	E-W(2):	0.497 *
	TH	2.00	1,370	3,200	0.428 *		
	LT	1.00	260	1,600	0.163	V/C:	0.973
Northbound	RT	1.00	190	1,600	0.000	Lost Time:	0.100
	TH	2.00	1,080	3,200	0.338 *	ITS:	0.000
	LT	1.00	410	1,600	0.256		
Eastbound	RT	0.00	200	0	0.000	ICU:	1.073
	TH	3.00	770	4,800	0.202		
	LT	1.00	110	1,600	0.069 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.303 *
	TH	3.00	640	4,800	0.148	N-S(2):	0.286
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.313 *
Westbound	RT	1.00	240	1,600	0.097	E-W(2):	0.297
	TH	2.00	770	3,200	0.241		
	LT	1.00	140	1,600	0.088 *	V/C:	0.616
Northbound	RT	1.00	200	1,600	0.038	Lost Time:	0.100
	TH	2.00	630	3,200	0.197 *	ITS:	0.000
	LT	1.00	220	1,600	0.138		
Eastbound	RT	0.00	270	0	0.000	ICU:	0.716
	TH	3.00	810	4,800	0.225 *		
	LT	1.00	90	1,600	0.056	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.388 *
	TH	3.00	960	4,800	0.213	N-S(2):	0.344
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.440 *
Westbound	RT	1.00	260	1,600	0.078	E-W(2):	0.353
	TH	2.00	990	3,200	0.309		
	LT	1.00	160	1,600	0.100 *	V/C:	0.828
Northbound	RT	1.00	200	1,600	0.025	Lost Time:	0.100
	TH	2.00	700	3,200	0.219 *	ITS:	0.000
	LT	1.00	210	1,600	0.131		
Eastbound	RT	0.00	370	0	0.000	ICU:	0.928
	TH	3.00	1,260	4,800	0.340 *		
	LT	1.00	70	1,600	0.044	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 173 - WESTERN AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.341
	TH	3.00	890	4,800	0.219 *	N-S(2):	0.357 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.408 *
Westbound	RT	1.00	230	1,600	0.100	E-W(2):	0.400
	TH	3.00	1,410	4,800	0.294		
	LT	1.00	240	1,600	0.150 *	V/C:	0.765
Northbound	RT	1.00	170	1,600	0.031	Lost Time:	0.100
	TH	2.00	810	3,200	0.253	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	0.00	240	0	0.000	ICU:	0.865
	TH	3.00	1,000	4,800	0.258 *		
	LT	1.00	170	1,600	0.106	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.281 *
	TH	3.00	510	4,800	0.133	N-S(2):	0.264
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.319 *
Westbound	RT	1.00	130	1,600	0.028	E-W(2):	0.242
	TH	3.00	740	4,800	0.154		
	LT	1.00	200	1,600	0.125 *	V/C:	0.600
Northbound	RT	1.00	170	1,600	0.044	Lost Time:	0.100
	TH	2.00	560	3,200	0.175 *	ITS:	0.000
	LT	1.00	210	1,600	0.131		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.700
	TH	3.00	730	4,800	0.194 *		
	LT	1.00	140	1,600	0.088	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.388 *
	TH	3.00	700	4,800	0.177	N-S(2):	0.333
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.540 *
Westbound	RT	1.00	170	1,600	0.047	E-W(2):	0.363
	TH	3.00	1,080	4,800	0.225		
	LT	1.00	190	1,600	0.119 *	V/C:	0.928
Northbound	RT	1.00	160	1,600	0.041	Lost Time:	0.100
	TH	2.00	860	3,200	0.269 *	ITS:	0.000
	LT	1.00	250	1,600	0.156		
Eastbound	RT	0.00	270	0	0.000	ICU:	1.028
	TH	3.00	1,750	4,800	0.421 *		
	LT	1.00	220	1,600	0.138	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 175 - VERMONT AVENUE & MANCHESTER AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.344 *
	TH	3.00	710	4,800	0.169	N-S(2):	0.249
	LT	2.00	150	2,880	0.052 *	E-W(1):	0.359
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.378 *
	TH	3.00	1,250	4,800	0.290 *		
	LT	1.00	100	1,600	0.063	V/C:	0.722
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	1,280	4,800	0.292 *	ITS:	0.000
	LT	2.00	230	2,880	0.080		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.822
	TH	3.00	1,330	4,800	0.296		
	LT	1.00	140	1,600	0.088 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.231 *
	TH	3.00	680	4,800	0.171	N-S(2):	0.220
	LT	2.00	190	2,880	0.066 *	E-W(1):	0.308
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.319 *
	TH	3.00	1,010	4,800	0.244 *		
	LT	1.00	120	1,600	0.075	V/C:	0.550
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	650	4,800	0.165 *	ITS:	0.000
	LT	2.00	140	2,880	0.049		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.650
	TH	3.00	970	4,800	0.233		
	LT	1.00	120	1,600	0.075 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.355 *
	TH	3.00	920	4,800	0.221	N-S(2):	0.301
	LT	2.00	290	2,880	0.101 *	E-W(1):	0.409 *
Westbound	RT	0.00	210	0	0.000	E-W(2):	0.390
	TH	3.00	1,240	4,800	0.302		
	LT	1.00	110	1,600	0.069 *	V/C:	0.764
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	3.00	1,090	4,800	0.254 *	ITS:	0.000
	LT	2.00	230	2,880	0.080		
Eastbound	RT	0.00	220	0	0.000	ICU:	0.864
	TH	3.00	1,410	4,800	0.340 *		
	LT	1.00	140	1,600	0.088	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 176 - VERMONT AVENUE & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	220	0	0.000	N-S(1):	0.341 *
	TH	3.00	870	4,800	0.227	N-S(2):	0.296
	LT	2.00	130	2,880	0.045 *	E-W(1):	0.330
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.359 *
	TH	3.00	1,140	4,800	0.265 *		
	LT	1.00	180	1,600	0.113	V/C:	0.700
Northbound	RT	1.00	140	1,600	0.031	Lost Time:	0.100
	TH	3.00	1,420	4,800	0.296 *	ITS:	0.000
	LT	2.00	200	2,880	0.069		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.800
	TH	3.00	900	4,800	0.217		
	LT	1.00	150	1,600	0.094 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.182
	TH	3.00	660	4,800	0.179 *	N-S(2):	0.262 *
	LT	2.00	120	2,880	0.042	E-W(1):	0.281
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.336 *
	TH	3.00	980	4,800	0.223 *		
	LT	1.00	120	1,600	0.075	V/C:	0.598
Northbound	RT	1.00	70	1,600	0.006	Lost Time:	0.100
	TH	3.00	670	4,800	0.140	ITS:	0.000
	LT	2.00	240	2,880	0.083 *		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.698
	TH	3.00	840	4,800	0.206		
	LT	1.00	180	1,600	0.113 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	190	0	0.000	N-S(1):	0.324
	TH	3.00	990	4,800	0.246 *	N-S(2):	0.361 *
	LT	2.00	170	2,880	0.059	E-W(1):	0.367
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.381 *
	TH	3.00	1,170	4,800	0.256 *		
	LT	1.00	140	1,600	0.088	V/C:	0.742
Northbound	RT	1.00	110	1,600	0.025	Lost Time:	0.100
	TH	3.00	1,270	4,800	0.265	ITS:	0.000
	LT	2.00	330	2,880	0.115 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.842
	TH	3.00	1,200	4,800	0.279		
	LT	1.00	200	1,600	0.125 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 177 - VERMONT AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.009	N-S(1):	0.394 *
	TH	3.00	900	4,800	0.188	N-S(2):	0.320
	LT	2.00	270	2,880	0.094 *	E-W(1):	0.407 *
Westbound	RT	0.00	210	0	0.000	E-W(2):	0.388
	TH	3.00	1,320	4,800	0.319		
	LT	1.00	300	1,600	0.188 *	V/C:	0.801
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	1,300	4,800	0.300 *	ITS:	0.000
	LT	2.00	380	2,880	0.132		
Eastbound	RT	0.00	240	0	0.000	ICU:	0.901
	TH	3.00	810	4,800	0.219 *		
	LT	1.00	110	1,600	0.069	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.009	N-S(1):	0.259
	TH	3.00	620	4,800	0.129 *	N-S(2):	0.268 *
	LT	2.00	170	2,880	0.059	E-W(1):	0.281 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.186
	TH	3.00	580	4,800	0.142		
	LT	1.00	170	1,600	0.106 *	V/C:	0.549
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	3.00	780	4,800	0.200	ITS:	0.000
	LT	2.00	400	2,880	0.139 *		
Eastbound	RT	0.00	250	0	0.000	ICU:	0.649
	TH	3.00	590	4,800	0.175 *		
	LT	1.00	70	1,600	0.044	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.019	N-S(1):	0.427 *
	TH	3.00	910	4,800	0.190	N-S(2):	0.367
	LT	2.00	240	2,880	0.083 *	E-W(1):	0.515 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.323
	TH	3.00	1,020	4,800	0.235		
	LT	1.00	270	1,600	0.169 *	V/C:	0.942
Northbound	RT	0.00	250	0	0.000	Lost Time:	0.100
	TH	3.00	1,400	4,800	0.344 *	ITS:	0.000
	LT	2.00	510	2,880	0.177		
Eastbound	RT	0.00	190	0	0.000	ICU:	1.042
	TH	3.00	1,470	4,800	0.346 *		
	LT	1.00	140	1,600	0.088	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 182 - INGLEWOOD AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	150	1,600	0.069	N-S(1):	0.407 *
	TH	2.00	710	3,200	0.222	N-S(2):	0.385
	LT	1.00	230	1,600	0.144 *	E-W(1):	0.311 *
Westbound	RT	1.00	150	1,600	0.022	E-W(2):	0.250
	TH	3.00	960	4,800	0.200		
	LT	1.00	340	1,600	0.213 *	V/C:	0.718
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	2.00	650	3,200	0.263 *	ITS:	0.000
	LT	1.00	260	1,600	0.163		
Eastbound	RT	1.00	70	1,600	0.000	ICU:	0.818
	TH	3.00	470	4,800	0.098 *		
	LT	1.00	80	1,600	0.050	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	210	1,600	0.059	N-S(1):	0.288 *
	TH	2.00	450	3,200	0.141	N-S(2):	0.279
	LT	1.00	155	1,600	0.097 *	E-W(1):	0.282
Westbound	RT	1.00	80	1,600	0.002	E-W(2):	0.313 *
	TH	3.00	810	4,800	0.169 *		
	LT	1.00	180	1,600	0.113	V/C:	0.601
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	2.00	510	3,200	0.191 *	ITS:	0.000
	LT	1.00	220	1,600	0.138		
Eastbound	RT	1.00	150	1,600	0.025	ICU:	0.701
	TH	3.00	810	4,800	0.169		
	LT	1.00	230	1,600	0.144 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.044	N-S(1):	0.447 *
	TH	2.00	800	3,200	0.250	N-S(2):	0.438
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.413 *
Westbound	RT	1.00	130	1,600	0.000	E-W(2):	0.319
	TH	3.00	810	4,800	0.169		
	LT	1.00	160	1,600	0.100 *	V/C:	0.860
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	2.00	710	3,200	0.278 *	ITS:	0.000
	LT	1.00	300	1,600	0.188		
Eastbound	RT	1.00	270	1,600	0.075	ICU:	0.960
	TH	3.00	1,500	4,800	0.313 *		
	LT	1.00	240	1,600	0.150	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 183 - HAWTHORNE BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	270	1,600	0.128	N-S(1):	0.288
	TH	3.00	1,020	4,800	0.213 *	N-S(2):	0.338 *
	LT	2.00	180	2,880	0.063	E-W(1):	0.225
Westbound	RT	0.00	250	0	0.000	E-W(2):	0.369 *
	TH	3.00	1,130	4,800	0.288 *		
	LT	1.00	130	1,600	0.081	V/C:	0.707
Northbound	RT	1.00	170	1,600	0.066	Lost Time:	0.100
	TH	3.00	1,080	4,800	0.225	ITS:	0.000
	LT	2.00	360	2,880	0.125 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.807
	TH	3.00	520	4,800	0.144		
	LT	1.00	130	1,600	0.081 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	230	1,600	0.088	N-S(1):	0.278
	TH	3.00	970	4,800	0.202 *	N-S(2):	0.289 *
	LT	2.00	260	2,880	0.090	E-W(1):	0.262
Westbound	RT	0.00	270	0	0.000	E-W(2):	0.326 *
	TH	3.00	750	4,800	0.213 *		
	LT	1.00	130	1,600	0.081	V/C:	0.615
Northbound	RT	1.00	230	1,600	0.103	Lost Time:	0.100
	TH	3.00	900	4,800	0.188	ITS:	0.000
	LT	2.00	250	2,880	0.087 *		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.715
	TH	3.00	690	4,800	0.181		
	LT	1.00	180	1,600	0.113 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.072	N-S(1):	0.430 *
	TH	3.00	1,440	4,800	0.300	N-S(2):	0.415
	LT	2.00	495	2,880	0.172 *	E-W(1):	0.415 *
Westbound	RT	0.00	260	0	0.000	E-W(2):	0.321
	TH	3.00	830	4,800	0.227		
	LT	1.00	150	1,600	0.094 *	V/C:	0.845
Northbound	RT	1.00	180	1,600	0.066	Lost Time:	0.100
	TH	3.00	1,240	4,800	0.258 *	ITS:	0.000
	LT	2.00	330	2,880	0.115		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.945
	TH	3.00	1,340	4,800	0.321 *		
	LT	1.00	150	1,600	0.094	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 184 - PRAIRIE AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	190	0	0.000	N-S(1):	0.294
	TH	3.00	980	4,800	0.244 *	N-S(2):	0.369 *
	LT	1.00	190	1,600	0.119	E-W(1):	0.413
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.419 *
	TH	3.00	1,240	4,800	0.300 *		
	LT	1.00	390	1,600	0.244	V/C:	0.788
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	3.00	670	4,800	0.175	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.888
	TH	3.00	700	4,800	0.169		
	LT	1.00	190	1,600	0.119 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.304
	TH	3.00	670	4,800	0.167 *	N-S(2):	0.317 *
	LT	1.00	250	1,600	0.156	E-W(1):	0.346 *
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.292
	TH	3.00	800	4,800	0.192		
	LT	1.00	240	1,600	0.150 *	V/C:	0.663
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	3.00	550	4,800	0.148	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.763
	TH	3.00	820	4,800	0.196 *		
	LT	1.00	160	1,600	0.100	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.419 *
	TH	3.00	1,070	4,800	0.258	N-S(2):	0.389
	LT	1.00	280	1,600	0.175 *	E-W(1):	0.456 *
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.333
	TH	3.00	920	4,800	0.227		
	LT	1.00	252	1,600	0.158 *	V/C:	0.875
Northbound	RT	0.00	260	0	0.000	Lost Time:	0.100
	TH	3.00	910	4,800	0.244 *	ITS:	0.000
	LT	1.00	210	1,600	0.131		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.975
	TH	3.00	1,230	4,800	0.298 *		
	LT	1.00	170	1,600	0.106	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 185 - CRENSHAW BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.339 *
	TH	3.00	880	4,800	0.215	N-S(2):	0.328
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.332
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.373 *
	TH	3.00	1,140	4,800	0.279 *		
	LT	1.00	180	1,600	0.113	V/C:	0.712
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	1,010	4,800	0.233 *	ITS:	0.000
	LT	1.00	180	1,600	0.113		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.812
	TH	3.00	850	4,800	0.219		
	LT	1.00	150	1,600	0.094 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	210	0	0.000	N-S(1):	0.321 *
	TH	3.00	630	4,800	0.175	N-S(2):	0.288
	LT	1.00	210	1,600	0.131 *	E-W(1):	0.298
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.325 *
	TH	3.00	790	4,800	0.206 *		
	LT	1.00	160	1,600	0.100	V/C:	0.646
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	3.00	730	4,800	0.190 *	ITS:	0.000
	LT	1.00	180	1,600	0.113		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.746
	TH	3.00	780	4,800	0.198		
	LT	1.00	190	1,600	0.119 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	240	0	0.000	N-S(1):	0.354
	TH	3.00	1,050	4,800	0.269 *	N-S(2):	0.382 *
	LT	1.00	210	1,600	0.131	E-W(1):	0.442 *
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.344
	TH	3.00	1,080	4,800	0.263		
	LT	1.00	220	1,600	0.138 *	V/C:	0.824
Northbound	RT	0.00	230	0	0.000	Lost Time:	0.100
	TH	3.00	840	4,800	0.223	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	0.00	210	0	0.000	ICU:	0.924
	TH	3.00	1,250	4,800	0.304 *		
	LT	1.00	130	1,600	0.081	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 186 - WESTERN AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.281
	TH	2.00	680	3,200	0.238 *	N-S(2):	0.382 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.305
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.348 *
	TH	3.00	1,240	4,800	0.292 *		
	LT	1.00	100	1,600	0.063	V/C:	0.730
Northbound	RT	1.00	100	1,600	0.031	Lost Time:	0.100
	TH	2.00	740	3,200	0.231	ITS:	0.000
	LT	1.00	230	1,600	0.144 *		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.830
	TH	3.00	1,040	4,800	0.242		
	LT	1.00	90	1,600	0.056 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.260
	TH	2.00	520	3,200	0.197 *	N-S(2):	0.303 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.275 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.263
	TH	3.00	820	4,800	0.200		
	LT	1.00	110	1,600	0.069 *	V/C:	0.578
Northbound	RT	1.00	130	1,600	0.047	Lost Time:	0.100
	TH	2.00	530	3,200	0.166	ITS:	0.000
	LT	1.00	170	1,600	0.106 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.678
	TH	3.00	820	4,800	0.206 *		
	LT	1.00	100	1,600	0.063	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.326
	TH	2.00	790	3,200	0.284 *	N-S(2):	0.409 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.427 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.346
	TH	3.00	1,190	4,800	0.265		
	LT	1.00	160	1,600	0.100 *	V/C:	0.836
Northbound	RT	1.00	160	1,600	0.050	Lost Time:	0.100
	TH	2.00	760	3,200	0.238	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	240	0	0.000	ICU:	0.936
	TH	3.00	1,330	4,800	0.327 *		
	LT	1.00	130	1,600	0.081	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 187 - VERMONT AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.034	N-S(1):	0.286 *
	TH	3.00	690	4,800	0.144	N-S(2):	0.257
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.381
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.427 *
	TH	3.00	1,540	4,800	0.358 *		
	LT	1.00	160	1,600	0.100	V/C:	0.713
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	590	4,800	0.148 *	ITS:	0.000
	LT	1.00	180	1,600	0.113		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.813
	TH	3.00	1,230	4,800	0.281		
	LT	1.00	110	1,600	0.069 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.028	N-S(1):	0.242 *
	TH	3.00	400	4,800	0.083	N-S(2):	0.189
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.340 *
Westbound	RT	0.00	150	0	0.000	E-W(2):	0.327
	TH	3.00	1,090	4,800	0.258		
	LT	1.00	150	1,600	0.094 *	V/C:	0.582
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	360	4,800	0.104 *	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.682
	TH	3.00	1,070	4,800	0.246 *		
	LT	1.00	110	1,600	0.069	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	120	1,600	0.028	N-S(1):	0.380 *
	TH	3.00	850	4,800	0.177	N-S(2):	0.296
	LT	1.00	242	1,600	0.151 *	E-W(1):	0.421
Westbound	RT	0.00	250	0	0.000	E-W(2):	0.423 *
	TH	3.00	1,330	4,800	0.329 *		
	LT	1.00	150	1,600	0.094	V/C:	0.803
Northbound	RT	0.00	200	0	0.000	Lost Time:	0.100
	TH	3.00	900	4,800	0.229 *	ITS:	0.000
	LT	1.00	190	1,600	0.119		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.903
	TH	3.00	1,400	4,800	0.327		
	LT	1.00	150	1,600	0.094 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 188 - PRAIRIE AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.396
	TH	3.00	1,180	4,800	0.271 *	N-S(2):	0.521 *
	LT	1.00	240	1,600	0.150	E-W(1):	0.277
Westbound	RT	0.00	290	0	0.000	E-W(2):	0.407 *
	TH	3.00	1,210	4,800	0.313 *		
	LT	1.00	120	1,600	0.075	V/C:	0.928
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	3.00	1,050	4,800	0.246	ITS:	0.000
	LT	1.00	400	1,600	0.250 *		
Eastbound	RT	0.00	160	0	0.000	ICU:	1.028
	TH	3.00	810	4,800	0.202		
	LT	1.00	150	1,600	0.094 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.288
	TH	3.00	730	4,800	0.175 *	N-S(2):	0.325 *
	LT	1.00	230	1,600	0.144	E-W(1):	0.282 *
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.259
	TH	3.00	710	4,800	0.190		
	LT	1.00	150	1,600	0.094 *	V/C:	0.607
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	3.00	590	4,800	0.144	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	0.00	210	0	0.000	ICU:	0.707
	TH	3.00	690	4,800	0.188 *		
	LT	1.00	110	1,600	0.069	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.425 *
	TH	3.00	1,160	4,800	0.271	N-S(2):	0.402
	LT	1.00	290	1,600	0.181 *	E-W(1):	0.483 *
Westbound	RT	0.00	270	0	0.000	E-W(2):	0.358
	TH	3.00	970	4,800	0.258		
	LT	1.00	160	1,600	0.100 *	V/C:	0.908
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	3.00	1,040	4,800	0.244 *	ITS:	0.000
	LT	1.00	210	1,600	0.131		
Eastbound	RT	0.00	350	0	0.000	ICU:	1.008
	TH	3.00	1,490	4,800	0.383 *		
	LT	1.00	160	1,600	0.100	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 189 - CRENSHAW BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	300	1,600	0.091	N-S(1):	0.336
	TH	3.00	920	4,800	0.192 *	N-S(2):	0.367 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.284
Westbound	RT	0.00	280	0	0.000	E-W(2):	0.502 *
	TH	3.00	1,200	4,800	0.308 *		
	LT	1.00	180	1,600	0.113	V/C:	0.869
Northbound	RT	1.00	130	1,600	0.025	Lost Time:	0.100
	TH	3.00	1,190	4,800	0.248	ITS:	0.000
	LT	1.00	280	1,600	0.175 *		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.969
	TH	3.00	710	4,800	0.171		
	LT	1.00	310	1,600	0.194 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	270	1,600	0.063	N-S(1):	0.267 *
	TH	3.00	760	4,800	0.158	N-S(2):	0.252
	LT	1.00	140	1,600	0.088 *	E-W(1):	0.242
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.373 *
	TH	3.00	590	4,800	0.160 *		
	LT	1.00	140	1,600	0.088	V/C:	0.640
Northbound	RT	1.00	120	1,600	0.031	Lost Time:	0.100
	TH	3.00	860	4,800	0.179 *	ITS:	0.000
	LT	1.00	150	1,600	0.094		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.740
	TH	3.00	610	4,800	0.154		
	LT	1.00	340	1,600	0.213 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	230	1,600	0.019	N-S(1):	0.339 *
	TH	3.00	1,254	4,800	0.261	N-S(2):	0.336
	LT	1.00	216	1,600	0.135 *	E-W(1):	0.448
Westbound	RT	0.00	250	0	0.000	E-W(2):	0.454 *
	TH	3.00	730	4,800	0.204 *		
	LT	1.00	190	1,600	0.119	V/C:	0.793
Northbound	RT	1.00	100	1,600	0.003	Lost Time:	0.100
	TH	3.00	980	4,800	0.204 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.893
	TH	3.00	1,380	4,800	0.329		
	LT	1.00	400	1,600	0.250 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 190 - WESTERN AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	280	1,600	0.122	N-S(1):	0.235
	TH	2.00	530	3,200	0.166 *	N-S(2):	0.291 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.271
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.466 *
	TH	3.00	1,570	4,800	0.360 *		
	LT	1.00	110	1,600	0.069	V/C:	0.757
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	2.00	560	3,200	0.197	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.857
	TH	3.00	780	4,800	0.202		
	LT	1.00	170	1,600	0.106 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.063	N-S(1):	0.213
	TH	2.00	420	3,200	0.131 *	N-S(2):	0.231 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.227
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.286 *
	TH	3.00	720	4,800	0.173 *		
	LT	1.00	110	1,600	0.069	V/C:	0.517
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	2.00	400	3,200	0.163	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.617
	TH	3.00	630	4,800	0.158		
	LT	1.00	180	1,600	0.113 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.063	N-S(1):	0.313
	TH	2.00	650	3,200	0.203 *	N-S(2):	0.341 *
	LT	1.00	110	1,600	0.069	E-W(1):	0.431 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.379
	TH	3.00	1,000	4,800	0.229		
	LT	1.00	90	1,600	0.056 *	V/C:	0.772
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	650	3,200	0.244	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.872
	TH	3.00	1,600	4,800	0.375 *		
	LT	1.00	240	1,600	0.150	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 191 - VERMONT AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	120	1,600	0.050	N-S(1):	0.213 *
	TH	3.00	560	4,800	0.117	N-S(2):	0.167
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.285
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.458 *
	TH	3.00	1,820	4,800	0.408 *		
	LT	1.00	120	1,600	0.075	V/C:	0.671
Northbound	RT	1.00	110	1,600	0.031	Lost Time:	0.100
	TH	3.00	450	4,800	0.094 *	ITS:	0.000
	LT	1.00	80	1,600	0.050		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.771
	TH	3.00	930	4,800	0.210		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	180	1,600	0.097	N-S(1):	0.182 *
	TH	3.00	380	4,800	0.079	N-S(2):	0.141
	LT	1.00	180	1,600	0.113 *	E-W(1):	0.233 *
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.219
	TH	3.00	770	4,800	0.188		
	LT	1.00	80	1,600	0.050 *	V/C:	0.415
Northbound	RT	1.00	60	1,600	0.013	Lost Time:	0.100
	TH	3.00	330	4,800	0.069 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.515
	TH	3.00	810	4,800	0.183 *		
	LT	1.00	50	1,600	0.031	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.009	N-S(1):	0.246 *
	TH	3.00	550	4,800	0.115	N-S(2):	0.190
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.426 *
Westbound	RT	0.00	150	0	0.000	E-W(2):	0.317
	TH	3.00	920	4,800	0.223		
	LT	1.00	140	1,600	0.088 *	V/C:	0.672
Northbound	RT	1.00	80	1,600	0.006	Lost Time:	0.100
	TH	3.00	730	4,800	0.152 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.772
	TH	3.00	1,530	4,800	0.338 *		
	LT	1.00	150	1,600	0.094	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 192 - AVIATION BOULEVARD & ARTESIA BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	230	0	0.000	N-S(1):	0.572 *
	TH	2.00	540	3,200	0.241	N-S(2):	0.331
	LT	1.00	180	1,600	0.113 *	E-W(1):	0.313
Westbound	RT	0.00	240	0	0.000	E-W(2):	0.464 *
	TH	2.00	802	3,200	0.326 *		
	LT	1.00	190	1,600	0.119	V/C:	1.036
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	2.00	1,330	3,200	0.459 *	ITS:	0.000
	LT	1.00	144	1,600	0.090		
Eastbound	RT	0.00	60	0	0.000	ICU:	1.136
	TH	2.00	560	3,200	0.194		
	LT	1.00	220	1,600	0.138 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.313
	TH	2.00	660	3,200	0.250 *	N-S(2):	0.319 *
	LT	1.00	180	1,600	0.113	E-W(1):	0.353 *
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.353 *
	TH	2.00	550	3,200	0.228 *		
	LT	1.00	240	1,600	0.150 *	V/C:	0.672
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	2.00	480	3,200	0.200	ITS:	0.000
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.772
	TH	2.00	570	3,200	0.203 *		
	LT	1.00	200	1,600	0.125 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.469
	TH	2.00	1,270	3,200	0.434 *	N-S(2):	0.509 *
	LT	1.00	270	1,600	0.169	E-W(1):	0.475 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.404
	TH	2.00	690	3,200	0.266		
	LT	1.00	290	1,600	0.181 *	V/C:	0.984
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	2.00	780	3,200	0.300	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	1.084
	TH	2.00	800	3,200	0.294 *		
	LT	1.00	220	1,600	0.138	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 193 - AVIATION BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.000	N-S(1):	0.475 *
	TH	2.00	620	3,200	0.194	N-S(2):	0.244
	LT	2.00	100	2,880	0.035 *	E-W(1):	0.282
Westbound	RT	1.00	340	1,600	0.195	E-W(2):	0.407 *
	TH	2.00	780	3,200	0.244 *		
	LT	2.00	290	2,880	0.101	V/C:	0.882
Northbound	RT	0.00	290	0	0.000	Lost Time:	0.100
	TH	3.00	1,820	4,800	0.440 *	ITS:	0.000
	LT	1.00	80	1,600	0.050		
Eastbound	RT	1.00	160	1,600	0.075	ICU:	0.982
	TH	2.00	580	3,200	0.181		
	LT	1.00	260	1,600	0.163 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.075	N-S(1):	0.283
	TH	2.00	760	3,200	0.238 *	N-S(2):	0.363 *
	LT	2.00	150	2,880	0.052	E-W(1):	0.275
Westbound	RT	1.00	150	1,600	0.068	E-W(2):	0.313 *
	TH	2.00	600	3,200	0.188 *		
	LT	2.00	270	2,880	0.094	V/C:	0.676
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	900	4,800	0.231	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	190	1,600	0.056	ICU:	0.776
	TH	2.00	580	3,200	0.181		
	LT	1.00	200	1,600	0.125 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	410	1,600	0.197	N-S(1):	0.319
	TH	2.00	1,320	3,200	0.413 *	N-S(2):	0.532 *
	LT	2.00	300	2,880	0.104	E-W(1):	0.454 *
Westbound	RT	1.00	130	1,600	0.029	E-W(2):	0.335
	TH	2.00	690	3,200	0.216		
	LT	2.00	570	2,880	0.198 *	V/C:	0.986
Northbound	RT	0.00	220	0	0.000	Lost Time:	0.100
	TH	3.00	810	4,800	0.215	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	1.00	210	1,600	0.072	ICU:	1.086
	TH	2.00	820	3,200	0.256 *		
	LT	1.00	190	1,600	0.119	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 196 - PRAIRIE AVENUE & FLORENCE AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR, EBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.002
	TH	0.00	0	0	0.000 *	N-S(2):	0.281 *
	LT	0.00	0	0	0.000	E-W(1):	0.592 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.400
	TH	3.00	1,920	4,800	0.400		
	LT	1.00	447	1,600	0.279 *	V/C:	0.873
Northbound	RT	1.00	450	1,600	0.002	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	810	2,880	0.281 *		
Eastbound	RT	1.00	500	1,600	0.313 *	ICU:	0.973
	TH	3.00	1,010	4,800	0.210		
	LT	0.00	0	0	0.000	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.000
	TH	0.00	0	0	0.000 *	N-S(2):	0.125 *
	LT	0.00	0	0	0.000	E-W(1):	0.438 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.223
	TH	3.00	1,070	4,800	0.223		
	LT	1.00	320	1,600	0.200 *	V/C:	0.563
Northbound	RT	1.00	310	1,600	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	360	2,880	0.125 *		
Eastbound	RT	1.00	380	1,600	0.238 *	ICU:	0.663
	TH	3.00	980	4,800	0.204		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.106
	TH	0.00	0	0	0.000 *	N-S(2):	0.170 *
	LT	0.00	0	0	0.000	E-W(1):	0.588 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.263
	TH	3.00	1,260	4,800	0.263		
	LT	1.00	320	1,600	0.200 *	V/C:	0.758
Northbound	RT	1.00	490	1,600	0.106	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	490	2,880	0.170 *		
Eastbound	RT	1.00	620	1,600	0.388 *	ICU:	0.858
	TH	3.00	1,760	4,800	0.367		
	LT	0.00	0	0	0.000	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 197 - PRAIRIE AVENUE & LENNOX BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.285
	TH	3.00	1,320	4,800	0.310 *	N-S(2):	0.510 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.063
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.101 *
	TH	1.00	10	1,600	0.013 *		
	LT	0.00	0	0	0.000	V/C:	0.611
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,330	4,800	0.279	ITS:	0.000
	LT	1.00	320	1,600	0.200 *		
Eastbound	RT	1.00	260	1,600	0.063	ICU:	0.711
	TH	2.00	10	3,200	0.047		
	LT	0.00	140	1,600	0.088 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.241
	TH	3.00	1,020	4,800	0.235 *	N-S(2):	0.379 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.059
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.119 *
	TH	1.00	10	1,600	0.019 *		
	LT	0.00	10	1,600	0.006	V/C:	0.498
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,120	4,800	0.235	ITS:	0.000
	LT	1.00	230	1,600	0.144 *		
Eastbound	RT	1.00	190	1,600	0.047	ICU:	0.598
	TH	2.00	10	3,200	0.053		
	LT	0.00	160	1,600	0.100 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.353
	TH	3.00	1,520	4,800	0.346 *	N-S(2):	0.521 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.138 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.138 *
	TH	1.00	10	1,600	0.013 *		
	LT	0.00	0	0	0.000 *	V/C:	0.659
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,620	4,800	0.340	ITS:	0.000
	LT	1.00	280	1,600	0.175 *		
Eastbound	RT	1.00	360	1,600	0.138 *	ICU:	0.759
	TH	2.00	10	3,200	0.066		
	LT	0.00	200	1,600	0.125 *	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 1 - ADMIRALTY WAY & BALI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : WBR,
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.003	N-S(1):	0.638 *
	TH	2.00	1,030	3,200	0.322	N-S(2):	0.335
	LT	1.00	540	1,600	0.338 *	E-W(1):	0.075
Westbound	RT	1.92	460	3,067	0.000	E-W(2):	0.169 *
	TH	0.08	20	133	0.150 *		
	LT	1.00	80	1,600	0.050	V/C:	0.807
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	2.00	870	3,200	0.300 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.907
	TH	2.00	30	3,200	0.025		
	LT	0.00	30	1,600	0.019 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.009	N-S(1):	0.557 *
	TH	2.00	690	3,200	0.216	N-S(2):	0.241
	LT	1.00	380	1,600	0.238 *	E-W(1):	0.106
Westbound	RT	1.87	440	2,996	0.000	E-W(2):	0.166 *
	TH	0.13	30	204	0.147 *		
	LT	1.00	120	1,600	0.075	V/C:	0.723
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	2.00	830	3,200	0.319 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.823
	TH	2.00	40	3,200	0.031		
	LT	0.00	30	1,600	0.019 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.009	N-S(1):	0.709 *
	TH	2.00	1,170	3,200	0.366	N-S(2):	0.379
	LT	1.00	490	1,600	0.306 *	E-W(1):	0.106
Westbound	RT	1.92	710	3,070	0.000	E-W(2):	0.250 *
	TH	0.08	30	130	0.231 *		
	LT	1.00	130	1,600	0.081	V/C:	0.959
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	2.00	1,080	3,200	0.403 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	1.059
	TH	2.00	30	3,200	0.025		
	LT	0.00	30	1,600	0.019 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 2 - ADMIRALTY WAY & FIJI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : SBR,
FF Movements: WBR,

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.000	N-S(1):	0.194 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	560	2,880	0.194 *	E-W(1):	0.059
Westbound	RT	1.00	470	1,600	0.000	E-W(2):	0.257 *
	TH	1.00	110	1,600	0.069 *		
	LT	0.00	0	0	0.000	V/C:	0.451
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.551
	TH	2.00	190	3,200	0.059		
	LT	1.00	300	1,600	0.188 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.019	N-S(1):	0.128 *
	TH	0.00	0	0	0.000	N-S(2):	0.019
	LT	2.00	370	2,880	0.128 *	E-W(1):	0.100
Westbound	RT	1.00	390	1,600	0.000	E-W(2):	0.244 *
	TH	1.00	230	1,600	0.144 *		
	LT	0.00	0	0	0.000	V/C:	0.372
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.472
	TH	2.00	320	3,200	0.100		
	LT	1.00	160	1,600	0.100 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	290	1,600	0.063	N-S(1):	0.226 *
	TH	0.00	0	0	0.000	N-S(2):	0.063
	LT	2.00	650	2,880	0.226 *	E-W(1):	0.091
Westbound	RT	1.00	580	1,600	0.000	E-W(2):	0.369 *
	TH	1.00	400	1,600	0.250 *		
	LT	0.00	0	0	0.000	V/C:	0.595
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.695
	TH	2.00	290	3,200	0.091		
	LT	1.00	190	1,600	0.119 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 3 - ADMIRALTY WAY & MINDANAO WAY
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : WBR,
FF Movements:

N-S Split Phase : N
E-W Split Phase : Y
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.003	N-S(1):	0.532 *
	TH	2.00	590	3,200	0.184	N-S(2):	0.197
	LT	1.00	500	1,600	0.313 *	E-W(1):	0.112 *
Westbound	RT	1.00	400	1,600	0.000	E-W(2):	0.000
	TH	0.15	20	246	0.081		
	LT	1.85	240	2,658	0.090 *	V/C:	0.644
Northbound	RT	0.00	230	0	0.000	Lost Time:	0.100
	TH	2.00	470	3,200	0.219 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.744
	TH	2.00	20	3,200	0.022 *		
	LT	0.00	30	1,600	0.019	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.000	N-S(1):	0.434 *
	TH	2.00	480	3,200	0.150	N-S(2):	0.163
	LT	1.00	250	1,600	0.156 *	E-W(1):	0.153 *
Westbound	RT	1.00	360	1,600	0.069	E-W(2):	0.000
	TH	0.33	60	533	0.113		
	LT	1.67	300	2,400	0.125 *	V/C:	0.587
Northbound	RT	0.00	220	0	0.000	Lost Time:	0.100
	TH	2.00	670	3,200	0.278 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.687
	TH	2.00	30	3,200	0.028 *		
	LT	0.00	40	1,600	0.025	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.009	N-S(1):	0.501 *
	TH	2.00	910	3,200	0.284	N-S(2):	0.315
	LT	1.00	300	1,600	0.188 *	E-W(1):	0.175 *
Westbound	RT	1.00	530	1,600	0.144 *	E-W(2):	0.000
	TH	0.41	80	656	0.122		
	LT	1.59	310	2,289	0.135	V/C:	0.676
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	870	3,200	0.313 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.776
	TH	2.00	40	3,200	0.031 *		
	LT	0.00	30	1,600	0.019	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 4 - PALAWAN WAY & ADMIRALTY WAY
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.006	N-S(1):	0.207 *
	TH	1.00	50	1,600	0.031	N-S(2):	0.062
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.385 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.338
	TH	2.00	860	3,200	0.288		
	LT	1.00	60	1,600	0.038 *	V/C:	0.592
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	1.00	60	1,600	0.088 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	1.00	30	1,600	0.003	ICU:	0.692
	TH	2.00	1,110	3,200	0.347 *		
	LT	1.00	80	1,600	0.050	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.047	N-S(1):	0.163 *
	TH	1.00	40	1,600	0.025	N-S(2):	0.072
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.244
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.303 *
	TH	2.00	800	3,200	0.272 *		
	LT	1.00	70	1,600	0.044	V/C:	0.466
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	1.00	50	1,600	0.069 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	1.00	50	1,600	0.019	ICU:	0.566
	TH	2.00	640	3,200	0.200		
	LT	1.00	50	1,600	0.031 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	140	1,600	0.072	N-S(1):	0.244 *
	TH	1.00	120	1,600	0.075	N-S(2):	0.100
	LT	1.00	260	1,600	0.163 *	E-W(1):	0.369
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.419 *
	TH	2.00	1,160	3,200	0.388 *		
	LT	1.00	100	1,600	0.063	V/C:	0.663
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	1.00	30	1,600	0.081 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	1.00	30	1,600	0.006	ICU:	0.763
	TH	2.00	980	3,200	0.306		
	LT	1.00	50	1,600	0.031 *	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 5 - VIA MARINA & ADMIRALTY WAY
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:	NBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.503 *
	TH	3.00	220	4,800	0.046	N-S(2):	0.046
	LT	1.00	510	1,600	0.319 *	E-W(1):	0.101 *
Westbound	RT	2.00	790	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	290	2,880	0.101 *	V/C:	0.604
Northbound	RT	1.00	700	1,600	0.000	Lost Time:	0.100
	TH	2.00	590	3,200	0.184 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.704
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.435 *
	TH	3.00	320	4,800	0.067	N-S(2):	0.067
	LT	1.00	430	1,600	0.269 *	E-W(1):	0.160 *
Westbound	RT	2.00	500	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	460	2,880	0.160 *	V/C:	0.595
Northbound	RT	1.00	390	1,600	0.000	Lost Time:	0.100
	TH	2.00	530	3,200	0.166 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.695
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.603 *
	TH	3.00	390	4,800	0.081	N-S(2):	0.081
	LT	1.00	750	1,600	0.469 *	E-W(1):	0.236 *
Westbound	RT	2.00	700	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	680	2,880	0.236 *	V/C:	0.839
Northbound	RT	1.00	470	1,600	0.000	Lost Time:	0.100
	TH	2.00	430	3,200	0.134 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.939
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 10 - AVIATIO BOULEVARD & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.184
	TH	2.00	350	3,200	0.144 *	N-S(2):	0.294 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.235
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.288 *
	TH	2.00	790	3,200	0.263 *		
	LT	1.00	140	1,600	0.088	V/C:	0.582
Northbound	RT	1.00	70	1,600	0.000	Lost Time:	0.100
	TH	2.00	510	3,200	0.159	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.682
	TH	2.00	380	3,200	0.147		
	LT	1.00	40	1,600	0.025 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.225
	TH	2.00	400	3,200	0.178 *	N-S(2):	0.291 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.278 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.234
	TH	2.00	510	3,200	0.184		
	LT	1.00	110	1,600	0.069 *	V/C:	0.569
Northbound	RT	1.00	90	1,600	0.022	Lost Time:	0.100
	TH	2.00	580	3,200	0.181	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.669
	TH	2.00	520	3,200	0.209 *		
	LT	1.00	80	1,600	0.050	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	300	0	0.000	N-S(1):	0.213
	TH	2.00	430	3,200	0.228 *	N-S(2):	0.366 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.463 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.269
	TH	2.00	620	3,200	0.206		
	LT	1.00	160	1,600	0.100 *	V/C:	0.829
Northbound	RT	1.00	120	1,600	0.025	Lost Time:	0.100
	TH	2.00	540	3,200	0.169	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.929
	TH	2.00	970	3,200	0.363 *		
	LT	1.00	100	1,600	0.063	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 11 - INGLEWOOD AVENUE & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	50	0	0.000	N-S(1):	0.225 *
	TH	1.00	110	1,600	0.100 *	N-S(2):	0.000
	LT	1.00	30	1,600	0.019	E-W(1):	0.141
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.228 *
	TH	2.00	610	3,200	0.203 *		
	LT	1.00	60	1,600	0.038	V/C:	0.453
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	1.00	140	1,600	0.125 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.553
	TH	2.00	280	3,200	0.103		
	LT	1.00	40	1,600	0.025 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.287 *
	TH	1.00	140	1,600	0.131 *	N-S(2):	0.000
	LT	1.00	40	1,600	0.025	E-W(1):	0.219 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.172
	TH	2.00	390	3,200	0.134		
	LT	1.00	70	1,600	0.044 *	V/C:	0.506
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	1.00	160	1,600	0.156 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.606
	TH	2.00	470	3,200	0.175 *		
	LT	1.00	60	1,600	0.038	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.426 *
	TH	1.00	280	1,600	0.213 *	N-S(2):	0.000
	LT	1.00	70	1,600	0.044	E-W(1):	0.322 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.188
	TH	2.00	450	3,200	0.150		
	LT	1.00	100	1,600	0.063 *	V/C:	0.748
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	1.00	220	1,600	0.213 *	ITS:	0.000
	LT	1.00	100	1,600	0.063		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.848
	TH	2.00	720	3,200	0.259 *		
	LT	1.00	60	1,600	0.038	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 12 - LA BREA AVENUE & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.013	N-S(1):	0.186
	TH	3.00	470	4,800	0.098 *	N-S(2):	0.223 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.150 *
Westbound	RT	1.00	70	1,600	0.025	E-W(2):	0.132
	TH	2.00	300	3,200	0.094		
	LT	1.00	50	1,600	0.031 *	V/C:	0.373
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	690	4,800	0.148	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	110	1,600	0.006	ICU:	0.473
	TH	1.00	190	1,600	0.119 *		
	LT	1.00	60	1,600	0.038	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.009	N-S(1):	0.213
	TH	3.00	730	4,800	0.152 *	N-S(2):	0.240 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.213 *
Westbound	RT	1.00	90	1,600	0.019	E-W(2):	0.175
	TH	2.00	340	3,200	0.106		
	LT	1.00	70	1,600	0.044 *	V/C:	0.453
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	3.00	610	4,800	0.138	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	1.00	130	1,600	0.038	ICU:	0.553
	TH	1.00	270	1,600	0.169 *		
	LT	1.00	110	1,600	0.069	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.006	N-S(1):	0.229
	TH	3.00	1,060	4,800	0.221 *	N-S(2):	0.402 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.300 *
Westbound	RT	1.00	90	1,600	0.019	E-W(2):	0.157
	TH	2.00	300	3,200	0.094		
	LT	1.00	70	1,600	0.044 *	V/C:	0.702
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	670	4,800	0.154	ITS:	0.000
	LT	1.00	290	1,600	0.181 *		
Eastbound	RT	1.00	300	1,600	0.097	ICU:	0.802
	TH	1.00	410	1,600	0.256 *		
	LT	1.00	100	1,600	0.063	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 13 - LA CIENEGA BOULEVARD & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	214	0	0.000	N-S(1):	0.228
	TH	2.00	350	3,200	0.176 *	N-S(2):	0.382 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.191
Westbound	RT	1.00	160	1,600	0.100	E-W(2):	0.213 *
	TH	2.00	560	3,200	0.175 *		
	LT	1.00	100	1,600	0.063	V/C:	0.595
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	2.00	540	3,200	0.184	ITS:	0.000
	LT	1.00	330	1,600	0.206 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.695
	TH	2.00	240	3,200	0.128		
	LT	1.00	60	1,600	0.038 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	164	0	0.000	N-S(1):	0.241
	TH	2.00	360	3,200	0.164 *	N-S(2):	0.252 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.228
Westbound	RT	1.00	90	1,600	0.056	E-W(2):	0.251 *
	TH	2.00	390	3,200	0.122 *		
	LT	1.00	70	1,600	0.044	V/C:	0.503
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	2.00	460	3,200	0.178	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	0.00	160	0	0.000	ICU:	0.603
	TH	2.00	430	3,200	0.184		
	LT	1.00	207	1,600	0.129 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	191	0	0.000	N-S(1):	0.300
	TH	2.00	630	3,200	0.257 *	N-S(2):	0.345 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.391 *
Westbound	RT	1.00	80	1,600	0.050	E-W(2):	0.169
	TH	2.00	410	3,200	0.128		
	LT	1.00	60	1,600	0.038 *	V/C:	0.736
Northbound	RT	0.00	230	0	0.000	Lost Time:	0.100
	TH	2.00	430	3,200	0.206	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	0.00	430	0	0.000	ICU:	0.836
	TH	2.00	700	3,200	0.353 *		
	LT	1.00	66	1,600	0.041	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 15 - AVIATION BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	270	1,600	0.169	N-S(1):	0.322
	TH	2.00	740	3,200	0.231 *	N-S(2):	0.349 *
	LT	1.00	110	1,600	0.069	E-W(1):	0.210
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.479 *
	TH	3.00	1,940	4,800	0.423 *		
	LT	2.00	400	2,880	0.139	V/C:	0.828
Northbound	RT	1.00	170	1,600	0.000	Lost Time:	0.100
	TH	2.00	810	3,200	0.253	ITS:	0.000
	LT	2.00	340	2,880	0.118 *		
Eastbound	RT	1.00	70	1,600	0.000	ICU:	0.928
	TH	3.00	340	4,800	0.071		
	LT	1.00	90	1,600	0.056 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.119	N-S(1):	0.207
	TH	2.00	530	3,200	0.166 *	N-S(2):	0.229 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.343
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.348 *
	TH	3.00	1,030	4,800	0.242 *		
	LT	2.00	430	2,880	0.149	V/C:	0.577
Northbound	RT	1.00	200	1,600	0.000	Lost Time:	0.100
	TH	2.00	460	3,200	0.144	ITS:	0.000
	LT	2.00	180	2,880	0.063 *		
Eastbound	RT	1.00	230	1,600	0.113	ICU:	0.677
	TH	3.00	930	4,800	0.194		
	LT	1.00	170	1,600	0.106 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.069	N-S(1):	0.260 *
	TH	2.00	280	3,200	0.088	N-S(2):	0.164
	LT	1.00	70	1,600	0.044 *	E-W(1):	0.527 *
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.371
	TH	3.00	760	4,800	0.177		
	LT	2.00	240	2,880	0.083 *	V/C:	0.787
Northbound	RT	1.00	340	1,600	0.129	Lost Time:	0.100
	TH	2.00	690	3,200	0.216 *	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	1.00	500	1,600	0.274	ICU:	0.887
	TH	3.00	2,130	4,800	0.444 *		
	LT	1.00	310	1,600	0.194	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 17 - AVIATION BLVD. / FLORENCE AVENUE & MANCHESTER AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	440	1,600	0.275 *	N-S(1):	0.128
	TH	2.00	420	3,200	0.131	N-S(2):	0.438 *
	LT	0.00	0	0	0.000	E-W(1):	0.188
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.447 *
	TH	2.00	950	3,200	0.297 *		
	LT	1.00	40	1,600	0.025	V/C:	0.885
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	2.00	330	3,200	0.128	ITS:	0.000
	LT	1.00	260	1,600	0.163 *		
Eastbound	RT	1.00	120	1,600	0.000	ICU:	0.985
	TH	2.00	520	3,200	0.163		
	LT	1.00	240	1,600	0.150 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	410	1,600	0.256 *	N-S(1):	0.175
	TH	2.00	430	3,200	0.134	N-S(2):	0.375 *
	LT	0.00	0	0	0.000	E-W(1):	0.394
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.534 *
	TH	2.00	970	3,200	0.303 *		
	LT	1.00	80	1,600	0.050	V/C:	0.909
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	2.00	420	3,200	0.175	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	1.00	170	1,600	0.047	ICU:	1.009
	TH	2.00	1,100	3,200	0.344		
	LT	1.00	370	1,600	0.231 *	LOS:	F

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	230	1,600	0.144	N-S(1):	0.172
	TH	2.00	680	3,200	0.213 *	N-S(2):	0.369 *
	LT	0.00	0	0	0.000	E-W(1):	0.378
Westbound	RT	1.00	20	1,600	0.013	E-W(2):	0.615 *
	TH	2.00	830	3,200	0.259 *		
	LT	1.00	80	1,600	0.050	V/C:	0.984
Northbound	RT	0.00	150	0	0.000	Lost Time:	0.100
	TH	2.00	400	3,200	0.172	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	1.00	230	1,600	0.066	ICU:	1.084
	TH	2.00	1,050	3,200	0.328		
	LT	1.00	570	1,600	0.356 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 18 - AVIATION BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	150	1,600	0.066	N-S(1):	0.326 *
	TH	4.00	440	6,400	0.069	N-S(2):	0.218
	LT	2.00	130	2,880	0.045 *	E-W(1):	0.315
Westbound	RT	1.00	530	1,600	0.286	E-W(2):	0.326 *
	TH	4.00	1,910	6,400	0.298 *		
	LT	2.00	510	2,880	0.177	V/C:	0.652
Northbound	RT	1.00	580	1,600	0.185	Lost Time:	0.100
	TH	3.00	1,350	4,800	0.281 *	ITS:	0.000
	LT	2.00	430	2,880	0.149		
Eastbound	RT	1.00	90	1,600	0.000	ICU:	0.752
	TH	4.00	880	6,400	0.138		
	LT	2.00	80	2,880	0.028 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.075	N-S(1):	0.343 *
	TH	4.00	600	6,400	0.094	N-S(2):	0.195
	LT	2.00	430	2,880	0.149 *	E-W(1):	0.390 *
Westbound	RT	1.00	350	1,600	0.069	E-W(2):	0.307
	TH	4.00	1,560	6,400	0.244		
	LT	2.00	430	2,880	0.149 *	V/C:	0.733
Northbound	RT	1.00	550	1,600	0.194 *	Lost Time:	0.100
	TH	3.00	580	4,800	0.121	ITS:	0.000
	LT	2.00	290	2,880	0.101		
Eastbound	RT	1.00	240	1,600	0.049	ICU:	0.833
	TH	4.00	1,540	6,400	0.241 *		
	LT	2.00	180	2,880	0.063	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.054	N-S(1):	0.347 *
	TH	4.00	1,200	6,400	0.188	N-S(2):	0.282
	LT	2.00	540	2,880	0.188 *	E-W(1):	0.485 *
Westbound	RT	1.00	290	1,600	0.000	E-W(2):	0.297
	TH	4.00	1,370	6,400	0.214		
	LT	2.00	460	2,880	0.160 *	V/C:	0.832
Northbound	RT	1.00	510	1,600	0.159 *	Lost Time:	0.100
	TH	3.00	620	4,800	0.129	ITS:	0.000
	LT	2.00	270	2,880	0.094		
Eastbound	RT	1.00	360	1,600	0.131	ICU:	0.932
	TH	4.00	2,080	6,400	0.325 *		
	LT	2.00	240	2,880	0.083	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 20 - AVIATION BOULEVARD & WEST 120TH STREET
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.275 *
	TH	2.00	550	3,200	0.178	N-S(2):	0.209
	LT	1.00	90	1,600	0.056 *	E-W(1):	0.178
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.325 *
	TH	2.00	50	1,600	0.319 *		
	LT	0.00	270	1,600	0.169	V/C:	0.600
Northbound	RT	1.00	60	1,600	0.000	Lost Time:	0.100
	TH	2.00	700	3,200	0.219 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.700
	TH	2.00	10	3,200	0.009		
	LT	0.00	10	1,600	0.006 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.269 *
	TH	2.00	460	3,200	0.150	N-S(2):	0.194
	LT	1.00	140	1,600	0.088 *	E-W(1):	0.106
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.132 *
	TH	2.00	20	1,600	0.119 *		
	LT	0.00	130	1,600	0.081	V/C:	0.401
Northbound	RT	1.00	120	1,600	0.034	Lost Time:	0.100
	TH	2.00	580	3,200	0.181 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	40	1,600	0.025	ICU:	0.501
	TH	2.00	10	1,600	0.019		
	LT	0.00	20	1,600	0.013 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.350 *
	TH	2.00	850	3,200	0.269	N-S(2):	0.282
	LT	1.00	210	1,600	0.131 *	E-W(1):	0.144
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.200 *
	TH	2.00	10	1,600	0.181 *		
	LT	0.00	160	1,600	0.100	V/C:	0.550
Northbound	RT	1.00	280	1,600	0.125	Lost Time:	0.100
	TH	2.00	700	3,200	0.219 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.650
	TH	2.00	60	3,200	0.044		
	LT	0.00	30	1,600	0.019 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 21 - LINCOLN BOULEVARD & BAILI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	470	0	0.000	N-S(1):	0.311
	TH	3.00	1,270	4,800	0.363 *	N-S(2):	0.432 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.147 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	1.00	10	1,600	0.019 *		
	LT	0.00	10	1,600	0.006	V/C:	0.579
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	3.00	1,370	4,800	0.292	ITS:	0.000
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	1.00	260	1,600	0.128	ICU:	0.679
	TH	0.05	10	86	0.116		
	LT	1.95	360	2,802	0.128 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	530	0	0.000	N-S(1):	0.352
	TH	3.00	1,250	4,800	0.371 *	N-S(2):	0.415 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.172 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.000
	TH	1.00	10	1,600	0.031 *		
	LT	0.00	10	1,600	0.006	V/C:	0.587
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	1,520	4,800	0.321	ITS:	0.000
	LT	1.00	70	1,600	0.044 *		
Eastbound	RT	1.00	260	1,600	0.141 *	ICU:	0.687
	TH	0.05	10	84	0.119		
	LT	1.95	370	2,804	0.132	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	690	0	0.000	N-S(1):	0.358
	TH	3.00	1,730	4,800	0.504 *	N-S(2):	0.623 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.201 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.000
	TH	1.00	10	1,600	0.038 *		
	LT	0.00	10	1,600	0.006	V/C:	0.824
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,590	4,800	0.333	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	1.00	290	1,600	0.122	ICU:	0.924
	TH	0.00	0	0	0.000		
	LT	2.00	470	2,880	0.163 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 23 - CENTINELA AVENUE & JEFFERSON BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR, EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	700	1,600	0.250 *	N-S(1):	0.171
	TH	2.00	20	3,200	0.006	N-S(2):	0.257 *
	LT	2.00	480	2,880	0.167	E-W(1):	0.205
Westbound	RT	1.00	370	1,600	0.065	E-W(2):	0.401 *
	TH	3.00	1,020	4,800	0.213 *		
	LT	2.00	20	2,880	0.007	V/C:	0.658
Northbound	RT	1.00	10	1,600	0.003	Lost Time:	0.100
	TH	3.00	20	4,800	0.004	ITS:	0.000
	LT	2.00	20	2,880	0.007 *		
Eastbound	RT	1.00	10	1,600	0.000	ICU:	0.758
	TH	3.00	950	4,800	0.198		
	LT	2.00	540	2,880	0.188 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	480	1,600	0.161 *	N-S(1):	0.161
	TH	2.00	20	3,200	0.006	N-S(2):	0.171 *
	LT	2.00	420	2,880	0.146	E-W(1):	0.215
Westbound	RT	1.00	310	1,600	0.048	E-W(2):	0.339 *
	TH	3.00	960	4,800	0.200 *		
	LT	2.00	20	2,880	0.007	V/C:	0.510
Northbound	RT	1.00	30	1,600	0.015	Lost Time:	0.100
	TH	3.00	20	4,800	0.004	ITS:	0.000
	LT	2.00	30	2,880	0.010 *		
Eastbound	RT	1.00	20	1,600	0.002	ICU:	0.610
	TH	3.00	1,000	4,800	0.208		
	LT	2.00	400	2,880	0.139 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	510	1,600	0.062	N-S(1):	0.324 *
	TH	2.00	10	3,200	0.003	N-S(2):	0.069
	LT	2.00	900	2,880	0.313 *	E-W(1):	0.230
Westbound	RT	1.00	430	1,600	0.000	E-W(2):	0.495 *
	TH	3.00	1,140	4,800	0.238 *		
	LT	2.00	10	2,880	0.003	V/C:	0.819
Northbound	RT	1.00	20	1,600	0.011 *	Lost Time:	0.100
	TH	3.00	20	4,800	0.004	ITS:	0.000
	LT	2.00	20	2,880	0.007		
Eastbound	RT	1.00	10	1,600	0.000	ICU:	0.919
	TH	3.00	1,090	4,800	0.227		
	LT	2.00	740	2,880	0.257 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 25 - LA BREA AVENUE & CENTINELA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.310
	TH	2.00	740	3,200	0.284 *	N-S(2):	0.459 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.141
Westbound	RT	1.00	280	1,600	0.131	E-W(2):	0.372 *
	TH	2.00	930	3,200	0.291 *		
	LT	1.00	40	1,600	0.025	V/C:	0.831
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	690	3,200	0.222	ITS:	0.000
	LT	1.00	280	1,600	0.175 *		
Eastbound	RT	1.00	110	1,600	0.000	ICU:	0.931
	TH	2.00	370	3,200	0.116		
	LT	1.00	130	1,600	0.081 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.344
	TH	2.00	770	3,200	0.294 *	N-S(2):	0.419 *
	LT	1.00	220	1,600	0.138	E-W(1):	0.204
Westbound	RT	1.00	150	1,600	0.025	E-W(2):	0.297 *
	TH	2.00	590	3,200	0.184 *		
	LT	1.00	60	1,600	0.038	V/C:	0.716
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	2.00	610	3,200	0.206	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	200	1,600	0.063	ICU:	0.816
	TH	2.00	530	3,200	0.166		
	LT	1.00	180	1,600	0.113 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.525 *
	TH	2.00	1,030	3,200	0.356	N-S(2):	0.481
	LT	1.00	280	1,600	0.175 *	E-W(1):	0.366 *
Westbound	RT	1.00	210	1,600	0.044	E-W(2):	0.325
	TH	2.00	640	3,200	0.200		
	LT	1.00	70	1,600	0.044 *	V/C:	0.891
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	2.00	1,070	3,200	0.350 *	ITS:	0.000
	LT	1.00	200	1,600	0.125		
Eastbound	RT	1.00	230	1,600	0.081	ICU:	0.991
	TH	2.00	1,030	3,200	0.322 *		
	LT	1.00	200	1,600	0.125	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 26 - LA CIENEGA BOULEVARD & CENTINELA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.617 *
	TH	3.00	2,180	4,800	0.458	N-S(2):	0.468
	LT	1.00	160	1,600	0.100 *	E-W(1):	0.275 *
Westbound	RT	1.00	280	1,600	0.125	E-W(2):	0.250
	TH	3.00	1,200	4,800	0.250		
	LT	1.00	240	1,600	0.150 *	V/C:	0.892
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	3.00	2,430	4,800	0.517 *	ITS:	0.000
	LT	2.00	30	2,880	0.010		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.992
	TH	3.00	400	4,800	0.125 *		
	LT	0.00	0	0	0.000	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.446 *
	TH	3.00	1,510	4,800	0.323	N-S(2):	0.386
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.277 *
Westbound	RT	1.00	170	1,600	0.053	E-W(2):	0.171
	TH	3.00	820	4,800	0.171		
	LT	1.00	170	1,600	0.106 *	V/C:	0.723
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	3.00	1,530	4,800	0.340 *	ITS:	0.000
	LT	2.00	180	2,880	0.063		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.823
	TH	3.00	650	4,800	0.171 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.688 *
	TH	3.00	2,100	4,800	0.442	N-S(2):	0.498
	LT	1.00	340	1,600	0.213 *	E-W(1):	0.373 *
Westbound	RT	1.00	160	1,600	0.000	E-W(2):	0.194
	TH	3.00	930	4,800	0.194		
	LT	1.00	160	1,600	0.100 *	V/C:	1.061
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	2,140	4,800	0.475 *	ITS:	0.000
	LT	2.00	160	2,880	0.056		
Eastbound	RT	0.00	220	0	0.000	ICU:	1.161
	TH	3.00	1,090	4,800	0.273 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 27 - LA TIEJERA BOULEVARD & CENTINELA BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	180	0	0.000	N-S(1):	0.219
	TH	3.00	1,270	4,800	0.302 *	N-S(2):	0.358 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.164
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.314 *
	TH	3.00	1,110	4,800	0.233 *		
	LT	2.00	160	2,880	0.056	V/C:	0.672
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	810	4,800	0.194	ITS:	0.000
	LT	2.00	160	2,880	0.056 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.772
	TH	3.00	460	4,800	0.108		
	LT	1.00	130	1,600	0.081 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.277
	TH	3.00	910	4,800	0.217 *	N-S(2):	0.280 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.215
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.257 *
	TH	3.00	790	4,800	0.169 *		
	LT	2.00	180	2,880	0.063	V/C:	0.537
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	880	4,800	0.227	ITS:	0.000
	LT	2.00	180	2,880	0.063 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.637
	TH	3.00	640	4,800	0.152		
	LT	1.00	140	1,600	0.088 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.487 *
	TH	3.00	1,110	4,800	0.258	N-S(2):	0.327
	LT	1.00	130	1,600	0.081 *	E-W(1):	0.269
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.340 *
	TH	3.00	960	4,800	0.202 *		
	LT	2.00	200	2,880	0.069	V/C:	0.827
Northbound	RT	0.00	320	0	0.000	Lost Time:	0.100
	TH	3.00	1,630	4,800	0.406 *	ITS:	0.000
	LT	2.00	200	2,880	0.069		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.927
	TH	3.00	910	4,800	0.200		
	LT	1.00	220	1,600	0.138 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 34 - LA BREA AVENUE / HAWTHORNE BOULEVARD & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.028	N-S(1):	0.221
	TH	3.00	550	4,800	0.115 *	N-S(2):	0.334 *
	LT	1.00	90	1,600	0.056	E-W(1):	0.275
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.362 *
	TH	3.00	1,190	4,800	0.281 *		
	LT	1.00	90	1,600	0.056	V/C:	0.696
Northbound	RT	1.00	60	1,600	0.009	Lost Time:	0.100
	TH	3.00	790	4,800	0.165	ITS:	0.000
	LT	1.00	350	1,600	0.219 *		
Eastbound	RT	0.00	350	1,600	0.219	ICU:	0.796
	TH	3.00	660	3,200	0.206		
	LT	1.00	130	1,600	0.081 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.038	N-S(1):	0.269
	TH	3.00	680	4,800	0.142 *	N-S(2):	0.480 *
	LT	1.00	220	1,600	0.138	E-W(1):	0.379 *
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.317
	TH	3.00	980	4,800	0.229		
	LT	1.00	130	1,600	0.081 *	V/C:	0.859
Northbound	RT	1.00	160	1,600	0.059	Lost Time:	0.100
	TH	3.00	630	4,800	0.131	ITS:	0.000
	LT	1.00	540	1,600	0.338 *		
Eastbound	RT	0.00	420	0	0.000	ICU:	0.959
	TH	3.00	1,010	4,800	0.298 *		
	LT	1.00	140	1,600	0.088	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.016	N-S(1):	0.344
	TH	3.00	1,100	4,800	0.229 *	N-S(2):	0.523 *
	LT	1.00	240	1,600	0.150	E-W(1):	0.466 *
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.377
	TH	3.00	1,130	4,800	0.271		
	LT	1.00	130	1,600	0.081 *	V/C:	0.989
Northbound	RT	1.00	140	1,600	0.047	Lost Time:	0.100
	TH	3.00	930	4,800	0.194	ITS:	0.000
	LT	1.00	470	1,600	0.294 *		
Eastbound	RT	0.00	380	0	0.000	ICU:	1.089
	TH	3.00	1,470	4,800	0.385 *		
	LT	1.00	170	1,600	0.106	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 35 - INGLEWOOD AVENUE & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.194
	TH	1.00	200	1,600	0.188 *	N-S(2):	0.276 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.190
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.378 *
	TH	3.00	1,530	4,800	0.340 *		
	LT	1.00	40	1,600	0.025	V/C:	0.654
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	1.00	190	1,600	0.163	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.754
	TH	3.00	740	4,800	0.165		
	LT	1.00	60	1,600	0.038 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.281 *
	TH	1.00	220	1,600	0.206	N-S(2):	0.275
	LT	1.00	80	1,600	0.050 *	E-W(1):	0.329
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.373 *
	TH	3.00	1,420	4,800	0.310 *		
	LT	1.00	90	1,600	0.056	V/C:	0.654
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	1.00	250	1,600	0.231 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.754
	TH	3.00	1,230	4,800	0.273		
	LT	1.00	100	1,600	0.063 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.363 *
	TH	1.00	410	1,600	0.313 *	N-S(2):	0.363 *
	LT	1.00	120	1,600	0.075 *	E-W(1):	0.466 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.413
	TH	3.00	1,450	4,800	0.319		
	LT	1.00	90	1,600	0.056 *	V/C:	0.829
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	1.00	330	1,600	0.288 *	ITS:	0.000
	LT	1.00	80	1,600	0.050 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.929
	TH	3.00	1,770	4,800	0.410 *		
	LT	1.00	150	1,600	0.094	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 36 - LA CIENEGA BOULEVARD & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	640	3,200	0.075	N-S(1):	0.191
	TH	2.00	490	3,200	0.153 *	N-S(2):	0.434 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.362
Westbound	RT	0.00	580	1,600	0.363 *	E-W(2):	0.488 *
	TH	4.00	1,340	4,800	0.279		
	LT	1.00	250	1,600	0.156	V/C:	0.922
Northbound	RT	2.00	190	3,200	0.000	Lost Time:	0.100
	TH	2.00	370	3,200	0.116	ITS:	0.000
	LT	1.00	450	1,600	0.281 *		
Eastbound	RT	1.00	530	1,600	0.050	ICU:	1.022
	TH	3.00	990	4,800	0.206		
	LT	1.00	200	1,600	0.125 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	880	3,200	0.131 *	N-S(1):	0.278
	TH	2.00	320	3,200	0.100	N-S(2):	0.375 *
	LT	1.00	230	1,600	0.144	E-W(1):	0.423
Westbound	RT	0.00	540	1,600	0.338 *	E-W(2):	0.482 *
	TH	4.00	1,070	4,800	0.223		
	LT	1.00	110	1,600	0.069	V/C:	0.857
Northbound	RT	2.00	250	3,200	0.009	Lost Time:	0.100
	TH	2.00	430	3,200	0.134	ITS:	0.000
	LT	1.00	390	1,600	0.244 *		
Eastbound	RT	1.00	590	1,600	0.125	ICU:	0.957
	TH	3.00	1,700	4,800	0.354		
	LT	1.00	230	1,600	0.144 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	520	3,200	0.006	N-S(1):	0.359
	TH	2.00	850	3,200	0.266 *	N-S(2):	0.547 *
	LT	1.00	370	1,600	0.231	E-W(1):	0.379
Westbound	RT	0.00	450	1,600	0.281 *	E-W(2):	0.437 *
	TH	4.00	1,000	4,800	0.208		
	LT	1.00	70	1,600	0.044	V/C:	0.984
Northbound	RT	2.00	550	3,200	0.128	Lost Time:	0.100
	TH	2.00	350	3,200	0.109	ITS:	0.000
	LT	1.00	450	1,600	0.281 *		
Eastbound	RT	1.00	540	1,600	0.056	ICU:	1.084
	TH	3.00	1,610	4,800	0.335		
	LT	1.00	250	1,600	0.156 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 37 - PRAIRIE AVENUE & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.273
	TH	3.00	750	4,800	0.175 *	N-S(2):	0.300 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.169
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.325 *
	TH	3.00	1,160	4,800	0.281 *		
	LT	1.00	50	1,600	0.031	V/C:	0.625
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	3.00	770	4,800	0.179	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.725
	TH	3.00	580	4,800	0.138		
	LT	1.00	70	1,600	0.044 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.340 *
	TH	3.00	730	4,800	0.171	N-S(2):	0.252
	LT	1.00	280	1,600	0.175 *	E-W(1):	0.354 *
Westbound	RT	0.00	300	0	0.000	E-W(2):	0.325
	TH	3.00	990	4,800	0.269		
	LT	1.00	130	1,600	0.081 *	V/C:	0.694
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	680	4,800	0.165 *	ITS:	0.000
	LT	1.00	130	1,600	0.081		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.794
	TH	3.00	1,160	4,800	0.273 *		
	LT	1.00	90	1,600	0.056	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.410
	TH	3.00	1,130	4,800	0.254 *	N-S(2):	0.473 *
	LT	1.00	280	1,600	0.175	E-W(1):	0.406 *
Westbound	RT	0.00	390	0	0.000	E-W(2):	0.373
	TH	3.00	950	4,800	0.279		
	LT	1.00	130	1,600	0.081 *	V/C:	0.879
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	920	4,800	0.235	ITS:	0.000
	LT	1.00	350	1,600	0.219 *		
Eastbound	RT	0.00	160	0	0.000	ICU:	0.979
	TH	3.00	1,400	4,800	0.325 *		
	LT	1.00	150	1,600	0.094	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 39 - NB I-405 RAMPS & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.081
	TH	0.00	0	0	0.000 *	N-S(2):	0.285 *
	LT	0.00	0	0	0.000	E-W(1):	0.203
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.377 *
	TH	3.00	1,790	4,800	0.377 *		
	LT	0.00	0	0	0.000	V/C:	0.662
Northbound	RT	1.00	130	1,600	0.081	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	820	2,880	0.285 *		
Eastbound	RT	1.69	550	2,708	0.000	ICU:	0.762
	TH	2.31	750	3,692	0.203		
	LT	1.00	0	1,600	0.000 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.106
	TH	0.00	0	0	0.000 *	N-S(2):	0.188 *
	LT	0.00	0	0	0.000	E-W(1):	0.339 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.329
	TH	3.00	1,570	4,800	0.329		
	LT	0.00	0	0	0.000 *	V/C:	0.527
Northbound	RT	1.00	170	1,600	0.106	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	540	2,880	0.188 *		
Eastbound	RT	1.77	960	2,831	0.000	ICU:	0.627
	TH	2.23	1,210	3,569	0.339 *		
	LT	1.00	0	1,600	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.231 *
	TH	0.00	0	0	0.000	N-S(2):	0.128
	LT	0.00	0	0	0.000 *	E-W(1):	0.383 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.335
	TH	3.00	1,600	4,800	0.335		
	LT	0.00	0	0	0.000 *	V/C:	0.614
Northbound	RT	1.00	370	1,600	0.231	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	370	2,880	0.128		
Eastbound	RT	1.18	720	1,881	0.000	ICU:	0.714
	TH	2.82	1,730	4,519	0.383 *		
	LT	1.00	0	1,600	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 46 - DOUGLAS STREET & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.000	N-S(1):	0.198
	TH	2.00	240	3,200	0.075 *	N-S(2):	0.224 *
	LT	2.00	120	2,880	0.042	E-W(1):	0.204
Westbound	RT	1.00	520	1,600	0.304	E-W(2):	0.458 *
	TH	3.00	1,720	4,800	0.358 *		
	LT	2.00	240	2,880	0.083	V/C:	0.682
Northbound	RT	1.00	70	1,600	0.002	Lost Time:	0.100
	TH	2.00	500	3,200	0.156	ITS:	0.000
	LT	2.00	430	2,880	0.149 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.782
	TH	3.00	410	4,800	0.121		
	LT	1.00	160	1,600	0.100 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.009	N-S(1):	0.213 *
	TH	2.00	310	3,200	0.097	N-S(2):	0.170
	LT	2.00	300	2,880	0.104 *	E-W(1):	0.269
Westbound	RT	1.00	370	1,600	0.179	E-W(2):	0.315 *
	TH	3.00	1,060	4,800	0.221 *		
	LT	2.00	110	2,880	0.038	V/C:	0.528
Northbound	RT	1.00	140	1,600	0.068	Lost Time:	0.100
	TH	2.00	350	3,200	0.109 *	ITS:	0.000
	LT	2.00	210	2,880	0.073		
Eastbound	RT	0.00	260	0	0.000	ICU:	0.628
	TH	3.00	850	4,800	0.231		
	LT	1.00	150	1,600	0.094 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.022	N-S(1):	0.361 *
	TH	2.00	790	3,200	0.247	N-S(2):	0.296
	LT	2.00	510	2,880	0.177 *	E-W(1):	0.545 *
Westbound	RT	1.00	180	1,600	0.024	E-W(2):	0.198
	TH	3.00	740	4,800	0.154		
	LT	2.00	140	2,880	0.049 *	V/C:	0.906
Northbound	RT	1.00	330	1,600	0.182	Lost Time:	0.100
	TH	2.00	590	3,200	0.184 *	ITS:	0.000
	LT	2.00	140	2,880	0.049		
Eastbound	RT	0.00	390	0	0.000	ICU:	1.006
	TH	3.00	1,990	4,800	0.496 *		
	LT	1.00	70	1,600	0.044	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 47 - DOUGLAS STREET & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : NBR,
FF Movements:

N-S Split Phase : Y
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.000	N-S(1):	0.082 *
	TH	1.00	30	1,600	0.019	N-S(2):	0.000
	LT	1.00	30	1,600	0.019 *	E-W(1):	0.261
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.332 *
	TH	3.00	1,320	4,800	0.294 *		
	LT	2.00	290	2,880	0.101	V/C:	0.414
Northbound	RT	2.00	150	3,200	0.000	Lost Time:	0.100
	TH	1.00	30	1,600	0.019	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	250	0	0.000	ICU:	0.514
	TH	3.00	520	4,800	0.160		
	LT	1.00	60	1,600	0.038 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.006	N-S(1):	0.098 *
	TH	0.67	40	1,067	0.038	N-S(2):	0.000
	LT	1.33	80	1,920	0.042 *	E-W(1):	0.203
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.204 *
	TH	3.00	690	4,800	0.154 *		
	LT	2.00	110	2,880	0.038	V/C:	0.302
Northbound	RT	2.00	230	3,200	0.034	Lost Time:	0.100
	TH	1.00	30	1,600	0.019	ITS:	0.000
	LT	1.00	90	1,600	0.056 *		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.402
	TH	3.00	660	4,800	0.165		
	LT	1.00	80	1,600	0.050 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.009	N-S(1):	0.176 *
	TH	0.62	40	985	0.041	N-S(2):	0.000
	LT	1.38	90	1,994	0.045 *	E-W(1):	0.339 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.221
	TH	3.00	790	4,800	0.177		
	LT	2.00	90	2,880	0.031 *	V/C:	0.515
Northbound	RT	2.00	520	3,200	0.131	Lost Time:	0.100
	TH	1.00	40	1,600	0.025	ITS:	0.000
	LT	1.00	210	1,600	0.131 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.615
	TH	3.00	1,340	4,800	0.308 *		
	LT	1.00	70	1,600	0.044	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 48 - DOUGLAS STREET & MARIPOSA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : Y
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.119
	TH	3.00	290	4,800	0.081 *	N-S(2):	0.294 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.037 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.009 *		
	LT	0.00	10	1,600	0.006	V/C:	0.331
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	3.00	510	4,800	0.113	ITS:	0.000
	LT	1.00	340	1,600	0.213 *		
Eastbound	RT	1.00	170	1,600	0.000	ICU:	0.431
	TH	0.25	10	400	0.025		
	LT	1.75	70	2,520	0.028 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.128
	TH	3.00	360	4,800	0.096 *	N-S(2):	0.215 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.162 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.009 *		
	LT	0.00	10	1,600	0.006	V/C:	0.377
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	510	4,800	0.115	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	1.00	340	1,600	0.153 *	ICU:	0.477
	TH	0.25	20	400	0.050		
	LT	1.75	140	2,520	0.056	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.137
	TH	3.00	600	4,800	0.138 *	N-S(2):	0.276 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.228 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.009 *		
	LT	0.00	10	1,600	0.006	V/C:	0.504
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	620	4,800	0.131	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	1.00	460	1,600	0.219 *	ICU:	0.604
	TH	0.07	10	107	0.094		
	LT	1.93	290	2,784	0.104	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 49 - DOUGLAS STREET & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : WBR,
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.050	N-S(1):	0.148 *
	TH	1.00	40	1,600	0.025	N-S(2):	0.088
	LT	2.00	120	2,880	0.042 *	E-W(1):	0.199
Westbound	RT	1.00	540	1,600	0.296	E-W(2):	0.430 *
	TH	3.00	1,760	4,800	0.367 *		
	LT	2.00	80	2,880	0.028	V/C:	0.578
Northbound	RT	1.00	20	1,600	0.000	Lost Time:	0.100
	TH	1.00	170	1,600	0.106 *	ITS:	0.000
	LT	1.00	60	1,600	0.038		
Eastbound	RT	1.00	50	1,600	0.013	ICU:	0.678
	TH	3.00	820	4,800	0.171		
	LT	2.00	180	2,880	0.063 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	250	1,600	0.115 *	N-S(1):	0.145
	TH	1.00	80	1,600	0.050	N-S(2):	0.178 *
	LT	2.00	290	2,880	0.101	E-W(1):	0.343
Westbound	RT	1.00	240	1,600	0.049	E-W(2):	0.450 *
	TH	3.00	1,760	4,800	0.367 *		
	LT	2.00	40	2,880	0.014	V/C:	0.628
Northbound	RT	1.00	60	1,600	0.031	Lost Time:	0.100
	TH	1.00	70	1,600	0.044	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	1.00	130	1,600	0.050	ICU:	0.728
	TH	3.00	1,580	4,800	0.329		
	LT	2.00	240	2,880	0.083 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	260	1,600	0.140	N-S(1):	0.185
	TH	1.00	370	1,600	0.231 *	N-S(2):	0.309 *
	LT	2.00	390	2,880	0.135	E-W(1):	0.398 *
Westbound	RT	1.00	190	1,600	0.000	E-W(2):	0.378
	TH	3.00	1,600	4,800	0.333		
	LT	2.00	30	2,880	0.010 *	V/C:	0.707
Northbound	RT	1.00	60	1,600	0.032	Lost Time:	0.100
	TH	1.00	80	1,600	0.050	ITS:	0.000
	LT	1.00	125	1,600	0.078 *		
Eastbound	RT	1.00	140	1,600	0.048	ICU:	0.807
	TH	3.00	1,860	4,800	0.388 *		
	LT	2.00	130	2,880	0.045	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 51 - HAWTHORNE BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.013	N-S(1):	0.230
	TH	3.00	790	4,800	0.165 *	N-S(2):	0.252 *
	LT	2.00	270	2,880	0.094	E-W(1):	0.258
Westbound	RT	0.00	230	0	0.000	E-W(2):	0.327 *
	TH	3.00	1,100	4,800	0.277 *		
	LT	1.00	200	1,600	0.125	V/C:	0.579
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	4.00	760	6,400	0.136	ITS:	0.000
	LT	2.00	250	2,880	0.087 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.679
	TH	3.00	500	4,800	0.133		
	LT	1.00	80	1,600	0.050 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	120	1,600	0.025	N-S(1):	0.282
	TH	3.00	1,040	4,800	0.217 *	N-S(2):	0.311 *
	LT	2.00	270	2,880	0.094	E-W(1):	0.319 *
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.285
	TH	3.00	690	4,800	0.185		
	LT	1.00	200	1,600	0.125 *	V/C:	0.630
Northbound	RT	0.00	200	0	0.000	Lost Time:	0.100
	TH	4.00	1,000	6,400	0.188	ITS:	0.000
	LT	2.00	270	2,880	0.094 *		
Eastbound	RT	0.00	270	0	0.000	ICU:	0.730
	TH	3.00	660	4,800	0.194 *		
	LT	1.00	160	1,600	0.100	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.019	N-S(1):	0.379
	TH	3.00	1,880	4,800	0.392 *	N-S(2):	0.465 *
	LT	2.00	430	2,880	0.149	E-W(1):	0.677 *
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.306
	TH	3.00	820	4,800	0.206		
	LT	1.00	150	1,600	0.094 *	V/C:	1.142
Northbound	RT	0.00	240	0	0.000	Lost Time:	0.100
	TH	4.00	1,230	6,400	0.230	ITS:	0.000
	LT	2.00	210	2,880	0.073 *		
Eastbound	RT	0.00	450	0	0.000	ICU:	1.242
	TH	3.00	2,350	4,800	0.583 *		
	LT	1.00	160	1,600	0.100	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 52 - INGLEWOOD AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.181
	TH	2.00	380	3,200	0.150 *	N-S(2):	0.275 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.177
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.315 *
	TH	3.00	1,200	4,800	0.271 *		
	LT	1.00	110	1,600	0.069	V/C:	0.590
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	2.00	420	3,200	0.156	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.690
	TH	3.00	420	4,800	0.108		
	LT	1.00	70	1,600	0.044 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.269
	TH	2.00	530	3,200	0.203 *	N-S(2):	0.328 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.273
Westbound	RT	0.00	150	0	0.000	E-W(2):	0.282 *
	TH	3.00	750	4,800	0.188 *		
	LT	1.00	140	1,600	0.088	V/C:	0.610
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	530	3,200	0.206	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.710
	TH	3.00	740	4,800	0.185		
	LT	1.00	150	1,600	0.094 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.326
	TH	2.00	790	3,200	0.272 *	N-S(2):	0.353 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.627 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.326
	TH	3.00	740	4,800	0.188		
	LT	1.00	210	1,600	0.131 *	V/C:	0.980
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	710	3,200	0.263	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	290	0	0.000	ICU:	1.080
	TH	3.00	2,090	4,800	0.496 *		
	LT	1.00	220	1,600	0.138	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 53 - LA CIENEGA BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	670	3,200	0.172 *	N-S(1):	0.080
	TH	0.00	0	0	0.000	N-S(2):	0.172 *
	LT	2.00	230	2,880	0.080	E-W(1):	0.121
Westbound	RT	0.00	410	0	0.000	E-W(2):	0.463 *
	TH	3.00	1,630	4,800	0.425 *		
	LT	0.00	0	0	0.000	V/C:	0.635
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.735
	TH	3.00	580	4,800	0.121		
	LT	1.00	60	1,600	0.038 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	450	3,200	0.097	N-S(1):	0.139 *
	TH	0.00	0	0	0.000	N-S(2):	0.097
	LT	2.00	400	2,880	0.139 *	E-W(1):	0.227
Westbound	RT	0.00	360	0	0.000	E-W(2):	0.340 *
	TH	3.00	1,060	4,800	0.296 *		
	LT	0.00	0	0	0.000	V/C:	0.479
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.579
	TH	3.00	1,090	4,800	0.227		
	LT	1.00	70	1,600	0.044 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	590	3,200	0.109	N-S(1):	0.396 *
	TH	0.00	0	0	0.000	N-S(2):	0.109
	LT	2.00	1,140	2,880	0.396 *	E-W(1):	0.527 *
Westbound	RT	0.00	440	1,600	0.275	E-W(2):	0.350
	TH	3.00	560	3,200	0.175		
	LT	0.00	0	0	0.000 *	V/C:	0.923
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.023
	TH	3.00	2,530	4,800	0.527 *		
	LT	1.00	120	1,600	0.075	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 54 - NASH STREET & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.025	N-S(1):	0.072 *
	TH	2.00	160	3,200	0.050	N-S(2):	0.000
	LT	1.00	80	1,600	0.050 *	E-W(1):	0.187
Westbound	RT	0.00	340	0	0.000	E-W(2):	0.427 *
	TH	3.00	1,610	4,800	0.406 *		
	LT	2.00	150	2,880	0.052	V/C:	0.499
Northbound	RT	1.14	40	1,829	0.000	Lost Time:	0.100
	TH	0.86	30	1,371	0.022 *	ITS:	0.000
	LT	2.00	10	2,880	0.003		
Eastbound	RT	1.00	50	1,600	0.030	ICU:	0.599
	TH	3.00	650	4,800	0.135		
	LT	2.00	60	2,880	0.021 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.038	N-S(1):	0.091 *
	TH	1.11	100	1,778	0.056	N-S(2):	0.000
	LT	1.89	170	2,720	0.063 *	E-W(1):	0.237
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.277 *
	TH	3.00	1,120	4,800	0.256 *		
	LT	2.00	70	2,880	0.024	V/C:	0.368
Northbound	RT	1.11	50	1,778	0.004	Lost Time:	0.100
	TH	0.89	40	1,422	0.028 *	ITS:	0.000
	LT	2.00	10	2,880	0.003		
Eastbound	RT	1.00	40	1,600	0.023	ICU:	0.468
	TH	3.00	1,020	4,800	0.213		
	LT	2.00	60	2,880	0.021 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.031	N-S(1):	0.257 *
	TH	1.00	60	1,600	0.038	N-S(2):	0.000
	LT	2.00	540	2,880	0.188 *	E-W(1):	0.354 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.222
	TH	3.00	920	4,800	0.215		
	LT	2.00	30	2,880	0.010 *	V/C:	0.611
Northbound	RT	1.18	130	1,891	0.058	Lost Time:	0.100
	TH	0.82	90	1,309	0.069 *	ITS:	0.000
	LT	2.00	20	2,880	0.007		
Eastbound	RT	1.00	10	1,600	0.003	ICU:	0.711
	TH	3.00	1,650	4,800	0.344 *		
	LT	2.00	20	2,880	0.007	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 55 - SEPULVEDA BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.038	N-S(1):	0.527 *
	TH	4.00	1,060	6,400	0.166	N-S(2):	0.242
	LT	2.00	270	2,880	0.094 *	E-W(1):	0.155
Westbound	RT	1.00	240	1,600	0.103	E-W(2):	0.194 *
	TH	2.00	340	3,200	0.106 *		
	LT	2.00	140	2,880	0.049	V/C:	0.721
Northbound	RT	0.00	240	0	0.000	Lost Time:	0.100
	TH	4.00	2,530	6,400	0.433 *	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	1.00	230	1,600	0.106	ICU:	0.821
	TH	2.00	250	3,200	0.078		
	LT	1.00	140	1,600	0.088 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.022	N-S(1):	0.368
	TH	4.00	1,650	6,400	0.258 *	N-S(2):	0.383 *
	LT	2.00	190	2,880	0.066	E-W(1):	0.377 *
Westbound	RT	1.00	200	1,600	0.092	E-W(2):	0.184
	TH	2.00	330	3,200	0.103		
	LT	2.00	510	2,880	0.177 *	V/C:	0.760
Northbound	RT	0.00	240	0	0.000	Lost Time:	0.100
	TH	4.00	1,690	6,400	0.302	ITS:	0.000
	LT	2.00	360	2,880	0.125 *		
Eastbound	RT	1.00	420	1,600	0.200 *	ICU:	0.860
	TH	2.00	440	3,200	0.138		
	LT	1.00	130	1,600	0.081	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.016	N-S(1):	0.416
	TH	4.00	2,590	6,400	0.405 *	N-S(2):	0.527 *
	LT	2.00	320	2,880	0.111	E-W(1):	0.387 *
Westbound	RT	1.00	320	1,600	0.144	E-W(2):	0.250
	TH	2.00	370	3,200	0.116		
	LT	2.00	570	2,880	0.198 *	V/C:	0.914
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	4.00	1,770	6,400	0.305	ITS:	0.000
	LT	2.00	350	2,880	0.122 *		
Eastbound	RT	1.00	400	1,600	0.189 *	ICU:	1.014
	TH	2.00	450	3,200	0.141		
	LT	1.00	170	1,600	0.106	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 56 - LINCOLN BOULEVARD & FIJI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.461
	TH	3.00	1,550	4,800	0.340 *	N-S(2):	0.545 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.038
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.084 *
	TH	2.00	20	3,200	0.034 *		
	LT	0.00	40	1,600	0.025	V/C:	0.629
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	3.00	1,980	4,800	0.423	ITS:	0.000
	LT	2.00	590	2,880	0.205 *		
Eastbound	RT	1.00	670	1,600	0.000	ICU:	0.729
	TH	1.00	20	1,600	0.013		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.463
	TH	3.00	1,490	4,800	0.338 *	N-S(2):	0.550 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.044
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.100 *
	TH	2.00	20	3,200	0.031 *		
	LT	0.00	50	1,600	0.031	V/C:	0.650
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	3.00	1,950	4,800	0.419	ITS:	0.000
	LT	2.00	610	2,880	0.212 *		
Eastbound	RT	1.00	540	1,600	0.000	ICU:	0.750
	TH	1.00	20	1,600	0.013		
	LT	1.00	110	1,600	0.069 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.498
	TH	3.00	1,940	4,800	0.440 *	N-S(2):	0.753 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.056
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.109 *
	TH	2.00	30	3,200	0.034 *		
	LT	0.00	50	1,600	0.031	V/C:	0.862
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	2,140	4,800	0.460	ITS:	0.000
	LT	2.00	900	2,880	0.313 *		
Eastbound	RT	1.00	910	1,600	0.000	ICU:	0.962
	TH	1.00	40	1,600	0.025		
	LT	1.00	120	1,600	0.075 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 57 - LA BREA AVENUE & FLORENCE AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.372 *
	TH	2.00	740	3,200	0.259	N-S(2):	0.290
	LT	1.00	80	1,600	0.050 *	E-W(1):	0.319
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.366 *
	TH	2.00	920	3,200	0.322 *		
	LT	1.00	290	1,600	0.181	V/C:	0.738
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	2.00	870	3,200	0.322 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.838
	TH	2.00	370	3,200	0.138		
	LT	1.00	70	1,600	0.044 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.390 *
	TH	2.00	810	3,200	0.278	N-S(2):	0.322
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.359 *
Westbound	RT	0.00	210	0	0.000	E-W(2):	0.300
	TH	2.00	530	3,200	0.231		
	LT	1.00	290	1,600	0.181 *	V/C:	0.749
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	2.00	750	3,200	0.284 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.849
	TH	2.00	520	3,200	0.178 *		
	LT	1.00	110	1,600	0.069	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.560 *
	TH	2.00	1,260	3,200	0.425	N-S(2):	0.438
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.484 *
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.350
	TH	2.00	670	3,200	0.269		
	LT	1.00	210	1,600	0.131 *	V/C:	1.044
Northbound	RT	0.00	330	0	0.000	Lost Time:	0.100
	TH	2.00	1,080	3,200	0.441 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	80	0	0.000	ICU:	1.144
	TH	2.00	1,050	3,200	0.353 *		
	LT	1.00	130	1,600	0.081	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 58 - LA CIENEGA BOULEVARD & FLORENCE AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	270	0	0.000	N-S(1):	0.375 *
	TH	3.00	810	4,800	0.225 *	N-S(2):	0.000
	LT	1.00	310	1,600	0.194	E-W(1):	0.372
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.463 *
	TH	2.00	900	3,200	0.294 *		
	LT	1.00	430	1,600	0.269	V/C:	0.838
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	2.00	380	3,200	0.150 *	ITS:	0.000
	LT	1.00	30	1,600	0.019		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.938
	TH	2.00	310	3,200	0.103		
	LT	1.00	270	1,600	0.169 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	460	1,600	0.288 *	N-S(1):	0.485 *
	TH	3.00	860	3,200	0.269	N-S(2):	0.000
	LT	1.00	300	1,600	0.188	E-W(1):	0.391
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.462 *
	TH	2.00	520	3,200	0.181 *		
	LT	1.00	380	1,600	0.238	V/C:	0.947
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	2.00	470	3,200	0.197 *	ITS:	0.000
	LT	1.00	30	1,600	0.019		
Eastbound	RT	0.00	40	0	0.000	ICU:	1.047
	TH	2.00	450	3,200	0.153		
	LT	1.00	450	1,600	0.281 *	LOS:	F

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	320	0	0.000	N-S(1):	0.624 *
	TH	2.91	1,220	4,649	0.331	N-S(2):	0.000
	LT	1.09	580	1,576	0.368 *	E-W(1):	0.453 *
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.419
	TH	2.00	590	3,200	0.206		
	LT	1.00	350	1,600	0.219 *	V/C:	1.077
Northbound	RT	0.00	260	0	0.000	Lost Time:	0.100
	TH	2.00	560	3,200	0.256 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	1.177
	TH	2.00	730	3,200	0.234 *		
	LT	1.00	340	1,600	0.213	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 59 - NASH STREET & GRAND AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	390	1,600	0.244 *	N-S(1):	0.103
	TH	2.00	190	1,600	0.119	N-S(2):	0.357 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.100 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.000
	TH	1.00	60	1,600	0.056 *		
	LT	1.00	20	1,600	0.013	V/C:	0.457
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	2.00	120	3,200	0.053	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	2.00	30	3,200	0.000	ICU:	0.557
	TH	1.00	70	1,600	0.044		
	LT	1.00	70	1,600	0.044 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.057
	TH	2.00	250	3,200	0.116 *	N-S(2):	0.135 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.182 *
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.000
	TH	1.00	90	1,600	0.069 *		
	LT	1.00	10	1,600	0.006	V/C:	0.317
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	120	3,200	0.044	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	2.00	110	3,200	0.025	ICU:	0.417
	TH	1.00	60	1,600	0.038		
	LT	1.00	180	1,600	0.113 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.090
	TH	2.00	210	3,200	0.116 *	N-S(2):	0.135 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.281 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.000
	TH	1.00	50	1,600	0.056 *		
	LT	1.00	40	1,600	0.025	V/C:	0.416
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	2.00	160	3,200	0.059	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	2.00	250	3,200	0.069	ICU:	0.516
	TH	1.00	120	1,600	0.075		
	LT	1.00	360	1,600	0.225 *	LOS:	A

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 60 - SEPULVEDA BOULEVARD & GRAND AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	220	0	0.000	N-S(1):	0.589 *
	TH	4.00	1,320	6,400	0.241	N-S(2):	0.335
	LT	1.00	370	1,600	0.231 *	E-W(1):	0.121 *
Westbound	RT	1.00	100	1,600	0.000	E-W(2):	0.000
	TH	2.00	50	3,200	0.016		
	LT	2.00	70	2,880	0.024 *	V/C:	0.710
Northbound	RT	1.00	400	1,600	0.226	Lost Time:	0.100
	TH	4.00	2,290	6,400	0.358 *	ITS:	0.000
	LT	1.00	150	1,600	0.094		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.810
	TH	1.93	140	3,086	0.088		
	LT	1.07	150	1,543	0.097 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.363
	TH	4.00	1,600	6,400	0.281 *	N-S(2):	0.437 *
	LT	1.00	200	1,600	0.125	E-W(1):	0.219 *
Westbound	RT	1.00	140	1,600	0.025	E-W(2):	0.000
	TH	2.00	310	3,200	0.097 *		
	LT	2.00	270	2,880	0.094	V/C:	0.656
Northbound	RT	1.00	150	1,600	0.000	Lost Time:	0.100
	TH	4.00	1,520	6,400	0.238	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	0.00	190	1,600	0.119	ICU:	0.756
	TH	1.80	140	1,280	0.109		
	LT	1.20	210	1,728	0.122 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.456
	TH	4.00	2,360	6,400	0.389 *	N-S(2):	0.545 *
	LT	1.00	200	1,600	0.125	E-W(1):	0.315 *
Westbound	RT	1.00	300	1,600	0.125	E-W(2):	0.000
	TH	2.00	240	3,200	0.075		
	LT	2.00	510	2,880	0.177 *	V/C:	0.860
Northbound	RT	1.00	130	1,600	0.000	Lost Time:	0.100
	TH	4.00	2,120	6,400	0.331	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	0.00	220	1,600	0.138 *	ICU:	0.960
	TH	1.46	80	731	0.109		
	LT	1.54	270	2,222	0.122	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 62 - HAWTHORNE BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.244
	TH	3.00	740	4,800	0.196 *	N-S(2):	0.283 *
	LT	1.00	180	1,600	0.113	E-W(1):	0.263
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.292 *
	TH	3.00	950	4,800	0.223 *		
	LT	1.00	260	1,600	0.163	V/C:	0.575
Northbound	RT	1.00	200	1,600	0.044	Lost Time:	0.100
	TH	3.00	630	4,800	0.131	ITS:	0.000
	LT	2.00	250	2,880	0.087 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.675
	TH	3.00	390	4,800	0.100		
	LT	1.00	110	1,600	0.069 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.329 *
	TH	3.00	1,070	4,800	0.256	N-S(2):	0.315
	LT	1.00	240	1,600	0.150 *	E-W(1):	0.209 *
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.196
	TH	3.00	430	4,800	0.115		
	LT	1.00	140	1,600	0.088 *	V/C:	0.538
Northbound	RT	1.00	310	1,600	0.150	Lost Time:	0.100
	TH	3.00	860	4,800	0.179 *	ITS:	0.000
	LT	2.00	170	2,880	0.059		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.638
	TH	3.00	490	4,800	0.121 *		
	LT	1.00	130	1,600	0.081	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.316
	TH	3.00	1,310	4,800	0.306 *	N-S(2):	0.403 *
	LT	1.00	210	1,600	0.131	E-W(1):	0.523 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.273
	TH	3.00	450	4,800	0.117		
	LT	1.00	190	1,600	0.119 *	V/C:	0.926
Northbound	RT	1.00	280	1,600	0.116	Lost Time:	0.100
	TH	3.00	890	4,800	0.185	ITS:	0.000
	LT	2.00	280	2,880	0.097 *		
Eastbound	RT	0.00	180	0	0.000	ICU:	1.026
	TH	3.00	1,760	4,800	0.404 *		
	LT	1.00	250	1,600	0.156	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 63 - HAWTHORNE BOULEVARD & LENNOX BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.251
	TH	3.00	910	4,800	0.198 *	N-S(2):	0.261 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.157 *
Westbound	RT	1.00	160	1,600	0.069	E-W(2):	0.150
	TH	1.00	190	1,600	0.119		
	LT	1.00	70	1,600	0.044 *	V/C:	0.418
Northbound	RT	1.00	60	1,600	0.016	Lost Time:	0.100
	TH	3.00	900	4,800	0.188	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	180	1,600	0.113 *	ICU:	0.518
	TH	2.00	110	1,600	0.069		
	LT	1.00	50	1,600	0.031	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.298
	TH	3.00	1,090	4,800	0.252 *	N-S(2):	0.371 *
	LT	1.00	130	1,600	0.081	E-W(1):	0.169
Westbound	RT	1.00	120	1,600	0.034	E-W(2):	0.181 *
	TH	1.00	210	1,600	0.131 *		
	LT	1.00	90	1,600	0.056	V/C:	0.552
Northbound	RT	1.00	110	1,600	0.041	Lost Time:	0.100
	TH	3.00	1,040	4,800	0.217	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.652
	TH	2.00	230	3,200	0.113		
	LT	1.00	80	1,600	0.050 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.415
	TH	3.00	1,450	4,800	0.319 *	N-S(2):	0.475 *
	LT	1.00	180	1,600	0.113	E-W(1):	0.253
Westbound	RT	1.00	80	1,600	0.000	E-W(2):	0.288 *
	TH	1.00	340	1,600	0.213 *		
	LT	1.00	120	1,600	0.075	V/C:	0.763
Northbound	RT	1.00	130	1,600	0.044	Lost Time:	0.100
	TH	3.00	1,450	4,800	0.302	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.863
	TH	2.00	380	3,200	0.178		
	LT	1.00	120	1,600	0.075 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 64 - HIGHLAND AVENUE/VISTA DEL MAR & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.000	N-S(1):	0.438 *
	TH	1.00	280	1,600	0.175	N-S(2):	0.181
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.182
Westbound	RT	1.00	660	1,600	0.244 *	E-W(2):	0.319 *
	TH	1.00	50	1,600	0.031		
	LT	1.00	70	1,600	0.044	V/C:	0.757
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	2.00	770	3,200	0.269 *	ITS:	0.000
	LT	1.00	10	1,600	0.006		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.857
	TH	1.00	80	1,600	0.138		
	LT	0.00	120	1,600	0.075 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.013	N-S(1):	0.219
	TH	1.00	450	1,600	0.281 *	N-S(2):	0.300 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.169 *
Westbound	RT	1.00	290	1,600	0.131	E-W(2):	0.144
	TH	1.00	70	1,600	0.044		
	LT	1.00	150	1,600	0.094 *	V/C:	0.469
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	2.00	380	3,200	0.169	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.569
	TH	1.00	70	1,600	0.075 *		
	LT	0.00	20	1,600	0.013	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.013	N-S(1):	0.444
	TH	1.00	740	1,600	0.463 *	N-S(2):	0.469 *
	LT	1.00	430	1,600	0.269	E-W(1):	0.175 *
Westbound	RT	1.00	490	1,600	0.038	E-W(2):	0.094
	TH	1.00	110	1,600	0.069		
	LT	1.00	160	1,600	0.100 *	V/C:	0.644
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	430	3,200	0.175	ITS:	0.000
	LT	1.00	10	1,600	0.006 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.744
	TH	1.00	60	1,600	0.075 *		
	LT	0.00	40	1,600	0.025	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 66 - INGELWOOD AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	170	1,600	0.081	N-S(1):	0.213
	TH	1.00	320	1,600	0.200 *	N-S(2):	0.375 *
	LT	1.00	110	1,600	0.069	E-W(1):	0.150
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.335 *
	TH	3.00	1,240	4,800	0.285 *		
	LT	1.00	90	1,600	0.056	V/C:	0.710
Northbound	RT	1.00	110	1,600	0.041	Lost Time:	0.100
	TH	1.00	230	1,600	0.144	ITS:	0.000
	LT	1.00	280	1,600	0.175 *		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.810
	TH	3.00	410	4,800	0.094		
	LT	1.00	80	1,600	0.050 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.025	N-S(1):	0.401 *
	TH	1.00	440	1,600	0.275	N-S(2):	0.350
	LT	1.00	140	1,600	0.088 *	E-W(1):	0.235
Westbound	RT	0.00	240	1,600	0.150 *	E-W(2):	0.238 *
	TH	3.00	440	3,200	0.138		
	LT	1.00	170	1,600	0.106	V/C:	0.639
Northbound	RT	1.00	180	1,600	0.059	Lost Time:	0.100
	TH	1.00	500	1,600	0.313 *	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.739
	TH	3.00	520	4,800	0.129		
	LT	1.00	140	1,600	0.088 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.000	N-S(1):	0.438
	TH	1.00	980	1,600	0.613 *	N-S(2):	0.701 *
	LT	1.00	190	1,600	0.119	E-W(1):	0.523 *
Westbound	RT	0.00	250	0	0.000	E-W(2):	0.360
	TH	3.00	640	4,800	0.185		
	LT	1.00	150	1,600	0.094 *	V/C:	1.224
Northbound	RT	1.00	180	1,600	0.066	Lost Time:	0.100
	TH	1.00	510	1,600	0.319	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	0.00	150	0	0.000	ICU:	1.324
	TH	3.00	1,910	4,800	0.429 *		
	LT	1.00	280	1,600	0.175	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 67 - LA CIENEGA BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.44	350	2,301	0.091	N-S(1):	0.130
	TH	1.56	380	2,499	0.152 *	N-S(2):	0.225 *
	LT	2.00	110	2,880	0.038	E-W(1):	0.089
Westbound	RT	2.00	700	3,200	0.181 *	E-W(2):	0.303 *
	TH	3.00	810	4,800	0.169		
	LT	2.00	100	2,880	0.035	V/C:	0.528
Northbound	RT	1.57	230	2,509	0.074	Lost Time:	0.100
	TH	1.43	210	2,291	0.092	ITS:	0.000
	LT	2.00	210	2,880	0.073 *		
Eastbound	RT	2.00	190	3,200	0.000	ICU:	0.628
	TH	3.00	260	4,800	0.054		
	LT	2.00	350	2,880	0.122 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.20	220	1,920	0.082	N-S(1):	0.150
	TH	1.80	330	2,880	0.115 *	N-S(2):	0.167 *
	LT	2.00	160	2,880	0.056	E-W(1):	0.115
Westbound	RT	2.00	440	3,200	0.082 *	E-W(2):	0.148 *
	TH	3.00	360	4,800	0.075		
	LT	2.00	60	2,880	0.021	V/C:	0.315
Northbound	RT	1.33	200	2,133	0.083	Lost Time:	0.100
	TH	1.67	250	2,667	0.094	ITS:	0.000
	LT	2.00	150	2,880	0.052 *		
Eastbound	RT	2.00	150	3,200	0.000	ICU:	0.415
	TH	3.00	450	4,800	0.094		
	LT	2.00	190	2,880	0.066 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.36	430	2,173	0.161	N-S(1):	0.355 *
	TH	1.64	520	2,627	0.198	N-S(2):	0.226
	LT	2.00	520	2,880	0.181 *	E-W(1):	0.317 *
Westbound	RT	2.00	420	3,200	0.000	E-W(2):	0.156
	TH	3.00	400	4,800	0.083		
	LT	2.00	60	2,880	0.021 *	V/C:	0.672
Northbound	RT	2.00	590	3,200	0.174 *	Lost Time:	0.100
	TH	1.00	270	1,600	0.169	ITS:	0.000
	LT	2.00	80	2,880	0.028		
Eastbound	RT	2.00	220	3,200	0.041	ICU:	0.772
	TH	3.00	1,420	4,800	0.296 *		
	LT	2.00	210	2,880	0.073	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 68 - MAIN STREET & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.318 *
	TH	1.00	0	1,600	0.013 *	N-S(2):	0.000
	LT	0.00	10	1,600	0.006	E-W(1):	0.428 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.281
	TH	2.00	890	3,200	0.281		
	LT	2.00	330	2,880	0.115 *	V/C:	0.746
Northbound	RT	1.00	580	1,600	0.305 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	300	2,880	0.104		
Eastbound	RT	1.00	190	1,600	0.119	ICU:	0.846
	TH	2.00	1,000	3,200	0.313 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.153 *
	TH	1.00	0	1,600	0.013 *	N-S(2):	0.000
	LT	0.00	10	1,600	0.006	E-W(1):	0.395 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.244
	TH	2.00	770	3,200	0.244		
	LT	2.00	490	2,880	0.170 *	V/C:	0.548
Northbound	RT	1.00	360	1,600	0.140 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	340	2,880	0.118		
Eastbound	RT	1.00	110	1,600	0.069	ICU:	0.648
	TH	2.00	720	3,200	0.225 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.180 *
	TH	1.00	0	1,600	0.013 *	N-S(2):	0.000
	LT	0.00	10	1,600	0.006	E-W(1):	0.472 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.209
	TH	2.00	660	3,200	0.209		
	LT	2.00	550	2,880	0.191 *	V/C:	0.652
Northbound	RT	1.00	330	1,600	0.111	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	480	2,880	0.167 *		
Eastbound	RT	1.00	370	1,600	0.231	ICU:	0.752
	TH	2.00	900	3,200	0.281 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 70 - PRAIRIE AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.98	590	3,173	0.130	N-S(1):	0.165
	TH	2.02	600	3,227	0.186 *	N-S(2):	0.297 *
	LT	2.00	120	2,880	0.042	E-W(1):	0.183
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.316 *
	TH	3.00	1,160	4,800	0.260 *		
	LT	1.00	160	1,600	0.100	V/C:	0.613
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	3.00	500	4,800	0.123	ITS:	0.000
	LT	2.00	320	2,880	0.111 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.713
	TH	3.00	350	4,800	0.083		
	LT	1.00	90	1,600	0.056 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.30	410	2,083	0.109	N-S(1):	0.197
	TH	2.70	850	4,317	0.197 *	N-S(2):	0.298 *
	LT	2.00	140	2,880	0.049	E-W(1):	0.198
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.248 *
	TH	3.00	680	4,800	0.160 *		
	LT	1.00	120	1,600	0.075	V/C:	0.546
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	3.00	550	4,800	0.148	ITS:	0.000
	LT	2.00	290	2,880	0.101 *		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.646
	TH	3.00	520	4,800	0.123		
	LT	1.00	140	1,600	0.088 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.24	440	1,983	0.072	N-S(1):	0.311
	TH	2.76	980	4,417	0.222 *	N-S(2):	0.319 *
	LT	2.00	260	2,880	0.090	E-W(1):	0.463 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.331
	TH	3.00	760	4,800	0.181		
	LT	1.00	190	1,600	0.119 *	V/C:	0.782
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	850	4,800	0.221	ITS:	0.000
	LT	2.00	280	2,880	0.097 *		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.882
	TH	3.00	1,470	4,800	0.344 *		
	LT	1.00	240	1,600	0.150	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 71 - SEPULVEDA BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : WBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.540 *
	TH	4.00	2,330	6,400	0.367	N-S(2):	0.436
	LT	2.00	620	2,880	0.215 *	E-W(1):	0.223
Westbound	RT	1.00	590	1,600	0.153 *	E-W(2):	0.278 *
	TH	3.00	220	4,800	0.046		
	LT	2.00	380	2,880	0.132	V/C:	0.818
Northbound	RT	1.00	590	1,600	0.303	Lost Time:	0.100
	TH	3.00	1,560	4,800	0.325 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	1.00	200	1,600	0.091	ICU:	0.918
	TH	3.00	320	4,800	0.067		
	LT	2.00	360	2,880	0.125 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.588 *
	TH	4.00	1,970	6,400	0.313	N-S(2):	0.413
	LT	2.00	470	2,880	0.163 *	E-W(1):	0.138
Westbound	RT	1.00	480	1,600	0.137 *	E-W(2):	0.241 *
	TH	3.00	270	4,800	0.056		
	LT	2.00	180	2,880	0.063	V/C:	0.829
Northbound	RT	1.00	730	1,600	0.425 *	Lost Time:	0.100
	TH	3.00	1,360	4,800	0.283	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	1.00	200	1,600	0.075	ICU:	0.929
	TH	3.00	240	4,800	0.050		
	LT	2.00	300	2,880	0.104 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.834 *
	TH	4.00	2,500	6,400	0.395	N-S(2):	0.501
	LT	2.00	540	2,880	0.188 *	E-W(1):	0.202
Westbound	RT	1.00	650	1,600	0.219 *	E-W(2):	0.323 *
	TH	3.00	300	4,800	0.063		
	LT	2.00	240	2,880	0.083	V/C:	1.157
Northbound	RT	1.00	1,100	1,600	0.646 *	Lost Time:	0.100
	TH	3.00	2,090	4,800	0.435	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	1.00	170	1,600	0.053	ICU:	1.257
	TH	3.00	570	4,800	0.119		
	LT	2.00	300	2,880	0.104 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 73 - NASH STREET / WB I-105 RAMPS & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : Y
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	590	1,600	0.369	N-S(1):	0.456 *
	TH	2.00	1,200	3,200	0.375 *	N-S(2):	0.000
	LT	1.00	450	1,600	0.281	E-W(1):	0.254 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.196
	TH	3.00	940	4,800	0.196		
	LT	2.00	310	2,880	0.108 *	V/C:	0.710
Northbound	RT	2.00	40	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	210	0	0.000	ICU:	0.810
	TH	3.00	490	4,800	0.146 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.42	270	2,274	0.119	N-S(1):	0.188 *
	TH	1.58	300	2,526	0.119 *	N-S(2):	0.000
	LT	1.00	170	1,600	0.106	E-W(1):	0.196 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.127
	TH	3.00	610	4,800	0.127		
	LT	2.00	60	2,880	0.021 *	V/C:	0.384
Northbound	RT	2.00	80	3,200	0.015	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	0.00	280	1,600	0.175 *	ICU:	0.484
	TH	3.00	500	3,200	0.156		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.75	310	2,794	0.111	N-S(1):	0.223 *
	TH	1.18	210	1,893	0.111	N-S(2):	0.000
	LT	1.07	190	1,541	0.123 *	E-W(1):	0.257 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.179
	TH	3.00	860	4,800	0.179		
	LT	2.00	120	2,880	0.042 *	V/C:	0.480
Northbound	RT	2.00	200	3,200	0.042	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.580
	TH	3.00	850	4,800	0.215 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 75 - I-405 NB RAMPS E/O LA CIENEGA BLVD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements: EBR, WBR,

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.131
	TH	0.00	0	0	0.000 *	N-S(2):	0.146 *
	LT	0.00	0	0	0.000	E-W(1):	0.100
Westbound	RT	1.23	530	1,961	0.000	E-W(2):	0.270 *
	TH	2.77	1,200	4,439	0.270 *		
	LT	0.00	0	0	0.000	V/C:	0.416
Northbound	RT	0.24	50	381	0.131	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.76	370	2,537	0.146 *		
Eastbound	RT	1.00	130	1,600	0.000	ICU:	0.516
	TH	3.00	480	4,800	0.100		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.128
	TH	0.00	0	0	0.000 *	N-S(2):	0.142 *
	LT	0.00	0	0	0.000	E-W(1):	0.133 *
Westbound	RT	1.00	180	1,600	0.000	E-W(2):	0.119
	TH	3.00	570	4,800	0.119		
	LT	0.00	0	0	0.000 *	V/C:	0.275
Northbound	RT	0.49	100	780	0.128	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.51	310	2,178	0.142 *		
Eastbound	RT	1.00	160	1,600	0.000	ICU:	0.375
	TH	3.00	640	4,800	0.133 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.163 *
	TH	0.00	0	0	0.000	N-S(2):	0.156
	LT	0.00	0	0	0.000 *	E-W(1):	0.440 *
Westbound	RT	1.27	290	2,040	0.000	E-W(2):	0.142
	TH	2.73	620	4,360	0.142		
	LT	0.00	0	0	0.000 *	V/C:	0.603
Northbound	RT	1.00	260	1,600	0.163 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	250	1,600	0.156		
Eastbound	RT	1.00	320	1,600	0.000	ICU:	0.703
	TH	3.00	2,110	4,800	0.440 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 76 - INGLEWOOD AVENUE & LENNOX BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.244
	TH	1.00	260	1,600	0.181 *	N-S(2):	0.256 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.137
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.169 *
	TH	1.00	190	1,600	0.144 *		
	LT	1.00	50	1,600	0.031	V/C:	0.425
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	1.00	260	1,600	0.206	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.525
	TH	1.00	130	1,600	0.106		
	LT	1.00	40	1,600	0.025 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.301 *
	TH	1.00	290	1,600	0.200	N-S(2):	0.288
	LT	1.00	60	1,600	0.038 *	E-W(1):	0.157 *
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.156
	TH	1.00	140	1,600	0.131		
	LT	1.00	60	1,600	0.038 *	V/C:	0.458
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	1.00	300	1,600	0.263 *	ITS:	0.000
	LT	1.00	140	1,600	0.088		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.558
	TH	1.00	140	1,600	0.119 *		
	LT	1.00	40	1,600	0.025	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.369
	TH	1.00	530	1,600	0.350 *	N-S(2):	0.438 *
	LT	1.00	90	1,600	0.056	E-W(1):	0.332 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.200
	TH	1.00	190	1,600	0.156		
	LT	1.00	100	1,600	0.063 *	V/C:	0.770
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	1.00	360	1,600	0.313	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.870
	TH	1.00	350	1,600	0.269 *		
	LT	1.00	70	1,600	0.044	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 77 - INGELWOOD AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	120	1,600	0.059	N-S(1):	0.119 *
	TH	1.00	80	1,600	0.063	N-S(2):	0.101
	LT	0.00	20	1,600	0.013 *	E-W(1):	0.244
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.456 *
	TH	2.00	1,340	3,200	0.425 *		
	LT	1.00	50	1,600	0.031	V/C:	0.575
Northbound	RT	1.00	80	1,600	0.034	Lost Time:	0.100
	TH	1.00	110	1,600	0.106 *	ITS:	0.000
	LT	0.00	60	1,600	0.038		
Eastbound	RT	1.00	50	1,600	0.013	ICU:	0.675
	TH	2.00	680	3,200	0.213		
	LT	1.00	50	1,600	0.031 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.041	N-S(1):	0.113
	TH	1.00	110	1,600	0.094 *	N-S(2):	0.125 *
	LT	0.00	40	1,600	0.025	E-W(1):	0.372 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.350
	TH	2.00	950	3,200	0.306		
	LT	1.00	80	1,600	0.050 *	V/C:	0.497
Northbound	RT	1.00	60	1,600	0.013	Lost Time:	0.100
	TH	1.00	90	1,600	0.088	ITS:	0.000
	LT	0.00	50	1,600	0.031 *		
Eastbound	RT	1.00	80	1,600	0.034	ICU:	0.597
	TH	2.00	1,030	3,200	0.322 *		
	LT	1.00	70	1,600	0.044	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.034	N-S(1):	0.144
	TH	1.00	180	1,600	0.131 *	N-S(2):	0.175 *
	LT	0.00	30	1,600	0.019	E-W(1):	0.528 *
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.382
	TH	2.00	1,060	3,200	0.338		
	LT	1.00	70	1,600	0.044 *	V/C:	0.703
Northbound	RT	1.00	50	1,600	0.009	Lost Time:	0.100
	TH	1.00	130	1,600	0.125	ITS:	0.000
	LT	0.00	70	1,600	0.044 *		
Eastbound	RT	1.00	120	1,600	0.053	ICU:	0.803
	TH	2.00	1,550	3,200	0.484 *		
	LT	1.00	70	1,600	0.044	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 85 - LA BREA AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.009	N-S(1):	0.303 *
	TH	2.00	680	3,200	0.213	N-S(2):	0.288
	LT	1.00	90	1,600	0.056 *	E-W(1):	0.191
Westbound	RT	1.00	200	1,600	0.097	E-W(2):	0.457 *
	TH	2.00	1,160	3,200	0.363 *		
	LT	1.00	30	1,600	0.019	V/C:	0.760
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	2.00	760	3,200	0.247 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	60	1,600	0.000	ICU:	0.860
	TH	2.00	550	3,200	0.172		
	LT	1.00	150	1,600	0.094 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	150	1,600	0.044	N-S(1):	0.313 *
	TH	2.00	690	3,200	0.216	N-S(2):	0.291
	LT	1.00	160	1,600	0.100 *	E-W(1):	0.240
Westbound	RT	1.00	220	1,600	0.088	E-W(2):	0.344 *
	TH	2.00	780	3,200	0.244 *		
	LT	1.00	50	1,600	0.031	V/C:	0.657
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	660	3,200	0.213 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	60	1,600	0.000	ICU:	0.757
	TH	2.00	670	3,200	0.209		
	LT	1.00	160	1,600	0.100 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.000	N-S(1):	0.394
	TH	2.00	1,170	3,200	0.366 *	N-S(2):	0.429 *
	LT	1.00	220	1,600	0.138	E-W(1):	0.432 *
Westbound	RT	1.00	150	1,600	0.025	E-W(2):	0.388
	TH	2.00	960	3,200	0.300		
	LT	1.00	60	1,600	0.038 *	V/C:	0.861
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	780	3,200	0.256	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	1.00	80	1,600	0.019	ICU:	0.961
	TH	2.00	1,260	3,200	0.394 *		
	LT	1.00	140	1,600	0.088	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 87 - LA BREA AVENUE & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	290	1,600	0.000	N-S(1):	0.201
	TH	2.00	750	3,200	0.234 *	N-S(2):	0.297 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.279
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.575 *
	TH	3.00	1,790	4,800	0.381 *		
	LT	1.00	130	1,600	0.081	V/C:	0.872
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	830	4,800	0.188	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.972
	TH	3.00	880	4,800	0.198		
	LT	1.00	310	1,600	0.194 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	370	1,600	0.006	N-S(1):	0.165
	TH	2.00	560	3,200	0.175 *	N-S(2):	0.244 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.351
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.471 *
	TH	3.00	1,140	4,800	0.246 *		
	LT	1.00	140	1,600	0.088	V/C:	0.715
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	590	4,800	0.146	ITS:	0.000
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.815
	TH	3.00	1,180	4,800	0.263		
	LT	1.00	360	1,600	0.225 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	280	1,600	0.000	N-S(1):	0.281
	TH	2.00	930	3,200	0.291 *	N-S(2):	0.335 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.600 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.484
	TH	3.00	1,230	4,800	0.265		
	LT	1.00	170	1,600	0.106 *	V/C:	0.935
Northbound	RT	0.00	150	0	0.000	Lost Time:	0.100
	TH	3.00	1,050	4,800	0.250	ITS:	0.000
	LT	1.00	70	1,600	0.044 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	1.035
	TH	3.00	2,280	4,800	0.494 *		
	LT	1.00	350	1,600	0.219	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 88 - LA CIENEGA BOULEVARD & LA TIJERA BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	960	1,600	0.600 *	N-S(1):	0.579
	TH	3.00	2,480	4,800	0.517	N-S(2):	0.600 *
	LT	0.00	0	0	0.000	E-W(1):	0.188 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.185
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.788
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	2,570	4,800	0.579	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.888
	TH	1.00	290	1,600	0.188 *		
	LT	3.00	800	4,320	0.185	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	820	1,600	0.513 *	N-S(1):	0.385
	TH	3.00	1,670	4,800	0.348	N-S(2):	0.513 *
	LT	0.00	0	0	0.000	E-W(1):	0.269 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.181
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.782
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	1,640	4,800	0.385	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.882
	TH	1.00	410	1,600	0.269 *		
	LT	3.00	780	4,320	0.181	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	1,000	1,600	0.625 *	N-S(1):	0.546
	TH	3.00	2,420	4,800	0.504	N-S(2):	0.625 *
	LT	0.00	0	0	0.000	E-W(1):	0.506 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.252
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	1.131
Northbound	RT	0.00	330	0	0.000	Lost Time:	0.100
	TH	3.00	2,290	4,800	0.546	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	1.231
	TH	1.00	760	1,600	0.506 *		
	LT	3.00	1,090	4,320	0.252	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 89 - LA CIENEGA BOULEVARD & LENNOX BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.341 *
	TH	3.00	820	4,800	0.171	N-S(2):	0.171
	LT	1.00	60	1,600	0.038 *	E-W(1):	0.081
Westbound	RT	1.00	230	1,600	0.125 *	E-W(2):	0.125 *
	TH	1.00	0	1,600	0.000		
	LT	1.00	130	1,600	0.081	V/C:	0.466
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	2.00	900	3,200	0.303 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.566
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.363 *
	TH	3.00	660	4,800	0.138	N-S(2):	0.138
	LT	1.00	110	1,600	0.069 *	E-W(1):	0.069
Westbound	RT	1.00	180	1,600	0.078 *	E-W(2):	0.078 *
	TH	1.00	0	1,600	0.000		
	LT	1.00	110	1,600	0.069	V/C:	0.441
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	2.00	820	3,200	0.294 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.541
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.507 *
	TH	3.00	1,150	4,800	0.240	N-S(2):	0.240
	LT	1.00	260	1,600	0.163 *	E-W(1):	0.038
Westbound	RT	1.00	200	1,600	0.044 *	E-W(2):	0.044 *
	TH	1.00	0	1,600	0.000		
	LT	1.00	60	1,600	0.038	V/C:	0.551
Northbound	RT	0.00	240	0	0.000	Lost Time:	0.100
	TH	2.00	860	3,200	0.344 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.651
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 90 - LA CIENEGA BOULEVARD & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : Y
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	180	0	0.000	N-S(1):	0.383 *
	TH	2.88	750	4,614	0.202	N-S(2):	0.000
	LT	1.12	360	1,607	0.224 *	E-W(1):	0.288
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.313 *
	TH	3.00	880	4,800	0.213 *		
	LT	2.00	560	2,880	0.194	V/C:	0.696
Northbound	RT	0.00	250	0	0.000	Lost Time:	0.100
	TH	2.00	260	3,200	0.159 *	ITS:	0.000
	LT	1.00	60	1,600	0.038		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.796
	TH	3.00	400	4,800	0.094		
	LT	1.00	160	1,600	0.100 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	270	0	0.000	N-S(1):	0.403 *
	TH	2.51	520	4,013	0.197	N-S(2):	0.000
	LT	1.49	470	2,149	0.219 *	E-W(1):	0.340 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.296
	TH	3.00	830	4,800	0.196		
	LT	2.00	420	2,880	0.146 *	V/C:	0.743
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	2.00	400	3,200	0.184 *	ITS:	0.000
	LT	1.00	60	1,600	0.038		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.843
	TH	3.00	840	4,800	0.194 *		
	LT	1.00	160	1,600	0.100	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.518 *
	TH	2.00	690	3,200	0.241	N-S(2):	0.000
	LT	2.00	860	2,880	0.299 *	E-W(1):	0.351 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.265
	TH	3.00	720	4,800	0.171		
	LT	2.00	370	2,880	0.128 *	V/C:	0.869
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	2.00	580	3,200	0.219 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.969
	TH	3.00	990	4,800	0.223 *		
	LT	1.00	150	1,600	0.094	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 91 - LA CIENEGA BOULEVARD NB RAMPS & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.181 *
	TH	0.00	0	0	0.000	N-S(2):	0.132
	LT	0.00	0	0	0.000 *	E-W(1):	0.194
Westbound	RT	1.00	130	1,600	0.081	E-W(2):	0.441 *
	TH	4.00	2,040	6,400	0.319 *		
	LT	0.00	0	0	0.000	V/C:	0.622
Northbound	RT	1.00	290	1,600	0.181 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	380	2,880	0.132		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.722
	TH	3.00	930	4,800	0.194		
	LT	2.00	350	2,880	0.122 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.213 *
	TH	0.00	0	0	0.000	N-S(2):	0.073
	LT	0.00	0	0	0.000 *	E-W(1):	0.254
Westbound	RT	1.00	140	1,600	0.088	E-W(2):	0.327 *
	TH	4.00	1,380	6,400	0.216 *		
	LT	0.00	0	0	0.000	V/C:	0.540
Northbound	RT	1.00	340	1,600	0.213 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	210	2,880	0.073		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.640
	TH	3.00	1,220	4,800	0.254		
	LT	2.00	320	2,880	0.111 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.269 *
	TH	0.00	0	0	0.000	N-S(2):	0.056
	LT	0.00	0	0	0.000 *	E-W(1):	0.421
Westbound	RT	1.00	110	1,600	0.069	E-W(2):	0.481 *
	TH	4.00	1,460	6,400	0.228 *		
	LT	0.00	0	0	0.000	V/C:	0.750
Northbound	RT	1.00	430	1,600	0.269 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	160	2,880	0.056		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.850
	TH	3.00	2,020	4,800	0.421		
	LT	2.00	730	2,880	0.253 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 92 - LA CIENEGA BOULEVARD SB RAMPS & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	710	1,600	0.444 *	N-S(1):	0.028
	TH	0.00	0	0	0.000	N-S(2):	0.444 *
	LT	2.00	80	2,880	0.028	E-W(1):	0.301
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.460 *
	TH	3.00	2,210	4,800	0.460 *		
	LT	1.00	210	1,600	0.131	V/C:	0.904
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	160	0	0.000	ICU:	1.004
	TH	5.00	1,200	8,000	0.170		
	LT	0.00	0	0	0.000 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	520	1,600	0.325 *	N-S(1):	0.035
	TH	0.00	0	0	0.000	N-S(2):	0.325 *
	LT	2.00	100	2,880	0.035	E-W(1):	0.408 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.265
	TH	3.00	1,270	4,800	0.265		
	LT	1.00	320	1,600	0.200 *	V/C:	0.733
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	220	0	0.000	ICU:	0.833
	TH	5.00	1,440	8,000	0.208 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	650	1,600	0.406 *	N-S(1):	0.063
	TH	0.00	0	0	0.000	N-S(2):	0.406 *
	LT	2.00	180	2,880	0.063	E-W(1):	0.512 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.283
	TH	3.00	1,360	4,800	0.283		
	LT	1.00	260	1,600	0.163 *	V/C:	0.918
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	220	0	0.000	ICU:	1.018
	TH	5.00	2,570	8,000	0.349 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 93 - LA CIENEGA BOULEVARD & STOCKER STREET
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements: NBR, WBR, SBT

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.656 *
	TH	2.00	2,340	3,200	0.000	N-S(2):	0.000
	LT	1.00	120	1,600	0.075 *	E-W(1):	0.531 *
Westbound	RT	1.00	130	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	1,530	2,880	0.531 *	V/C:	1.187
Northbound	RT	1.00	870	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,790	4,800	0.581 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.287
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.485 *
	TH	2.00	1,680	3,200	0.000	N-S(2):	0.000
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.278 *
Westbound	RT	1.00	120	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	800	2,880	0.278 *	V/C:	0.763
Northbound	RT	1.00	850	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,820	4,800	0.379 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.863
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.741 *
	TH	2.00	2,680	3,200	0.000	N-S(2):	0.000
	LT	1.00	290	1,600	0.181 *	E-W(1):	0.382 *
Westbound	RT	1.00	130	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	1,100	2,880	0.382 *	V/C:	1.123
Northbound	RT	1.00	1,490	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,690	4,800	0.560 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.223
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 94 - LA CIENEGA BOULEVARD & 111TH STREET
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.300
	TH	3.00	840	4,800	0.202 *	N-S(2):	0.408 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.031 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.439
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	960	3,200	0.300	ITS:	0.000
	LT	1.00	330	1,600	0.206 *		
Eastbound	RT	1.00	80	1,600	0.000	ICU:	0.539
	TH	0.00	0	0	0.000		
	LT	2.00	90	2,880	0.031 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.244
	TH	3.00	740	4,800	0.181 *	N-S(2):	0.337 *
	LT	0.00	0	0	0.000	E-W(1):	0.034
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.063 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.400
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	780	3,200	0.244	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	1.00	180	1,600	0.034	ICU:	0.500
	TH	0.00	0	0	0.000		
	LT	2.00	180	2,880	0.063 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.259
	TH	3.00	1,120	4,800	0.256 *	N-S(2):	0.350 *
	LT	0.00	0	0	0.000	E-W(1):	0.128 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.104
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.478
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	830	3,200	0.259	ITS:	0.000
	LT	1.00	150	1,600	0.094 *		
Eastbound	RT	1.00	280	1,600	0.128 *	ICU:	0.578
	TH	0.00	0	0	0.000		
	LT	2.00	300	2,880	0.104	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 95 - LA CIENEGA BOULEVARD & WEST 120TH STREET
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	140	1,600	0.072 *	N-S(1):	0.087
	TH	2.00	120	3,200	0.038	N-S(2):	0.160 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.179
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.219 *
	TH	2.00	400	3,200	0.188 *		
	LT	1.00	180	1,600	0.113	V/C:	0.379
Northbound	RT	1.00	40	1,600	0.000	Lost Time:	0.100
	TH	2.00	180	3,200	0.056	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.479
	TH	2.00	120	3,200	0.066		
	LT	1.00	50	1,600	0.031 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.025	N-S(1):	0.129 *
	TH	2.00	250	3,200	0.078	N-S(2):	0.103
	LT	1.00	100	1,600	0.063 *	E-W(1):	0.138 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.109
	TH	2.00	210	3,200	0.084		
	LT	1.00	70	1,600	0.044 *	V/C:	0.267
Northbound	RT	1.00	100	1,600	0.041	Lost Time:	0.100
	TH	2.00	210	3,200	0.066 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.367
	TH	2.00	170	3,200	0.094 *		
	LT	1.00	40	1,600	0.025	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.041	N-S(1):	0.525 *
	TH	2.00	690	3,200	0.216	N-S(2):	0.260
	LT	1.00	690	1,600	0.431 *	E-W(1):	0.269 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.159
	TH	2.00	270	3,200	0.103		
	LT	1.00	110	1,600	0.069 *	V/C:	0.794
Northbound	RT	1.00	170	1,600	0.072	Lost Time:	0.100
	TH	2.00	300	3,200	0.094 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.894
	TH	2.00	560	3,200	0.200 *		
	LT	1.00	90	1,600	0.056	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 96 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O CENTURY)
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : NBR,
FF Movements:

N-S Split Phase : N
E-W Split Phase : Y
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.305
	TH	3.00	580	4,800	0.123 *	N-S(2):	0.311 *
	LT	2.00	140	2,880	0.049	E-W(1):	0.363 *
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.000
	TH	0.44	110	702	0.256		
	LT	1.56	640	2,248	0.285 *	V/C:	0.674
Northbound	RT	1.00	140	1,600	0.000	Lost Time:	0.100
	TH	2.00	820	3,200	0.256	ITS:	0.000
	LT	1.00	300	1,600	0.188 *		
Eastbound	RT	1.00	80	1,600	0.000	ICU:	0.774
	TH	2.00	250	3,200	0.078 *		
	LT	1.00	10	1,600	0.006	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.230
	TH	3.00	610	4,800	0.129 *	N-S(2):	0.435 *
	LT	2.00	150	2,880	0.052	E-W(1):	0.429 *
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.000
	TH	0.70	240	1,123	0.294		
	LT	1.30	610	1,869	0.326 *	V/C:	0.864
Northbound	RT	1.00	130	1,600	0.000	Lost Time:	0.100
	TH	2.00	570	3,200	0.178	ITS:	0.000
	LT	1.00	490	1,600	0.306 *		
Eastbound	RT	1.00	150	1,600	0.000	ICU:	0.964
	TH	2.00	330	3,200	0.103 *		
	LT	1.00	40	1,600	0.025	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.282
	TH	3.00	1,040	4,800	0.219 *	N-S(2):	0.469 *
	LT	2.00	210	2,880	0.073	E-W(1):	0.341 *
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.000
	TH	0.78	140	1,256	0.247		
	LT	1.22	480	1,750	0.274 *	V/C:	0.810
Northbound	RT	1.00	120	1,600	0.000	Lost Time:	0.100
	TH	2.00	670	3,200	0.209	ITS:	0.000
	LT	1.00	400	1,600	0.250 *		
Eastbound	RT	1.31	140	2,100	0.000	ICU:	0.910
	TH	1.69	180	2,700	0.067 *		
	LT	1.00	60	1,600	0.038	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 97 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (S/O CENTURY)
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	SBT		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.395 *
	TH	2.00	680	3,200	0.000	N-S(2):	0.000
	LT	2.00	490	2,880	0.170 *	E-W(1):	0.000
Westbound	RT	2.00	340	3,200	0.106 *	E-W(2):	0.106 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.501
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	680	3,200	0.225 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.601
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.459 *
	TH	2.00	510	3,200	0.000	N-S(2):	0.000
	LT	2.00	520	2,880	0.181 *	E-W(1):	0.000
Westbound	RT	2.00	190	3,200	0.059 *	E-W(2):	0.059 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.518
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	850	3,200	0.278 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.618
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.493 *
	TH	2.00	1,040	3,200	0.000	N-S(2):	0.000
	LT	2.00	500	2,880	0.174 *	E-W(1):	0.000
Westbound	RT	2.00	390	3,200	0.122 *	E-W(2):	0.122 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.615
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	980	3,200	0.319 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.715
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 98 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O IMPERIAL HWY)
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.428 *
	TH	3.00	730	4,800	0.152	N-S(2):	0.152
	LT	1.00	160	1,600	0.100 *	E-W(1):	0.081 *
Westbound	RT	1.00	210	1,600	0.081 *	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	200	2,880	0.069	V/C:	0.509
Northbound	RT	1.00	110	1,600	0.069	Lost Time:	0.100
	TH	2.00	1,050	3,200	0.328 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.609
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.372 *
	TH	3.00	720	4,800	0.150	N-S(2):	0.150
	LT	1.00	210	1,600	0.131 *	E-W(1):	0.059 *
Westbound	RT	1.00	200	1,600	0.059 *	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	100	2,880	0.035	V/C:	0.431
Northbound	RT	1.00	80	1,600	0.050	Lost Time:	0.100
	TH	2.00	770	3,200	0.241 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.531
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.332 *
	TH	3.00	1,200	4,800	0.250	N-S(2):	0.250
	LT	1.00	110	1,600	0.069 *	E-W(1):	0.049 *
Westbound	RT	1.00	110	1,600	0.034	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	140	2,880	0.049 *	V/C:	0.381
Northbound	RT	1.00	60	1,600	0.038	Lost Time:	0.100
	TH	2.00	840	3,200	0.263 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.481
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 107 - LINCOLN BOULEVARD & MINDANAO WAY
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.415
	TH	3.00	1,410	4,800	0.300 *	N-S(2):	0.425 *
	LT	1.00	160	1,600	0.100	E-W(1):	0.306 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.163
	TH	2.00	440	3,200	0.163		
	LT	2.00	260	2,880	0.090 *	V/C:	0.731
Northbound	RT	1.00	350	1,600	0.128	Lost Time:	0.100
	TH	3.00	1,510	4,800	0.315	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.831
	TH	2.00	640	3,200	0.216 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.500 *
	TH	3.00	1,220	4,800	0.275	N-S(2):	0.356
	LT	1.00	280	1,600	0.175 *	E-W(1):	0.349 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.187
	TH	2.00	500	3,200	0.181		
	LT	2.00	420	2,880	0.146 *	V/C:	0.849
Northbound	RT	1.00	310	1,600	0.048	Lost Time:	0.100
	TH	3.00	1,560	4,800	0.325 *	ITS:	0.000
	LT	1.00	130	1,600	0.081		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.949
	TH	2.00	520	3,200	0.203 *		
	LT	0.00	10	1,600	0.006	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.552 *
	TH	3.00	1,600	4,800	0.354	N-S(2):	0.442
	LT	1.00	290	1,600	0.181 *	E-W(1):	0.352 *
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.228
	TH	2.00	640	3,200	0.222		
	LT	2.00	430	2,880	0.149 *	V/C:	0.904
Northbound	RT	1.00	310	1,600	0.044	Lost Time:	0.100
	TH	3.00	1,780	4,800	0.371 *	ITS:	0.000
	LT	1.00	140	1,600	0.088		
Eastbound	RT	0.00	110	0	0.000	ICU:	1.004
	TH	2.00	530	3,200	0.203 *		
	LT	0.00	10	1,600	0.006	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 115 - ASH AVENUE & MANCHESTER AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.228
	TH	1.00	0	1,600	0.094 *	N-S(2):	0.341 *
	LT	0.00	10	1,600	0.006	E-W(1):	0.269
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.364 *
	TH	3.00	1,630	4,800	0.358 *		
	LT	0.00	80	1,600	0.050	V/C:	0.705
Northbound	RT	1.00	210	1,600	0.106	Lost Time:	0.100
	TH	0.56	200	901	0.222	ITS:	0.000
	LT	1.44	510	2,069	0.247 *		
Eastbound	RT	1.00	240	1,600	0.000	ICU:	0.805
	TH	2.00	700	3,200	0.219		
	LT	1.00	10	1,600	0.006 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.247
	TH	1.00	0	1,600	0.056 *	N-S(2):	0.323 *
	LT	0.00	10	1,600	0.006	E-W(1):	0.344 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.246
	TH	3.00	1,000	4,800	0.233		
	LT	0.00	90	1,600	0.056 *	V/C:	0.667
Northbound	RT	1.00	270	1,600	0.141	Lost Time:	0.100
	TH	0.52	200	831	0.241	ITS:	0.000
	LT	1.48	570	2,132	0.267 *		
Eastbound	RT	1.00	300	1,600	0.000	ICU:	0.767
	TH	2.00	920	3,200	0.288 *		
	LT	1.00	20	1,600	0.013	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.246
	TH	1.00	0	1,600	0.063 *	N-S(2):	0.322 *
	LT	0.00	20	1,600	0.013	E-W(1):	0.557 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.278
	TH	3.00	1,190	4,800	0.265		
	LT	0.00	70	1,600	0.044 *	V/C:	0.879
Northbound	RT	1.15	430	1,843	0.211	Lost Time:	0.100
	TH	0.56	210	900	0.233	ITS:	0.000
	LT	1.29	480	1,851	0.259 *		
Eastbound	RT	1.00	250	1,600	0.000	ICU:	0.979
	TH	2.00	1,640	3,200	0.513 *		
	LT	1.00	20	1,600	0.013	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 116 - NASH STREET & MARIPOSA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	370	0	0.000	N-S(1):	0.097
	TH	2.00	850	3,200	0.381 *	N-S(2):	0.400 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.072
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.169 *
	TH	2.00	280	3,200	0.113 *		
	LT	1.00	40	1,600	0.025	V/C:	0.569
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	150	3,200	0.053	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	1.00	60	1,600	0.028	ICU:	0.669
	TH	2.00	150	3,200	0.047		
	LT	1.00	90	1,600	0.056 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.185 *
	TH	2.00	260	3,200	0.128	N-S(2):	0.147
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.079
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.128 *
	TH	2.00	140	3,200	0.059 *		
	LT	1.00	20	1,600	0.013	V/C:	0.313
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	2.00	260	3,200	0.091 *	ITS:	0.000
	LT	1.00	30	1,600	0.019		
Eastbound	RT	1.00	80	1,600	0.041	ICU:	0.413
	TH	2.00	210	3,200	0.066		
	LT	1.00	110	1,600	0.069 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.225 *
	TH	2.00	440	3,200	0.156	N-S(2):	0.181
	LT	1.00	70	1,600	0.044 *	E-W(1):	0.122
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.232 *
	TH	2.00	150	3,200	0.063 *		
	LT	1.00	10	1,600	0.006	V/C:	0.457
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	2.00	500	3,200	0.181 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	1.00	70	1,600	0.031	ICU:	0.557
	TH	2.00	370	3,200	0.116		
	LT	1.00	270	1,600	0.169 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 117 - SEPULVEDA BOUELVARD & MARIPOSA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.497 *
	TH	4.00	1,950	6,400	0.317	N-S(2):	0.367
	LT	2.00	400	2,880	0.139 *	E-W(1):	0.219 *
Westbound	RT	1.00	120	1,600	0.006	E-W(2):	0.132
	TH	1.00	110	1,600	0.069		
	LT	1.00	120	1,600	0.075 *	V/C:	0.716
Northbound	RT	1.00	140	1,600	0.050	Lost Time:	0.100
	TH	4.00	2,290	6,400	0.358 *	ITS:	0.000
	LT	1.00	80	1,600	0.050		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.816
	TH	1.00	180	1,600	0.144 *		
	LT	1.00	100	1,600	0.063	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.366 *
	TH	4.00	1,710	6,400	0.281	N-S(2):	0.350
	LT	2.00	270	2,880	0.094 *	E-W(1):	0.301 *
Westbound	RT	1.00	180	1,600	0.066	E-W(2):	0.181
	TH	1.00	170	1,600	0.106		
	LT	1.00	220	1,600	0.138 *	V/C:	0.667
Northbound	RT	1.00	150	1,600	0.025	Lost Time:	0.100
	TH	4.00	1,740	6,400	0.272 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.767
	TH	1.00	210	1,600	0.163 *		
	LT	1.00	120	1,600	0.075	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.459
	TH	4.00	2,350	6,400	0.392 *	N-S(2):	0.473 *
	LT	2.00	210	2,880	0.073	E-W(1):	0.269 *
Westbound	RT	1.00	310	1,600	0.157	E-W(2):	0.232
	TH	1.00	210	1,600	0.131		
	LT	1.00	200	1,600	0.125 *	V/C:	0.742
Northbound	RT	1.00	300	1,600	0.125	Lost Time:	0.100
	TH	4.00	2,470	6,400	0.386	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.842
	TH	1.00	170	1,600	0.144 *		
	LT	1.00	120	1,600	0.075	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 119 - OCEAN AVENUE / VIA MARINA & WASHINGTON BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.932 *
	TH	1.00	500	1,600	0.319 *	N-S(2):	0.000
	LT	1.00	250	1,600	0.156	E-W(1):	0.240 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.201
	TH	2.00	410	3,200	0.163		
	LT	1.00	130	1,600	0.081 *	V/C:	1.172
Northbound	RT	1.00	290	1,600	0.141	Lost Time:	0.100
	TH	1.00	980	1,600	0.613 *	ITS:	0.000
	LT	2.00	390	2,880	0.135		
Eastbound	RT	1.00	210	1,600	0.064	ICU:	1.272
	TH	2.00	510	3,200	0.159 *		
	LT	1.00	60	1,600	0.038	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.738 *
	TH	1.00	440	1,600	0.300 *	N-S(2):	0.000
	LT	1.00	310	1,600	0.194	E-W(1):	0.247 *
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.215
	TH	2.00	540	3,200	0.184		
	LT	1.00	170	1,600	0.106 *	V/C:	0.985
Northbound	RT	1.00	200	1,600	0.072	Lost Time:	0.100
	TH	1.00	700	1,600	0.438 *	ITS:	0.000
	LT	2.00	250	2,880	0.087		
Eastbound	RT	1.00	170	1,600	0.063	ICU:	1.085
	TH	2.00	450	3,200	0.141 *		
	LT	1.00	50	1,600	0.031	LOS:	F

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	1.169 *
	TH	1.00	950	1,600	0.619 *	N-S(2):	0.000
	LT	1.00	460	1,600	0.288	E-W(1):	0.266
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.291 *
	TH	2.00	750	3,200	0.266 *		
	LT	1.00	160	1,600	0.100	V/C:	1.460
Northbound	RT	1.00	190	1,600	0.069	Lost Time:	0.100
	TH	1.00	880	1,600	0.550 *	ITS:	0.000
	LT	2.00	400	2,880	0.139		
Eastbound	RT	1.00	300	1,600	0.118	ICU:	1.560
	TH	2.00	530	3,200	0.166		
	LT	1.00	40	1,600	0.025 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 120 - OVERHILL DRIVE & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.019	N-S(1):	0.206 *
	TH	2.00	130	3,200	0.041	N-S(2):	0.091
	LT	1.00	160	1,600	0.100 *	E-W(1):	0.244
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.454 *
	TH	3.00	1,840	4,800	0.404 *		
	LT	1.00	90	1,600	0.056	V/C:	0.660
Northbound	RT	0.00	150	0	0.000	Lost Time:	0.100
	TH	2.00	190	3,200	0.106 *	ITS:	0.000
	LT	1.00	80	1,600	0.050		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.760
	TH	3.00	880	4,800	0.188		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.028	N-S(1):	0.194 *
	TH	2.00	120	3,200	0.038	N-S(2):	0.082
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.404 *
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.304
	TH	3.00	1,100	4,800	0.248		
	LT	1.00	200	1,600	0.125 *	V/C:	0.598
Northbound	RT	0.00	160	1,600	0.100 *	Lost Time:	0.100
	TH	2.00	120	1,600	0.075	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.698
	TH	3.00	1,300	4,800	0.279 *		
	LT	1.00	90	1,600	0.056	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.009	N-S(1):	0.369 *
	TH	2.00	380	3,200	0.119	N-S(2):	0.182
	LT	1.00	360	1,600	0.225 *	E-W(1):	0.686 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.440
	TH	3.00	1,400	4,800	0.321		
	LT	1.00	270	1,600	0.169 *	V/C:	1.055
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	2.00	300	3,200	0.144 *	ITS:	0.000
	LT	1.00	100	1,600	0.063		
Eastbound	RT	0.00	60	0	0.000	ICU:	1.155
	TH	3.00	2,420	4,800	0.517 *		
	LT	1.00	190	1,600	0.119	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 124 - PRAIRIE AVENUE & WEST 112TH STREET/I-105 OFF RAMP
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : Y
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.185
	TH	3.00	1,100	4,800	0.229 *	N-S(2):	0.229 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.226 *
Westbound	RT	0.70	70	1,120	0.047	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.30	30	480	0.063 *	V/C:	0.455
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	730	4,800	0.154	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	240	0	0.000	ICU:	0.555
	TH	1.00	20	1,600	0.163 *		
	LT	2.00	300	2,880	0.104	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.163
	TH	3.00	1,040	4,800	0.217 *	N-S(2):	0.217 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.313 *
Westbound	RT	0.50	20	800	0.016	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.50	20	800	0.025 *	V/C:	0.530
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	670	4,800	0.144	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	420	0	0.000	ICU:	0.630
	TH	1.00	40	1,600	0.288 *		
	LT	2.00	510	2,880	0.177	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.323 *
	TH	3.00	1,150	4,800	0.240	N-S(2):	0.240
	LT	1.00	120	1,600	0.075 *	E-W(1):	0.351 *
Westbound	RT	0.50	30	800	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.50	30	800	0.038 *	V/C:	0.674
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	3.00	1,140	4,800	0.248 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	430	0	0.000	ICU:	0.774
	TH	1.00	70	1,600	0.313 *		
	LT	2.00	620	2,880	0.215	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 125 - SEPULVEDA BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : NBR,
FF Movements: WBR,

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.027	N-S(1):	0.545 *
	TH	3.00	1,100	4,800	0.229	N-S(2):	0.316
	LT	2.00	300	2,880	0.104 *	E-W(1):	0.278 *
Westbound	RT	1.00	590	1,600	0.000	E-W(2):	0.167
	TH	2.00	270	3,200	0.084		
	LT	2.00	340	2,880	0.118 *	V/C:	0.823
Northbound	RT	1.00	370	1,600	0.113	Lost Time:	0.100
	TH	4.00	2,820	6,400	0.441 *	ITS:	0.000
	LT	2.00	250	2,880	0.087		
Eastbound	RT	1.00	120	1,600	0.032	ICU:	0.923
	TH	3.00	770	4,800	0.160 *		
	LT	2.00	240	2,880	0.083	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.060	N-S(1):	0.468 *
	TH	3.00	1,670	4,800	0.348	N-S(2):	0.404
	LT	2.00	590	2,880	0.205 *	E-W(1):	0.294 *
Westbound	RT	1.00	700	1,600	0.000	E-W(2):	0.227
	TH	2.00	350	3,200	0.109		
	LT	2.00	540	2,880	0.188 *	V/C:	0.762
Northbound	RT	1.00	470	1,600	0.106	Lost Time:	0.100
	TH	4.00	1,680	6,400	0.263 *	ITS:	0.000
	LT	2.00	160	2,880	0.056		
Eastbound	RT	1.00	130	1,600	0.053	ICU:	0.862
	TH	3.00	510	4,800	0.106 *		
	LT	2.00	340	2,880	0.118	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	460	1,600	0.216	N-S(1):	0.447
	TH	3.00	2,610	4,800	0.544 *	N-S(2):	0.732 *
	LT	2.00	630	2,880	0.219	E-W(1):	0.328 *
Westbound	RT	1.00	860	1,600	0.000	E-W(2):	0.323
	TH	2.00	580	3,200	0.181		
	LT	2.00	440	2,880	0.153 *	V/C:	1.060
Northbound	RT	1.00	500	1,600	0.160	Lost Time:	0.100
	TH	4.00	1,460	6,400	0.228	ITS:	0.000
	LT	2.00	540	2,880	0.188 *		
Eastbound	RT	1.00	280	1,600	0.175 *	ICU:	1.160
	TH	3.00	630	4,800	0.131		
	LT	2.00	410	2,880	0.142	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 140 - WB SR-90 RAMPS & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : NBR,
FF Movements: EBR,

N-S Split Phase : Y
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.063 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.459 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.372
	TH	2.00	1,190	3,200	0.372		
	LT	3.00	1,570	4,320	0.363 *	V/C:	0.522
Northbound	RT	2.00	1,020	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	180	2,880	0.063 *		
Eastbound	RT	1.00	180	1,600	0.000	ICU:	0.622
	TH	3.00	460	4,800	0.096 *		
	LT	1.00	0	1,600	0.000	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.089 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.317 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.284
	TH	2.00	910	3,200	0.284		
	LT	3.00	680	4,320	0.157 *	V/C:	0.406
Northbound	RT	2.00	790	3,200	0.089 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	230	2,880	0.080		
Eastbound	RT	1.00	170	1,600	0.000	ICU:	0.506
	TH	3.00	770	4,800	0.160 *		
	LT	1.00	0	1,600	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.220 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.409 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.322
	TH	2.00	1,030	3,200	0.322		
	LT	3.00	860	4,320	0.199 *	V/C:	0.629
Northbound	RT	2.00	1,340	3,200	0.220 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	250	2,880	0.087		
Eastbound	RT	1.00	240	1,600	0.000	ICU:	0.729
	TH	3.00	1,010	4,800	0.210 *		
	LT	1.00	0	1,600	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 147 - CRENSHAW BOULEVARD & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.298
	TH	3.00	900	4,800	0.215 *	N-S(2):	0.321 *
	LT	1.00	200	1,600	0.125	E-W(1):	0.219
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.308 *
	TH	3.00	1,120	4,800	0.258 *		
	LT	1.00	90	1,600	0.056	V/C:	0.629
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	3.00	770	4,800	0.173	ITS:	0.000
	LT	1.00	170	1,600	0.106 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.729
	TH	3.00	700	4,800	0.163		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.271
	TH	3.00	860	4,800	0.221 *	N-S(2):	0.315 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.350
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.392 *
	TH	3.00	1,130	4,800	0.248 *		
	LT	1.00	110	1,600	0.069	V/C:	0.707
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	3.00	770	4,800	0.177	ITS:	0.000
	LT	1.00	150	1,600	0.094 *		
Eastbound	RT	0.00	250	0	0.000	ICU:	0.807
	TH	3.00	1,100	4,800	0.281		
	LT	1.00	230	1,600	0.144 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	220	0	0.000	N-S(1):	0.375
	TH	3.00	1,070	4,800	0.269 *	N-S(2):	0.425 *
	LT	1.00	170	1,600	0.106	E-W(1):	0.454 *
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.404
	TH	3.00	1,120	4,800	0.273		
	LT	1.00	160	1,600	0.100 *	V/C:	0.879
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	3.00	1,210	4,800	0.269	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	0.00	220	0	0.000	ICU:	0.979
	TH	3.00	1,480	4,800	0.354 *		
	LT	1.00	210	1,600	0.131	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 148 - LA CIENEGA BOULEVARD & FAIRVIEW BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.702 *
	TH	4.00	3,080	6,400	0.491	N-S(2):	0.491
	LT	0.00	0	0	0.000 *	E-W(1):	0.191 *
Westbound	RT	1.00	50	1,600	0.031	E-W(2):	0.000
	TH	0.55	110	880	0.125		
	LT	1.45	290	2,088	0.139 *	V/C:	0.893
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	3,330	4,800	0.702 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	70	1,600	0.044	ICU:	0.993
	TH	0.80	60	1,280	0.047		
	LT	1.20	90	1,728	0.052 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.504 *
	TH	4.00	2,220	6,400	0.370	N-S(2):	0.370
	LT	0.00	0	0	0.000 *	E-W(1):	0.184 *
Westbound	RT	1.00	40	1,600	0.025	E-W(2):	0.000
	TH	0.64	90	1,029	0.088		
	LT	1.36	190	1,954	0.097 *	V/C:	0.688
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	2,380	4,800	0.504 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	80	1,600	0.050	ICU:	0.788
	TH	0.80	100	1,280	0.078		
	LT	1.20	150	1,728	0.087 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.704 *
	TH	4.00	3,100	6,400	0.505	N-S(2):	0.505
	LT	0.00	0	0	0.000 *	E-W(1):	0.250 *
Westbound	RT	1.00	30	1,600	0.019	E-W(2):	0.000
	TH	0.74	140	1,179	0.119		
	LT	1.26	240	1,819	0.132 *	V/C:	0.954
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	3,260	4,800	0.704 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	80	1,600	0.050	ICU:	1.054
	TH	0.94	160	1,506	0.106		
	LT	1.06	180	1,525	0.118 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 149 - CRENSHAW BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.302 *
	TH	3.00	940	4,800	0.213	N-S(2):	0.294
	LT	1.00	230	1,600	0.144 *	E-W(1):	0.201
Westbound	RT	0.00	250	0	0.000	E-W(2):	0.313 *
	TH	3.00	1,040	4,800	0.269 *		
	LT	1.00	140	1,600	0.088	V/C:	0.615
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	690	4,800	0.158 *	ITS:	0.000
	LT	1.00	130	1,600	0.081		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.715
	TH	3.00	440	4,800	0.113		
	LT	1.00	70	1,600	0.044 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.377 *
	TH	3.00	920	4,800	0.215	N-S(2):	0.303
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.242
Westbound	RT	0.00	260	0	0.000	E-W(2):	0.271 *
	TH	3.00	620	4,800	0.183 *		
	LT	1.00	160	1,600	0.100	V/C:	0.648
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	890	4,800	0.208 *	ITS:	0.000
	LT	1.00	140	1,600	0.088		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.748
	TH	3.00	510	4,800	0.142		
	LT	1.00	140	1,600	0.088 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.504 *
	TH	3.00	1,000	4,800	0.235	N-S(2):	0.335
	LT	1.00	320	1,600	0.200 *	E-W(1):	0.426 *
Westbound	RT	0.00	270	0	0.000	E-W(2):	0.323
	TH	3.00	770	4,800	0.217		
	LT	1.00	180	1,600	0.113 *	V/C:	0.930
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	1,340	4,800	0.304 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	0.00	170	0	0.000	ICU:	1.030
	TH	3.00	1,330	4,800	0.313 *		
	LT	1.00	170	1,600	0.106	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 157 - LA CIENEGA BOULEVARD & 104TH STREET
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.257
	TH	3.00	610	4,800	0.148 *	N-S(2):	0.373 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.012
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.044 *
	TH	1.00	10	1,600	0.019 *		
	LT	0.00	10	1,600	0.006	V/C:	0.417
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	760	3,200	0.244	ITS:	0.000
	LT	1.00	360	1,600	0.225 *		
Eastbound	RT	1.00	250	1,600	0.000	ICU:	0.517
	TH	1.00	10	1,600	0.006		
	LT	1.00	40	1,600	0.025 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.279 *
	TH	3.00	430	4,800	0.102	N-S(2):	0.221
	LT	1.00	20	1,600	0.013 *	E-W(1):	0.100 *
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.075
	TH	1.00	10	1,600	0.025		
	LT	0.00	10	1,600	0.006 *	V/C:	0.379
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	830	3,200	0.266 *	ITS:	0.000
	LT	1.00	190	1,600	0.119		
Eastbound	RT	1.00	340	1,600	0.094 *	ICU:	0.479
	TH	1.00	10	1,600	0.006		
	LT	1.00	80	1,600	0.050	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.312
	TH	3.00	1,060	4,800	0.235 *	N-S(2):	0.348 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.051
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.069 *
	TH	1.00	10	1,600	0.025 *		
	LT	0.00	20	1,600	0.013	V/C:	0.417
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	2.00	890	3,200	0.281	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	1.00	240	1,600	0.038	ICU:	0.517
	TH	1.00	10	1,600	0.006		
	LT	1.00	70	1,600	0.044 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 159 - HINDRY AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.094 *
	TH	1.00	60	1,600	0.063	N-S(2):	0.076
	LT	0.00	40	1,600	0.025 *	E-W(1):	0.322 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.303
	TH	2.00	910	3,200	0.297		
	LT	1.00	170	1,600	0.106 *	V/C:	0.416
Northbound	RT	1.00	130	1,600	0.028	Lost Time:	0.100
	TH	1.00	90	1,600	0.069 *	ITS:	0.000
	LT	0.00	20	1,600	0.013		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.516
	TH	2.00	650	3,200	0.216 *		
	LT	1.00	10	1,600	0.006	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.156 *
	TH	1.00	150	1,600	0.125 *	N-S(2):	0.156 *
	LT	0.00	50	1,600	0.031 *	E-W(1):	0.500 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.307
	TH	2.00	860	3,200	0.288		
	LT	1.00	160	1,600	0.100 *	V/C:	0.656
Northbound	RT	1.00	230	1,600	0.094	Lost Time:	0.100
	TH	1.00	150	1,600	0.125 *	ITS:	0.000
	LT	0.00	50	1,600	0.031 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.756
	TH	2.00	1,180	3,200	0.400 *		
	LT	1.00	30	1,600	0.019	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.013	N-S(1):	0.107
	TH	1.00	130	1,600	0.119 *	N-S(2):	0.144 *
	LT	0.00	60	1,600	0.038	E-W(1):	0.447 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.288
	TH	2.00	850	3,200	0.275		
	LT	1.00	100	1,600	0.063 *	V/C:	0.591
Northbound	RT	1.00	130	1,600	0.050	Lost Time:	0.100
	TH	1.00	70	1,600	0.069	ITS:	0.000
	LT	0.00	40	1,600	0.025 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.691
	TH	2.00	1,170	3,200	0.384 *		
	LT	1.00	20	1,600	0.013	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 162 - SEPULVEDA BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.579 *
	TH	3.00	1,010	4,800	0.240	N-S(2):	0.315
	LT	2.00	160	2,880	0.056 *	E-W(1):	0.209
Westbound	RT	1.00	170	1,600	0.051	E-W(2):	0.278 *
	TH	2.00	550	3,200	0.172 *		
	LT	1.00	120	1,600	0.075	V/C:	0.857
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	3.00	2,410	4,800	0.523 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	110	1,600	0.031	ICU:	0.957
	TH	2.00	430	3,200	0.134		
	LT	1.00	170	1,600	0.106 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	210	0	0.000	N-S(1):	0.447
	TH	3.00	1,590	4,800	0.375 *	N-S(2):	0.506 *
	LT	2.00	230	2,880	0.080	E-W(1):	0.350
Westbound	RT	1.00	220	1,600	0.058	E-W(2):	0.391 *
	TH	2.00	570	3,200	0.178 *		
	LT	1.00	230	1,600	0.144	V/C:	0.897
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	3.00	1,590	4,800	0.367	ITS:	0.000
	LT	1.00	210	1,600	0.131 *		
Eastbound	RT	1.00	210	1,600	0.066	ICU:	0.997
	TH	2.00	660	3,200	0.206		
	LT	1.00	340	1,600	0.213 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.430
	TH	3.00	2,600	4,800	0.577 *	N-S(2):	0.702 *
	LT	2.00	230	2,880	0.080	E-W(1):	0.397 *
Westbound	RT	1.00	180	1,600	0.033	E-W(2):	0.328
	TH	2.00	590	3,200	0.184		
	LT	1.00	240	1,600	0.150 *	V/C:	1.099
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	3.00	1,500	4,800	0.350	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	80	1,600	0.000	ICU:	1.199
	TH	2.00	790	3,200	0.247 *		
	LT	1.00	230	1,600	0.144	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 164 - CRENSHAW BOULEVARD & MANCHESTER AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.263
	TH	2.00	660	3,200	0.216 *	N-S(2):	0.310 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.319
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.447 *
	TH	2.00	1,110	3,200	0.409 *		
	LT	1.00	200	1,600	0.125	V/C:	0.757
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	3.00	670	4,800	0.175	ITS:	0.000
	LT	1.00	150	1,600	0.094 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.857
	TH	2.00	560	3,200	0.194		
	LT	1.00	60	1,600	0.038 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.294
	TH	2.00	700	3,200	0.238 *	N-S(2):	0.338 *
	LT	1.00	200	1,600	0.125	E-W(1):	0.435 *
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.378
	TH	2.00	870	3,200	0.328		
	LT	1.00	310	1,600	0.194 *	V/C:	0.773
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	600	4,800	0.169	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.873
	TH	2.00	690	3,200	0.241 *		
	LT	1.00	80	1,600	0.050	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.329
	TH	2.00	900	3,200	0.291 *	N-S(2):	0.372 *
	LT	1.00	170	1,600	0.106	E-W(1):	0.594 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.481
	TH	2.00	1,160	3,200	0.406		
	LT	1.00	280	1,600	0.175 *	V/C:	0.966
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	860	4,800	0.223	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	1.066
	TH	2.00	1,260	3,200	0.419 *		
	LT	1.00	120	1,600	0.075	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 169 - PRAIRIE AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.479 *
	TH	3.00	640	4,800	0.146	N-S(2):	0.415
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.375
Westbound	RT	1.00	570	1,600	0.288	E-W(2):	0.500 *
	TH	2.00	1,380	3,200	0.431 *		
	LT	1.00	280	1,600	0.175	V/C:	0.979
Northbound	RT	1.00	190	1,600	0.000	Lost Time:	0.100
	TH	2.00	1,090	3,200	0.341 *	ITS:	0.000
	LT	1.00	430	1,600	0.269		
Eastbound	RT	0.00	210	0	0.000	ICU:	1.079
	TH	3.00	750	4,800	0.200		
	LT	1.00	110	1,600	0.069 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.313 *
	TH	3.00	640	4,800	0.148	N-S(2):	0.292
	LT	1.00	180	1,600	0.113 *	E-W(1):	0.319 *
Westbound	RT	1.00	250	1,600	0.100	E-W(2):	0.294
	TH	2.00	760	3,200	0.238		
	LT	1.00	150	1,600	0.094 *	V/C:	0.632
Northbound	RT	1.00	210	1,600	0.038	Lost Time:	0.100
	TH	2.00	640	3,200	0.200 *	ITS:	0.000
	LT	1.00	230	1,600	0.144		
Eastbound	RT	0.00	290	0	0.000	ICU:	0.732
	TH	3.00	790	4,800	0.225 *		
	LT	1.00	90	1,600	0.056	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.397 *
	TH	3.00	970	4,800	0.215	N-S(2):	0.346
	LT	1.00	280	1,600	0.175 *	E-W(1):	0.444 *
Westbound	RT	1.00	260	1,600	0.075	E-W(2):	0.360
	TH	2.00	1,010	3,200	0.316		
	LT	1.00	160	1,600	0.100 *	V/C:	0.841
Northbound	RT	1.00	180	1,600	0.013	Lost Time:	0.100
	TH	2.00	710	3,200	0.222 *	ITS:	0.000
	LT	1.00	210	1,600	0.131		
Eastbound	RT	0.00	380	0	0.000	ICU:	0.941
	TH	3.00	1,270	4,800	0.344 *		
	LT	1.00	70	1,600	0.044	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 173 - WESTERN AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.341
	TH	3.00	890	4,800	0.221 *	N-S(2):	0.359 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.404
Westbound	RT	1.00	230	1,600	0.100	E-W(2):	0.405 *
	TH	3.00	1,400	4,800	0.292 *		
	LT	1.00	240	1,600	0.150	V/C:	0.764
Northbound	RT	1.00	170	1,600	0.031	Lost Time:	0.100
	TH	2.00	810	3,200	0.253	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	0.00	240	0	0.000	ICU:	0.864
	TH	3.00	980	4,800	0.254		
	LT	1.00	180	1,600	0.113 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.281 *
	TH	3.00	520	4,800	0.135	N-S(2):	0.266
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.315 *
Westbound	RT	1.00	140	1,600	0.034	E-W(2):	0.246
	TH	3.00	730	4,800	0.152		
	LT	1.00	200	1,600	0.125 *	V/C:	0.596
Northbound	RT	1.00	170	1,600	0.044	Lost Time:	0.100
	TH	2.00	560	3,200	0.175 *	ITS:	0.000
	LT	1.00	210	1,600	0.131		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.696
	TH	3.00	710	4,800	0.190 *		
	LT	1.00	150	1,600	0.094	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.407 *
	TH	3.00	700	4,800	0.175	N-S(2):	0.331
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.534 *
Westbound	RT	1.00	170	1,600	0.038	E-W(2):	0.365
	TH	3.00	1,090	4,800	0.227		
	LT	1.00	190	1,600	0.119 *	V/C:	0.941
Northbound	RT	1.00	160	1,600	0.041	Lost Time:	0.100
	TH	2.00	860	3,200	0.269 *	ITS:	0.000
	LT	1.00	250	1,600	0.156		
Eastbound	RT	0.00	270	0	0.000	ICU:	1.041
	TH	3.00	1,720	4,800	0.415 *		
	LT	1.00	220	1,600	0.138	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 175 - VERMONT AVENUE & MANCHESTER AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.350 *
	TH	3.00	710	4,800	0.169	N-S(2):	0.245
	LT	2.00	160	2,880	0.056 *	E-W(1):	0.361
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.386 *
	TH	3.00	1,290	4,800	0.298 *		
	LT	1.00	100	1,600	0.063	V/C:	0.736
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	1,290	4,800	0.294 *	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.836
	TH	3.00	1,340	4,800	0.298		
	LT	1.00	140	1,600	0.088 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.234 *
	TH	3.00	680	4,800	0.171	N-S(2):	0.227
	LT	2.00	200	2,880	0.069 *	E-W(1):	0.310
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.319 *
	TH	3.00	1,010	4,800	0.244 *		
	LT	1.00	120	1,600	0.075	V/C:	0.553
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	650	4,800	0.165 *	ITS:	0.000
	LT	2.00	160	2,880	0.056		
Eastbound	RT	0.00	160	0	0.000	ICU:	0.653
	TH	3.00	970	4,800	0.235		
	LT	1.00	120	1,600	0.075 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.352 *
	TH	3.00	960	4,800	0.229	N-S(2):	0.305
	LT	2.00	270	2,880	0.094 *	E-W(1):	0.409 *
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.394
	TH	3.00	1,270	4,800	0.306		
	LT	1.00	110	1,600	0.069 *	V/C:	0.761
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	3.00	1,110	4,800	0.258 *	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.861
	TH	3.00	1,440	4,800	0.340 *		
	LT	1.00	140	1,600	0.088	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 176 - VERMONT AVENUE & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	180	0	0.000	N-S(1):	0.333 *
	TH	3.00	880	4,800	0.221	N-S(2):	0.290
	LT	2.00	130	2,880	0.045 *	E-W(1):	0.326
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.371 *
	TH	3.00	1,170	4,800	0.271 *		
	LT	1.00	180	1,600	0.113	V/C:	0.704
Northbound	RT	1.00	150	1,600	0.038	Lost Time:	0.100
	TH	3.00	1,380	4,800	0.288 *	ITS:	0.000
	LT	2.00	200	2,880	0.069		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.804
	TH	3.00	890	4,800	0.213		
	LT	1.00	160	1,600	0.100 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.188
	TH	3.00	670	4,800	0.181 *	N-S(2):	0.257 *
	LT	2.00	120	2,880	0.042	E-W(1):	0.283
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.350 *
	TH	3.00	1,020	4,800	0.231 *		
	LT	1.00	120	1,600	0.075	V/C:	0.607
Northbound	RT	1.00	70	1,600	0.006	Lost Time:	0.100
	TH	3.00	700	4,800	0.146	ITS:	0.000
	LT	2.00	220	2,880	0.076 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.707
	TH	3.00	860	4,800	0.208		
	LT	1.00	190	1,600	0.119 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.328
	TH	3.00	1,030	4,800	0.248 *	N-S(2):	0.356 *
	LT	2.00	170	2,880	0.059	E-W(1):	0.365
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.387 *
	TH	3.00	1,170	4,800	0.256 *		
	LT	1.00	140	1,600	0.088	V/C:	0.743
Northbound	RT	1.00	120	1,600	0.031	Lost Time:	0.100
	TH	3.00	1,290	4,800	0.269	ITS:	0.000
	LT	2.00	310	2,880	0.108 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.843
	TH	3.00	1,190	4,800	0.277		
	LT	1.00	210	1,600	0.131 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 177 - VERMONT AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.003	N-S(1):	0.395 *
	TH	3.00	890	4,800	0.185	N-S(2):	0.324
	LT	2.00	280	2,880	0.097 *	E-W(1):	0.409 *
Westbound	RT	0.00	210	0	0.000	E-W(2):	0.388
	TH	3.00	1,320	4,800	0.319		
	LT	1.00	310	1,600	0.194 *	V/C:	0.804
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	1,290	4,800	0.298 *	ITS:	0.000
	LT	2.00	400	2,880	0.139		
Eastbound	RT	0.00	230	0	0.000	ICU:	0.904
	TH	3.00	800	4,800	0.215 *		
	LT	1.00	110	1,600	0.069	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.009	N-S(1):	0.259
	TH	3.00	610	4,800	0.127 *	N-S(2):	0.266 *
	LT	2.00	170	2,880	0.059	E-W(1):	0.281 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.186
	TH	3.00	580	4,800	0.142		
	LT	1.00	170	1,600	0.106 *	V/C:	0.547
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	3.00	780	4,800	0.200	ITS:	0.000
	LT	2.00	400	2,880	0.139 *		
Eastbound	RT	0.00	260	0	0.000	ICU:	0.647
	TH	3.00	580	4,800	0.175 *		
	LT	1.00	70	1,600	0.044	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.013	N-S(1):	0.422 *
	TH	3.00	890	4,800	0.185	N-S(2):	0.366
	LT	2.00	250	2,880	0.087 *	E-W(1):	0.519 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.326
	TH	3.00	1,030	4,800	0.238		
	LT	1.00	280	1,600	0.175 *	V/C:	0.941
Northbound	RT	0.00	240	0	0.000	Lost Time:	0.100
	TH	3.00	1,370	4,800	0.335 *	ITS:	0.000
	LT	2.00	520	2,880	0.181		
Eastbound	RT	0.00	200	0	0.000	ICU:	1.041
	TH	3.00	1,450	4,800	0.344 *		
	LT	1.00	140	1,600	0.088	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 182 - INGLEWOOD AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	150	1,600	0.069	N-S(1):	0.403 *
	TH	2.00	700	3,200	0.219	N-S(2):	0.382
	LT	1.00	230	1,600	0.144 *	E-W(1):	0.304 *
Westbound	RT	1.00	150	1,600	0.022	E-W(2):	0.250
	TH	3.00	960	4,800	0.200		
	LT	1.00	330	1,600	0.206 *	V/C:	0.707
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	2.00	640	3,200	0.259 *	ITS:	0.000
	LT	1.00	260	1,600	0.163		
Eastbound	RT	1.00	70	1,600	0.000	ICU:	0.807
	TH	3.00	470	4,800	0.098 *		
	LT	1.00	80	1,600	0.050	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	210	1,600	0.061	N-S(1):	0.284 *
	TH	2.00	460	3,200	0.144	N-S(2):	0.257
	LT	1.00	130	1,600	0.081 *	E-W(1):	0.282
Westbound	RT	1.00	80	1,600	0.009	E-W(2):	0.314 *
	TH	3.00	830	4,800	0.173 *		
	LT	1.00	180	1,600	0.113	V/C:	0.598
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	2.00	550	3,200	0.203 *	ITS:	0.000
	LT	1.00	180	1,600	0.113		
Eastbound	RT	1.00	150	1,600	0.038	ICU:	0.698
	TH	3.00	810	4,800	0.169		
	LT	1.00	226	1,600	0.141 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.044	N-S(1):	0.441 *
	TH	2.00	790	3,200	0.247	N-S(2):	0.403
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.419 *
Westbound	RT	1.00	140	1,600	0.003	E-W(2):	0.315
	TH	3.00	790	4,800	0.165		
	LT	1.00	170	1,600	0.106 *	V/C:	0.860
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	2.00	690	3,200	0.272 *	ITS:	0.000
	LT	1.00	250	1,600	0.156		
Eastbound	RT	1.00	220	1,600	0.059	ICU:	0.960
	TH	3.00	1,500	4,800	0.313 *		
	LT	1.00	240	1,600	0.150	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 183 - HAWTHORNE BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	260	1,600	0.122	N-S(1):	0.286
	TH	3.00	1,030	4,800	0.215 *	N-S(2):	0.343 *
	LT	2.00	180	2,880	0.063	E-W(1):	0.225
Westbound	RT	0.00	250	0	0.000	E-W(2):	0.371 *
	TH	3.00	1,140	4,800	0.290 *		
	LT	1.00	130	1,600	0.081	V/C:	0.714
Northbound	RT	1.00	170	1,600	0.066	Lost Time:	0.100
	TH	3.00	1,070	4,800	0.223	ITS:	0.000
	LT	2.00	370	2,880	0.128 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.814
	TH	3.00	520	4,800	0.144		
	LT	1.00	130	1,600	0.081 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	230	1,600	0.088	N-S(1):	0.278
	TH	3.00	970	4,800	0.202 *	N-S(2):	0.292 *
	LT	2.00	260	2,880	0.090	E-W(1):	0.262
Westbound	RT	0.00	260	0	0.000	E-W(2):	0.328 *
	TH	3.00	770	4,800	0.215 *		
	LT	1.00	130	1,600	0.081	V/C:	0.620
Northbound	RT	1.00	230	1,600	0.103	Lost Time:	0.100
	TH	3.00	900	4,800	0.188	ITS:	0.000
	LT	2.00	260	2,880	0.090 *		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.720
	TH	3.00	680	4,800	0.181		
	LT	1.00	180	1,600	0.113 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.072	N-S(1):	0.406
	TH	3.00	1,470	4,800	0.306 *	N-S(2):	0.431 *
	LT	2.00	460	2,880	0.160	E-W(1):	0.413 *
Westbound	RT	0.00	280	0	0.000	E-W(2):	0.325
	TH	3.00	830	4,800	0.231		
	LT	1.00	150	1,600	0.094 *	V/C:	0.844
Northbound	RT	1.00	180	1,600	0.066	Lost Time:	0.100
	TH	3.00	1,180	4,800	0.246	ITS:	0.000
	LT	2.00	360	2,880	0.125 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.944
	TH	3.00	1,330	4,800	0.319 *		
	LT	1.00	150	1,600	0.094	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 184 - PRAIRIE AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	180	0	0.000	N-S(1):	0.294
	TH	3.00	990	4,800	0.244 *	N-S(2):	0.369 *
	LT	1.00	190	1,600	0.119	E-W(1):	0.407
Westbound	RT	0.00	210	0	0.000	E-W(2):	0.421 *
	TH	3.00	1,240	4,800	0.302 *		
	LT	1.00	380	1,600	0.238	V/C:	0.790
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	3.00	670	4,800	0.175	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.890
	TH	3.00	700	4,800	0.169		
	LT	1.00	190	1,600	0.119 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.309
	TH	3.00	680	4,800	0.169 *	N-S(2):	0.325 *
	LT	1.00	260	1,600	0.163	E-W(1):	0.344 *
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.298
	TH	3.00	790	4,800	0.192		
	LT	1.00	240	1,600	0.150 *	V/C:	0.669
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	3.00	540	4,800	0.146	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.769
	TH	3.00	810	4,800	0.194 *		
	LT	1.00	170	1,600	0.106	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.410 *
	TH	3.00	1,060	4,800	0.254	N-S(2):	0.392
	LT	1.00	280	1,600	0.175 *	E-W(1):	0.467 *
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.327
	TH	3.00	890	4,800	0.221		
	LT	1.00	280	1,600	0.175 *	V/C:	0.877
Northbound	RT	0.00	250	0	0.000	Lost Time:	0.100
	TH	3.00	880	4,800	0.235 *	ITS:	0.000
	LT	1.00	220	1,600	0.138		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.977
	TH	3.00	1,210	4,800	0.292 *		
	LT	1.00	170	1,600	0.106	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 185 - CRENSHAW BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.339 *
	TH	3.00	880	4,800	0.215	N-S(2):	0.321
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.328
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.377 *
	TH	3.00	1,140	4,800	0.277 *		
	LT	1.00	180	1,600	0.113	V/C:	0.716
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	1,010	4,800	0.233 *	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.816
	TH	3.00	840	4,800	0.215		
	LT	1.00	160	1,600	0.100 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.323 *
	TH	3.00	630	4,800	0.173	N-S(2):	0.286
	LT	1.00	210	1,600	0.131 *	E-W(1):	0.300
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.325 *
	TH	3.00	790	4,800	0.206 *		
	LT	1.00	160	1,600	0.100	V/C:	0.648
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	3.00	740	4,800	0.192 *	ITS:	0.000
	LT	1.00	180	1,600	0.113		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.748
	TH	3.00	790	4,800	0.200		
	LT	1.00	190	1,600	0.119 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	230	0	0.000	N-S(1):	0.371
	TH	3.00	1,050	4,800	0.267 *	N-S(2):	0.373 *
	LT	1.00	240	1,600	0.150	E-W(1):	0.450 *
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.344
	TH	3.00	1,080	4,800	0.263		
	LT	1.00	230	1,600	0.144 *	V/C:	0.823
Northbound	RT	0.00	220	0	0.000	Lost Time:	0.100
	TH	3.00	840	4,800	0.221	ITS:	0.000
	LT	1.00	170	1,600	0.106 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.923
	TH	3.00	1,270	4,800	0.306 *		
	LT	1.00	130	1,600	0.081	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 186 - WESTERN AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.278
	TH	2.00	680	3,200	0.238 *	N-S(2):	0.382 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.309
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.346 *
	TH	3.00	1,230	4,800	0.290 *		
	LT	1.00	110	1,600	0.069	V/C:	0.728
Northbound	RT	1.00	110	1,600	0.034	Lost Time:	0.100
	TH	2.00	730	3,200	0.228	ITS:	0.000
	LT	1.00	230	1,600	0.144 *		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.828
	TH	3.00	1,040	4,800	0.240		
	LT	1.00	90	1,600	0.056 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.260
	TH	2.00	510	3,200	0.194 *	N-S(2):	0.300 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.275 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.263
	TH	3.00	820	4,800	0.200		
	LT	1.00	110	1,600	0.069 *	V/C:	0.575
Northbound	RT	1.00	130	1,600	0.047	Lost Time:	0.100
	TH	2.00	530	3,200	0.166	ITS:	0.000
	LT	1.00	170	1,600	0.106 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.675
	TH	3.00	820	4,800	0.206 *		
	LT	1.00	100	1,600	0.063	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.338
	TH	2.00	770	3,200	0.278 *	N-S(2):	0.403 *
	LT	1.00	160	1,600	0.100	E-W(1):	0.431 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.348
	TH	3.00	1,200	4,800	0.267		
	LT	1.00	160	1,600	0.100 *	V/C:	0.834
Northbound	RT	1.00	160	1,600	0.050	Lost Time:	0.100
	TH	2.00	760	3,200	0.238	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	230	0	0.000	ICU:	0.934
	TH	3.00	1,360	4,800	0.331 *		
	LT	1.00	130	1,600	0.081	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 187 - VERMONT AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.034	N-S(1):	0.286 *
	TH	3.00	690	4,800	0.144	N-S(2):	0.257
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.373
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.425 *
	TH	3.00	1,530	4,800	0.356 *		
	LT	1.00	150	1,600	0.094	V/C:	0.711
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	590	4,800	0.148 *	ITS:	0.000
	LT	1.00	180	1,600	0.113		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.811
	TH	3.00	1,220	4,800	0.279		
	LT	1.00	110	1,600	0.069 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.028	N-S(1):	0.242 *
	TH	3.00	400	4,800	0.083	N-S(2):	0.189
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.338 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.329
	TH	3.00	1,090	4,800	0.260		
	LT	1.00	150	1,600	0.094 *	V/C:	0.580
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	360	4,800	0.104 *	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.680
	TH	3.00	1,070	4,800	0.244 *		
	LT	1.00	110	1,600	0.069	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	120	1,600	0.028	N-S(1):	0.378 *
	TH	3.00	840	4,800	0.175	N-S(2):	0.294
	LT	1.00	242	1,600	0.151 *	E-W(1):	0.423 *
Westbound	RT	0.00	250	0	0.000	E-W(2):	0.423 *
	TH	3.00	1,330	4,800	0.329 *		
	LT	1.00	150	1,600	0.094 *	V/C:	0.801
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	880	4,800	0.227 *	ITS:	0.000
	LT	1.00	190	1,600	0.119		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.901
	TH	3.00	1,400	4,800	0.329 *		
	LT	1.00	150	1,600	0.094 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 188 - PRAIRIE AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.404
	TH	3.00	1,160	4,800	0.267 *	N-S(2):	0.523 *
	LT	1.00	250	1,600	0.156	E-W(1):	0.275
Westbound	RT	0.00	300	0	0.000	E-W(2):	0.404 *
	TH	3.00	1,190	4,800	0.310 *		
	LT	1.00	120	1,600	0.075	V/C:	0.927
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	3.00	1,060	4,800	0.248	ITS:	0.000
	LT	1.00	410	1,600	0.256 *		
Eastbound	RT	0.00	160	0	0.000	ICU:	1.027
	TH	3.00	800	4,800	0.200		
	LT	1.00	150	1,600	0.094 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.288
	TH	3.00	730	4,800	0.175 *	N-S(2):	0.325 *
	LT	1.00	230	1,600	0.144	E-W(1):	0.279 *
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.259
	TH	3.00	710	4,800	0.190		
	LT	1.00	150	1,600	0.094 *	V/C:	0.604
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	3.00	590	4,800	0.144	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	0.00	210	0	0.000	ICU:	0.704
	TH	3.00	680	4,800	0.185 *		
	LT	1.00	110	1,600	0.069	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.423 *
	TH	3.00	1,150	4,800	0.267	N-S(2):	0.398
	LT	1.00	290	1,600	0.181 *	E-W(1):	0.485 *
Westbound	RT	0.00	280	0	0.000	E-W(2):	0.360
	TH	3.00	970	4,800	0.260		
	LT	1.00	160	1,600	0.100 *	V/C:	0.908
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	1,040	4,800	0.242 *	ITS:	0.000
	LT	1.00	210	1,600	0.131		
Eastbound	RT	0.00	350	0	0.000	ICU:	1.008
	TH	3.00	1,500	4,800	0.385 *		
	LT	1.00	160	1,600	0.100	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 189 - CRENSHAW BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	310	1,600	0.094	N-S(1):	0.336
	TH	3.00	910	4,800	0.190 *	N-S(2):	0.371 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.288
Westbound	RT	0.00	290	0	0.000	E-W(2):	0.504 *
	TH	3.00	1,170	4,800	0.304 *		
	LT	1.00	190	1,600	0.119	V/C:	0.875
Northbound	RT	1.00	130	1,600	0.022	Lost Time:	0.100
	TH	3.00	1,190	4,800	0.248	ITS:	0.000
	LT	1.00	290	1,600	0.181 *		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.975
	TH	3.00	700	4,800	0.169		
	LT	1.00	320	1,600	0.200 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	270	1,600	0.059	N-S(1):	0.265 *
	TH	3.00	760	4,800	0.158	N-S(2):	0.252
	LT	1.00	140	1,600	0.088 *	E-W(1):	0.238
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.377 *
	TH	3.00	580	4,800	0.158 *		
	LT	1.00	140	1,600	0.088	V/C:	0.642
Northbound	RT	1.00	120	1,600	0.031	Lost Time:	0.100
	TH	3.00	850	4,800	0.177 *	ITS:	0.000
	LT	1.00	150	1,600	0.094		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.742
	TH	3.00	590	4,800	0.150		
	LT	1.00	350	1,600	0.219 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	230	1,600	0.019	N-S(1):	0.342 *
	TH	3.00	1,240	4,800	0.258	N-S(2):	0.333
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.442
Westbound	RT	0.00	250	0	0.000	E-W(2):	0.454 *
	TH	3.00	730	4,800	0.204 *		
	LT	1.00	180	1,600	0.113	V/C:	0.796
Northbound	RT	1.00	100	1,600	0.006	Lost Time:	0.100
	TH	3.00	980	4,800	0.204 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.896
	TH	3.00	1,380	4,800	0.329		
	LT	1.00	400	1,600	0.250 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 190 - WESTERN AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	280	1,600	0.122	N-S(1):	0.235
	TH	2.00	520	3,200	0.163 *	N-S(2):	0.288 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.269
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.464 *
	TH	3.00	1,560	4,800	0.358 *		
	LT	1.00	110	1,600	0.069	V/C:	0.752
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	2.00	560	3,200	0.197	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.852
	TH	3.00	770	4,800	0.200		
	LT	1.00	170	1,600	0.106 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.063	N-S(1):	0.213
	TH	2.00	410	3,200	0.128 *	N-S(2):	0.228 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.227
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.286 *
	TH	3.00	720	4,800	0.173 *		
	LT	1.00	110	1,600	0.069	V/C:	0.514
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	2.00	400	3,200	0.163	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.614
	TH	3.00	630	4,800	0.158		
	LT	1.00	180	1,600	0.113 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.063	N-S(1):	0.313
	TH	2.00	650	3,200	0.203 *	N-S(2):	0.341 *
	LT	1.00	110	1,600	0.069	E-W(1):	0.431 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.379
	TH	3.00	1,000	4,800	0.229		
	LT	1.00	90	1,600	0.056 *	V/C:	0.772
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	650	3,200	0.244	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.872
	TH	3.00	1,600	4,800	0.375 *		
	LT	1.00	240	1,600	0.150	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 191 - VERMONT AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.056	N-S(1):	0.209 *
	TH	3.00	560	4,800	0.117	N-S(2):	0.167
	LT	1.00	180	1,600	0.113 *	E-W(1):	0.283
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.456 *
	TH	3.00	1,810	4,800	0.406 *		
	LT	1.00	120	1,600	0.075	V/C:	0.665
Northbound	RT	1.00	110	1,600	0.031	Lost Time:	0.100
	TH	3.00	460	4,800	0.096 *	ITS:	0.000
	LT	1.00	80	1,600	0.050		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.765
	TH	3.00	920	4,800	0.208		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	180	1,600	0.097	N-S(1):	0.175 *
	TH	3.00	390	4,800	0.081	N-S(2):	0.141
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.231 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.216
	TH	3.00	750	4,800	0.185		
	LT	1.00	80	1,600	0.050 *	V/C:	0.406
Northbound	RT	1.00	60	1,600	0.013	Lost Time:	0.100
	TH	3.00	330	4,800	0.069 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.506
	TH	3.00	800	4,800	0.181 *		
	LT	1.00	50	1,600	0.031	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.009	N-S(1):	0.244 *
	TH	3.00	560	4,800	0.117	N-S(2):	0.205
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.426 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.321
	TH	3.00	930	4,800	0.227		
	LT	1.00	140	1,600	0.088 *	V/C:	0.670
Northbound	RT	1.00	80	1,600	0.006	Lost Time:	0.100
	TH	3.00	720	4,800	0.150 *	ITS:	0.000
	LT	1.00	140	1,600	0.088		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.770
	TH	3.00	1,530	4,800	0.338 *		
	LT	1.00	150	1,600	0.094	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 192 - AVIATION BOULEVARD & ARTESIA BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	230	0	0.000	N-S(1):	0.572 *
	TH	2.00	540	3,200	0.241	N-S(2):	0.335
	LT	1.00	180	1,600	0.113 *	E-W(1):	0.313
Westbound	RT	0.00	240	0	0.000	E-W(2):	0.466 *
	TH	2.00	810	3,200	0.328 *		
	LT	1.00	190	1,600	0.119	V/C:	1.038
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	2.00	1,330	3,200	0.459 *	ITS:	0.000
	LT	1.00	150	1,600	0.094		
Eastbound	RT	0.00	60	0	0.000	ICU:	1.138
	TH	2.00	560	3,200	0.194		
	LT	1.00	220	1,600	0.138 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.313
	TH	2.00	650	3,200	0.247 *	N-S(2):	0.316 *
	LT	1.00	180	1,600	0.113	E-W(1):	0.353 *
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.353 *
	TH	2.00	550	3,200	0.228 *		
	LT	1.00	240	1,600	0.150 *	V/C:	0.669
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	2.00	480	3,200	0.200	ITS:	0.000
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.769
	TH	2.00	570	3,200	0.203 *		
	LT	1.00	200	1,600	0.125 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.469
	TH	2.00	1,270	3,200	0.434 *	N-S(2):	0.509 *
	LT	1.00	270	1,600	0.169	E-W(1):	0.475 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.404
	TH	2.00	690	3,200	0.266		
	LT	1.00	290	1,600	0.181 *	V/C:	0.984
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	2.00	780	3,200	0.300	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	1.084
	TH	2.00	800	3,200	0.294 *		
	LT	1.00	220	1,600	0.138	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 193 - AVIATION BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.000	N-S(1):	0.475 *
	TH	2.00	620	3,200	0.194	N-S(2):	0.244
	LT	2.00	100	2,880	0.035 *	E-W(1):	0.282
Westbound	RT	1.00	340	1,600	0.195	E-W(2):	0.404 *
	TH	2.00	770	3,200	0.241 *		
	LT	2.00	290	2,880	0.101	V/C:	0.879
Northbound	RT	0.00	290	0	0.000	Lost Time:	0.100
	TH	3.00	1,820	4,800	0.440 *	ITS:	0.000
	LT	1.00	80	1,600	0.050		
Eastbound	RT	1.00	160	1,600	0.075	ICU:	0.979
	TH	2.00	580	3,200	0.181		
	LT	1.00	260	1,600	0.163 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.075	N-S(1):	0.283
	TH	2.00	760	3,200	0.238 *	N-S(2):	0.363 *
	LT	2.00	150	2,880	0.052	E-W(1):	0.278
Westbound	RT	1.00	150	1,600	0.068	E-W(2):	0.313 *
	TH	2.00	600	3,200	0.188 *		
	LT	2.00	280	2,880	0.097	V/C:	0.676
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	900	4,800	0.231	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	180	1,600	0.050	ICU:	0.776
	TH	2.00	580	3,200	0.181		
	LT	1.00	200	1,600	0.125 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	410	1,600	0.197	N-S(1):	0.319
	TH	2.00	1,320	3,200	0.413 *	N-S(2):	0.532 *
	LT	2.00	300	2,880	0.104	E-W(1):	0.457 *
Westbound	RT	1.00	130	1,600	0.029	E-W(2):	0.335
	TH	2.00	690	3,200	0.216		
	LT	2.00	570	2,880	0.198 *	V/C:	0.989
Northbound	RT	0.00	220	0	0.000	Lost Time:	0.100
	TH	3.00	810	4,800	0.215	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	1.00	210	1,600	0.072	ICU:	1.089
	TH	2.00	830	3,200	0.259 *		
	LT	1.00	190	1,600	0.119	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 196 - PRAIRIE AVENUE & FLORENCE AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR, EBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.013
	TH	0.00	0	0	0.000 *	N-S(2):	0.281 *
	LT	0.00	0	0	0.000	E-W(1):	0.588 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.410
	TH	3.00	1,970	4,800	0.410		
	LT	1.00	440	1,600	0.275 *	V/C:	0.869
Northbound	RT	1.00	460	1,600	0.013	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	810	2,880	0.281 *		
Eastbound	RT	1.00	500	1,600	0.313 *	ICU:	0.969
	TH	3.00	1,010	4,800	0.210		
	LT	0.00	0	0	0.000	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.000
	TH	0.00	0	0	0.000 *	N-S(2):	0.128 *
	LT	0.00	0	0	0.000	E-W(1):	0.444 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.227
	TH	3.00	1,090	4,800	0.227		
	LT	1.00	320	1,600	0.200 *	V/C:	0.572
Northbound	RT	1.00	310	1,600	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	370	2,880	0.128 *		
Eastbound	RT	1.00	390	1,600	0.244 *	ICU:	0.672
	TH	3.00	1,010	4,800	0.210		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.113
	TH	0.00	0	0	0.000 *	N-S(2):	0.174 *
	LT	0.00	0	0	0.000	E-W(1):	0.594 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.267
	TH	3.00	1,280	4,800	0.267		
	LT	1.00	320	1,600	0.200 *	V/C:	0.768
Northbound	RT	1.00	500	1,600	0.113	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	500	2,880	0.174 *		
Eastbound	RT	1.00	630	1,600	0.394 *	ICU:	0.868
	TH	3.00	1,770	4,800	0.369		
	LT	0.00	0	0	0.000	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 197 - PRAIRIE AVENUE & LENNOX BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.291
	TH	3.00	1,280	4,800	0.308 *	N-S(2):	0.477 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.078
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.107 *
	TH	1.00	10	1,600	0.013 *		
	LT	0.00	0	0	0.000	V/C:	0.584
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,360	4,800	0.285	ITS:	0.000
	LT	1.00	270	1,600	0.169 *		
Eastbound	RT	1.00	260	1,600	0.078	ICU:	0.684
	TH	2.00	10	3,200	0.050		
	LT	0.00	150	1,600	0.094 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.244
	TH	3.00	1,040	4,800	0.240 *	N-S(2):	0.384 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.059
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.119 *
	TH	1.00	10	1,600	0.019 *		
	LT	0.00	10	1,600	0.006	V/C:	0.503
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,130	4,800	0.238	ITS:	0.000
	LT	1.00	230	1,600	0.144 *		
Eastbound	RT	1.00	180	1,600	0.041	ICU:	0.603
	TH	2.00	10	3,200	0.053		
	LT	0.00	160	1,600	0.100 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.355
	TH	3.00	1,530	4,800	0.350 *	N-S(2):	0.538 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.125
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.144 *
	TH	1.00	10	1,600	0.013 *		
	LT	0.00	0	0	0.000	V/C:	0.682
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,630	4,800	0.342	ITS:	0.000
	LT	1.00	300	1,600	0.188 *		
Eastbound	RT	1.00	350	1,600	0.125	ICU:	0.782
	TH	2.00	10	3,200	0.069		
	LT	0.00	210	1,600	0.131 *	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 1 - ADMIRALTY WAY & BALI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.003	N-S(1):	0.638 *
	TH	2.00	1,030	3,200	0.322	N-S(2):	0.335
	LT	1.00	540	1,600	0.338 *	E-W(1):	0.075
Westbound	RT	1.92	460	3,067	0.000	E-W(2):	0.169 *
	TH	0.08	20	133	0.150 *		
	LT	1.00	80	1,600	0.050	V/C:	0.807
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	2.00	870	3,200	0.300 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.907
	TH	2.00	30	3,200	0.025		
	LT	0.00	30	1,600	0.019 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.009	N-S(1):	0.557 *
	TH	2.00	690	3,200	0.216	N-S(2):	0.241
	LT	1.00	380	1,600	0.238 *	E-W(1):	0.106
Westbound	RT	1.87	440	2,996	0.000	E-W(2):	0.166 *
	TH	0.13	30	204	0.147 *		
	LT	1.00	120	1,600	0.075	V/C:	0.723
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	2.00	830	3,200	0.319 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.823
	TH	2.00	40	3,200	0.031		
	LT	0.00	30	1,600	0.019 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.009	N-S(1):	0.709 *
	TH	2.00	1,170	3,200	0.366	N-S(2):	0.379
	LT	1.00	490	1,600	0.306 *	E-W(1):	0.106
Westbound	RT	1.92	710	3,070	0.000	E-W(2):	0.250 *
	TH	0.08	30	130	0.231 *		
	LT	1.00	130	1,600	0.081	V/C:	0.959
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	2.00	1,080	3,200	0.403 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	1.059
	TH	2.00	30	3,200	0.025		
	LT	0.00	30	1,600	0.019 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 2 - ADMIRALTY WAY & FIJI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:	WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.000	N-S(1):	0.194 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	560	2,880	0.194 *	E-W(1):	0.059
Westbound	RT	1.00	470	1,600	0.000	E-W(2):	0.257 *
	TH	1.00	110	1,600	0.069 *		
	LT	0.00	0	0	0.000	V/C:	0.451
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.551
	TH	2.00	190	3,200	0.059		
	LT	1.00	300	1,600	0.188 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.019	N-S(1):	0.128 *
	TH	0.00	0	0	0.000	N-S(2):	0.019
	LT	2.00	370	2,880	0.128 *	E-W(1):	0.100
Westbound	RT	1.00	390	1,600	0.000	E-W(2):	0.244 *
	TH	1.00	230	1,600	0.144 *		
	LT	0.00	0	0	0.000	V/C:	0.372
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.472
	TH	2.00	320	3,200	0.100		
	LT	1.00	160	1,600	0.100 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	290	1,600	0.063	N-S(1):	0.226 *
	TH	0.00	0	0	0.000	N-S(2):	0.063
	LT	2.00	650	2,880	0.226 *	E-W(1):	0.091
Westbound	RT	1.00	580	1,600	0.000	E-W(2):	0.369 *
	TH	1.00	400	1,600	0.250 *		
	LT	0.00	0	0	0.000	V/C:	0.595
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.695
	TH	2.00	290	3,200	0.091		
	LT	1.00	190	1,600	0.119 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 3 - ADMIRALTY WAY & MINDANAO WAY
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.003	N-S(1):	0.532 *
	TH	2.00	590	3,200	0.184	N-S(2):	0.197
	LT	1.00	500	1,600	0.313 *	E-W(1):	0.112 *
Westbound	RT	1.00	400	1,600	0.000	E-W(2):	0.000
	TH	0.15	20	246	0.081		
	LT	1.85	240	2,658	0.090 *	V/C:	0.644
Northbound	RT	0.00	230	0	0.000	Lost Time:	0.100
	TH	2.00	470	3,200	0.219 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.744
	TH	2.00	20	3,200	0.022 *		
	LT	0.00	30	1,600	0.019	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.000	N-S(1):	0.434 *
	TH	2.00	480	3,200	0.150	N-S(2):	0.163
	LT	1.00	250	1,600	0.156 *	E-W(1):	0.153 *
Westbound	RT	1.00	360	1,600	0.069	E-W(2):	0.000
	TH	0.33	60	533	0.113		
	LT	1.67	300	2,400	0.125 *	V/C:	0.587
Northbound	RT	0.00	220	0	0.000	Lost Time:	0.100
	TH	2.00	670	3,200	0.278 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.687
	TH	2.00	30	3,200	0.028 *		
	LT	0.00	40	1,600	0.025	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.009	N-S(1):	0.501 *
	TH	2.00	910	3,200	0.284	N-S(2):	0.315
	LT	1.00	300	1,600	0.188 *	E-W(1):	0.175 *
Westbound	RT	1.00	530	1,600	0.144 *	E-W(2):	0.000
	TH	0.41	80	656	0.122		
	LT	1.59	310	2,289	0.135	V/C:	0.676
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	870	3,200	0.313 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.776
	TH	2.00	40	3,200	0.031 *		
	LT	0.00	30	1,600	0.019	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 4 - PALAWAN WAY & ADMIRALTY WAY
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.006	N-S(1):	0.207 *
	TH	1.00	50	1,600	0.031	N-S(2):	0.062
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.385 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.338
	TH	2.00	860	3,200	0.288		
	LT	1.00	60	1,600	0.038 *	V/C:	0.592
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	1.00	60	1,600	0.088 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	1.00	30	1,600	0.003	ICU:	0.692
	TH	2.00	1,110	3,200	0.347 *		
	LT	1.00	80	1,600	0.050	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.047	N-S(1):	0.163 *
	TH	1.00	40	1,600	0.025	N-S(2):	0.072
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.244
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.303 *
	TH	2.00	800	3,200	0.272 *		
	LT	1.00	70	1,600	0.044	V/C:	0.466
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	1.00	50	1,600	0.069 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	1.00	50	1,600	0.019	ICU:	0.566
	TH	2.00	640	3,200	0.200		
	LT	1.00	50	1,600	0.031 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	140	1,600	0.072	N-S(1):	0.244 *
	TH	1.00	120	1,600	0.075	N-S(2):	0.100
	LT	1.00	260	1,600	0.163 *	E-W(1):	0.369
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.419 *
	TH	2.00	1,160	3,200	0.388 *		
	LT	1.00	100	1,600	0.063	V/C:	0.663
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	1.00	30	1,600	0.081 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	1.00	30	1,600	0.006	ICU:	0.763
	TH	2.00	980	3,200	0.306		
	LT	1.00	50	1,600	0.031 *	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 5 - VIA MARINA & ADMIRALTY WAY
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:	NBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.503 *
	TH	3.00	220	4,800	0.046	N-S(2):	0.046
	LT	1.00	510	1,600	0.319 *	E-W(1):	0.101 *
Westbound	RT	2.00	790	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	290	2,880	0.101 *	V/C:	0.604
Northbound	RT	1.00	700	1,600	0.000	Lost Time:	0.100
	TH	2.00	590	3,200	0.184 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.704
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.435 *
	TH	3.00	320	4,800	0.067	N-S(2):	0.067
	LT	1.00	430	1,600	0.269 *	E-W(1):	0.160 *
Westbound	RT	2.00	500	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	460	2,880	0.160 *	V/C:	0.595
Northbound	RT	1.00	390	1,600	0.000	Lost Time:	0.100
	TH	2.00	530	3,200	0.166 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.695
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.603 *
	TH	3.00	390	4,800	0.081	N-S(2):	0.081
	LT	1.00	750	1,600	0.469 *	E-W(1):	0.236 *
Westbound	RT	2.00	700	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	680	2,880	0.236 *	V/C:	0.839
Northbound	RT	1.00	470	1,600	0.000	Lost Time:	0.100
	TH	2.00	430	3,200	0.134 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.939
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 10 - AVIATIO BOULEVARD & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.184
	TH	2.00	350	3,200	0.144 *	N-S(2):	0.294 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.235
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.288 *
	TH	2.00	790	3,200	0.263 *		
	LT	1.00	140	1,600	0.088	V/C:	0.582
Northbound	RT	1.00	70	1,600	0.000	Lost Time:	0.100
	TH	2.00	510	3,200	0.159	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.682
	TH	2.00	380	3,200	0.147		
	LT	1.00	40	1,600	0.025 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.225
	TH	2.00	400	3,200	0.178 *	N-S(2):	0.291 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.278 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.234
	TH	2.00	510	3,200	0.184		
	LT	1.00	110	1,600	0.069 *	V/C:	0.569
Northbound	RT	1.00	90	1,600	0.022	Lost Time:	0.100
	TH	2.00	580	3,200	0.181	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.669
	TH	2.00	520	3,200	0.209 *		
	LT	1.00	80	1,600	0.050	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	300	0	0.000	N-S(1):	0.213
	TH	2.00	430	3,200	0.228 *	N-S(2):	0.366 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.463 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.269
	TH	2.00	620	3,200	0.206		
	LT	1.00	160	1,600	0.100 *	V/C:	0.829
Northbound	RT	1.00	120	1,600	0.025	Lost Time:	0.100
	TH	2.00	540	3,200	0.169	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.929
	TH	2.00	970	3,200	0.363 *		
	LT	1.00	100	1,600	0.063	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 11 - INGLEWOOD AVENUE & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	50	0	0.000	N-S(1):	0.225 *
	TH	1.00	110	1,600	0.100 *	N-S(2):	0.000
	LT	1.00	30	1,600	0.019	E-W(1):	0.141
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.228 *
	TH	2.00	610	3,200	0.203 *		
	LT	1.00	60	1,600	0.038	V/C:	0.453
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	1.00	140	1,600	0.125 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.553
	TH	2.00	280	3,200	0.103		
	LT	1.00	40	1,600	0.025 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.287 *
	TH	1.00	140	1,600	0.131 *	N-S(2):	0.000
	LT	1.00	40	1,600	0.025	E-W(1):	0.219 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.172
	TH	2.00	390	3,200	0.134		
	LT	1.00	70	1,600	0.044 *	V/C:	0.506
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	1.00	160	1,600	0.156 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.606
	TH	2.00	470	3,200	0.175 *		
	LT	1.00	60	1,600	0.038	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.426 *
	TH	1.00	280	1,600	0.213 *	N-S(2):	0.000
	LT	1.00	70	1,600	0.044	E-W(1):	0.322 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.188
	TH	2.00	450	3,200	0.150		
	LT	1.00	100	1,600	0.063 *	V/C:	0.748
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	1.00	220	1,600	0.213 *	ITS:	0.000
	LT	1.00	100	1,600	0.063		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.848
	TH	2.00	720	3,200	0.259 *		
	LT	1.00	60	1,600	0.038	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 12 - LA BREA AVENUE & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.013	N-S(1):	0.186
	TH	3.00	470	4,800	0.098 *	N-S(2):	0.223 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.150 *
Westbound	RT	1.00	70	1,600	0.025	E-W(2):	0.132
	TH	2.00	300	3,200	0.094		
	LT	1.00	50	1,600	0.031 *	V/C:	0.373
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	690	4,800	0.148	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	110	1,600	0.006	ICU:	0.473
	TH	1.00	190	1,600	0.119 *		
	LT	1.00	60	1,600	0.038	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.009	N-S(1):	0.213
	TH	3.00	730	4,800	0.152 *	N-S(2):	0.240 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.213 *
Westbound	RT	1.00	90	1,600	0.019	E-W(2):	0.175
	TH	2.00	340	3,200	0.106		
	LT	1.00	70	1,600	0.044 *	V/C:	0.453
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	3.00	610	4,800	0.138	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	1.00	130	1,600	0.038	ICU:	0.553
	TH	1.00	270	1,600	0.169 *		
	LT	1.00	110	1,600	0.069	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.006	N-S(1):	0.229
	TH	3.00	1,060	4,800	0.221 *	N-S(2):	0.402 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.300 *
Westbound	RT	1.00	90	1,600	0.019	E-W(2):	0.157
	TH	2.00	300	3,200	0.094		
	LT	1.00	70	1,600	0.044 *	V/C:	0.702
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	670	4,800	0.154	ITS:	0.000
	LT	1.00	290	1,600	0.181 *		
Eastbound	RT	1.00	300	1,600	0.097	ICU:	0.802
	TH	1.00	410	1,600	0.256 *		
	LT	1.00	100	1,600	0.063	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 13 - LA CIENEGA BOULEVARD & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	214	0	0.000	N-S(1):	0.228
	TH	2.00	350	3,200	0.176 *	N-S(2):	0.382 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.191
Westbound	RT	1.00	160	1,600	0.100	E-W(2):	0.213 *
	TH	2.00	560	3,200	0.175 *		
	LT	1.00	100	1,600	0.063	V/C:	0.595
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	2.00	540	3,200	0.184	ITS:	0.000
	LT	1.00	330	1,600	0.206 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.695
	TH	2.00	240	3,200	0.128		
	LT	1.00	60	1,600	0.038 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	164	0	0.000	N-S(1):	0.241
	TH	2.00	360	3,200	0.164 *	N-S(2):	0.252 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.228
Westbound	RT	1.00	90	1,600	0.056	E-W(2):	0.251 *
	TH	2.00	390	3,200	0.122 *		
	LT	1.00	70	1,600	0.044	V/C:	0.503
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	2.00	460	3,200	0.178	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	0.00	160	0	0.000	ICU:	0.603
	TH	2.00	430	3,200	0.184		
	LT	1.00	207	1,600	0.129 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	191	0	0.000	N-S(1):	0.300
	TH	2.00	630	3,200	0.257 *	N-S(2):	0.345 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.391 *
Westbound	RT	1.00	80	1,600	0.050	E-W(2):	0.169
	TH	2.00	410	3,200	0.128		
	LT	1.00	60	1,600	0.038 *	V/C:	0.736
Northbound	RT	0.00	230	0	0.000	Lost Time:	0.100
	TH	2.00	430	3,200	0.206	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	0.00	430	0	0.000	ICU:	0.836
	TH	2.00	700	3,200	0.353 *		
	LT	1.00	66	1,600	0.041	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 15 - AVIATION BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	270	1,600	0.169	N-S(1):	0.322
	TH	2.00	740	3,200	0.231 *	N-S(2):	0.349 *
	LT	1.00	110	1,600	0.069	E-W(1):	0.210
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.479 *
	TH	3.00	1,940	4,800	0.423 *		
	LT	2.00	400	2,880	0.139	V/C:	0.828
Northbound	RT	1.00	170	1,600	0.000	Lost Time:	0.100
	TH	2.00	810	3,200	0.253	ITS:	0.000
	LT	2.00	340	2,880	0.118 *		
Eastbound	RT	1.00	70	1,600	0.000	ICU:	0.928
	TH	3.00	340	4,800	0.071		
	LT	1.00	90	1,600	0.056 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.119	N-S(1):	0.207
	TH	2.00	530	3,200	0.166 *	N-S(2):	0.229 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.343
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.348 *
	TH	3.00	1,030	4,800	0.242 *		
	LT	2.00	430	2,880	0.149	V/C:	0.577
Northbound	RT	1.00	200	1,600	0.000	Lost Time:	0.100
	TH	2.00	460	3,200	0.144	ITS:	0.000
	LT	2.00	180	2,880	0.063 *		
Eastbound	RT	1.00	230	1,600	0.113	ICU:	0.677
	TH	3.00	930	4,800	0.194		
	LT	1.00	170	1,600	0.106 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.069	N-S(1):	0.260 *
	TH	2.00	280	3,200	0.088	N-S(2):	0.164
	LT	1.00	70	1,600	0.044 *	E-W(1):	0.527 *
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.371
	TH	3.00	760	4,800	0.177		
	LT	2.00	240	2,880	0.083 *	V/C:	0.787
Northbound	RT	1.00	340	1,600	0.129	Lost Time:	0.100
	TH	2.00	690	3,200	0.216 *	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	1.00	500	1,600	0.274	ICU:	0.887
	TH	3.00	2,130	4,800	0.444 *		
	LT	1.00	310	1,600	0.194	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 17 - AVIATION BLVD. / FLORENCE AVENUE & MANCHESTER AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	440	1,600	0.275 *	N-S(1):	0.128
	TH	2.00	420	3,200	0.131	N-S(2):	0.438 *
	LT	0.00	0	0	0.000	E-W(1):	0.188
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.447 *
	TH	2.00	950	3,200	0.297 *		
	LT	1.00	40	1,600	0.025	V/C:	0.885
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	2.00	330	3,200	0.128	ITS:	0.000
	LT	1.00	260	1,600	0.163 *		
Eastbound	RT	1.00	120	1,600	0.000	ICU:	0.985
	TH	2.00	520	3,200	0.163		
	LT	1.00	240	1,600	0.150 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	410	1,600	0.256 *	N-S(1):	0.175
	TH	2.00	430	3,200	0.134	N-S(2):	0.375 *
	LT	0.00	0	0	0.000	E-W(1):	0.394
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.534 *
	TH	2.00	970	3,200	0.303 *		
	LT	1.00	80	1,600	0.050	V/C:	0.909
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	2.00	420	3,200	0.175	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	1.00	170	1,600	0.047	ICU:	1.009
	TH	2.00	1,100	3,200	0.344		
	LT	1.00	370	1,600	0.231 *	LOS:	F

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	230	1,600	0.144	N-S(1):	0.172
	TH	2.00	680	3,200	0.213 *	N-S(2):	0.369 *
	LT	0.00	0	0	0.000	E-W(1):	0.378
Westbound	RT	1.00	20	1,600	0.013	E-W(2):	0.615 *
	TH	2.00	830	3,200	0.259 *		
	LT	1.00	80	1,600	0.050	V/C:	0.984
Northbound	RT	0.00	150	0	0.000	Lost Time:	0.100
	TH	2.00	400	3,200	0.172	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	1.00	230	1,600	0.066	ICU:	1.084
	TH	2.00	1,050	3,200	0.328		
	LT	1.00	570	1,600	0.356 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 18 - AVIATION BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	150	1,600	0.066	N-S(1):	0.326 *
	TH	4.00	440	6,400	0.069	N-S(2):	0.218
	LT	2.00	130	2,880	0.045 *	E-W(1):	0.315
Westbound	RT	1.00	530	1,600	0.286	E-W(2):	0.326 *
	TH	4.00	1,910	6,400	0.298 *		
	LT	2.00	510	2,880	0.177	V/C:	0.652
Northbound	RT	1.00	580	1,600	0.185	Lost Time:	0.100
	TH	3.00	1,350	4,800	0.281 *	ITS:	0.000
	LT	2.00	430	2,880	0.149		
Eastbound	RT	1.00	90	1,600	0.000	ICU:	0.752
	TH	4.00	880	6,400	0.138		
	LT	2.00	80	2,880	0.028 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.075	N-S(1):	0.343 *
	TH	4.00	600	6,400	0.094	N-S(2):	0.195
	LT	2.00	430	2,880	0.149 *	E-W(1):	0.390 *
Westbound	RT	1.00	350	1,600	0.069	E-W(2):	0.307
	TH	4.00	1,560	6,400	0.244		
	LT	2.00	430	2,880	0.149 *	V/C:	0.733
Northbound	RT	1.00	550	1,600	0.194 *	Lost Time:	0.100
	TH	3.00	580	4,800	0.121	ITS:	0.000
	LT	2.00	290	2,880	0.101		
Eastbound	RT	1.00	240	1,600	0.049	ICU:	0.833
	TH	4.00	1,540	6,400	0.241 *		
	LT	2.00	180	2,880	0.063	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.054	N-S(1):	0.347 *
	TH	4.00	1,200	6,400	0.188	N-S(2):	0.282
	LT	2.00	540	2,880	0.188 *	E-W(1):	0.485 *
Westbound	RT	1.00	290	1,600	0.000	E-W(2):	0.297
	TH	4.00	1,370	6,400	0.214		
	LT	2.00	460	2,880	0.160 *	V/C:	0.832
Northbound	RT	1.00	510	1,600	0.159 *	Lost Time:	0.100
	TH	3.00	620	4,800	0.129	ITS:	0.000
	LT	2.00	270	2,880	0.094		
Eastbound	RT	1.00	360	1,600	0.131	ICU:	0.932
	TH	4.00	2,080	6,400	0.325 *		
	LT	2.00	240	2,880	0.083	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 20 - AVIATION BOULEVARD & WEST 120TH STREET
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.275 *
	TH	2.00	550	3,200	0.178	N-S(2):	0.209
	LT	1.00	90	1,600	0.056 *	E-W(1):	0.178
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.325 *
	TH	2.00	50	1,600	0.319 *		
	LT	0.00	270	1,600	0.169	V/C:	0.600
Northbound	RT	1.00	60	1,600	0.000	Lost Time:	0.100
	TH	2.00	700	3,200	0.219 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.700
	TH	2.00	10	3,200	0.009		
	LT	0.00	10	1,600	0.006 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.269 *
	TH	2.00	460	3,200	0.150	N-S(2):	0.194
	LT	1.00	140	1,600	0.088 *	E-W(1):	0.106
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.132 *
	TH	2.00	20	1,600	0.119 *		
	LT	0.00	130	1,600	0.081	V/C:	0.401
Northbound	RT	1.00	120	1,600	0.034	Lost Time:	0.100
	TH	2.00	580	3,200	0.181 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	40	1,600	0.025	ICU:	0.501
	TH	2.00	10	1,600	0.019		
	LT	0.00	20	1,600	0.013 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.350 *
	TH	2.00	850	3,200	0.269	N-S(2):	0.282
	LT	1.00	210	1,600	0.131 *	E-W(1):	0.144
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.200 *
	TH	2.00	10	1,600	0.181 *		
	LT	0.00	160	1,600	0.100	V/C:	0.550
Northbound	RT	1.00	280	1,600	0.125	Lost Time:	0.100
	TH	2.00	700	3,200	0.219 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.650
	TH	2.00	60	3,200	0.044		
	LT	0.00	30	1,600	0.019 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 21 - LINCOLN BOULEVARD & BAILI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	470	0	0.000	N-S(1):	0.311
	TH	3.00	1,270	4,800	0.363 *	N-S(2):	0.432 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.147 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	1.00	10	1,600	0.019 *		
	LT	0.00	10	1,600	0.006	V/C:	0.579
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	3.00	1,370	4,800	0.292	ITS:	0.000
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	1.00	260	1,600	0.128	ICU:	0.679
	TH	0.05	10	86	0.116		
	LT	1.95	360	2,802	0.128 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	530	0	0.000	N-S(1):	0.352
	TH	3.00	1,250	4,800	0.371 *	N-S(2):	0.415 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.172 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.000
	TH	1.00	10	1,600	0.031 *		
	LT	0.00	10	1,600	0.006	V/C:	0.587
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	1,520	4,800	0.321	ITS:	0.000
	LT	1.00	70	1,600	0.044 *		
Eastbound	RT	1.00	260	1,600	0.141 *	ICU:	0.687
	TH	0.05	10	84	0.119		
	LT	1.95	370	2,804	0.132	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	690	0	0.000	N-S(1):	0.358
	TH	3.00	1,730	4,800	0.504 *	N-S(2):	0.623 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.201 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.000
	TH	1.00	10	1,600	0.038 *		
	LT	0.00	10	1,600	0.006	V/C:	0.824
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,590	4,800	0.333	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	1.00	290	1,600	0.122	ICU:	0.924
	TH	0.00	0	0	0.000		
	LT	2.00	470	2,880	0.163 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 23 - CENTINELA AVENUE & JEFFERSON BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR, EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	700	1,600	0.250 *	N-S(1):	0.171
	TH	2.00	20	3,200	0.006	N-S(2):	0.257 *
	LT	2.00	480	2,880	0.167	E-W(1):	0.205
Westbound	RT	1.00	370	1,600	0.065	E-W(2):	0.401 *
	TH	3.00	1,020	4,800	0.213 *		
	LT	2.00	20	2,880	0.007	V/C:	0.658
Northbound	RT	1.00	10	1,600	0.003	Lost Time:	0.100
	TH	3.00	20	4,800	0.004	ITS:	0.000
	LT	2.00	20	2,880	0.007 *		
Eastbound	RT	1.00	10	1,600	0.000	ICU:	0.758
	TH	3.00	950	4,800	0.198		
	LT	2.00	540	2,880	0.188 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	480	1,600	0.161 *	N-S(1):	0.161
	TH	2.00	20	3,200	0.006	N-S(2):	0.171 *
	LT	2.00	420	2,880	0.146	E-W(1):	0.215
Westbound	RT	1.00	310	1,600	0.048	E-W(2):	0.339 *
	TH	3.00	960	4,800	0.200 *		
	LT	2.00	20	2,880	0.007	V/C:	0.510
Northbound	RT	1.00	30	1,600	0.015	Lost Time:	0.100
	TH	3.00	20	4,800	0.004	ITS:	0.000
	LT	2.00	30	2,880	0.010 *		
Eastbound	RT	1.00	20	1,600	0.002	ICU:	0.610
	TH	3.00	1,000	4,800	0.208		
	LT	2.00	400	2,880	0.139 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	510	1,600	0.062	N-S(1):	0.324 *
	TH	2.00	10	3,200	0.003	N-S(2):	0.069
	LT	2.00	900	2,880	0.313 *	E-W(1):	0.230
Westbound	RT	1.00	430	1,600	0.000	E-W(2):	0.495 *
	TH	3.00	1,140	4,800	0.238 *		
	LT	2.00	10	2,880	0.003	V/C:	0.819
Northbound	RT	1.00	20	1,600	0.011 *	Lost Time:	0.100
	TH	3.00	20	4,800	0.004	ITS:	0.000
	LT	2.00	20	2,880	0.007		
Eastbound	RT	1.00	10	1,600	0.000	ICU:	0.919
	TH	3.00	1,090	4,800	0.227		
	LT	2.00	740	2,880	0.257 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 25 - LA BREA AVENUE & CENTINELA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.310
	TH	2.00	740	3,200	0.284 *	N-S(2):	0.459 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.141
Westbound	RT	1.00	280	1,600	0.131	E-W(2):	0.372 *
	TH	2.00	930	3,200	0.291 *		
	LT	1.00	40	1,600	0.025	V/C:	0.831
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	690	3,200	0.222	ITS:	0.000
	LT	1.00	280	1,600	0.175 *		
Eastbound	RT	1.00	110	1,600	0.000	ICU:	0.931
	TH	2.00	370	3,200	0.116		
	LT	1.00	130	1,600	0.081 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.344
	TH	2.00	770	3,200	0.294 *	N-S(2):	0.419 *
	LT	1.00	220	1,600	0.138	E-W(1):	0.204
Westbound	RT	1.00	150	1,600	0.025	E-W(2):	0.297 *
	TH	2.00	590	3,200	0.184 *		
	LT	1.00	60	1,600	0.038	V/C:	0.716
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	2.00	610	3,200	0.206	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	200	1,600	0.063	ICU:	0.816
	TH	2.00	530	3,200	0.166		
	LT	1.00	180	1,600	0.113 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.525 *
	TH	2.00	1,030	3,200	0.356	N-S(2):	0.481
	LT	1.00	280	1,600	0.175 *	E-W(1):	0.366 *
Westbound	RT	1.00	210	1,600	0.044	E-W(2):	0.325
	TH	2.00	640	3,200	0.200		
	LT	1.00	70	1,600	0.044 *	V/C:	0.891
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	2.00	1,070	3,200	0.350 *	ITS:	0.000
	LT	1.00	200	1,600	0.125		
Eastbound	RT	1.00	230	1,600	0.081	ICU:	0.991
	TH	2.00	1,030	3,200	0.322 *		
	LT	1.00	200	1,600	0.125	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 26 - LA CIENEGA BOULEVARD & CENTINELA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.617 *
	TH	3.00	2,180	4,800	0.458	N-S(2):	0.468
	LT	1.00	160	1,600	0.100 *	E-W(1):	0.275 *
Westbound	RT	1.00	280	1,600	0.125	E-W(2):	0.250
	TH	3.00	1,200	4,800	0.250		
	LT	1.00	240	1,600	0.150 *	V/C:	0.892
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	3.00	2,430	4,800	0.517 *	ITS:	0.000
	LT	2.00	30	2,880	0.010		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.992
	TH	3.00	400	4,800	0.125 *		
	LT	0.00	0	0	0.000	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.446 *
	TH	3.00	1,510	4,800	0.323	N-S(2):	0.386
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.277 *
Westbound	RT	1.00	170	1,600	0.053	E-W(2):	0.171
	TH	3.00	820	4,800	0.171		
	LT	1.00	170	1,600	0.106 *	V/C:	0.723
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	3.00	1,530	4,800	0.340 *	ITS:	0.000
	LT	2.00	180	2,880	0.063		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.823
	TH	3.00	650	4,800	0.171 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.688 *
	TH	3.00	2,100	4,800	0.442	N-S(2):	0.498
	LT	1.00	340	1,600	0.213 *	E-W(1):	0.373 *
Westbound	RT	1.00	160	1,600	0.000	E-W(2):	0.194
	TH	3.00	930	4,800	0.194		
	LT	1.00	160	1,600	0.100 *	V/C:	1.061
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	2,140	4,800	0.475 *	ITS:	0.000
	LT	2.00	160	2,880	0.056		
Eastbound	RT	0.00	220	0	0.000	ICU:	1.161
	TH	3.00	1,090	4,800	0.273 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 27 - LA TIEJERA BOULEVARD & CENTINELA BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	180	0	0.000	N-S(1):	0.219
	TH	3.00	1,270	4,800	0.302 *	N-S(2):	0.358 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.164
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.314 *
	TH	3.00	1,110	4,800	0.233 *		
	LT	2.00	160	2,880	0.056	V/C:	0.672
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	810	4,800	0.194	ITS:	0.000
	LT	2.00	160	2,880	0.056 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.772
	TH	3.00	460	4,800	0.108		
	LT	1.00	130	1,600	0.081 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.277
	TH	3.00	910	4,800	0.217 *	N-S(2):	0.280 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.215
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.257 *
	TH	3.00	790	4,800	0.169 *		
	LT	2.00	180	2,880	0.063	V/C:	0.537
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	880	4,800	0.227	ITS:	0.000
	LT	2.00	180	2,880	0.063 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.637
	TH	3.00	640	4,800	0.152		
	LT	1.00	140	1,600	0.088 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.487 *
	TH	3.00	1,110	4,800	0.258	N-S(2):	0.327
	LT	1.00	130	1,600	0.081 *	E-W(1):	0.269
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.340 *
	TH	3.00	960	4,800	0.202 *		
	LT	2.00	200	2,880	0.069	V/C:	0.827
Northbound	RT	0.00	320	0	0.000	Lost Time:	0.100
	TH	3.00	1,630	4,800	0.406 *	ITS:	0.000
	LT	2.00	200	2,880	0.069		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.927
	TH	3.00	910	4,800	0.200		
	LT	1.00	220	1,600	0.138 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 34 - LA BREA AVENUE / HAWTHORNE BOULEVARD & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.028	N-S(1):	0.221
	TH	3.00	550	4,800	0.115 *	N-S(2):	0.334 *
	LT	1.00	90	1,600	0.056	E-W(1):	0.275
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.362 *
	TH	3.00	1,190	4,800	0.281 *		
	LT	1.00	90	1,600	0.056	V/C:	0.696
Northbound	RT	1.00	60	1,600	0.009	Lost Time:	0.100
	TH	3.00	790	4,800	0.165	ITS:	0.000
	LT	1.00	350	1,600	0.219 *		
Eastbound	RT	0.00	350	1,600	0.219	ICU:	0.796
	TH	3.00	660	3,200	0.206		
	LT	1.00	130	1,600	0.081 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.038	N-S(1):	0.269
	TH	3.00	680	4,800	0.142 *	N-S(2):	0.480 *
	LT	1.00	220	1,600	0.138	E-W(1):	0.379 *
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.317
	TH	3.00	980	4,800	0.229		
	LT	1.00	130	1,600	0.081 *	V/C:	0.859
Northbound	RT	1.00	160	1,600	0.059	Lost Time:	0.100
	TH	3.00	630	4,800	0.131	ITS:	0.000
	LT	1.00	540	1,600	0.338 *		
Eastbound	RT	0.00	420	0	0.000	ICU:	0.959
	TH	3.00	1,010	4,800	0.298 *		
	LT	1.00	140	1,600	0.088	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.016	N-S(1):	0.344
	TH	3.00	1,100	4,800	0.229 *	N-S(2):	0.523 *
	LT	1.00	240	1,600	0.150	E-W(1):	0.466 *
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.377
	TH	3.00	1,130	4,800	0.271		
	LT	1.00	130	1,600	0.081 *	V/C:	0.989
Northbound	RT	1.00	140	1,600	0.047	Lost Time:	0.100
	TH	3.00	930	4,800	0.194	ITS:	0.000
	LT	1.00	470	1,600	0.294 *		
Eastbound	RT	0.00	380	0	0.000	ICU:	1.089
	TH	3.00	1,470	4,800	0.385 *		
	LT	1.00	170	1,600	0.106	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 35 - INGLEWOOD AVENUE & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.194
	TH	1.00	200	1,600	0.188 *	N-S(2):	0.276 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.190
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.378 *
	TH	3.00	1,530	4,800	0.340 *		
	LT	1.00	40	1,600	0.025	V/C:	0.654
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	1.00	190	1,600	0.163	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.754
	TH	3.00	740	4,800	0.165		
	LT	1.00	60	1,600	0.038 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.281 *
	TH	1.00	220	1,600	0.206	N-S(2):	0.275
	LT	1.00	80	1,600	0.050 *	E-W(1):	0.329
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.373 *
	TH	3.00	1,420	4,800	0.310 *		
	LT	1.00	90	1,600	0.056	V/C:	0.654
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	1.00	250	1,600	0.231 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.754
	TH	3.00	1,230	4,800	0.273		
	LT	1.00	100	1,600	0.063 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.363 *
	TH	1.00	410	1,600	0.313 *	N-S(2):	0.363 *
	LT	1.00	120	1,600	0.075 *	E-W(1):	0.466 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.413
	TH	3.00	1,450	4,800	0.319		
	LT	1.00	90	1,600	0.056 *	V/C:	0.829
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	1.00	330	1,600	0.288 *	ITS:	0.000
	LT	1.00	80	1,600	0.050 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.929
	TH	3.00	1,770	4,800	0.410 *		
	LT	1.00	150	1,600	0.094	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 36 - LA CIENEGA BOULEVARD & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	640	3,200	0.075	N-S(1):	0.191
	TH	2.00	490	3,200	0.153 *	N-S(2):	0.434 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.362
Westbound	RT	0.00	580	1,600	0.363 *	E-W(2):	0.488 *
	TH	4.00	1,340	4,800	0.279		
	LT	1.00	250	1,600	0.156	V/C:	0.922
Northbound	RT	2.00	190	3,200	0.000	Lost Time:	0.100
	TH	2.00	370	3,200	0.116	ITS:	0.000
	LT	1.00	450	1,600	0.281 *		
Eastbound	RT	1.00	530	1,600	0.050	ICU:	1.022
	TH	3.00	990	4,800	0.206		
	LT	1.00	200	1,600	0.125 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	880	3,200	0.131 *	N-S(1):	0.278
	TH	2.00	320	3,200	0.100	N-S(2):	0.375 *
	LT	1.00	230	1,600	0.144	E-W(1):	0.423
Westbound	RT	0.00	540	1,600	0.338 *	E-W(2):	0.482 *
	TH	4.00	1,070	4,800	0.223		
	LT	1.00	110	1,600	0.069	V/C:	0.857
Northbound	RT	2.00	250	3,200	0.009	Lost Time:	0.100
	TH	2.00	430	3,200	0.134	ITS:	0.000
	LT	1.00	390	1,600	0.244 *		
Eastbound	RT	1.00	590	1,600	0.125	ICU:	0.957
	TH	3.00	1,700	4,800	0.354		
	LT	1.00	230	1,600	0.144 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	520	3,200	0.006	N-S(1):	0.359
	TH	2.00	850	3,200	0.266 *	N-S(2):	0.547 *
	LT	1.00	370	1,600	0.231	E-W(1):	0.379
Westbound	RT	0.00	450	1,600	0.281 *	E-W(2):	0.437 *
	TH	4.00	1,000	4,800	0.208		
	LT	1.00	70	1,600	0.044	V/C:	0.984
Northbound	RT	2.00	550	3,200	0.128	Lost Time:	0.100
	TH	2.00	350	3,200	0.109	ITS:	0.000
	LT	1.00	450	1,600	0.281 *		
Eastbound	RT	1.00	540	1,600	0.056	ICU:	1.084
	TH	3.00	1,610	4,800	0.335		
	LT	1.00	250	1,600	0.156 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 37 - PRAIRIE AVENUE & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.273
	TH	3.00	750	4,800	0.175 *	N-S(2):	0.300 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.169
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.325 *
	TH	3.00	1,160	4,800	0.281 *		
	LT	1.00	50	1,600	0.031	V/C:	0.625
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	3.00	770	4,800	0.179	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.725
	TH	3.00	580	4,800	0.138		
	LT	1.00	70	1,600	0.044 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.340 *
	TH	3.00	730	4,800	0.171	N-S(2):	0.252
	LT	1.00	280	1,600	0.175 *	E-W(1):	0.354 *
Westbound	RT	0.00	300	0	0.000	E-W(2):	0.325
	TH	3.00	990	4,800	0.269		
	LT	1.00	130	1,600	0.081 *	V/C:	0.694
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	680	4,800	0.165 *	ITS:	0.000
	LT	1.00	130	1,600	0.081		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.794
	TH	3.00	1,160	4,800	0.273 *		
	LT	1.00	90	1,600	0.056	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.410
	TH	3.00	1,130	4,800	0.254 *	N-S(2):	0.473 *
	LT	1.00	280	1,600	0.175	E-W(1):	0.406 *
Westbound	RT	0.00	390	0	0.000	E-W(2):	0.373
	TH	3.00	950	4,800	0.279		
	LT	1.00	130	1,600	0.081 *	V/C:	0.879
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	920	4,800	0.235	ITS:	0.000
	LT	1.00	350	1,600	0.219 *		
Eastbound	RT	0.00	160	0	0.000	ICU:	0.979
	TH	3.00	1,400	4,800	0.325 *		
	LT	1.00	150	1,600	0.094	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 39 - NB I-405 RAMPS & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.081
	TH	0.00	0	0	0.000 *	N-S(2):	0.285 *
	LT	0.00	0	0	0.000	E-W(1):	0.203
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.377 *
	TH	3.00	1,790	4,800	0.377 *		
	LT	0.00	0	0	0.000	V/C:	0.662
Northbound	RT	1.00	130	1,600	0.081	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	820	2,880	0.285 *		
Eastbound	RT	1.69	550	2,708	0.000	ICU:	0.762
	TH	2.31	750	3,692	0.203		
	LT	1.00	0	1,600	0.000 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.106
	TH	0.00	0	0	0.000 *	N-S(2):	0.188 *
	LT	0.00	0	0	0.000	E-W(1):	0.339 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.329
	TH	3.00	1,570	4,800	0.329		
	LT	0.00	0	0	0.000 *	V/C:	0.527
Northbound	RT	1.00	170	1,600	0.106	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	540	2,880	0.188 *		
Eastbound	RT	1.77	960	2,831	0.000	ICU:	0.627
	TH	2.23	1,210	3,569	0.339 *		
	LT	1.00	0	1,600	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.231 *
	TH	0.00	0	0	0.000	N-S(2):	0.128
	LT	0.00	0	0	0.000 *	E-W(1):	0.383 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.335
	TH	3.00	1,600	4,800	0.335		
	LT	0.00	0	0	0.000 *	V/C:	0.614
Northbound	RT	1.00	370	1,600	0.231 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	370	2,880	0.128		
Eastbound	RT	1.18	720	1,881	0.000	ICU:	0.714
	TH	2.82	1,730	4,519	0.383 *		
	LT	1.00	0	1,600	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 46 - DOUGLAS STREET & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.000	N-S(1):	0.198
	TH	2.00	240	3,200	0.075 *	N-S(2):	0.224 *
	LT	2.00	120	2,880	0.042	E-W(1):	0.204
Westbound	RT	1.00	520	1,600	0.304	E-W(2):	0.458 *
	TH	3.00	1,720	4,800	0.358 *		
	LT	2.00	240	2,880	0.083	V/C:	0.682
Northbound	RT	1.00	70	1,600	0.002	Lost Time:	0.100
	TH	2.00	500	3,200	0.156	ITS:	0.000
	LT	2.00	430	2,880	0.149 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.782
	TH	3.00	410	4,800	0.121		
	LT	1.00	160	1,600	0.100 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.009	N-S(1):	0.213 *
	TH	2.00	310	3,200	0.097	N-S(2):	0.170
	LT	2.00	300	2,880	0.104 *	E-W(1):	0.269
Westbound	RT	1.00	370	1,600	0.179	E-W(2):	0.315 *
	TH	3.00	1,060	4,800	0.221 *		
	LT	2.00	110	2,880	0.038	V/C:	0.528
Northbound	RT	1.00	140	1,600	0.068	Lost Time:	0.100
	TH	2.00	350	3,200	0.109 *	ITS:	0.000
	LT	2.00	210	2,880	0.073		
Eastbound	RT	0.00	260	0	0.000	ICU:	0.628
	TH	3.00	850	4,800	0.231		
	LT	1.00	150	1,600	0.094 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.022	N-S(1):	0.361 *
	TH	2.00	790	3,200	0.247	N-S(2):	0.296
	LT	2.00	510	2,880	0.177 *	E-W(1):	0.545 *
Westbound	RT	1.00	180	1,600	0.024	E-W(2):	0.198
	TH	3.00	740	4,800	0.154		
	LT	2.00	140	2,880	0.049 *	V/C:	0.906
Northbound	RT	1.00	330	1,600	0.182	Lost Time:	0.100
	TH	2.00	590	3,200	0.184 *	ITS:	0.000
	LT	2.00	140	2,880	0.049		
Eastbound	RT	0.00	390	0	0.000	ICU:	1.006
	TH	3.00	1,990	4,800	0.496 *		
	LT	1.00	70	1,600	0.044	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 47 - DOUGLAS STREET & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.000	N-S(1):	0.082 *
	TH	1.00	30	1,600	0.019	N-S(2):	0.000
	LT	1.00	30	1,600	0.019 *	E-W(1):	0.261
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.332 *
	TH	3.00	1,320	4,800	0.294 *		
	LT	2.00	290	2,880	0.101	V/C:	0.414
Northbound	RT	2.00	150	3,200	0.000	Lost Time:	0.100
	TH	1.00	30	1,600	0.019	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	250	0	0.000	ICU:	0.514
	TH	3.00	520	4,800	0.160		
	LT	1.00	60	1,600	0.038 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.006	N-S(1):	0.098 *
	TH	0.67	40	1,067	0.038	N-S(2):	0.000
	LT	1.33	80	1,920	0.042 *	E-W(1):	0.203
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.204 *
	TH	3.00	690	4,800	0.154 *		
	LT	2.00	110	2,880	0.038	V/C:	0.302
Northbound	RT	2.00	230	3,200	0.034	Lost Time:	0.100
	TH	1.00	30	1,600	0.019	ITS:	0.000
	LT	1.00	90	1,600	0.056 *		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.402
	TH	3.00	660	4,800	0.165		
	LT	1.00	80	1,600	0.050 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.009	N-S(1):	0.176 *
	TH	0.62	40	985	0.041	N-S(2):	0.000
	LT	1.38	90	1,994	0.045 *	E-W(1):	0.339 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.221
	TH	3.00	790	4,800	0.177		
	LT	2.00	90	2,880	0.031 *	V/C:	0.515
Northbound	RT	2.00	520	3,200	0.131	Lost Time:	0.100
	TH	1.00	40	1,600	0.025	ITS:	0.000
	LT	1.00	210	1,600	0.131 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.615
	TH	3.00	1,340	4,800	0.308 *		
	LT	1.00	70	1,600	0.044	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 48 - DOUGLAS STREET & MARIPOSA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.119
	TH	3.00	290	4,800	0.081 *	N-S(2):	0.294 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.037 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.009 *		
	LT	0.00	10	1,600	0.006	V/C:	0.331
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	3.00	510	4,800	0.113	ITS:	0.000
	LT	1.00	340	1,600	0.213 *		
Eastbound	RT	1.00	170	1,600	0.000	ICU:	0.431
	TH	0.25	10	400	0.025		
	LT	1.75	70	2,520	0.028 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.128
	TH	3.00	360	4,800	0.096 *	N-S(2):	0.215 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.162 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.009 *		
	LT	0.00	10	1,600	0.006	V/C:	0.377
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	510	4,800	0.115	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	1.00	340	1,600	0.153 *	ICU:	0.477
	TH	0.25	20	400	0.050		
	LT	1.75	140	2,520	0.056	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.137
	TH	3.00	600	4,800	0.138 *	N-S(2):	0.276 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.228 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.009 *		
	LT	0.00	10	1,600	0.006	V/C:	0.504
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	620	4,800	0.131	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	1.00	460	1,600	0.219 *	ICU:	0.604
	TH	0.07	10	107	0.094		
	LT	1.93	290	2,784	0.104	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 49 - DOUGLAS STREET & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.050	N-S(1):	0.148 *
	TH	1.00	40	1,600	0.025	N-S(2):	0.088
	LT	2.00	120	2,880	0.042 *	E-W(1):	0.199
Westbound	RT	1.00	540	1,600	0.296	E-W(2):	0.430 *
	TH	3.00	1,760	4,800	0.367 *		
	LT	2.00	80	2,880	0.028	V/C:	0.578
Northbound	RT	1.00	20	1,600	0.000	Lost Time:	0.100
	TH	1.00	170	1,600	0.106 *	ITS:	0.000
	LT	1.00	60	1,600	0.038		
Eastbound	RT	1.00	50	1,600	0.013	ICU:	0.678
	TH	3.00	820	4,800	0.171		
	LT	2.00	180	2,880	0.063 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	250	1,600	0.115 *	N-S(1):	0.145
	TH	1.00	80	1,600	0.050	N-S(2):	0.178 *
	LT	2.00	290	2,880	0.101	E-W(1):	0.343
Westbound	RT	1.00	240	1,600	0.049	E-W(2):	0.450 *
	TH	3.00	1,760	4,800	0.367 *		
	LT	2.00	40	2,880	0.014	V/C:	0.628
Northbound	RT	1.00	60	1,600	0.031	Lost Time:	0.100
	TH	1.00	70	1,600	0.044	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	1.00	130	1,600	0.050	ICU:	0.728
	TH	3.00	1,580	4,800	0.329		
	LT	2.00	240	2,880	0.083 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	260	1,600	0.140	N-S(1):	0.185
	TH	1.00	370	1,600	0.231 *	N-S(2):	0.309 *
	LT	2.00	390	2,880	0.135	E-W(1):	0.398 *
Westbound	RT	1.00	190	1,600	0.000	E-W(2):	0.378
	TH	3.00	1,600	4,800	0.333		
	LT	2.00	30	2,880	0.010 *	V/C:	0.707
Northbound	RT	1.00	60	1,600	0.032	Lost Time:	0.100
	TH	1.00	80	1,600	0.050	ITS:	0.000
	LT	1.00	125	1,600	0.078 *		
Eastbound	RT	1.00	140	1,600	0.048	ICU:	0.807
	TH	3.00	1,860	4,800	0.388 *		
	LT	2.00	130	2,880	0.045	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 51 - HAWTHORNE BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.013	N-S(1):	0.230
	TH	3.00	790	4,800	0.165 *	N-S(2):	0.252 *
	LT	2.00	270	2,880	0.094	E-W(1):	0.258
Westbound	RT	0.00	230	0	0.000	E-W(2):	0.327 *
	TH	3.00	1,100	4,800	0.277 *		
	LT	1.00	200	1,600	0.125	V/C:	0.579
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	4.00	760	6,400	0.136	ITS:	0.000
	LT	2.00	250	2,880	0.087 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.679
	TH	3.00	500	4,800	0.133		
	LT	1.00	80	1,600	0.050 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	120	1,600	0.025	N-S(1):	0.282
	TH	3.00	1,040	4,800	0.217 *	N-S(2):	0.311 *
	LT	2.00	270	2,880	0.094	E-W(1):	0.319 *
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.285
	TH	3.00	690	4,800	0.185		
	LT	1.00	200	1,600	0.125 *	V/C:	0.630
Northbound	RT	0.00	200	0	0.000	Lost Time:	0.100
	TH	4.00	1,000	6,400	0.188	ITS:	0.000
	LT	2.00	270	2,880	0.094 *		
Eastbound	RT	0.00	270	0	0.000	ICU:	0.730
	TH	3.00	660	4,800	0.194 *		
	LT	1.00	160	1,600	0.100	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.019	N-S(1):	0.379
	TH	3.00	1,880	4,800	0.392 *	N-S(2):	0.465 *
	LT	2.00	430	2,880	0.149	E-W(1):	0.677 *
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.306
	TH	3.00	820	4,800	0.206		
	LT	1.00	150	1,600	0.094 *	V/C:	1.142
Northbound	RT	0.00	240	0	0.000	Lost Time:	0.100
	TH	4.00	1,230	6,400	0.230	ITS:	0.000
	LT	2.00	210	2,880	0.073 *		
Eastbound	RT	0.00	450	0	0.000	ICU:	1.242
	TH	3.00	2,350	4,800	0.583 *		
	LT	1.00	160	1,600	0.100	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 52 - INGLEWOOD AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.181
	TH	2.00	380	3,200	0.150 *	N-S(2):	0.275 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.177
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.315 *
	TH	3.00	1,200	4,800	0.271 *		
	LT	1.00	110	1,600	0.069	V/C:	0.590
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	2.00	420	3,200	0.156	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.690
	TH	3.00	420	4,800	0.108		
	LT	1.00	70	1,600	0.044 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.269
	TH	2.00	530	3,200	0.203 *	N-S(2):	0.328 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.273
Westbound	RT	0.00	150	0	0.000	E-W(2):	0.282 *
	TH	3.00	750	4,800	0.188 *		
	LT	1.00	140	1,600	0.088	V/C:	0.610
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	530	3,200	0.206	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.710
	TH	3.00	740	4,800	0.185		
	LT	1.00	150	1,600	0.094 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.326
	TH	2.00	790	3,200	0.272 *	N-S(2):	0.353 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.627 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.326
	TH	3.00	740	4,800	0.188		
	LT	1.00	210	1,600	0.131 *	V/C:	0.980
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	710	3,200	0.263	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	290	0	0.000	ICU:	1.080
	TH	3.00	2,090	4,800	0.496 *		
	LT	1.00	220	1,600	0.138	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 53 - LA CIENEGA BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	670	3,200	0.172 *	N-S(1):	0.080
	TH	0.00	0	0	0.000	N-S(2):	0.172 *
	LT	2.00	230	2,880	0.080	E-W(1):	0.121
Westbound	RT	0.00	410	0	0.000	E-W(2):	0.463 *
	TH	3.00	1,630	4,800	0.425 *		
	LT	0.00	0	0	0.000	V/C:	0.635
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.735
	TH	3.00	580	4,800	0.121		
	LT	1.00	60	1,600	0.038 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	450	3,200	0.097	N-S(1):	0.139 *
	TH	0.00	0	0	0.000	N-S(2):	0.097
	LT	2.00	400	2,880	0.139 *	E-W(1):	0.227
Westbound	RT	0.00	360	0	0.000	E-W(2):	0.340 *
	TH	3.00	1,060	4,800	0.296 *		
	LT	0.00	0	0	0.000	V/C:	0.479
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.579
	TH	3.00	1,090	4,800	0.227		
	LT	1.00	70	1,600	0.044 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	590	3,200	0.109	N-S(1):	0.396 *
	TH	0.00	0	0	0.000	N-S(2):	0.109
	LT	2.00	1,140	2,880	0.396 *	E-W(1):	0.527 *
Westbound	RT	0.00	440	1,600	0.275	E-W(2):	0.350
	TH	3.00	560	3,200	0.175		
	LT	0.00	0	0	0.000 *	V/C:	0.923
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.023
	TH	3.00	2,530	4,800	0.527 *		
	LT	1.00	120	1,600	0.075	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 54 - NASH STREET & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.025	N-S(1):	0.072 *
	TH	2.00	160	3,200	0.050	N-S(2):	0.000
	LT	1.00	80	1,600	0.050 *	E-W(1):	0.187
Westbound	RT	0.00	340	0	0.000	E-W(2):	0.427 *
	TH	3.00	1,610	4,800	0.406 *		
	LT	2.00	150	2,880	0.052	V/C:	0.499
Northbound	RT	1.14	40	1,829	0.000	Lost Time:	0.100
	TH	0.86	30	1,371	0.022 *	ITS:	0.000
	LT	2.00	10	2,880	0.003		
Eastbound	RT	1.00	50	1,600	0.030	ICU:	0.599
	TH	3.00	650	4,800	0.135		
	LT	2.00	60	2,880	0.021 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.038	N-S(1):	0.091 *
	TH	1.11	100	1,778	0.056	N-S(2):	0.000
	LT	1.89	170	2,720	0.063 *	E-W(1):	0.237
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.277 *
	TH	3.00	1,120	4,800	0.256 *		
	LT	2.00	70	2,880	0.024	V/C:	0.368
Northbound	RT	1.11	50	1,778	0.004	Lost Time:	0.100
	TH	0.89	40	1,422	0.028 *	ITS:	0.000
	LT	2.00	10	2,880	0.003		
Eastbound	RT	1.00	40	1,600	0.023	ICU:	0.468
	TH	3.00	1,020	4,800	0.213		
	LT	2.00	60	2,880	0.021 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.031	N-S(1):	0.257 *
	TH	1.00	60	1,600	0.038	N-S(2):	0.000
	LT	2.00	540	2,880	0.188 *	E-W(1):	0.354 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.222
	TH	3.00	920	4,800	0.215		
	LT	2.00	30	2,880	0.010 *	V/C:	0.611
Northbound	RT	1.18	130	1,891	0.058	Lost Time:	0.100
	TH	0.82	90	1,309	0.069 *	ITS:	0.000
	LT	2.00	20	2,880	0.007		
Eastbound	RT	1.00	10	1,600	0.003	ICU:	0.711
	TH	3.00	1,650	4,800	0.344 *		
	LT	2.00	20	2,880	0.007	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 55 - SEPULVEDA BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.038	N-S(1):	0.527 *
	TH	4.00	1,060	6,400	0.166	N-S(2):	0.242
	LT	2.00	270	2,880	0.094 *	E-W(1):	0.155
Westbound	RT	1.00	240	1,600	0.103	E-W(2):	0.194 *
	TH	2.00	340	3,200	0.106 *		
	LT	2.00	140	2,880	0.049	V/C:	0.721
Northbound	RT	0.00	240	0	0.000	Lost Time:	0.100
	TH	4.00	2,530	6,400	0.433 *	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	1.00	230	1,600	0.106	ICU:	0.821
	TH	2.00	250	3,200	0.078		
	LT	1.00	140	1,600	0.088 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.022	N-S(1):	0.368
	TH	4.00	1,650	6,400	0.258 *	N-S(2):	0.383 *
	LT	2.00	190	2,880	0.066	E-W(1):	0.377 *
Westbound	RT	1.00	200	1,600	0.092	E-W(2):	0.184
	TH	2.00	330	3,200	0.103		
	LT	2.00	510	2,880	0.177 *	V/C:	0.760
Northbound	RT	0.00	240	0	0.000	Lost Time:	0.100
	TH	4.00	1,690	6,400	0.302	ITS:	0.000
	LT	2.00	360	2,880	0.125 *		
Eastbound	RT	1.00	420	1,600	0.200 *	ICU:	0.860
	TH	2.00	440	3,200	0.138		
	LT	1.00	130	1,600	0.081	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.016	N-S(1):	0.416
	TH	4.00	2,590	6,400	0.405 *	N-S(2):	0.527 *
	LT	2.00	320	2,880	0.111	E-W(1):	0.387 *
Westbound	RT	1.00	320	1,600	0.144	E-W(2):	0.250
	TH	2.00	370	3,200	0.116		
	LT	2.00	570	2,880	0.198 *	V/C:	0.914
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	4.00	1,770	6,400	0.305	ITS:	0.000
	LT	2.00	350	2,880	0.122 *		
Eastbound	RT	1.00	400	1,600	0.189 *	ICU:	1.014
	TH	2.00	450	3,200	0.141		
	LT	1.00	170	1,600	0.106	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 56 - LINCOLN BOULEVARD & FIJI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.461
	TH	3.00	1,550	4,800	0.340 *	N-S(2):	0.545 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.038
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.084 *
	TH	2.00	20	3,200	0.034 *		
	LT	0.00	40	1,600	0.025	V/C:	0.629
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	3.00	1,980	4,800	0.423	ITS:	0.000
	LT	2.00	590	2,880	0.205 *		
Eastbound	RT	1.00	670	1,600	0.000	ICU:	0.729
	TH	1.00	20	1,600	0.013		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.463
	TH	3.00	1,490	4,800	0.338 *	N-S(2):	0.550 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.044
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.100 *
	TH	2.00	20	3,200	0.031 *		
	LT	0.00	50	1,600	0.031	V/C:	0.650
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	3.00	1,950	4,800	0.419	ITS:	0.000
	LT	2.00	610	2,880	0.212 *		
Eastbound	RT	1.00	540	1,600	0.000	ICU:	0.750
	TH	1.00	20	1,600	0.013		
	LT	1.00	110	1,600	0.069 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.498
	TH	3.00	1,940	4,800	0.440 *	N-S(2):	0.753 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.056
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.109 *
	TH	2.00	30	3,200	0.034 *		
	LT	0.00	50	1,600	0.031	V/C:	0.862
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	2,140	4,800	0.460	ITS:	0.000
	LT	2.00	900	2,880	0.313 *		
Eastbound	RT	1.00	910	1,600	0.000	ICU:	0.962
	TH	1.00	40	1,600	0.025		
	LT	1.00	120	1,600	0.075 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 57 - LA BREA AVENUE & FLORENCE AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.372 *
	TH	2.00	740	3,200	0.259	N-S(2):	0.290
	LT	1.00	80	1,600	0.050 *	E-W(1):	0.319
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.366 *
	TH	2.00	920	3,200	0.322 *		
	LT	1.00	290	1,600	0.181	V/C:	0.738
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	2.00	870	3,200	0.322 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.838
	TH	2.00	370	3,200	0.138		
	LT	1.00	70	1,600	0.044 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.390 *
	TH	2.00	810	3,200	0.278	N-S(2):	0.322
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.359 *
Westbound	RT	0.00	210	0	0.000	E-W(2):	0.300
	TH	2.00	530	3,200	0.231		
	LT	1.00	290	1,600	0.181 *	V/C:	0.749
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	2.00	750	3,200	0.284 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.849
	TH	2.00	520	3,200	0.178 *		
	LT	1.00	110	1,600	0.069	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.560 *
	TH	2.00	1,260	3,200	0.425	N-S(2):	0.438
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.484 *
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.350
	TH	2.00	670	3,200	0.269		
	LT	1.00	210	1,600	0.131 *	V/C:	1.044
Northbound	RT	0.00	330	0	0.000	Lost Time:	0.100
	TH	2.00	1,080	3,200	0.441 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	80	0	0.000	ICU:	1.144
	TH	2.00	1,050	3,200	0.353 *		
	LT	1.00	130	1,600	0.081	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 58 - LA CIENEGA BOULEVARD & FLORENCE AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	270	0	0.000	N-S(1):	0.375 *
	TH	3.00	810	4,800	0.225 *	N-S(2):	0.000
	LT	1.00	310	1,600	0.194	E-W(1):	0.372
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.463 *
	TH	2.00	900	3,200	0.294 *		
	LT	1.00	430	1,600	0.269	V/C:	0.838
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	2.00	380	3,200	0.150 *	ITS:	0.000
	LT	1.00	30	1,600	0.019		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.938
	TH	2.00	310	3,200	0.103		
	LT	1.00	270	1,600	0.169 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	460	1,600	0.288 *	N-S(1):	0.485 *
	TH	3.00	860	3,200	0.269	N-S(2):	0.000
	LT	1.00	300	1,600	0.188	E-W(1):	0.391
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.462 *
	TH	2.00	520	3,200	0.181 *		
	LT	1.00	380	1,600	0.238	V/C:	0.947
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	2.00	470	3,200	0.197 *	ITS:	0.000
	LT	1.00	30	1,600	0.019		
Eastbound	RT	0.00	40	0	0.000	ICU:	1.047
	TH	2.00	450	3,200	0.153		
	LT	1.00	450	1,600	0.281 *	LOS:	F

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	320	0	0.000	N-S(1):	0.624 *
	TH	2.91	1,220	4,649	0.331	N-S(2):	0.000
	LT	1.09	580	1,576	0.368 *	E-W(1):	0.453 *
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.419
	TH	2.00	590	3,200	0.206		
	LT	1.00	350	1,600	0.219 *	V/C:	1.077
Northbound	RT	0.00	260	0	0.000	Lost Time:	0.100
	TH	2.00	560	3,200	0.256 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	1.177
	TH	2.00	730	3,200	0.234 *		
	LT	1.00	340	1,600	0.213	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 59 - NASH STREET & GRAND AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	390	1,600	0.244 *	N-S(1):	0.103
	TH	2.00	190	1,600	0.119	N-S(2):	0.357 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.100 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.000
	TH	1.00	60	1,600	0.056 *		
	LT	1.00	20	1,600	0.013	V/C:	0.457
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	2.00	120	3,200	0.053	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	2.00	30	3,200	0.000	ICU:	0.557
	TH	1.00	70	1,600	0.044		
	LT	1.00	70	1,600	0.044 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.057
	TH	2.00	250	3,200	0.116 *	N-S(2):	0.135 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.182 *
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.000
	TH	1.00	90	1,600	0.069 *		
	LT	1.00	10	1,600	0.006	V/C:	0.317
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	120	3,200	0.044	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	2.00	110	3,200	0.025	ICU:	0.417
	TH	1.00	60	1,600	0.038		
	LT	1.00	180	1,600	0.113 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.090
	TH	2.00	210	3,200	0.116 *	N-S(2):	0.135 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.281 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.000
	TH	1.00	50	1,600	0.056 *		
	LT	1.00	40	1,600	0.025	V/C:	0.416
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	2.00	160	3,200	0.059	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	2.00	250	3,200	0.069	ICU:	0.516
	TH	1.00	120	1,600	0.075		
	LT	1.00	360	1,600	0.225 *	LOS:	A

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 60 - SEPULVEDA BOULEVARD & GRAND AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	220	0	0.000	N-S(1):	0.589 *
	TH	4.00	1,320	6,400	0.241	N-S(2):	0.335
	LT	1.00	370	1,600	0.231 *	E-W(1):	0.121 *
Westbound	RT	1.00	100	1,600	0.000	E-W(2):	0.000
	TH	2.00	50	3,200	0.016		
	LT	2.00	70	2,880	0.024 *	V/C:	0.710
Northbound	RT	1.00	400	1,600	0.226	Lost Time:	0.100
	TH	4.00	2,290	6,400	0.358 *	ITS:	0.000
	LT	1.00	150	1,600	0.094		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.810
	TH	1.93	140	3,086	0.088		
	LT	1.07	150	1,543	0.097 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.363
	TH	4.00	1,600	6,400	0.281 *	N-S(2):	0.437 *
	LT	1.00	200	1,600	0.125	E-W(1):	0.219 *
Westbound	RT	1.00	140	1,600	0.025	E-W(2):	0.000
	TH	2.00	310	3,200	0.097 *		
	LT	2.00	270	2,880	0.094	V/C:	0.656
Northbound	RT	1.00	150	1,600	0.000	Lost Time:	0.100
	TH	4.00	1,520	6,400	0.238	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	0.00	190	1,600	0.119	ICU:	0.756
	TH	1.80	140	1,280	0.109		
	LT	1.20	210	1,728	0.122 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.456
	TH	4.00	2,360	6,400	0.389 *	N-S(2):	0.545 *
	LT	1.00	200	1,600	0.125	E-W(1):	0.315 *
Westbound	RT	1.00	300	1,600	0.125	E-W(2):	0.000
	TH	2.00	240	3,200	0.075		
	LT	2.00	510	2,880	0.177 *	V/C:	0.860
Northbound	RT	1.00	130	1,600	0.000	Lost Time:	0.100
	TH	4.00	2,120	6,400	0.331	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	0.00	220	1,600	0.138 *	ICU:	0.960
	TH	1.46	80	731	0.109		
	LT	1.54	270	2,222	0.122	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 62 - HAWTHORNE BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.244
	TH	3.00	740	4,800	0.196 *	N-S(2):	0.283 *
	LT	1.00	180	1,600	0.113	E-W(1):	0.263
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.292 *
	TH	3.00	950	4,800	0.223 *		
	LT	1.00	260	1,600	0.163	V/C:	0.575
Northbound	RT	1.00	200	1,600	0.044	Lost Time:	0.100
	TH	3.00	630	4,800	0.131	ITS:	0.000
	LT	2.00	250	2,880	0.087 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.675
	TH	3.00	390	4,800	0.100		
	LT	1.00	110	1,600	0.069 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.329 *
	TH	3.00	1,070	4,800	0.256	N-S(2):	0.315
	LT	1.00	240	1,600	0.150 *	E-W(1):	0.209 *
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.196
	TH	3.00	430	4,800	0.115		
	LT	1.00	140	1,600	0.088 *	V/C:	0.538
Northbound	RT	1.00	310	1,600	0.150	Lost Time:	0.100
	TH	3.00	860	4,800	0.179 *	ITS:	0.000
	LT	2.00	170	2,880	0.059		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.638
	TH	3.00	490	4,800	0.121 *		
	LT	1.00	130	1,600	0.081	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.316
	TH	3.00	1,310	4,800	0.306 *	N-S(2):	0.403 *
	LT	1.00	210	1,600	0.131	E-W(1):	0.523 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.273
	TH	3.00	450	4,800	0.117		
	LT	1.00	190	1,600	0.119 *	V/C:	0.926
Northbound	RT	1.00	280	1,600	0.116	Lost Time:	0.100
	TH	3.00	890	4,800	0.185	ITS:	0.000
	LT	2.00	280	2,880	0.097 *		
Eastbound	RT	0.00	180	0	0.000	ICU:	1.026
	TH	3.00	1,760	4,800	0.404 *		
	LT	1.00	250	1,600	0.156	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 63 - HAWTHORNE BOULEVARD & LENNOX BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.251
	TH	3.00	910	4,800	0.198 *	N-S(2):	0.261 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.157 *
Westbound	RT	1.00	160	1,600	0.069	E-W(2):	0.150
	TH	1.00	190	1,600	0.119		
	LT	1.00	70	1,600	0.044 *	V/C:	0.418
Northbound	RT	1.00	60	1,600	0.016	Lost Time:	0.100
	TH	3.00	900	4,800	0.188	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	180	1,600	0.113 *	ICU:	0.518
	TH	2.00	110	1,600	0.069		
	LT	1.00	50	1,600	0.031	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.298
	TH	3.00	1,090	4,800	0.252 *	N-S(2):	0.371 *
	LT	1.00	130	1,600	0.081	E-W(1):	0.169
Westbound	RT	1.00	120	1,600	0.034	E-W(2):	0.181 *
	TH	1.00	210	1,600	0.131 *		
	LT	1.00	90	1,600	0.056	V/C:	0.552
Northbound	RT	1.00	110	1,600	0.041	Lost Time:	0.100
	TH	3.00	1,040	4,800	0.217	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.652
	TH	2.00	230	3,200	0.113		
	LT	1.00	80	1,600	0.050 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.415
	TH	3.00	1,450	4,800	0.319 *	N-S(2):	0.475 *
	LT	1.00	180	1,600	0.113	E-W(1):	0.253
Westbound	RT	1.00	80	1,600	0.000	E-W(2):	0.288 *
	TH	1.00	340	1,600	0.213 *		
	LT	1.00	120	1,600	0.075	V/C:	0.763
Northbound	RT	1.00	130	1,600	0.044	Lost Time:	0.100
	TH	3.00	1,450	4,800	0.302	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.863
	TH	2.00	380	3,200	0.178		
	LT	1.00	120	1,600	0.075 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 64 - HIGHLAND AVENUE/VISTA DEL MAR & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.000	N-S(1):	0.438 *
	TH	1.00	280	1,600	0.175	N-S(2):	0.181
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.182
Westbound	RT	1.00	660	1,600	0.244 *	E-W(2):	0.319 *
	TH	1.00	50	1,600	0.031		
	LT	1.00	70	1,600	0.044	V/C:	0.757
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	2.00	770	3,200	0.269 *	ITS:	0.000
	LT	1.00	10	1,600	0.006		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.857
	TH	1.00	80	1,600	0.138		
	LT	0.00	120	1,600	0.075 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.013	N-S(1):	0.219
	TH	1.00	450	1,600	0.281 *	N-S(2):	0.300 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.169 *
Westbound	RT	1.00	290	1,600	0.131	E-W(2):	0.144
	TH	1.00	70	1,600	0.044		
	LT	1.00	150	1,600	0.094 *	V/C:	0.469
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	2.00	380	3,200	0.169	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.569
	TH	1.00	70	1,600	0.075 *		
	LT	0.00	20	1,600	0.013	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.013	N-S(1):	0.444
	TH	1.00	740	1,600	0.463 *	N-S(2):	0.469 *
	LT	1.00	430	1,600	0.269	E-W(1):	0.175 *
Westbound	RT	1.00	490	1,600	0.038	E-W(2):	0.094
	TH	1.00	110	1,600	0.069		
	LT	1.00	160	1,600	0.100 *	V/C:	0.644
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	430	3,200	0.175	ITS:	0.000
	LT	1.00	10	1,600	0.006 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.744
	TH	1.00	60	1,600	0.075 *		
	LT	0.00	40	1,600	0.025	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 66 - INGELWOOD AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	170	1,600	0.081	N-S(1):	0.213
	TH	1.00	320	1,600	0.200 *	N-S(2):	0.375 *
	LT	1.00	110	1,600	0.069	E-W(1):	0.150
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.335 *
	TH	3.00	1,240	4,800	0.285 *		
	LT	1.00	90	1,600	0.056	V/C:	0.710
Northbound	RT	1.00	110	1,600	0.041	Lost Time:	0.100
	TH	1.00	230	1,600	0.144	ITS:	0.000
	LT	1.00	280	1,600	0.175 *		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.810
	TH	3.00	410	4,800	0.094		
	LT	1.00	80	1,600	0.050 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.025	N-S(1):	0.401 *
	TH	1.00	440	1,600	0.275	N-S(2):	0.350
	LT	1.00	140	1,600	0.088 *	E-W(1):	0.235
Westbound	RT	0.00	240	1,600	0.150 *	E-W(2):	0.238 *
	TH	3.00	440	3,200	0.138		
	LT	1.00	170	1,600	0.106	V/C:	0.639
Northbound	RT	1.00	180	1,600	0.059	Lost Time:	0.100
	TH	1.00	500	1,600	0.313 *	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.739
	TH	3.00	520	4,800	0.129		
	LT	1.00	140	1,600	0.088 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.000	N-S(1):	0.438
	TH	1.00	980	1,600	0.613 *	N-S(2):	0.701 *
	LT	1.00	190	1,600	0.119	E-W(1):	0.523 *
Westbound	RT	0.00	250	0	0.000	E-W(2):	0.360
	TH	3.00	640	4,800	0.185		
	LT	1.00	150	1,600	0.094 *	V/C:	1.224
Northbound	RT	1.00	180	1,600	0.066	Lost Time:	0.100
	TH	1.00	510	1,600	0.319	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	0.00	150	0	0.000	ICU:	1.324
	TH	3.00	1,910	4,800	0.429 *		
	LT	1.00	280	1,600	0.175	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 67 - LA CIENEGA BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : EBR, WBR,
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.44	350	2,301	0.091	N-S(1):	0.130
	TH	1.56	380	2,499	0.152 *	N-S(2):	0.225 *
	LT	2.00	110	2,880	0.038	E-W(1):	0.089
Westbound	RT	2.00	700	3,200	0.181 *	E-W(2):	0.303 *
	TH	3.00	810	4,800	0.169		
	LT	2.00	100	2,880	0.035	V/C:	0.528
Northbound	RT	1.57	230	2,509	0.074	Lost Time:	0.100
	TH	1.43	210	2,291	0.092	ITS:	0.000
	LT	2.00	210	2,880	0.073 *		
Eastbound	RT	2.00	190	3,200	0.000	ICU:	0.628
	TH	3.00	260	4,800	0.054		
	LT	2.00	350	2,880	0.122 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.20	220	1,920	0.082	N-S(1):	0.150
	TH	1.80	330	2,880	0.115 *	N-S(2):	0.167 *
	LT	2.00	160	2,880	0.056	E-W(1):	0.115
Westbound	RT	2.00	440	3,200	0.082 *	E-W(2):	0.148 *
	TH	3.00	360	4,800	0.075		
	LT	2.00	60	2,880	0.021	V/C:	0.315
Northbound	RT	1.33	200	2,133	0.083	Lost Time:	0.100
	TH	1.67	250	2,667	0.094	ITS:	0.000
	LT	2.00	150	2,880	0.052 *		
Eastbound	RT	2.00	150	3,200	0.000	ICU:	0.415
	TH	3.00	450	4,800	0.094		
	LT	2.00	190	2,880	0.066 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.36	430	2,173	0.161	N-S(1):	0.355 *
	TH	1.64	520	2,627	0.198	N-S(2):	0.226
	LT	2.00	520	2,880	0.181 *	E-W(1):	0.317 *
Westbound	RT	2.00	420	3,200	0.000	E-W(2):	0.156
	TH	3.00	400	4,800	0.083		
	LT	2.00	60	2,880	0.021 *	V/C:	0.672
Northbound	RT	2.00	590	3,200	0.174 *	Lost Time:	0.100
	TH	1.00	270	1,600	0.169	ITS:	0.000
	LT	2.00	80	2,880	0.028		
Eastbound	RT	2.00	220	3,200	0.041	ICU:	0.772
	TH	3.00	1,420	4,800	0.296 *		
	LT	2.00	210	2,880	0.073	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 68 - MAIN STREET & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : Y
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.318 *
	TH	1.00	0	1,600	0.013 *	N-S(2):	0.000
	LT	0.00	10	1,600	0.006	E-W(1):	0.428 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.281
	TH	2.00	890	3,200	0.281		
	LT	2.00	330	2,880	0.115 *	V/C:	0.746
Northbound	RT	1.00	580	1,600	0.305 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	300	2,880	0.104		
Eastbound	RT	1.00	190	1,600	0.119	ICU:	0.846
	TH	2.00	1,000	3,200	0.313 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.153 *
	TH	1.00	0	1,600	0.013 *	N-S(2):	0.000
	LT	0.00	10	1,600	0.006	E-W(1):	0.395 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.244
	TH	2.00	770	3,200	0.244		
	LT	2.00	490	2,880	0.170 *	V/C:	0.548
Northbound	RT	1.00	360	1,600	0.140 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	340	2,880	0.118		
Eastbound	RT	1.00	110	1,600	0.069	ICU:	0.648
	TH	2.00	720	3,200	0.225 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.180 *
	TH	1.00	0	1,600	0.013 *	N-S(2):	0.000
	LT	0.00	10	1,600	0.006	E-W(1):	0.472 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.209
	TH	2.00	660	3,200	0.209		
	LT	2.00	550	2,880	0.191 *	V/C:	0.652
Northbound	RT	1.00	330	1,600	0.111	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	480	2,880	0.167 *		
Eastbound	RT	1.00	370	1,600	0.231	ICU:	0.752
	TH	2.00	900	3,200	0.281 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 70 - PRAIRIE AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : SBR,
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.98	590	3,173	0.130	N-S(1):	0.165
	TH	2.02	600	3,227	0.186 *	N-S(2):	0.297 *
	LT	2.00	120	2,880	0.042	E-W(1):	0.183
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.316 *
	TH	3.00	1,160	4,800	0.260 *		
	LT	1.00	160	1,600	0.100	V/C:	0.613
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	3.00	500	4,800	0.123	ITS:	0.000
	LT	2.00	320	2,880	0.111 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.713
	TH	3.00	350	4,800	0.083		
	LT	1.00	90	1,600	0.056 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.30	410	2,083	0.109	N-S(1):	0.197
	TH	2.70	850	4,317	0.197 *	N-S(2):	0.298 *
	LT	2.00	140	2,880	0.049	E-W(1):	0.198
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.248 *
	TH	3.00	680	4,800	0.160 *		
	LT	1.00	120	1,600	0.075	V/C:	0.546
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	3.00	550	4,800	0.148	ITS:	0.000
	LT	2.00	290	2,880	0.101 *		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.646
	TH	3.00	520	4,800	0.123		
	LT	1.00	140	1,600	0.088 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.24	440	1,983	0.072	N-S(1):	0.311
	TH	2.76	980	4,417	0.222 *	N-S(2):	0.319 *
	LT	2.00	260	2,880	0.090	E-W(1):	0.463 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.331
	TH	3.00	760	4,800	0.181		
	LT	1.00	190	1,600	0.119 *	V/C:	0.782
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	850	4,800	0.221	ITS:	0.000
	LT	2.00	280	2,880	0.097 *		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.882
	TH	3.00	1,470	4,800	0.344 *		
	LT	1.00	240	1,600	0.150	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 71 - SEPULVEDA BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.540 *
	TH	4.00	2,330	6,400	0.367	N-S(2):	0.436
	LT	2.00	620	2,880	0.215 *	E-W(1):	0.223
Westbound	RT	1.00	590	1,600	0.153 *	E-W(2):	0.278 *
	TH	3.00	220	4,800	0.046		
	LT	2.00	380	2,880	0.132	V/C:	0.818
Northbound	RT	1.00	590	1,600	0.303	Lost Time:	0.100
	TH	3.00	1,560	4,800	0.325 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	1.00	200	1,600	0.091	ICU:	0.918
	TH	3.00	320	4,800	0.067		
	LT	2.00	360	2,880	0.125 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.588 *
	TH	4.00	1,970	6,400	0.313	N-S(2):	0.413
	LT	2.00	470	2,880	0.163 *	E-W(1):	0.138
Westbound	RT	1.00	480	1,600	0.137 *	E-W(2):	0.241 *
	TH	3.00	270	4,800	0.056		
	LT	2.00	180	2,880	0.063	V/C:	0.829
Northbound	RT	1.00	730	1,600	0.425 *	Lost Time:	0.100
	TH	3.00	1,360	4,800	0.283	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	1.00	200	1,600	0.075	ICU:	0.929
	TH	3.00	240	4,800	0.050		
	LT	2.00	300	2,880	0.104 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.834 *
	TH	4.00	2,500	6,400	0.395	N-S(2):	0.501
	LT	2.00	540	2,880	0.188 *	E-W(1):	0.202
Westbound	RT	1.00	650	1,600	0.219 *	E-W(2):	0.323 *
	TH	3.00	300	4,800	0.063		
	LT	2.00	240	2,880	0.083	V/C:	1.157
Northbound	RT	1.00	1,100	1,600	0.646 *	Lost Time:	0.100
	TH	3.00	2,090	4,800	0.435	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	1.00	170	1,600	0.053	ICU:	1.257
	TH	3.00	570	4,800	0.119		
	LT	2.00	300	2,880	0.104 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 73 - NASH STREET / WB I-105 RAMPS & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	590	1,600	0.369	N-S(1):	0.456 *
	TH	2.00	1,200	3,200	0.375 *	N-S(2):	0.000
	LT	1.00	450	1,600	0.281	E-W(1):	0.254 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.196
	TH	3.00	940	4,800	0.196		
	LT	2.00	310	2,880	0.108 *	V/C:	0.710
Northbound	RT	2.00	40	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	210	0	0.000	ICU:	0.810
	TH	3.00	490	4,800	0.146 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.42	270	2,274	0.119	N-S(1):	0.188 *
	TH	1.58	300	2,526	0.119 *	N-S(2):	0.000
	LT	1.00	170	1,600	0.106	E-W(1):	0.196 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.127
	TH	3.00	610	4,800	0.127		
	LT	2.00	60	2,880	0.021 *	V/C:	0.384
Northbound	RT	2.00	80	3,200	0.015	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	0.00	280	1,600	0.175 *	ICU:	0.484
	TH	3.00	500	3,200	0.156		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.75	310	2,794	0.111	N-S(1):	0.223 *
	TH	1.18	210	1,893	0.111	N-S(2):	0.000
	LT	1.07	190	1,541	0.123 *	E-W(1):	0.257 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.179
	TH	3.00	860	4,800	0.179		
	LT	2.00	120	2,880	0.042 *	V/C:	0.480
Northbound	RT	2.00	200	3,200	0.042	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.580
	TH	3.00	850	4,800	0.215 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 75 - I-405 NB RAMPS E/O LA CIENEGA BLVD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR, WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.131
	TH	0.00	0	0	0.000 *	N-S(2):	0.146 *
	LT	0.00	0	0	0.000	E-W(1):	0.100
Westbound	RT	1.23	530	1,961	0.000	E-W(2):	0.270 *
	TH	2.77	1,200	4,439	0.270 *		
	LT	0.00	0	0	0.000	V/C:	0.416
Northbound	RT	0.24	50	381	0.131	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.76	370	2,537	0.146 *		
Eastbound	RT	1.00	130	1,600	0.000	ICU:	0.516
	TH	3.00	480	4,800	0.100		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.128
	TH	0.00	0	0	0.000 *	N-S(2):	0.142 *
	LT	0.00	0	0	0.000	E-W(1):	0.133 *
Westbound	RT	1.00	180	1,600	0.000	E-W(2):	0.119
	TH	3.00	570	4,800	0.119		
	LT	0.00	0	0	0.000 *	V/C:	0.275
Northbound	RT	0.49	100	780	0.128	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.51	310	2,178	0.142 *		
Eastbound	RT	1.00	160	1,600	0.000	ICU:	0.375
	TH	3.00	640	4,800	0.133 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.163 *
	TH	0.00	0	0	0.000	N-S(2):	0.156
	LT	0.00	0	0	0.000 *	E-W(1):	0.440 *
Westbound	RT	1.27	290	2,040	0.000	E-W(2):	0.142
	TH	2.73	620	4,360	0.142		
	LT	0.00	0	0	0.000 *	V/C:	0.603
Northbound	RT	1.00	260	1,600	0.163 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	250	1,600	0.156		
Eastbound	RT	1.00	320	1,600	0.000	ICU:	0.703
	TH	3.00	2,110	4,800	0.440 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 76 - INGLEWOOD AVENUE & LENNOX BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.244
	TH	1.00	260	1,600	0.181 *	N-S(2):	0.256 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.137
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.169 *
	TH	1.00	190	1,600	0.144 *		
	LT	1.00	50	1,600	0.031	V/C:	0.425
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	1.00	260	1,600	0.206	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.525
	TH	1.00	130	1,600	0.106		
	LT	1.00	40	1,600	0.025 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.301 *
	TH	1.00	290	1,600	0.200	N-S(2):	0.288
	LT	1.00	60	1,600	0.038 *	E-W(1):	0.157 *
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.156
	TH	1.00	140	1,600	0.131		
	LT	1.00	60	1,600	0.038 *	V/C:	0.458
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	1.00	300	1,600	0.263 *	ITS:	0.000
	LT	1.00	140	1,600	0.088		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.558
	TH	1.00	140	1,600	0.119 *		
	LT	1.00	40	1,600	0.025	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.369
	TH	1.00	530	1,600	0.350 *	N-S(2):	0.438 *
	LT	1.00	90	1,600	0.056	E-W(1):	0.332 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.200
	TH	1.00	190	1,600	0.156		
	LT	1.00	100	1,600	0.063 *	V/C:	0.770
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	1.00	360	1,600	0.313	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.870
	TH	1.00	350	1,600	0.269 *		
	LT	1.00	70	1,600	0.044	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 77 - INGELWOOD AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	120	1,600	0.059	N-S(1):	0.119 *
	TH	1.00	80	1,600	0.063	N-S(2):	0.101
	LT	0.00	20	1,600	0.013 *	E-W(1):	0.244
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.456 *
	TH	2.00	1,340	3,200	0.425 *		
	LT	1.00	50	1,600	0.031	V/C:	0.575
Northbound	RT	1.00	80	1,600	0.034	Lost Time:	0.100
	TH	1.00	110	1,600	0.106 *	ITS:	0.000
	LT	0.00	60	1,600	0.038		
Eastbound	RT	1.00	50	1,600	0.013	ICU:	0.675
	TH	2.00	680	3,200	0.213		
	LT	1.00	50	1,600	0.031 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.041	N-S(1):	0.113
	TH	1.00	110	1,600	0.094 *	N-S(2):	0.125 *
	LT	0.00	40	1,600	0.025	E-W(1):	0.372 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.350
	TH	2.00	950	3,200	0.306		
	LT	1.00	80	1,600	0.050 *	V/C:	0.497
Northbound	RT	1.00	60	1,600	0.013	Lost Time:	0.100
	TH	1.00	90	1,600	0.088	ITS:	0.000
	LT	0.00	50	1,600	0.031 *		
Eastbound	RT	1.00	80	1,600	0.034	ICU:	0.597
	TH	2.00	1,030	3,200	0.322 *		
	LT	1.00	70	1,600	0.044	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.034	N-S(1):	0.144
	TH	1.00	180	1,600	0.131 *	N-S(2):	0.175 *
	LT	0.00	30	1,600	0.019	E-W(1):	0.528 *
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.382
	TH	2.00	1,060	3,200	0.338		
	LT	1.00	70	1,600	0.044 *	V/C:	0.703
Northbound	RT	1.00	50	1,600	0.009	Lost Time:	0.100
	TH	1.00	130	1,600	0.125	ITS:	0.000
	LT	0.00	70	1,600	0.044 *		
Eastbound	RT	1.00	120	1,600	0.053	ICU:	0.803
	TH	2.00	1,550	3,200	0.484 *		
	LT	1.00	70	1,600	0.044	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 85 - LA BREA AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.009	N-S(1):	0.303 *
	TH	2.00	680	3,200	0.213	N-S(2):	0.288
	LT	1.00	90	1,600	0.056 *	E-W(1):	0.191
Westbound	RT	1.00	200	1,600	0.097	E-W(2):	0.457 *
	TH	2.00	1,160	3,200	0.363 *		
	LT	1.00	30	1,600	0.019	V/C:	0.760
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	2.00	760	3,200	0.247 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	60	1,600	0.000	ICU:	0.860
	TH	2.00	550	3,200	0.172		
	LT	1.00	150	1,600	0.094 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	150	1,600	0.044	N-S(1):	0.313 *
	TH	2.00	690	3,200	0.216	N-S(2):	0.291
	LT	1.00	160	1,600	0.100 *	E-W(1):	0.240
Westbound	RT	1.00	220	1,600	0.088	E-W(2):	0.344 *
	TH	2.00	780	3,200	0.244 *		
	LT	1.00	50	1,600	0.031	V/C:	0.657
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	660	3,200	0.213 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	60	1,600	0.000	ICU:	0.757
	TH	2.00	670	3,200	0.209		
	LT	1.00	160	1,600	0.100 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.000	N-S(1):	0.394
	TH	2.00	1,170	3,200	0.366 *	N-S(2):	0.429 *
	LT	1.00	220	1,600	0.138	E-W(1):	0.432 *
Westbound	RT	1.00	150	1,600	0.025	E-W(2):	0.388
	TH	2.00	960	3,200	0.300		
	LT	1.00	60	1,600	0.038 *	V/C:	0.861
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	780	3,200	0.256	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	1.00	80	1,600	0.019	ICU:	0.961
	TH	2.00	1,260	3,200	0.394 *		
	LT	1.00	140	1,600	0.088	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 87 - LA BREA AVENUE & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	290	1,600	0.000	N-S(1):	0.201
	TH	2.00	750	3,200	0.234 *	N-S(2):	0.297 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.279
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.575 *
	TH	3.00	1,790	4,800	0.381 *		
	LT	1.00	130	1,600	0.081	V/C:	0.872
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	830	4,800	0.188	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.972
	TH	3.00	880	4,800	0.198		
	LT	1.00	310	1,600	0.194 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	370	1,600	0.006	N-S(1):	0.165
	TH	2.00	560	3,200	0.175 *	N-S(2):	0.244 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.351
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.471 *
	TH	3.00	1,140	4,800	0.246 *		
	LT	1.00	140	1,600	0.088	V/C:	0.715
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	590	4,800	0.146	ITS:	0.000
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.815
	TH	3.00	1,180	4,800	0.263		
	LT	1.00	360	1,600	0.225 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	280	1,600	0.000	N-S(1):	0.281
	TH	2.00	930	3,200	0.291 *	N-S(2):	0.335 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.600 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.484
	TH	3.00	1,230	4,800	0.265		
	LT	1.00	170	1,600	0.106 *	V/C:	0.935
Northbound	RT	0.00	150	0	0.000	Lost Time:	0.100
	TH	3.00	1,050	4,800	0.250	ITS:	0.000
	LT	1.00	70	1,600	0.044 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	1.035
	TH	3.00	2,280	4,800	0.494 *		
	LT	1.00	350	1,600	0.219	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 88 - LA CIENEGA BOULEVARD & LA TIJERA BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	960	1,600	0.600 *	N-S(1):	0.579
	TH	3.00	2,480	4,800	0.517	N-S(2):	0.600 *
	LT	0.00	0	0	0.000	E-W(1):	0.188 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.185
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.788
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	2,570	4,800	0.579	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.888
	TH	1.00	290	1,600	0.188 *		
	LT	3.00	800	4,320	0.185	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	820	1,600	0.513 *	N-S(1):	0.385
	TH	3.00	1,670	4,800	0.348	N-S(2):	0.513 *
	LT	0.00	0	0	0.000	E-W(1):	0.269 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.181
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.782
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	1,640	4,800	0.385	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.882
	TH	1.00	410	1,600	0.269 *		
	LT	3.00	780	4,320	0.181	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	1,000	1,600	0.625 *	N-S(1):	0.546
	TH	3.00	2,420	4,800	0.504	N-S(2):	0.625 *
	LT	0.00	0	0	0.000	E-W(1):	0.506 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.252
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	1.131
Northbound	RT	0.00	330	0	0.000	Lost Time:	0.100
	TH	3.00	2,290	4,800	0.546	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	1.231
	TH	1.00	760	1,600	0.506 *		
	LT	3.00	1,090	4,320	0.252	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 89 - LA CIENEGA BOULEVARD & LENNOX BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.341 *
	TH	3.00	820	4,800	0.171	N-S(2):	0.171
	LT	1.00	60	1,600	0.038 *	E-W(1):	0.081
Westbound	RT	1.00	230	1,600	0.125 *	E-W(2):	0.125 *
	TH	1.00	0	1,600	0.000		
	LT	1.00	130	1,600	0.081	V/C:	0.466
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	2.00	900	3,200	0.303 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.566
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.363 *
	TH	3.00	660	4,800	0.138	N-S(2):	0.138
	LT	1.00	110	1,600	0.069 *	E-W(1):	0.069
Westbound	RT	1.00	180	1,600	0.078 *	E-W(2):	0.078 *
	TH	1.00	0	1,600	0.000		
	LT	1.00	110	1,600	0.069	V/C:	0.441
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	2.00	820	3,200	0.294 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.541
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.507 *
	TH	3.00	1,150	4,800	0.240	N-S(2):	0.240
	LT	1.00	260	1,600	0.163 *	E-W(1):	0.038
Westbound	RT	1.00	200	1,600	0.044 *	E-W(2):	0.044 *
	TH	1.00	0	1,600	0.000		
	LT	1.00	60	1,600	0.038	V/C:	0.551
Northbound	RT	0.00	240	0	0.000	Lost Time:	0.100
	TH	2.00	860	3,200	0.344 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.651
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 90 - LA CIENEGA BOULEVARD & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	180	0	0.000	N-S(1):	0.383 *
	TH	2.88	750	4,614	0.202	N-S(2):	0.000
	LT	1.12	360	1,607	0.224 *	E-W(1):	0.288
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.313 *
	TH	3.00	880	4,800	0.213 *		
	LT	2.00	560	2,880	0.194	V/C:	0.696
Northbound	RT	0.00	250	0	0.000	Lost Time:	0.100
	TH	2.00	260	3,200	0.159 *	ITS:	0.000
	LT	1.00	60	1,600	0.038		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.796
	TH	3.00	400	4,800	0.094		
	LT	1.00	160	1,600	0.100 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	270	0	0.000	N-S(1):	0.403 *
	TH	2.51	520	4,013	0.197	N-S(2):	0.000
	LT	1.49	470	2,149	0.219 *	E-W(1):	0.340 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.296
	TH	3.00	830	4,800	0.196		
	LT	2.00	420	2,880	0.146 *	V/C:	0.743
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	2.00	400	3,200	0.184 *	ITS:	0.000
	LT	1.00	60	1,600	0.038		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.843
	TH	3.00	840	4,800	0.194 *		
	LT	1.00	160	1,600	0.100	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.518 *
	TH	2.00	690	3,200	0.241	N-S(2):	0.000
	LT	2.00	860	2,880	0.299 *	E-W(1):	0.351 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.265
	TH	3.00	720	4,800	0.171		
	LT	2.00	370	2,880	0.128 *	V/C:	0.869
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	2.00	580	3,200	0.219 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.969
	TH	3.00	990	4,800	0.223 *		
	LT	1.00	150	1,600	0.094	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 91 - LA CIENEGA BOULEVARD NB RAMPS & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.181 *
	TH	0.00	0	0	0.000	N-S(2):	0.132
	LT	0.00	0	0	0.000 *	E-W(1):	0.194
Westbound	RT	1.00	130	1,600	0.081	E-W(2):	0.441 *
	TH	4.00	2,040	6,400	0.319 *		
	LT	0.00	0	0	0.000	V/C:	0.622
Northbound	RT	1.00	290	1,600	0.181 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	380	2,880	0.132		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.722
	TH	3.00	930	4,800	0.194		
	LT	2.00	350	2,880	0.122 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.213 *
	TH	0.00	0	0	0.000	N-S(2):	0.073
	LT	0.00	0	0	0.000 *	E-W(1):	0.254
Westbound	RT	1.00	140	1,600	0.088	E-W(2):	0.327 *
	TH	4.00	1,380	6,400	0.216 *		
	LT	0.00	0	0	0.000	V/C:	0.540
Northbound	RT	1.00	340	1,600	0.213 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	210	2,880	0.073		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.640
	TH	3.00	1,220	4,800	0.254		
	LT	2.00	320	2,880	0.111 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.269 *
	TH	0.00	0	0	0.000	N-S(2):	0.056
	LT	0.00	0	0	0.000 *	E-W(1):	0.421
Westbound	RT	1.00	110	1,600	0.069	E-W(2):	0.481 *
	TH	4.00	1,460	6,400	0.228 *		
	LT	0.00	0	0	0.000	V/C:	0.750
Northbound	RT	1.00	430	1,600	0.269 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	160	2,880	0.056		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.850
	TH	3.00	2,020	4,800	0.421		
	LT	2.00	730	2,880	0.253 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 92 - LA CIENEGA BOULEVARD SB RAMPS & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	710	1,600	0.444 *	N-S(1):	0.028
	TH	0.00	0	0	0.000	N-S(2):	0.444 *
	LT	2.00	80	2,880	0.028	E-W(1):	0.301
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.460 *
	TH	3.00	2,210	4,800	0.460 *		
	LT	1.00	210	1,600	0.131	V/C:	0.904
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	160	0	0.000	ICU:	1.004
	TH	5.00	1,200	8,000	0.170		
	LT	0.00	0	0	0.000 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	520	1,600	0.325 *	N-S(1):	0.035
	TH	0.00	0	0	0.000	N-S(2):	0.325 *
	LT	2.00	100	2,880	0.035	E-W(1):	0.408 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.265
	TH	3.00	1,270	4,800	0.265		
	LT	1.00	320	1,600	0.200 *	V/C:	0.733
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	220	0	0.000	ICU:	0.833
	TH	5.00	1,440	8,000	0.208 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	650	1,600	0.406 *	N-S(1):	0.063
	TH	0.00	0	0	0.000	N-S(2):	0.406 *
	LT	2.00	180	2,880	0.063	E-W(1):	0.512 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.283
	TH	3.00	1,360	4,800	0.283		
	LT	1.00	260	1,600	0.163 *	V/C:	0.918
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	220	0	0.000	ICU:	1.018
	TH	5.00	2,570	8,000	0.349 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 93 - LA CIENEGA BOULEVARD & STOCKER STREET
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements: NBR, WBR, SBT

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.656 *
	TH	2.00	2,340	3,200	0.000	N-S(2):	0.000
	LT	1.00	120	1,600	0.075 *	E-W(1):	0.531 *
Westbound	RT	1.00	130	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	1,530	2,880	0.531 *	V/C:	1.187
Northbound	RT	1.00	870	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,790	4,800	0.581 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.287
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.485 *
	TH	2.00	1,680	3,200	0.000	N-S(2):	0.000
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.278 *
Westbound	RT	1.00	120	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	800	2,880	0.278 *	V/C:	0.763
Northbound	RT	1.00	850	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,820	4,800	0.379 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.863
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.741 *
	TH	2.00	2,680	3,200	0.000	N-S(2):	0.000
	LT	1.00	290	1,600	0.181 *	E-W(1):	0.382 *
Westbound	RT	1.00	130	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	1,100	2,880	0.382 *	V/C:	1.123
Northbound	RT	1.00	1,490	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,690	4,800	0.560 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.223
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 94 - LA CIENEGA BOULEVARD & 111TH STREET
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.300
	TH	3.00	840	4,800	0.202 *	N-S(2):	0.408 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.031 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.439
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	960	3,200	0.300	ITS:	0.000
	LT	1.00	330	1,600	0.206 *		
Eastbound	RT	1.00	80	1,600	0.000	ICU:	0.539
	TH	0.00	0	0	0.000		
	LT	2.00	90	2,880	0.031 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.244
	TH	3.00	740	4,800	0.181 *	N-S(2):	0.337 *
	LT	0.00	0	0	0.000	E-W(1):	0.034
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.063 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.400
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	780	3,200	0.244	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	1.00	180	1,600	0.034	ICU:	0.500
	TH	0.00	0	0	0.000		
	LT	2.00	180	2,880	0.063 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.259
	TH	3.00	1,120	4,800	0.256 *	N-S(2):	0.350 *
	LT	0.00	0	0	0.000	E-W(1):	0.128 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.104
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.478
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	830	3,200	0.259	ITS:	0.000
	LT	1.00	150	1,600	0.094 *		
Eastbound	RT	1.00	280	1,600	0.128 *	ICU:	0.578
	TH	0.00	0	0	0.000		
	LT	2.00	300	2,880	0.104	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 95 - LA CIENEGA BOULEVARD & WEST 120TH STREET
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	140	1,600	0.072 *	N-S(1):	0.087
	TH	2.00	120	3,200	0.038	N-S(2):	0.160 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.179
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.219 *
	TH	2.00	400	3,200	0.188 *		
	LT	1.00	180	1,600	0.113	V/C:	0.379
Northbound	RT	1.00	40	1,600	0.000	Lost Time:	0.100
	TH	2.00	180	3,200	0.056	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.479
	TH	2.00	120	3,200	0.066		
	LT	1.00	50	1,600	0.031 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.025	N-S(1):	0.129 *
	TH	2.00	250	3,200	0.078	N-S(2):	0.103
	LT	1.00	100	1,600	0.063 *	E-W(1):	0.138 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.109
	TH	2.00	210	3,200	0.084		
	LT	1.00	70	1,600	0.044 *	V/C:	0.267
Northbound	RT	1.00	100	1,600	0.041	Lost Time:	0.100
	TH	2.00	210	3,200	0.066 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.367
	TH	2.00	170	3,200	0.094 *		
	LT	1.00	40	1,600	0.025	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.041	N-S(1):	0.525 *
	TH	2.00	690	3,200	0.216	N-S(2):	0.260
	LT	1.00	690	1,600	0.431 *	E-W(1):	0.269 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.159
	TH	2.00	270	3,200	0.103		
	LT	1.00	110	1,600	0.069 *	V/C:	0.794
Northbound	RT	1.00	170	1,600	0.072	Lost Time:	0.100
	TH	2.00	300	3,200	0.094 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.894
	TH	2.00	560	3,200	0.200 *		
	LT	1.00	90	1,600	0.056	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 96 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O CENTURY)
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : NBR,
FF Movements:

N-S Split Phase : N
E-W Split Phase : Y
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.305
	TH	3.00	580	4,800	0.123 *	N-S(2):	0.311 *
	LT	2.00	140	2,880	0.049	E-W(1):	0.363 *
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.000
	TH	0.44	110	702	0.256		
	LT	1.56	640	2,248	0.285 *	V/C:	0.674
Northbound	RT	1.00	140	1,600	0.000	Lost Time:	0.100
	TH	2.00	820	3,200	0.256	ITS:	0.000
	LT	1.00	300	1,600	0.188 *		
Eastbound	RT	1.00	80	1,600	0.000	ICU:	0.774
	TH	2.00	250	3,200	0.078 *		
	LT	1.00	10	1,600	0.006	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.230
	TH	3.00	610	4,800	0.129 *	N-S(2):	0.435 *
	LT	2.00	150	2,880	0.052	E-W(1):	0.429 *
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.000
	TH	0.70	240	1,123	0.294		
	LT	1.30	610	1,869	0.326 *	V/C:	0.864
Northbound	RT	1.00	130	1,600	0.000	Lost Time:	0.100
	TH	2.00	570	3,200	0.178	ITS:	0.000
	LT	1.00	490	1,600	0.306 *		
Eastbound	RT	1.00	150	1,600	0.000	ICU:	0.964
	TH	2.00	330	3,200	0.103 *		
	LT	1.00	40	1,600	0.025	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.282
	TH	3.00	1,040	4,800	0.219 *	N-S(2):	0.469 *
	LT	2.00	210	2,880	0.073	E-W(1):	0.341 *
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.000
	TH	0.78	140	1,256	0.247		
	LT	1.22	480	1,750	0.274 *	V/C:	0.810
Northbound	RT	1.00	120	1,600	0.000	Lost Time:	0.100
	TH	2.00	670	3,200	0.209	ITS:	0.000
	LT	1.00	400	1,600	0.250 *		
Eastbound	RT	1.31	140	2,100	0.000	ICU:	0.910
	TH	1.69	180	2,700	0.067 *		
	LT	1.00	60	1,600	0.038	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 97 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (S/O CENTURY)
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	SBT		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.395 *
	TH	2.00	680	3,200	0.000	N-S(2):	0.000
	LT	2.00	490	2,880	0.170 *	E-W(1):	0.000
Westbound	RT	2.00	340	3,200	0.106 *	E-W(2):	0.106 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.501
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	680	3,200	0.225 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.601
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.459 *
	TH	2.00	510	3,200	0.000	N-S(2):	0.000
	LT	2.00	520	2,880	0.181 *	E-W(1):	0.000
Westbound	RT	2.00	190	3,200	0.059 *	E-W(2):	0.059 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.518
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	850	3,200	0.278 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.618
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.493 *
	TH	2.00	1,040	3,200	0.000	N-S(2):	0.000
	LT	2.00	500	2,880	0.174 *	E-W(1):	0.000
Westbound	RT	2.00	390	3,200	0.122 *	E-W(2):	0.122 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.615
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	980	3,200	0.319 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.715
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 98 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O IMPERIAL HWY)
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.428 *
	TH	3.00	730	4,800	0.152	N-S(2):	0.152
	LT	1.00	160	1,600	0.100 *	E-W(1):	0.081 *
Westbound	RT	1.00	210	1,600	0.081 *	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	200	2,880	0.069	V/C:	0.509
Northbound	RT	1.00	110	1,600	0.069	Lost Time:	0.100
	TH	2.00	1,050	3,200	0.328 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.609
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.372 *
	TH	3.00	720	4,800	0.150	N-S(2):	0.150
	LT	1.00	210	1,600	0.131 *	E-W(1):	0.059 *
Westbound	RT	1.00	200	1,600	0.059 *	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	100	2,880	0.035	V/C:	0.431
Northbound	RT	1.00	80	1,600	0.050	Lost Time:	0.100
	TH	2.00	770	3,200	0.241 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.531
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.332 *
	TH	3.00	1,200	4,800	0.250	N-S(2):	0.250
	LT	1.00	110	1,600	0.069 *	E-W(1):	0.049 *
Westbound	RT	1.00	110	1,600	0.034	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	140	2,880	0.049 *	V/C:	0.381
Northbound	RT	1.00	60	1,600	0.038	Lost Time:	0.100
	TH	2.00	840	3,200	0.263 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.481
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 107 - LINCOLN BOULEVARD & MINDANAO WAY
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.415
	TH	3.00	1,410	4,800	0.300 *	N-S(2):	0.425 *
	LT	1.00	160	1,600	0.100	E-W(1):	0.306 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.163
	TH	2.00	440	3,200	0.163		
	LT	2.00	260	2,880	0.090 *	V/C:	0.731
Northbound	RT	1.00	350	1,600	0.128	Lost Time:	0.100
	TH	3.00	1,510	4,800	0.315	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.831
	TH	2.00	640	3,200	0.216 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.500 *
	TH	3.00	1,220	4,800	0.275	N-S(2):	0.356
	LT	1.00	280	1,600	0.175 *	E-W(1):	0.349 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.187
	TH	2.00	500	3,200	0.181		
	LT	2.00	420	2,880	0.146 *	V/C:	0.849
Northbound	RT	1.00	310	1,600	0.048	Lost Time:	0.100
	TH	3.00	1,560	4,800	0.325 *	ITS:	0.000
	LT	1.00	130	1,600	0.081		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.949
	TH	2.00	520	3,200	0.203 *		
	LT	0.00	10	1,600	0.006	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.552 *
	TH	3.00	1,600	4,800	0.354	N-S(2):	0.442
	LT	1.00	290	1,600	0.181 *	E-W(1):	0.352 *
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.228
	TH	2.00	640	3,200	0.222		
	LT	2.00	430	2,880	0.149 *	V/C:	0.904
Northbound	RT	1.00	310	1,600	0.044	Lost Time:	0.100
	TH	3.00	1,780	4,800	0.371 *	ITS:	0.000
	LT	1.00	140	1,600	0.088		
Eastbound	RT	0.00	110	0	0.000	ICU:	1.004
	TH	2.00	530	3,200	0.203 *		
	LT	0.00	10	1,600	0.006	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 115 - ASH AVENUE & MANCHESTER AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.228
	TH	1.00	0	1,600	0.094 *	N-S(2):	0.341 *
	LT	0.00	10	1,600	0.006	E-W(1):	0.269
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.364 *
	TH	3.00	1,630	4,800	0.358 *		
	LT	0.00	80	1,600	0.050	V/C:	0.705
Northbound	RT	1.00	210	1,600	0.106	Lost Time:	0.100
	TH	0.56	200	901	0.222	ITS:	0.000
	LT	1.44	510	2,069	0.247 *		
Eastbound	RT	1.00	240	1,600	0.000	ICU:	0.805
	TH	2.00	700	3,200	0.219		
	LT	1.00	10	1,600	0.006 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.247
	TH	1.00	0	1,600	0.056 *	N-S(2):	0.323 *
	LT	0.00	10	1,600	0.006	E-W(1):	0.344 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.246
	TH	3.00	1,000	4,800	0.233		
	LT	0.00	90	1,600	0.056 *	V/C:	0.667
Northbound	RT	1.00	270	1,600	0.141	Lost Time:	0.100
	TH	0.52	200	831	0.241	ITS:	0.000
	LT	1.48	570	2,132	0.267 *		
Eastbound	RT	1.00	300	1,600	0.000	ICU:	0.767
	TH	2.00	920	3,200	0.288 *		
	LT	1.00	20	1,600	0.013	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.246
	TH	1.00	0	1,600	0.063 *	N-S(2):	0.322 *
	LT	0.00	20	1,600	0.013	E-W(1):	0.557 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.278
	TH	3.00	1,190	4,800	0.265		
	LT	0.00	70	1,600	0.044 *	V/C:	0.879
Northbound	RT	1.15	430	1,843	0.211	Lost Time:	0.100
	TH	0.56	210	900	0.233	ITS:	0.000
	LT	1.29	480	1,851	0.259 *		
Eastbound	RT	1.00	250	1,600	0.000	ICU:	0.979
	TH	2.00	1,640	3,200	0.513 *		
	LT	1.00	20	1,600	0.013	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 116 - NASH STREET & MARIPOSA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	370	0	0.000	N-S(1):	0.097
	TH	2.00	850	3,200	0.381 *	N-S(2):	0.400 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.072
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.169 *
	TH	2.00	280	3,200	0.113 *		
	LT	1.00	40	1,600	0.025	V/C:	0.569
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	150	3,200	0.053	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	1.00	60	1,600	0.028	ICU:	0.669
	TH	2.00	150	3,200	0.047		
	LT	1.00	90	1,600	0.056 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.185 *
	TH	2.00	260	3,200	0.128	N-S(2):	0.147
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.079
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.128 *
	TH	2.00	140	3,200	0.059 *		
	LT	1.00	20	1,600	0.013	V/C:	0.313
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	2.00	260	3,200	0.091 *	ITS:	0.000
	LT	1.00	30	1,600	0.019		
Eastbound	RT	1.00	80	1,600	0.041	ICU:	0.413
	TH	2.00	210	3,200	0.066		
	LT	1.00	110	1,600	0.069 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.225 *
	TH	2.00	440	3,200	0.156	N-S(2):	0.181
	LT	1.00	70	1,600	0.044 *	E-W(1):	0.122
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.232 *
	TH	2.00	150	3,200	0.063 *		
	LT	1.00	10	1,600	0.006	V/C:	0.457
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	2.00	500	3,200	0.181 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	1.00	70	1,600	0.031	ICU:	0.557
	TH	2.00	370	3,200	0.116		
	LT	1.00	270	1,600	0.169 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 117 - SEPULVEDA BOUELVARD & MARIPOSA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.497 *
	TH	4.00	1,950	6,400	0.317	N-S(2):	0.367
	LT	2.00	400	2,880	0.139 *	E-W(1):	0.219 *
Westbound	RT	1.00	120	1,600	0.006	E-W(2):	0.132
	TH	1.00	110	1,600	0.069		
	LT	1.00	120	1,600	0.075 *	V/C:	0.716
Northbound	RT	1.00	140	1,600	0.050	Lost Time:	0.100
	TH	4.00	2,290	6,400	0.358 *	ITS:	0.000
	LT	1.00	80	1,600	0.050		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.816
	TH	1.00	180	1,600	0.144 *		
	LT	1.00	100	1,600	0.063	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.366 *
	TH	4.00	1,710	6,400	0.281	N-S(2):	0.350
	LT	2.00	270	2,880	0.094 *	E-W(1):	0.301 *
Westbound	RT	1.00	180	1,600	0.066	E-W(2):	0.181
	TH	1.00	170	1,600	0.106		
	LT	1.00	220	1,600	0.138 *	V/C:	0.667
Northbound	RT	1.00	150	1,600	0.025	Lost Time:	0.100
	TH	4.00	1,740	6,400	0.272 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.767
	TH	1.00	210	1,600	0.163 *		
	LT	1.00	120	1,600	0.075	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.459
	TH	4.00	2,350	6,400	0.392 *	N-S(2):	0.473 *
	LT	2.00	210	2,880	0.073	E-W(1):	0.269 *
Westbound	RT	1.00	310	1,600	0.157	E-W(2):	0.232
	TH	1.00	210	1,600	0.131		
	LT	1.00	200	1,600	0.125 *	V/C:	0.742
Northbound	RT	1.00	300	1,600	0.125	Lost Time:	0.100
	TH	4.00	2,470	6,400	0.386	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.842
	TH	1.00	170	1,600	0.144 *		
	LT	1.00	120	1,600	0.075	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 119 - OCEAN AVENUE / VIA MARINA & WASHINGTON BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.932 *
	TH	1.00	500	1,600	0.319 *	N-S(2):	0.000
	LT	1.00	250	1,600	0.156	E-W(1):	0.240 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.201
	TH	2.00	410	3,200	0.163		
	LT	1.00	130	1,600	0.081 *	V/C:	1.172
Northbound	RT	1.00	290	1,600	0.141	Lost Time:	0.100
	TH	1.00	980	1,600	0.613 *	ITS:	0.000
	LT	2.00	390	2,880	0.135		
Eastbound	RT	1.00	210	1,600	0.064	ICU:	1.272
	TH	2.00	510	3,200	0.159 *		
	LT	1.00	60	1,600	0.038	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.738 *
	TH	1.00	440	1,600	0.300 *	N-S(2):	0.000
	LT	1.00	310	1,600	0.194	E-W(1):	0.247 *
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.215
	TH	2.00	540	3,200	0.184		
	LT	1.00	170	1,600	0.106 *	V/C:	0.985
Northbound	RT	1.00	200	1,600	0.072	Lost Time:	0.100
	TH	1.00	700	1,600	0.438 *	ITS:	0.000
	LT	2.00	250	2,880	0.087		
Eastbound	RT	1.00	170	1,600	0.063	ICU:	1.085
	TH	2.00	450	3,200	0.141 *		
	LT	1.00	50	1,600	0.031	LOS:	F

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	1.169 *
	TH	1.00	950	1,600	0.619 *	N-S(2):	0.000
	LT	1.00	460	1,600	0.288	E-W(1):	0.266
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.291 *
	TH	2.00	750	3,200	0.266 *		
	LT	1.00	160	1,600	0.100	V/C:	1.460
Northbound	RT	1.00	190	1,600	0.069	Lost Time:	0.100
	TH	1.00	880	1,600	0.550 *	ITS:	0.000
	LT	2.00	400	2,880	0.139		
Eastbound	RT	1.00	300	1,600	0.118	ICU:	1.560
	TH	2.00	530	3,200	0.166		
	LT	1.00	40	1,600	0.025 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 120 - OVERHILL DRIVE & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.019	N-S(1):	0.206 *
	TH	2.00	130	3,200	0.041	N-S(2):	0.091
	LT	1.00	160	1,600	0.100 *	E-W(1):	0.244
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.454 *
	TH	3.00	1,840	4,800	0.404 *		
	LT	1.00	90	1,600	0.056	V/C:	0.660
Northbound	RT	0.00	150	0	0.000	Lost Time:	0.100
	TH	2.00	190	3,200	0.106 *	ITS:	0.000
	LT	1.00	80	1,600	0.050		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.760
	TH	3.00	880	4,800	0.188		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.028	N-S(1):	0.194 *
	TH	2.00	120	3,200	0.038	N-S(2):	0.082
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.404 *
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.304
	TH	3.00	1,100	4,800	0.248		
	LT	1.00	200	1,600	0.125 *	V/C:	0.598
Northbound	RT	0.00	160	1,600	0.100 *	Lost Time:	0.100
	TH	2.00	120	1,600	0.075	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.698
	TH	3.00	1,300	4,800	0.279 *		
	LT	1.00	90	1,600	0.056	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.009	N-S(1):	0.369 *
	TH	2.00	380	3,200	0.119	N-S(2):	0.182
	LT	1.00	360	1,600	0.225 *	E-W(1):	0.686 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.440
	TH	3.00	1,400	4,800	0.321		
	LT	1.00	270	1,600	0.169 *	V/C:	1.055
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	2.00	300	3,200	0.144 *	ITS:	0.000
	LT	1.00	100	1,600	0.063		
Eastbound	RT	0.00	60	0	0.000	ICU:	1.155
	TH	3.00	2,420	4,800	0.517 *		
	LT	1.00	190	1,600	0.119	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 124 - PRAIRIE AVENUE & WEST 112TH STREET/I-105 OFF RAMP
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.185
	TH	3.00	1,100	4,800	0.229 *	N-S(2):	0.229 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.226 *
Westbound	RT	0.70	70	1,120	0.047	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.30	30	480	0.063 *	V/C:	0.455
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	730	4,800	0.154	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	240	0	0.000	ICU:	0.555
	TH	1.00	20	1,600	0.163 *		
	LT	2.00	300	2,880	0.104	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.163
	TH	3.00	1,040	4,800	0.217 *	N-S(2):	0.217 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.313 *
Westbound	RT	0.50	20	800	0.016	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.50	20	800	0.025 *	V/C:	0.530
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	670	4,800	0.144	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	420	0	0.000	ICU:	0.630
	TH	1.00	40	1,600	0.288 *		
	LT	2.00	510	2,880	0.177	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.323 *
	TH	3.00	1,150	4,800	0.240	N-S(2):	0.240
	LT	1.00	120	1,600	0.075 *	E-W(1):	0.351 *
Westbound	RT	0.50	30	800	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.50	30	800	0.038 *	V/C:	0.674
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	3.00	1,140	4,800	0.248 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	430	0	0.000	ICU:	0.774
	TH	1.00	70	1,600	0.313 *		
	LT	2.00	620	2,880	0.215	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 125 - SEPULVEDA BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:	WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.027	N-S(1):	0.545 *
	TH	3.00	1,100	4,800	0.229	N-S(2):	0.316
	LT	2.00	300	2,880	0.104 *	E-W(1):	0.278 *
Westbound	RT	1.00	590	1,600	0.000	E-W(2):	0.167
	TH	2.00	270	3,200	0.084		
	LT	2.00	340	2,880	0.118 *	V/C:	0.823
Northbound	RT	1.00	370	1,600	0.113	Lost Time:	0.100
	TH	4.00	2,820	6,400	0.441 *	ITS:	0.000
	LT	2.00	250	2,880	0.087		
Eastbound	RT	1.00	120	1,600	0.032	ICU:	0.923
	TH	3.00	770	4,800	0.160 *		
	LT	2.00	240	2,880	0.083	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.060	N-S(1):	0.468 *
	TH	3.00	1,670	4,800	0.348	N-S(2):	0.404
	LT	2.00	590	2,880	0.205 *	E-W(1):	0.294 *
Westbound	RT	1.00	700	1,600	0.000	E-W(2):	0.227
	TH	2.00	350	3,200	0.109		
	LT	2.00	540	2,880	0.188 *	V/C:	0.762
Northbound	RT	1.00	470	1,600	0.106	Lost Time:	0.100
	TH	4.00	1,680	6,400	0.263 *	ITS:	0.000
	LT	2.00	160	2,880	0.056		
Eastbound	RT	1.00	130	1,600	0.053	ICU:	0.862
	TH	3.00	510	4,800	0.106 *		
	LT	2.00	340	2,880	0.118	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	460	1,600	0.216	N-S(1):	0.447
	TH	3.00	2,610	4,800	0.544 *	N-S(2):	0.732 *
	LT	2.00	630	2,880	0.219	E-W(1):	0.328 *
Westbound	RT	1.00	860	1,600	0.000	E-W(2):	0.323
	TH	2.00	580	3,200	0.181		
	LT	2.00	440	2,880	0.153 *	V/C:	1.060
Northbound	RT	1.00	500	1,600	0.160	Lost Time:	0.100
	TH	4.00	1,460	6,400	0.228	ITS:	0.000
	LT	2.00	540	2,880	0.188 *		
Eastbound	RT	1.00	280	1,600	0.175 *	ICU:	1.160
	TH	3.00	630	4,800	0.131		
	LT	2.00	410	2,880	0.142	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 140 - WB SR-90 RAMPS & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.063 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.459 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.372
	TH	2.00	1,190	3,200	0.372		
	LT	3.00	1,570	4,320	0.363 *	V/C:	0.522
Northbound	RT	2.00	1,020	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	180	2,880	0.063 *		
Eastbound	RT	1.00	180	1,600	0.000	ICU:	0.622
	TH	3.00	460	4,800	0.096 *		
	LT	1.00	0	1,600	0.000	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.089 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.317 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.284
	TH	2.00	910	3,200	0.284		
	LT	3.00	680	4,320	0.157 *	V/C:	0.406
Northbound	RT	2.00	790	3,200	0.089 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	230	2,880	0.080		
Eastbound	RT	1.00	170	1,600	0.000	ICU:	0.506
	TH	3.00	770	4,800	0.160 *		
	LT	1.00	0	1,600	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.220 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.409 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.322
	TH	2.00	1,030	3,200	0.322		
	LT	3.00	860	4,320	0.199 *	V/C:	0.629
Northbound	RT	2.00	1,340	3,200	0.220 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	250	2,880	0.087		
Eastbound	RT	1.00	240	1,600	0.000	ICU:	0.729
	TH	3.00	1,010	4,800	0.210 *		
	LT	1.00	0	1,600	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 147 - CRENSHAW BOULEVARD & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.298
	TH	3.00	900	4,800	0.215 *	N-S(2):	0.321 *
	LT	1.00	200	1,600	0.125	E-W(1):	0.219
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.308 *
	TH	3.00	1,120	4,800	0.258 *		
	LT	1.00	90	1,600	0.056	V/C:	0.629
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	3.00	770	4,800	0.173	ITS:	0.000
	LT	1.00	170	1,600	0.106 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.729
	TH	3.00	700	4,800	0.163		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.271
	TH	3.00	860	4,800	0.221 *	N-S(2):	0.315 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.350
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.392 *
	TH	3.00	1,130	4,800	0.248 *		
	LT	1.00	110	1,600	0.069	V/C:	0.707
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	3.00	770	4,800	0.177	ITS:	0.000
	LT	1.00	150	1,600	0.094 *		
Eastbound	RT	0.00	250	0	0.000	ICU:	0.807
	TH	3.00	1,100	4,800	0.281		
	LT	1.00	230	1,600	0.144 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	220	0	0.000	N-S(1):	0.375
	TH	3.00	1,070	4,800	0.269 *	N-S(2):	0.425 *
	LT	1.00	170	1,600	0.106	E-W(1):	0.454 *
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.404
	TH	3.00	1,120	4,800	0.273		
	LT	1.00	160	1,600	0.100 *	V/C:	0.879
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	3.00	1,210	4,800	0.269	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	0.00	220	0	0.000	ICU:	0.979
	TH	3.00	1,480	4,800	0.354 *		
	LT	1.00	210	1,600	0.131	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 148 - LA CIENEGA BOULEVARD & FAIRVIEW BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.702 *
	TH	4.00	3,080	6,400	0.491	N-S(2):	0.491
	LT	0.00	0	0	0.000 *	E-W(1):	0.191 *
Westbound	RT	1.00	50	1,600	0.031	E-W(2):	0.000
	TH	0.55	110	880	0.125		
	LT	1.45	290	2,088	0.139 *	V/C:	0.893
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	3,330	4,800	0.702 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	70	1,600	0.044	ICU:	0.993
	TH	0.80	60	1,280	0.047		
	LT	1.20	90	1,728	0.052 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.504 *
	TH	4.00	2,220	6,400	0.370	N-S(2):	0.370
	LT	0.00	0	0	0.000 *	E-W(1):	0.184 *
Westbound	RT	1.00	40	1,600	0.025	E-W(2):	0.000
	TH	0.64	90	1,029	0.088		
	LT	1.36	190	1,954	0.097 *	V/C:	0.688
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	2,380	4,800	0.504 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	80	1,600	0.050	ICU:	0.788
	TH	0.80	100	1,280	0.078		
	LT	1.20	150	1,728	0.087 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.704 *
	TH	4.00	3,100	6,400	0.505	N-S(2):	0.505
	LT	0.00	0	0	0.000 *	E-W(1):	0.250 *
Westbound	RT	1.00	30	1,600	0.019	E-W(2):	0.000
	TH	0.74	140	1,179	0.119		
	LT	1.26	240	1,819	0.132 *	V/C:	0.954
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	3,260	4,800	0.704 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	80	1,600	0.050	ICU:	1.054
	TH	0.94	160	1,506	0.106		
	LT	1.06	180	1,525	0.118 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 149 - CRENSHAW BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.302 *
	TH	3.00	940	4,800	0.213	N-S(2):	0.294
	LT	1.00	230	1,600	0.144 *	E-W(1):	0.201
Westbound	RT	0.00	250	0	0.000	E-W(2):	0.313 *
	TH	3.00	1,040	4,800	0.269 *		
	LT	1.00	140	1,600	0.088	V/C:	0.615
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	690	4,800	0.158 *	ITS:	0.000
	LT	1.00	130	1,600	0.081		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.715
	TH	3.00	440	4,800	0.113		
	LT	1.00	70	1,600	0.044 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.377 *
	TH	3.00	920	4,800	0.215	N-S(2):	0.303
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.242
Westbound	RT	0.00	260	0	0.000	E-W(2):	0.271 *
	TH	3.00	620	4,800	0.183 *		
	LT	1.00	160	1,600	0.100	V/C:	0.648
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	890	4,800	0.208 *	ITS:	0.000
	LT	1.00	140	1,600	0.088		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.748
	TH	3.00	510	4,800	0.142		
	LT	1.00	140	1,600	0.088 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.504 *
	TH	3.00	1,000	4,800	0.235	N-S(2):	0.335
	LT	1.00	320	1,600	0.200 *	E-W(1):	0.426 *
Westbound	RT	0.00	270	0	0.000	E-W(2):	0.323
	TH	3.00	770	4,800	0.217		
	LT	1.00	180	1,600	0.113 *	V/C:	0.930
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	1,340	4,800	0.304 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	0.00	170	0	0.000	ICU:	1.030
	TH	3.00	1,330	4,800	0.313 *		
	LT	1.00	170	1,600	0.106	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 157 - LA CIENEGA BOULEVARD & 104TH STREET
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.257
	TH	3.00	610	4,800	0.148 *	N-S(2):	0.373 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.012
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.044 *
	TH	1.00	10	1,600	0.019 *		
	LT	0.00	10	1,600	0.006	V/C:	0.417
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	760	3,200	0.244	ITS:	0.000
	LT	1.00	360	1,600	0.225 *		
Eastbound	RT	1.00	250	1,600	0.000	ICU:	0.517
	TH	1.00	10	1,600	0.006		
	LT	1.00	40	1,600	0.025 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.279 *
	TH	3.00	430	4,800	0.102	N-S(2):	0.221
	LT	1.00	20	1,600	0.013 *	E-W(1):	0.100 *
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.075
	TH	1.00	10	1,600	0.025		
	LT	0.00	10	1,600	0.006 *	V/C:	0.379
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	830	3,200	0.266 *	ITS:	0.000
	LT	1.00	190	1,600	0.119		
Eastbound	RT	1.00	340	1,600	0.094 *	ICU:	0.479
	TH	1.00	10	1,600	0.006		
	LT	1.00	80	1,600	0.050	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.312
	TH	3.00	1,060	4,800	0.235 *	N-S(2):	0.348 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.051
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.069 *
	TH	1.00	10	1,600	0.025 *		
	LT	0.00	20	1,600	0.013	V/C:	0.417
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	2.00	890	3,200	0.281	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	1.00	240	1,600	0.038	ICU:	0.517
	TH	1.00	10	1,600	0.006		
	LT	1.00	70	1,600	0.044 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 159 - HINDRY AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.094 *
	TH	1.00	60	1,600	0.063	N-S(2):	0.076
	LT	0.00	40	1,600	0.025 *	E-W(1):	0.322 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.303
	TH	2.00	910	3,200	0.297		
	LT	1.00	170	1,600	0.106 *	V/C:	0.416
Northbound	RT	1.00	130	1,600	0.028	Lost Time:	0.100
	TH	1.00	90	1,600	0.069 *	ITS:	0.000
	LT	0.00	20	1,600	0.013		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.516
	TH	2.00	650	3,200	0.216 *		
	LT	1.00	10	1,600	0.006	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.156 *
	TH	1.00	150	1,600	0.125 *	N-S(2):	0.156 *
	LT	0.00	50	1,600	0.031 *	E-W(1):	0.500 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.307
	TH	2.00	860	3,200	0.288		
	LT	1.00	160	1,600	0.100 *	V/C:	0.656
Northbound	RT	1.00	230	1,600	0.094	Lost Time:	0.100
	TH	1.00	150	1,600	0.125 *	ITS:	0.000
	LT	0.00	50	1,600	0.031 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.756
	TH	2.00	1,180	3,200	0.400 *		
	LT	1.00	30	1,600	0.019	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.013	N-S(1):	0.107
	TH	1.00	130	1,600	0.119 *	N-S(2):	0.144 *
	LT	0.00	60	1,600	0.038	E-W(1):	0.447 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.288
	TH	2.00	850	3,200	0.275		
	LT	1.00	100	1,600	0.063 *	V/C:	0.591
Northbound	RT	1.00	130	1,600	0.050	Lost Time:	0.100
	TH	1.00	70	1,600	0.069	ITS:	0.000
	LT	0.00	40	1,600	0.025 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.691
	TH	2.00	1,170	3,200	0.384 *		
	LT	1.00	20	1,600	0.013	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 162 - SEPULVEDA BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.579 *
	TH	3.00	1,010	4,800	0.240	N-S(2):	0.315
	LT	2.00	160	2,880	0.056 *	E-W(1):	0.209
Westbound	RT	1.00	170	1,600	0.051	E-W(2):	0.278 *
	TH	2.00	550	3,200	0.172 *		
	LT	1.00	120	1,600	0.075	V/C:	0.857
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	3.00	2,410	4,800	0.523 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	110	1,600	0.031	ICU:	0.957
	TH	2.00	430	3,200	0.134		
	LT	1.00	170	1,600	0.106 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	210	0	0.000	N-S(1):	0.447
	TH	3.00	1,590	4,800	0.375 *	N-S(2):	0.506 *
	LT	2.00	230	2,880	0.080	E-W(1):	0.350
Westbound	RT	1.00	220	1,600	0.058	E-W(2):	0.391 *
	TH	2.00	570	3,200	0.178 *		
	LT	1.00	230	1,600	0.144	V/C:	0.897
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	3.00	1,590	4,800	0.367	ITS:	0.000
	LT	1.00	210	1,600	0.131 *		
Eastbound	RT	1.00	210	1,600	0.066	ICU:	0.997
	TH	2.00	660	3,200	0.206		
	LT	1.00	340	1,600	0.213 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.430
	TH	3.00	2,600	4,800	0.577 *	N-S(2):	0.702 *
	LT	2.00	230	2,880	0.080	E-W(1):	0.397 *
Westbound	RT	1.00	180	1,600	0.033	E-W(2):	0.328
	TH	2.00	590	3,200	0.184		
	LT	1.00	240	1,600	0.150 *	V/C:	1.099
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	3.00	1,500	4,800	0.350	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	80	1,600	0.000	ICU:	1.199
	TH	2.00	790	3,200	0.247 *		
	LT	1.00	230	1,600	0.144	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 164 - CRENSHAW BOULEVARD & MANCHESTER AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.263
	TH	2.00	660	3,200	0.216 *	N-S(2):	0.310 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.319
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.447 *
	TH	2.00	1,110	3,200	0.409 *		
	LT	1.00	200	1,600	0.125	V/C:	0.757
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	3.00	670	4,800	0.175	ITS:	0.000
	LT	1.00	150	1,600	0.094 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.857
	TH	2.00	560	3,200	0.194		
	LT	1.00	60	1,600	0.038 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.294
	TH	2.00	700	3,200	0.238 *	N-S(2):	0.338 *
	LT	1.00	200	1,600	0.125	E-W(1):	0.435 *
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.378
	TH	2.00	870	3,200	0.328		
	LT	1.00	310	1,600	0.194 *	V/C:	0.773
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	600	4,800	0.169	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.873
	TH	2.00	690	3,200	0.241 *		
	LT	1.00	80	1,600	0.050	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.329
	TH	2.00	900	3,200	0.291 *	N-S(2):	0.372 *
	LT	1.00	170	1,600	0.106	E-W(1):	0.594 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.481
	TH	2.00	1,160	3,200	0.406		
	LT	1.00	280	1,600	0.175 *	V/C:	0.966
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	860	4,800	0.223	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	1.066
	TH	2.00	1,260	3,200	0.419 *		
	LT	1.00	120	1,600	0.075	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 169 - PRAIRIE AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.479 *
	TH	3.00	640	4,800	0.146	N-S(2):	0.415
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.375
Westbound	RT	1.00	570	1,600	0.288	E-W(2):	0.500 *
	TH	2.00	1,380	3,200	0.431 *		
	LT	1.00	280	1,600	0.175	V/C:	0.979
Northbound	RT	1.00	190	1,600	0.000	Lost Time:	0.100
	TH	2.00	1,090	3,200	0.341 *	ITS:	0.000
	LT	1.00	430	1,600	0.269		
Eastbound	RT	0.00	210	0	0.000	ICU:	1.079
	TH	3.00	750	4,800	0.200		
	LT	1.00	110	1,600	0.069 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.313 *
	TH	3.00	640	4,800	0.148	N-S(2):	0.292
	LT	1.00	180	1,600	0.113 *	E-W(1):	0.319 *
Westbound	RT	1.00	250	1,600	0.100	E-W(2):	0.294
	TH	2.00	760	3,200	0.238		
	LT	1.00	150	1,600	0.094 *	V/C:	0.632
Northbound	RT	1.00	210	1,600	0.038	Lost Time:	0.100
	TH	2.00	640	3,200	0.200 *	ITS:	0.000
	LT	1.00	230	1,600	0.144		
Eastbound	RT	0.00	290	0	0.000	ICU:	0.732
	TH	3.00	790	4,800	0.225 *		
	LT	1.00	90	1,600	0.056	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.397 *
	TH	3.00	970	4,800	0.215	N-S(2):	0.346
	LT	1.00	280	1,600	0.175 *	E-W(1):	0.444 *
Westbound	RT	1.00	260	1,600	0.075	E-W(2):	0.360
	TH	2.00	1,010	3,200	0.316		
	LT	1.00	160	1,600	0.100 *	V/C:	0.841
Northbound	RT	1.00	180	1,600	0.013	Lost Time:	0.100
	TH	2.00	710	3,200	0.222 *	ITS:	0.000
	LT	1.00	210	1,600	0.131		
Eastbound	RT	0.00	380	0	0.000	ICU:	0.941
	TH	3.00	1,270	4,800	0.344 *		
	LT	1.00	70	1,600	0.044	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 173 - WESTERN AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.341
	TH	3.00	890	4,800	0.221 *	N-S(2):	0.359 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.404
Westbound	RT	1.00	230	1,600	0.100	E-W(2):	0.405 *
	TH	3.00	1,400	4,800	0.292 *		
	LT	1.00	240	1,600	0.150	V/C:	0.764
Northbound	RT	1.00	170	1,600	0.031	Lost Time:	0.100
	TH	2.00	810	3,200	0.253	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	0.00	240	0	0.000	ICU:	0.864
	TH	3.00	980	4,800	0.254		
	LT	1.00	180	1,600	0.113 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.281 *
	TH	3.00	520	4,800	0.135	N-S(2):	0.266
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.315 *
Westbound	RT	1.00	140	1,600	0.034	E-W(2):	0.246
	TH	3.00	730	4,800	0.152		
	LT	1.00	200	1,600	0.125 *	V/C:	0.596
Northbound	RT	1.00	170	1,600	0.044	Lost Time:	0.100
	TH	2.00	560	3,200	0.175 *	ITS:	0.000
	LT	1.00	210	1,600	0.131		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.696
	TH	3.00	710	4,800	0.190 *		
	LT	1.00	150	1,600	0.094	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.407 *
	TH	3.00	700	4,800	0.175	N-S(2):	0.331
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.534 *
Westbound	RT	1.00	170	1,600	0.038	E-W(2):	0.365
	TH	3.00	1,090	4,800	0.227		
	LT	1.00	190	1,600	0.119 *	V/C:	0.941
Northbound	RT	1.00	160	1,600	0.041	Lost Time:	0.100
	TH	2.00	860	3,200	0.269 *	ITS:	0.000
	LT	1.00	250	1,600	0.156		
Eastbound	RT	0.00	270	0	0.000	ICU:	1.041
	TH	3.00	1,720	4,800	0.415 *		
	LT	1.00	220	1,600	0.138	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 175 - VERMONT AVENUE & MANCHESTER AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.350 *
	TH	3.00	710	4,800	0.169	N-S(2):	0.245
	LT	2.00	160	2,880	0.056 *	E-W(1):	0.361
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.386 *
	TH	3.00	1,290	4,800	0.298 *		
	LT	1.00	100	1,600	0.063	V/C:	0.736
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	1,290	4,800	0.294 *	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.836
	TH	3.00	1,340	4,800	0.298		
	LT	1.00	140	1,600	0.088 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.234 *
	TH	3.00	680	4,800	0.171	N-S(2):	0.227
	LT	2.00	200	2,880	0.069 *	E-W(1):	0.310
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.319 *
	TH	3.00	1,010	4,800	0.244 *		
	LT	1.00	120	1,600	0.075	V/C:	0.553
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	650	4,800	0.165 *	ITS:	0.000
	LT	2.00	160	2,880	0.056		
Eastbound	RT	0.00	160	0	0.000	ICU:	0.653
	TH	3.00	970	4,800	0.235		
	LT	1.00	120	1,600	0.075 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.352 *
	TH	3.00	960	4,800	0.229	N-S(2):	0.305
	LT	2.00	270	2,880	0.094 *	E-W(1):	0.409 *
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.394
	TH	3.00	1,270	4,800	0.306		
	LT	1.00	110	1,600	0.069 *	V/C:	0.761
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	3.00	1,110	4,800	0.258 *	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.861
	TH	3.00	1,440	4,800	0.340 *		
	LT	1.00	140	1,600	0.088	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 176 - VERMONT AVENUE & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	180	0	0.000	N-S(1):	0.333 *
	TH	3.00	880	4,800	0.221	N-S(2):	0.290
	LT	2.00	130	2,880	0.045 *	E-W(1):	0.326
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.371 *
	TH	3.00	1,170	4,800	0.271 *		
	LT	1.00	180	1,600	0.113	V/C:	0.704
Northbound	RT	1.00	150	1,600	0.038	Lost Time:	0.100
	TH	3.00	1,380	4,800	0.288 *	ITS:	0.000
	LT	2.00	200	2,880	0.069		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.804
	TH	3.00	890	4,800	0.213		
	LT	1.00	160	1,600	0.100 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.188
	TH	3.00	670	4,800	0.181 *	N-S(2):	0.257 *
	LT	2.00	120	2,880	0.042	E-W(1):	0.283
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.350 *
	TH	3.00	1,020	4,800	0.231 *		
	LT	1.00	120	1,600	0.075	V/C:	0.607
Northbound	RT	1.00	70	1,600	0.006	Lost Time:	0.100
	TH	3.00	700	4,800	0.146	ITS:	0.000
	LT	2.00	220	2,880	0.076 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.707
	TH	3.00	860	4,800	0.208		
	LT	1.00	190	1,600	0.119 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.328
	TH	3.00	1,030	4,800	0.248 *	N-S(2):	0.356 *
	LT	2.00	170	2,880	0.059	E-W(1):	0.365
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.387 *
	TH	3.00	1,170	4,800	0.256 *		
	LT	1.00	140	1,600	0.088	V/C:	0.743
Northbound	RT	1.00	120	1,600	0.031	Lost Time:	0.100
	TH	3.00	1,290	4,800	0.269	ITS:	0.000
	LT	2.00	310	2,880	0.108 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.843
	TH	3.00	1,190	4,800	0.277		
	LT	1.00	210	1,600	0.131 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 177 - VERMONT AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.003	N-S(1):	0.395 *
	TH	3.00	890	4,800	0.185	N-S(2):	0.324
	LT	2.00	280	2,880	0.097 *	E-W(1):	0.409 *
Westbound	RT	0.00	210	0	0.000	E-W(2):	0.388
	TH	3.00	1,320	4,800	0.319		
	LT	1.00	310	1,600	0.194 *	V/C:	0.804
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	1,290	4,800	0.298 *	ITS:	0.000
	LT	2.00	400	2,880	0.139		
Eastbound	RT	0.00	230	0	0.000	ICU:	0.904
	TH	3.00	800	4,800	0.215 *		
	LT	1.00	110	1,600	0.069	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.009	N-S(1):	0.259
	TH	3.00	610	4,800	0.127 *	N-S(2):	0.266 *
	LT	2.00	170	2,880	0.059	E-W(1):	0.281 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.186
	TH	3.00	580	4,800	0.142		
	LT	1.00	170	1,600	0.106 *	V/C:	0.547
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	3.00	780	4,800	0.200	ITS:	0.000
	LT	2.00	400	2,880	0.139 *		
Eastbound	RT	0.00	260	0	0.000	ICU:	0.647
	TH	3.00	580	4,800	0.175 *		
	LT	1.00	70	1,600	0.044	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.013	N-S(1):	0.422 *
	TH	3.00	890	4,800	0.185	N-S(2):	0.366
	LT	2.00	250	2,880	0.087 *	E-W(1):	0.519 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.326
	TH	3.00	1,030	4,800	0.238		
	LT	1.00	280	1,600	0.175 *	V/C:	0.941
Northbound	RT	0.00	240	0	0.000	Lost Time:	0.100
	TH	3.00	1,370	4,800	0.335 *	ITS:	0.000
	LT	2.00	520	2,880	0.181		
Eastbound	RT	0.00	200	0	0.000	ICU:	1.041
	TH	3.00	1,450	4,800	0.344 *		
	LT	1.00	140	1,600	0.088	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 182 - INGLEWOOD AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	150	1,600	0.069	N-S(1):	0.403 *
	TH	2.00	700	3,200	0.219	N-S(2):	0.382
	LT	1.00	230	1,600	0.144 *	E-W(1):	0.304 *
Westbound	RT	1.00	150	1,600	0.022	E-W(2):	0.250
	TH	3.00	960	4,800	0.200		
	LT	1.00	330	1,600	0.206 *	V/C:	0.707
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	2.00	640	3,200	0.259 *	ITS:	0.000
	LT	1.00	260	1,600	0.163		
Eastbound	RT	1.00	70	1,600	0.000	ICU:	0.807
	TH	3.00	470	4,800	0.098 *		
	LT	1.00	80	1,600	0.050	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	210	1,600	0.061	N-S(1):	0.284 *
	TH	2.00	460	3,200	0.144	N-S(2):	0.257
	LT	1.00	130	1,600	0.081 *	E-W(1):	0.282
Westbound	RT	1.00	80	1,600	0.009	E-W(2):	0.314 *
	TH	3.00	830	4,800	0.173 *		
	LT	1.00	180	1,600	0.113	V/C:	0.598
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	2.00	550	3,200	0.203 *	ITS:	0.000
	LT	1.00	180	1,600	0.113		
Eastbound	RT	1.00	150	1,600	0.038	ICU:	0.698
	TH	3.00	810	4,800	0.169		
	LT	1.00	226	1,600	0.141 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.044	N-S(1):	0.441 *
	TH	2.00	790	3,200	0.247	N-S(2):	0.403
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.419 *
Westbound	RT	1.00	140	1,600	0.003	E-W(2):	0.315
	TH	3.00	790	4,800	0.165		
	LT	1.00	170	1,600	0.106 *	V/C:	0.860
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	2.00	690	3,200	0.272 *	ITS:	0.000
	LT	1.00	250	1,600	0.156		
Eastbound	RT	1.00	220	1,600	0.059	ICU:	0.960
	TH	3.00	1,500	4,800	0.313 *		
	LT	1.00	240	1,600	0.150	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 183 - HAWTHORNE BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	260	1,600	0.122	N-S(1):	0.286
	TH	3.00	1,030	4,800	0.215 *	N-S(2):	0.343 *
	LT	2.00	180	2,880	0.063	E-W(1):	0.225
Westbound	RT	0.00	250	0	0.000	E-W(2):	0.371 *
	TH	3.00	1,140	4,800	0.290 *		
	LT	1.00	130	1,600	0.081	V/C:	0.714
Northbound	RT	1.00	170	1,600	0.066	Lost Time:	0.100
	TH	3.00	1,070	4,800	0.223	ITS:	0.000
	LT	2.00	370	2,880	0.128 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.814
	TH	3.00	520	4,800	0.144		
	LT	1.00	130	1,600	0.081 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	230	1,600	0.088	N-S(1):	0.278
	TH	3.00	970	4,800	0.202 *	N-S(2):	0.292 *
	LT	2.00	260	2,880	0.090	E-W(1):	0.262
Westbound	RT	0.00	260	0	0.000	E-W(2):	0.328 *
	TH	3.00	770	4,800	0.215 *		
	LT	1.00	130	1,600	0.081	V/C:	0.620
Northbound	RT	1.00	230	1,600	0.103	Lost Time:	0.100
	TH	3.00	900	4,800	0.188	ITS:	0.000
	LT	2.00	260	2,880	0.090 *		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.720
	TH	3.00	680	4,800	0.181		
	LT	1.00	180	1,600	0.113 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.072	N-S(1):	0.406
	TH	3.00	1,470	4,800	0.306 *	N-S(2):	0.431 *
	LT	2.00	460	2,880	0.160	E-W(1):	0.413 *
Westbound	RT	0.00	280	0	0.000	E-W(2):	0.325
	TH	3.00	830	4,800	0.231		
	LT	1.00	150	1,600	0.094 *	V/C:	0.844
Northbound	RT	1.00	180	1,600	0.066	Lost Time:	0.100
	TH	3.00	1,180	4,800	0.246	ITS:	0.000
	LT	2.00	360	2,880	0.125 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.944
	TH	3.00	1,330	4,800	0.319 *		
	LT	1.00	150	1,600	0.094	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 184 - PRAIRIE AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	180	0	0.000	N-S(1):	0.294
	TH	3.00	990	4,800	0.244 *	N-S(2):	0.369 *
	LT	1.00	190	1,600	0.119	E-W(1):	0.407
Westbound	RT	0.00	210	0	0.000	E-W(2):	0.421 *
	TH	3.00	1,240	4,800	0.302 *		
	LT	1.00	380	1,600	0.238	V/C:	0.790
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	3.00	670	4,800	0.175	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.890
	TH	3.00	700	4,800	0.169		
	LT	1.00	190	1,600	0.119 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.309
	TH	3.00	680	4,800	0.169 *	N-S(2):	0.325 *
	LT	1.00	260	1,600	0.163	E-W(1):	0.344 *
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.298
	TH	3.00	790	4,800	0.192		
	LT	1.00	240	1,600	0.150 *	V/C:	0.669
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	3.00	540	4,800	0.146	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.769
	TH	3.00	810	4,800	0.194 *		
	LT	1.00	170	1,600	0.106	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.410 *
	TH	3.00	1,060	4,800	0.254	N-S(2):	0.392
	LT	1.00	280	1,600	0.175 *	E-W(1):	0.467 *
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.327
	TH	3.00	890	4,800	0.221		
	LT	1.00	280	1,600	0.175 *	V/C:	0.877
Northbound	RT	0.00	250	0	0.000	Lost Time:	0.100
	TH	3.00	880	4,800	0.235 *	ITS:	0.000
	LT	1.00	220	1,600	0.138		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.977
	TH	3.00	1,210	4,800	0.292 *		
	LT	1.00	170	1,600	0.106	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 185 - CRENSHAW BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.339 *
	TH	3.00	880	4,800	0.215	N-S(2):	0.321
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.328
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.377 *
	TH	3.00	1,140	4,800	0.277 *		
	LT	1.00	180	1,600	0.113	V/C:	0.716
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	1,010	4,800	0.233 *	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.816
	TH	3.00	840	4,800	0.215		
	LT	1.00	160	1,600	0.100 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.323 *
	TH	3.00	630	4,800	0.173	N-S(2):	0.286
	LT	1.00	210	1,600	0.131 *	E-W(1):	0.300
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.325 *
	TH	3.00	790	4,800	0.206 *		
	LT	1.00	160	1,600	0.100	V/C:	0.648
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	3.00	740	4,800	0.192 *	ITS:	0.000
	LT	1.00	180	1,600	0.113		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.748
	TH	3.00	790	4,800	0.200		
	LT	1.00	190	1,600	0.119 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	230	0	0.000	N-S(1):	0.371
	TH	3.00	1,050	4,800	0.267 *	N-S(2):	0.373 *
	LT	1.00	240	1,600	0.150	E-W(1):	0.450 *
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.344
	TH	3.00	1,080	4,800	0.263		
	LT	1.00	230	1,600	0.144 *	V/C:	0.823
Northbound	RT	0.00	220	0	0.000	Lost Time:	0.100
	TH	3.00	840	4,800	0.221	ITS:	0.000
	LT	1.00	170	1,600	0.106 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.923
	TH	3.00	1,270	4,800	0.306 *		
	LT	1.00	130	1,600	0.081	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 186 - WESTERN AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.278
	TH	2.00	680	3,200	0.238 *	N-S(2):	0.382 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.309
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.346 *
	TH	3.00	1,230	4,800	0.290 *		
	LT	1.00	110	1,600	0.069	V/C:	0.728
Northbound	RT	1.00	110	1,600	0.034	Lost Time:	0.100
	TH	2.00	730	3,200	0.228	ITS:	0.000
	LT	1.00	230	1,600	0.144 *		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.828
	TH	3.00	1,040	4,800	0.240		
	LT	1.00	90	1,600	0.056 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.260
	TH	2.00	510	3,200	0.194 *	N-S(2):	0.300 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.275 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.263
	TH	3.00	820	4,800	0.200		
	LT	1.00	110	1,600	0.069 *	V/C:	0.575
Northbound	RT	1.00	130	1,600	0.047	Lost Time:	0.100
	TH	2.00	530	3,200	0.166	ITS:	0.000
	LT	1.00	170	1,600	0.106 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.675
	TH	3.00	820	4,800	0.206 *		
	LT	1.00	100	1,600	0.063	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.338
	TH	2.00	770	3,200	0.278 *	N-S(2):	0.403 *
	LT	1.00	160	1,600	0.100	E-W(1):	0.431 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.348
	TH	3.00	1,200	4,800	0.267		
	LT	1.00	160	1,600	0.100 *	V/C:	0.834
Northbound	RT	1.00	160	1,600	0.050	Lost Time:	0.100
	TH	2.00	760	3,200	0.238	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	230	0	0.000	ICU:	0.934
	TH	3.00	1,360	4,800	0.331 *		
	LT	1.00	130	1,600	0.081	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 187 - VERMONT AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.034	N-S(1):	0.286 *
	TH	3.00	690	4,800	0.144	N-S(2):	0.257
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.373
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.425 *
	TH	3.00	1,530	4,800	0.356 *		
	LT	1.00	150	1,600	0.094	V/C:	0.711
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	590	4,800	0.148 *	ITS:	0.000
	LT	1.00	180	1,600	0.113		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.811
	TH	3.00	1,220	4,800	0.279		
	LT	1.00	110	1,600	0.069 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.028	N-S(1):	0.242 *
	TH	3.00	400	4,800	0.083	N-S(2):	0.189
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.338 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.329
	TH	3.00	1,090	4,800	0.260		
	LT	1.00	150	1,600	0.094 *	V/C:	0.580
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	360	4,800	0.104 *	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.680
	TH	3.00	1,070	4,800	0.244 *		
	LT	1.00	110	1,600	0.069	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	120	1,600	0.028	N-S(1):	0.378 *
	TH	3.00	840	4,800	0.175	N-S(2):	0.294
	LT	1.00	242	1,600	0.151 *	E-W(1):	0.423 *
Westbound	RT	0.00	250	0	0.000	E-W(2):	0.423 *
	TH	3.00	1,330	4,800	0.329 *		
	LT	1.00	150	1,600	0.094 *	V/C:	0.801
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	880	4,800	0.227 *	ITS:	0.000
	LT	1.00	190	1,600	0.119		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.901
	TH	3.00	1,400	4,800	0.329 *		
	LT	1.00	150	1,600	0.094 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 188 - PRAIRIE AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.404
	TH	3.00	1,160	4,800	0.267 *	N-S(2):	0.523 *
	LT	1.00	250	1,600	0.156	E-W(1):	0.275
Westbound	RT	0.00	300	0	0.000	E-W(2):	0.404 *
	TH	3.00	1,190	4,800	0.310 *		
	LT	1.00	120	1,600	0.075	V/C:	0.927
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	3.00	1,060	4,800	0.248	ITS:	0.000
	LT	1.00	410	1,600	0.256 *		
Eastbound	RT	0.00	160	0	0.000	ICU:	1.027
	TH	3.00	800	4,800	0.200		
	LT	1.00	150	1,600	0.094 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.288
	TH	3.00	730	4,800	0.175 *	N-S(2):	0.325 *
	LT	1.00	230	1,600	0.144	E-W(1):	0.279 *
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.259
	TH	3.00	710	4,800	0.190		
	LT	1.00	150	1,600	0.094 *	V/C:	0.604
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	3.00	590	4,800	0.144	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	0.00	210	0	0.000	ICU:	0.704
	TH	3.00	680	4,800	0.185 *		
	LT	1.00	110	1,600	0.069	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.423 *
	TH	3.00	1,150	4,800	0.267	N-S(2):	0.398
	LT	1.00	290	1,600	0.181 *	E-W(1):	0.485 *
Westbound	RT	0.00	280	0	0.000	E-W(2):	0.360
	TH	3.00	970	4,800	0.260		
	LT	1.00	160	1,600	0.100 *	V/C:	0.908
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	1,040	4,800	0.242 *	ITS:	0.000
	LT	1.00	210	1,600	0.131		
Eastbound	RT	0.00	350	0	0.000	ICU:	1.008
	TH	3.00	1,500	4,800	0.385 *		
	LT	1.00	160	1,600	0.100	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 189 - CRENSHAW BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	310	1,600	0.094	N-S(1):	0.336
	TH	3.00	910	4,800	0.190 *	N-S(2):	0.371 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.288
Westbound	RT	0.00	290	0	0.000	E-W(2):	0.504 *
	TH	3.00	1,170	4,800	0.304 *		
	LT	1.00	190	1,600	0.119	V/C:	0.875
Northbound	RT	1.00	130	1,600	0.022	Lost Time:	0.100
	TH	3.00	1,190	4,800	0.248	ITS:	0.000
	LT	1.00	290	1,600	0.181 *		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.975
	TH	3.00	700	4,800	0.169		
	LT	1.00	320	1,600	0.200 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	270	1,600	0.059	N-S(1):	0.265 *
	TH	3.00	760	4,800	0.158	N-S(2):	0.252
	LT	1.00	140	1,600	0.088 *	E-W(1):	0.238
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.377 *
	TH	3.00	580	4,800	0.158 *		
	LT	1.00	140	1,600	0.088	V/C:	0.642
Northbound	RT	1.00	120	1,600	0.031	Lost Time:	0.100
	TH	3.00	850	4,800	0.177 *	ITS:	0.000
	LT	1.00	150	1,600	0.094		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.742
	TH	3.00	590	4,800	0.150		
	LT	1.00	350	1,600	0.219 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	230	1,600	0.019	N-S(1):	0.342 *
	TH	3.00	1,240	4,800	0.258	N-S(2):	0.333
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.442
Westbound	RT	0.00	250	0	0.000	E-W(2):	0.454 *
	TH	3.00	730	4,800	0.204 *		
	LT	1.00	180	1,600	0.113	V/C:	0.796
Northbound	RT	1.00	100	1,600	0.006	Lost Time:	0.100
	TH	3.00	980	4,800	0.204 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.896
	TH	3.00	1,380	4,800	0.329		
	LT	1.00	400	1,600	0.250 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 190 - WESTERN AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	280	1,600	0.122	N-S(1):	0.235
	TH	2.00	520	3,200	0.163 *	N-S(2):	0.288 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.269
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.464 *
	TH	3.00	1,560	4,800	0.358 *		
	LT	1.00	110	1,600	0.069	V/C:	0.752
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	2.00	560	3,200	0.197	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.852
	TH	3.00	770	4,800	0.200		
	LT	1.00	170	1,600	0.106 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.063	N-S(1):	0.213
	TH	2.00	410	3,200	0.128 *	N-S(2):	0.228 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.227
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.286 *
	TH	3.00	720	4,800	0.173 *		
	LT	1.00	110	1,600	0.069	V/C:	0.514
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	2.00	400	3,200	0.163	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.614
	TH	3.00	630	4,800	0.158		
	LT	1.00	180	1,600	0.113 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.063	N-S(1):	0.313
	TH	2.00	650	3,200	0.203 *	N-S(2):	0.341 *
	LT	1.00	110	1,600	0.069	E-W(1):	0.431 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.379
	TH	3.00	1,000	4,800	0.229		
	LT	1.00	90	1,600	0.056 *	V/C:	0.772
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	650	3,200	0.244	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.872
	TH	3.00	1,600	4,800	0.375 *		
	LT	1.00	240	1,600	0.150	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 191 - VERMONT AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.056	N-S(1):	0.209 *
	TH	3.00	560	4,800	0.117	N-S(2):	0.167
	LT	1.00	180	1,600	0.113 *	E-W(1):	0.283
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.456 *
	TH	3.00	1,810	4,800	0.406 *		
	LT	1.00	120	1,600	0.075	V/C:	0.665
Northbound	RT	1.00	110	1,600	0.031	Lost Time:	0.100
	TH	3.00	460	4,800	0.096 *	ITS:	0.000
	LT	1.00	80	1,600	0.050		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.765
	TH	3.00	920	4,800	0.208		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	180	1,600	0.097	N-S(1):	0.175 *
	TH	3.00	390	4,800	0.081	N-S(2):	0.141
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.231 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.216
	TH	3.00	750	4,800	0.185		
	LT	1.00	80	1,600	0.050 *	V/C:	0.406
Northbound	RT	1.00	60	1,600	0.013	Lost Time:	0.100
	TH	3.00	330	4,800	0.069 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.506
	TH	3.00	800	4,800	0.181 *		
	LT	1.00	50	1,600	0.031	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.009	N-S(1):	0.244 *
	TH	3.00	560	4,800	0.117	N-S(2):	0.205
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.426 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.321
	TH	3.00	930	4,800	0.227		
	LT	1.00	140	1,600	0.088 *	V/C:	0.670
Northbound	RT	1.00	80	1,600	0.006	Lost Time:	0.100
	TH	3.00	720	4,800	0.150 *	ITS:	0.000
	LT	1.00	140	1,600	0.088		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.770
	TH	3.00	1,530	4,800	0.338 *		
	LT	1.00	150	1,600	0.094	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 192 - AVIATION BOULEVARD & ARTESIA BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	230	0	0.000	N-S(1):	0.572 *
	TH	2.00	540	3,200	0.241	N-S(2):	0.335
	LT	1.00	180	1,600	0.113 *	E-W(1):	0.313
Westbound	RT	0.00	240	0	0.000	E-W(2):	0.466 *
	TH	2.00	810	3,200	0.328 *		
	LT	1.00	190	1,600	0.119	V/C:	1.038
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	2.00	1,330	3,200	0.459 *	ITS:	0.000
	LT	1.00	150	1,600	0.094		
Eastbound	RT	0.00	60	0	0.000	ICU:	1.138
	TH	2.00	560	3,200	0.194		
	LT	1.00	220	1,600	0.138 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.313
	TH	2.00	650	3,200	0.247 *	N-S(2):	0.316 *
	LT	1.00	180	1,600	0.113	E-W(1):	0.353 *
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.353 *
	TH	2.00	550	3,200	0.228 *		
	LT	1.00	240	1,600	0.150 *	V/C:	0.669
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	2.00	480	3,200	0.200	ITS:	0.000
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.769
	TH	2.00	570	3,200	0.203 *		
	LT	1.00	200	1,600	0.125 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.469
	TH	2.00	1,270	3,200	0.434 *	N-S(2):	0.509 *
	LT	1.00	270	1,600	0.169	E-W(1):	0.475 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.404
	TH	2.00	690	3,200	0.266		
	LT	1.00	290	1,600	0.181 *	V/C:	0.984
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	2.00	780	3,200	0.300	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	1.084
	TH	2.00	800	3,200	0.294 *		
	LT	1.00	220	1,600	0.138	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 193 - AVIATION BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.000	N-S(1):	0.475 *
	TH	2.00	620	3,200	0.194	N-S(2):	0.244
	LT	2.00	100	2,880	0.035 *	E-W(1):	0.282
Westbound	RT	1.00	340	1,600	0.195	E-W(2):	0.404 *
	TH	2.00	770	3,200	0.241 *		
	LT	2.00	290	2,880	0.101	V/C:	0.879
Northbound	RT	0.00	290	0	0.000	Lost Time:	0.100
	TH	3.00	1,820	4,800	0.440 *	ITS:	0.000
	LT	1.00	80	1,600	0.050		
Eastbound	RT	1.00	160	1,600	0.075	ICU:	0.979
	TH	2.00	580	3,200	0.181		
	LT	1.00	260	1,600	0.163 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.075	N-S(1):	0.283
	TH	2.00	760	3,200	0.238 *	N-S(2):	0.363 *
	LT	2.00	150	2,880	0.052	E-W(1):	0.278
Westbound	RT	1.00	150	1,600	0.068	E-W(2):	0.313 *
	TH	2.00	600	3,200	0.188 *		
	LT	2.00	280	2,880	0.097	V/C:	0.676
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	900	4,800	0.231	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	180	1,600	0.050	ICU:	0.776
	TH	2.00	580	3,200	0.181		
	LT	1.00	200	1,600	0.125 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	410	1,600	0.197	N-S(1):	0.319
	TH	2.00	1,320	3,200	0.413 *	N-S(2):	0.532 *
	LT	2.00	300	2,880	0.104	E-W(1):	0.457 *
Westbound	RT	1.00	130	1,600	0.029	E-W(2):	0.335
	TH	2.00	690	3,200	0.216		
	LT	2.00	570	2,880	0.198 *	V/C:	0.989
Northbound	RT	0.00	220	0	0.000	Lost Time:	0.100
	TH	3.00	810	4,800	0.215	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	1.00	210	1,600	0.072	ICU:	1.089
	TH	2.00	830	3,200	0.259 *		
	LT	1.00	190	1,600	0.119	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 196 - PRAIRIE AVENUE & FLORENCE AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.013
	TH	0.00	0	0	0.000 *	N-S(2):	0.281 *
	LT	0.00	0	0	0.000	E-W(1):	0.588 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.410
	TH	3.00	1,970	4,800	0.410		
	LT	1.00	440	1,600	0.275 *	V/C:	0.869
Northbound	RT	1.00	460	1,600	0.013	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	810	2,880	0.281 *		
Eastbound	RT	1.00	500	1,600	0.313 *	ICU:	0.969
	TH	3.00	1,010	4,800	0.210		
	LT	0.00	0	0	0.000	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.000
	TH	0.00	0	0	0.000 *	N-S(2):	0.128 *
	LT	0.00	0	0	0.000	E-W(1):	0.444 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.227
	TH	3.00	1,090	4,800	0.227		
	LT	1.00	320	1,600	0.200 *	V/C:	0.572
Northbound	RT	1.00	310	1,600	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	370	2,880	0.128 *		
Eastbound	RT	1.00	390	1,600	0.244 *	ICU:	0.672
	TH	3.00	1,010	4,800	0.210		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.113
	TH	0.00	0	0	0.000 *	N-S(2):	0.174 *
	LT	0.00	0	0	0.000	E-W(1):	0.594 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.267
	TH	3.00	1,280	4,800	0.267		
	LT	1.00	320	1,600	0.200 *	V/C:	0.768
Northbound	RT	1.00	500	1,600	0.113	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	500	2,880	0.174 *		
Eastbound	RT	1.00	630	1,600	0.394 *	ICU:	0.868
	TH	3.00	1,770	4,800	0.369		
	LT	0.00	0	0	0.000	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 197 - PRAIRIE AVENUE & LENNOX BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.291
	TH	3.00	1,280	4,800	0.308 *	N-S(2):	0.477 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.078
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.107 *
	TH	1.00	10	1,600	0.013 *		
	LT	0.00	0	0	0.000	V/C:	0.584
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,360	4,800	0.285	ITS:	0.000
	LT	1.00	270	1,600	0.169 *		
Eastbound	RT	1.00	260	1,600	0.078	ICU:	0.684
	TH	2.00	10	3,200	0.050		
	LT	0.00	150	1,600	0.094 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.244
	TH	3.00	1,040	4,800	0.240 *	N-S(2):	0.384 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.059
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.119 *
	TH	1.00	10	1,600	0.019 *		
	LT	0.00	10	1,600	0.006	V/C:	0.503
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,130	4,800	0.238	ITS:	0.000
	LT	1.00	230	1,600	0.144 *		
Eastbound	RT	1.00	180	1,600	0.041	ICU:	0.603
	TH	2.00	10	3,200	0.053		
	LT	0.00	160	1,600	0.100 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.355
	TH	3.00	1,530	4,800	0.350 *	N-S(2):	0.538 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.125
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.144 *
	TH	1.00	10	1,600	0.013 *		
	LT	0.00	0	0	0.000	V/C:	0.682
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,630	4,800	0.342	ITS:	0.000
	LT	1.00	300	1,600	0.188 *		
Eastbound	RT	1.00	350	1,600	0.125	ICU:	0.782
	TH	2.00	10	3,200	0.069		
	LT	0.00	210	1,600	0.131 *	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Traffix

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

Scenario Report

Scenario:	AM
Command:	AM
Volume:	AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	E	xxxxx	0.956	E	xxxxx	0.956	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	E	xxxxx	0.930	E	xxxxx	0.930	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	D	xxxxx	0.847	D	xxxxx	0.847	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	B	xxxxx	0.658	B	xxxxx	0.658	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	F	xxxxx	1.252	F	xxxxx	1.252	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	C	xxxxx	0.762	C	xxxxx	0.762	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	D	xxxxx	0.815	D	xxxxx	0.815	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	B	xxxxx	0.691	B	xxxxx	0.691	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	C	xxxxx	0.756	C	xxxxx	0.756	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.549	A	xxxxx	0.549	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	D	xxxxx	0.893	D	xxxxx	0.893	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.468	A	xxxxx	0.468	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	B	xxxxx	0.605	B	xxxxx	0.605	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.461	A	xxxxx	0.461	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	E	xxxxx	0.996	E	xxxxx	0.996	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	E	xxxxx	0.984	E	xxxxx	0.984	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	C	17.0	0.512	C	17.0	0.512	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	A	xxxxx	0.593	A	xxxxx	0.593	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	F	xxxxx	1.177	F	xxxxx	1.177	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	C	xxxxx	0.730	C	xxxxx	0.730	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	B	xxxxx	0.690	B	xxxxx	0.690	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	E	xxxxx	0.993	E	xxxxx	0.993	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.697	B	xxxxx	0.697	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	C	xxxxx	0.730	C	xxxxx	0.730	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	E	xxxxx	0.955	E	xxxxx	0.955	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx	0.575	A	xxxxx	0.575	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	C	xxxxx	0.722	C	xxxxx	0.722	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	D	32.6	0.906	D	32.6	0.906	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	D	32.6	0.896	D	32.6	0.896	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	D	xxxxx	0.844	D	xxxxx	0.844	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F	71.6	0.460	F	71.6	0.460	+ 0.000 D/V

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec):	130	Critical Vol./Cap.(X):	0.956
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:												
Base Vol:	660	1370	240	50	890	170	150	310	430	310	740	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	660	1370	240	50	890	170	150	310	430	310	740	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	660	1370	240	50	890	170	150	310	430	310	740	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	660	1370	240	50	890	170	150	310	430	310	740	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	726	1370	240	55	890	170	150	310	473	341	740	270
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.47	0.53
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	2015	735
Capacity Analysis Module:												
Vol/Sat:	0.26	0.33	0.17	0.02	0.22	0.12	0.11	0.08	0.17	0.12	0.37	0.37
Crit Volume:	363				297		150					505
Crit Moves:	****				****		****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	75	Critical Vol./Cap.(X):	0.930
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	190	1370	130	150	820	30	70	600	230	80	480	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	1370	130	150	820	30	70	600	230	80	480	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	1370	130	150	820	30	70	600	230	80	480	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1370	130	150	820	30	70	600	230	80	480	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	1370	130	150	820	30	70	600	230	80	480	140
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.93	0.07	1.00	1.45	0.55	1.00	1.55	0.45
Final Sat.:	1500	2740	260	1500	2894	106	1500	2169	831	1500	2323	677
Capacity Analysis Module:												
Vol/Sat:	0.13	0.50	0.50	0.10	0.28	0.28	0.05	0.28	0.28	0.05	0.21	0.21
Crit Volume:	750			150					415	80		
Crit Moves:	****			****					****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.847
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 112 Level Of Service: D

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 2	0 1	1	0 2	0 1	1	0 2 0 1
Volume Module:												
Base Vol:	60	1390	100	80	870	120	200	730	60	80	460	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1390	100	80	870	120	200	730	60	80	460	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1390	100	80	870	120	200	730	60	80	460	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1390	100	80	870	120	200	730	60	80	460	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1390	100	80	870	120	200	730	60	80	460	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2799	201	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.50	0.50	0.05	0.29	0.08	0.13	0.24	0.04	0.05	0.15	0.05
Crit Volume:			745		80			365			80	
Crit Moves:			****		****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: B

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0	1	0	1 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	110	280	130	30	180	80	70	970	70	110	750	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	280	130	30	180	80	70	970	70	110	750	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	280	130	30	180	80	70	970	70	110	750	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	280	130	30	180	80	70	970	70	110	750	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	280	130	30	180	80	70	970	70	110	750	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2644	106
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.09	0.02	0.13	0.06	0.05	0.35	0.05	0.08	0.28	0.28
Crit Volume:			280		30			485			110	
Crit Moves:			****		****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.252
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1 1	0	2	0 2 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	180	1580	150	130	670	140	370	890	70	140	660	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1580	150	130	670	140	370	890	70	140	660	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1580	150	130	670	140	370	890	70	140	660	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1580	150	130	670	140	370	890	70	140	660	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	1580	150	143	670	140	370	890	70	140	660	170
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.83	0.17	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.59	0.41
Final Sat.:	2750	2512	238	2750	2750	1375	1375	2750	1375	1375	2187	563
Capacity Analysis Module:												
Vol/Sat:	0.07	0.63	0.63	0.05	0.24	0.10	0.27	0.32	0.05	0.10	0.30	0.30
Crit Volume:			865		72			370				415
Crit Moves:			****		****			****				****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.762
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 Level Of Service: C

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1 1 0	1	0	2 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	50	270	200	190	380	160	120	1040	80	250	620	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	270	200	190	380	160	120	1040	80	250	620	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	270	200	190	380	160	120	1040	80	250	620	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	270	200	190	380	160	120	1040	80	250	620	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	270	200	190	380	160	120	1040	80	250	620	150
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.15	0.85	1.00	1.41	0.59	1.00	2.79	0.21	1.00	1.61	0.39
Final Sat.:	1375	1580	1170	1375	1935	815	1375	3830	295	1375	2214	536
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.14	0.20	0.20	0.09	0.27	0.27	0.18	0.28	0.28
Crit Volume:			235		190			373		250		
Crit Moves:			****		****			****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.815
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 153 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:																				
Base Vol:	120	860	150	40	520	90	300	1120	70	100	760	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	860	150	40	520	90	300	1120	70	100	760	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	860	150	40	520	90	300	1120	70	100	760	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	860	150	40	520	90	300	1120	70	100	760	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	132	860	150	40	520	90	330	1120	70	110	760	60
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.88	0.12	2.00	2.78	0.22
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2588	162	2750	3823	302
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.31	0.11	0.03	0.19	0.07	0.12	0.43	0.43	0.04	0.20	0.20
Crit Volume:		430			40			595			55	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: B

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:																				
Base Vol:	10	20	10	210	20	200	360	880	10	10	790	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	20	10	210	20	200	360	880	10	10	790	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	20	10	210	20	200	360	880	10	10	790	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	10	210	20	200	360	880	10	10	790	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	20	10	210	20	200	360	880	10	10	790	270
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.09	0.91	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	130	1295	1425	2818	32	1425	2850	1425
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.01	0.01	0.15	0.15	0.15	0.25	0.31	0.31	0.01	0.28	0.19
Crit Volume:		20			210			360			395	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.756
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 116 Level Of Service: C

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	2	1	0	2	0	2	0	1
Volume Module:																				
Base Vol:	40	680	350	110	450	310	530	730	30	380	570	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	680	350	110	450	310	530	730	30	380	570	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	680	350	110	450	310	530	730	30	380	570	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	680	350	110	450	310	530	730	30	380	570	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	680	350	110	450	310	583	730	30	418	570	110
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.92	0.08	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2641	109	2750	2750	1375
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.25	0.25	0.08	0.16	0.23	0.21	0.28	0.28	0.15	0.21	0.08
Crit Volume:		340			110				380	209		
Crit Moves:		****			****				****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.549
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!	0	0
Volume Module:																				
Base Vol:	0	1240	1330	0	810	10	0	0	0	990	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1240	1330	0	810	10	0	0	0	990	10	10
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1240	0	0	810	10	0	0	0	990	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1240	0	0	810	10	0	0	0	990	10	10
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1240	0	0	810	10	0	0	0	1089	10	10
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.96	0.04	0.00	0.00	0.00	2.94	0.03	0.03
Final Sat.:	0	4275	1425	0	4223	52	0	0	0	4198	39	39
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.29	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.26	0.26	0.26
Crit Volume:		413			0				0	370		
Crit Moves:		****			****					****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.893
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	0	2	2	0	1	1	0	2	0	2	1	0
Volume Module:												
Base Vol:	40	1760	140	60	870	610	590	260	20	130	360	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1760	140	60	870	610	590	260	20	130	360	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1760	140	60	870	610	590	260	20	130	360	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1760	140	60	870	610	590	260	20	130	360	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	1760	140	60	870	671	649	260	20	143	360	210
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.78	0.22	1.00	2.00	2.00	2.00	1.86	0.14	2.00	2.00	1.00
Final Sat.:	1375	3821	304	1375	2750	2750	2750	2554	196	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.46	0.46	0.04	0.32	0.24	0.24	0.10	0.10	0.05	0.13	0.15
Crit Volume:		633			60		325					210
Crit Moves:		****			****		****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.468
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1	0	1	0	1	0	1	1	0	3	0	1	1	0	2	1	0
Volume Module:												
Base Vol:	340	30	30	20	90	50	50	800	230	20	940	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	340	30	30	20	90	50	50	800	230	20	940	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	340	30	30	20	90	50	50	800	230	20	940	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	30	30	20	90	50	50	800	230	20	940	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	374	30	30	20	90	50	50	800	230	20	940	10
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.50	0.50	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.97	0.03
Final Sat.:	2750	688	688	1375	1375	1375	1375	4125	1375	1375	4082	43
Capacity Analysis Module:												
Vol/Sat:	0.14	0.04	0.04	0.01	0.07	0.04	0.04	0.19	0.17	0.01	0.23	0.23
Crit Volume:	187				90		50					317
Crit Moves:	****				****		****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1!	0	0	0	0	0	0	2	0	2	0	0	0	2	1	1
Volume Module:												
Base Vol:	160	0	330	0	0	0	290	810	0	0	1120	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	0	330	0	0	0	290	810	0	0	1120	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	0	330	0	0	0	290	810	0	0	1120	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	0	330	0	0	0	290	810	0	0	1120	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	176	0	330	0	0	0	319	810	0	0	1120	198
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.23	0.00	0.00	0.00	0.11	0.28	0.00	0.00	0.26	0.14
Crit Volume:			330			0		160			373	
Crit Moves:			****					****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.461
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0	1!	0	1	0	0	4	0	1	2	0	2	0	0
Volume Module:												
Base Vol:	0	0	0	130	0	410	0	990	250	330	840	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	130	0	410	0	990	250	330	840	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	130	0	410	0	990	250	330	840	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	130	0	410	0	990	250	330	840	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	143	0	451	0	990	250	363	840	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1425	0	2850	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.16	0.00	0.17	0.18	0.13	0.29	0.00
Crit Volume:		0				226			250	182		
Crit Moves:						****			****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec):	75	Critical Vol./Cap.(X): 0.996
Loss Time (sec):	12	Average Delay (sec/veh): xxxxxx
Optimal Cycle:	180	Level Of Service: E

Street Name:	SAWTELLE BOULEVARD				MATTESON STREET / SB I-405 RAMPS			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R		L - T - R		L - T - R		L - T - R	
Control:	Split Phase		Split Phase		Permitted		Permitted	
Rights:	Include		Include		Include		Ovl	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Y+R:	4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0	
Lanes:	0 1 0 1 0		0 1 0 1 0		0 0 1! 0 0		0 1 0 0 1	
Volume Module:								
Base Vol:	30 540 130	610	300 90	70	130 70	190	80 280	
Growth Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
Initial Bse:	30 540 130	610	300 90	70	130 70	190	80 280	
User Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
PHF Volume:	30 540 130	610	300 90	70	130 70	190	80 280	
Reduct Vol:	0 0 0	0	0 0	0	0 0 0	0	0 0	
Reduced Vol:	30 540 130	610	300 90	70	130 70	190	80 280	
PCE Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
FinalVolume:	30 540 130	610	300 90	70	130 70	190	80 280	
Saturation Flow Module:								
Sat/Lane:	1425 1425 1425	1425	1425 1425	1425	1425 1425 1425	1425	1425 1425	
Adjustment:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
Lanes:	0.09 1.54 0.37	1.00	0.82 0.18	0.26	0.48 0.26	0.70	0.30 1.00	
Final Sat.:	122 2199 529	1425	1169 257	369	686 369	1003	422 1425	
Capacity Analysis Module:								
Vol/Sat:	0.25 0.25 0.25	0.43	0.26 0.35	0.19	0.19 0.19	0.19	0.19 0.20	
Crit Volume:	350	610			270	517		
Crit Moves:	****	****			****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec):	90	Critical Vol./Cap.(X): 0.984
Loss Time (sec):	12	Average Delay (sec/veh): xxxxxx
Optimal Cycle:	180	Level Of Service: E

Street Name:	OVERLAND AVENUE				VENICE BOULEVARD			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R		L - T - R		L - T - R		L - T - R	
Control:	Prot+Permit		Prot+Permit		Protected		Protected	
Rights:	Ovl		Ovl		Include		Include	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Y+R:	4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0	
Lanes:	1 0 2 0 1		1 0 2 0 1		2 0 3 0 1		2 0 3 0 1	
Volume Module:								
Base Vol:	100 1000 140	160	630 120	220	1550 140	320	1470 210	
Growth Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
Initial Bse:	100 1000 140	160	630 120	220	1550 140	320	1470 210	
User Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
PHF Volume:	100 1000 140	160	630 120	220	1550 140	320	1470 210	
Reduct Vol:	0 0 0	0	0 0	0	0 0 0	0	0 0	
Reduced Vol:	100 1000 140	160	630 120	220	1550 140	320	1470 210	
PCE Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.10 1.00 1.00	1.10	1.00 1.00	
FinalVolume:	100 1000 140	160	630 120	242	1550 140	352	1470 210	
Saturation Flow Module:								
Sat/Lane:	1375 1375 1375	1375	1375 1375	1375	1375 1375 1375	1375	1375 1375	
Adjustment:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
Lanes:	1.00 2.00 1.00	1.00	2.00 1.00	2.00	3.00 1.00	2.00	3.00 1.00	
Final Sat.:	1375 2750 1375	1375	2750 1375	2750	4125 1375	2750	4125 1375	
Capacity Analysis Module:								
Vol/Sat:	0.07 0.36 0.10	0.12	0.23 0.09	0.09	0.38 0.10	0.13	0.36 0.15	
Crit Volume:	500	160			517	176		
Crit Moves:	****	****			****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: C[17.0]

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Rights:	Include	Include	Include	Include
Lanes:	0 0 0 0 1	0 0 0 0 0	0 0 2 0 1	1 0 2 0 0
Volume Module:				
Base Vol:	0 0 310	0 0 0	0 800 180	200 550 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 0 310	0 0 0	0 800 180	200 550 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 0 310	0 0 0	0 800 180	200 550 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
FinalVolume:	0 0 310	0 0 0	0 800 180	200 550 0
Critical Gap Module:				
Critical Gp:	xxxxx xxxx 6.9	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	4.1 xxxx xxxxx
FollowUpTim:	xxxxx xxxx 3.3	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	2.2 xxxx xxxxx
Capacity Module:				
Cnflict Vol:	xxxx xxxx 400	xxxx xxxx xxxxx	xxxx xxxx xxxxx	980 xxxx xxxxx
Potent Cap.:	xxxx xxxx 605	xxxx xxxx xxxxx	xxxx xxxx xxxxx	712 xxxx xxxxx
Move Cap.:	xxxx xxxx 605	xxxx xxxx xxxxx	xxxx xxxx xxxxx	712 xxxx xxxxx
Volume/Cap:	xxxx xxxx 0.51	xxxx xxxx xxxx	xxxx xxxx xxxx	0.28 xxxx xxxx
Level Of Service Module:				
2Way95thQ:	xxxx xxxx 2.9	xxxx xxxx xxxxx	xxxx xxxx xxxxx	1.2 xxxx xxxxx
Control Del:	xxxxx xxxx 17.0	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	12.0 xxxx xxxxx
LOS by Move:	* * C	* * *	* * *	B * *
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx
SharedQueue:	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx
Shrd ConDel:	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx
Shared LOS:	* * *	* * *	* * *	* * *
ApproachDel:	17.0	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	C	*	*	*

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec):	85	Critical Vol./Cap.(X): 0.593
Loss Time (sec):	12	Average Delay (sec/veh): xxxxxx
Optimal Cycle:	56	Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD				SAWTELLE BOULEVARD			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R		L - T - R		L - T - R		L - T - R	
Control:	Protected		Protected		Permitted		Permitted	
Rights:	Include		Include		Include		Include	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Y+R:	4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0	
Lanes:	1 0 3 1 0		1 0 2 1 0		1 0 2 0 1		1 0 1 1 0	
Volume Module:								
Base Vol:	190 2420 20	80	1420 70	90	110 70	60	70 60	
Growth Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
Initial Bse:	190 2420 20	80	1420 70	90	110 70	60	70 60	
User Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
PHF Volume:	190 2420 20	80	1420 70	90	110 70	60	70 60	
Reduct Vol:	0 0 0	0	0 0	0	0 0 0	0	0 0	
Reduced Vol:	190 2420 20	80	1420 70	90	110 70	60	70 60	
PCE Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
FinalVolume:	190 2420 20	80	1420 70	90	110 70	60	70 60	
Saturation Flow Module:								
Sat/Lane:	1425 1425 1425	1425	1425 1425	1425	1425 1425 1425	1425	1425 1425	
Adjustment:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
Lanes:	1.00 3.97 0.03	1.00	2.86 0.14	1.00	2.00 1.00 1.00	1.00	1.08 0.92	
Final Sat.:	1425 5653 47	1425	4074 201	1425	2850 1425	1425	1535 1315	
Capacity Analysis Module:								
Vol/Sat:	0.13 0.43 0.43	0.06	0.35 0.35	0.06	0.04 0.05	0.04	0.05 0.05	
Crit Volume:	610	80		90		65		
Crit Moves:	****	****		****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 1.177
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	180	590	190	165	475	60	220	1580	110	500	1210	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	590	190	165	475	60	220	1580	110	500	1210	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	590	190	165	475	60	220	1580	110	500	1210	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	590	190	165	475	60	220	1580	110	500	1210	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	590	190	165	475	60	220	1580	110	500	1210	110
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.51	0.49	1.00	1.78	0.22	1.00	2.80	0.20	1.00	3.00	1.00
Final Sat.:	1375	2080	670	1375	2442	308	1375	3857	268	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.13	0.28	0.28	0.12	0.19	0.19	0.16	0.41	0.41	0.36	0.29	0.08
Crit Volume:			390	165					563	500		
Crit Moves:			****	****					****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	240	390	130	30	250	70	110	810	120	100	550	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	390	130	30	250	70	110	810	120	100	550	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	390	130	30	250	70	110	810	120	100	550	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	390	130	30	250	70	110	810	120	100	550	40
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	480	390	130	60	250	70	110	810	120	100	550	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.92	0.82	0.26	0.19	1.44	0.37	1.00	1.74	0.26	1.00	1.86	0.14
Final Sat.:	1385	1225	390	281	2166	553	1500	2613	387	1500	2797	203
Capacity Analysis Module:												
Vol/Sat:	0.17	0.32	0.33	0.11	0.12	0.13	0.07	0.31	0.31	0.07	0.20	0.20
Crit Volume:			500	30					465	100		
Crit Moves:			****	****					****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	60	480	40	110	310	140	130	770	50	30	440	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	480	40	110	310	140	130	770	50	30	440	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	480	40	110	310	140	130	770	50	30	440	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	480	40	110	310	140	130	770	50	30	440	170
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	480	40	220	310	140	130	770	50	30	440	170
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.23	1.65	0.12	0.49	1.09	0.42	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	346	2466	188	733	1640	627	1500	2817	183	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.17	0.19	0.21	0.15	0.19	0.22	0.09	0.27	0.27	0.02	0.15	0.11
Crit Volume:			320	110				410		30		
Crit Moves:			****	****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.690
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 0	2	0 2	1 0	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	110	1510	100	150	740	20	20	250	90	90	300	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1510	100	150	740	20	20	250	90	90	300	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1510	100	150	740	20	20	250	90	90	300	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1510	100	150	740	20	20	250	90	90	300	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	121	1510	100	165	740	20	20	250	90	99	300	310
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.81	0.19	2.00	2.92	0.08	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3869	256	2750	4016	109	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.39	0.39	0.06	0.18	0.18	0.01	0.09	0.07	0.04	0.11	0.23
Crit Volume:			537	83			20					310
Crit Moves:			****	****			****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.993
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 3	1 0	1	0 3	1 0
Volume Module:												
Base Vol:	180	1290	220	70	390	130	170	1000	460	190	1340	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1290	220	70	390	130	170	1000	460	190	1340	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1290	220	70	390	130	170	1000	460	190	1340	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1290	220	70	390	130	170	1000	460	190	1340	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	1290	220	70	390	130	170	1000	460	190	1340	50
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.86	0.14
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5302	198
Capacity Analysis Module:												
Vol/Sat:	0.13	0.47	0.16	0.05	0.14	0.09	0.12	0.24	0.33	0.14	0.25	0.25
Crit Volume:		645			70				460	190		
Crit Moves:		****			****				****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	90	1010	90	20	500	120	210	620	110	80	480	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1010	90	20	500	120	210	620	110	80	480	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1010	90	20	500	120	210	620	110	80	480	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1010	90	20	500	120	210	620	110	80	480	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1010	90	20	500	120	210	620	110	80	480	50
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.61	0.39	1.00	1.70	0.30	1.00	1.81	0.19
Final Sat.:	1500	2755	245	1500	2419	581	1500	2548	452	1500	2717	283
Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.37	0.01	0.21	0.21	0.14	0.24	0.24	0.05	0.18	0.18
Crit Volume:		550			20			210			265	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	60	1130	30	20	550	70	250	600	70	20	490	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1130	30	20	550	70	250	600	70	20	490	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1130	30	20	550	70	250	600	70	20	490	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1130	30	20	550	70	250	600	70	20	490	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1130	30	20	550	70	250	600	70	20	490	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	1.77	0.23	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2922	78	1500	2661	339	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.39	0.39	0.01	0.21	0.21	0.17	0.20	0.05	0.01	0.16	0.05
Crit Volume:		580			20			250			245	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.955
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	0	0 2	0 1	1	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	560	1070	0	0	570	490	520	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	560	1070	0	0	570	490	520	0	50	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	560	1070	0	0	570	490	520	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	560	1070	0	0	570	490	520	0	50	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	560	1070	0	0	570	490	572	0	50	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.84	0.00	0.16	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2621	0	229	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.39	0.38	0.00	0.00	0.20	0.34	0.22	0.00	0.22	0.00	0.00	0.00
Crit Volume:	560					490	311				0	
Crit Moves:	****					****	****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.575
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0 2	1	0	0 1	1	0	1 0	3	0 1
Volume Module:												
Base Vol:	170	0	1020	0	0	0	0	450	180	1570	1190	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	1020	0	0	0	0	450	180	1570	1190	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	170	0	1020	0	0	0	0	450	0	1570	1190	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	1020	0	0	0	0	450	0	1570	1190	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	187	0	1122	0	0	0	0	450	0	1727	1190	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.39	0.00	0.00	0.00	0.00	0.11	0.00	0.40	0.42	0.00
Crit Volume:	94				0			150		576		
Crit Moves:	****							****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1 1	0	0	1! 0	0	0 1! 0 0
Volume Module:												
Base Vol:	50	1100	100	20	620	40	30	90	50	60	140	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1100	100	20	620	40	30	90	50	60	140	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1100	100	20	620	40	30	90	50	60	140	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1100	100	20	620	40	30	90	50	60	140	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1100	100	20	620	40	30	90	50	60	140	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.88	0.12	0.18	0.53	0.29	0.27	0.64	0.09
Final Sat.:	1500	2750	250	1500	2818	182	265	794	441	409	955	136
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.40	0.01	0.22	0.22	0.11	0.11	0.11	0.15	0.15	0.15
Crit Volume:		600			20			30			220	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.722
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: C

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	1	0	0 1	1	2	0 3	0 1	2 0 2 1 0
Volume Module:												
Base Vol:	40	20	160	30	10	20	80	1160	20	400	2480	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	20	160	30	10	20	80	1160	20	400	2480	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	20	160	30	10	20	80	1160	20	400	2480	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	20	160	30	10	20	80	1160	20	400	2480	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	20	176	30	10	22	88	1160	20	440	2480	90
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.20	1.80	1.00	0.62	1.38	2.00	3.00	1.00	2.00	2.89	0.11
Final Sat.:	1425	291	2559	1425	891	1959	2850	4275	1425	2850	4125	150
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.02	0.01	0.01	0.03	0.27	0.01	0.15	0.60	0.60
Crit Volume:		98			30			44				857
Crit Moves:		****			****			****				****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0	0 1	0	1	0 1	1	0 1 1 0
Volume Module:												
Base Vol:	110	230	40	20	260	60	60	560	200	60	650	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	230	40	20	260	60	60	560	200	60	650	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	230	40	20	260	60	60	560	200	60	650	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	230	40	20	260	60	60	560	200	60	650	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	230	40	20	260	60	60	560	200	60	650	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.85	0.15	1.00	0.81	0.19	1.00	1.47	0.53	1.00	1.88	0.12
Final Sat.:	1500	1278	222	1500	1219	281	1500	2211	789	1500	2826	174
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.18	0.01	0.21	0.21	0.04	0.25	0.25	0.04	0.23	0.23
Crit Volume:	110				320				380	60		
Crit Moves:	****				****				****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 0 Average Delay (sec/veh): 32.6
Optimal Cycle: 0 Level Of Service: D

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	10	970	40	20	770	10	10	10	10	80	10	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	970	40	20	770	10	10	10	10	80	10	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	970	40	20	770	10	10	10	10	80	10	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	970	40	20	770	10	10	10	10	80	10	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	970	40	20	770	10	10	10	10	80	10	70
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	1.90	0.08	0.05	1.92	0.03	0.34	0.33	0.33	0.89	0.11	1.00
Final Sat.:	11	1076	45	27	1031	13	147	147	147	352	44	453
Capacity Analysis Module:												
Vol/Sat:	0.91	0.90	0.90	0.75	0.75	0.74	0.07	0.07	0.07	0.23	0.23	0.15
Crit Moves:	****			****				****		****		
Delay/Veh:	42.7	41.8	40.9	25.9	25.7	25.5	11.5	11.5	11.5	13.7	13.7	11.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	41.8	40.9	25.9	25.7	25.5	11.5	11.5	11.5	13.7	13.7	11.4
LOS by Move:	E	E	E	D	D	D	B	B	B	B	B	B
ApproachDel:	41.8			25.7			11.5			12.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	41.8			25.7			11.5			12.7		
LOS by Appr:	E			D			B			B		
AllWayAvgQ:	5.3	5.0	5.0	2.5	2.4	2.4	0.1	0.1	0.1	0.3	0.3	0.2

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.896
Loss Time (sec): 0 Average Delay (sec/veh): 32.6
Optimal Cycle: 0 Level Of Service: D

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	50	1010	0	0	780	80	130	0	70	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1010	0	0	780	80	130	0	70	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1010	0	0	780	80	130	0	70	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1010	0	0	780	80	130	0	70	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1010	0	0	780	80	130	0	70	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.81	0.19	0.65	0.00	0.35	0.00	0.00	0.00
Final Sat.:	517	1128	0	0	993	103	351	0	189	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.90	xxxx	xxxx	0.79	0.78	0.37	xxxx	0.37	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	10.3	41.0	0.0	0.0	28.7	27.7	13.4	0.0	13.4	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	41.0	0.0	0.0	28.7	27.7	13.4	0.0	13.4	0.0	0.0	0.0
LOS by Move:	B	E	*	*	D	D	B	*	B	*	*	*
ApproachDel:	39.5			28.6			13.4			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	39.5			28.6			13.4			xxxxxx		
LOS by Appr:	E			D			B			*		
AllWayAvgQ:	0.1	5.0	0.0	0.0	3.0	2.8	0.6	0.6	0.6	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	105	Critical Vol./Cap.(X):	0.844
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	110	890	270	80	610	190	160	770	120	220	870	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	890	270	80	610	190	160	770	120	220	870	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	890	270	80	610	190	160	770	120	220	870	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	890	270	80	610	190	160	770	120	220	870	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	890	270	80	610	190	160	770	120	220	870	80
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.83	0.17
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2518	232
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.20	0.06	0.22	0.14	0.12	0.28	0.09	0.16	0.35	0.35
Crit Volume:		445			80			160			475	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 9.5 Worst Case Level Of Service: F[71.6]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	20	0	240	270	800	0	0	890	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	240	270	800	0	0	890	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	240	270	800	0	0	890	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	20	0	240	270	800	0	0	890	110
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1885	2285	500	1000	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	64	40	522	700	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	45	25	522	700	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.45	0.00	0.46	0.39	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	286	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	8.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	71.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			71.6			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

Scenario Report

Scenario:	MD
Command:	MD
Volume:	MD
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/Veh	V/C	Future LOS	Del/Veh	V/C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	C	xxxxx	0.794	C	xxxxx	0.794	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	C	xxxxx	0.783	C	xxxxx	0.783	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	C	xxxxx	0.737	C	xxxxx	0.737	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	A	xxxxx	0.502	A	xxxxx	0.502	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	C	xxxxx	0.741	C	xxxxx	0.741	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	A	xxxxx	0.572	A	xxxxx	0.572	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	B	xxxxx	0.630	B	xxxxx	0.630	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	B	xxxxx	0.649	B	xxxxx	0.649	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.491	A	xxxxx	0.491	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	C	xxxxx	0.794	C	xxxxx	0.794	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	B	xxxxx	0.606	B	xxxxx	0.606	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.529	A	xxxxx	0.529	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.458	A	xxxxx	0.458	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	B	xxxxx	0.695	B	xxxxx	0.695	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	D	xxxxx	0.819	D	xxxxx	0.819	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	B	14.7	0.450	B	14.7	0.450	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	B	xxxxx	0.691	B	xxxxx	0.691	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	E	xxxxx	0.944	E	xxxxx	0.944	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	B	xxxxx	0.600	B	xxxxx	0.600	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.453	A	xxxxx	0.453	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	C	xxxxx	0.785	C	xxxxx	0.785	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	D	xxxxx	0.836	D	xxxxx	0.836	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.680	B	xxxxx	0.680	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.660	B	xxxxx	0.660	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	B	xxxxx	0.684	B	xxxxx	0.684	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx	0.483	A	xxxxx	0.483	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.530	A	xxxxx	0.530	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	A	xxxxx	0.551	A	xxxxx	0.551	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx	0.513	A	xxxxx	0.513	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	C	15.7	0.611	C	15.7	0.611	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	C	18.4	0.710	C	18.4	0.710	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	C	xxxxx	0.760	C	xxxxx	0.760	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F	382.0	1.043	F	382.0	1.043	+ 0.000 D/V

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec):	130	Critical Vol./Cap.(X):	0.794
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	138	Level Of Service:	C

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:																				
Base Vol:	480	1250	230	130	850	190	200	450	520	280	420	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	1250	230	130	850	190	200	450	520	280	420	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	1250	230	130	850	190	200	450	520	280	420	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	1250	230	130	850	190	200	450	520	280	420	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	528	1250	230	143	850	190	200	450	572	308	420	270
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.22	0.78
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	1674	1076
Capacity Analysis Module:																				
Vol/Sat:	0.19	0.30	0.17	0.05	0.21	0.14	0.15	0.11	0.21	0.11	0.25	0.25
Crit Volume:	264				283		200			345		
Crit Moves:	****				****		****			****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	75	Critical Vol./Cap.(X):	0.783
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	Level Of Service:	C

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	170	840	90	170	820	90	130	570	190	110	680	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	840	90	170	820	90	130	570	190	110	680	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	840	90	170	820	90	130	570	190	110	680	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	840	90	170	820	90	130	570	190	110	680	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	840	90	170	820	90	130	570	190	110	680	140
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	1.80	0.20	1.00	1.50	0.50	1.00	1.66	0.34
Final Sat.:	1500	2710	290	1500	2703	297	1500	2250	750	1500	2488	512
Capacity Analysis Module:																				
Vol/Sat:	0.11	0.31	0.31	0.11	0.30	0.30	0.09	0.25	0.25	0.07	0.27	0.27
Crit Volume:			465	170			130					410
Crit Moves:			****	****			****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec):	95	Critical Vol./Cap.(X):	0.737
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	100	910	110	80	850	230	250	520	80	110	530	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	910	110	80	850	230	250	520	80	110	530	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	910	110	80	850	230	250	520	80	110	530	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	910	110	80	850	230	250	520	80	110	530	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	910	110	80	850	230	250	520	80	110	530	70
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2676	324	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.34	0.34	0.05	0.28	0.15	0.17	0.17	0.05	0.07	0.18	0.05
Crit Volume:			510	80			250			265		
Crit Moves:			****	****			****			****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec):	125	Critical Vol./Cap.(X):	0.502
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	A

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	70	210	150	40	200	100	80	600	80	110	650	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	210	150	40	200	100	80	600	80	110	650	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	210	150	40	200	100	80	600	80	110	650	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	210	150	40	200	100	80	600	80	110	650	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	210	150	40	200	100	80	600	80	110	650	30
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2629	121
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.15	0.11	0.03	0.15	0.07	0.06	0.22	0.06	0.08	0.25	0.25
Crit Volume:	70				200		80				340	
Crit Moves:	****				****		****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 110 Level Of Service: C

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1 1	0	2	0 2	0 1	1	0 2	0 1	1	0 1 1 0
Volume Module:												
Base Vol:	140	670	150	170	730	150	170	540	80	170	560	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	670	150	170	730	150	170	540	80	170	560	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	670	150	170	730	150	170	540	80	170	560	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	670	150	170	730	150	170	540	80	170	560	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	670	150	187	730	150	170	540	80	170	560	130
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.63	0.37	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.62	0.38
Final Sat.:	2750	2247	503	2750	2750	1375	1375	2750	1375	1375	2232	518
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.30	0.07	0.27	0.11	0.12	0.20	0.06	0.12	0.25	0.25
Crit Volume:			410		94			170				345
Crit Moves:			****		****			****				****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.572
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1	1 0	1	0 2	1 0	1	0 1 1 0
Volume Module:												
Base Vol:	50	260	120	140	480	160	70	610	70	190	600	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	260	120	140	480	160	70	610	70	190	600	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	260	120	140	480	160	70	610	70	190	600	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	260	120	140	480	160	70	610	70	190	600	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	260	120	140	480	160	70	610	70	190	600	90
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.37	0.63	1.00	1.50	0.50	1.00	2.69	0.31	1.00	1.74	0.26
Final Sat.:	1375	1882	868	1375	2063	688	1375	3700	425	1375	2391	359
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.14	0.10	0.23	0.23	0.05	0.16	0.16	0.14	0.25	0.25
Crit Volume:	50				320				227	190		
Crit Moves:	****				****				****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.630
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 0 1	1	0	2 0 1	2	0	1 1 0	2	0	2 1 0
Volume Module:												
Base Vol:	160	770	130	30	620	150	190	620	140	130	580	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	770	130	30	620	150	190	620	140	130	580	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	770	130	30	620	150	190	620	140	130	580	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	770	130	30	620	150	190	620	140	130	580	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	176	770	130	30	620	150	209	620	140	143	580	70
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.63	0.37	2.00	2.68	0.32
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2243	507	2750	3681	444
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.09	0.02	0.23	0.11	0.08	0.28	0.28	0.05	0.16	0.16
Crit Volume:		385			30			380		72		
Crit Moves:		****			****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: B

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0 1	1	0	0 1 0	1	0	1 1 0	1	0	2 0 1
Volume Module:												
Base Vol:	10	20	20	210	40	250	300	740	20	30	650	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	20	20	210	40	250	300	740	20	30	650	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	20	20	210	40	250	300	740	20	30	650	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	20	210	40	250	300	740	20	30	650	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	20	20	210	40	250	300	740	20	30	650	160
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.14	0.86	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	197	1228	1425	2775	75	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.15	0.20	0.20	0.21	0.27	0.27	0.02	0.23	0.11
Crit Volume:	10				290		300				325	
Crit Moves:	****				****		****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.616
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	60	430	240	90	420	390	440	690	50	300	600	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	430	240	90	420	390	440	690	50	300	600	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	430	240	90	420	390	440	690	50	300	600	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	430	240	90	420	390	440	690	50	300	600	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	60	430	240	90	420	390	484	690	50	330	600	130
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.86	0.14	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2564	186	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.17	0.07	0.15	0.28	0.18	0.27	0.27	0.12	0.22	0.09
Crit Volume:		215			90			242			300	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!	0	0
Volume Module:												
Base Vol:	0	950	1200	0	860	20	0	0	0	1010	10	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	950	1200	0	860	20	0	0	0	1010	10	30
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	950	0	0	860	20	0	0	0	1010	10	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	950	0	0	860	20	0	0	0	1010	10	30
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	950	0	0	860	20	0	0	0	1111	10	30
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.93	0.07	0.00	0.00	0.00	2.89	0.03	0.08
Final Sat.:	0	4275	1425	0	4178	97	0	0	0	4126	37	111
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.27	0.27	0.27
Crit Volume:		317			0				0		384	
Crit Moves:		****			****						****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.794
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 138 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	0	2	1	1	0	2	0	2	1	0
Volume Module:												
Base Vol:	80	1530	140	130	1120	510	390	180	40	190	280	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1530	140	130	1120	510	390	180	40	190	280	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1530	140	130	1120	510	390	180	40	190	280	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1530	140	130	1120	510	390	180	40	190	280	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	80	1530	140	130	1120	561	429	180	40	209	280	190
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.75	0.25	1.00	2.00	2.00	2.00	1.64	0.36	2.00	2.00	1.00
Final Sat.:	1375	3779	346	1375	2750	2750	2750	2250	500	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.40	0.40	0.09	0.41	0.20	0.16	0.08	0.08	0.08	0.10	0.14
Crit Volume:		557		130			215					190
Crit Moves:		****		****			****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: B

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1	0	1	0	1	0	1	1	0	3	0	1	1	0	2	1	0
Volume Module:												
Base Vol:	740	60	40	10	20	70	110	800	310	60	710	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	740	60	40	10	20	70	110	800	310	60	710	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	740	60	40	10	20	70	110	800	310	60	710	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	740	60	40	10	20	70	110	800	310	60	710	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	814	60	40	10	20	70	110	800	310	60	710	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.60	0.40	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.88	0.12
Final Sat.:	2750	825	550	1375	1375	1375	1375	4125	1375	1375	3958	167
Capacity Analysis Module:												
Vol/Sat:	0.30	0.07	0.07	0.01	0.01	0.05	0.08	0.19	0.23	0.04	0.18	0.18
Crit Volume:	407					70	110				247	
Crit Moves:	****					****	****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.529
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0 0	0 0	2	0	2 0	0	0 2	1 1
Volume Module:												
Base Vol:	100	0	160	0	0	0	310	1110	0	0	1190	460
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	160	0	0	0	310	1110	0	0	1190	460
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	0	160	0	0	0	310	1110	0	0	1190	460
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	160	0	0	0	310	1110	0	0	1190	460
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	110	0	160	0	0	0	341	1110	0	0	1190	506
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.81	1.19
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	3999	1701
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.11	0.00	0.00	0.00	0.12	0.39	0.00	0.00	0.30	0.30
Crit Volume:			160			0		171				424
Crit Moves:			****					****				****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.458
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0	1	0	4	0	1	2 0	2	0
Volume Module:												
Base Vol:	0	0	0	380	0	270	0	910	220	340	840	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	380	0	270	0	910	220	340	840	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	380	0	270	0	910	220	340	840	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	380	0	270	0	910	220	340	840	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.10	1.00
FinalVolume:	0	0	0	418	0	297	0	910	220	374	840	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.75	0.01	1.24	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2499	0	1776	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.17	0.00	0.16	0.15	0.13	0.29	0.00
Crit Volume:		0				238		228		187		
Crit Moves:						****		****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.695
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: B

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	0 1	0 1	0	0	1! 0	0	1	0 0	1
Volume Module:												
Base Vol:	20	330	90	490	230	30	30	20	10	220	30	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	330	90	490	230	30	30	20	10	220	30	480
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	330	90	490	230	30	30	20	10	220	30	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	330	90	490	230	30	30	20	10	220	30	480
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	330	90	490	230	30	30	20	10	220	30	480
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	1.50	0.41	1.00	0.92	0.08	0.50	0.33	0.17	0.88	0.12	1.00
Final Sat.:	130	2138	583	1425	1311	114	713	475	238	1254	171	1425
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.34	0.18	0.26	0.04	0.04	0.04	0.18	0.18	0.34
Crit Volume:		220			490			30			250	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.819
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 126 Level Of Service: D

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0	1	1	0 2	0	1	2	0	3	0 1	2	0 3	0	1
Volume Module:												
Base Vol:	150	760	210	140	640	140	260	1290	130	320	1370	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	760	210	140	640	140	260	1290	130	320	1370	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	760	210	140	640	140	260	1290	130	320	1370	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	760	210	140	640	140	260	1290	130	320	1370	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	150	760	210	140	640	140	286	1290	130	352	1370	140
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.28	0.15	0.10	0.23	0.10	0.10	0.31	0.09	0.13	0.33	0.10
Crit Volume:		380			140			430		176		
Crit Moves:		****			****			****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: B[14.7]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 0	0	0	2	0 1	1	0	2	0 0
Volume Module:																
Base Vol:	0	0	300		0	0	0		0	670	150		310	710	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	300		0	0	0		0	670	150		310	710	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	300		0	0	0		0	670	150		310	710	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	300		0	0	0		0	670	150		310	710	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	335		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		820	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	667		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		818	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	667		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		818	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	0.45		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.38	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	2.3		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1.8	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	14.7		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		12.1	xxxx	xxxxx	
LOS by Move:	*	*	B		*	*	*		*	*	*		B	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:		14.7				xxxxx				xxxxxx				xxxxxx		
ApproachLOS:		B				*				*				*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD								SAWTELLE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1 0	1	0	2	1 0	1	0	2	0 1	1	0	1	1 0
Volume Module:																
Base Vol:	140	1870	70		120	1530	90		130	120	110		110	200	150	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	140	1870	70		120	1530	90		130	120	110		110	200	150	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	140	1870	70		120	1530	90		130	120	110		110	200	150	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	140	1870	70		120	1530	90		130	120	110		110	200	150	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	140	1870	70		120	1530	90		130	120	110		110	200	150	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.86	0.14		1.00	2.83	0.17		1.00	2.00	1.00		1.00	1.14	0.86	
Final Sat.:	1425	5494	206		1425	4038	238		1425	2850	1425		1425	1629	1221	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.34	0.34		0.08	0.38	0.38		0.09	0.04	0.08		0.08	0.12	0.12	
Crit Volume:	140					540			130						175	
Crit Moves:	****					****			****						****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.944
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD								VENICE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	1 0	1	0	3	0 1
Volume Module:																
Base Vol:	260	310	210		130	330	80		100	1300	120		360	1270	110	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	260	310	210		130	330	80		100	1300	120		360	1270	110	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	260	310	210		130	330	80		100	1300	120		360	1270	110	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	260	310	210		130	330	80		100	1300	120		360	1270	110	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	260	310	210		130	330	80		100	1300	120		360	1270	110	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.19	0.81		1.00	1.61	0.39		1.00	2.75	0.25		1.00	3.00	1.00	
Final Sat.:	1375	1639	1111		1375	2213	537		1375	3776	349		1375	4125	1375	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.19	0.19		0.09	0.15	0.15		0.07	0.34	0.34		0.26	0.31	0.08	
Crit Volume:	260					205				473			360			
Crit Moves:	****					****				****			****			

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.600
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Street Name:	SAWTELLE BOULEVARD								WASHINGTON BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	1	0	1 0	0	1	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	190	260	100		30	180	110		80	740	130		100	690	40	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	190	260	100		30	180	110		80	740	130		100	690	40	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	190	260	100		30	180	110		80	740	130		100	690	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	190	260	100		30	180	110		80	740	130		100	690	40	
PCE Adj:	1.00	1.00	1.00		2.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	190	260	100		60	180	110		80	740	130		100	690	40	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.69	0.95	0.36		0.21	1.16	0.63		1.00	1.70	0.30		1.00	1.89	0.11	
Final Sat.:	1036	1418	545		310	1747	943		1500	2552	448		1500	2836	164	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.18	0.18		0.10	0.10	0.12		0.05	0.29	0.29		0.07	0.24	0.24	
Crit Volume:	190						175				435		100			
Crit Moves:	****						****				****		****			

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	40	250	50	120	200	190	100	580	90	20	540	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	250	50	120	200	190	100	580	90	20	540	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	250	50	120	200	190	100	580	90	20	540	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	250	50	120	200	190	100	580	90	20	540	120
PCE Adj:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	250	50	120	200	190	100	580	90	20	540	120
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	1.47	0.26	0.47	0.78	0.75	1.00	1.73	0.27	1.00	2.00	1.00
Final Sat.:	400	2205	395	706	1176	1118	1500	2597	403	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.13	0.17	0.17	0.17	0.07	0.22	0.22	0.01	0.18	0.08
Crit Volume:			190	120			100				270	
Crit Moves:			****	****			****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.785
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 132 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	2	0	2	1	0	2	0
Volume Module:												
Base Vol:	450	1330	150	410	810	50	50	280	90	210	340	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	1330	150	410	810	50	50	280	90	210	340	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	450	1330	150	410	810	50	50	280	90	210	340	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	1330	150	410	810	50	50	280	90	210	340	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	495	1330	150	451	810	50	50	280	90	231	340	310
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.70	0.30	2.00	2.83	0.17	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3707	418	2750	3885	240	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.18	0.36	0.36	0.16	0.21	0.21	0.04	0.10	0.07	0.08	0.12	0.23
Crit Volume:			493	226			50					310
Crit Moves:			****	****			****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.836
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 139 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	0	3	1	0
Volume Module:												
Base Vol:	260	920	370	80	490	140	180	1150	460	150	1320	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	920	370	80	490	140	180	1150	460	150	1320	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	920	370	80	490	140	180	1150	460	150	1320	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	920	370	80	490	140	180	1150	460	150	1320	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	920	370	80	490	140	180	1150	460	150	1320	70
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.80	0.20
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5223	277
Capacity Analysis Module:												
Vol/Sat:	0.19	0.33	0.27	0.06	0.18	0.10	0.13	0.28	0.33	0.11	0.25	0.25
Crit Volume:		460		80					460	150		
Crit Moves:		****		****					****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	120	740	90	50	650	170	180	510	140	100	540	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	740	90	50	650	170	180	510	140	100	540	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	740	90	50	650	170	180	510	140	100	540	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	740	90	50	650	170	180	510	140	100	540	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	740	90	50	650	170	180	510	140	100	540	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	1.59	0.41	1.00	1.57	0.43	1.00	1.74	0.26
Final Sat.:	1500	2675	325	1500	2378	622	1500	2354	646	1500	2613	387
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.28	0.03	0.27	0.27	0.12	0.22	0.22	0.07	0.21	0.21
Crit Volume:	120				410		180					310
Crit Moves:	****				****		****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.660
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	120	850	50	50	680	80	240	370	110	20	500	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	850	50	50	680	80	240	370	110	20	500	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	850	50	50	680	80	240	370	110	20	500	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	850	50	50	680	80	240	370	110	20	500	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	850	50	50	680	80	240	370	110	20	500	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.79	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2833	167	1500	2684	316	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.30	0.03	0.25	0.25	0.16	0.12	0.07	0.01	0.17	0.05
Crit Volume:	120					380	240				250	
Crit Moves:	****					****	****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.684
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: B

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1	0
Volume Module:												
Base Vol:	270	870	0	0	740	370	490	0	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	870	0	0	740	370	490	0	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	870	0	0	740	370	490	0	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	870	0	0	740	370	490	0	130	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	870	0	0	740	370	539	0	130	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.61	0.00	0.39	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2296	0	554	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.31	0.00	0.00	0.26	0.26	0.23	0.00	0.23	0.00	0.00	0.00
Crit Volume:	270				370		335				0	
Crit Moves:	****				****		****					

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.483
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0	2	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	230	0	790	0	0	0	0	760	170	680	910	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	0	790	0	0	0	0	760	170	680	910	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	230	0	790	0	0	0	0	760	0	680	910	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	0	790	0	0	0	0	760	0	680	910	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	253	0	869	0	0	0	0	760	0	748	910	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.30	0.00	0.00	0.00	0.00	0.18	0.00	0.17	0.32	0.00
Crit Volume:			435			0			253		0	
Crit Moves:			****						****		****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.530
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	0	1! 0
Volume Module:												
Base Vol:	80	1010	60	30	800	70	20	60	50	70	100	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1010	60	30	800	70	20	60	50	70	100	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1010	60	30	800	70	20	60	50	70	100	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1010	60	30	800	70	20	60	50	70	100	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1010	60	30	800	70	20	60	50	70	100	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.84	0.16	0.15	0.47	0.38	0.33	0.48	0.19
Final Sat.:	1500	2832	168	1500	2759	241	231	692	577	500	714	286
Capacity Analysis Module:												
Vol/Sat:	0.05	0.36	0.36	0.02	0.29	0.29	0.09	0.09	0.09	0.14	0.14	0.14
Crit Volume:		535			30			20			210	
Crit Moves:		****			****			****			****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.551
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	0	0 1	1	2	0 3	0 1	2	0 2 1 0
Volume Module:												
Base Vol:	40	20	290	60	20	60	60	1240	60	260	1360	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	20	290	60	20	60	60	1240	60	260	1360	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	20	290	60	20	60	60	1240	60	260	1360	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	20	290	60	20	60	60	1240	60	260	1360	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	20	319	60	20	66	66	1240	60	286	1360	30
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.12	1.88	1.00	0.47	1.53	2.00	3.00	1.00	2.00	2.94	0.06
Final Sat.:	1425	168	2682	1425	663	2187	2850	4275	1425	2850	4183	92
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.04	0.03	0.03	0.02	0.29	0.04	0.10	0.33	0.33
Crit Volume:		170			60			413		143		
Crit Moves:		****			****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.513
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0 1	0	1	0 1	1	0	1 1 0
Volume Module:												
Base Vol:	100	170	40	40	190	70	80	560	100	50	600	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	170	40	40	190	70	80	560	100	50	600	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	170	40	40	190	70	80	560	100	50	600	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	170	40	40	190	70	80	560	100	50	600	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	170	40	40	190	70	80	560	100	50	600	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.81	0.19	1.00	0.73	0.27	1.00	1.70	0.30	1.00	1.82	0.18
Final Sat.:	1500	1214	286	1500	1096	404	1500	2545	455	1500	2727	273
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.03	0.17	0.17	0.05	0.22	0.22	0.03	0.22	0.22
Crit Volume:	100					260	80					330
Crit Moves:	****					****	****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 0 Average Delay (sec/veh): 15.7
Optimal Cycle: 0 Level Of Service: C

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0 1	0	1	0 1	0	0	1! 0	0	1	0 0 1
Volume Module:												
Base Vol:	10	620	60	30	710	10	10	10	10	50	10	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	620	60	30	710	10	10	10	10	50	10	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	620	60	30	710	10	10	10	10	50	10	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	620	60	30	710	10	10	10	10	50	10	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	620	60	30	710	10	10	10	10	50	10	30
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	1.80	0.17	0.08	1.89	0.03	0.34	0.33	0.33	0.83	0.17	1.00
Final Sat.:	18	1103	108	49	1168	17	156	156	156	355	71	490
Capacity Analysis Module:												
Vol/Sat:	0.57	0.56	0.56	0.61	0.61	0.60	0.06	0.06	0.06	0.14	0.14	0.06
Crit Moves:	****			****			****				****	
Delay/Veh:	15.7	15.4	15.0	16.9	16.7	16.5	10.7	10.7	10.7	11.7	11.7	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.7	15.4	15.0	16.9	16.7	16.5	10.7	10.7	10.7	11.7	11.7	9.8
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	A
ApproachDel:		15.4			16.7			10.7			11.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.4			16.7			10.7			11.1	
LOS by Appr:		C			C			B			B	
AllWayAvgQ:	1.2	1.1	1.1	1.4	1.4	1.4	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.710
Loss Time (sec): 0 Average Delay (sec/veh): 18.4
Optimal Cycle: 0 Level Of Service: C

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 1	1 0	0	0 1!	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	100	620	0	0	700	120	120	0	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	620	0	0	700	120	120	0	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	620	0	0	700	120	120	0	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	620	0	0	700	120	120	0	130	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	620	0	0	700	120	120	0	130	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.71	0.29	0.48	0.00	0.52	0.00	0.00	0.00
Final Sat.:	514	1115	0	0	986	172	269	0	292	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.56	xxxx	xxxx	0.71	0.70	0.45	xxxx	0.45	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	11.2	16.5	0.0	0.0	22.2	21.1	14.0	0.0	14.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.2	16.5	0.0	0.0	22.2	21.1	14.0	0.0	14.0	0.0	0.0	0.0
LOS by Move:	B	C	*	*	C	C	B	*	B	*	*	*
ApproachDel:	15.8			22.1			14.0			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	15.8			22.1			14.0			xxxxxx		
LOS by Appr:	C			C			B			*		
AllWayAvgQ:	0.2	1.2	0.0	0.0	2.2	2.0	0.7	0.7	0.7	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.760
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 118 Level Of Service: C

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	180	690	220	90	730	220	160	640	120	100	650	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	690	220	90	730	220	160	640	120	100	650	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	690	220	90	730	220	160	640	120	100	650	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	690	220	90	730	220	160	640	120	100	650	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	690	220	90	730	220	160	640	120	100	650	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2629	121
Capacity Analysis Module:												
Vol/Sat:	0.13	0.25	0.16	0.07	0.27	0.16	0.12	0.23	0.09	0.07	0.25	0.25
Crit Volume:	180				365		160				340	
Crit Moves:	****				****		****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 39.5 Worst Case Level Of Service: F[382.0]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0 0	0 0	0	0 1!	0 0	1	0 2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	20	0	270	270	1070	0	0	1220	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	270	270	1070	0	0	1220	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	270	270	1070	0	0	1220	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	20	0	270	270	1070	0	0	1220	80
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2335	2870	650	1300	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	32	17	417	540	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	19	8	417	540	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.04	0.00	0.65	0.50	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	18.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	171	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	20.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	382	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			382.0			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

Scenario Report

Scenario:	PM
Command:	PM
Volume:	PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	E	xxxxx	0.962	E	xxxxx	0.962	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	F	xxxxx	1.090	F	xxxxx	1.090	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	E	xxxxx	0.953	E	xxxxx	0.953	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	C	xxxxx	0.738	C	xxxxx	0.738	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	F	xxxxx	1.016	F	xxxxx	1.016	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	E	xxxxx	0.961	E	xxxxx	0.961	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	D	xxxxx	0.808	D	xxxxx	0.808	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	D	xxxxx	0.839	D	xxxxx	0.839	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	D	xxxxx	0.859	D	xxxxx	0.859	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.575	A	xxxxx	0.575	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	F	xxxxx	1.090	F	xxxxx	1.090	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.576	A	xxxxx	0.576	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	D	xxxxx	0.886	D	xxxxx	0.886	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.576	A	xxxxx	0.576	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	F	xxxxx	1.158	F	xxxxx	1.158	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	F	xxxxx	1.091	F	xxxxx	1.091	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	C	17.0	0.526	C	17.0	0.526	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	D	xxxxx	0.823	D	xxxxx	0.823	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	F	xxxxx	1.061	F	xxxxx	1.061	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	D	xxxxx	0.867	D	xxxxx	0.867	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	C	xxxxx	0.740	C	xxxxx	0.740	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	E	xxxxx	0.974	E	xxxxx	0.974	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	F	xxxxx	1.142	F	xxxxx	1.142	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	C	xxxxx	0.797	C	xxxxx	0.797	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	C	xxxxx	0.777	C	xxxxx	0.777	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	D	xxxxx	0.882	D	xxxxx	0.882	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	C	xxxxx	0.753	C	xxxxx	0.753	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	B	xxxxx	0.693	B	xxxxx	0.693	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	D	xxxxx	0.888	D	xxxxx	0.888	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	B	xxxxx	0.670	B	xxxxx	0.670	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	E	49.9	0.967	E	49.9	0.967	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	F	51.4	1.030	F	51.4	1.030	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	F	xxxxx	1.076	F	xxxxx	1.076	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F	952.7	2.210	F	952.7	2.210	+ 0.000 D/V

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec):	130	Critical Vol./Cap.(X):	0.962
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0

Volume Module:												
Base Vol:	500	1480	280	180	1480	210	210	710	830	350	480	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	1480	280	180	1480	210	210	710	830	350	480	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	500	1480	280	180	1480	210	210	710	830	350	480	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	1480	280	180	1480	210	210	710	830	350	480	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	550	1480	280	198	1480	210	210	710	913	385	480	210

Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.39	0.61
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	1913	837

Capacity Analysis Module:												
Vol/Sat:	0.20	0.36	0.20	0.07	0.36	0.15	0.15	0.17	0.33	0.14	0.25	0.25
Crit Volume:	275				493		210					345
Crit Moves:	****				****		****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	75	Critical Vol./Cap.(X):	1.090
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0

Volume Module:												
Base Vol:	260	1320	90	130	1460	90	90	710	250	120	700	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	1320	90	130	1460	90	90	710	250	120	700	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	1320	90	130	1460	90	90	710	250	120	700	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	1320	90	130	1460	90	90	710	250	120	700	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	1320	90	130	1460	90	90	710	250	120	700	210

Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	1.88	0.12	1.00	1.48	0.52	1.00	1.54	0.46
Final Sat.:	1500	2809	191	1500	2826	174	1500	2219	781	1500	2308	692

Capacity Analysis Module:												
Vol/Sat:	0.17	0.47	0.47	0.09	0.52	0.52	0.06	0.32	0.32	0.08	0.30	0.30
Crit Volume:	260				775			480		120		
Crit Moves:	****				****			****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.953
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	90	1400	170	90	1460	180	170	810	110	150	680	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1400	170	90	1460	180	170	810	110	150	680	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1400	170	90	1460	180	170	810	110	150	680	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1400	170	90	1460	180	170	810	110	150	680	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1400	170	90	1460	180	170	810	110	150	680	80
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2675	325	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.52	0.52	0.06	0.49	0.12	0.11	0.27	0.07	0.10	0.23	0.05
Crit Volume:			785		90				405		150	
Crit Moves:			****		****				****		****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 108 Level Of Service: C

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	110	260	170	100	290	190	110	1010	100	110	810	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	260	170	100	290	190	110	1010	100	110	810	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	260	170	100	290	190	110	1010	100	110	810	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	260	170	100	290	190	110	1010	100	110	810	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	260	170	100	290	190	110	1010	100	110	810	30
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.93	0.07
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2652	98
Capacity Analysis Module:																				
Vol/Sat:	0.08	0.19	0.12	0.07	0.21	0.14	0.08	0.37	0.07	0.08	0.31	0.31
Crit Volume:	110				290			505		110		
Crit Moves:	****				****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.016
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	2	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	150	840	200	150	1010	350	270	870	130	210	920	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	840	200	150	1010	350	270	870	130	210	920	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	840	200	150	1010	350	270	870	130	210	920	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	840	200	150	1010	350	270	870	130	210	920	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	840	200	165	1010	350	270	870	130	210	920	130
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.62	0.38	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	2750	2221	529	2750	2750	1375	1375	2750	1375	1375	2410	340
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.38	0.38	0.06	0.37	0.25	0.20	0.32	0.09	0.15	0.38	0.38
Crit Volume:			520		83			270				525
Crit Moves:			****		****			****				****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.961
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	80	400	100	130	790	280	170	900	80	380	910	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	400	100	130	790	280	170	900	80	380	910	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	400	100	130	790	280	170	900	80	380	910	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	400	100	130	790	280	170	900	80	380	910	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	400	100	130	790	280	170	900	80	380	910	190
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.60	0.40	1.00	1.48	0.52	1.00	2.76	0.24	1.00	1.65	0.35
Final Sat.:	1375	2200	550	1375	2030	720	1375	3788	337	1375	2275	475
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.18	0.18	0.09	0.39	0.39	0.12	0.24	0.24	0.28	0.40	0.40
Crit Volume:	80				535				327	380		
Crit Moves:	****				****				****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.808
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 148 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:												
Base Vol:	130	930	150	80	870	260	320	640	120	140	1120	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	930	150	80	870	260	320	640	120	140	1120	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	930	150	80	870	260	320	640	120	140	1120	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	930	150	80	870	260	320	640	120	140	1120	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	143	930	150	80	870	260	352	640	120	154	1120	50
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.68	0.32	2.00	2.87	0.13
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2316	434	2750	3949	176
Capacity Analysis Module:												
Vol/Sat:	0.05	0.34	0.11	0.06	0.32	0.19	0.13	0.28	0.28	0.06	0.28	0.28
Crit Volume:		465			80			176				390
Crit Moves:		****			****			****				****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.839
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 176 Level Of Service: D

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	20	30	20	350	20	410	370	1260	20	10	750	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	30	20	350	20	410	370	1260	20	10	750	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	30	20	350	20	410	370	1260	20	10	750	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	30	20	350	20	410	370	1260	20	10	750	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	30	20	350	20	410	370	1260	20	10	750	160
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.05	0.95	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	66	1359	1425	2805	45	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.01	0.25	0.30	0.30	0.26	0.45	0.45	0.01	0.26	0.11
Crit Volume:		20			430			370			375	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.859
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	60	530	470	160	650	430	530	990	50	430	540	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	530	470	160	650	430	530	990	50	430	540	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	530	470	160	650	430	530	990	50	430	540	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	530	470	160	650	430	530	990	50	430	540	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	60	530	470	160	650	430	583	990	50	473	540	100
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.90	0.10	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2618	132	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.34	0.12	0.24	0.31	0.21	0.38	0.38	0.17	0.20	0.07
Crit Volume:		265			160			520		236		
Crit Moves:		****			****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.575
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!!	0	0
Volume Module:												
Base Vol:	0	1420	1600	0	1250	10	0	0	0	900	20	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1420	1600	0	1250	10	0	0	0	900	20	30
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1420	0	0	1250	10	0	0	0	900	20	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1420	0	0	1250	10	0	0	0	900	20	30
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1420	0	0	1250	10	0	0	0	990	20	30
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.98	0.02	0.00	0.00	0.00	2.85	0.06	0.09
Final Sat.:	0	4275	1425	0	4241	34	0	0	0	4069	82	123
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.24	0.24	0.24
Crit Volume:		473			0			0		347		
Crit Moves:		****			****					****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 1.090
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 1	0	1	0 2	0 2	2	0 1	1 0	2	0 2 1 0
Volume Module:												
Base Vol:	60	2110	200	100	1330	600	670	570	20	280	370	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	2110	200	100	1330	600	670	570	20	280	370	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	2110	200	100	1330	600	670	570	20	280	370	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	2110	200	100	1330	600	670	570	20	280	370	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	60	2110	200	100	1330	660	737	570	20	308	370	260
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.74	0.26	1.00	2.00	2.00	2.00	1.93	0.07	2.00	2.00	1.00
Final Sat.:	1375	3768	357	1375	2750	2750	2750	2657	93	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.56	0.56	0.07	0.48	0.24	0.27	0.21	0.21	0.11	0.13	0.19
Crit Volume:		770			100			369				260
Crit Moves:		****			****			****				****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.576
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0 1	0	1	0 1	0 1	1	0 3	0 1	1	0 2 1 0
Volume Module:												
Base Vol:	530	170	40	10	30	60	90	1170	460	50	1000	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	530	170	40	10	30	60	90	1170	460	50	1000	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	530	170	40	10	30	60	90	1170	460	50	1000	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	530	170	40	10	30	60	90	1170	460	50	1000	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	583	170	40	10	30	60	90	1170	460	50	1000	10
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.81	0.19	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.97	0.03
Final Sat.:	2750	1113	262	1375	1375	1375	1375	4125	1375	1375	4084	41
Capacity Analysis Module:												
Vol/Sat:	0.21	0.15	0.15	0.01	0.02	0.04	0.07	0.28	0.33	0.04	0.24	0.24
Crit Volume:	292					60		390		50		
Crit Moves:	****					****		****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.886
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0	0 0	2	0 2	0 0	0	0 2	1 1
Volume Module:												
Base Vol:	310	0	650	0	0	0	240	1100	0	0	1440	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	0	650	0	0	0	240	1100	0	0	1440	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	0	650	0	0	0	240	1100	0	0	1440	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	0	650	0	0	0	240	1100	0	0	1440	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	341	0	650	0	0	0	264	1100	0	0	1440	198
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.46	0.00	0.00	0.00	0.09	0.39	0.00	0.00	0.34	0.14
Crit Volume:			650			0		132			480	
Crit Moves:			****					****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.576
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0	1	0	0 1	0	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	150	0	290	0	1260	330	600	1140	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	150	0	290	0	1260	330	600	1140	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	150	0	290	0	1260	330	600	1140	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	150	0	290	0	1260	330	600	1140	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	165	0	319	0	1260	330	660	1140	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.02	0.01	1.97	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1457	0	2818	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.11	0.00	0.22	0.23	0.23	0.40	0.00
Crit Volume:			0			161			330	330		
Crit Moves:						****			****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 1.158
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	80	800	110	480	510	120	120	150	70	260	130	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	800	110	480	510	120	120	150	70	260	130	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	800	110	480	510	120	120	150	70	260	130	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	800	110	480	510	120	120	150	70	260	130	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	800	110	480	510	120	120	150	70	260	130	320
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	1.62	0.22	0.86	0.92	0.22	0.35	0.44	0.21	0.67	0.33	1.00
Final Sat.:	230	2303	317	1232	1309	308	503	629	293	950	475	1425
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.39	0.39	0.39	0.24	0.24	0.24	0.27	0.27	0.22
Crit Volume:		495			555				340	260		
Crit Moves:		****			****				****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 1.091
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	170	1150	220	210	950	150	280	1550	160	360	1470	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1150	220	210	950	150	280	1550	160	360	1470	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1150	220	210	950	150	280	1550	160	360	1470	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1150	220	210	950	150	280	1550	160	360	1470	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	170	1150	220	210	950	150	308	1550	160	396	1470	110
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.42	0.16	0.15	0.35	0.11	0.11	0.38	0.12	0.14	0.36	0.08
Crit Volume:		575			210			517		198		
Crit Moves:		****			****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: C[17.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1	0	0	0	0	0	2	0	1	1	0	2	0
Volume Module:																
Base Vol:	0	0	310		0	0	0		0	800	260		350	970	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	310		0	0	0		0	800	260		350	970	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	310		0	0	0		0	800	260		350	970	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	310		0	0	0		0	800	260		350	970	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	400		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1060	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	605		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		665	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	605		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		665	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	0.51		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.53	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	2.9		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		3.1	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	17.0		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		16.3	xxxx	xxxxx	
LOS by Move:	*	*	C		*	*	*		*	*	*		C	*	*	
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:		17.0				xxxxxx				xxxxxx				xxxxxx		
ApproachLOS:		C				*				*				*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.823
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 129 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	260	2790	90	150	1810	150	120	160	150	90	170	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	2790	90	150	1810	150	120	160	150	90	170	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	2790	90	150	1810	150	120	160	150	90	170	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	2790	90	150	1810	150	120	160	150	90	170	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	2790	90	150	1810	150	120	160	150	90	170	110
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.88	0.12	1.00	2.77	0.23	1.00	2.00	1.00	1.00	1.21	0.79
Final Sat.:	1425	5522	178	1425	3948	327	1425	2850	1425	1425	1730	1120
Capacity Analysis Module:												
Vol/Sat:	0.18	0.51	0.51	0.11	0.46	0.46	0.08	0.06	0.11	0.06	0.10	0.10
Crit Volume:	260				653		120				140	
Crit Moves:	****				****		****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 1.061
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	190	640	310	120	660	140	120	1740	190	220	1520	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	640	310	120	660	140	120	1740	190	220	1520	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	640	310	120	660	140	120	1740	190	220	1520	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	640	310	120	660	140	120	1740	190	220	1520	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	640	310	120	660	140	120	1740	190	220	1520	130
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.35	0.65	1.00	1.65	0.35	1.00	2.70	0.30	1.00	3.00	1.00
Final Sat.:	1375	1853	897	1375	2269	481	1375	3719	406	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.14	0.35	0.35	0.09	0.29	0.29	0.09	0.47	0.47	0.16	0.37	0.09
Crit Volume:			475	120					643	220		
Crit Moves:			****	****					****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.867
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 129 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	170	620	50	30	550	100	150	860	150	90	810	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	620	50	30	550	100	150	860	150	90	810	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	620	50	30	550	100	150	860	150	90	810	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	620	50	30	550	100	150	860	150	90	810	50
PCE Adj:	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	680	620	50	120	550	100	150	860	150	90	810	50
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.93	0.07	0.10	1.64	0.26	1.00	1.70	0.30	1.00	1.88	0.12
Final Sat.:	1500	1389	111	153	2458	390	1500	2554	446	1500	2826	174
Capacity Analysis Module:												
Vol/Sat:	0.11	0.45	0.45	0.20	0.22	0.26	0.10	0.34	0.34	0.06	0.29	0.29
Crit Volume:			675	30					505	90		
Crit Moves:			****	****					****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.740
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	50	670	30	90	610	220	90	790	80	30	690	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	670	30	90	610	220	90	790	80	30	690	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	670	30	90	610	220	90	790	80	30	690	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	670	30	90	610	220	90	790	80	30	690	140
PCE Adj:	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	670	30	360	610	220	90	790	80	30	690	140
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	1.76	0.07	0.28	1.35	0.37	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	250	2650	100	415	2030	555	1500	2724	276	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.20	0.25	0.30	0.22	0.30	0.40	0.06	0.29	0.29	0.02	0.23	0.09
Crit Volume:	50					595		435		30		
Crit Moves:	****					****		****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.974
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 0	2	0 2	1 0	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	220	1870	120	410	1300	40	70	380	120	260	390	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	1870	120	410	1300	40	70	380	120	260	390	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	1870	120	410	1300	40	70	380	120	260	390	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1870	120	410	1300	40	70	380	120	260	390	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	242	1870	120	451	1300	40	70	380	120	286	390	380
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.82	0.18	2.00	2.91	0.09	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3876	249	2750	4002	123	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.48	0.48	0.16	0.32	0.32	0.05	0.14	0.09	0.10	0.14	0.28
Crit Volume:		663		226			70					380
Crit Moves:		****		****			****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 1.142
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	330	1680	410	110	850	80	250	1630	320	120	1430	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	1680	410	110	850	80	250	1630	320	120	1430	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	1680	410	110	850	80	250	1630	320	120	1430	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	1680	410	110	850	80	250	1630	320	120	1430	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	330	1680	410	110	850	80	250	1630	320	120	1430	50
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.34	0.66	1.00	3.86	0.14
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4597	903	1375	5314	186
Capacity Analysis Module:												
Vol/Sat:	0.24	0.61	0.30	0.08	0.31	0.06	0.18	0.35	0.35	0.09	0.27	0.27
Crit Volume:		840		110			250					370
Crit Moves:		****		****			****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.797
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	130	1090	100	50	840	200	130	650	180	130	560	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1090	100	50	840	200	130	650	180	130	560	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1090	100	50	840	200	130	650	180	130	560	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1090	100	50	840	200	130	650	180	130	560	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1090	100	50	840	200	130	650	180	130	560	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.62	0.38	1.00	1.57	0.43	1.00	1.75	0.25
Final Sat.:	1500	2748	252	1500	2423	577	1500	2349	651	1500	2625	375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.40	0.03	0.35	0.35	0.09	0.28	0.28	0.09	0.21	0.21
Crit Volume:	130				520			415		130		
Crit Moves:	****				****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	80	1160	40	30	1020	90	200	630	70	30	670	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1160	40	30	1020	90	200	630	70	30	670	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1160	40	30	1020	90	200	630	70	30	670	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1160	40	30	1020	90	200	630	70	30	670	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1160	40	30	1020	90	200	630	70	30	670	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.93	0.07	1.00	1.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2900	100	1500	2757	243	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.40	0.40	0.02	0.37	0.37	0.13	0.21	0.05	0.02	0.22	0.05
Crit Volume:		600		30			200				335	
Crit Moves:		****		****			****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.882
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1! 0	0
Volume Module:												
Base Vol:	130	1320	0	0	1050	210	1040	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1320	0	0	1050	210	1040	0	50	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1320	0	0	1050	210	1040	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1320	0	0	1050	210	1040	0	50	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1320	0	0	1050	210	1144	0	50	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.92	0.00	0.08	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2731	0	119	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.46	0.00	0.00	0.37	0.15	0.42	0.00	0.42	0.00	0.00	0.00
Crit Volume:		660		0			597				0	
Crit Moves:		****		****			****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.753
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 115 Level Of Service: C

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0 0 2	1	0	0 1 0	1	0	3 0 1	3	0	2 0 1
Volume Module:												
Base Vol:	250	0	1350	0	0	0	0	990	240	860	1030	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	1350	0	0	0	0	990	240	860	1030	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	250	0	1350	0	0	0	0	990	0	860	1030	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	1350	0	0	0	0	990	0	860	1030	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	275	0	1485	0	0	0	0	990	0	946	1030	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.52	0.00	0.00	0.00	0.00	0.23	0.00	0.22	0.36	0.00
Crit Volume:			742		0			330		0		
Crit Moves:			****					****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.693
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1 0	1	0	1 1 0	0	0	1! 0 0	0	0	1! 0 0
Volume Module:												
Base Vol:	130	1260	120	50	1050	80	30	120	80	70	170	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1260	120	50	1050	80	30	120	80	70	170	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1260	120	50	1050	80	30	120	80	70	170	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1260	120	50	1050	80	30	120	80	70	170	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1260	120	50	1050	80	30	120	80	70	170	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.86	0.14	0.13	0.52	0.35	0.26	0.63	0.11
Final Sat.:	1500	2739	261	1500	2788	212	196	783	522	389	944	167
Capacity Analysis Module:												
Vol/Sat:	0.09	0.46	0.46	0.03	0.38	0.38	0.15	0.15	0.15	0.18	0.18	0.18
Crit Volume:		690			50				230	70		
Crit Moves:		****			****				****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.888
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1 1	1	0	0 1 1	2	0	3 0 1	2	0	2 1 0
Volume Module:												
Base Vol:	50	20	480	120	30	90	30	2200	60	250	1620	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	20	480	120	30	90	30	2200	60	250	1620	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	20	480	120	30	90	30	2200	60	250	1620	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	20	480	120	30	90	30	2200	60	250	1620	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	50	20	528	120	30	99	33	2200	60	275	1620	30
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	1.93	1.00	0.47	1.53	2.00	3.00	1.00	2.00	2.95	0.05
Final Sat.:	1425	104	2746	1425	663	2187	2850	4275	1425	2850	4197	78
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.08	0.05	0.05	0.01	0.51	0.04	0.10	0.39	0.39
Crit Volume:		274			120			733		138		
Crit Moves:		****			****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.670
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1 0	1	0	0 1 0	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	100	270	30	30	300	90	80	710	160	80	680	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	270	30	30	300	90	80	710	160	80	680	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	270	30	30	300	90	80	710	160	80	680	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	270	30	30	300	90	80	710	160	80	680	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	270	30	30	300	90	80	710	160	80	680	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.90	0.10	1.00	0.77	0.23	1.00	1.63	0.37	1.00	1.81	0.19
Final Sat.:	1500	1350	150	1500	1154	346	1500	2448	552	1500	2720	280
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.02	0.26	0.26	0.05	0.29	0.29	0.05	0.25	0.25
Crit Volume:	100				390			435		80		
Crit Moves:	****				****			****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.967
Loss Time (sec): 0 Average Delay (sec/veh): 49.9
Optimal Cycle: 0 Level Of Service: E

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	10	950	60	40	990	10	10	10	10	80	10	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	950	60	40	990	10	10	10	10	80	10	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	950	60	40	990	10	10	10	10	80	10	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	950	60	40	990	10	10	10	10	80	10	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	950	60	40	990	10	10	10	10	80	10	40
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	1.86	0.12	0.08	1.90	0.02	0.34	0.33	0.33	0.89	0.11	1.00
Final Sat.:	11	1007	64	41	1028	10	149	149	149	343	43	439
Capacity Analysis Module:												
Vol/Sat:	0.95	0.94	0.94	0.97	0.96	0.96	0.07	0.07	0.07	0.23	0.23	0.09
Crit Moves:	****			****			****			****		
Delay/Veh:	52.1	50.7	49.1	55.8	54.9	54.0	11.5	11.5	11.5	14.5	14.5	11.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	50.7	49.1	55.8	54.9	54.0	11.5	11.5	11.5	14.5	14.5	11.4
LOS by Move:	F	F	E	F	F	F	B	B	B	B	B	B
ApproachDel:	50.6			54.9			11.5			13.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	50.6			54.9			11.5			13.5		
LOS by Appr:	F			F			B			B		
AllWayAvgQ:	6.4	6.0	6.0	6.9	6.7	6.7	0.1	0.1	0.1	0.3	0.3	0.1

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 1.030
Loss Time (sec): 0 Average Delay (sec/veh): 51.4
Optimal Cycle: 0 Level Of Service: F

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 1	1 0	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	90	920	0	0	970	130	130	0	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	920	0	0	970	130	130	0	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	920	0	0	970	130	130	0	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	920	0	0	970	130	130	0	130	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	920	0	0	970	130	130	0	130	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.76	0.24	0.50	0.00	0.50	0.00	0.00	0.00
Final Sat.:	488	1047	0	0	942	128	274	0	274	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.88	xxxx	xxxx	1.03	1.02	0.47	xxxx	0.47	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	11.7	41.2	0.0	0.0	72.3	67.9	15.3	0.0	15.3	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	41.2	0.0	0.0	72.3	67.9	15.3	0.0	15.3	0.0	0.0	0.0
LOS by Move:	B	E	*	*	F	F	C	*	C	*	*	*
ApproachDel:	38.6			71.8			15.3			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	38.6			71.8			15.3			xxxxxx		
LOS by Appr:	E			F			C			*		
AllWayAvgQ:	0.2	4.6	0.0	0.0	9.7	8.8	0.9	0.9	0.9	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.076
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	170	900	340	90	1090	190	190	910	150	310	750	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	900	340	90	1090	190	190	910	150	310	750	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	900	340	90	1090	190	190	910	150	310	750	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	900	340	90	1090	190	190	910	150	310	750	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	900	340	90	1090	190	190	910	150	310	750	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2644	106
Capacity Analysis Module:												
Vol/Sat:	0.12	0.33	0.25	0.07	0.40	0.14	0.14	0.33	0.11	0.23	0.28	0.28
Crit Volume:	170				545			455		310		
Crit Moves:	****				****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 84.7 Worst Case Level Of Service: F[952.7]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0 0	0 0	0	0 1!	0 0	1	0 2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	20	0	260	320	1210	0	0	1340	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	260	320	1210	0	0	1340	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	260	320	1210	0	0	1340	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	20	0	260	320	1210	0	0	1340	100
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2635	3240	720	1440	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	20	10	375	477	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	9	3	375	477	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	2.21	0.00	0.69	0.67	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	4.9	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	26.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	D	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	96	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	26.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	953	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			952.7			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - AM PEAK HOUR

Scenario Report

Scenario:	AM
Command:	AM
Volume:	AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - AM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	E	xxxxx	0.980	E	xxxxx	0.980	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	E	xxxxx	0.923	E	xxxxx	0.923	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	D	xxxxx	0.843	D	xxxxx	0.843	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	B	xxxxx	0.658	B	xxxxx	0.658	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	F	xxxxx	1.252	F	xxxxx	1.252	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	C	xxxxx	0.758	C	xxxxx	0.758	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	D	xxxxx	0.815	D	xxxxx	0.815	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	B	xxxxx	0.688	B	xxxxx	0.688	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	C	xxxxx	0.756	C	xxxxx	0.756	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.549	A	xxxxx	0.549	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	D	xxxxx	0.899	D	xxxxx	0.899	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.461	A	xxxxx	0.461	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	B	xxxxx	0.613	B	xxxxx	0.613	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.433	A	xxxxx	0.433	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	F	xxxxx	1.000	F	xxxxx	1.000	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	E	xxxxx	0.987	E	xxxxx	0.987	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	C	16.5	0.492	C	16.5	0.492	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	A	xxxxx	0.595	A	xxxxx	0.595	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	F	xxxxx	1.179	F	xxxxx	1.179	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	C	xxxxx	0.730	C	xxxxx	0.730	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.563	A	xxxxx	0.563	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	B	xxxxx	0.682	B	xxxxx	0.682	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	E	xxxxx	0.996	E	xxxxx	0.996	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.687	B	xxxxx	0.687	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	C	xxxxx	0.730	C	xxxxx	0.730	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	E	xxxxx	0.955	E	xxxxx	0.955	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx	0.562	A	xxxxx	0.562	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	C	xxxxx	0.722	C	xxxxx	0.722	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx	0.583	A	xxxxx	0.583	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	D	33.1	0.908	D	33.1	0.908	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	D	33.6	0.899	D	33.6	0.899	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	D	xxxxx	0.840	D	xxxxx	0.840	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F	68.8	0.457	F	68.8	0.457	+ 0.000 D/V

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec):	130	Critical Vol./Cap.(X):	0.980	
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	180	Level Of Service:	E	

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:												
Base Vol:	670	1370	240	50	970	140	160	320	340	320	710	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	670	1370	240	50	970	140	160	320	340	320	710	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	670	1370	240	50	970	140	160	320	340	320	710	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	670	1370	240	50	970	140	160	320	340	320	710	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	737	1370	240	55	970	140	160	320	374	352	710	280
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.43	0.57
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	1972	778
Capacity Analysis Module:												
Vol/Sat:	0.27	0.33	0.17	0.02	0.24	0.10	0.12	0.08	0.14	0.13	0.36	0.36
Crit Volume:	369				323		160				495	
Crit Moves:	****				****		****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	75	Critical Vol./Cap.(X):	0.923	
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	180	Level Of Service:	E	

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	190	1380	130	150	820	30	70	580	220	80	480	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	1380	130	150	820	30	70	580	220	80	480	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	1380	130	150	820	30	70	580	220	80	480	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1380	130	150	820	30	70	580	220	80	480	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	1380	130	150	820	30	70	580	220	80	480	120
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.93	0.07	1.00	1.45	0.55	1.00	1.60	0.40
Final Sat.:	1500	2742	258	1500	2894	106	1500	2175	825	1500	2400	600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.50	0.50	0.10	0.28	0.28	0.05	0.27	0.27	0.05	0.20	0.20
Crit Volume:	755			150				400		80		
Crit Moves:	****			****				****		****		

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LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.843
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 110 Level Of Service: D

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 2	0 1	1	0 2	0 1	1	0 2 0 1
Volume Module:												
Base Vol:	60	1400	100	80	880	100	190	730	60	70	460	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1400	100	80	880	100	190	730	60	70	460	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1400	100	80	880	100	190	730	60	70	460	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1400	100	80	880	100	190	730	60	70	460	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1400	100	80	880	100	190	730	60	70	460	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2800	200	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.50	0.50	0.05	0.29	0.07	0.13	0.24	0.04	0.05	0.15	0.05
Crit Volume:		750			80			365			70	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: B

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0	1	0	1 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	110	280	130	30	180	80	70	970	70	110	760	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	280	130	30	180	80	70	970	70	110	760	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	280	130	30	180	80	70	970	70	110	760	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	280	130	30	180	80	70	970	70	110	760	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	280	130	30	180	80	70	970	70	110	760	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2646	104
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.09	0.02	0.13	0.06	0.05	0.35	0.05	0.08	0.29	0.29
Crit Volume:		280			30			485			110	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.252
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1 1	0	2	0 2 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	180	1590	150	130	690	130	360	900	70	140	670	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1590	150	130	690	130	360	900	70	140	670	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1590	150	130	690	130	360	900	70	140	670	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1590	150	130	690	130	360	900	70	140	670	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	1590	150	143	690	130	360	900	70	140	670	170
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.83	0.17	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.60	0.40
Final Sat.:	2750	2513	237	2750	2750	1375	1375	2750	1375	1375	2193	557
Capacity Analysis Module:												
Vol/Sat:	0.07	0.63	0.63	0.05	0.25	0.09	0.26	0.33	0.05	0.10	0.31	0.31
Crit Volume:		870			72			360			420	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.758
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: C

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1 0	1	0	1 1 0	1	0	2 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	50	290	200	200	390	150	130	1060	70	220	610	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	290	200	200	390	150	130	1060	70	220	610	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	290	200	200	390	150	130	1060	70	220	610	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	290	200	200	390	150	130	1060	70	220	610	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	290	200	200	390	150	130	1060	70	220	610	150
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.18	0.82	1.00	1.44	0.56	1.00	2.81	0.19	1.00	1.61	0.39
Final Sat.:	1375	1628	1122	1375	1986	764	1375	3869	256	1375	2207	543
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.18	0.15	0.20	0.20	0.09	0.27	0.27	0.16	0.28	0.28
Crit Volume:		245			200				377	220		
Crit Moves:		****			****				****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.815
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 153 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:																				
Base Vol:	120	860	160	40	530	80	300	1120	70	100	760	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	860	160	40	530	80	300	1120	70	100	760	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	860	160	40	530	80	300	1120	70	100	760	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	860	160	40	530	80	300	1120	70	100	760	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	132	860	160	40	530	80	330	1120	70	110	760	60
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.88	0.12	2.00	2.78	0.22
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2588	162	2750	3823	302
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.31	0.12	0.03	0.19	0.06	0.12	0.43	0.43	0.04	0.20	0.20
Crit Volume:		430			40			595			55	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: B

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:																				
Base Vol:	10	20	10	210	20	200	360	880	10	10	780	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	20	10	210	20	200	360	880	10	10	780	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	20	10	210	20	200	360	880	10	10	780	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	10	210	20	200	360	880	10	10	780	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	20	10	210	20	200	360	880	10	10	780	270
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.09	0.91	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	130	1295	1425	2818	32	1425	2850	1425
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.01	0.01	0.15	0.15	0.15	0.25	0.31	0.31	0.01	0.27	0.19
Crit Volume:		20			210			360			390	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.756
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 116 Level Of Service: C

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	0	1
Volume Module:																				
Base Vol:	40	680	350	110	470	320	540	730	30	380	570	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	680	350	110	470	320	540	730	30	380	570	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	680	350	110	470	320	540	730	30	380	570	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	680	350	110	470	320	540	730	30	380	570	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	680	350	110	470	320	594	730	30	418	570	110
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.92	0.08	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2641	109	2750	2750	1375
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.25	0.25	0.08	0.17	0.23	0.22	0.28	0.28	0.15	0.21	0.08
Crit Volume:		340			110				380	209		
Crit Moves:		****			****				****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.549
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!	0	0
Volume Module:																				
Base Vol:	0	1240	1340	0	820	10	0	0	0	990	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1240	1340	0	820	10	0	0	0	990	10	10
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1240	0	0	820	10	0	0	0	990	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1240	0	0	820	10	0	0	0	990	10	10
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1240	0	0	820	10	0	0	0	1089	10	10
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.96	0.04	0.00	0.00	0.00	2.94	0.03	0.03
Final Sat.:	0	4275	1425	0	4223	52	0	0	0	4198	39	39
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.29	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.26	0.26	0.26
Crit Volume:		413			0				0	370		
Crit Moves:		****			****					****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.899
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 1	0	1	0 2	0 2	2	0 1	1 0	2	0 2 1 0
Volume Module:												
Base Vol:	40	1770	140	60	910	600	600	250	20	140	350	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1770	140	60	910	600	600	250	20	140	350	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1770	140	60	910	600	600	250	20	140	350	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1770	140	60	910	600	600	250	20	140	350	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.00
FinalVolume:	40	1770	140	60	910	660	660	250	20	154	350	210
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.78	0.22	1.00	2.00	2.00	2.00	1.85	0.15	2.00	2.00	1.00
Final Sat.:	1375	3823	302	1375	2750	2750	2750	2546	204	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.46	0.46	0.04	0.33	0.24	0.24	0.10	0.10	0.06	0.13	0.15
Crit Volume:			637	60			330					210
Crit Moves:			****	****			****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.461
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0 1	0	1	0 1	0 1	1	0 3	0 1	1	0 2 1 0
Volume Module:												
Base Vol:	340	30	30	20	80	60	60	810	240	20	910	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	340	30	30	20	80	60	60	810	240	20	910	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	340	30	30	20	80	60	60	810	240	20	910	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	30	30	20	80	60	60	810	240	20	910	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	374	30	30	20	80	60	60	810	240	20	910	10
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.50	0.50	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.97	0.03
Final Sat.:	2750	688	688	1375	1375	1375	1375	4125	1375	1375	4080	45
Capacity Analysis Module:												
Vol/Sat:	0.14	0.04	0.04	0.01	0.06	0.04	0.04	0.20	0.17	0.01	0.22	0.22
Crit Volume:	187				80		60				307	
Crit Moves:	****				****		****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.613
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0	0 0	2	0	2 0	0	0	2 1 1
Volume Module:												
Base Vol:	140	0	330	0	0	0	310	830	0	0	1120	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	330	0	0	0	310	830	0	0	1120	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	0	330	0	0	0	310	830	0	0	1120	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	0	330	0	0	0	310	830	0	0	1120	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	154	0	330	0	0	0	341	830	0	0	1120	198
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.23	0.00	0.00	0.00	0.12	0.29	0.00	0.00	0.26	0.14
Crit Volume:			330			0	171				373	
Crit Moves:			****				****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.433
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0	1	0	4 0	1	2	0 2 0 0
Volume Module:												
Base Vol:	0	0	0	150	0	330	0	950	210	360	810	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	150	0	330	0	950	210	360	810	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	150	0	330	0	950	210	360	810	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	150	0	330	0	950	210	360	810	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.00
FinalVolume:	0	0	0	165	0	363	0	950	210	396	810	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1425	0	2850	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.13	0.00	0.17	0.15	0.14	0.28	0.00
Crit Volume:		0				182		238		198		
Crit Moves:						****		****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec):	75	Critical Vol./Cap.(X):	1.000
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	SAWTELLE BOULEVARD				MATTESON STREET / SB I-405 RAMPS			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R		L - T - R		L - T - R		L - T - R	
Control:	Split Phase		Split Phase		Permitted		Permitted	
Rights:	Include		Include		Include		Ovl	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Y+R:	4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0	
Lanes:	0 1 0	1 0	0 1 0	1 0	0 0 1!	0 0	0 1 0	0 1
Volume Module:								
Base Vol:	30 540 120	600	310 90	70	130 90	190	70 280	
Growth Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
Initial Bse:	30 540 120	600	310 90	70	130 90	190	70 280	
User Adj:	1.00 1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
PHF Volume:	30 540 120	600	310 90	70	130 90	190	70 280	
Reduct Vol:	0 0 0	0	0 0	0	0 0 0	0	0 0	
Reduced Vol:	30 540 120	600	310 90	70	130 90	190	70 280	
PCE Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
FinalVolume:	30 540 120	600	310 90	70	130 90	190	70 280	
Saturation Flow Module:								
Sat/Lane:	1425 1425 1425	1425	1425 1425	1425	1425 1425 1425	1425	1425 1425	
Adjustment:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
Lanes:	0.09 1.56 0.35	1.00	0.82 0.18	0.24	0.45 0.31	0.73	0.27 1.00	
Final Sat.:	124 2230 496	1425	1169 257	344	639 442	1041	384 1425	
Capacity Analysis Module:								
Vol/Sat:	0.24 0.24 0.24	0.42	0.27 0.35	0.20	0.20 0.20	0.18	0.18 0.20	
Crit Volume:	345	600			290		517	
Crit Moves:	****	****			****		****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec):	90	Critical Vol./Cap.(X):	0.987
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	OVERLAND AVENUE				VENICE BOULEVARD			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R		L - T - R		L - T - R		L - T - R	
Control:	Prot+Permit		Prot+Permit		Protected		Protected	
Rights:	Ovl		Ovl		Include		Include	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Y+R:	4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0	
Lanes:	1 0 2	0 1	1 0 2	0 1	2 0 3	0 1	2 0 3	0 1
Volume Module:								
Base Vol:	100 1010 140	160	630 120	220	1550 140	320	1470 210	
Growth Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
Initial Bse:	100 1010 140	160	630 120	220	1550 140	320	1470 210	
User Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
PHF Volume:	100 1010 140	160	630 120	220	1550 140	320	1470 210	
Reduct Vol:	0 0 0	0	0 0	0	0 0 0	0	0 0	
Reduced Vol:	100 1010 140	160	630 120	220	1550 140	320	1470 210	
PCE Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.10 1.00 1.00	1.10	1.00 1.00	
FinalVolume:	100 1010 140	160	630 120	242	1550 140	352	1470 210	
Saturation Flow Module:								
Sat/Lane:	1375 1375 1375	1375	1375 1375	1375	1375 1375 1375	1375	1375 1375	
Adjustment:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
Lanes:	1.00 2.00 1.00	1.00	2.00 1.00	2.00	3.00 1.00	2.00	3.00 1.00	
Final Sat.:	1375 2750 1375	1375	2750 1375	2750	4125 1375	2750	4125 1375	
Capacity Analysis Module:								
Vol/Sat:	0.07 0.37 0.10	0.12	0.23 0.09	0.09	0.38 0.10	0.13	0.36 0.15	
Crit Volume:	505	160			517	176		
Crit Moves:	****	****			****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: C[16.5]

Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R		L - T - R		L - T - R		L - T - R	
Control:	Stop Sign		Stop Sign		Uncontrolled		Uncontrolled	
Rights:	Include		Include		Include		Include	
Lanes:	0 0 0	0 1	0 0 0	0 0	0 0 2	0 1	1 0 2	0 0
Volume Module:								
Base Vol:	0 0 300		0 0 0		0 790 170		190 550	0
Growth Adj:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00	1.00
Initial Bse:	0 0 300		0 0 0		0 790 170		190 550	0
User Adj:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00	1.00
PHF Adj:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00	1.00
PHF Volume:	0 0 300		0 0 0		0 790 170		190 550	0
Reduct Vol:	0 0 0		0 0 0		0 0 0		0 0	0
FinalVolume:	0 0 300		0 0 0		0 790 170		190 550	0
Critical Gap Module:								
Critical Gp:	xxxxx xxxx 6.9		xxxxx xxxx xxxxx		xxxxx xxxx xxxxx		4.1 xxxx xxxxx	
FollowUpTim:	xxxxx xxxx 3.3		xxxxx xxxx xxxxx		xxxxx xxxx xxxxx		2.2 xxxx xxxxx	
Capacity Module:								
Cnflict Vol:	xxxx xxxx 395		xxxx xxxx xxxxx		xxxx xxxx xxxxx		960 xxxx xxxxx	
Potent Cap.:	xxxx xxxx 610		xxxx xxxx xxxxx		xxxx xxxx xxxxx		725 xxxx xxxxx	
Move Cap.:	xxxx xxxx 610		xxxx xxxx xxxxx		xxxx xxxx xxxxx		725 xxxx xxxxx	
Volume/Cap:	xxxx xxxx 0.49		xxxx xxxx xxxx		xxxx xxxx xxxx		0.26 xxxx xxxx	
Level Of Service Module:								
2Way95thQ:	xxxx xxxx 2.7		xxxx xxxx xxxxx		xxxx xxxx xxxxx		1.0 xxxx xxxxx	
Control Del:	xxxxx xxxx 16.5		xxxxx xxxx xxxxx		xxxxx xxxx xxxxx		11.7 xxxx xxxxx	
LOS by Move:	* * C		* * *		* * *		B * *	
Movement:	LT - LTR - RT		LT - LTR - RT		LT - LTR - RT		LT - LTR - RT	
Shared Cap.:	xxxx xxxx xxxxx		xxxx xxxx xxxxx		xxxx xxxx xxxxx		xxxx xxxx xxxxx	
SharedQueue:	xxxxx xxxx xxxxx		xxxxx xxxx xxxxx		xxxxx xxxx xxxxx		xxxxx xxxx xxxxx	
Shrd ConDel:	xxxxx xxxx xxxxx		xxxxx xxxx xxxxx		xxxxx xxxx xxxxx		xxxxx xxxx xxxxx	
Shared LOS:	* * *		* * *		* * *		* * *	
ApproachDel:	16.5		xxxxxx		xxxxxx		xxxxxx	
ApproachLOS:	C		*		*		*	

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec):	85	Critical Vol./Cap.(X):	0.595
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

Street Name:	SEPULVEDA BOULEVARD				SAWTELLE BOULEVARD			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R		L - T - R		L - T - R		L - T - R	
Control:	Protected		Protected		Permitted		Permitted	
Rights:	Include		Include		Include		Include	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Y+R:	4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0	
Lanes:	1 0 3	1 0	1 0 2	1 0	1 0 2	0 1	1 0 1	1 0
Volume Module:								
Base Vol:	190 2430 20	80	1430 70	90	110 80	60	70 60	
Growth Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
Initial Bse:	190 2430 20	80	1430 70	90	110 80	60	70 60	
User Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
PHF Volume:	190 2430 20	80	1430 70	90	110 80	60	70 60	
Reduct Vol:	0 0 0	0	0 0	0	0 0 0	0	0 0	
Reduced Vol:	190 2430 20	80	1430 70	90	110 80	60	70 60	
PCE Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
FinalVolume:	190 2430 20	80	1430 70	90	110 80	60	70 60	
Saturation Flow Module:								
Sat/Lane:	1425 1425 1425	1425	1425 1425	1425	1425 1425 1425	1425	1425 1425	
Adjustment:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
Lanes:	1.00 3.97 0.03	1.00	2.86 0.14	1.00	2.00 1.00	1.00	1.08 0.92	
Final Sat.:	1425 5653 47	1425	4076 200	1425	2850 1425	1425	1535 1315	
Capacity Analysis Module:								
Vol/Sat:	0.13 0.43 0.43	0.06	0.35 0.35	0.06	0.04 0.06	0.04	0.05 0.05	
Crit Volume:	613	80		90			65	
Crit Moves:	****	****		****			****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 1.179
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	170	600	190	190	470	70	220	1560	110	480	1220	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	600	190	190	470	70	220	1560	110	480	1220	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	600	190	190	470	70	220	1560	110	480	1220	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	600	190	190	470	70	220	1560	110	480	1220	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	600	190	190	470	70	220	1560	110	480	1220	110
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.52	0.48	1.00	1.74	0.26	1.00	2.80	0.20	1.00	3.00	1.00
Final Sat.:	1375	2089	661	1375	2394	356	1375	3853	272	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.29	0.29	0.14	0.20	0.20	0.16	0.40	0.40	0.35	0.30	0.08
Crit Volume:		395			190			557		480		
Crit Moves:		****			****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	240	390	130	30	250	70	110	810	120	100	550	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	390	130	30	250	70	110	810	120	100	550	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	390	130	30	250	70	110	810	120	100	550	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	390	130	30	250	70	110	810	120	100	550	40
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	480	390	130	60	250	70	110	810	120	100	550	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.92	0.82	0.26	0.19	1.44	0.37	1.00	1.74	0.26	1.00	1.86	0.14
Final Sat.:	1385	1225	390	281	2166	553	1500	2613	387	1500	2797	203
Capacity Analysis Module:												
Vol/Sat:	0.17	0.32	0.33	0.11	0.12	0.13	0.07	0.31	0.31	0.07	0.20	0.20
Crit Volume:			500	30					465	100		
Crit Moves:			****	****					****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	40	480	40	110	310	140	130	760	50	30	430	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	480	40	110	310	140	130	760	50	30	430	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	480	40	110	310	140	130	760	50	30	430	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	480	40	110	310	140	130	760	50	30	430	170
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	480	40	220	310	140	130	760	50	30	430	170
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	1.72	0.13	0.49	1.09	0.42	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	231	2569	200	733	1640	627	1500	2815	185	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.17	0.19	0.20	0.15	0.19	0.22	0.09	0.27	0.27	0.02	0.14	0.11
Crit Volume:			300	110				405		30		
Crit Moves:			****	****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.682
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 0	2	0 2	1 0	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	110	1520	120	130	810	20	20	250	90	80	330	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1520	120	130	810	20	20	250	90	80	330	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1520	120	130	810	20	20	250	90	80	330	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1520	120	130	810	20	20	250	90	80	330	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	121	1520	120	143	810	20	20	250	90	88	330	300
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.78	0.22	2.00	2.93	0.07	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3823	302	2750	4026	99	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.40	0.40	0.05	0.20	0.20	0.01	0.09	0.07	0.03	0.12	0.22
Crit Volume:		547			72			20				300
Crit Moves:		****			****			****				****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.996
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 3	1 0	1	0 3	1 0
Volume Module:												
Base Vol:	180	1300	220	80	410	120	170	1000	440	200	1320	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1300	220	80	410	120	170	1000	440	200	1320	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1300	220	80	410	120	170	1000	440	200	1320	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1300	220	80	410	120	170	1000	440	200	1320	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	1300	220	80	410	120	170	1000	440	200	1320	50
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.85	0.15
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5299	201
Capacity Analysis Module:												
Vol/Sat:	0.13	0.47	0.16	0.06	0.15	0.09	0.12	0.24	0.32	0.15	0.25	0.25
Crit Volume:		650			80				440	200		
Crit Moves:		****			****				****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.687
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	90	1010	90	20	500	120	200	620	100	80	470	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1010	90	20	500	120	200	620	100	80	470	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1010	90	20	500	120	200	620	100	80	470	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1010	90	20	500	120	200	620	100	80	470	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1010	90	20	500	120	200	620	100	80	470	50
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.61	0.39	1.00	1.72	0.28	1.00	1.81	0.19
Final Sat.:	1500	2755	245	1500	2419	581	1500	2583	417	1500	2712	288
Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.37	0.01	0.21	0.21	0.13	0.24	0.24	0.05	0.17	0.17
Crit Volume:		550			20			200			260	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	50	1130	30	20	550	70	250	600	70	30	490	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1130	30	20	550	70	250	600	70	30	490	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1130	30	20	550	70	250	600	70	30	490	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1130	30	20	550	70	250	600	70	30	490	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1130	30	20	550	70	250	600	70	30	490	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	1.77	0.23	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2922	78	1500	2661	339	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.39	0.39	0.01	0.21	0.21	0.17	0.20	0.05	0.02	0.16	0.05
Crit Volume:		580			20			250			245	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.955
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	0	0 2	0 1	1	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	560	1070	0	0	570	490	520	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	560	1070	0	0	570	490	520	0	50	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	560	1070	0	0	570	490	520	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	560	1070	0	0	570	490	520	0	50	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	560	1070	0	0	570	490	572	0	50	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.84	0.00	0.16	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2621	0	229	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.39	0.38	0.00	0.00	0.20	0.34	0.22	0.00	0.22	0.00	0.00	0.00
Crit Volume:	560					490	311				0	
Crit Moves:	****					****	****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.562
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0 2	1	0	0 1	0	1	0 3	0 1	3 0 2 0 1
Volume Module:												
Base Vol:	130	0	1050	0	0	0	0	440	180	1590	1180	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	0	1050	0	0	0	0	440	180	1590	1180	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	130	0	1050	0	0	0	0	440	0	1590	1180	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	1050	0	0	0	0	440	0	1590	1180	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	143	0	1155	0	0	0	0	440	0	1749	1180	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.41	0.00	0.00	0.00	0.00	0.10	0.00	0.41	0.41	0.00
Crit Volume:	72				0			147		583		
Crit Moves:	****							****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1 1	0	0	0 1!	0 0	0 0 1! 0 0
Volume Module:												
Base Vol:	60	1100	100	20	630	40	30	100	60	60	130	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1100	100	20	630	40	30	100	60	60	130	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1100	100	20	630	40	30	100	60	60	130	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1100	100	20	630	40	30	100	60	60	130	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1100	100	20	630	40	30	100	60	60	130	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.88	0.12	0.16	0.53	0.31	0.29	0.62	0.09
Final Sat.:	1500	2750	250	1500	2821	179	237	789	474	429	929	143
Capacity Analysis Module:												
Vol/Sat:	0.04	0.40	0.40	0.01	0.22	0.22	0.13	0.13	0.13	0.14	0.14	0.14
Crit Volume:		600			20			190		60		
Crit Moves:		****			****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.722
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: C

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1 1	1	0	0 1	1	2	0 3	0 1	2 0 2 1 0
Volume Module:												
Base Vol:	40	20	160	30	10	20	80	1160	20	400	2480	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	20	160	30	10	20	80	1160	20	400	2480	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	20	160	30	10	20	80	1160	20	400	2480	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	20	160	30	10	20	80	1160	20	400	2480	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	20	176	30	10	22	88	1160	20	440	2480	90
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.20	1.80	1.00	0.62	1.38	2.00	3.00	1.00	2.00	2.89	0.11
Final Sat.:	1425	291	2559	1425	891	1959	2850	4275	1425	2850	4125	150
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.02	0.01	0.01	0.03	0.27	0.01	0.15	0.60	0.60
Crit Volume:		98			30			44				857
Crit Moves:		****			****			****				****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.583
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1 0	1	0	0 1	0	1	0 1	1 0	1 0 1 1 0
Volume Module:												
Base Vol:	110	230	40	20	260	60	60	570	200	60	640	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	230	40	20	260	60	60	570	200	60	640	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	230	40	20	260	60	60	570	200	60	640	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	230	40	20	260	60	60	570	200	60	640	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	230	40	20	260	60	60	570	200	60	640	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.85	0.15	1.00	0.81	0.19	1.00	1.48	0.52	1.00	1.88	0.12
Final Sat.:	1500	1278	222	1500	1219	281	1500	2221	779	1500	2824	176
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.18	0.01	0.21	0.21	0.04	0.26	0.26	0.04	0.23	0.23
Crit Volume:	110				320			385		60		
Crit Moves:	****				****			****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec):	100			Critical Vol./Cap.(X):			0.908									
Loss Time (sec):	0			Average Delay (sec/veh):			33.1									
Optimal Cycle:	0			Level Of Service:			D									
Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R				
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	0	1 0	1 0	0	1 0	1 0	0	0 1!	0 0	0	1 0	0 1				
Volume Module:																
Base Vol:	10	970	40	20	780	10	10	10	10	80	10	70				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	10	970	40	20	780	10	10	10	10	80	10	70				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	10	970	40	20	780	10	10	10	10	80	10	70				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	10	970	40	20	780	10	10	10	10	80	10	70				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	10	970	40	20	780	10	10	10	10	80	10	70				
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.02	1.90	0.08	0.05	1.93	0.02	0.34	0.33	0.33	0.89	0.11	1.00				
Final Sat.:	11	1073	44	26	1031	13	147	147	147	351	44	451				
Capacity Analysis Module:																
Vol/Sat:	0.91	0.90	0.90	0.76	0.76	0.75	0.07	0.07	0.07	0.23	0.23	0.16				
Crit Moves:	****			****			****			****						
Delay/Veh:	43.2	42.3	41.4	26.7	26.4	26.2	11.5	11.5	11.5	13.7	13.7	11.5				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	43.2	42.3	41.4	26.7	26.4	26.2	11.5	11.5	11.5	13.7	13.7	11.5				
LOS by Move:	E	E	E	D	D	D	B	B	B	B	B	B				
ApproachDel:	42.3			26.4			11.5			12.7						
Delay Adj:	1.00			1.00			1.00			1.00						
ApprAdjDel:	42.3			26.4			11.5			12.7						
LOS by Appr:	E			D			B			B						
AllWayAvgQ:	5.3	5.1	5.1	2.6	2.5	2.5	0.1	0.1	0.1	0.3	0.3	0.2				

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec):	100			Critical Vol./Cap.(X):			0.899									
Loss Time (sec):	0			Average Delay (sec/veh):			33.6									
Optimal Cycle:	0			Level Of Service:			D									
Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R				
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	0 2	0 0	0	0 1	1 0	0	0 1!	0 0	0	0 0	0 0				
Volume Module:																
Base Vol:	50	1010	0	0	800	80	120	0	80	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	50	1010	0	0	800	80	120	0	80	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	50	1010	0	0	800	80	120	0	80	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	50	1010	0	0	800	80	120	0	80	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	50	1010	0	0	800	80	120	0	80	0	0	0				
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	0.00	0.00	1.82	0.18	0.60	0.00	0.40	0.00	0.00	0.00				
Final Sat.:	515	1123	0	0	995	101	326	0	217	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.10	0.90	xxxx	xxxx	0.80	0.80	0.37	xxxx	0.37	xxxx	xxxx	xxxx				
Crit Moves:		****			****		****									
Delay/Veh:	10.3	41.7	0.0	0.0	30.4	29.3	13.3	0.0	13.3	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	10.3	41.7	0.0	0.0	30.4	29.3	13.3	0.0	13.3	0.0	0.0	0.0				
LOS by Move:	B	E	*	*	D	D	B	*	B	*	*	*				
ApproachDel:	40.2			30.3			13.3			xxxxxx						
Delay Adj:	1.00			1.00			1.00			xxxxx						
ApprAdjDel:	40.2			30.3			13.3			xxxxxx						
LOS by Appr:	E			D			B			*						
AllWayAvgQ:	0.1	5.1	0.0	0.0	3.3	3.1	0.6	0.6	0.6	0.0	0.0	0.0				

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.840
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 178 Level Of Service: D

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	110	880	280	80	610	190	160	760	120	220	870	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	880	280	80	610	190	160	760	120	220	870	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	880	280	80	610	190	160	760	120	220	870	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	880	280	80	610	190	160	760	120	220	870	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	880	280	80	610	190	160	760	120	220	870	80
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.83	0.17
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2518	232
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.20	0.06	0.22	0.14	0.12	0.28	0.09	0.16	0.35	0.35
Crit Volume:		440			80			160			475	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 8.7 Worst Case Level Of Service: F[68.8]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	0	0	1!	0	0	1	0	0	2	0	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	20	0	220	270	800	0	0	900	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	220	270	800	0	0	900	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	220	270	800	0	0	900	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	20	0	220	270	800	0	0	900	110
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1895	2295	505	1010	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	63	39	518	694	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	44	24	518	694	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.46	0.00	0.42	0.39	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	272	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	7.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	68.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			68.8			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - MD PEAK HOUR

Scenario Report

Scenario:	MD
Command:	MD
Volume:	MD
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - MD PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	in
# 28 SEPULVEDA BOULEVARD & CENTINEL	D	xxxxx	0.811	D	xxxxx	0.811	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	D	xxxxx	0.813	D	xxxxx	0.813	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	C	xxxxx	0.730	C	xxxxx	0.730	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	A	xxxxx	0.509	A	xxxxx	0.509	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	C	xxxxx	0.737	C	xxxxx	0.737	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	A	xxxxx	0.567	A	xxxxx	0.567	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	B	xxxxx	0.631	B	xxxxx	0.631	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	B	xxxxx	0.646	B	xxxxx	0.646	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.491	A	xxxxx	0.491	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	C	xxxxx	0.799	C	xxxxx	0.799	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	B	xxxxx	0.601	B	xxxxx	0.601	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.526	A	xxxxx	0.526	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.459	A	xxxxx	0.459	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	B	xxxxx	0.684	B	xxxxx	0.684	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	D	xxxxx	0.813	D	xxxxx	0.813	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	B	14.5	0.435	B	14.5	0.435	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	B	xxxxx	0.697	B	xxxxx	0.697	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	E	xxxxx	0.943	E	xxxxx	0.943	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.587	A	xxxxx	0.587	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.443	A	xxxxx	0.443	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	C	xxxxx	0.779	C	xxxxx	0.779	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	D	xxxxx	0.822	D	xxxxx	0.822	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.667	B	xxxxx	0.667	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.653	B	xxxxx	0.653	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	B	xxxxx	0.684	B	xxxxx	0.684	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx	0.483	A	xxxxx	0.483	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.530	A	xxxxx	0.530	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	A	xxxxx	0.549	A	xxxxx	0.549	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx	0.513	A	xxxxx	0.513	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	C	16.3	0.631	C	16.3	0.631	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	C	19.5	0.733	C	19.5	0.733	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	C	xxxxx	0.771	C	xxxxx	0.771	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F	382.0	1.043	F	382.0	1.043	+ 0.000 D/V

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.811
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 151 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:												
Base Vol:	480	1190	240	130	890	180	190	520	420	280	400	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	1190	240	130	890	180	190	520	420	280	400	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	1190	240	130	890	180	190	520	420	280	400	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	1190	240	130	890	180	190	520	420	280	400	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	528	1190	240	143	890	180	190	520	462	308	400	330
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.10	0.90
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	1507	1243
Capacity Analysis Module:												
Vol/Sat:	0.19	0.29	0.17	0.05	0.22	0.13	0.14	0.13	0.17	0.11	0.27	0.27
Crit Volume:	264				297		190					365
Crit Moves:	****				****		****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 75 Critical Vol./Cap.(X): 0.813
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: D

Street Name:	CENTINELA AVENUE									WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:															
Base Vol:	170	820	90	210	800	90	130	560	200	110	680	170			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	170	820	90	210	800	90	130	560	200	110	680	170			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	170	820	90	210	800	90	130	560	200	110	680	170			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	170	820	90	210	800	90	130	560	200	110	680	170			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	170	820	90	210	800	90	130	560	200	110	680	170			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.80	0.20	1.00	1.80	0.20	1.00	1.47	0.53	1.00	1.60	0.40			
Final Sat.:	1500	2703	297	1500	2697	303	1500	2211	789	1500	2400	600			
Capacity Analysis Module:															
Vol/Sat:	0.11	0.30	0.30	0.14	0.30	0.30	0.09	0.25	0.25	0.07	0.28	0.28			
Crit Volume:		455			210			130			425				
Crit Moves:		****			****			****			****				

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Street Name:	CENTINELA AVENUE									WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:															
Base Vol:	100	920	110	80	870	240	240	520	80	110	520	70			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	100	920	110	80	870	240	240	520	80	110	520	70			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	100	920	110	80	870	240	240	520	80	110	520	70			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	100	920	110	80	870	240	240	520	80	110	520	70			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	100	920	110	80	870	240	240	520	80	110	520	70			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.79	0.21	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	1500	2680	320	1500	3000	1500	1500	3000	1500	1500	3000	1500			
Capacity Analysis Module:															
Vol/Sat:	0.07	0.34	0.34	0.05	0.29	0.16	0.16	0.17	0.05	0.07	0.17	0.05			
Crit Volume:		515			80			240			260				
Crit Moves:		****			****			****			****				

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: A

Street Name:	DUQUESNE AVENUE									CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:															
Base Vol:	70	210	160	40	210	100	70	620	80	110	660	30			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	70	210	160	40	210	100	70	620	80	110	660	30			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	70	210	160	40	210	100	70	620	80	110	660	30			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	70	210	160	40	210	100	70	620	80	110	660	30			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	70	210	160	40	210	100	70	620	80	110	660	30			
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09			
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2630	120			
Capacity Analysis Module:															
Vol/Sat:	0.05	0.15	0.12	0.03	0.15	0.07	0.05	0.23	0.06	0.08	0.25	0.25			
Crit Volume:	70				210			310		110					
Crit Moves:	****				****			****		****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 108 Level Of Service: C

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1 1	0	2	0 2	0 1	1	0 2	0 1	1	0 1 1 0
Volume Module:												
Base Vol:	140	680	150	170	740	150	150	550	80	160	580	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	680	150	170	740	150	150	550	80	160	580	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	680	150	170	740	150	150	550	80	160	580	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	680	150	170	740	150	150	550	80	160	580	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	680	150	187	740	150	150	550	80	160	580	130
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.64	0.36	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.63	0.37
Final Sat.:	2750	2253	497	2750	2750	1375	1375	2750	1375	1375	2246	504
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.30	0.07	0.27	0.11	0.11	0.20	0.06	0.12	0.26	0.26
Crit Volume:			415		94		150				355	
Crit Moves:			****		****		****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.567
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1	1 0	1	0 2	1 0	1	0 1 1 0
Volume Module:												
Base Vol:	50	220	140	140	460	150	80	580	70	190	590	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	220	140	140	460	150	80	580	70	190	590	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	220	140	140	460	150	80	580	70	190	590	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	220	140	140	460	150	80	580	70	190	590	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	220	140	140	460	150	80	580	70	190	590	100
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.22	0.78	1.00	1.51	0.49	1.00	2.68	0.32	1.00	1.71	0.29
Final Sat.:	1375	1681	1069	1375	2074	676	1375	3681	444	1375	2351	399
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.13	0.10	0.22	0.22	0.06	0.16	0.16	0.14	0.25	0.25
Crit Volume:	50				305		80				345	
Crit Moves:	****				****		****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.631
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 0 1	1	0	2 0 1	2	0	1 1 0	2	0	2 1 0
Volume Module:												
Base Vol:	170	760	120	30	610	150	190	620	140	140	580	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	760	120	30	610	150	190	620	140	140	580	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	760	120	30	610	150	190	620	140	140	580	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	760	120	30	610	150	190	620	140	140	580	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	187	760	120	30	610	150	209	620	140	154	580	70
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.63	0.37	2.00	2.68	0.32
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2243	507	2750	3681	444
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.09	0.02	0.22	0.11	0.08	0.28	0.28	0.06	0.16	0.16
Crit Volume:		380			30			380		77		
Crit Moves:		****			****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.646
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: B

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0 1	1	0	0 1 0	1	0	1 1 0	1	0	2 0 1
Volume Module:												
Base Vol:	10	20	20	210	40	250	300	750	20	30	640	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	20	20	210	40	250	300	750	20	30	640	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	20	20	210	40	250	300	750	20	30	640	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	20	210	40	250	300	750	20	30	640	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	20	20	210	40	250	300	750	20	30	640	160
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.14	0.86	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	197	1228	1425	2776	74	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.15	0.20	0.20	0.21	0.27	0.27	0.02	0.22	0.11
Crit Volume:	10				290		300				320	
Crit Moves:	****				****		****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec):	125	Critical Vol./Cap.(X):	0.616
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	B

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	2	0	1
Volume Module:															
Base Vol:	60	450	250	80	430	390	450	690	50	300	590	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	450	250	80	430	390	450	690	50	300	590	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	450	250	80	430	390	450	690	50	300	590	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	450	250	80	430	390	450	690	50	300	590	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	60	450	250	80	430	390	495	690	50	330	590	130
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.86	0.14	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2564	186	2750	2750	1375
Capacity Analysis Module:															
Vol/Sat:	0.04	0.16	0.18	0.06	0.16	0.28	0.18	0.27	0.27	0.12	0.21	0.09
Crit Volume:		225			80			248			295	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec):	90	Critical Vol./Cap.(X):	0.491
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!	0	0
Volume Module:															
Base Vol:	0	950	1210	0	860	20	0	0	0	1010	10	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	950	1210	0	860	20	0	0	0	1010	10	30
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	950	0	0	860	20	0	0	0	1010	10	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	950	0	0	860	20	0	0	0	1010	10	30
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	950	0	0	860	20	0	0	0	1111	10	30
Saturation Flow Module:															
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.93	0.07	0.00	0.00	0.00	2.89	0.03	0.08
Final Sat.:	0	4275	1425	0	4178	97	0	0	0	4126	37	111
Capacity Analysis Module:															
Vol/Sat:	0.00	0.22	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.27	0.27	0.27
Crit Volume:		317			0				0		384	
Crit Moves:		****			****						****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec):	135	Critical Vol./Cap.(X):	0.799
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	141	Level Of Service:	C

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	0	2	1	0	2	0	2	1	0
Volume Module:															
Base Vol:	80	1560	150	130	1120	500	380	180	40	210	280	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1560	150	130	1120	500	380	180	40	210	280	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1560	150	130	1120	500	380	180	40	210	280	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1560	150	130	1120	500	380	180	40	210	280	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	80	1560	150	130	1120	550	418	180	40	231	280	190
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.74	0.26	1.00	2.00	2.00	2.00	1.64	0.36	2.00	2.00	1.00
Final Sat.:	1375	3763	362	1375	2750	2750	2750	2250	500	2750	2750	1375
Capacity Analysis Module:															
Vol/Sat:	0.06	0.41	0.41	0.09	0.41	0.20	0.15	0.08	0.08	0.08	0.10	0.14
Crit Volume:		570			130			209				190
Crit Moves:		****			****			****				****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec):	130	Critical Vol./Cap.(X):	0.601
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	B

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1	0	1	0	1	0	1	1	0	3	0	1	1	0	2	1	0
Volume Module:															
Base Vol:	690	60	40	10	20	70	130	790	320	60	710	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	690	60	40	10	20	70	130	790	320	60	710	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	690	60	40	10	20	70	130	790	320	60	710	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	690	60	40	10	20	70	130	790	320	60	710	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	759	60	40	10	20	70	130	790	320	60	710	30
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.60	0.40	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.88	0.12
Final Sat.:	2750	825	550	1375	1375	1375	1375	4125	1375	1375	3958	167
Capacity Analysis Module:															
Vol/Sat:	0.28	0.07	0.07	0.01	0.01	0.05	0.09	0.19	0.23	0.04	0.18	0.18
Crit Volume:	380					70	130				247	
Crit Moves:	****					****	****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.526
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0 0	0 0	2	0	2 0	0	0 2	1 1
Volume Module:												
Base Vol:	90	0	180	0	0	0	310	1110	0	0	1180	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	0	180	0	0	0	310	1110	0	0	1180	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	0	180	0	0	0	310	1110	0	0	1180	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	0	180	0	0	0	310	1110	0	0	1180	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	99	0	180	0	0	0	341	1110	0	0	1180	418
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.95	1.05
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4209	1491
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.13	0.00	0.00	0.00	0.12	0.39	0.00	0.00	0.28	0.28
Crit Volume:			180			0		171			400	
Crit Moves:			****					****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.459
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0	1	0	4	0	1	2 0	2	0
Volume Module:												
Base Vol:	0	0	0	390	0	220	0	910	170	370	830	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	390	0	220	0	910	170	370	830	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	390	0	220	0	910	170	370	830	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	390	0	220	0	910	170	370	830	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	429	0	242	0	910	170	407	830	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.92	xxxx	1.08	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2733	0	1542	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.00	0.16	0.12	0.14	0.29	0.00
Crit Volume:			0			224			228		204	
Crit Moves:						****			****		****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.684
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: B

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1 0	1 0	0	0	1! 0	0	1 0	0 1
Volume Module:												
Base Vol:	20	320	90	480	230	30	30	20	10	220	30	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	320	90	480	230	30	30	20	10	220	30	480
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	320	90	480	230	30	30	20	10	220	30	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	320	90	480	230	30	30	20	10	220	30	480
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	320	90	480	230	30	30	20	10	220	30	480
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	1.49	0.42	1.00	0.92	0.08	0.50	0.33	0.17	0.88	0.12	1.00
Final Sat.:	133	2121	597	1425	1309	116	713	475	238	1254	171	1425
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.34	0.18	0.26	0.04	0.04	0.04	0.18	0.18	0.34
Crit Volume:		215			480			30			250	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.813
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 122 Level Of Service: D

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0	1	1 0	2 0	1	2	0 3	0	1 2	0 3	0	1
Volume Module:												
Base Vol:	150	750	220	140	640	140	260	1280	130	320	1360	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	750	220	140	640	140	260	1280	130	320	1360	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	750	220	140	640	140	260	1280	130	320	1360	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	750	220	140	640	140	260	1280	130	320	1360	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	150	750	220	140	640	140	286	1280	130	352	1360	140
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.27	0.16	0.10	0.23	0.10	0.10	0.31	0.09	0.13	0.33	0.10
Crit Volume:		375			140			427		176		
Crit Moves:		****			****			****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: B[14.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1	0	0	0	0	0	2	0	1	1	0	2	0
Volume Module:																
Base Vol:	0	0	290		0	0	0		0	670	120		310	710	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	290		0	0	0		0	670	120		310	710	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	290		0	0	0		0	670	120		310	710	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	290		0	0	0		0	670	120		310	710	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	335		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		790	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	667		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		839	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	667		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		839	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	0.43		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.37	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	2.2		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1.7	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	14.5		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		11.8	xxxx	xxxxx	
LOS by Move:	*	*	B		*	*	*		*	*	*		B	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:		14.5				xxxxxx				xxxxxx				xxxxxx		
ApproachLOS:		B				*				*				*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD								SAWTELLE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	2	0	1	
Volume Module:																
Base Vol:	150	1880	70		120	1540	90		130	130	100		110	190	150	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	150	1880	70		120	1540	90		130	130	100		110	190	150	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	150	1880	70		120	1540	90		130	130	100		110	190	150	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	150	1880	70		120	1540	90		130	130	100		110	190	150	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	150	1880	70		120	1540	90		130	130	100		110	190	150	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.86	0.14		1.00	2.83	0.17		1.00	2.00	1.00		1.00	1.12	0.88	
Final Sat.:	1425	5495	205		1425	4039	236		1425	2850	1425		1425	1593	1257	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.34	0.34		0.08	0.38	0.38		0.09	0.05	0.07		0.08	0.12	0.12	
Crit Volume:	150						543		130						170	
Crit Moves:	****						****		****						****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.943
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD								VENICE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Prot+Permit				Prot+Permit				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1	0	1	0	1	1	0	2	1	0	3	0	1
Volume Module:																
Base Vol:	270	300	210		120	340	80		100	1310	120		340	1270	100	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	270	300	210		120	340	80		100	1310	120		340	1270	100	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	270	300	210		120	340	80		100	1310	120		340	1270	100	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	270	300	210		120	340	80		100	1310	120		340	1270	100	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	270	300	210		120	340	80		100	1310	120		340	1270	100	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.18	0.82		1.00	1.62	0.38		1.00	2.75	0.25		1.00	3.00	1.00	
Final Sat.:	1375	1618	1132		1375	2226	524		1375	3779	346		1375	4125	1375	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.19	0.19		0.09	0.15	0.15		0.07	0.35	0.35		0.25	0.31	0.07	
Crit Volume:	270						210			477			340			
Crit Moves:	****						****			****			****			

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD								WASHINGTON BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	1	0	1	0	0	1	0	1	0	1	0	1	0	1	0
Volume Module:																
Base Vol:	180	240	110		30	170	100		80	730	120		110	690	40	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	180	240	110		30	170	100		80	730	120		110	690	40	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	180	240	110		30	170	100		80	730	120		110	690	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	180	240	110		30	170	100		80	730	120		110	690	40	
PCE Adj:	1.00	1.00	1.00		2.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	180	240	110		60	170	100		80	730	120		110	690	40	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.68	0.91	0.41		0.22	1.17	0.61		1.00	1.72	0.28		1.00	1.89	0.11	
Final Sat.:	1019	1358	623		333	1758	909		1500	2576	424		1500	2836	164	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.18	0.18		0.09	0.10	0.11		0.05	0.28	0.28		0.07	0.24	0.24	
Crit Volume:	180						165				425		110			
Crit Moves:	****						****				****		****			

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.443
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	1	0	0
Volume Module:												
Base Vol:	30	240	50	120	180	190	100	580	90	20	540	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	240	50	120	180	190	100	580	90	20	540	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	240	50	120	180	190	100	580	90	20	540	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	240	50	120	180	190	100	580	90	20	540	120
PCE Adj:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	240	50	120	180	190	100	580	90	20	540	120
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	1.51	0.28	0.49	0.73	0.78	1.00	1.73	0.27	1.00	2.00	1.00
Final Sat.:	310	2261	429	735	1102	1163	1500	2597	403	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.12	0.16	0.16	0.16	0.07	0.22	0.22	0.01	0.18	0.08
Crit Volume:			175	120			100				270	
Crit Moves:			****	****			****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.779
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 129 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	2	0	2	1	0	2	0
Volume Module:												
Base Vol:	350	1400	150	390	840	50	50	280	90	210	360	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	1400	150	390	840	50	50	280	90	210	360	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	350	1400	150	390	840	50	50	280	90	210	360	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	1400	150	390	840	50	50	280	90	210	360	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	385	1400	150	429	840	50	50	280	90	231	360	290
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.71	0.29	2.00	2.83	0.17	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3726	399	2750	3893	232	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.14	0.38	0.38	0.16	0.22	0.22	0.04	0.10	0.07	0.08	0.13	0.21
Crit Volume:		517		215			50				290	
Crit Moves:		****		****			****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.822
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 128 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	0	1
Volume Module:												
Base Vol:	270	900	370	90	500	130	190	1140	430	160	1300	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	900	370	90	500	130	190	1140	430	160	1300	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	900	370	90	500	130	190	1140	430	160	1300	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	900	370	90	500	130	190	1140	430	160	1300	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	900	370	90	500	130	190	1140	430	160	1300	70
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.80	0.20
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5219	281
Capacity Analysis Module:												
Vol/Sat:	0.20	0.33	0.27	0.07	0.18	0.09	0.14	0.28	0.31	0.12	0.25	0.25
Crit Volume:		450			90				430	160		
Crit Moves:		****			****				****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	120	730	90	50	640	160	170	510	130	100	540	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	730	90	50	640	160	170	510	130	100	540	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	730	90	50	640	160	170	510	130	100	540	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	730	90	50	640	160	170	510	130	100	540	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	730	90	50	640	160	170	510	130	100	540	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	1.60	0.40	1.00	1.59	0.41	1.00	1.74	0.26
Final Sat.:	1500	2671	329	1500	2400	600	1500	2391	609	1500	2613	387
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.27	0.03	0.27	0.27	0.11	0.21	0.21	0.07	0.21	0.21
Crit Volume:	120				400		170				310	
Crit Moves:	****				****		****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	1	0	1	0	1	1	0	2	0	1
Volume Module:														
Base Vol:	110	830	50	50	660	80	240	380	110	20	520	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	830	50	50	660	80	240	380	110	20	520	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	830	50	50	660	80	240	380	110	20	520	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	830	50	50	660	80	240	380	110	20	520	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	830	50	50	660	80	240	380	110	20	520	80
Saturation Flow Module:														
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2830	170	1500	2676	324	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:														
Vol/Sat:	0.07	0.29	0.29	0.03	0.25	0.25	0.16	0.13	0.07	0.01	0.17	0.05
Crit Volume:	110					370	240				260	
Crit Moves:	****					****	****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.684
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: B

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1	0	1!	0	0	0	0	1!	0	0
Volume Module:														
Base Vol:	270	860	0	0	730	370	490	0	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	860	0	0	730	370	490	0	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	860	0	0	730	370	490	0	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	860	0	0	730	370	490	0	130	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	860	0	0	730	370	539	0	130	0	0	0
Saturation Flow Module:														
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.61	0.00	0.39	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2296	0	554	0	1425	0
Capacity Analysis Module:														
Vol/Sat:	0.19	0.30	0.00	0.00	0.26	0.26	0.23	0.00	0.23	0.00	0.00	0.00
Crit Volume:	270					370	335				0	
Crit Moves:	****					****	****					

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.483
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0	2	1	0	0	1	0	1	0	3	0	1	3	0	2	0	1
Volume Module:														
Base Vol:	230	0	790	0	0	0	0	760	170	670	910	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	0	790	0	0	0	0	760	170	670	910	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	230	0	790	0	0	0	0	760	0	670	910	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	0	790	0	0	0	0	760	0	670	910	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	253	0	869	0	0	0	0	760	0	737	910	0
Saturation Flow Module:														
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:														
Vol/Sat:	0.09	0.00	0.30	0.00	0.00	0.00	0.00	0.18	0.00	0.17	0.32	0.00
Crit Volume:			435			0			253		0	
Crit Moves:			****						****		****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.530
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	0	1!	0	0	0	0	1!	0	0
Volume Module:														
Base Vol:	80	1010	60	30	790	80	20	60	60	70	100	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1010	60	30	790	80	20	60	60	70	100	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1010	60	30	790	80	20	60	60	70	100	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1010	60	30	790	80	20	60	60	70	100	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1010	60	30	790	80	20	60	60	70	100	40
Saturation Flow Module:														
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.82	0.18	0.14	0.43	0.43	0.33	0.48	0.19
Final Sat.:	1500	2832	168	1500	2724	276	214	643	643	500	714	286
Capacity Analysis Module:														
Vol/Sat:	0.05	0.36	0.36	0.02	0.29	0.29	0.09	0.09	0.09	0.14	0.14	0.14
Crit Volume:		535			30			20			210	
Crit Moves:		****			****			****			****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.549
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	0	0 1	1	2	0 3	0 1	2	0 2 1 0
Volume Module:												
Base Vol:	40	20	290	60	20	60	60	1230	60	260	1340	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	20	290	60	20	60	60	1230	60	260	1340	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	20	290	60	20	60	60	1230	60	260	1340	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	20	290	60	20	60	60	1230	60	260	1340	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	20	319	60	20	66	66	1230	60	286	1340	30
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.12	1.88	1.00	0.47	1.53	2.00	3.00	1.00	2.00	2.93	0.07
Final Sat.:	1425	168	2682	1425	663	2187	2850	4275	1425	2850	4181	94
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.04	0.03	0.03	0.02	0.29	0.04	0.10	0.32	0.32
Crit Volume:		170			60			410		143		
Crit Moves:		****			****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.513
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0 1	0	1	0 1	1	0	1 0
Volume Module:												
Base Vol:	100	170	40	40	190	70	80	550	100	50	600	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	170	40	40	190	70	80	550	100	50	600	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	170	40	40	190	70	80	550	100	50	600	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	170	40	40	190	70	80	550	100	50	600	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	170	40	40	190	70	80	550	100	50	600	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.81	0.19	1.00	0.73	0.27	1.00	1.69	0.31	1.00	1.82	0.18
Final Sat.:	1500	1214	286	1500	1096	404	1500	2538	462	1500	2727	273
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.03	0.17	0.17	0.05	0.22	0.22	0.03	0.22	0.22
Crit Volume:	100					260	80					330
Crit Moves:	****					****	****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.631
Loss Time (sec): 0 Average Delay (sec/veh): 16.3
Optimal Cycle: 0 Level Of Service: C

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0 1	0	0	0 1	0	0	1! 0	0	1	0 0 1
Volume Module:												
Base Vol:	10	640	60	30	730	10	10	10	10	50	10	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	640	60	30	730	10	10	10	10	50	10	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	640	60	30	730	10	10	10	10	50	10	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	640	60	30	730	10	10	10	10	50	10	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	640	60	30	730	10	10	10	10	50	10	30
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	1.80	0.17	0.08	1.90	0.02	0.34	0.33	0.33	0.83	0.17	1.00
Final Sat.:	17	1099	104	48	1163	16	155	155	155	352	70	485
Capacity Analysis Module:												
Vol/Sat:	0.59	0.58	0.58	0.63	0.63	0.62	0.06	0.06	0.06	0.14	0.14	0.06
Crit Moves:	****			****				****			****	
Delay/Veh:	16.3	16.0	15.7	17.6	17.4	17.3	10.8	10.8	10.8	11.8	11.8	9.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.3	16.0	15.7	17.6	17.4	17.3	10.8	10.8	10.8	11.8	11.8	9.9
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	A
ApproachDel:		16.0			17.4			10.8			11.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.0			17.4			10.8			11.1	
LOS by Appr:		C			C			B			B	
AllWayAvgQ:	1.3	1.2	1.2	1.5	1.5	1.5	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.733
Loss Time (sec): 0 Average Delay (sec/veh): 19.5
Optimal Cycle: 0 Level Of Service: C

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 0	0	0	1 1 0	0	0	1! 0 0	0	0	0 0 0
Volume Module:												
Base Vol:	100	650	0	0	720	120	120	0	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	650	0	0	720	120	120	0	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	650	0	0	720	120	120	0	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	650	0	0	720	120	120	0	130	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	650	0	0	720	120	120	0	130	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.71	0.29	0.48	0.00	0.52	0.00	0.00	0.00
Final Sat.:	511	1109	0	0	982	167	268	0	290	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.59	xxxx	xxxx	0.73	0.72	0.45	xxxx	0.45	xxxx	xxxx	xxxx
Crit Moves:		****			****				****			
Delay/Veh:	11.2	17.5	0.0	0.0	23.8	22.6	14.1	0.0	14.1	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.2	17.5	0.0	0.0	23.8	22.6	14.1	0.0	14.1	0.0	0.0	0.0
LOS by Move:	B	C	*	*	C	C	B	*	B	*	*	*
ApproachDel:	16.7			23.6			14.1			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	16.7			23.6			14.1			xxxxxx		
LOS by Appr:	C			C			B			*		
AllWayAvgQ:	0.2	1.3	0.0	0.0	2.5	2.2	0.7	0.7	0.7	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.771
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 124 Level Of Service: C

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	180	690	220	90	740	220	170	640	120	100	650	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	690	220	90	740	220	170	640	120	100	650	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	690	220	90	740	220	170	640	120	100	650	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	690	220	90	740	220	170	640	120	100	650	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	690	220	90	740	220	170	640	120	100	650	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2629	121
Capacity Analysis Module:												
Vol/Sat:	0.13	0.25	0.16	0.07	0.27	0.16	0.12	0.23	0.09	0.07	0.25	0.25
Crit Volume:	180				370		170				340	
Crit Moves:	****				****		****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 39.5 Worst Case Level Of Service: F[382.0]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0 0 0	0	0	1! 0 0	1	0	2 0 0	0	0	1 1 0
Volume Module:												
Base Vol:	0	0	0	20	0	270	270	1070	0	0	1220	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	270	270	1070	0	0	1220	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	270	270	1070	0	0	1220	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	20	0	270	270	1070	0	0	1220	80
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2335	2870	650	1300	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	32	17	417	540	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	19	8	417	540	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.04	0.00	0.65	0.50	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	18.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	171	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	20.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	382	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			382.0			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - PM PEAK HOUR

Scenario Report

Scenario:	PM
Command:	PM
Volume:	PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - PM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	F	xxxxx	1.010	F	xxxxx	1.010	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	F	xxxxx	1.083	F	xxxxx	1.083	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	E	xxxxx	0.953	E	xxxxx	0.953	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	C	xxxxx	0.738	C	xxxxx	0.738	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	F	xxxxx	1.009	F	xxxxx	1.009	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	E	xxxxx	0.959	E	xxxxx	0.959	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	D	xxxxx	0.806	D	xxxxx	0.806	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	D	xxxxx	0.842	D	xxxxx	0.842	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	D	xxxxx	0.859	D	xxxxx	0.859	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	F	xxxxx	1.089	F	xxxxx	1.089	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.578	A	xxxxx	0.578	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	D	xxxxx	0.886	D	xxxxx	0.886	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.549	A	xxxxx	0.549	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	F	xxxxx	1.151	F	xxxxx	1.151	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	F	xxxxx	1.091	F	xxxxx	1.091	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	C	16.8	0.517	C	16.8	0.517	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	D	xxxxx	0.826	D	xxxxx	0.826	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	F	xxxxx	1.056	F	xxxxx	1.056	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	D	xxxxx	0.867	D	xxxxx	0.867	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	C	xxxxx	0.737	C	xxxxx	0.737	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	E	xxxxx	0.971	E	xxxxx	0.971	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	F	xxxxx	1.142	F	xxxxx	1.142	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	C	xxxxx	0.797	C	xxxxx	0.797	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	C	xxxxx	0.780	C	xxxxx	0.780	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	D	xxxxx	0.882	D	xxxxx	0.882	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	C	xxxxx	0.758	C	xxxxx	0.758	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	B	xxxxx	0.693	B	xxxxx	0.693	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	D	xxxxx	0.888	D	xxxxx	0.888	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	B	xxxxx	0.657	B	xxxxx	0.657	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	F	51.3	0.976	F	51.3	0.976	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	F	52.8	1.039	F	52.8	1.039	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	F	xxxxx	1.073	F	xxxxx	1.073	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F	OVRFL	3.289	F	OVRFL	3.289	+ 0.000 D/V

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec):	130	Critical Vol./Cap.(X):	1.010	
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	180	Level Of Service:	F	

Street Name:	SEPULVEDA BOULEVARD				CENTINELLA AVENUE			
Approach:	North Bound				South Bound			
Movement:	L	T	R		L	T	R	
Control:	Protected				Protected			
Rights:	Include				Include			
Min. Green:	0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0	1	2	0	3
Volume Module:								
Base Vol:	600	1440	280		170	1540	180	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	600	1440	280		170	1540	180	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	600	1440	280		170	1540	180	
Reduct Vol:	0	0	0		0	0	0	
Reduced Vol:	600	1440	280		170	1540	180	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.10	1.00	1.00		1.10	1.00	1.00	
FinalVolume:	660	1440	280		187	1540	180	
Saturation Flow Module:								
Sat/Lane:	1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	2750	4125	1375		2750	4125	1375	
Capacity Analysis Module:								
Vol/Sat:	0.24	0.35	0.20		0.07	0.37	0.13	
Crit Volume:	330					513		
Crit Moves:	****					****		

Street Name:	CENTINELA AVENUE				WASHINGTON BOULEVARD			
Approach:	North Bound				South Bound			
Movement:	L	T	R		L	T	R	
Control:	Permitted				Permitted			
Rights:	Include				Include			
Min. Green:	0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1	0	1	0	1
Volume Module:								
Base Vol:	260	1320	90		130	1450	90	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	260	1320	90		130	1450	90	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	260	1320	90		130	1450	90	
Reduct Vol:	0	0	0		0	0	0	
Reduced Vol:	260	1320	90		130	1450	90	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	260	1320	90		130	1450	90	
Saturation Flow Module:								
Sat/Lane:	1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.87	0.13		1.00	1.88	0.12	
Final Sat.:	1500	2809	191		1500	2825	175	
Capacity Analysis Module:								
Vol/Sat:	0.17	0.47	0.47		0.09	0.51	0.51	
Crit Volume:	260					770		
Crit Moves:	****					****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	75	Critical Vol./Cap.(X):	1.083	
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	180	Level Of Service:	F	

Street Name:	CENTINELA AVENUE				WASHINGTON BOULEVARD			
Approach:	North Bound				South Bound			
Movement:	L	T	R		L	T	R	
Control:	Permitted				Permitted			
Rights:	Include				Include			
Min. Green:	0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1	0	1	0	1
Volume Module:								
Base Vol:	260	1320	90		130	1450	90	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	260	1320	90		130	1450	90	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	260	1320	90		130	1450	90	
Reduct Vol:	0	0	0		0	0	0	
Reduced Vol:	260	1320	90		130	1450	90	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	260	1320	90		130	1450	90	
Saturation Flow Module:								
Sat/Lane:	1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.87	0.13		1.00	1.88	0.12	
Final Sat.:	1500	2809	191		1500	2825	175	
Capacity Analysis Module:								
Vol/Sat:	0.17	0.47	0.47		0.09	0.51	0.51	
Crit Volume:	260					770		
Crit Moves:	****					****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.953
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	90	1400	170	80	1460	180	170	810	110	160	670	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1400	170	80	1460	180	170	810	110	160	670	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1400	170	80	1460	180	170	810	110	160	670	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1400	170	80	1460	180	170	810	110	160	670	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1400	170	80	1460	180	170	810	110	160	670	90
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2675	325	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.52	0.52	0.05	0.49	0.12	0.11	0.27	0.07	0.11	0.22	0.06
Crit Volume:			785	80				405		160		
Crit Moves:			****	****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 108 Level Of Service: C

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	110	260	170	100	300	190	120	1010	100	100	810	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	260	170	100	300	190	120	1010	100	100	810	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	260	170	100	300	190	120	1010	100	100	810	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	260	170	100	300	190	120	1010	100	100	810	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	260	170	100	300	190	120	1010	100	100	810	30
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.93	0.07
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2652	98
Capacity Analysis Module:																				
Vol/Sat:	0.08	0.19	0.12	0.07	0.22	0.14	0.09	0.37	0.07	0.07	0.31	0.31
Crit Volume:	110				300			505		100		
Crit Moves:	****				****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.009
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	2	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	150	840	200	150	1030	340	260	880	130	210	920	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	840	200	150	1030	340	260	880	130	210	920	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	840	200	150	1030	340	260	880	130	210	920	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	840	200	150	1030	340	260	880	130	210	920	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	840	200	165	1030	340	260	880	130	210	920	130
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.62	0.38	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	2750	2221	529	2750	2750	1375	1375	2750	1375	1375	2410	340
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.38	0.38	0.06	0.37	0.25	0.19	0.32	0.09	0.15	0.38	0.38
Crit Volume:			520	83			260					525
Crit Moves:			****	****			****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.959
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	80	400	100	120	790	280	160	890	80	380	900	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	400	100	120	790	280	160	890	80	380	900	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	400	100	120	790	280	160	890	80	380	900	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	400	100	120	790	280	160	890	80	380	900	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	400	100	120	790	280	160	890	80	380	900	190
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.60	0.40	1.00	1.48	0.52	1.00	2.75	0.25	1.00	1.65	0.35
Final Sat.:	1375	2200	550	1375	2030	720	1375	3785	340	1375	2271	479
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.18	0.18	0.09	0.39	0.39	0.12	0.24	0.24	0.28	0.40	0.40
Crit Volume:	80				535				323	380		
Crit Moves:	****				****				****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.806
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 146 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:																				
Base Vol:	140	930	150	80	870	250	320	650	120	140	1110	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	930	150	80	870	250	320	650	120	140	1110	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	930	150	80	870	250	320	650	120	140	1110	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	930	150	80	870	250	320	650	120	140	1110	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	154	930	150	80	870	250	352	650	120	154	1110	50
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.69	0.31	2.00	2.87	0.13
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2321	429	2750	3947	178
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.34	0.11	0.06	0.32	0.18	0.13	0.28	0.28	0.06	0.28	0.28
Crit Volume:		465			80			176				387
Crit Moves:		****			****			****				****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.842
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:																				
Base Vol:	20	30	20	350	20	410	380	1250	20	10	740	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	30	20	350	20	410	380	1250	20	10	740	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	30	20	350	20	410	380	1250	20	10	740	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	30	20	350	20	410	380	1250	20	10	740	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	30	20	350	20	410	380	1250	20	10	740	160
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.05	0.95	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	66	1359	1425	2805	45	1425	2850	1425
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.02	0.01	0.25	0.30	0.30	0.27	0.45	0.45	0.01	0.26	0.11
Crit Volume:		20			430			380			370	
Crit Moves:	****				****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.859
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:																				
Base Vol:	60	530	470	160	670	430	530	990	50	430	530	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	530	470	160	670	430	530	990	50	430	530	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	530	470	160	670	430	530	990	50	430	530	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	530	470	160	670	430	530	990	50	430	530	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	60	530	470	160	670	430	583	990	50	473	530	100
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.90	0.10	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2618	132	2750	2750	1375
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.19	0.34	0.12	0.24	0.31	0.21	0.38	0.38	0.17	0.19	0.07
Crit Volume:		265			160			520			236	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!	0	0
Volume Module:																				
Base Vol:	0	1430	1600	0	1250	10	0	0	0	910	20	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1430	1600	0	1250	10	0	0	0	910	20	30
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1430	0	0	1250	10	0	0	0	910	20	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1430	0	0	1250	10	0	0	0	910	20	30
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1430	0	0	1250	10	0	0	0	1001	20	30
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.98	0.02	0.00	0.00	0.00	2.86	0.06	0.08
Final Sat.:	0	4275	1425	0	4241	34	0	0	0	4072	81	122
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.33	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.25	0.25	0.25
Crit Volume:		477			0					0	350	
Crit Moves:		****			****						****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 1.089
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 1 0	1	0	2 0 2	2	0	1 1 0	2	0	2 1 0
Volume Module:												
Base Vol:	60	2140	200	100	1340	600	650	560	20	280	370	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	2140	200	100	1340	600	650	560	20	280	370	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	2140	200	100	1340	600	650	560	20	280	370	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	2140	200	100	1340	600	650	560	20	280	370	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	60	2140	200	100	1340	660	715	560	20	308	370	260
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.74	0.26	1.00	2.00	2.00	2.00	1.93	0.07	2.00	2.00	1.00
Final Sat.:	1375	3772	353	1375	2750	2750	2750	2655	95	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.57	0.57	0.07	0.49	0.24	0.26	0.21	0.21	0.11	0.13	0.19
Crit Volume:			780	100			358					260
Crit Moves:			****	****			****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0 1 0	1	0	1 0 1	1	0	3 0 1	1	0	2 1 0
Volume Module:												
Base Vol:	500	170	40	20	30	70	110	1150	490	50	1010	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	170	40	20	30	70	110	1150	490	50	1010	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	500	170	40	20	30	70	110	1150	490	50	1010	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	170	40	20	30	70	110	1150	490	50	1010	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	550	170	40	20	30	70	110	1150	490	50	1010	10
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.81	0.19	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.97	0.03
Final Sat.:	2750	1113	262	1375	1375	1375	1375	4125	1375	1375	4085	40
Capacity Analysis Module:												
Vol/Sat:	0.20	0.15	0.15	0.01	0.02	0.05	0.08	0.28	0.36	0.04	0.25	0.25
Crit Volume:	275					70	110				340	
Crit Moves:	****					****	****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.886
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0 0	0	0	0 0 0	2	0	2 0 0	0	0	2 1 1
Volume Module:												
Base Vol:	290	0	630	0	0	0	260	1110	0	0	1470	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	0	630	0	0	0	260	1110	0	0	1470	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	0	630	0	0	0	260	1110	0	0	1470	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	0	630	0	0	0	260	1110	0	0	1470	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	319	0	630	0	0	0	286	1110	0	0	1470	198
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.44	0.00	0.00	0.00	0.10	0.39	0.00	0.00	0.34	0.14
Crit Volume:			630			0	143				490	
Crit Moves:			****				****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.549
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0 0	1	0	1! 0 1	0	0	4 0 1	2	0	2 0 0
Volume Module:												
Base Vol:	0	0	0	150	0	200	0	1250	300	620	1140	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	150	0	200	0	1250	300	620	1140	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	150	0	200	0	1250	300	620	1140	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	150	0	200	0	1250	300	620	1140	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	165	0	220	0	1250	300	682	1140	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.28	0.01	1.71	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1832	0	2443	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.09	0.00	0.22	0.21	0.24	0.40	0.00
Crit Volume:			0			128		313		341		
Crit Moves:						****		****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec):	75	Critical Vol./Cap.(X):	1.151
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	SAWTELLE BOULEVARD				MATTESON STREET / SB I-405 RAMPS			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R		L - T - R		L - T - R		L - T - R	
Control:	Split Phase		Split Phase		Permitted		Permitted	
Rights:	Include		Include		Include		Ovl	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Y+R:	4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0	
Lanes:	0 1 0	1 0	0 1 0	1 0	0 0 1!	0 0	0 1 0	0 1
Volume Module:								
Base Vol:	80 800 110	480	510 120	120	150 60	260	120 320	
Growth Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
Initial Bse:	80 800 110	480	510 120	120	150 60	260	120 320	
User Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
PHF Volume:	80 800 110	480	510 120	120	150 60	260	120 320	
Reduct Vol:	0 0 0	0	0 0	0	0 0 0	0	0 0	
Reduced Vol:	80 800 110	480	510 120	120	150 60	260	120 320	
PCE Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
FinalVolume:	80 800 110	480	510 120	120	150 60	260	120 320	
Saturation Flow Module:								
Sat/Lane:	1425 1425 1425	1425	1425 1425	1425	1425 1425 1425	1425	1425 1425	
Adjustment:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
Lanes:	0.16 1.62 0.22	0.86	0.92 0.22	0.36	0.46 0.18	0.68	0.32 1.00	
Final Sat.:	230 2303 317	1232	1309 308	518	648 259	975	450 1425	
Capacity Analysis Module:								
Vol/Sat:	0.35 0.35 0.35	0.39	0.39 0.39	0.23	0.23 0.23	0.27	0.27 0.22	
Crit Volume:	495		555		330	260		
Crit Moves:	****		****		****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec):	90	Critical Vol./Cap.(X):	1.091
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	OVERLAND AVENUE				VENICE BOULEVARD			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R		L - T - R		L - T - R		L - T - R	
Control:	Prot+Permit		Prot+Permit		Protected		Protected	
Rights:	Ovl		Ovl		Include		Include	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Y+R:	4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0	
Lanes:	1 0 2	0 1	1 0 2	0 1	2 0 3	0 1	2 0 3	0 1
Volume Module:								
Base Vol:	170 1160 220	210	950 150	280	1570 160	340	1460 110	
Growth Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
Initial Bse:	170 1160 220	210	950 150	280	1570 160	340	1460 110	
User Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
PHF Volume:	170 1160 220	210	950 150	280	1570 160	340	1460 110	
Reduct Vol:	0 0 0	0	0 0	0	0 0 0	0	0 0	
Reduced Vol:	170 1160 220	210	950 150	280	1570 160	340	1460 110	
PCE Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.10 1.00 1.00	1.10	1.00 1.00	
FinalVolume:	170 1160 220	210	950 150	308	1570 160	374	1460 110	
Saturation Flow Module:								
Sat/Lane:	1375 1375 1375	1375	1375 1375	1375	1375 1375 1375	1375	1375 1375	
Adjustment:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
Lanes:	1.00 2.00 1.00	1.00	2.00 1.00	2.00	3.00 1.00	2.00	3.00 1.00	
Final Sat.:	1375 2750 1375	1375	2750 1375	2750	4125 1375	2750	4125 1375	
Capacity Analysis Module:								
Vol/Sat:	0.12 0.42 0.16	0.15	0.35 0.11	0.11	0.38 0.12	0.14	0.35 0.08	
Crit Volume:	580		210		523	187		
Crit Moves:	****		****		****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: C[16.8]

Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R		L - T - R		L - T - R		L - T - R	
Control:	Stop Sign		Stop Sign		Uncontrolled		Uncontrolled	
Rights:	Include		Include		Include		Include	
Lanes:	0 0 0	0 1	0 0 0	0 0	0 0 2	0 1	1 0 2	0 0
Volume Module:								
Base Vol:	0 0 310	0	0 0	0	790 250	350	960 0	
Growth Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
Initial Bse:	0 0 310	0	0 0	0	790 250	350	960 0	
User Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
PHF Volume:	0 0 310	0	0 0	0	790 250	350	960 0	
Reduct Vol:	0 0 0	0	0 0	0	0 0 0	0	0 0	
FinalVolume:	0 0 310	0	0 0	0	790 250	350	960 0	
Critical Gap Module:								
Critical Gp:	xxxxx xxxx 6.9	xxxxx	xxxx xxxxx	xxxxx	xxxx xxxxx	4.1	xxxx xxxxx	
FollowUpTim:	xxxxx xxxx 3.3	xxxxx	xxxx xxxxx	xxxxx	xxxx xxxxx	2.2	xxxx xxxxx	
Capacity Module:								
Cnflict Vol:	xxxx xxxx 395	xxxx	xxxx xxxxx	xxxx	xxxx xxxxx	1040	xxxx xxxxx	
Potent Cap.:	xxxx xxxx 610	xxxx	xxxx xxxxx	xxxx	xxxx xxxxx	676	xxxx xxxxx	
Move Cap.:	xxxx xxxx 610	xxxx	xxxx xxxxx	xxxx	xxxx xxxxx	676	xxxx xxxxx	
Volume/Cap:	xxxx xxxx 0.51	xxxx	xxxx xxxx	xxxx	xxxx xxxx	0.52	xxxx xxxx	
Level Of Service Module:								
2Way95thQ:	xxxx xxxx 2.9	xxxx	xxxx xxxxx	xxxx	xxxx xxxxx	3.0	xxxx xxxxx	
Control Del:	xxxxx xxxx 16.8	xxxxx	xxxx xxxxx	xxxxx	xxxx xxxxx	15.9	xxxx xxxxx	
LOS by Move:	* * C	*	* *	*	* *	C	* *	
Movement:	LT - LTR - RT		LT - LTR - RT		LT - LTR - RT		LT - LTR - RT	
Shared Cap.:	xxxx xxxx xxxxx	xxxx	xxxx xxxxx	xxxx	xxxx xxxxx	xxxx	xxxx xxxxx	
SharedQueue:	xxxxx xxxx xxxxx	xxxxx	xxxx xxxxx	xxxxx	xxxx xxxxx	xxxxx	xxxx xxxxx	
Shrd ConDel:	xxxxx xxxx xxxxx	xxxxx	xxxx xxxxx	xxxxx	xxxx xxxxx	xxxxx	xxxx xxxxx	
Shared LOS:	* * *	*	* *	*	* *	*	* *	
ApproachDel:	16.8		xxxxxx		xxxxxx		xxxxxx	
ApproachLOS:	C		*		*		*	

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec):	85	Critical Vol./Cap.(X):	0.826
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	131	Level Of Service:	D

Street Name:	SEPULVEDA BOULEVARD				SAWTELLE BOULEVARD			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R		L - T - R		L - T - R		L - T - R	
Control:	Protected		Protected		Permitted		Permitted	
Rights:	Include		Include		Include		Include	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Y+R:	4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0	
Lanes:	1 0 3	1 0	1 0 2	1 0	1 0 2	0 1	1 0 1	1 0
Volume Module:								
Base Vol:	260 2800 90	140	1820 150	120	170 150	90	170 110	
Growth Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
Initial Bse:	260 2800 90	140	1820 150	120	170 150	90	170 110	
User Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
PHF Volume:	260 2800 90	140	1820 150	120	170 150	90	170 110	
Reduct Vol:	0 0 0	0	0 0	0	0 0 0	0	0 0	
Reduced Vol:	260 2800 90	140	1820 150	120	170 150	90	170 110	
PCE Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
FinalVolume:	260 2800 90	140	1820 150	120	170 150	90	170 110	
Saturation Flow Module:								
Sat/Lane:	1425 1425 1425	1425	1425 1425	1425	1425 1425 1425	1425	1425 1425	
Adjustment:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
Lanes:	1.00 3.88 0.12	1.00	2.77 0.23	1.00	2.00 1.00	1.00	1.21 0.79	
Final Sat.:	1425 5522 178	1425	3949 326	1425	2850 1425	1425	1730 1120	
Capacity Analysis Module:								
Vol/Sat:	0.18 0.51 0.51	0.10	0.46 0.46	0.08	0.06 0.11	0.06	0.10 0.10	
Crit Volume:	260		657	120		140		
Crit Moves:	****		****	****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 1.056
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1 1	0	1	0 2	1 0	1	0 3 0 1
Volume Module:												
Base Vol:	190	650	300	120	680	130	120	1730	180	220	1530	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	650	300	120	680	130	120	1730	180	220	1530	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	650	300	120	680	130	120	1730	180	220	1530	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	650	300	120	680	130	120	1730	180	220	1530	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	650	300	120	680	130	120	1730	180	220	1530	130
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.37	0.63	1.00	1.68	0.32	1.00	2.72	0.28	1.00	3.00	1.00
Final Sat.:	1375	1882	868	1375	2309	441	1375	3736	389	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.14	0.35	0.35	0.09	0.29	0.29	0.09	0.46	0.46	0.16	0.37	0.09
Crit Volume:			475	120				637		220		
Crit Moves:			****	****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.867
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 129 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	0	1	0 1	1 0	1	0 1 1 0
Volume Module:												
Base Vol:	170	610	50	30	550	100	150	860	140	100	800	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	610	50	30	550	100	150	860	140	100	800	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	610	50	30	550	100	150	860	140	100	800	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	610	50	30	550	100	150	860	140	100	800	50
PCE Adj:	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	680	610	50	120	550	100	150	860	140	100	800	50
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.93	0.07	0.10	1.64	0.26	1.00	1.72	0.28	1.00	1.88	0.12
Final Sat.:	1500	1388	112	153	2458	390	1500	2580	420	1500	2824	176
Capacity Analysis Module:												
Vol/Sat:	0.11	0.44	0.45	0.20	0.22	0.26	0.10	0.33	0.33	0.07	0.28	0.28
Crit Volume:			670	30				500		100		
Crit Moves:			****	****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	0	1	1 0	1	0	2 0 1
Volume Module:												
Base Vol:	40	670	30	90	600	220	80	810	80	30	690	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	670	30	90	600	220	80	810	80	30	690	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	670	30	90	600	220	80	810	80	30	690	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	670	30	90	600	220	80	810	80	30	690	140
PCE Adj:	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	670	30	360	600	220	80	810	80	30	690	140
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.13	1.80	0.07	0.28	1.35	0.37	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	194	2702	105	422	2019	559	1500	2730	270	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.21	0.25	0.29	0.21	0.30	0.39	0.05	0.30	0.30	0.02	0.23	0.09
Crit Volume:	40					590			445	30		
Crit Moves:	****					****			****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.971
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 1	0	2	0 2 1	0	1	0 2	0 1	2	0 2 0 1
Volume Module:												
Base Vol:	180	1910	130	390	1320	40	70	400	120	250	420	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1910	130	390	1320	40	70	400	120	250	420	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1910	130	390	1320	40	70	400	120	250	420	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1910	130	390	1320	40	70	400	120	250	420	370
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	198	1910	130	429	1320	40	70	400	120	275	420	370
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.81	0.19	2.00	2.91	0.09	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3862	263	2750	4004	121	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.07	0.49	0.49	0.16	0.33	0.33	0.05	0.15	0.09	0.10	0.15	0.27
Crit Volume:		680			215			70				370
Crit Moves:		****			****			****				****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 1.142
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	330	1680	410	100	850	80	260	1620	310	120	1430	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	1680	410	100	850	80	260	1620	310	120	1430	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	1680	410	100	850	80	260	1620	310	120	1430	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	1680	410	100	850	80	260	1620	310	120	1430	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	330	1680	410	100	850	80	260	1620	310	120	1430	50
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.36	0.64	1.00	3.86	0.14
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4617	883	1375	5314	186
Capacity Analysis Module:												
Vol/Sat:	0.24	0.61	0.30	0.07	0.31	0.06	0.19	0.35	0.35	0.09	0.27	0.27
Crit Volume:		840			100			260				370
Crit Moves:		****			****			****				****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.797
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	130	1100	90	50	830	200	130	660	180	130	560	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1100	90	50	830	200	130	660	180	130	560	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1100	90	50	830	200	130	660	180	130	560	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1100	90	50	830	200	130	660	180	130	560	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1100	90	50	830	200	130	660	180	130	560	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.85	0.15	1.00	1.61	0.39	1.00	1.57	0.43	1.00	1.75	0.25
Final Sat.:	1500	2773	227	1500	2417	583	1500	2357	643	1500	2625	375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.40	0.03	0.34	0.34	0.09	0.28	0.28	0.09	0.21	0.21
Crit Volume:	130					515			420	130		
Crit Moves:	****					****			****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.780
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	70	1160	40	40	1020	90	200	630	70	30	660	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1160	40	40	1020	90	200	630	70	30	660	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1160	40	40	1020	90	200	630	70	30	660	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1160	40	40	1020	90	200	630	70	30	660	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1160	40	40	1020	90	200	630	70	30	660	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.93	0.07	1.00	1.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2900	100	1500	2757	243	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.40	0.40	0.03	0.37	0.37	0.13	0.21	0.05	0.02	0.22	0.05
Crit Volume:		600			40			200			330	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.882
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1	0
Volume Module:												
Base Vol:	130	1330	0	0	1050	210	1030	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1330	0	0	1050	210	1030	0	50	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1330	0	0	1050	210	1030	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1330	0	0	1050	210	1030	0	50	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1330	0	0	1050	210	1133	0	50	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.92	0.00	0.08	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2730	0	120	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.47	0.00	0.00	0.37	0.15	0.42	0.00	0.42	0.00	0.00	0.00
Crit Volume:		665			0		592				0	
Crit Moves:		****			****		****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.758
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 117 Level Of Service: C

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0 2	1	0	0 1	1	0	1	0 3	0 1
Volume Module:												
Base Vol:	210	0	1370	0	0	0	0	980	240	860	1020	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	0	1370	0	0	0	0	980	240	860	1020	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	210	0	1370	0	0	0	0	980	0	860	1020	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	0	1370	0	0	0	0	980	0	860	1020	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	231	0	1507	0	0	0	0	980	0	946	1020	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.53	0.00	0.00	0.00	0.00	0.23	0.00	0.22	0.36	0.00
Crit Volume:			754			0			327			0
Crit Moves:			****						****		****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.693
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1	1	0	0	0 1!	0 0
Volume Module:												
Base Vol:	130	1260	120	50	1050	80	30	120	80	70	160	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1260	120	50	1050	80	30	120	80	70	160	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1260	120	50	1050	80	30	120	80	70	160	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1260	120	50	1050	80	30	120	80	70	160	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1260	120	50	1050	80	30	120	80	70	160	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.86	0.14	0.13	0.52	0.35	0.27	0.62	0.11
Final Sat.:	1500	2739	261	1500	2788	212	196	783	522	404	923	173
Capacity Analysis Module:												
Vol/Sat:	0.09	0.46	0.46	0.03	0.38	0.38	0.15	0.15	0.15	0.17	0.17	0.17
Crit Volume:		690			50				230	70		
Crit Moves:		****			****				****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.888
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1 1	1	0	0 1	1	2	0 3	0 1	2 0 2 1 0
Volume Module:												
Base Vol:	50	20	470	120	30	90	30	2220	60	250	1600	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	20	470	120	30	90	30	2220	60	250	1600	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	20	470	120	30	90	30	2220	60	250	1600	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	20	470	120	30	90	30	2220	60	250	1600	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	50	20	517	120	30	99	33	2220	60	275	1600	30
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	1.93	1.00	0.47	1.53	2.00	3.00	1.00	2.00	2.94	0.06
Final Sat.:	1425	106	2744	1425	663	2187	2850	4275	1425	2850	4196	79
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.08	0.05	0.05	0.01	0.52	0.04	0.10	0.38	0.38
Crit Volume:		269			120				740	138		
Crit Moves:		****			****				****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.657
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1 0	1	0	0	1	1	0	1	1 0
Volume Module:												
Base Vol:	90	270	30	30	300	80	80	710	160	80	680	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	270	30	30	300	80	80	710	160	80	680	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	270	30	30	300	80	80	710	160	80	680	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	270	30	30	300	80	80	710	160	80	680	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	270	30	30	300	80	80	710	160	80	680	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.90	0.10	1.00	0.79	0.21	1.00	1.63	0.37	1.00	1.81	0.19
Final Sat.:	1500	1350	150	1500	1184	316	1500	2448	552	1500	2720	280
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.20	0.02	0.25	0.25	0.05	0.29	0.29	0.05	0.25	0.25
Crit Volume:	90					380		435		80		
Crit Moves:	****					****		****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec):	100			Critical Vol./Cap.(X):			0.976								
Loss Time (sec):	0			Average Delay (sec/veh):			51.3								
Optimal Cycle:	0			Level Of Service:			F								
Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	1 0	1 0	0	1 0	1 0	0	0 1!	0 0	0	1 0	0 1			
Volume Module:															
Base Vol:	10	950	60	40	1000	10	10	10	10	80	10	40			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	10	950	60	40	1000	10	10	10	10	80	10	40			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	10	950	60	40	1000	10	10	10	10	80	10	40			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	10	950	60	40	1000	10	10	10	10	80	10	40			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	10	950	60	40	1000	10	10	10	10	80	10	40			
Saturation Flow Module:															
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.02	1.86	0.12	0.08	1.90	0.02	0.34	0.33	0.33	0.89	0.11	1.00			
Final Sat.:	10	1003	64	41	1028	10	149	149	149	343	43	439			
Capacity Analysis Module:															
Vol/Sat:	0.95	0.95	0.94	0.98	0.97	0.97	0.07	0.07	0.07	0.23	0.23	0.09			
Crit Moves:	****			****			****			****					
Delay/Veh:	52.8	51.3	49.7	58.1	57.1	56.2	11.6	11.6	11.6	14.5	14.5	11.5			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	52.8	51.3	49.7	58.1	57.1	56.2	11.6	11.6	11.6	14.5	14.5	11.5			
LOS by Move:	F	F	E	F	F	F	B	B	B	B	B	B			
ApproachDel:	51.3			57.2			11.6			13.6					
Delay Adj:	1.00			1.00			1.00			1.00					
ApprAdjDel:	51.3			57.2			11.6			13.6					
LOS by Appr:	F			F			B			B					
AllWayAvgQ:	6.5	6.1	6.1	7.3	7.0	7.0	0.1	0.1	0.1	0.3	0.3	0.1			

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec):	100			Critical Vol./Cap.(X):			1.039								
Loss Time (sec):	0			Average Delay (sec/veh):			52.8								
Optimal Cycle:	0			Level Of Service:			F								
Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0 2	0 0	0	0 1	1 0	0	0 1!	0 0	0	0 0	0 0			
Volume Module:															
Base Vol:	90	920	0	0	980	130	130	0	130	0	0	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	90	920	0	0	980	130	130	0	130	0	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	90	920	0	0	980	130	130	0	130	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	90	920	0	0	980	130	130	0	130	0	0	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	90	920	0	0	980	130	130	0	130	0	0	0			
Saturation Flow Module:															
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	2.00	0.00	0.00	1.77	0.23	0.50	0.00	0.50	0.00	0.00	0.00			
Final Sat.:	488	1047	0	0	944	127	274	0	274	0	0	0			
Capacity Analysis Module:															
Vol/Sat:	0.18	0.88	xxxx	xxxx	1.04	1.02	0.47	xxxx	0.47	xxxx	xxxx	xxxx			
Crit Moves:		****			****		****								
Delay/Veh:	11.7	41.2	0.0	0.0	75.0	70.5	15.3	0.0	15.3	0.0	0.0	0.0			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	11.7	41.2	0.0	0.0	75.0	70.5	15.3	0.0	15.3	0.0	0.0	0.0			
LOS by Move:	B	E	*	*	F	F	C	*	C	*	*	*			
ApproachDel:	38.6			74.5			15.3			xxxxxx					
Delay Adj:	1.00			1.00			1.00			xxxxx					
ApprAdjDel:	38.6			74.5			15.3			xxxxxx					
LOS by Appr:	E			F			C			*					
AllWayAvgQ:	0.2	4.6	0.0	0.0	10.1	9.2	0.9	0.9	0.9	0.0	0.0	0.0			

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.073
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	170	900	330	90	1090	190	190	900	150	310	750	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	900	330	90	1090	190	190	900	150	310	750	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	900	330	90	1090	190	190	900	150	310	750	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	900	330	90	1090	190	190	900	150	310	750	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	900	330	90	1090	190	190	900	150	310	750	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2644	106
Capacity Analysis Module:												
Vol/Sat:	0.12	0.33	0.24	0.07	0.40	0.14	0.14	0.33	0.11	0.23	0.28	0.28
Crit Volume:	170				545			450		310		
Crit Moves:	****				****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 132.9 Worst Case Level Of Service: F[1459.8]

Street Name:	WALGROVE AVENUE									WASHINGTON BOULEVARD								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	T	R		L	T	R		L	T	R		L	T	R			
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled					
Rights:	Include				Include				Include				Include					
Lanes:	0	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	1	0
Volume Module:																		
Base Vol:	0	0	0		30	0	260		320	1200	0		0	1340	100			
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
Initial Bse:	0	0	0		30	0	260		320	1200	0		0	1340	100			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
PHF Volume:	0	0	0		30	0	260		320	1200	0		0	1340	100			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
FinalVolume:	0	0	0		30	0	260		320	1200	0		0	1340	100			
Critical Gap Module:																		
Critical Gp:	xxxxx	xxxx	xxxxx		6.8	6.5	6.9		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	4.0	3.3		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																		
Cnflict Vol:	xxxx	xxxx	xxxxx		2630	3230	720		1440	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx		20	10	375		477	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx		9	3	375		477	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx		3.29	0.00	0.69		0.67	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		4.9	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		26.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*		*	*	*		D	*	*	*	*	*				
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	73	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	30.7	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	1460	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*		*	F	*		*	*	*		*	*	*			
ApproachDel:	xxxxxx					1459.8			xxxxxx				xxxxxx					
ApproachLOS:	*					F			*				*					

Note: Queue reported is the number of cars per lane.

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LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - AM PEAK HOUR

Scenario Report

Scenario:	AM
Command:	AM
Volume:	AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - AM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh C	Future Del/ LOS	Future V/ Veh C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	E	xxxxx 0.955	E	xxxxx 0.955	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	E	xxxxx 0.927	E	xxxxx 0.927	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	D	xxxxx 0.847	D	xxxxx 0.847	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	B	xxxxx 0.658	B	xxxxx 0.658	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	F	xxxxx 1.252	F	xxxxx 1.252	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	C	xxxxx 0.756	C	xxxxx 0.756	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	D	xxxxx 0.815	D	xxxxx 0.815	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	B	xxxxx 0.691	B	xxxxx 0.691	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	C	xxxxx 0.756	C	xxxxx 0.756	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx 0.552	A	xxxxx 0.552	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	E	xxxxx 0.904	E	xxxxx 0.904	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx 0.468	A	xxxxx 0.468	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	B	xxxxx 0.606	B	xxxxx 0.606	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx 0.457	A	xxxxx 0.457	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	E	xxxxx 0.996	E	xxxxx 0.996	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	E	xxxxx 0.985	E	xxxxx 0.985	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	C	16.8 0.508	C	16.8 0.508	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	A	xxxxx 0.595	A	xxxxx 0.595	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	F	xxxxx 1.183	F	xxxxx 1.183	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	C	xxxxx 0.733	C	xxxxx 0.733	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx 0.567	A	xxxxx 0.567	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	B	xxxxx 0.681	B	xxxxx 0.681	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	E	xxxxx 0.996	E	xxxxx 0.996	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx 0.690	B	xxxxx 0.690	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	C	xxxxx 0.730	C	xxxxx 0.730	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	E	xxxxx 0.955	E	xxxxx 0.955	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx 0.571	A	xxxxx 0.571	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx 0.583	A	xxxxx 0.583	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	C	xxxxx 0.722	C	xxxxx 0.722	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx 0.580	A	xxxxx 0.580	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	D	32.6 0.906	D	32.6 0.906	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	D	33.1 0.898	D	33.1 0.898	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	D	xxxxx 0.844	D	xxxxx 0.844	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F	69.7 0.460	F	69.7 0.460	+ 0.000 D/V

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec):	130	Critical Vol./Cap.(X):	0.955
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	SEPULVEDA BOULEVARD				CENTINELLA AVENUE			
Approach:	North Bound				South Bound			
Movement:	L	T	R		L	T	R	
Control:	Protected				Protected			
Rights:	Include				Include			
Min. Green:	0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0	1	2	0	3
Volume Module:								
Base Vol:	660	1370	240		50	930	160	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	660	1370	240		50	930	160	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	660	1370	240		50	930	160	
Reduct Vol:	0	0	0		0	0	0	
Reduced Vol:	660	1370	240		50	930	160	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.10	1.00	1.00		1.10	1.00	1.00	
FinalVolume:	726	1370	240		55	930	160	
Saturation Flow Module:								
Sat/Lane:	1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	2750	4125	1375		2750	4125	1375	
Capacity Analysis Module:								
Vol/Sat:	0.26	0.33	0.17		0.02	0.23	0.12	
Crit Volume:	363					310		
Crit Moves:	****					****		

Street Name:												
Approach:	East Bound				West Bound							
Movement:	L	T	R		L	T	R					
Control:	Protected				Protected							
Rights:	Ovl				Include							
Min. Green:	0	0	0		0	0	0					
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0					
Lanes:	1	0	3	0	2	2	0	1	1	0		
Volume Module:												
Base Vol:	140	310	420		320	760	240					
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00					
Initial Bse:	140	310	420		320	760	240					
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00					
PHF Volume:	140	310	420		320	760	240					
Reduct Vol:	0	0	0		0	0	0					
Reduced Vol:	140	310	420		320	760	240					
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00					
MLF Adj:	1.00	1.10	1.00		1.10	1.00	1.00					
FinalVolume:	140	310	462		352	760	240					
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375		1375	1375	1375					
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00					
Lanes:	1.00	3.00	1.00		2.00	3.00	1.00					
Final Sat.:	1375	4125	1375		2750	4125	1375					
Capacity Analysis Module:												
Vol/Sat:	0.10	0.08	0.17		0.13	0.36	0.36					
Crit Volume:		140				500						
Crit Moves:		****				****						

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	75	Critical Vol./Cap.(X):	0.927
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	CENTINELA AVENUE				WASHINGTON BOULEVARD			
Approach:	North Bound				South Bound			
Movement:	L	T	R		L	T	R	
Control:	Permitted				Permitted			
Rights:	Include				Include			
Min. Green:	0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1	0	1	0	1
Volume Module:								
Base Vol:	190	1370	130		150	810	30	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	190	1370	130		150	810	30	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	190	1370	130		150	810	30	
Reduct Vol:	0	0	0		0	0	0	
Reduced Vol:	190	1370	130		150	810	30	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	190	1370	130		150	810	30	
Saturation Flow Module:								
Sat/Lane:	1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.83	0.17		1.00	1.93	0.07	
Final Sat.:	1500	2740	260		1500	2893	107	
Capacity Analysis Module:								
Vol/Sat:	0.13	0.50	0.50		0.10	0.28	0.28	
Crit Volume:		750				150		
Crit Moves:		****				****		

Street Name:												
Approach:	East Bound				West Bound							
Movement:	L	T	R		L	T	R					
Control:	Permitted				Permitted							
Rights:	Include				Include							
Min. Green:	0	0	0		0	0	0					
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0					
Lanes:	1	0	1	1	0	1	0	1	1	0		
Volume Module:												
Base Vol:	70	600	220		80	480	130					
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00					
Initial Bse:	70	600	220		80	480	130					
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00					
PHF Volume:	70	600	220		80	480	130					
Reduct Vol:	0	0	0		0	0	0					
Reduced Vol:	70	600	220		80	480	130					
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00					
FinalVolume:	70	600	220		80	480	130					
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500		1500	1500	1500					
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00					
Lanes:	0.07	1.00	1.46		0.54	1.00	1.57					
Final Sat.:	107	1500	2195		805	1500	2361					
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27		0.05	0.20	0.20					
Crit Volume:		410				80						
Crit Moves:		****				****						

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.847
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 112 Level Of Service: D

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	60	1400	100	80	870	110	200	740	60	70	460	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1400	100	80	870	110	200	740	60	70	460	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1400	100	80	870	110	200	740	60	70	460	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1400	100	80	870	110	200	740	60	70	460	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1400	100	80	870	110	200	740	60	70	460	70
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2800	200	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.50	0.50	0.05	0.29	0.07	0.13	0.25	0.04	0.05	0.15	0.05
Crit Volume:		750			80			370			70	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: B

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	110	280	130	30	180	80	70	970	70	110	750	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	280	130	30	180	80	70	970	70	110	750	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	280	130	30	180	80	70	970	70	110	750	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	280	130	30	180	80	70	970	70	110	750	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	280	130	30	180	80	70	970	70	110	750	30
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2644	106
Capacity Analysis Module:																				
Vol/Sat:	0.08	0.20	0.09	0.02	0.13	0.06	0.05	0.35	0.05	0.08	0.28	0.28
Crit Volume:		280			30			485			110	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.252
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	2	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	180	1600	150	130	670	150	365	890	70	150	650	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1600	150	130	670	150	365	890	70	150	650	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1600	150	130	670	150	365	890	70	150	650	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1600	150	130	670	150	365	890	70	150	650	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	1600	150	143	670	150	365	890	70	150	650	170
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.83	0.17	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.59	0.41
Final Sat.:	2750	2514	236	2750	2750	1375	1375	2750	1375	1375	2180	570
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.64	0.64	0.05	0.24	0.11	0.27	0.32	0.05	0.11	0.30	0.30
Crit Volume:		875			72			365				410
Crit Moves:		****			****			****				****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.756
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: C

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	50	290	200	190	380	160	130	1060	80	225	620	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	290	200	190	380	160	130	1060	80	225	620	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	290	200	190	380	160	130	1060	80	225	620	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	290	200	190	380	160	130	1060	80	225	620	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	290	200	190	380	160	130	1060	80	225	620	150
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.18	0.82	1.00	1.41	0.59	1.00	2.79	0.21	1.00	1.61	0.39
Final Sat.:	1375	1628	1122	1375	1935	815	1375	3836	289	1375	2214	536
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.18	0.18	0.14	0.20	0.20	0.09	0.28	0.28	0.16	0.28	0.28
Crit Volume:		245			190				380	225		
Crit Moves:		****			****				****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.815
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 153 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:																				
Base Vol:	120	860	160	40	520	90	300	1120	70	100	760	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	860	160	40	520	90	300	1120	70	100	760	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	860	160	40	520	90	300	1120	70	100	760	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	860	160	40	520	90	300	1120	70	100	760	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	132	860	160	40	520	90	330	1120	70	110	760	60
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.88	0.12	2.00	2.78	0.22
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2588	162	2750	3823	302
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.31	0.12	0.03	0.19	0.07	0.12	0.43	0.43	0.04	0.20	0.20
Crit Volume:		430			40			595			55	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: B

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:																				
Base Vol:	10	20	10	210	20	200	360	880	10	10	790	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	20	10	210	20	200	360	880	10	10	790	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	20	10	210	20	200	360	880	10	10	790	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	10	210	20	200	360	880	10	10	790	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	20	10	210	20	200	360	880	10	10	790	270
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.09	0.91	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	130	1295	1425	2818	32	1425	2850	1425
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.01	0.01	0.15	0.15	0.15	0.25	0.31	0.31	0.01	0.28	0.19
Crit Volume:		20			210			360			395	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.756
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 116 Level Of Service: C

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	0	1
Volume Module:																				
Base Vol:	40	680	350	110	450	310	540	730	30	380	570	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	680	350	110	450	310	540	730	30	380	570	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	680	350	110	450	310	540	730	30	380	570	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	680	350	110	450	310	540	730	30	380	570	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	680	350	110	450	310	594	730	30	418	570	110
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.92	0.08	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2641	109	2750	2750	1375
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.25	0.25	0.08	0.16	0.23	0.22	0.28	0.28	0.15	0.21	0.08
Crit Volume:		340			110				380	209		
Crit Moves:		****			****				****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.552
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!	0	0
Volume Module:																				
Base Vol:	0	1250	1330	0	810	10	0	0	0	990	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1250	1330	0	810	10	0	0	0	990	10	10
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1250	0	0	810	10	0	0	0	990	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1250	0	0	810	10	0	0	0	990	10	10
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1250	0	0	810	10	0	0	0	1089	10	10
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.96	0.04	0.00	0.00	0.00	2.94	0.03	0.03
Final Sat.:	0	4275	1425	0	4223	52	0	0	0	4198	39	39
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.29	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.26	0.26	0.26
Crit Volume:		417			0				0	370		
Crit Moves:		****			****					****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.904
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 1	0	1	0 2	0 2	2	0 1	1 0	2	0 2 1 0
Volume Module:												
Base Vol:	40	1760	140	60	870	620	600	250	20	120	360	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1760	140	60	870	620	600	250	20	120	360	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1760	140	60	870	620	600	250	20	120	360	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1760	140	60	870	620	600	250	20	120	360	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	1760	140	60	870	682	660	250	20	132	360	220
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.78	0.22	1.00	2.00	2.00	2.00	1.85	0.15	2.00	2.00	1.00
Final Sat.:	1375	3821	304	1375	2750	2750	2750	2546	204	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.46	0.46	0.04	0.32	0.25	0.24	0.10	0.10	0.05	0.13	0.16
Crit Volume:		633			60		330					220
Crit Moves:		****			****		****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.468
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0 1	0	1	0 1	0 1	1	0 3	0 1	1	0 2 1 0
Volume Module:												
Base Vol:	340	30	30	20	90	50	50	800	240	20	940	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	340	30	30	20	90	50	50	800	240	20	940	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	340	30	30	20	90	50	50	800	240	20	940	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	30	30	20	90	50	50	800	240	20	940	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	374	30	30	20	90	50	50	800	240	20	940	10
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.50	0.50	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.97	0.03
Final Sat.:	2750	688	688	1375	1375	1375	1375	4125	1375	1375	4082	43
Capacity Analysis Module:												
Vol/Sat:	0.14	0.04	0.04	0.01	0.07	0.04	0.04	0.19	0.17	0.01	0.23	0.23
Crit Volume:	187				90		50					317
Crit Moves:	****				****		****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0	0 0	2	0 2	0 0	0	0 2	1 1
Volume Module:												
Base Vol:	160	0	310	0	0	0	310	820	0	0	1150	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	0	310	0	0	0	310	820	0	0	1150	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	0	310	0	0	0	310	820	0	0	1150	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	0	310	0	0	0	310	820	0	0	1150	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	176	0	310	0	0	0	341	820	0	0	1150	198
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.22	0.00	0.00	0.00	0.12	0.29	0.00	0.00	0.27	0.14
Crit Volume:			310			0	171				383	
Crit Moves:			****				****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.457
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0 1	0	0 4	0 1	2	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	130	0	400	0	970	250	330	840	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	130	0	400	0	970	250	330	840	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	130	0	400	0	970	250	330	840	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	130	0	400	0	970	250	330	840	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	143	0	440	0	970	250	363	840	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1425	0	2850	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.15	0.00	0.17	0.18	0.13	0.29	0.00
Crit Volume:			0			220			250	182		
Crit Moves:						****			****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec):	75	Critical Vol./Cap.(X):	0.996
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	SAWTELLE BOULEVARD				MATTESON STREET / SB I-405 RAMPS			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R		L - T - R		L - T - R		L - T - R	
Control:	Split Phase		Split Phase		Permitted		Permitted	
Rights:	Include		Include		Include		Ovl	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Y+R:	4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0	
Lanes:	0 1 0	1 0	0 1 0	1 0	0 0 1!	0 0	0 1 0	0 1
Volume Module:								
Base Vol:	40 540 130	580	300 90		95 140 60		190 80 280	
Growth Adj:	1.00 1.00 1.00	1.00	1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
Initial Bse:	40 540 130	580	300 90		95 140 60		190 80 280	
User Adj:	1.00 1.00 1.00	1.00	1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00	1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
PHF Volume:	40 540 130	580	300 90		95 140 60		190 80 280	
Reduct Vol:	0 0 0	0	0 0		0 0 0		0 0 0	
Reduced Vol:	40 540 130	580	300 90		95 140 60		190 80 280	
PCE Adj:	1.00 1.00 1.00	1.00	1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00	1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
FinalVolume:	40 540 130	580	300 90		95 140 60		190 80 280	
Saturation Flow Module:								
Sat/Lane:	1425 1425 1425	1425	1425 1425		1425 1425 1425		1425 1425 1425	
Adjustment:	1.00 1.00 1.00	1.00	1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
Lanes:	0.11 1.52 0.37	1.00	0.81 0.19		0.32 0.48 0.20		0.70 0.30 1.00	
Final Sat.:	161 2168 522	1425	1161 264		459 676 290		1003 422 1425	
Capacity Analysis Module:								
Vol/Sat:	0.25 0.25 0.25	0.41	0.26 0.34		0.21 0.21 0.21		0.19 0.19 0.20	
Crit Volume:	355	580			295		190	
Crit Moves:	****	****			****		****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec):	90	Critical Vol./Cap.(X):	0.985
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	OVERLAND AVENUE				VENICE BOULEVARD			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R		L - T - R		L - T - R		L - T - R	
Control:	Prot+Permit		Prot+Permit		Protected		Protected	
Rights:	Ovl		Ovl		Include		Include	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Y+R:	4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0	
Lanes:	1 0 2	0 1	1 0 2	0 1	2 0 3	0 1	2 0 3	0 1
Volume Module:								
Base Vol:	100 1000 140	160	630 120		220 1540 140		330 1470 200	
Growth Adj:	1.00 1.00 1.00	1.00	1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
Initial Bse:	100 1000 140	160	630 120		220 1540 140		330 1470 200	
User Adj:	1.00 1.00 1.00	1.00	1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00	1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
PHF Volume:	100 1000 140	160	630 120		220 1540 140		330 1470 200	
Reduct Vol:	0 0 0	0	0 0		0 0 0		0 0 0	
Reduced Vol:	100 1000 140	160	630 120		220 1540 140		330 1470 200	
PCE Adj:	1.00 1.00 1.00	1.00	1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00	1.00 1.00		1.10 1.00 1.00		1.10 1.00 1.00	
FinalVolume:	100 1000 140	160	630 120		242 1540 140		363 1470 200	
Saturation Flow Module:								
Sat/Lane:	1375 1375 1375	1375	1375 1375		1375 1375 1375		1375 1375 1375	
Adjustment:	1.00 1.00 1.00	1.00	1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
Lanes:	1.00 2.00 1.00	1.00	2.00 1.00		2.00 3.00 1.00		2.00 3.00 1.00	
Final Sat.:	1375 2750 1375	1375	2750 1375		2750 4125 1375		2750 4125 1375	
Capacity Analysis Module:								
Vol/Sat:	0.07 0.36 0.10	0.12	0.23 0.09		0.09 0.37 0.10		0.13 0.36 0.15	
Crit Volume:	500	160			513		182	
Crit Moves:	****	****			****		****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: C[16.8]

Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R		L - T - R		L - T - R		L - T - R	
Control:	Stop Sign		Stop Sign		Uncontrolled		Uncontrolled	
Rights:	Include		Include		Include		Include	
Lanes:	0 0 0	0 1	0 0 0	0 0	0 0 2	0 1	1 0 2	0 0
Volume Module:								
Base Vol:	0 0 310		0 0 0		0 790 180		200 550 0	
Growth Adj:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
Initial Bse:	0 0 310		0 0 0		0 790 180		200 550 0	
User Adj:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
PHF Adj:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
PHF Volume:	0 0 310		0 0 0		0 790 180		200 550 0	
Reduct Vol:	0 0 0		0 0 0		0 0 0		0 0 0	
FinalVolume:	0 0 310		0 0 0		0 790 180		200 550 0	
Critical Gap Module:								
Critical Gp:	xxxxx xxxx	6.9	xxxxx xxxx	xxxxx	xxxxx xxxx	xxxxx	4.1	xxxx xxxxx
FollowUpTim:	xxxxx xxxx	3.3	xxxxx xxxx	xxxxx	xxxxx xxxx	xxxxx	2.2	xxxx xxxxx
Capacity Module:								
Cnflict Vol:	xxxx xxxx	395	xxxx xxxx	xxxxx	xxxx xxxx	xxxxx	970	xxxx xxxxx
Potent Cap.:	xxxx xxxx	610	xxxx xxxx	xxxxx	xxxx xxxx	xxxxx	719	xxxx xxxxx
Move Cap.:	xxxx xxxx	610	xxxx xxxx	xxxxx	xxxx xxxx	xxxxx	719	xxxx xxxxx
Volume/Cap:	xxxx xxxx	0.51	xxxx xxxx	xxxx	xxxx xxxx	xxxx	0.28	xxxx xxxx
Level Of Service Module:								
2Way95thQ:	xxxx xxxx	2.9	xxxx xxxx	xxxxx	xxxx xxxx	xxxxx	1.1	xxxx xxxxx
Control Del:	xxxxx xxxx	16.8	xxxxx xxxx	xxxxx	xxxxx xxxx	xxxxx	11.9	xxxx xxxxx
LOS by Move:	* *	C	* *	*	* *	*	B	* *
Movement:	LT - LTR - RT		LT - LTR - RT		LT - LTR - RT		LT - LTR - RT	
Shared Cap.:	xxxx xxxx xxxxx		xxxx xxxx xxxxx		xxxx xxxx xxxxx		xxxx xxxx xxxxx	
SharedQueue:	xxxxx xxxx xxxxx		xxxxx xxxx xxxxx		xxxxx xxxx xxxxx		xxxxx xxxx xxxxx	
Shrd ConDel:	xxxxx xxxx xxxxx		xxxxx xxxx xxxxx		xxxxx xxxx xxxxx		xxxxx xxxx xxxxx	
Shared LOS:	* *	*	* *	*	* *	*	* *	*
ApproachDel:	16.8		xxxxxx		xxxxxx		xxxxxx	
ApproachLOS:	C		*		*		*	

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec):	85	Critical Vol./Cap.(X):	0.595
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

Street Name:	SEPULVEDA BOULEVARD				SAWTELLE BOULEVARD			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R		L - T - R		L - T - R		L - T - R	
Control:	Protected		Protected		Permitted		Permitted	
Rights:	Include		Include		Include		Include	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Y+R:	4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0	
Lanes:	1 0 3	1 0	1 0 2	1 0	1 0 2	0 1	1 0 1	1 0
Volume Module:								
Base Vol:	190 2430 20		80 1420	70	90 110	70	60 70	60
Growth Adj:	1.00 1.00 1.00		1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
Initial Bse:	190 2430 20		80 1420	70	90 110	70	60 70	60
User Adj:	1.00 1.00 1.00		1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
PHF Adj:	1.00 1.00 1.00		1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
PHF Volume:	190 2430 20		80 1420	70	90 110	70	60 70	60
Reduct Vol:	0 0 0		0 0	0	0 0	0	0 0	0
Reduced Vol:	190 2430 20		80 1420	70	90 110	70	60 70	60
PCE Adj:	1.00 1.00 1.00		1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
MLF Adj:	1.00 1.00 1.00		1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
FinalVolume:	190 2430 20		80 1420	70	90 110	70	60 70	60
Saturation Flow Module:								
Sat/Lane:	1425 1425 1425		1425 1425	1425	1425 1425	1425	1425 1425	1425
Adjustment:	1.00 1.00 1.00		1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
Lanes:	1.00 3.97 0.03		1.00 2.86	0.14	1.00 2.00	1.00	1.00 1.08	0.92
Final Sat.:	1425 5653 47		1425 4074	201	1425 2850	1425	1425 1535	1315
Capacity Analysis Module:								
Vol/Sat:	0.13 0.43 0.43	0.06	0.35 0.35	0.06	0.04 0.05	0.04	0.05 0.05	
Crit Volume:	613	80		90			65	
Crit Moves:	****	****		****			****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 1.183
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	170	600	190	165	495	60	220	1590	110	500	1220	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	600	190	165	495	60	220	1590	110	500	1220	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	600	190	165	495	60	220	1590	110	500	1220	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	600	190	165	495	60	220	1590	110	500	1220	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	600	190	165	495	60	220	1590	110	500	1220	110
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.52	0.48	1.00	1.78	0.22	1.00	2.81	0.19	1.00	3.00	1.00
Final Sat.:	1375	2089	661	1375	2453	297	1375	3858	267	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.29	0.29	0.12	0.20	0.20	0.16	0.41	0.41	0.36	0.30	0.08
Crit Volume:		395			165				567	500		
Crit Moves:		****			****				****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.733
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	240	390	120	30	240	70	110	810	120	110	550	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	390	120	30	240	70	110	810	120	110	550	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	390	120	30	240	70	110	810	120	110	550	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	390	120	30	240	70	110	810	120	110	550	40
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	480	390	120	60	240	70	110	810	120	110	550	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.94	0.82	0.24	0.19	1.43	0.38	1.00	1.74	0.26	1.00	1.86	0.14
Final Sat.:	1412	1225	364	290	2142	568	1500	2613	387	1500	2797	203
Capacity Analysis Module:												
Vol/Sat:	0.17	0.32	0.33	0.10	0.11	0.12	0.07	0.31	0.31	0.07	0.20	0.20
Crit Volume:			495	30					465	110		
Crit Moves:			****	****					****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.567
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	50	480	40	100	290	140	130	770	50	30	430	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	480	40	100	290	140	130	770	50	30	430	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	480	40	100	290	140	130	770	50	30	430	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	480	40	100	290	140	130	770	50	30	430	180
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	480	40	200	290	140	130	770	50	30	430	180
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	1.68	0.13	0.47	1.09	0.44	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	288	2518	194	698	1636	667	1500	2817	183	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.17	0.19	0.21	0.14	0.18	0.21	0.09	0.27	0.27	0.02	0.14	0.12
Crit Volume:			310	100				410		30		
Crit Moves:			****	****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 0	2	0 2	1 0	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	110	1510	90	150	730	20	20	260	90	80	300	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1510	90	150	730	20	20	260	90	80	300	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1510	90	150	730	20	20	260	90	80	300	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1510	90	150	730	20	20	260	90	80	300	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	121	1510	90	165	730	20	20	260	90	88	300	300
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.83	0.17	2.00	2.92	0.08	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3893	232	2750	4015	110	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.39	0.39	0.06	0.18	0.18	0.01	0.09	0.07	0.03	0.11	0.22
Crit Volume:		533			83			20				300
Crit Moves:		****			****			****				****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.996
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	170	1300	220	70	390	140	170	1000	460	190	1330	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1300	220	70	390	140	170	1000	460	190	1330	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1300	220	70	390	140	170	1000	460	190	1330	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1300	220	70	390	140	170	1000	460	190	1330	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	1300	220	70	390	140	170	1000	460	190	1330	50
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.86	0.14
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5301	199
Capacity Analysis Module:												
Vol/Sat:	0.12	0.47	0.16	0.05	0.14	0.10	0.12	0.24	0.33	0.14	0.25	0.25
Crit Volume:		650			70				460	190		
Crit Moves:		****			****				****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.690
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	90	1010	90	20	490	120	200	620	110	80	480	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1010	90	20	490	120	200	620	110	80	480	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1010	90	20	490	120	200	620	110	80	480	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1010	90	20	490	120	200	620	110	80	480	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1010	90	20	490	120	200	620	110	80	480	50
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.61	0.39	1.00	1.70	0.30	1.00	1.81	0.19
Final Sat.:	1500	2755	245	1500	2410	590	1500	2548	452	1500	2717	283
Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.37	0.01	0.20	0.20	0.13	0.24	0.24	0.05	0.18	0.18
Crit Volume:		550			20			200			265	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	60	1130	30	20	550	70	250	600	70	20	490	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1130	30	20	550	70	250	600	70	20	490	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1130	30	20	550	70	250	600	70	20	490	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1130	30	20	550	70	250	600	70	20	490	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1130	30	20	550	70	250	600	70	20	490	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	1.77	0.23	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2922	78	1500	2661	339	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.39	0.39	0.01	0.21	0.21	0.17	0.20	0.05	0.01	0.16	0.05
Crit Volume:		580			20			250			245	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.955
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1!	0
Volume Module:												
Base Vol:	540	1070	0	0	570	510	520	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	1070	0	0	570	510	520	0	50	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	540	1070	0	0	570	510	520	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	540	1070	0	0	570	510	520	0	50	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	540	1070	0	0	570	510	572	0	50	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.84	0.00	0.16	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2621	0	229	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.00	0.00	0.20	0.36	0.22	0.00	0.22	0.00	0.00	0.00
Crit Volume:	540					510	311				0	
Crit Moves:	****					****	****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.571
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0 2	1	0	0 1	1	0	1 0	3	0 1
Volume Module:												
Base Vol:	160	0	1030	0	0	0	0	450	180	1570	1180	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	0	1030	0	0	0	0	450	180	1570	1180	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	160	0	1030	0	0	0	0	450	0	1570	1180	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	0	1030	0	0	0	0	450	0	1570	1180	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	176	0	1133	0	0	0	0	450	0	1727	1180	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.40	0.00	0.00	0.00	0.00	0.11	0.00	0.40	0.41	0.00
Crit Volume:	88				0			150		576		
Crit Moves:	****							****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.583
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1 1	0	0	0 1!	0	0
Volume Module:												
Base Vol:	60	1110	100	30	620	40	30	90	50	60	130	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1110	100	30	620	40	30	90	50	60	130	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1110	100	30	620	40	30	90	50	60	130	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1110	100	30	620	40	30	90	50	60	130	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1110	100	30	620	40	30	90	50	60	130	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.88	0.12	0.18	0.53	0.29	0.29	0.62	0.09
Final Sat.:	1500	2752	248	1500	2818	182	265	794	441	429	929	143
Capacity Analysis Module:												
Vol/Sat:	0.04	0.40	0.40	0.02	0.22	0.22	0.11	0.11	0.11	0.14	0.14	0.14
Crit Volume:			605	30			30					210
Crit Moves:			****	****			****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.722
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: C

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1 1	1	0	0 1	1	2	0 3	0	1
Volume Module:												
Base Vol:	40	20	160	30	10	20	80	1170	20	400	2480	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	20	160	30	10	20	80	1170	20	400	2480	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	20	160	30	10	20	80	1170	20	400	2480	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	20	160	30	10	20	80	1170	20	400	2480	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	20	176	30	10	22	88	1170	20	440	2480	90
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.20	1.80	1.00	0.62	1.38	2.00	3.00	1.00	2.00	2.89	0.11
Final Sat.:	1425	291	2559	1425	891	1959	2850	4275	1425	2850	4125	150
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.02	0.01	0.01	0.03	0.27	0.01	0.15	0.60	0.60
Crit Volume:		98			30			44				857
Crit Moves:		****			****			****				****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1 0	1	0	0 1	0	1	0 1	1	0
Volume Module:												
Base Vol:	110	230	40	20	260	60	60	560	200	60	650	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	230	40	20	260	60	60	560	200	60	650	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	230	40	20	260	60	60	560	200	60	650	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	230	40	20	260	60	60	560	200	60	650	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	230	40	20	260	60	60	560	200	60	650	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.85	0.15	1.00	0.81	0.19	1.00	1.47	0.53	1.00	1.88	0.12
Final Sat.:	1500	1278	222	1500	1219	281	1500	2211	789	1500	2826	174
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.18	0.01	0.21	0.21	0.04	0.25	0.25	0.04	0.23	0.23
Crit Volume:	110				320				380	60		
Crit Moves:	****				****				****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec):	100			Critical Vol./Cap.(X):				0.906								
Loss Time (sec):	0			Average Delay (sec/veh):				32.6								
Optimal Cycle:	0			Level Of Service:				D								
Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R				
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	0	1 0	1	0	0 1	0	1 0	1	0	0	0 1!	0	0	1	0	1
Volume Module:																
Base Vol:	10	970	40	20	770	10	10	10	10	80	10	70				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	10	970	40	20	770	10	10	10	10	80	10	70				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	10	970	40	20	770	10	10	10	10	80	10	70				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	10	970	40	20	770	10	10	10	10	80	10	70				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	10	970	40	20	770	10	10	10	10	80	10	70				
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.02	1.90	0.08	0.05	1.92	0.03	0.34	0.33	0.33	0.89	0.11	1.00				
Final Sat.:	11	1076	45	27	1031	13	147	147	147	352	44	453				
Capacity Analysis Module:																
Vol/Sat:	0.91	0.90	0.90	0.75	0.75	0.74	0.07	0.07	0.07	0.23	0.23	0.15				
Crit Moves:	****			****				****		****						
Delay/Veh:	42.7	41.8	40.9	25.9	25.7	25.5	11.5	11.5	11.5	13.7	13.7	11.4				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	42.7	41.8	40.9	25.9	25.7	25.5	11.5	11.5	11.5	13.7	13.7	11.4				
LOS by Move:	E	E	E	D	D	D	B	B	B	B	B	B				
ApproachDel:	41.8			25.7			11.5			12.7						
Delay Adj:	1.00			1.00			1.00			1.00						
ApprAdjDel:	41.8			25.7			11.5			12.7						
LOS by Appr:	E			D			B			B						
AllWayAvgQ:	5.3	5.0	5.0	2.5	2.4	2.4	0.1	0.1	0.1	0.3	0.3	0.2				

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec):	100			Critical Vol./Cap.(X):				0.898								
Loss Time (sec):	0			Average Delay (sec/veh):				33.1								
Optimal Cycle:	0			Level Of Service:				D								
Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R				
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	0 2	0	0	0 0	1	1 0		0	0	1! 0	0	0	0	0	0
Volume Module:																
Base Vol:	50	1010	0	0	790	80	130	0	70	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	50	1010	0	0	790	80	130	0	70	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	50	1010	0	0	790	80	130	0	70	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	50	1010	0	0	790	80	130	0	70	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	50	1010	0	0	790	80	130	0	70	0	0	0				
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	0.00	0.00	1.82	0.18	0.65	0.00	0.35	0.00	0.00	0.00				
Final Sat.:	516	1125	0	0	993	102	351	0	189	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.10	0.90	xxxx	xxxx	0.80	0.79	0.37	xxxx	0.37	xxxx	xxxx	xxxx				
Crit Moves:		****			****		****									
Delay/Veh:	10.3	41.4	0.0	0.0	29.5	28.5	13.4	0.0	13.4	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	10.3	41.4	0.0	0.0	29.5	28.5	13.4	0.0	13.4	0.0	0.0	0.0				
LOS by Move:	B	E	*	*	D	D	B	*	B	*	*	*				
ApproachDel:	39.9			29.4			13.4			xxxxxx						
Delay Adj:	1.00			1.00			1.00			xxxxx						
ApprAdjDel:	39.9			29.4			13.4			xxxxxx						
LOS by Appr:	E			D			B			*						
AllWayAvgQ:	0.1	5.0	0.0	0.0	3.2	3.0	0.6	0.6	0.6	0.0	0.0	0.0				

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.844
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	110	890	270	80	610	190	160	780	120	220	870	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	890	270	80	610	190	160	780	120	220	870	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	890	270	80	610	190	160	780	120	220	870	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	890	270	80	610	190	160	780	120	220	870	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	890	270	80	610	190	160	780	120	220	870	80
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.83	0.17
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2518	232
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.20	0.06	0.22	0.14	0.12	0.28	0.09	0.16	0.35	0.35
Crit Volume:		445			80			160			475	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 8.7 Worst Case Level Of Service: F[69.7]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	1!	0	0	1	0	2
Volume Module:												
Base Vol:	0	0	0	20	0	220	270	810	0	0	900	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	220	270	810	0	0	900	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	220	270	810	0	0	900	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	20	0	220	270	810	0	0	900	110
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1900	2305	505	1010	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	62	39	518	694	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	43	24	518	694	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.46	0.00	0.42	0.39	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	271	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	7.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	69.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			69.7			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - MD PEAK HOUR

Scenario Report

Scenario:	MD
Command:	MD
Volume:	MD
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - MD PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	C	xxxxx	0.788	C	xxxxx	0.788	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	C	xxxxx	0.780	C	xxxxx	0.780	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	C	xxxxx	0.730	C	xxxxx	0.730	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	A	xxxxx	0.502	A	xxxxx	0.502	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	C	xxxxx	0.741	C	xxxxx	0.741	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	A	xxxxx	0.575	A	xxxxx	0.575	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	B	xxxxx	0.634	B	xxxxx	0.634	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	B	xxxxx	0.653	B	xxxxx	0.653	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	B	xxxxx	0.623	B	xxxxx	0.623	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.489	A	xxxxx	0.489	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	C	xxxxx	0.794	C	xxxxx	0.794	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	B	xxxxx	0.613	B	xxxxx	0.613	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.533	A	xxxxx	0.533	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.468	A	xxxxx	0.468	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	B	xxxxx	0.698	B	xxxxx	0.698	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	D	xxxxx	0.815	D	xxxxx	0.815	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	B	14.7	0.450	B	14.7	0.450	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	B	xxxxx	0.689	B	xxxxx	0.689	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	E	xxxxx	0.947	E	xxxxx	0.947	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	B	xxxxx	0.600	B	xxxxx	0.600	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.453	A	xxxxx	0.453	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	C	xxxxx	0.785	C	xxxxx	0.785	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	D	xxxxx	0.825	D	xxxxx	0.825	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.677	B	xxxxx	0.677	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.657	B	xxxxx	0.657	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	B	xxxxx	0.684	B	xxxxx	0.684	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx	0.483	A	xxxxx	0.483	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.530	A	xxxxx	0.530	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	A	xxxxx	0.551	A	xxxxx	0.551	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx	0.517	A	xxxxx	0.517	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	C	15.8	0.613	C	15.8	0.613	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	C	18.6	0.712	C	18.6	0.712	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	C	xxxxx	0.764	C	xxxxx	0.764	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F	394.8	1.066	F	394.8	1.066	+ 0.000 D/V

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.788
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 134 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:												
Base Vol:	480	1270	230	130	840	190	200	450	510	280	420	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	1270	230	130	840	190	200	450	510	280	420	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	1270	230	130	840	190	200	450	510	280	420	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	1270	230	130	840	190	200	450	510	280	420	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	528	1270	230	143	840	190	200	450	561	308	420	260
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.24	0.76
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	1699	1051
Capacity Analysis Module:												
Vol/Sat:	0.19	0.31	0.17	0.05	0.20	0.14	0.15	0.11	0.20	0.11	0.25	0.25
Crit Volume:	264				280		200				340	
Crit Moves:	****				****		****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 75 Critical Vol./Cap.(X): 0.780
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	170	840	90	150	830	90	130	570	190	110	680	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	840	90	150	830	90	130	570	190	110	680	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	840	90	150	830	90	130	570	190	110	680	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	840	90	150	830	90	130	570	190	110	680	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	840	90	150	830	90	130	570	190	110	680	140
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	1.80	0.20	1.00	1.50	0.50	1.00	1.66	0.34
Final Sat.:	1500	2710	290	1500	2707	293	1500	2250	750	1500	2488	512
Capacity Analysis Module:												
Vol/Sat:	0.11	0.31	0.31	0.10	0.31	0.31	0.09	0.25	0.25	0.07	0.27	0.27
Crit Volume:	170					460	130					410
Crit Moves:	****					****	****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	100	900	110	80	840	240	250	510	80	110	520	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	900	110	80	840	240	250	510	80	110	520	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	900	110	80	840	240	250	510	80	110	520	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	900	110	80	840	240	250	510	80	110	520	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	900	110	80	840	240	250	510	80	110	520	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2673	327	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.34	0.34	0.05	0.28	0.16	0.17	0.17	0.05	0.07	0.17	0.05
Crit Volume:			505		80			250			260	
Crit Moves:			****		****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	70	200	150	40	210	100	70	600	80	110	650	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	200	150	40	210	100	70	600	80	110	650	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	200	150	40	210	100	70	600	80	110	650	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	200	150	40	210	100	70	600	80	110	650	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	200	150	40	210	100	70	600	80	110	650	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2629	121
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.11	0.03	0.15	0.07	0.05	0.22	0.06	0.08	0.25	0.25
Crit Volume:	70				210			300		110		
Crit Moves:	****				****			****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 110 Level Of Service: C

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	2	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	140	660	160	170	710	150	170	540	80	170	560	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	660	160	170	710	150	170	540	80	170	560	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	660	160	170	710	150	170	540	80	170	560	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	660	160	170	710	150	170	540	80	170	560	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	660	160	187	710	150	170	540	80	170	560	130
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.61	0.39	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.62	0.38
Final Sat.:	2750	2213	537	2750	2750	1375	1375	2750	1375	1375	2232	518
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.30	0.30	0.07	0.26	0.11	0.12	0.20	0.06	0.12	0.25	0.25
Crit Volume:	410			94			170					345
Crit Moves:	****			****			****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.575
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	50	250	120	140	480	150	70	600	70	190	610	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	250	120	140	480	150	70	600	70	190	610	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	250	120	140	480	150	70	600	70	190	610	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	250	120	140	480	150	70	600	70	190	610	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	250	120	140	480	150	70	600	70	190	610	100
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.35	0.65	1.00	1.52	0.48	1.00	2.69	0.31	1.00	1.72	0.28
Final Sat.:	1375	1858	892	1375	2095	655	1375	3694	431	1375	2363	387
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.13	0.13	0.10	0.23	0.23	0.05	0.16	0.16	0.14	0.26	0.26
Crit Volume:	50					315	70					355
Crit Moves:	****					****	****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.634
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	2	1	0	2	1	0	1	0
Volume Module:																				
Base Vol:	170	770	130	30	610	150	190	620	150	130	580	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	770	130	30	610	150	190	620	150	130	580	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	770	130	30	610	150	190	620	150	130	580	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	770	130	30	610	150	190	620	150	130	580	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	187	770	130	30	610	150	209	620	150	143	580	70
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.61	0.39	2.00	2.68	0.32
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2214	536	2750	3681	444
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.28	0.09	0.02	0.22	0.11	0.08	0.28	0.28	0.05	0.16	0.16
Crit Volume:	385			30			385			72		
Crit Moves:	****			****			****			****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: B

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	1	0	1	0	2	0	1
Volume Module:																				
Base Vol:	10	20	20	210	40	250	300	740	20	30	660	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	20	20	210	40	250	300	740	20	30	660	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	20	20	210	40	250	300	740	20	30	660	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	20	210	40	250	300	740	20	30	660	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	20	20	210	40	250	300	740	20	30	660	160
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.14	0.86	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	197	1228	1425	2775	75	1425	2850	1425
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.01	0.01	0.15	0.20	0.20	0.21	0.27	0.27	0.02	0.23	0.11
Crit Volume:	10			290			300				330	
Crit Moves:	****			****			****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.623
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: B

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	2	0	1
Volume Module:															
Base Vol:	60	440	240	90	420	380	440	680	50	300	610	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	440	240	90	420	380	440	680	50	300	610	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	440	240	90	420	380	440	680	50	300	610	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	440	240	90	420	380	440	680	50	300	610	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	60	440	240	90	420	380	484	680	50	330	610	130
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.86	0.14	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2562	188	2750	2750	1375
Capacity Analysis Module:															
Vol/Sat:	0.04	0.16	0.17	0.07	0.15	0.28	0.18	0.27	0.27	0.12	0.22	0.09
Crit Volume:		220			90			242			305	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.489
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!	0	0
Volume Module:															
Base Vol:	0	940	1200	0	850	20	0	0	0	1010	10	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	940	1200	0	850	20	0	0	0	1010	10	30
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	940	0	0	850	20	0	0	0	1010	10	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	940	0	0	850	20	0	0	0	1010	10	30
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	940	0	0	850	20	0	0	0	1111	10	30
Saturation Flow Module:															
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.93	0.07	0.00	0.00	0.00	2.89	0.03	0.08
Final Sat.:	0	4275	1425	0	4177	98	0	0	0	4126	37	111
Capacity Analysis Module:															
Vol/Sat:	0.00	0.22	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.27	0.27	0.27
Crit Volume:		313			0			0			384	
Crit Moves:		****			****						****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.794
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 138 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	0	2	1	0	2	0	2	1	0
Volume Module:															
Base Vol:	80	1530	140	130	1110	510	390	180	40	190	280	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1530	140	130	1110	510	390	180	40	190	280	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1530	140	130	1110	510	390	180	40	190	280	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1530	140	130	1110	510	390	180	40	190	280	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	80	1530	140	130	1110	561	429	180	40	209	280	190
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.75	0.25	1.00	2.00	2.00	2.00	1.64	0.36	2.00	2.00	1.00
Final Sat.:	1375	3779	346	1375	2750	2750	2750	2250	500	2750	2750	1375
Capacity Analysis Module:															
Vol/Sat:	0.06	0.40	0.40	0.09	0.40	0.20	0.16	0.08	0.08	0.08	0.10	0.14
Crit Volume:		557	130			215						190
Crit Moves:		****	****			****						****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.613
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: B

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1	0	1	0	1	0	1	1	0	3	0	1	1	0	2	1	0
Volume Module:															
Base Vol:	750	60	40	10	20	70	110	800	310	60	720	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	750	60	40	10	20	70	110	800	310	60	720	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	750	60	40	10	20	70	110	800	310	60	720	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	750	60	40	10	20	70	110	800	310	60	720	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	825	60	40	10	20	70	110	800	310	60	720	30
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.60	0.40	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.88	0.12
Final Sat.:	2750	825	550	1375	1375	1375	1375	4125	1375	1375	3960	165
Capacity Analysis Module:															
Vol/Sat:	0.30	0.07	0.07	0.01	0.01	0.05	0.08	0.19	0.23	0.04	0.18	0.18
Crit Volume:	413					70	110				250	
Crit Moves:	****					****	****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0 0	0 0	2	0	2 0	0	0 2	1 1
Volume Module:												
Base Vol:	90	0	160	0	0	0	310	1110	0	0	1200	470
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	0	160	0	0	0	310	1110	0	0	1200	470
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	0	160	0	0	0	310	1110	0	0	1200	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	0	160	0	0	0	310	1110	0	0	1200	470
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	99	0	160	0	0	0	341	1110	0	0	1200	517
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.80	1.20
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	3984	1716
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.11	0.00	0.00	0.00	0.12	0.39	0.00	0.00	0.30	0.30
Crit Volume:			160		0		171					429
Crit Moves:			****				****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.468
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0	1	0	4 0	1	2	0 2 0
Volume Module:												
Base Vol:	0	0	0	380	0	280	0	910	220	340	850	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	380	0	280	0	910	220	340	850	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	380	0	280	0	910	220	340	850	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	380	0	280	0	910	220	340	850	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	418	0	308	0	910	220	374	850	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.73	0.00	1.27	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2461	0	1814	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.17	0.00	0.16	0.15	0.13	0.30	0.00
Crit Volume:		0				242	0				425	
Crit Moves:						****	****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.698
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: B

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	0 1	0 1	0	0	1! 0	0	1	0 0 1
Volume Module:												
Base Vol:	20	320	90	500	230	30	30	20	10	220	30	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	320	90	500	230	30	30	20	10	220	30	480
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	320	90	500	230	30	30	20	10	220	30	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	320	90	500	230	30	30	20	10	220	30	480
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	320	90	500	230	30	30	20	10	220	30	480
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	1.49	0.42	1.00	0.92	0.08	0.50	0.33	0.17	0.88	0.12	1.00
Final Sat.:	133	2121	597	1425	1313	113	713	475	238	1254	171	1425
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.35	0.18	0.27	0.04	0.04	0.04	0.18	0.18	0.34
Crit Volume:		215			500			30			250	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.815
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 123 Level Of Service: D

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 1	1	0	2 0 1	2	0	3 0 1	2	0	3 0 1
Volume Module:												
Base Vol:	150	750	220	140	640	140	260	1290	130	320	1370	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	750	220	140	640	140	260	1290	130	320	1370	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	750	220	140	640	140	260	1290	130	320	1370	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	750	220	140	640	140	260	1290	130	320	1370	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	150	750	220	140	640	140	286	1290	130	352	1370	140
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.27	0.16	0.10	0.23	0.10	0.10	0.31	0.09	0.13	0.33	0.10
Crit Volume:		375			140			430		176		
Crit Moves:		****			****			****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: B[14.7]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 0	0	0	2	0 1	1	0	2	0 0
Volume Module:																
Base Vol:	0	0	300		0	0	0		0	670	140		310	710	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	300		0	0	0		0	670	140		310	710	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	300		0	0	0		0	670	140		310	710	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	300		0	0	0		0	670	140		310	710	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	335		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		810	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	667		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		825	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	667		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		825	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	0.45		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.38	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	2.3		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1.8	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	14.7		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		12.0	xxxx	xxxxx	
LOS by Move:	*	*	B		*	*	*		*	*	*		B	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:		14.7				xxxxx				xxxxxx				xxxxxx		
ApproachLOS:		B				*				*				*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.689
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD								SAWTELLE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1 0	1	0	2	1 0	1	0	2	0 1	1	0	1	1 0
Volume Module:																
Base Vol:	140	1860	70		120	1520	90		130	120	110		110	200	150	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	140	1860	70		120	1520	90		130	120	110		110	200	150	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	140	1860	70		120	1520	90		130	120	110		110	200	150	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	140	1860	70		120	1520	90		130	120	110		110	200	150	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	140	1860	70		120	1520	90		130	120	110		110	200	150	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.85	0.15		1.00	2.83	0.17		1.00	2.00	1.00		1.00	1.14	0.86	
Final Sat.:	1425	5493	207		1425	4036	239		1425	2850	1425		1425	1629	1221	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.34	0.34		0.08	0.38	0.38		0.09	0.04	0.08		0.08	0.12	0.12	
Crit Volume:	140					537			130						175	
Crit Moves:	****					****			****						****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.947
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD								VENICE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	1 0	1	0	3	0 1
Volume Module:																
Base Vol:	250	330	210		130	330	80		100	1320	110		370	1260	110	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	250	330	210		130	330	80		100	1320	110		370	1260	110	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	250	330	210		130	330	80		100	1320	110		370	1260	110	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	250	330	210		130	330	80		100	1320	110		370	1260	110	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	250	330	210		130	330	80		100	1320	110		370	1260	110	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.22	0.78		1.00	1.61	0.39		1.00	2.77	0.23		1.00	3.00	1.00	
Final Sat.:	1375	1681	1069		1375	2213	537		1375	3808	317		1375	4125	1375	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.20	0.20		0.09	0.15	0.15		0.07	0.35	0.35		0.27	0.31	0.08	
Crit Volume:	250					205				477	370					
Crit Moves:	****					****				****	****					

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.600
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Street Name:	SAWTELLE BOULEVARD								WASHINGTON BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	1	0	1 0	0	1	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	190	250	100		30	180	110		80	750	120		100	690	40	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	190	250	100		30	180	110		80	750	120		100	690	40	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	190	250	100		30	180	110		80	750	120		100	690	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	190	250	100		30	180	110		80	750	120		100	690	40	
PCE Adj:	1.00	1.00	1.00		2.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	190	250	100		60	180	110		80	750	120		100	690	40	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.70	0.93	0.37		0.21	1.16	0.63		1.00	1.72	0.28		1.00	1.89	0.11	
Final Sat.:	1056	1389	556		310	1747	943		1500	2586	414		1500	2836	164	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.18	0.18		0.10	0.10	0.12		0.05	0.29	0.29		0.07	0.24	0.24	
Crit Volume:	190					175				435	100					
Crit Moves:	****					****				****	****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	1	0	0
Volume Module:												
Base Vol:	40	250	50	120	200	190	100	570	90	20	540	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	250	50	120	200	190	100	570	90	20	540	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	250	50	120	200	190	100	570	90	20	540	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	250	50	120	200	190	100	570	90	20	540	110
PCE Adj:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	250	50	120	200	190	100	570	90	20	540	110
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	1.47	0.26	0.47	0.78	0.75	1.00	1.73	0.27	1.00	2.00	1.00
Final Sat.:	400	2205	395	706	1176	1118	1500	2591	409	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.13	0.17	0.17	0.17	0.07	0.22	0.22	0.01	0.18	0.07
Crit Volume:			190	120			100				270	
Crit Moves:			****	****			****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.785
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 132 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	2	0	2	1	0	2	0
Volume Module:												
Base Vol:	450	1330	150	410	790	50	50	280	90	210	340	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	1330	150	410	790	50	50	280	90	210	340	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	450	1330	150	410	790	50	50	280	90	210	340	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	1330	150	410	790	50	50	280	90	210	340	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	495	1330	150	451	790	50	50	280	90	231	340	310
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.70	0.30	2.00	2.82	0.18	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3707	418	2750	3879	246	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.18	0.36	0.36	0.16	0.20	0.20	0.04	0.10	0.07	0.08	0.12	0.23
Crit Volume:			493	226			50					310
Crit Moves:			****	****			****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.825
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 131 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	0	3	1	0
Volume Module:												
Base Vol:	260	910	380	80	490	140	180	1150	450	150	1320	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	910	380	80	490	140	180	1150	450	150	1320	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	910	380	80	490	140	180	1150	450	150	1320	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	910	380	80	490	140	180	1150	450	150	1320	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	910	380	80	490	140	180	1150	450	150	1320	70
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.80	0.20
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5223	277
Capacity Analysis Module:												
Vol/Sat:	0.19	0.33	0.28	0.06	0.18	0.10	0.13	0.28	0.33	0.11	0.25	0.25
Crit Volume:		455		80					450	150		
Crit Moves:		****		****					****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	120	740	90	50	640	170	180	510	140	100	540	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	740	90	50	640	170	180	510	140	100	540	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	740	90	50	640	170	180	510	140	100	540	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	740	90	50	640	170	180	510	140	100	540	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	740	90	50	640	170	180	510	140	100	540	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	1.58	0.42	1.00	1.57	0.43	1.00	1.74	0.26
Final Sat.:	1500	2675	325	1500	2370	630	1500	2354	646	1500	2613	387
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.28	0.03	0.27	0.27	0.12	0.22	0.22	0.07	0.21	0.21
Crit Volume:	120				405		180					310
Crit Moves:	****				****		****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.657
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	120	850	50	50	670	80	240	370	110	20	500	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	850	50	50	670	80	240	370	110	20	500	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	850	50	50	670	80	240	370	110	20	500	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	850	50	50	670	80	240	370	110	20	500	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	850	50	50	670	80	240	370	110	20	500	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.79	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2833	167	1500	2680	320	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.30	0.03	0.25	0.25	0.16	0.12	0.07	0.01	0.17	0.05
Crit Volume:	120				375		240				250	
Crit Moves:	****				****		****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.684
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: B

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1	0
Volume Module:												
Base Vol:	270	870	0	0	740	370	490	0	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	870	0	0	740	370	490	0	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	870	0	0	740	370	490	0	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	870	0	0	740	370	490	0	130	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	870	0	0	740	370	539	0	130	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.61	0.00	0.39	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2296	0	554	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.31	0.00	0.00	0.26	0.26	0.23	0.00	0.23	0.00	0.00	0.00
Crit Volume:	270				370		335				0	
Crit Moves:	****				****		****					

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.483
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0	2	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	230	0	790	0	0	0	0	760	170	680	910	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	0	790	0	0	0	0	760	170	680	910	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	230	0	790	0	0	0	0	760	0	680	910	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	0	790	0	0	0	0	760	0	680	910	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	253	0	869	0	0	0	0	760	0	748	910	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.30	0.00	0.00	0.00	0.00	0.18	0.00	0.17	0.32	0.00
Crit Volume:			435			0			253			0
Crit Moves:			****						****		****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.530
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	0	1!
Volume Module:												
Base Vol:	80	1010	60	30	800	70	20	60	60	70	100	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1010	60	30	800	70	20	60	60	70	100	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1010	60	30	800	70	20	60	60	70	100	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1010	60	30	800	70	20	60	60	70	100	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1010	60	30	800	70	20	60	60	70	100	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.84	0.16	0.14	0.43	0.43	0.33	0.48	0.19
Final Sat.:	1500	2832	168	1500	2759	241	214	643	643	500	714	286
Capacity Analysis Module:												
Vol/Sat:	0.05	0.36	0.36	0.02	0.29	0.29	0.09	0.09	0.09	0.14	0.14	0.14
Crit Volume:		535			30			20			210	
Crit Moves:		****			****			****			****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.551
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	0	0 1	1	2	0 3	0 1	2	0 2 1 0
Volume Module:												
Base Vol:	40	20	290	60	20	60	60	1240	60	260	1350	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	20	290	60	20	60	60	1240	60	260	1350	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	20	290	60	20	60	60	1240	60	260	1350	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	20	290	60	20	60	60	1240	60	260	1350	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	20	319	60	20	66	66	1240	60	286	1350	30
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.12	1.88	1.00	0.47	1.53	2.00	3.00	1.00	2.00	2.93	0.07
Final Sat.:	1425	168	2682	1425	663	2187	2850	4275	1425	2850	4182	93
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.04	0.03	0.03	0.02	0.29	0.04	0.10	0.32	0.32
Crit Volume:		170			60			413		143		
Crit Moves:		****			****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.517
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0 1	0	1	0 1	1 0	1	0 1 1 0
Volume Module:												
Base Vol:	100	170	40	40	190	70	80	560	100	50	600	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	170	40	40	190	70	80	560	100	50	600	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	170	40	40	190	70	80	560	100	50	600	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	170	40	40	190	70	80	560	100	50	600	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	170	40	40	190	70	80	560	100	50	600	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.81	0.19	1.00	0.73	0.27	1.00	1.70	0.30	1.00	1.79	0.21
Final Sat.:	1500	1214	286	1500	1096	404	1500	2545	455	1500	2687	313
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.03	0.17	0.17	0.05	0.22	0.22	0.03	0.22	0.22
Crit Volume:	100					260	80			335		
Crit Moves:	****					****	****			****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.613
Loss Time (sec): 0 Average Delay (sec/veh): 15.8
Optimal Cycle: 0 Level Of Service: C

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0 1	0	1	0 1	0	0	1! 0	0	0	1 0 0 1
Volume Module:												
Base Vol:	10	630	60	30	710	10	10	10	10	50	10	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	630	60	30	710	10	10	10	10	50	10	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	630	60	30	710	10	10	10	10	50	10	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	630	60	30	710	10	10	10	10	50	10	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	630	60	30	710	10	10	10	10	50	10	30
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	1.80	0.17	0.08	1.89	0.03	0.34	0.33	0.33	0.83	0.17	1.00
Final Sat.:	17	1104	106	49	1165	16	156	156	156	355	71	489
Capacity Analysis Module:												
Vol/Sat:	0.58	0.57	0.56	0.61	0.61	0.61	0.06	0.06	0.06	0.14	0.14	0.06
Crit Moves:	****			****			****				****	
Delay/Veh:	15.9	15.6	15.3	16.9	16.8	16.6	10.7	10.7	10.7	11.7	11.7	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.9	15.6	15.3	16.9	16.8	16.6	10.7	10.7	10.7	11.7	11.7	9.8
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	A
ApproachDel:		15.6			16.8			10.7			11.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.6			16.8			10.7			11.1	
LOS by Appr:		C			C			B			B	
AllWayAvgQ:	1.2	1.2	1.2	1.4	1.4	1.4	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec):	100				Critical Vol./Cap.(X):				0.712						
Loss Time (sec):	0				Average Delay (sec/veh):				18.6						
Optimal Cycle:	0				Level Of Service:				C						
Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD								
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign		
Rights:	Include				Include				Include				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0
Lanes:	1	0 2	0	0	0	0 1	1	0	0	0 1!	0	0	0	0 0	0
Volume Module:															
Base Vol:	100	630	0		0	700	120		120	0	130		0	0	0
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Initial Bse:	100	630	0		0	700	120		120	0	130		0	0	0
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Volume:	100	630	0		0	700	120		120	0	130		0	0	0
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0
Reduced Vol:	100	630	0		0	700	120		120	0	130		0	0	0
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
FinalVolume:	100	630	0		0	700	120		120	0	130		0	0	0
Saturation Flow Module:															
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Lanes:	1.00	2.00	0.00		0.00	1.71	0.29		0.48	0.00	0.52		0.00	0.00	0.00
Final Sat.:	514	1114	0		0	984	172		269	0	291		0	0	0
Capacity Analysis Module:															
Vol/Sat:	0.19	0.57	xxxx		xxxx	0.71	0.70		0.45	xxxx	0.45		xxxx	xxxx	xxxx
Crit Moves:		****					****			****					
Delay/Veh:	11.2	16.8	0.0		0.0	22.4	21.3		14.0	0.0	14.0		0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
AdjDel/Veh:	11.2	16.8	0.0		0.0	22.4	21.3		14.0	0.0	14.0		0.0	0.0	0.0
LOS by Move:	B	C	*		*	C	C		B	*	B		*	*	*
ApproachDel:	16.0					22.2				14.0			xxxxxx		
Delay Adj:	1.00					1.00				1.00			xxxxx		
ApprAdjDel:	16.0					22.2				14.0			xxxxxx		
LOS by Appr:	C					C				B			*		
AllWayAvgQ:	0.2	1.2	0.0		0.0	2.2	2.0		0.7	0.7	0.7		0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	105				Critical Vol./Cap.(X):				0.764						
Loss Time (sec):	16				Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	120				Level Of Service:				C						
Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD								
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R
Control:	Prot+Permit				Prot+Permit				Prot+Permit				Prot+Permit		
Rights:	Ovl				Ovl				Ovl				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0
Lanes:	1	0 2	0	1	1	0 2	0	1	1	0 2	0	1	1	0 1	1 0
Volume Module:															
Base Vol:	180	680	220		90	720	220		170	630	120		100	650	30
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Initial Bse:	180	680	220		90	720	220		170	630	120		100	650	30
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Volume:	180	680	220		90	720	220		170	630	120		100	650	30
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0
Reduced Vol:	180	680	220		90	720	220		170	630	120		100	650	30
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
FinalVolume:	180	680	220		90	720	220		170	630	120		100	650	30
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.91	0.09
Final Sat.:	1375	2750	1375		1375	2750	1375		1375	2750	1375		1375	2629	121
Capacity Analysis Module:															
Vol/Sat:	0.13	0.25	0.16		0.07	0.26	0.16		0.12	0.23	0.09		0.07	0.25	0.25
Crit Volume:	180					360			170					340	
Crit Moves:	****					****			****					****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 40.6 Worst Case Level Of Service: F[394.8]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD								
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled		
Rights:	Include				Include				Include				Include		
Lanes:	0	0 0	0	0	0	0 1!	0	0	1	0 2	0	0	0	0 1	1 0
Volume Module:															
Base Vol:	0	0	0		20	0	270		270	1070	0		0	1230	80
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Initial Bse:	0	0	0		20	0	270		270	1070	0		0	1230	80
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Volume:	0	0	0		20	0	270		270	1070	0		0	1230	80
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0
FinalVolume:	0	0	0		20	0	270		270	1070	0		0	1230	80
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	xxxxx		6.8	6.5	6.9		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	4.0	3.3		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx
Capacity Module:															
Cnflict Vol:	xxxx	xxxx	xxxxx		2345	2880	655		1310	xxxx	xxxxx		xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx		31	17	413		535	xxxx	xxxxx		xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx		19	8	413		535	xxxx	xxxxx		xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx		1.07	0.00	0.65		0.50	xxxx	xxxx		xxxx	xxxx	xxxx
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		2.8	xxxx	xxxxx		xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		18.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*		*	*	*		C	*	*		*	*	*
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	169	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	20.5	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	395	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*		*	F	*		*	*	*		*	*	*
ApproachDel:	xxxxxx					394.8			xxxxxx				xxxxxx		
ApproachLOS:	*					F			*				*		

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - PM PEAK HOUR

Scenario Report

Scenario:	PM
Command:	PM
Volume:	PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - PM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	E	xxxxx	0.958	E	xxxxx	0.958	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	F	xxxxx	1.087	F	xxxxx	1.087	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	E	xxxxx	0.950	E	xxxxx	0.950	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	C	xxxxx	0.731	C	xxxxx	0.731	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	F	xxxxx	1.013	F	xxxxx	1.013	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	E	xxxxx	0.961	E	xxxxx	0.961	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	D	xxxxx	0.808	D	xxxxx	0.808	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	D	xxxxx	0.835	D	xxxxx	0.835	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	D	xxxxx	0.859	D	xxxxx	0.859	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.578	A	xxxxx	0.578	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	F	xxxxx	1.089	F	xxxxx	1.089	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.576	A	xxxxx	0.576	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	D	xxxxx	0.884	D	xxxxx	0.884	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.578	A	xxxxx	0.578	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	F	xxxxx	1.151	F	xxxxx	1.151	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	F	xxxxx	1.092	F	xxxxx	1.092	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	C	17.0	0.522	C	17.0	0.522	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	D	xxxxx	0.826	D	xxxxx	0.826	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	F	xxxxx	1.061	F	xxxxx	1.061	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	D	xxxxx	0.863	D	xxxxx	0.863	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	C	xxxxx	0.740	C	xxxxx	0.740	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	E	xxxxx	0.972	E	xxxxx	0.972	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	F	xxxxx	1.140	F	xxxxx	1.140	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	C	xxxxx	0.797	C	xxxxx	0.797	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	C	xxxxx	0.778	C	xxxxx	0.778	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	D	xxxxx	0.882	D	xxxxx	0.882	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	C	xxxxx	0.753	C	xxxxx	0.753	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	B	xxxxx	0.683	B	xxxxx	0.683	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	D	xxxxx	0.890	D	xxxxx	0.890	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	B	xxxxx	0.667	B	xxxxx	0.667	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	E	49.9	0.967	E	49.9	0.967	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	F	51.4	1.030	F	51.4	1.030	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	F	xxxxx	1.076	F	xxxxx	1.076	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F	952.7	2.210	F	952.7	2.210	+ 0.000 D/V

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.958
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:												
Base Vol:	500	1500	280	180	1490	210	210	720	810	350	480	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	1500	280	180	1490	210	210	720	810	350	480	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	500	1500	280	180	1490	210	210	720	810	350	480	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	1500	280	180	1490	210	210	720	810	350	480	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	550	1500	280	198	1490	210	210	720	891	385	480	190
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.43	0.57
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	1970	780
Capacity Analysis Module:												
Vol/Sat:	0.20	0.36	0.20	0.07	0.36	0.15	0.15	0.17	0.32	0.14	0.24	0.24
Crit Volume:	275				497		210				335	
Crit Moves:	****				****		****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 75 Critical Vol./Cap.(X): 1.087
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	260	1320	90	130	1460	90	90	700	250	120	700	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	1320	90	130	1460	90	90	700	250	120	700	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	1320	90	130	1460	90	90	700	250	120	700	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	1320	90	130	1460	90	90	700	250	120	700	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	1320	90	130	1460	90	90	700	250	120	700	210
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	1.88	0.12	1.00	1.47	0.53	1.00	1.54	0.46
Final Sat.:	1500	2809	191	1500	2826	174	1500	2211	789	1500	2308	692
Capacity Analysis Module:												
Vol/Sat:	0.17	0.47	0.47	0.09	0.52	0.52	0.06	0.32	0.32	0.08	0.30	0.30
Crit Volume:	260				775				475	120		
Crit Moves:	****				****				****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.950
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	90	1410	170	80	1460	180	170	810	110	150	680	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1410	170	80	1460	180	170	810	110	150	680	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1410	170	80	1460	180	170	810	110	150	680	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1410	170	80	1460	180	170	810	110	150	680	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1410	170	80	1460	180	170	810	110	150	680	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2677	323	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.06	0.53	0.53	0.05	0.49	0.12	0.11	0.27	0.07	0.10	0.23	0.05
Crit Volume:			790		80			405		150		
Crit Moves:			****		****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: C

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	110	260	170	100	290	190	120	1010	100	100	810	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	260	170	100	290	190	120	1010	100	100	810	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	260	170	100	290	190	120	1010	100	100	810	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	260	170	100	290	190	120	1010	100	100	810	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	260	170	100	290	190	120	1010	100	100	810	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.93	0.07
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2652	98
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.12	0.07	0.21	0.14	0.09	0.37	0.07	0.07	0.31	0.31
Crit Volume:	110				290			505		100		
Crit Moves:	****				****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.013
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	2	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	150	840	200	150	1010	350	270	870	130	220	910	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	840	200	150	1010	350	270	870	130	220	910	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	840	200	150	1010	350	270	870	130	220	910	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	840	200	150	1010	350	270	870	130	220	910	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	840	200	165	1010	350	270	870	130	220	910	130
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.62	0.38	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	2750	2221	529	2750	2750	1375	1375	2750	1375	1375	2406	344
Capacity Analysis Module:												
Vol/Sat:	0.06	0.38	0.38	0.06	0.37	0.25	0.20	0.32	0.09	0.16	0.38	0.38
Crit Volume:			520		83			270			520	
Crit Moves:			****		****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.961
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0
Volume Module:												
Base Vol:	80	400	100	120	790	280	160	900	80	380	910	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	400	100	120	790	280	160	900	80	380	910	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	400	100	120	790	280	160	900	80	380	910	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	400	100	120	790	280	160	900	80	380	910	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	400	100	120	790	280	160	900	80	380	910	190
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.60	0.40	1.00	1.48	0.52	1.00	2.76	0.24	1.00	1.65	0.35
Final Sat.:	1375	2200	550	1375	2030	720	1375	3788	337	1375	2275	475
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.09	0.39	0.39	0.12	0.24	0.24	0.28	0.40	0.40
Crit Volume:	80				535				327	380		
Crit Moves:	****				****				****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.808
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 148 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:												
Base Vol:	130	930	150	80	870	260	320	650	120	140	1120	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	930	150	80	870	260	320	650	120	140	1120	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	930	150	80	870	260	320	650	120	140	1120	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	930	150	80	870	260	320	650	120	140	1120	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	143	930	150	80	870	260	352	650	120	154	1120	50
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.69	0.31	2.00	2.87	0.13
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2321	429	2750	3949	176
Capacity Analysis Module:												
Vol/Sat:	0.05	0.34	0.11	0.06	0.32	0.19	0.13	0.28	0.28	0.06	0.28	0.28
Crit Volume:		465		80			176					390
Crit Moves:		****		****			****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.835
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 172 Level Of Service: D

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	20	30	20	350	20	400	370	1260	20	10	760	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	30	20	350	20	400	370	1260	20	10	760	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	30	20	350	20	400	370	1260	20	10	760	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	30	20	350	20	400	370	1260	20	10	760	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	30	20	350	20	400	370	1260	20	10	760	160
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.05	0.95	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	68	1357	1425	2805	45	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.01	0.25	0.29	0.29	0.26	0.45	0.45	0.01	0.27	0.11
Crit Volume:	20			420			370				380	
Crit Moves:	****			****			****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.859
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	60	530	470	160	650	430	530	990	50	430	540	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	530	470	160	650	430	530	990	50	430	540	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	530	470	160	650	430	530	990	50	430	540	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	530	470	160	650	430	530	990	50	430	540	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	60	530	470	160	650	430	583	990	50	473	540	100
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.90	0.10	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2618	132	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.34	0.12	0.24	0.31	0.21	0.38	0.38	0.17	0.20	0.07
Crit Volume:		265		160			520			236		
Crit Moves:		****		****			****			****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!	0	0
Volume Module:												
Base Vol:	0	1420	1600	0	1250	10	0	0	0	910	20	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1420	1600	0	1250	10	0	0	0	910	20	30
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1420	0	0	1250	10	0	0	0	910	20	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1420	0	0	1250	10	0	0	0	910	20	30
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1420	0	0	1250	10	0	0	0	1001	20	30
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.98	0.02	0.00	0.00	0.00	2.86	0.06	0.08
Final Sat.:	0	4275	1425	0	4241	34	0	0	0	4072	81	122
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.25	0.25	0.25
Crit Volume:		473		0						350		
Crit Moves:		****		****						****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 1.089
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 1	0	1	0 2	0 2	2	0 1	1 0	2	0 2 1 0
Volume Module:												
Base Vol:	60	2125	200	100	1330	600	660	570	20	280	370	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	2125	200	100	1330	600	660	570	20	280	370	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	2125	200	100	1330	600	660	570	20	280	370	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	2125	200	100	1330	600	660	570	20	280	370	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00
FinalVolume:	60	2125	200	100	1330	660	726	570	20	308	370	260
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.74	0.26	1.00	2.00	2.00	2.00	1.93	0.07	2.00	2.00	1.00
Final Sat.:	1375	3770	355	1375	2750	2750	2750	2657	93	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.56	0.56	0.07	0.48	0.24	0.26	0.21	0.21	0.11	0.13	0.19
Crit Volume:		775			100			363				260
Crit Moves:		****			****			****				****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.576
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0 1	0	1	0 1	0 1	1	0 3	0 1	1	0 2 1 0
Volume Module:												
Base Vol:	540	170	40	10	30	65	90	1170	460	50	1010	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	170	40	10	30	65	90	1170	460	50	1010	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	540	170	40	10	30	65	90	1170	460	50	1010	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	540	170	40	10	30	65	90	1170	460	50	1010	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	594	170	40	10	30	65	90	1170	460	50	1010	10
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.81	0.19	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.97	0.03
Final Sat.:	2750	1113	262	1375	1375	1375	1375	4125	1375	1375	4085	40
Capacity Analysis Module:												
Vol/Sat:	0.22	0.15	0.15	0.01	0.02	0.05	0.07	0.28	0.33	0.04	0.25	0.25
Crit Volume:	297					65	90					340
Crit Moves:	****					****	****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.884
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0	0 0	2	0 2	0 0	0	0 2	1 1
Volume Module:												
Base Vol:	300	0	630	0	0	0	260	1090	0	0	1460	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	0	630	0	0	0	260	1090	0	0	1460	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	0	630	0	0	0	260	1090	0	0	1460	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	0	630	0	0	0	260	1090	0	0	1460	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	330	0	630	0	0	0	286	1090	0	0	1460	209
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.44	0.00	0.00	0.00	0.10	0.38	0.00	0.00	0.34	0.15
Crit Volume:			630			0		143			487	
Crit Moves:			****					****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0 1	0	0 4	0 1	2	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	150	0	280	0	1250	330	610	1140	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	150	0	280	0	1250	330	610	1140	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	150	0	280	0	1250	330	610	1140	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	150	0	280	0	1250	330	610	1140	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	165	0	308	0	1250	330	671	1140	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.05	xxxx	1.95	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1491	0	2784	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.11	0.00	0.22	0.23	0.24	0.40	0.00
Crit Volume:			0			158			330	336		
Crit Moves:						****			****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 1.151
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	70	800	110	480	510	120	125	150	60	260	130	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	800	110	480	510	120	125	150	60	260	130	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	800	110	480	510	120	125	150	60	260	130	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	800	110	480	510	120	125	150	60	260	130	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	800	110	480	510	120	125	150	60	260	130	320
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	1.64	0.22	0.86	0.92	0.22	0.37	0.45	0.18	0.67	0.33	1.00
Final Sat.:	204	2327	320	1232	1309	308	532	638	255	950	475	1425
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.39	0.39	0.39	0.24	0.24	0.24	0.27	0.27	0.22
Crit Volume:		490			555			335			260	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 1.092
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	170	1175	220	210	950	150	280	1550	160	340	1470	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1175	220	210	950	150	280	1550	160	340	1470	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1175	220	210	950	150	280	1550	160	340	1470	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1175	220	210	950	150	280	1550	160	340	1470	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	170	1175	220	210	950	150	308	1550	160	374	1470	110
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:																				
Vol/Sat:	0.12	0.43	0.16	0.15	0.35	0.11	0.11	0.38	0.12	0.14	0.36	0.08
Crit Volume:		588			210			517			187	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: C[17.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:																			
Base Vol:	0	0	310	0	0	0	0	800	250	350	970	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	310	0	0	0	0	800	250	350	970	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	310	0	0	0	0	800	250	350	970	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	310	0	0	0	0	800	250	350	970	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	400	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1050	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	605	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	671	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	605	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	671	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.51	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.52	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	2.9	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	3.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	17.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	16.1	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	*	*	*	C	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		17.0			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		C			*			*			*	

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.826
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 131 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	260	2790	90	150	1820	150	120	170	150	90	170	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	2790	90	150	1820	150	120	170	150	90	170	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	2790	90	150	1820	150	120	170	150	90	170	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	2790	90	150	1820	150	120	170	150	90	170	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	2790	90	150	1820	150	120	170	150	90	170	110
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.88	0.12	1.00	2.77	0.23	1.00	2.00	1.00	1.00	1.21	0.79
Final Sat.:	1425	5522	178	1425	3949	326	1425	2850	1425	1425	1730	1120
Capacity Analysis Module:																				
Vol/Sat:	0.18	0.51	0.51	0.11	0.46	0.46	0.08	0.06	0.11	0.06	0.10	0.10
Crit Volume:	260					657	120				140	
Crit Moves:	****					****	****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 1.061
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1 1	0	1	0 2 1	0	1	0 3 0 1
Volume Module:												
Base Vol:	190	640	310	120	670	130	120	1740	190	220	1530	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	640	310	120	670	130	120	1740	190	220	1530	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	640	310	120	670	130	120	1740	190	220	1530	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	640	310	120	670	130	120	1740	190	220	1530	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	640	310	120	670	130	120	1740	190	220	1530	130
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.35	0.65	1.00	1.68	0.32	1.00	2.70	0.30	1.00	3.00	1.00
Final Sat.:	1375	1853	897	1375	2303	447	1375	3719	406	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.14	0.35	0.35	0.09	0.29	0.29	0.09	0.47	0.47	0.16	0.37	0.09
Crit Volume:			475	120					643	220		
Crit Moves:			****	****					****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.863
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 126 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	1	0	1 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	170	610	50	30	550	100	160	860	150	90	810	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	610	50	30	550	100	160	860	150	90	810	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	610	50	30	550	100	160	860	150	90	810	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	610	50	30	550	100	160	860	150	90	810	50
PCE Adj:	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	680	610	50	120	550	100	160	860	150	90	810	50
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.93	0.07	0.10	1.64	0.26	1.00	1.70	0.30	1.00	1.88	0.12
Final Sat.:	1500	1388	112	153	2458	390	1500	2554	446	1500	2826	174
Capacity Analysis Module:												
Vol/Sat:	0.11	0.44	0.45	0.20	0.22	0.26	0.11	0.34	0.34	0.06	0.29	0.29
Crit Volume:			670	30					505	90		
Crit Moves:			****	****					****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.740
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	1	0	1 1	0	2	0 1
Volume Module:												
Base Vol:	40	670	30	90	610	220	90	810	80	30	700	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	670	30	90	610	220	90	810	80	30	700	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	670	30	90	610	220	90	810	80	30	700	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	670	30	90	610	220	90	810	80	30	700	130
PCE Adj:	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	670	30	360	610	220	90	810	80	30	700	130
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.13	1.80	0.07	0.28	1.35	0.37	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	194	2702	105	415	2030	555	1500	2730	270	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.21	0.25	0.29	0.22	0.30	0.40	0.06	0.30	0.30	0.02	0.23	0.09
Crit Volume:	40					595			445	30		
Crit Moves:	****					****			****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.972
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 1	0	2	0 2 1	0	1	0 2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	220	1880	120	400	1290	40	70	380	120	270	380	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	1880	120	400	1290	40	70	380	120	270	380	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	1880	120	400	1290	40	70	380	120	270	380	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1880	120	400	1290	40	70	380	120	270	380	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	242	1880	120	440	1290	40	70	380	120	297	380	380
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.82	0.18	2.00	2.91	0.09	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3878	248	2750	4001	124	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.48	0.48	0.16	0.32	0.32	0.05	0.14	0.09	0.11	0.14	0.28
Crit Volume:		667			220			70				380
Crit Moves:		****			****			****				****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 1.140
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	330	1680	410	100	860	80	260	1630	310	130	1420	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	1680	410	100	860	80	260	1630	310	130	1420	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	1680	410	100	860	80	260	1630	310	130	1420	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	1680	410	100	860	80	260	1630	310	130	1420	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	330	1680	410	100	860	80	260	1630	310	130	1420	50
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.36	0.64	1.00	3.86	0.14
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4621	879	1375	5313	187
Capacity Analysis Module:												
Vol/Sat:	0.24	0.61	0.30	0.07	0.31	0.06	0.19	0.35	0.35	0.09	0.27	0.27
Crit Volume:		840			100			260			368	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.797
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	130	1090	100	50	840	200	130	650	180	130	560	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1090	100	50	840	200	130	650	180	130	560	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1090	100	50	840	200	130	650	180	130	560	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1090	100	50	840	200	130	650	180	130	560	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1090	100	50	840	200	130	650	180	130	560	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.62	0.38	1.00	1.57	0.43	1.00	1.75	0.25
Final Sat.:	1500	2748	252	1500	2423	577	1500	2349	651	1500	2625	375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.40	0.03	0.35	0.35	0.09	0.28	0.28	0.09	0.21	0.21
Crit Volume:	130				520			415		130		
Crit Moves:	****				****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.778
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	80	1165	40	30	1020	90	200	630	70	30	670	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1165	40	30	1020	90	200	630	70	30	670	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1165	40	30	1020	90	200	630	70	30	670	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1165	40	30	1020	90	200	630	70	30	670	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1165	40	30	1020	90	200	630	70	30	670	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.93	0.07	1.00	1.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2900	100	1500	2757	243	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.40	0.40	0.02	0.37	0.37	0.13	0.21	0.05	0.02	0.22	0.05
Crit Volume:		603			30			200			335	
Crit Moves:		****	****		****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.882
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1	0
Volume Module:												
Base Vol:	130	1330	0	0	1050	210	1030	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1330	0	0	1050	210	1030	0	50	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1330	0	0	1050	210	1030	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1330	0	0	1050	210	1030	0	50	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1330	0	0	1050	210	1133	0	50	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.92	0.00	0.08	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2730	0	120	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.47	0.00	0.00	0.37	0.15	0.42	0.00	0.42	0.00	0.00	0.00
Crit Volume:		665			0			592			0	
Crit Moves:		****			****			****				

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.753
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 115 Level Of Service: C

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0 2	1	0	0 1	1	0	1 0	3	0
Volume Module:												
Base Vol:	250	0	1340	0	0	0	0	1010	240	860	1020	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	1340	0	0	0	0	1010	240	860	1020	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	250	0	1340	0	0	0	0	1010	0	860	1020	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	1340	0	0	0	0	1010	0	860	1020	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	275	0	1474	0	0	0	0	1010	0	946	1020	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.52	0.00	0.00	0.00	0.00	0.24	0.00	0.22	0.36	0.00
Crit Volume:			737		0			337		0		
Crit Moves:			****					****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.683
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1 1	0	0	0 1!	0	0
Volume Module:												
Base Vol:	130	1250	120	50	1050	80	30	110	80	70	170	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1250	120	50	1050	80	30	110	80	70	170	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1250	120	50	1050	80	30	110	80	70	170	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1250	120	50	1050	80	30	110	80	70	170	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1250	120	50	1050	80	30	110	80	70	170	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.82	0.18	1.00	1.86	0.14	0.14	0.50	0.36	0.26	0.63	0.11
Final Sat.:	1500	2737	263	1500	2788	212	205	750	545	389	944	167
Capacity Analysis Module:												
Vol/Sat:	0.09	0.46	0.46	0.03	0.38	0.38	0.15	0.15	0.15	0.18	0.18	0.18
Crit Volume:			685	50				220		70		
Crit Moves:			****	****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.890
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1 1	1	0	0 1	1	2	0 3	0	1
Volume Module:												
Base Vol:	50	20	480	120	30	90	30	2210	70	250	1620	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	20	480	120	30	90	30	2210	70	250	1620	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	20	480	120	30	90	30	2210	70	250	1620	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	20	480	120	30	90	30	2210	70	250	1620	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	50	20	528	120	30	99	33	2210	70	275	1620	30
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	1.93	1.00	0.47	1.53	2.00	3.00	1.00	2.00	2.95	0.05
Final Sat.:	1425	104	2746	1425	663	2187	2850	4275	1425	2850	4197	78
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.08	0.05	0.05	0.01	0.52	0.05	0.10	0.39	0.39
Crit Volume:		274		120				737		138		
Crit Moves:		****		****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1 0	1	0	0 1	0	1	0 1	1	0
Volume Module:												
Base Vol:	100	270	30	30	300	80	80	720	160	80	680	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	270	30	30	300	80	80	720	160	80	680	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	270	30	30	300	80	80	720	160	80	680	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	270	30	30	300	80	80	720	160	80	680	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	270	30	30	300	80	80	720	160	80	680	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.90	0.10	1.00	0.79	0.21	1.00	1.64	0.36	1.00	1.81	0.19
Final Sat.:	1500	1350	150	1500	1184	316	1500	2455	545	1500	2720	280
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.02	0.25	0.25	0.05	0.29	0.29	0.05	0.25	0.25
Crit Volume:	100					380		440		80		
Crit Moves:	****					****		****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec):	100			Critical Vol./Cap.(X):			0.967								
Loss Time (sec):	0			Average Delay (sec/veh):			49.9								
Optimal Cycle:	0			Level Of Service:			E								
Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	1 0	1 0	0	1 0	1 0	0	0 1!	0 0	0	1 0	0 1			
Volume Module:															
Base Vol:	10	950	60	40	990	10	10	10	10	80	10	40			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	10	950	60	40	990	10	10	10	10	80	10	40			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	10	950	60	40	990	10	10	10	10	80	10	40			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	10	950	60	40	990	10	10	10	10	80	10	40			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	10	950	60	40	990	10	10	10	10	80	10	40			
Saturation Flow Module:															
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.02	1.86	0.12	0.08	1.90	0.02	0.34	0.33	0.33	0.89	0.11	1.00			
Final Sat.:	11	1007	64	41	1028	10	149	149	149	343	43	439			
Capacity Analysis Module:															
Vol/Sat:	0.95	0.94	0.94	0.97	0.96	0.96	0.07	0.07	0.07	0.23	0.23	0.09			
Crit Moves:	****			****			****			****					
Delay/Veh:	52.1	50.7	49.1	55.8	54.9	54.0	11.5	11.5	11.5	14.5	14.5	11.4			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	52.1	50.7	49.1	55.8	54.9	54.0	11.5	11.5	11.5	14.5	14.5	11.4			
LOS by Move:	F	F	E	F	F	F	B	B	B	B	B	B			
ApproachDel:	50.6			54.9			11.5			13.5					
Delay Adj:	1.00			1.00			1.00			1.00					
ApprAdjDel:	50.6			54.9			11.5			13.5					
LOS by Appr:	F			F			B			B					
AllWayAvgQ:	6.4	6.0	6.0	6.9	6.7	6.7	0.1	0.1	0.1	0.3	0.3	0.1			

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec):	100			Critical Vol./Cap.(X):			1.030								
Loss Time (sec):	0			Average Delay (sec/veh):			51.4								
Optimal Cycle:	0			Level Of Service:			F								
Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0 2	0 0	0	0 1	1 0	0	0 1!	0 0	0	0 0	0 0			
Volume Module:															
Base Vol:	90	920	0	0	970	130	130	0	130	0	0	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	90	920	0	0	970	130	130	0	130	0	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	90	920	0	0	970	130	130	0	130	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	90	920	0	0	970	130	130	0	130	0	0	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	90	920	0	0	970	130	130	0	130	0	0	0			
Saturation Flow Module:															
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	2.00	0.00	0.00	1.76	0.24	0.50	0.00	0.50	0.00	0.00	0.00			
Final Sat.:	488	1047	0	0	942	128	274	0	274	0	0	0			
Capacity Analysis Module:															
Vol/Sat:	0.18	0.88	xxxx	xxxx	1.03	1.02	0.47	xxxx	0.47	xxxx	xxxx	xxxx			
Crit Moves:		****			****		****								
Delay/Veh:	11.7	41.2	0.0	0.0	72.3	67.9	15.3	0.0	15.3	0.0	0.0	0.0			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	11.7	41.2	0.0	0.0	72.3	67.9	15.3	0.0	15.3	0.0	0.0	0.0			
LOS by Move:	B	E	*	*	F	F	C	*	C	*	*	*			
ApproachDel:	38.6			71.8			15.3			xxxxxx					
Delay Adj:	1.00			1.00			1.00			xxxxx					
ApprAdjDel:	38.6			71.8			15.3			xxxxxx					
LOS by Appr:	E			F			C			*					
AllWayAvgQ:	0.2	4.6	0.0	0.0	9.7	8.8	0.9	0.9	0.9	0.0	0.0	0.0			

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.076
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	170	900	330	90	1090	190	180	910	150	310	750	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	900	330	90	1090	190	180	910	150	310	750	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	900	330	90	1090	190	180	910	150	310	750	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	900	330	90	1090	190	180	910	150	310	750	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	900	330	90	1090	190	180	910	150	310	750	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2644	106
Capacity Analysis Module:												
Vol/Sat:	0.12	0.33	0.24	0.07	0.40	0.14	0.13	0.33	0.11	0.23	0.28	0.28
Crit Volume:	170				545			455		310		
Crit Moves:	****				****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 84.7 Worst Case Level Of Service: F[952.7]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0 0	0 0	0	0 0	1! 0 0	1	0 2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	20	0	260	320	1210	0	0	1340	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	260	320	1210	0	0	1340	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	260	320	1210	0	0	1340	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	20	0	260	320	1210	0	0	1340	100
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2635	3240	720	1440	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	20	10	375	477	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	9	3	375	477	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	2.21	0.00	0.69	0.67	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	4.9	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	26.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	D	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	96	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	26.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	953	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			952.7			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - AM PEAK HOUR

Scenario Report

Scenario:	AM
Command:	AM
Volume:	AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - AM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	E	xxxxx	0.961	E	xxxxx	0.961	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	E	xxxxx	0.927	E	xxxxx	0.927	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	D	xxxxx	0.847	D	xxxxx	0.847	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	B	xxxxx	0.658	B	xxxxx	0.658	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	F	xxxxx	1.252	F	xxxxx	1.252	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	C	xxxxx	0.759	C	xxxxx	0.759	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	D	xxxxx	0.811	D	xxxxx	0.811	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	B	xxxxx	0.691	B	xxxxx	0.691	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	C	xxxxx	0.756	C	xxxxx	0.756	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.549	A	xxxxx	0.549	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	E	xxxxx	0.900	E	xxxxx	0.900	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.464	A	xxxxx	0.464	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	B	xxxxx	0.612	B	xxxxx	0.612	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.461	A	xxxxx	0.461	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	E	xxxxx	0.996	E	xxxxx	0.996	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	E	xxxxx	0.984	E	xxxxx	0.984	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	C	16.6	0.496	C	16.6	0.496	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	A	xxxxx	0.593	A	xxxxx	0.593	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	F	xxxxx	1.184	F	xxxxx	1.184	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	C	xxxxx	0.730	C	xxxxx	0.730	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.567	A	xxxxx	0.567	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	B	xxxxx	0.685	B	xxxxx	0.685	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	E	xxxxx	0.993	E	xxxxx	0.993	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.690	B	xxxxx	0.690	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	C	xxxxx	0.730	C	xxxxx	0.730	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	E	xxxxx	0.956	E	xxxxx	0.956	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx	0.581	A	xxxxx	0.581	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	C	xxxxx	0.724	C	xxxxx	0.724	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	D	32.6	0.906	D	32.6	0.906	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	D	33.1	0.898	D	33.1	0.898	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	D	xxxxx	0.847	D	xxxxx	0.847	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F	68.8	0.457	F	68.8	0.457	+ 0.000 D/V

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.961
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:												
Base Vol:	660	1370	240	50	910	170	150	310	430	320	740	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	660	1370	240	50	910	170	150	310	430	320	740	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	660	1370	240	50	910	170	150	310	430	320	740	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	660	1370	240	50	910	170	150	310	430	320	740	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	726	1370	240	55	910	170	150	310	473	352	740	270
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.47	0.53
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	2015	735
Capacity Analysis Module:												
Vol/Sat:	0.26	0.33	0.17	0.02	0.22	0.12	0.11	0.08	0.17	0.13	0.37	0.37
Crit Volume:	363				303		150					505
Crit Moves:	****				****		****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 75 Critical Vol./Cap.(X): 0.927
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	180	1370	130	150	820	30	70	600	220	80	480	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1370	130	150	820	30	70	600	220	80	480	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1370	130	150	820	30	70	600	220	80	480	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1370	130	150	820	30	70	600	220	80	480	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	1370	130	150	820	30	70	600	220	80	480	130
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.93	0.07	1.00	1.46	0.54	1.00	1.57	0.43
Final Sat.:	1500	2740	260	1500	2894	106	1500	2195	805	1500	2361	639
Capacity Analysis Module:												
Vol/Sat:	0.12	0.50	0.50	0.10	0.28	0.28	0.05	0.27	0.27	0.05	0.20	0.20
Crit Volume:	750			150				410		80		
Crit Moves:	****			****				****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.847
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 112 Level Of Service: D

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 2	0 1	1	0 2	0 1	1	0 2 0 1
Volume Module:												
Base Vol:	60	1390	100	80	870	120	200	730	60	80	460	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1390	100	80	870	120	200	730	60	80	460	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1390	100	80	870	120	200	730	60	80	460	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1390	100	80	870	120	200	730	60	80	460	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1390	100	80	870	120	200	730	60	80	460	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2799	201	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.50	0.50	0.05	0.29	0.08	0.13	0.24	0.04	0.05	0.15	0.05
Crit Volume:			745	80				365		80		
Crit Moves:			****	****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: B

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0	1	0	1 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	110	280	130	30	180	80	70	970	70	110	750	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	280	130	30	180	80	70	970	70	110	750	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	280	130	30	180	80	70	970	70	110	750	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	280	130	30	180	80	70	970	70	110	750	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	280	130	30	180	80	70	970	70	110	750	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2644	106
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.09	0.02	0.13	0.06	0.05	0.35	0.05	0.08	0.28	0.28
Crit Volume:			280	30				485		110		
Crit Moves:			****	****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.252
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1 1	0	2	0 2 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	180	1600	150	130	680	140	360	890	70	140	660	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1600	150	130	680	140	360	890	70	140	660	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1600	150	130	680	140	360	890	70	140	660	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1600	150	130	680	140	360	890	70	140	660	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	1600	150	143	680	140	360	890	70	140	660	170
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.83	0.17	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.59	0.41
Final Sat.:	2750	2514	236	2750	2750	1375	1375	2750	1375	1375	2187	563
Capacity Analysis Module:												
Vol/Sat:	0.07	0.64	0.64	0.05	0.25	0.10	0.26	0.32	0.05	0.10	0.30	0.30
Crit Volume:		875		72			360					415
Crit Moves:		****		****			****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.759
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: C

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1 0	1	0	1 1 0	1	0	2 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	50	290	190	200	380	160	120	1070	80	220	620	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	290	190	200	380	160	120	1070	80	220	620	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	290	190	200	380	160	120	1070	80	220	620	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	290	190	200	380	160	120	1070	80	220	620	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	290	190	200	380	160	120	1070	80	220	620	150
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.21	0.79	1.00	1.41	0.59	1.00	2.79	0.21	1.00	1.61	0.39
Final Sat.:	1375	1661	1089	1375	1935	815	1375	3838	287	1375	2214	536
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.15	0.20	0.20	0.09	0.28	0.28	0.16	0.28	0.28
Crit Volume:		240		200					383	220		
Crit Moves:		****		****					****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.811
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 150 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:																				
Base Vol:	120	850	160	40	520	90	300	1120	70	100	760	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	850	160	40	520	90	300	1120	70	100	760	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	850	160	40	520	90	300	1120	70	100	760	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	850	160	40	520	90	300	1120	70	100	760	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	132	850	160	40	520	90	330	1120	70	110	760	60
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.88	0.12	2.00	2.78	0.22
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2588	162	2750	3823	302
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.31	0.12	0.03	0.19	0.07	0.12	0.43	0.43	0.04	0.20	0.20
Crit Volume:		425			40			595			55	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: B

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:																				
Base Vol:	10	20	10	210	20	200	360	880	10	10	790	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	20	10	210	20	200	360	880	10	10	790	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	20	10	210	20	200	360	880	10	10	790	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	10	210	20	200	360	880	10	10	790	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	20	10	210	20	200	360	880	10	10	790	270
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.09	0.91	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	130	1295	1425	2818	32	1425	2850	1425
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.01	0.01	0.15	0.15	0.15	0.25	0.31	0.31	0.01	0.28	0.19
Crit Volume:		20			210			360			395	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.756
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 116 Level Of Service: C

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	0	1
Volume Module:																				
Base Vol:	40	680	350	110	460	310	540	730	30	380	570	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	680	350	110	460	310	540	730	30	380	570	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	680	350	110	460	310	540	730	30	380	570	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	680	350	110	460	310	540	730	30	380	570	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	680	350	110	460	310	594	730	30	418	570	110
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.92	0.08	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2641	109	2750	2750	1375
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.25	0.25	0.08	0.17	0.23	0.22	0.28	0.28	0.15	0.21	0.08
Crit Volume:		340			110				380	209		
Crit Moves:		****			****				****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.549
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!	0	0
Volume Module:																				
Base Vol:	0	1240	1330	0	820	10	0	0	0	990	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1240	1330	0	820	10	0	0	0	990	10	10
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1240	0	0	820	10	0	0	0	990	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1240	0	0	820	10	0	0	0	990	10	10
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1240	0	0	820	10	0	0	0	1089	10	10
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.96	0.04	0.00	0.00	0.00	2.94	0.03	0.03
Final Sat.:	0	4275	1425	0	4223	52	0	0	0	4198	39	39
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.29	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.26	0.26	0.26
Crit Volume:		413			0				0	370		
Crit Moves:		****			****					****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.900
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 1	0	1	0 2	0 2	2	0 1	1 0	2	0 2 1 0
Volume Module:												
Base Vol:	40	1760	140	60	880	610	590	250	20	130	360	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1760	140	60	880	610	590	250	20	130	360	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1760	140	60	880	610	590	250	20	130	360	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1760	140	60	880	610	590	250	20	130	360	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	1760	140	60	880	671	649	250	20	143	360	220
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.78	0.22	1.00	2.00	2.00	2.00	1.85	0.15	2.00	2.00	1.00
Final Sat.:	1375	3821	304	1375	2750	2750	2750	2546	204	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.46	0.46	0.04	0.32	0.24	0.24	0.10	0.10	0.05	0.13	0.16
Crit Volume:		633			60		325					220
Crit Moves:		****			****		****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.464
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0 1	0	1	0 1	0 1	1	0 3	0 1	1	0 2 1 0
Volume Module:												
Base Vol:	330	30	30	20	90	50	50	800	230	20	940	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	30	30	20	90	50	50	800	230	20	940	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	30	30	20	90	50	50	800	230	20	940	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	30	30	20	90	50	50	800	230	20	940	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	363	30	30	20	90	50	50	800	230	20	940	10
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.50	0.50	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.97	0.03
Final Sat.:	2750	688	688	1375	1375	1375	1375	4125	1375	1375	4082	43
Capacity Analysis Module:												
Vol/Sat:	0.13	0.04	0.04	0.01	0.07	0.04	0.04	0.19	0.17	0.01	0.23	0.23
Crit Volume:	182				90		50					317
Crit Moves:	****				****		****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0	0 0	2	0	2 0	0	0	2 1 1
Volume Module:												
Base Vol:	160	0	330	0	0	0	300	810	0	0	1130	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	0	330	0	0	0	300	810	0	0	1130	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	0	330	0	0	0	300	810	0	0	1130	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	0	330	0	0	0	300	810	0	0	1130	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	176	0	330	0	0	0	330	810	0	0	1130	198
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.23	0.00	0.00	0.00	0.12	0.28	0.00	0.00	0.26	0.14
Crit Volume:			330			0		165			377	
Crit Moves:			****					****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.461
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0 1	0	0	4 0 1	2	0	2 0 0
Volume Module:												
Base Vol:	0	0	0	130	0	410	0	980	250	330	840	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	130	0	410	0	980	250	330	840	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	130	0	410	0	980	250	330	840	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	130	0	410	0	980	250	330	840	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.00
FinalVolume:	0	0	0	143	0	451	0	980	250	363	840	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1425	0	2850	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.16	0.00	0.17	0.18	0.13	0.29	0.00
Crit Volume:		0				226			250	182		
Crit Moves:						****			****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec):	75	Critical Vol./Cap.(X):	0.996
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	SAWTELLE BOULEVARD				MATTESON STREET / SB I-405 RAMPS			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R		L - T - R		L - T - R		L - T - R	
Control:	Split Phase		Split Phase		Permitted		Permitted	
Rights:	Include		Include		Include		Ovl	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Y+R:	4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0	
Lanes:	0 1 0	1 0	0 1 0	1 0	0 0 1!	0 0	0 1 0	0 1
Volume Module:								
Base Vol:	40 540 120	580	310 80		80 160 60	190	80 280	
Growth Adj:	1.00 1.00 1.00	1.00	1.00 1.00		1.00 1.00 1.00	1.00	1.00 1.00	
Initial Bse:	40 540 120	580	310 80		80 160 60	190	80 280	
User Adj:	1.00 1.00 1.00	1.00	1.00 1.00		1.00 1.00 1.00	1.00	1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00	1.00 1.00		1.00 1.00 1.00	1.00	1.00 1.00	
PHF Volume:	40 540 120	580	310 80		80 160 60	190	80 280	
Reduct Vol:	0 0 0	0	0 0		0 0 0	0	0 0	
Reduced Vol:	40 540 120	580	310 80		80 160 60	190	80 280	
PCE Adj:	1.00 1.00 1.00	1.00	1.00 1.00		1.00 1.00 1.00	1.00	1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00	1.00 1.00		1.00 1.00 1.00	1.00	1.00 1.00	
FinalVolume:	40 540 120	580	310 80		80 160 60	190	80 280	
Saturation Flow Module:								
Sat/Lane:	1425 1425 1425	1425	1425 1425		1425 1425 1425	1425	1425 1425	
Adjustment:	1.00 1.00 1.00	1.00	1.00 1.00		1.00 1.00 1.00	1.00	1.00 1.00	
Lanes:	0.11 1.55 0.34	1.00	0.84 0.16		0.27 0.53 0.20	0.70	0.30 1.00	
Final Sat.:	163 2199 489	1425	1190 235		380 760 285	1003	422 1425	
Capacity Analysis Module:								
Vol/Sat:	0.25 0.25 0.25	0.41	0.26 0.34		0.21 0.21 0.21	0.19	0.19 0.20	
Crit Volume:	350	580			300	190		
Crit Moves:	****	****			****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec):	90	Critical Vol./Cap.(X):	0.984
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	OVERLAND AVENUE				VENICE BOULEVARD			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R		L - T - R		L - T - R		L - T - R	
Control:	Prot+Permit		Prot+Permit		Protected		Protected	
Rights:	Ovl		Ovl		Include		Include	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Y+R:	4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0	
Lanes:	1 0 2	0 1	1 0 2	0 1	2 0 3	0 1	2 0 3	0 1
Volume Module:								
Base Vol:	100 1000 140	160	630 120		220 1550 140	320	1470 210	
Growth Adj:	1.00 1.00 1.00	1.00	1.00 1.00		1.00 1.00 1.00	1.00	1.00 1.00	
Initial Bse:	100 1000 140	160	630 120		220 1550 140	320	1470 210	
User Adj:	1.00 1.00 1.00	1.00	1.00 1.00		1.00 1.00 1.00	1.00	1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00	1.00 1.00		1.00 1.00 1.00	1.00	1.00 1.00	
PHF Volume:	100 1000 140	160	630 120		220 1550 140	320	1470 210	
Reduct Vol:	0 0 0	0	0 0		0 0 0	0	0 0	
Reduced Vol:	100 1000 140	160	630 120		220 1550 140	320	1470 210	
PCE Adj:	1.00 1.00 1.00	1.00	1.00 1.00		1.00 1.00 1.00	1.00	1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00	1.00 1.00		1.00 1.10 1.00	1.00	1.10 1.00	
FinalVolume:	100 1000 140	160	630 120		242 1550 140	352	1470 210	
Saturation Flow Module:								
Sat/Lane:	1375 1375 1375	1375	1375 1375		1375 1375 1375	1375	1375 1375	
Adjustment:	1.00 1.00 1.00	1.00	1.00 1.00		1.00 1.00 1.00	1.00	1.00 1.00	
Lanes:	1.00 2.00 1.00	1.00	2.00 1.00		2.00 3.00 1.00	2.00	3.00 1.00	
Final Sat.:	1375 2750 1375	1375	2750 1375		2750 4125 1375	2750	4125 1375	
Capacity Analysis Module:								
Vol/Sat:	0.07 0.36 0.10	0.12	0.23 0.09		0.09 0.38 0.10	0.13	0.36 0.15	
Crit Volume:	500	160			517	176		
Crit Moves:	****	****			****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: C[16.6]

Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R		L - T - R		L - T - R		L - T - R	
Control:	Stop Sign		Stop Sign		Uncontrolled		Uncontrolled	
Rights:	Include		Include		Include		Include	
Lanes:	0 0 0	0 1	0 0 0	0 0	0 0 2	0 1	1 0 2	0 0
Volume Module:								
Base Vol:	0 0 300		0 0 0		0 800 180	200	550 0	
Growth Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
Initial Bse:	0 0 300		0 0 0		0 800 180	200	550 0	
User Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
PHF Volume:	0 0 300		0 0 0		0 800 180	200	550 0	
Reduct Vol:	0 0 0		0 0 0		0 0 0	0	0 0	
FinalVolume:	0 0 300		0 0 0		0 800 180	200	550 0	
Critical Gap Module:								
Critical Gp:	xxxxx xxxx 6.9		xxxxx xxxx xxxxx		xxxxx xxxx xxxxx		4.1 xxxx xxxxx	
FollowUpTim:	xxxxx xxxx 3.3		xxxxx xxxx xxxxx		xxxxx xxxx xxxxx		2.2 xxxx xxxxx	
Capacity Module:								
Cnflict Vol:	xxxx xxxx 400		xxxx xxxx xxxxx		xxxx xxxx xxxxx		980 xxxx xxxxx	
Potent Cap.:	xxxx xxxx 605		xxxx xxxx xxxxx		xxxx xxxx xxxxx		712 xxxx xxxxx	
Move Cap.:	xxxx xxxx 605		xxxx xxxx xxxxx		xxxx xxxx xxxxx		712 xxxx xxxxx	
Volume/Cap:	xxxx xxxx 0.50		xxxx xxxx xxxx		xxxx xxxx xxxx		0.28 xxxx xxxx	
Level Of Service Module:								
2Way95thQ:	xxxx xxxx 2.7		xxxx xxxx xxxxx		xxxx xxxx xxxxx		1.2 xxxx xxxxx	
Control Del:	xxxxx xxxx 16.6		xxxxx xxxx xxxxx		xxxxx xxxx xxxxx		12.0 xxxx xxxxx	
LOS by Move:	* * C		* * *		* * *		B * *	
Movement:	LT - LTR - RT		LT - LTR - RT		LT - LTR - RT		LT - LTR - RT	
Shared Cap.:	xxxx xxxx xxxxx		xxxx xxxx xxxxx		xxxx xxxx xxxxx		xxxx xxxx xxxxx	
SharedQueue:	xxxxx xxxx xxxxx		xxxxx xxxx xxxxx		xxxxx xxxx xxxxx		xxxxx xxxx xxxxx	
Shrd ConDel:	xxxxx xxxx xxxxx		xxxxx xxxx xxxxx		xxxxx xxxx xxxxx		xxxxx xxxx xxxxx	
Shared LOS:	* * *		* * *		* * *		* * *	
ApproachDel:	16.6		xxxxxx		xxxxxx		xxxxxx	
ApproachLOS:	C		*		*		*	

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec):	85	Critical Vol./Cap.(X):	0.593
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

Street Name:	SEPULVEDA BOULEVARD				SAWTELLE BOULEVARD			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R		L - T - R		L - T - R		L - T - R	
Control:	Protected		Protected		Permitted		Permitted	
Rights:	Include		Include		Include		Include	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Y+R:	4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0	
Lanes:	1 0 3	1 0	1 0 2	1 0	1 0 2	0 1	1 0 1	1 0
Volume Module:								
Base Vol:	190 2420 20	80	1420 70		90 110 70	60	70 60	
Growth Adj:	1.00 1.00 1.00	1.00	1.00 1.00		1.00 1.00 1.00	1.00	1.00 1.00	
Initial Bse:	190 2420 20	80	1420 70		90 110 70	60	70 60	
User Adj:	1.00 1.00 1.00	1.00	1.00 1.00		1.00 1.00 1.00	1.00	1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00	1.00 1.00		1.00 1.00 1.00	1.00	1.00 1.00	
PHF Volume:	190 2420 20	80	1420 70		90 110 70	60	70 60	
Reduct Vol:	0 0 0	0	0 0		0 0 0	0	0 0	
Reduced Vol:	190 2420 20	80	1420 70		90 110 70	60	70 60	
PCE Adj:	1.00 1.00 1.00	1.00	1.00 1.00		1.00 1.00 1.00	1.00	1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00	1.00 1.00		1.00 1.00 1.00	1.00	1.00 1.00	
FinalVolume:	190 2420 20	80	1420 70		90 110 70	60	70 60	
Saturation Flow Module:								
Sat/Lane:	1425 1425 1425	1425	1425 1425		1425 1425 1425	1425	1425 1425	
Adjustment:	1.00 1.00 1.00	1.00	1.00 1.00		1.00 1.00 1.00	1.00	1.00 1.00	
Lanes:	1.00 3.97 0.03	1.00	2.86 0.14		1.00 2.00 1.00	1.00	1.00 1.08	0.92
Final Sat.:	1425 5653 47	1425	4074 201		1425 2850 1425	1425	1535 1315	
Capacity Analysis Module:								
Vol/Sat:	0.13 0.43 0.43	0.06	0.35 0.35		0.06 0.04 0.05	0.04	0.05 0.05	
Crit Volume:	610	80			90	65		
Crit Moves:	****	****			****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 1.184
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	190	600	190	170	490	60	210	1580	110	500	1200	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	600	190	170	490	60	210	1580	110	500	1200	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	600	190	170	490	60	210	1580	110	500	1200	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	600	190	170	490	60	210	1580	110	500	1200	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	600	190	170	490	60	210	1580	110	500	1200	110
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.52	0.48	1.00	1.78	0.22	1.00	2.80	0.20	1.00	3.00	1.00
Final Sat.:	1375	2089	661	1375	2450	300	1375	3857	268	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.14	0.29	0.29	0.12	0.20	0.20	0.15	0.41	0.41	0.36	0.29	0.08
Crit Volume:		395			170				563	500		
Crit Moves:		****			****				****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	230	390	130	30	260	70	110	810	140	100	560	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	390	130	30	260	70	110	810	140	100	560	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	390	130	30	260	70	110	810	140	100	560	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	390	130	30	260	70	110	810	140	100	560	40
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	460	390	130	60	260	70	110	810	140	100	560	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.88	0.85	0.27	0.18	1.46	0.36	1.00	1.71	0.29	1.00	1.87	0.13
Final Sat.:	1327	1275	398	273	2189	538	1500	2558	442	1500	2800	200
Capacity Analysis Module:												
Vol/Sat:	0.17	0.31	0.33	0.11	0.12	0.13	0.07	0.32	0.32	0.07	0.20	0.20
Crit Volume:			490	30					475	100		
Crit Moves:			****	****					****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.567
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	50	480	40	100	310	140	130	770	50	30	430	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	480	40	100	310	140	130	770	50	30	430	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	480	40	100	310	140	130	770	50	30	430	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	480	40	100	310	140	130	770	50	30	430	180
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	480	40	200	310	140	130	770	50	30	430	180
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	1.68	0.13	0.44	1.13	0.43	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	288	2518	194	667	1687	646	1500	2817	183	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.17	0.19	0.21	0.15	0.18	0.22	0.09	0.27	0.27	0.02	0.14	0.12
Crit Volume:			310	100				410		30		
Crit Moves:			****	****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.685
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 0	2	0 2	1 0	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	110	1500	100	160	740	20	20	250	90	100	300	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1500	100	160	740	20	20	250	90	100	300	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1500	100	160	740	20	20	250	90	100	300	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1500	100	160	740	20	20	250	90	100	300	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	121	1500	100	176	740	20	20	250	90	110	300	300
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.81	0.19	2.00	2.92	0.08	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3867	258	2750	4016	109	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.39	0.39	0.06	0.18	0.18	0.01	0.09	0.07	0.04	0.11	0.22
Crit Volume:		533			88			20				300
Crit Moves:		****			****			****				****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.993
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	180	1290	220	70	390	140	170	1000	460	190	1330	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1290	220	70	390	140	170	1000	460	190	1330	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1290	220	70	390	140	170	1000	460	190	1330	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1290	220	70	390	140	170	1000	460	190	1330	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	1290	220	70	390	140	170	1000	460	190	1330	50
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.86	0.14
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5301	199
Capacity Analysis Module:												
Vol/Sat:	0.13	0.47	0.16	0.05	0.14	0.10	0.12	0.24	0.33	0.14	0.25	0.25
Crit Volume:		645			70				460	190		
Crit Moves:		****			****				****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.690
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	90	1000	90	20	500	110	210	620	100	80	470	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1000	90	20	500	110	210	620	100	80	470	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1000	90	20	500	110	210	620	100	80	470	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1000	90	20	500	110	210	620	100	80	470	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1000	90	20	500	110	210	620	100	80	470	50
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.64	0.36	1.00	1.72	0.28	1.00	1.81	0.19
Final Sat.:	1500	2752	248	1500	2459	541	1500	2583	417	1500	2712	288
Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.36	0.01	0.20	0.20	0.14	0.24	0.24	0.05	0.17	0.17
Crit Volume:			545		20			210			260	
Crit Moves:			****		****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	60	1130	30	20	550	70	250	600	70	20	490	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1130	30	20	550	70	250	600	70	20	490	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1130	30	20	550	70	250	600	70	20	490	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1130	30	20	550	70	250	600	70	20	490	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1130	30	20	550	70	250	600	70	20	490	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	1.77	0.23	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2922	78	1500	2661	339	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.39	0.39	0.01	0.21	0.21	0.17	0.20	0.05	0.01	0.16	0.05
Crit Volume:		580			20			250			245	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.956
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1!	0
Volume Module:												
Base Vol:	540	1070	0	0	570	500	540	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	1070	0	0	570	500	540	0	50	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	540	1070	0	0	570	500	540	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	540	1070	0	0	570	500	540	0	50	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	540	1070	0	0	570	500	594	0	50	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.84	0.00	0.16	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2629	0	221	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.00	0.00	0.20	0.35	0.23	0.00	0.23	0.00	0.00	0.00
Crit Volume:	540					500	322				0	
Crit Moves:	****					****	****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0 2	1	0	0 1	0	1	0 3	0 1	3 0 2 0 1
Volume Module:												
Base Vol:	180	0	1020	0	0	0	0	460	180	1570	1190	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	0	1020	0	0	0	0	460	180	1570	1190	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	180	0	1020	0	0	0	0	460	0	1570	1190	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	0	1020	0	0	0	0	460	0	1570	1190	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	198	0	1122	0	0	0	0	460	0	1727	1190	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.39	0.00	0.00	0.00	0.00	0.11	0.00	0.40	0.42	0.00
Crit Volume:	99				0			153		576		
Crit Moves:	****							****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1	1	0	0 0	1! 0	0 0 1! 0 0
Volume Module:												
Base Vol:	60	1100	100	20	630	40	30	100	50	60	140	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1100	100	20	630	40	30	100	50	60	140	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1100	100	20	630	40	30	100	50	60	140	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1100	100	20	630	40	30	100	50	60	140	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1100	100	20	630	40	30	100	50	60	140	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.88	0.12	0.17	0.55	0.28	0.27	0.64	0.09
Final Sat.:	1500	2750	250	1500	2821	179	250	833	417	409	955	136
Capacity Analysis Module:												
Vol/Sat:	0.04	0.40	0.40	0.01	0.22	0.22	0.12	0.12	0.12	0.15	0.15	0.15
Crit Volume:		600			20			30			220	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.724
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	1	0	0 1	1	2	0 3	0 1	2 0 2 1 0
Volume Module:												
Base Vol:	40	20	160	30	10	20	80	1160	20	400	2490	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	20	160	30	10	20	80	1160	20	400	2490	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	20	160	30	10	20	80	1160	20	400	2490	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	20	160	30	10	20	80	1160	20	400	2490	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	20	176	30	10	22	88	1160	20	440	2490	90
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.20	1.80	1.00	0.62	1.38	2.00	3.00	1.00	2.00	2.90	0.10
Final Sat.:	1425	291	2559	1425	891	1959	2850	4275	1425	2850	4126	149
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.02	0.01	0.01	0.03	0.27	0.01	0.15	0.60	0.60
Crit Volume:		98			30			44			860	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0	0 1	0	1	0	1	1 0 1 0 1 0
Volume Module:												
Base Vol:	110	230	40	20	260	60	60	560	200	60	650	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	230	40	20	260	60	60	560	200	60	650	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	230	40	20	260	60	60	560	200	60	650	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	230	40	20	260	60	60	560	200	60	650	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	230	40	20	260	60	60	560	200	60	650	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.85	0.15	1.00	0.81	0.19	1.00	1.47	0.53	1.00	1.88	0.12
Final Sat.:	1500	1278	222	1500	1219	281	1500	2211	789	1500	2826	174
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.18	0.01	0.21	0.21	0.04	0.25	0.25	0.04	0.23	0.23
Crit Volume:	110				320				380	60		
Crit Moves:	****				****				****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 0 Average Delay (sec/veh): 32.6
Optimal Cycle: 0 Level Of Service: D

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	10	970	40	20	770	10	10	10	10	80	10	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	970	40	20	770	10	10	10	10	80	10	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	970	40	20	770	10	10	10	10	80	10	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	970	40	20	770	10	10	10	10	80	10	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	970	40	20	770	10	10	10	10	80	10	70
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	1.90	0.08	0.05	1.92	0.03	0.34	0.33	0.33	0.89	0.11	1.00
Final Sat.:	11	1076	45	27	1031	13	147	147	147	352	44	453
Capacity Analysis Module:												
Vol/Sat:	0.91	0.90	0.90	0.75	0.75	0.74	0.07	0.07	0.07	0.23	0.23	0.15
Crit Moves:	****			****				****		****		
Delay/Veh:	42.7	41.8	40.9	25.9	25.7	25.5	11.5	11.5	11.5	13.7	13.7	11.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	41.8	40.9	25.9	25.7	25.5	11.5	11.5	11.5	13.7	13.7	11.4
LOS by Move:	E	E	E	D	D	D	B	B	B	B	B	B
ApproachDel:	41.8			25.7			11.5			12.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	41.8			25.7			11.5			12.7		
LOS by Appr:	E			D			B			B		
AllWayAvgQ:	5.3	5.0	5.0	2.5	2.4	2.4	0.1	0.1	0.1	0.3	0.3	0.2

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.898
Loss Time (sec): 0 Average Delay (sec/veh): 33.1
Optimal Cycle: 0 Level Of Service: D

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	50	1010	0	0	790	80	130	0	70	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1010	0	0	790	80	130	0	70	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1010	0	0	790	80	130	0	70	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1010	0	0	790	80	130	0	70	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1010	0	0	790	80	130	0	70	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.82	0.18	0.65	0.00	0.35	0.00	0.00	0.00
Final Sat.:	516	1125	0	0	993	102	351	0	189	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.90	xxxx	xxxx	0.80	0.79	0.37	xxxx	0.37	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	10.3	41.4	0.0	0.0	29.5	28.5	13.4	0.0	13.4	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	41.4	0.0	0.0	29.5	28.5	13.4	0.0	13.4	0.0	0.0	0.0
LOS by Move:	B	E	*	*	D	D	B	*	B	*	*	*
ApproachDel:	39.9			29.4			13.4			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	39.9			29.4			13.4			xxxxxx		
LOS by Appr:	E			D			B			*		
AllWayAvgQ:	0.1	5.0	0.0	0.0	3.2	3.0	0.6	0.6	0.6	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.847
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	110	890	270	80	620	180	160	760	120	210	880	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	890	270	80	620	180	160	760	120	210	880	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	890	270	80	620	180	160	760	120	210	880	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	890	270	80	620	180	160	760	120	210	880	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	890	270	80	620	180	160	760	120	210	880	80
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.83	0.17
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2521	229
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.20	0.06	0.23	0.13	0.12	0.28	0.09	0.15	0.35	0.35
Crit Volume:		445			80			160			480	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 8.7 Worst Case Level Of Service: F[68.8]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	0	0	1!	0	0	1	0	0	2	0	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	20	0	220	270	800	0	0	900	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	220	270	800	0	0	900	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	220	270	800	0	0	900	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	20	0	220	270	800	0	0	900	110
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1895	2295	505	1010	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	63	39	518	694	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	44	24	518	694	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.46	0.00	0.42	0.39	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	272	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	7.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	68.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			68.8			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - MD PEAK HOUR

Scenario Report

Scenario:	MD
Command:	MD
Volume:	MD
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - MD PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	in
# 28 SEPULVEDA BOULEVARD & CENTINEL	C	xxxxx	0.794	C	xxxxx	0.794	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	C	xxxxx	0.793	C	xxxxx	0.793	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	C	xxxxx	0.730	C	xxxxx	0.730	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	A	xxxxx	0.502	A	xxxxx	0.502	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	C	xxxxx	0.741	C	xxxxx	0.741	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	A	xxxxx	0.573	A	xxxxx	0.573	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	B	xxxxx	0.634	B	xxxxx	0.634	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	B	xxxxx	0.649	B	xxxxx	0.649	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.491	A	xxxxx	0.491	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	C	xxxxx	0.790	C	xxxxx	0.790	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	B	xxxxx	0.606	B	xxxxx	0.606	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.528	A	xxxxx	0.528	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.460	A	xxxxx	0.460	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	B	xxxxx	0.695	B	xxxxx	0.695	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	D	xxxxx	0.813	D	xxxxx	0.813	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	B	14.7	0.450	B	14.7	0.450	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	B	xxxxx	0.691	B	xxxxx	0.691	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	E	xxxxx	0.948	E	xxxxx	0.948	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	B	xxxxx	0.603	B	xxxxx	0.603	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.450	A	xxxxx	0.450	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	C	xxxxx	0.789	C	xxxxx	0.789	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	D	xxxxx	0.836	D	xxxxx	0.836	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.680	B	xxxxx	0.680	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.657	B	xxxxx	0.657	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	B	xxxxx	0.688	B	xxxxx	0.688	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx	0.485	A	xxxxx	0.485	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.537	A	xxxxx	0.537	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	A	xxxxx	0.551	A	xxxxx	0.551	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx	0.517	A	xxxxx	0.517	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	C	15.7	0.611	C	15.7	0.611	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	C	18.6	0.712	C	18.6	0.712	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	C	xxxxx	0.771	C	xxxxx	0.771	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F	355.8	0.986	F	355.8	0.986	+ 0.000 D/V

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.794
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 138 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	1	0 3	0 2	2	0 1	1 0
Volume Module:												
Base Vol:	480	1240	230	130	850	190	200	470	510	280	420	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	1240	230	130	850	190	200	470	510	280	420	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	1240	230	130	850	190	200	470	510	280	420	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	1240	230	130	850	190	200	470	510	280	420	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	528	1240	230	143	850	190	200	470	561	308	420	270
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.22	0.78
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	1674	1076
Capacity Analysis Module:												
Vol/Sat:	0.19	0.30	0.17	0.05	0.21	0.14	0.15	0.11	0.20	0.11	0.25	0.25
Crit Volume:	264				283		200				345	
Crit Moves:	****				****		****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 75 Critical Vol./Cap.(X): 0.793
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

Street Name:	CENTINELA AVENUE									WASHINGTON BOULEVARD		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	170	840	90	180	810	100	130	570	200	110	690	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	840	90	180	810	100	130	570	200	110	690	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	840	90	180	810	100	130	570	200	110	690	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	840	90	180	810	100	130	570	200	110	690	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	840	90	180	810	100	130	570	200	110	690	140
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	1.78	0.22	1.00	1.48	0.52	1.00	1.66	0.34
Final Sat.:	1500	2710	290	1500	2670	330	1500	2221	779	1500	2494	506
Capacity Analysis Module:												
Vol/Sat:	0.11	0.31	0.31	0.12	0.30	0.30	0.09	0.26	0.26	0.07	0.28	0.28
Crit Volume:			465	180			130				415	
Crit Moves:			****	****			****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Street Name:	CENTINELA AVENUE									WASHINGTON PLACE		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	100	910	120	80	860	240	240	520	80	110	520	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	910	120	80	860	240	240	520	80	110	520	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	910	120	80	860	240	240	520	80	110	520	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	910	120	80	860	240	240	520	80	110	520	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	910	120	80	860	240	240	520	80	110	520	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.77	0.23	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2650	350	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.34	0.34	0.05	0.29	0.16	0.16	0.17	0.05	0.07	0.17	0.05
Crit Volume:			515	80			240				260	
Crit Moves:			****	****			****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	70	210	150	40	200	100	80	600	80	110	650	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	210	150	40	200	100	80	600	80	110	650	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	210	150	40	200	100	80	600	80	110	650	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	210	150	40	200	100	80	600	80	110	650	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	210	150	40	200	100	80	600	80	110	650	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2629	121
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.11	0.03	0.15	0.07	0.06	0.22	0.06	0.08	0.25	0.25
Crit Volume:	70				200		80				340	
Crit Moves:	****				****		****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 110 Level Of Service: C

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	2	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	140	670	150	170	730	150	170	540	80	170	560	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	670	150	170	730	150	170	540	80	170	560	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	670	150	170	730	150	170	540	80	170	560	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	670	150	170	730	150	170	540	80	170	560	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	670	150	187	730	150	170	540	80	170	560	130
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.63	0.37	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.62	0.38
Final Sat.:	2750	2247	503	2750	2750	1375	1375	2750	1375	1375	2232	518
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.30	0.07	0.27	0.11	0.12	0.20	0.06	0.12	0.25	0.25
Crit Volume:			410		94			170				345
Crit Moves:			****		****			****				****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.573
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	50	250	120	140	490	160	70	600	70	190	600	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	250	120	140	490	160	70	600	70	190	600	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	250	120	140	490	160	70	600	70	190	600	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	250	120	140	490	160	70	600	70	190	600	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	250	120	140	490	160	70	600	70	190	600	100
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.35	0.65	1.00	1.51	0.49	1.00	2.69	0.31	1.00	1.71	0.29
Final Sat.:	1375	1858	892	1375	2073	677	1375	3694	431	1375	2357	393
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.13	0.10	0.24	0.24	0.05	0.16	0.16	0.14	0.25	0.25
Crit Volume:	50				325			223			190	
Crit Moves:	****				****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.634
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	2	1	0
Volume Module:												
Base Vol:	170	770	120	30	620	150	190	620	140	140	580	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	770	120	30	620	150	190	620	140	140	580	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	770	120	30	620	150	190	620	140	140	580	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	770	120	30	620	150	190	620	140	140	580	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	187	770	120	30	620	150	209	620	140	154	580	70
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.63	0.37	2.00	2.68	0.32
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2243	507	2750	3681	444
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.09	0.02	0.23	0.11	0.08	0.28	0.28	0.06	0.16	0.16
Crit Volume:		385			30			380			77	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: B

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	10	20	20	210	40	250	300	740	20	30	650	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	20	20	210	40	250	300	740	20	30	650	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	20	20	210	40	250	300	740	20	30	650	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	20	210	40	250	300	740	20	30	650	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	20	20	210	40	250	300	740	20	30	650	160
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.14	0.86	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	197	1228	1425	2775	75	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.15	0.20	0.20	0.21	0.27	0.27	0.02	0.23	0.11
Crit Volume:	10				290			300			325	
Crit Moves:	****				****			****			****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec):	125	Critical Vol./Cap.(X):	0.616
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	B

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	2	0	1
Volume Module:															
Base Vol:	60	430	240	90	420	390	440	680	50	300	600	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	430	240	90	420	390	440	680	50	300	600	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	430	240	90	420	390	440	680	50	300	600	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	430	240	90	420	390	440	680	50	300	600	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	60	430	240	90	420	390	484	680	50	330	600	130
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.86	0.14	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2562	188	2750	2750	1375
Capacity Analysis Module:															
Vol/Sat:	0.04	0.16	0.17	0.07	0.15	0.28	0.18	0.27	0.27	0.12	0.22	0.09
Crit Volume:		215			90			242			300	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec):	90	Critical Vol./Cap.(X):	0.491
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!	0	0
Volume Module:															
Base Vol:	0	950	1200	0	860	20	0	0	0	1010	10	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	950	1200	0	860	20	0	0	0	1010	10	30
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	950	0	0	860	20	0	0	0	1010	10	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	950	0	0	860	20	0	0	0	1010	10	30
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	950	0	0	860	20	0	0	0	1111	10	30
Saturation Flow Module:															
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.93	0.07	0.00	0.00	0.00	2.89	0.03	0.08
Final Sat.:	0	4275	1425	0	4178	97	0	0	0	4126	37	111
Capacity Analysis Module:															
Vol/Sat:	0.00	0.22	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.27	0.27	0.27
Crit Volume:		317			0				0		384	
Crit Moves:		****			****						****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec):	135	Critical Vol./Cap.(X):	0.790
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	135	Level Of Service:	C

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	0	2	1	0	2	0	2	1	0
Volume Module:															
Base Vol:	80	1530	140	130	1120	500	380	180	40	200	280	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1530	140	130	1120	500	380	180	40	200	280	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1530	140	130	1120	500	380	180	40	200	280	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1530	140	130	1120	500	380	180	40	200	280	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	80	1530	140	130	1120	550	418	180	40	220	280	190
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.75	0.25	1.00	2.00	2.00	2.00	1.64	0.36	2.00	2.00	1.00
Final Sat.:	1375	3779	346	1375	2750	2750	2750	2250	500	2750	2750	1375
Capacity Analysis Module:															
Vol/Sat:	0.06	0.40	0.40	0.09	0.41	0.20	0.15	0.08	0.08	0.08	0.10	0.14
Crit Volume:		557	130			209						190
Crit Moves:		****	****			****						****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec):	130	Critical Vol./Cap.(X):	0.606
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	B

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1	0	1	0	1	0	1	1	0	3	0	1	1	0	2	1	0
Volume Module:															
Base Vol:	740	60	40	10	20	70	110	800	310	60	710	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	740	60	40	10	20	70	110	800	310	60	710	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	740	60	40	10	20	70	110	800	310	60	710	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	740	60	40	10	20	70	110	800	310	60	710	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	814	60	40	10	20	70	110	800	310	60	710	30
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.60	0.40	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.88	0.12
Final Sat.:	2750	825	550	1375	1375	1375	1375	4125	1375	1375	3958	167
Capacity Analysis Module:															
Vol/Sat:	0.30	0.07	0.07	0.01	0.01	0.05	0.08	0.19	0.23	0.04	0.18	0.18
Crit Volume:	407					70	110				247	
Crit Moves:	****					****	****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0 0	0 0	2	0	2 0	0	0 2	1 1
Volume Module:												
Base Vol:	100	0	160	0	0	0	310	1110	0	0	1190	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	160	0	0	0	310	1110	0	0	1190	450
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	0	160	0	0	0	310	1110	0	0	1190	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	160	0	0	0	310	1110	0	0	1190	450
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	110	0	160	0	0	0	341	1110	0	0	1190	495
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.82	1.18
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4026	1674
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.11	0.00	0.00	0.00	0.12	0.39	0.00	0.00	0.30	0.30
Crit Volume:			160		0		171					421
Crit Moves:			****				****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.460
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0	1	0	4	0	1	2 0	2	0
Volume Module:												
Base Vol:	0	0	0	380	0	270	0	920	220	340	840	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	380	0	270	0	920	220	340	840	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	380	0	270	0	920	220	340	840	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	380	0	270	0	920	220	340	840	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	418	0	297	0	920	220	374	840	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.75	0.01	1.24	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2499	0	1776	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.17	0.00	0.16	0.15	0.13	0.29	0.00
Crit Volume:		0				238		230		187		
Crit Moves:						****		****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.695
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: B

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	0 1	0 1	0	0	1! 0	0	1	0 0	1
Volume Module:												
Base Vol:	20	330	90	490	230	30	30	20	10	220	30	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	330	90	490	230	30	30	20	10	220	30	480
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	330	90	490	230	30	30	20	10	220	30	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	330	90	490	230	30	30	20	10	220	30	480
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	330	90	490	230	30	30	20	10	220	30	480
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	1.50	0.41	1.00	0.92	0.08	0.50	0.33	0.17	0.88	0.12	1.00
Final Sat.:	130	2138	583	1425	1311	114	713	475	238	1254	171	1425
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.34	0.18	0.26	0.04	0.04	0.04	0.18	0.18	0.34
Crit Volume:		220			490			30			250	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.813
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 122 Level Of Service: D

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0	1	1	0 2	0	1	1	2	0 3	0 1
Volume Module:												
Base Vol:	150	750	220	140	640	140	260	1290	130	310	1380	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	750	220	140	640	140	260	1290	130	310	1380	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	750	220	140	640	140	260	1290	130	310	1380	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	750	220	140	640	140	260	1290	130	310	1380	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	150	750	220	140	640	140	286	1290	130	341	1380	140
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.27	0.16	0.10	0.23	0.10	0.10	0.31	0.09	0.12	0.33	0.10
Crit Volume:		375			140			143			460	
Crit Moves:		****			****			****			****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: B[14.7]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 0	0	0	2	0 1	1	0	2	0 0
Volume Module:																
Base Vol:	0	0	300		0	0	0		0	670	150		310	710	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	300		0	0	0		0	670	150		310	710	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	300		0	0	0		0	670	150		310	710	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	300		0	0	0		0	670	150		310	710	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	335		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		820	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	667		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		818	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	667		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		818	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	0.45		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.38	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	2.3		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1.8	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	14.7		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		12.1	xxxx	xxxxx	
LOS by Move:	*	*	B		*	*	*		*	*	*		B	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:		14.7				xxxxx				xxxxxx				xxxxxx		
ApproachLOS:		B				*				*				*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD								SAWTELLE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1 0	1	0	2	1 0	1	0	2	0 1	1	0	1	1 0
Volume Module:																
Base Vol:	140	1870	70		120	1530	90		130	120	110		110	200	150	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	140	1870	70		120	1530	90		130	120	110		110	200	150	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	140	1870	70		120	1530	90		130	120	110		110	200	150	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	140	1870	70		120	1530	90		130	120	110		110	200	150	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	140	1870	70		120	1530	90		130	120	110		110	200	150	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.86	0.14		1.00	2.83	0.17		1.00	2.00	1.00		1.00	1.14	0.86	
Final Sat.:	1425	5494	206		1425	4038	238		1425	2850	1425		1425	1629	1221	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.34	0.34		0.08	0.38	0.38		0.09	0.04	0.08		0.08	0.12	0.12	
Crit Volume:	140					540			130						175	
Crit Moves:	****					****			****						****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.948
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD								VENICE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Prot+Permit				Prot+Permit				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	1 0	1	0	3	0 1
Volume Module:																
Base Vol:	250	340	210		140	340	80		100	1310	110		370	1270	110	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	250	340	210		140	340	80		100	1310	110		370	1270	110	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	250	340	210		140	340	80		100	1310	110		370	1270	110	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	250	340	210		140	340	80		100	1310	110		370	1270	110	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	250	340	210		140	340	80		100	1310	110		370	1270	110	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.24	0.76		1.00	1.62	0.38		1.00	2.77	0.23		1.00	3.00	1.00	
Final Sat.:	1375	1700	1050		1375	2226	524		1375	3805	320		1375	4125	1375	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.20	0.20		0.10	0.15	0.15		0.07	0.34	0.34		0.27	0.31	0.08	
Crit Volume:	250						210				473		370			
Crit Moves:	****						****				****		****			

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.603
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Street Name:	SAWTELLE BOULEVARD								WASHINGTON BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	1	0	1 0	0	1	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	190	260	100		30	180	110		80	740	120		110	690	40	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	190	260	100		30	180	110		80	740	120		110	690	40	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	190	260	100		30	180	110		80	740	120		110	690	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	190	260	100		30	180	110		80	740	120		110	690	40	
PCE Adj:	1.00	1.00	1.00		2.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	190	260	100		60	180	110		80	740	120		110	690	40	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.69	0.95	0.36		0.21	1.16	0.63		1.00	1.72	0.28		1.00	1.89	0.11	
Final Sat.:	1036	1418	545		310	1747	943		1500	2581	419		1500	2836	164	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.18	0.18		0.10	0.10	0.12		0.05	0.29	0.29		0.07	0.24	0.24	
Crit Volume:	190						175				430		110			
Crit Moves:	****						****				****		****			

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	1	0	0
Volume Module:												
Base Vol:	40	250	50	120	200	190	100	580	90	20	530	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	250	50	120	200	190	100	580	90	20	530	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	250	50	120	200	190	100	580	90	20	530	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	250	50	120	200	190	100	580	90	20	530	120
PCE Adj:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	250	50	120	200	190	100	580	90	20	530	120
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	1.47	0.26	0.47	0.78	0.75	1.00	1.73	0.27	1.00	2.00	1.00
Final Sat.:	400	2205	395	706	1176	1118	1500	2597	403	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.13	0.17	0.17	0.17	0.07	0.22	0.22	0.01	0.18	0.08
Crit Volume:			190	120			100				265	
Crit Moves:			****	****			****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.789
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 135 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	2	0	2	1	0	2	0
Volume Module:												
Base Vol:	440	1320	150	410	810	50	50	280	90	210	350	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	1320	150	410	810	50	50	280	90	210	350	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	1320	150	410	810	50	50	280	90	210	350	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	1320	150	410	810	50	50	280	90	210	350	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	484	1320	150	451	810	50	50	280	90	231	350	320
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.69	0.31	2.00	2.83	0.17	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3704	421	2750	3885	240	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.18	0.36	0.36	0.16	0.21	0.21	0.04	0.10	0.07	0.08	0.13	0.23
Crit Volume:		490		226			50				320	
Crit Moves:		****		****			****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.836
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 139 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	0	3	1	0
Volume Module:												
Base Vol:	260	920	370	80	500	140	180	1140	460	150	1330	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	920	370	80	500	140	180	1140	460	150	1330	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	920	370	80	500	140	180	1140	460	150	1330	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	920	370	80	500	140	180	1140	460	150	1330	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	920	370	80	500	140	180	1140	460	150	1330	70
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.80	0.20
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5225	275
Capacity Analysis Module:												
Vol/Sat:	0.19	0.33	0.27	0.06	0.18	0.10	0.13	0.28	0.33	0.11	0.25	0.25
Crit Volume:		460		80					460	150		
Crit Moves:		****		****					****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	1	1	0
Volume Module:												
Base Vol:	120	740	90	50	650	170	180	510	140	100	540	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	740	90	50	650	170	180	510	140	100	540	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	740	90	50	650	170	180	510	140	100	540	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	740	90	50	650	170	180	510	140	100	540	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	740	90	50	650	170	180	510	140	100	540	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	1.59	0.41	1.00	1.57	0.43	1.00	1.74	0.26
Final Sat.:	1500	2675	325	1500	2378	622	1500	2354	646	1500	2613	387
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.28	0.03	0.27	0.27	0.12	0.22	0.22	0.07	0.21	0.21
Crit Volume:	120				410		180					310
Crit Moves:	****				****		****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.657
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	120	840	50	50	680	80	240	380	110	20	490	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	840	50	50	680	80	240	380	110	20	490	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	840	50	50	680	80	240	380	110	20	490	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	840	50	50	680	80	240	380	110	20	490	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	840	50	50	680	80	240	380	110	20	490	80
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.79	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2831	169	1500	2684	316	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:																				
Vol/Sat:	0.08	0.30	0.30	0.03	0.25	0.25	0.16	0.13	0.07	0.01	0.16	0.05
Crit Volume:	120					380	240				245	
Crit Moves:	****					****	****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: B

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1	0	1!	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	270	870	0	0	740	370	500	0	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	870	0	0	740	370	500	0	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	870	0	0	740	370	500	0	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	870	0	0	740	370	500	0	130	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	870	0	0	740	370	550	0	130	0	0	0
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.62	0.00	0.38	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2305	0	545	0	1425	0
Capacity Analysis Module:																				
Vol/Sat:	0.19	0.31	0.00	0.00	0.26	0.26	0.24	0.00	0.24	0.00	0.00	0.00
Crit Volume:	270				370		340				0	
Crit Moves:	****				****		****					

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.485
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0	2	1	0	0	1	0	1	0	3	0	1	3	0	2	0	1
Volume Module:																				
Base Vol:	230	0	790	0	0	0	0	770	170	680	910	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	0	790	0	0	0	0	770	170	680	910	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	230	0	790	0	0	0	0	770	0	680	910	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	0	790	0	0	0	0	770	0	680	910	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	253	0	869	0	0	0	0	770	0	748	910	0
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:																				
Vol/Sat:	0.09	0.00	0.30	0.00	0.00	0.00	0.00	0.18	0.00	0.17	0.32	0.00
Crit Volume:			435			0			257		0	
Crit Moves:			****						****		****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.537
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	80	1010	60	30	800	70	20	60	60	70	100	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1010	60	30	800	70	20	60	60	70	100	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1010	60	30	800	70	20	60	60	70	100	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1010	60	30	800	70	20	60	60	70	100	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1010	60	30	800	70	20	60	60	70	100	50
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.84	0.16	0.14	0.43	0.43	0.32	0.45	0.23
Final Sat.:	1500	2832	168	1500	2759	241	214	643	643	477	682	341
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.36	0.36	0.02	0.29	0.29	0.09	0.09	0.09	0.15	0.15	0.15
Crit Volume:		535			30			20			220	
Crit Moves:		****			****			****			****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.551
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	0	0 1	1	2	0 3	0 1	2	0 2 1 0
Volume Module:												
Base Vol:	40	20	290	60	20	60	60	1240	60	260	1360	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	20	290	60	20	60	60	1240	60	260	1360	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	20	290	60	20	60	60	1240	60	260	1360	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	20	290	60	20	60	60	1240	60	260	1360	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	20	319	60	20	66	66	1240	60	286	1360	30
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.12	1.88	1.00	0.47	1.53	2.00	3.00	1.00	2.00	2.94	0.06
Final Sat.:	1425	168	2682	1425	663	2187	2850	4275	1425	2850	4183	92
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.04	0.03	0.03	0.02	0.29	0.04	0.10	0.33	0.33
Crit Volume:		170			60			413		143		
Crit Moves:		****			****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.517
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0	1	0	1 0	0	1	0 1 1 0
Volume Module:												
Base Vol:	100	170	40	40	190	70	80	560	100	50	600	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	170	40	40	190	70	80	560	100	50	600	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	170	40	40	190	70	80	560	100	50	600	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	170	40	40	190	70	80	560	100	50	600	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	170	40	40	190	70	80	560	100	50	600	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.81	0.19	1.00	0.73	0.27	1.00	1.70	0.30	1.00	1.79	0.21
Final Sat.:	1500	1214	286	1500	1096	404	1500	2545	455	1500	2687	313
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.03	0.17	0.17	0.05	0.22	0.22	0.03	0.22	0.22
Crit Volume:	100					260	80				335	
Crit Moves:	****					****	****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 0 Average Delay (sec/veh): 15.7
Optimal Cycle: 0 Level Of Service: C

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0 1	0	0	0 1	0	1	0 1	0	0	1! 0 0 1
Volume Module:												
Base Vol:	10	620	60	30	710	10	10	10	10	50	10	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	620	60	30	710	10	10	10	10	50	10	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	620	60	30	710	10	10	10	10	50	10	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	620	60	30	710	10	10	10	10	50	10	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	620	60	30	710	10	10	10	10	50	10	30
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	1.80	0.17	0.08	1.89	0.03	0.34	0.33	0.33	0.83	0.17	1.00
Final Sat.:	18	1103	108	49	1168	17	156	156	156	355	71	490
Capacity Analysis Module:												
Vol/Sat:	0.57	0.56	0.56	0.61	0.61	0.60	0.06	0.06	0.06	0.14	0.14	0.06
Crit Moves:	****			****			****				****	
Delay/Veh:	15.7	15.4	15.0	16.9	16.7	16.5	10.7	10.7	10.7	11.7	11.7	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.7	15.4	15.0	16.9	16.7	16.5	10.7	10.7	10.7	11.7	11.7	9.8
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	A
ApproachDel:		15.4			16.7			10.7			11.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.4			16.7			10.7			11.1	
LOS by Appr:		C			C			B			B	
AllWayAvgQ:	1.2	1.1	1.1	1.4	1.4	1.4	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.712
Loss Time (sec): 0 Average Delay (sec/veh): 18.6
Optimal Cycle: 0 Level Of Service: C

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 1	1 0	0	0 1!	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	100	630	0	0	700	120	120	0	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	630	0	0	700	120	120	0	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	630	0	0	700	120	120	0	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	630	0	0	700	120	120	0	130	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	630	0	0	700	120	120	0	130	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.71	0.29	0.48	0.00	0.52	0.00	0.00	0.00
Final Sat.:	514	1114	0	0	984	172	269	0	291	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.57	xxxx	xxxx	0.71	0.70	0.45	xxxx	0.45	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	11.2	16.8	0.0	0.0	22.4	21.3	14.0	0.0	14.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.2	16.8	0.0	0.0	22.4	21.3	14.0	0.0	14.0	0.0	0.0	0.0
LOS by Move:	B	C	*	*	C	C	B	*	B	*	*	*
ApproachDel:	16.0			22.2			14.0			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	16.0			22.2			14.0			xxxxxx		
LOS by Appr:	C			C			B			*		
AllWayAvgQ:	0.2	1.2	0.0	0.0	2.2	2.0	0.7	0.7	0.7	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.771
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 124 Level Of Service: C

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	180	690	220	90	730	220	170	640	120	90	660	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	690	220	90	730	220	170	640	120	90	660	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	690	220	90	730	220	170	640	120	90	660	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	690	220	90	730	220	170	640	120	90	660	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	690	220	90	730	220	170	640	120	90	660	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2630	120
Capacity Analysis Module:												
Vol/Sat:	0.13	0.25	0.16	0.07	0.27	0.16	0.12	0.23	0.09	0.07	0.25	0.25
Crit Volume:	180				365		170				345	
Crit Moves:	****				****		****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 36.9 Worst Case Level Of Service: F[355.8]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0 0	0 0	0	0 1!	0 0	1	0 2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	20	0	270	260	1070	0	0	1220	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	270	260	1070	0	0	1220	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	270	260	1070	0	0	1220	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	20	0	270	260	1070	0	0	1220	80
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2315	2850	650	1300	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	33	17	417	540	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	20	9	417	540	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.99	0.00	0.65	0.48	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.6	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	17.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	177	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	19.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	356	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			355.8			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - PM PEAK HOUR

Scenario Report

Scenario:	PM
Command:	PM
Volume:	PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - PM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	E	xxxxx	0.955	E	xxxxx	0.955	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	F	xxxxx	1.090	F	xxxxx	1.090	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	E	xxxxx	0.953	E	xxxxx	0.953	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	C	xxxxx	0.731	C	xxxxx	0.731	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	F	xxxxx	1.016	F	xxxxx	1.016	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	E	xxxxx	0.961	E	xxxxx	0.961	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	D	xxxxx	0.808	D	xxxxx	0.808	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	D	xxxxx	0.839	D	xxxxx	0.839	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	D	xxxxx	0.863	D	xxxxx	0.863	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.575	A	xxxxx	0.575	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	F	xxxxx	1.091	F	xxxxx	1.091	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.576	A	xxxxx	0.576	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	D	xxxxx	0.886	D	xxxxx	0.886	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	F	xxxxx	1.151	F	xxxxx	1.151	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	F	xxxxx	1.094	F	xxxxx	1.094	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	C	17.0	0.517	C	17.0	0.517	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	D	xxxxx	0.826	D	xxxxx	0.826	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	F	xxxxx	1.058	F	xxxxx	1.058	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	D	xxxxx	0.867	D	xxxxx	0.867	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	C	xxxxx	0.743	C	xxxxx	0.743	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	E	xxxxx	0.974	E	xxxxx	0.974	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	F	xxxxx	1.140	F	xxxxx	1.140	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	C	xxxxx	0.797	C	xxxxx	0.797	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	C	xxxxx	0.780	C	xxxxx	0.780	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	D	xxxxx	0.882	D	xxxxx	0.882	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	C	xxxxx	0.753	C	xxxxx	0.753	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	B	xxxxx	0.683	B	xxxxx	0.683	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	D	xxxxx	0.888	D	xxxxx	0.888	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	B	xxxxx	0.663	B	xxxxx	0.663	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	E	49.9	0.967	E	49.9	0.967	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	F	50.6	1.024	F	50.6	1.024	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	F	xxxxx	1.069	F	xxxxx	1.069	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F	952.7	2.210	F	952.7	2.210	+ 0.000 D/V

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec):	130	Critical Vol./Cap.(X):	0.955
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:																				
Base Vol:	500	1510	280	180	1480	210	210	720	830	350	480	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	1510	280	180	1480	210	210	720	830	350	480	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	500	1510	280	180	1480	210	210	720	830	350	480	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	1510	280	180	1480	210	210	720	830	350	480	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	550	1510	280	198	1480	210	210	720	913	385	480	190
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.43	0.57
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	1970	780
Capacity Analysis Module:																				
Vol/Sat:	0.20	0.37	0.20	0.07	0.36	0.15	0.15	0.17	0.33	0.14	0.24	0.24
Crit Volume:	275				493		210				335	
Crit Moves:	****				****		****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	75	Critical Vol./Cap.(X):	1.090
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	260	1330	90	130	1460	90	90	710	250	120	700	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	1330	90	130	1460	90	90	710	250	120	700	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	1330	90	130	1460	90	90	710	250	120	700	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	1330	90	130	1460	90	90	710	250	120	700	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	1330	90	130	1460	90	90	710	250	120	700	200
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	1.88	0.12	1.00	1.48	0.52	1.00	1.56	0.44
Final Sat.:	1500	2810	190	1500	2826	174	1500	2219	781	1500	2333	667
Capacity Analysis Module:																				
Vol/Sat:	0.17	0.47	0.47	0.09	0.52	0.52	0.06	0.32	0.32	0.08	0.30	0.30
Crit Volume:	260				775			480		120		
Crit Moves:	****				****			****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.953
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	90	1400	170	80	1460	180	170	830	110	150	670	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1400	170	80	1460	180	170	830	110	150	670	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1400	170	80	1460	180	170	830	110	150	670	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1400	170	80	1460	180	170	830	110	150	670	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1400	170	80	1460	180	170	830	110	150	670	80
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2675	325	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.52	0.52	0.05	0.49	0.12	0.11	0.28	0.07	0.10	0.22	0.05
Crit Volume:			785		80			415			150	
Crit Moves:			****		****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: C

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	100	260	180	100	290	190	110	1030	100	100	810	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	260	180	100	290	190	110	1030	100	100	810	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	260	180	100	290	190	110	1030	100	100	810	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	260	180	100	290	190	110	1030	100	100	810	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	260	180	100	290	190	110	1030	100	100	810	30
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.93	0.07
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2652	98
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.19	0.13	0.07	0.21	0.14	0.08	0.37	0.07	0.07	0.31	0.31
Crit Volume:	100				290			515		100		
Crit Moves:	****				****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.016
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	2	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	150	840	200	150	1010	350	270	870	130	210	920	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	840	200	150	1010	350	270	870	130	210	920	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	840	200	150	1010	350	270	870	130	210	920	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	840	200	150	1010	350	270	870	130	210	920	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	840	200	165	1010	350	270	870	130	210	920	130
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.62	0.38	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	2750	2221	529	2750	2750	1375	1375	2750	1375	1375	2410	340
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.38	0.38	0.06	0.37	0.25	0.20	0.32	0.09	0.15	0.38	0.38
Crit Volume:			520		83			270				525
Crit Moves:			****		****		****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.961
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	80	400	100	130	790	280	160	900	80	380	910	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	400	100	130	790	280	160	900	80	380	910	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	400	100	130	790	280	160	900	80	380	910	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	400	100	130	790	280	160	900	80	380	910	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	400	100	130	790	280	160	900	80	380	910	190
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.60	0.40	1.00	1.48	0.52	1.00	2.76	0.24	1.00	1.65	0.35
Final Sat.:	1375	2200	550	1375	2030	720	1375	3788	337	1375	2275	475
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.18	0.18	0.09	0.39	0.39	0.12	0.24	0.24	0.28	0.40	0.40
Crit Volume:	80				535				327	380		
Crit Moves:	****				****				****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.808
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 148 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:												
Base Vol:	130	930	150	80	870	250	320	650	120	140	1120	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	930	150	80	870	250	320	650	120	140	1120	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	930	150	80	870	250	320	650	120	140	1120	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	930	150	80	870	250	320	650	120	140	1120	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	143	930	150	80	870	250	352	650	120	154	1120	50
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.69	0.31	2.00	2.87	0.13
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2321	429	2750	3949	176
Capacity Analysis Module:												
Vol/Sat:	0.05	0.34	0.11	0.06	0.32	0.18	0.13	0.28	0.28	0.06	0.28	0.28
Crit Volume:		465			80		176					390
Crit Moves:		****			****		****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.839
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 176 Level Of Service: D

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	20	30	20	350	20	410	370	1260	20	10	750	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	30	20	350	20	410	370	1260	20	10	750	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	30	20	350	20	410	370	1260	20	10	750	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	30	20	350	20	410	370	1260	20	10	750	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	30	20	350	20	410	370	1260	20	10	750	160
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.05	0.95	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	66	1359	1425	2805	45	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.01	0.25	0.30	0.30	0.26	0.45	0.45	0.01	0.26	0.11
Crit Volume:		20			430		370				375	
Crit Moves:		****			****		****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.863
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	60	530	470	160	650	430	530	1000	50	430	540	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	530	470	160	650	430	530	1000	50	430	540	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	530	470	160	650	430	530	1000	50	430	540	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	530	470	160	650	430	530	1000	50	430	540	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	60	530	470	160	650	430	583	1000	50	473	540	100
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.90	0.10	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2619	131	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.34	0.12	0.24	0.31	0.21	0.38	0.38	0.17	0.20	0.07
Crit Volume:		265			160			525	236			
Crit Moves:		****			****			****	****			

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.575
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!	0	0
Volume Module:												
Base Vol:	0	1420	1600	0	1240	10	0	0	0	900	20	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1420	1600	0	1240	10	0	0	0	900	20	30
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1420	0	0	1240	10	0	0	0	900	20	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1420	0	0	1240	10	0	0	0	900	20	30
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1420	0	0	1240	10	0	0	0	990	20	30
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.98	0.02	0.00	0.00	0.00	2.85	0.06	0.09
Final Sat.:	0	4275	1425	0	4241	34	0	0	0	4069	82	123
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.24	0.24	0.24
Crit Volume:		473			0			0		347		
Crit Moves:		****			****					****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 1.091
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 1 0	1	0	2 0 2	2	0	1 1 0	2	0	2 1 0
Volume Module:												
Base Vol:	60	2130	200	100	1330	600	660	570	20	280	370	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	2130	200	100	1330	600	660	570	20	280	370	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	2130	200	100	1330	600	660	570	20	280	370	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	2130	200	100	1330	600	660	570	20	280	370	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00
FinalVolume:	60	2130	200	100	1330	660	726	570	20	308	370	260
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.74	0.26	1.00	2.00	2.00	2.00	1.93	0.07	2.00	2.00	1.00
Final Sat.:	1375	3771	354	1375	2750	2750	2750	2657	93	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.56	0.56	0.07	0.48	0.24	0.26	0.21	0.21	0.11	0.13	0.19
Crit Volume:			777		100			363				260
Crit Moves:			****		****			****				****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.576
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0 1 0	1	0	1 0 1	1	0	3 0 1	1	0	2 1 0
Volume Module:												
Base Vol:	530	170	40	10	30	60	90	1170	460	50	1000	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	530	170	40	10	30	60	90	1170	460	50	1000	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	530	170	40	10	30	60	90	1170	460	50	1000	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	530	170	40	10	30	60	90	1170	460	50	1000	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	583	170	40	10	30	60	90	1170	460	50	1000	10
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.81	0.19	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.97	0.03
Final Sat.:	2750	1113	262	1375	1375	1375	1375	4125	1375	1375	4084	41
Capacity Analysis Module:												
Vol/Sat:	0.21	0.15	0.15	0.01	0.02	0.04	0.07	0.28	0.33	0.04	0.24	0.24
Crit Volume:	292					60		390		50		
Crit Moves:	****					****		****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.886
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0 0	0	0	0 0 0	2	0	2 0 0	0	0	2 1 1
Volume Module:												
Base Vol:	310	0	650	0	0	0	240	1100	0	0	1440	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	0	650	0	0	0	240	1100	0	0	1440	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	0	650	0	0	0	240	1100	0	0	1440	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	0	650	0	0	0	240	1100	0	0	1440	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	341	0	650	0	0	0	264	1100	0	0	1440	209
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.46	0.00	0.00	0.00	0.09	0.39	0.00	0.00	0.34	0.15
Crit Volume:			650		0			132			480	
Crit Moves:			****					****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0 0	1	0	1! 0 1	0	0	4 0 1	2	0	2 0 0
Volume Module:												
Base Vol:	0	0	0	150	0	290	0	1260	330	610	1140	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	150	0	290	0	1260	330	610	1140	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	150	0	290	0	1260	330	610	1140	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	150	0	290	0	1260	330	610	1140	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	165	0	319	0	1260	330	671	1140	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.02	0.01	1.97	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1457	0	2818	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.11	0.00	0.22	0.23	0.24	0.40	0.00
Crit Volume:			0		161				330	336		
Crit Moves:					****				****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec):	75					Critical Vol./Cap.(X):				1.151						
Loss Time (sec):	12					Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	180					Level Of Service:				F						
Street Name:	SAWTELLE BOULEVARD								MATTESON STREET / SB I-405 RAMPS							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	1	0	1	0	0	1	0	1	0	1!	0	0	1	0	1
Volume Module:																
Base Vol:	80	800	110		480	510	120		120	150	60		260	130	320	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	80	800	110		480	510	120		120	150	60		260	130	320	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	80	800	110		480	510	120		120	150	60		260	130	320	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	80	800	110		480	510	120		120	150	60		260	130	320	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	80	800	110		480	510	120		120	150	60		260	130	320	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.16	1.62	0.22		0.86	0.92	0.22		0.36	0.46	0.18		0.67	0.33	1.00	
Final Sat.:	230	2303	317		1232	1309	308		518	648	259		950	475	1425	
Capacity Analysis Module:																
Vol/Sat:	0.35	0.35	0.35		0.39	0.39	0.39		0.23	0.23	0.23		0.27	0.27	0.22	
Crit Volume:		495				555				330				260		
Crit Moves:		****				****				****				****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec):	90					Critical Vol./Cap.(X):				1.094						
Loss Time (sec):	12					Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	180					Level Of Service:				F						
Street Name:	OVERLAND AVENUE								VENICE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Prot+Permit				Prot+Permit				Protected				Protected			
Rights:	Ovl				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	3	0	1	
Volume Module:																
Base Vol:	170	1160	220		220	950	150		280	1550	160		340	1470	110	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	170	1160	220		220	950	150		280	1550	160		340	1470	110	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	170	1160	220		220	950	150		280	1550	160		340	1470	110	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	170	1160	220		220	950	150		280	1550	160		340	1470	110	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.10	1.00	1.00		1.10	1.00	1.00	
FinalVolume:	170	1160	220		220	950	150		308	1550	160		374	1470	110	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	1375	2750	1375		1375	2750	1375		2750	4125	1375		2750	4125	1375	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.42	0.16		0.16	0.35	0.11		0.11	0.38	0.12		0.14	0.36	0.08	
Crit Volume:		580				220				517				187		
Crit Moves:		****				****				****				****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: C[17.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0	1	0	0	0	0	0	0	1	0	2	0	0
Volume Module:																
Base Vol:	0	0	310		0	0	0		0	800	240		350	970	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	310		0	0	0		0	800	240		350	970	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	310		0	0	0		0	800	240		350	970	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	310		0	0	0		0	800	240		350	970	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	400		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1040	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	605		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		676	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	605		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		676	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	0.51		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.52	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	2.9		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		3.0	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	17.0		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		15.9	xxxx	xxxxx	
LOS by Move:	*	*	C		*	*	*		*	*	*		C	*	*	
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:		17.0				xxxxxx				xxxxxx				xxxxxx		
ApproachLOS:		C				*				*				*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec):	85					Critical Vol./Cap.(X):				0.826						
Loss Time (sec):	12					Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	131					Level Of Service:				D						
Street Name:	SEPULVEDA BOULEVARD								SAWTELLE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1	0	1	0	2	1	0	1		1	0	1	1
Volume Module:																
Base Vol:	260	2790	90		140	1820	150		120	170	150		90	170	110	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	260	2790	90		140	1820	150		120	170	150		90	170	110	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	260	2790	90		140	1820	150		120	170	150		90	170	110	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	260	2790	90		140	1820	150		120	170	150		90	170	110	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	260	2790	90		140	1820	150		120	170	150		90	170	110	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.88	0.12		1.00	2.77	0.23		1.00	2.00	1.00		1.00	1.21	0.79	
Final Sat.:	1425	5522	178		1425	3949	326		1425	2850	1425		1425	1730	1120	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.51	0.51		0.10	0.46	0.46		0.08	0.06	0.11		0.06	0.10	0.10	
Crit Volume:	260						657		120					140		
Crit Moves:	****						****		****					****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 1.058
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	190	640	310	120	670	130	120	1740	180	220	1530	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	640	310	120	670	130	120	1740	180	220	1530	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	640	310	120	670	130	120	1740	180	220	1530	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	640	310	120	670	130	120	1740	180	220	1530	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	640	310	120	670	130	120	1740	180	220	1530	130
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.35	0.65	1.00	1.68	0.32	1.00	2.72	0.28	1.00	3.00	1.00
Final Sat.:	1375	1853	897	1375	2303	447	1375	3738	387	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.14	0.35	0.35	0.09	0.29	0.29	0.09	0.47	0.47	0.16	0.37	0.09
Crit Volume:			475	120				640		220		
Crit Moves:			****	****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.867
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 129 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	170	610	60	30	560	100	160	860	150	90	820	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	610	60	30	560	100	160	860	150	90	820	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	610	60	30	560	100	160	860	150	90	820	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	610	60	30	560	100	160	860	150	90	820	50
PCE Adj:	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	680	610	60	120	560	100	160	860	150	90	820	50
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.91	0.09	0.10	1.64	0.26	1.00	1.70	0.30	1.00	1.89	0.11
Final Sat.:	1500	1367	133	150	2465	385	1500	2554	446	1500	2828	172
Capacity Analysis Module:												
Vol/Sat:	0.11	0.45	0.45	0.20	0.23	0.26	0.11	0.34	0.34	0.06	0.29	0.29
Crit Volume:			675	30					505	90		
Crit Moves:			****	****					****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.743
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: C

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	40	670	30	100	610	220	80	780	80	30	690	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	670	30	100	610	220	80	780	80	30	690	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	670	30	100	610	220	80	780	80	30	690	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	670	30	100	610	220	80	780	80	30	690	140
PCE Adj:	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	670	30	400	610	220	80	780	80	30	690	140
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.13	1.80	0.07	0.32	1.32	0.36	1.00	1.81	0.19	1.00	2.00	1.00
Final Sat.:	194	2702	105	476	1987	537	1500	2721	279	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.21	0.25	0.29	0.21	0.31	0.41	0.05	0.29	0.29	0.02	0.23	0.09
Crit Volume:	40					615		430		30		
Crit Moves:	****					****		****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.974
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 0	2	0 2	1 0	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	230	1870	120	410	1290	40	70	380	120	270	390	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	1870	120	410	1290	40	70	380	120	270	390	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	1870	120	410	1290	40	70	380	120	270	390	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	1870	120	410	1290	40	70	380	120	270	390	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	253	1870	120	451	1290	40	70	380	120	297	390	380
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.82	0.18	2.00	2.91	0.09	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3876	249	2750	4001	124	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.48	0.48	0.16	0.32	0.32	0.05	0.14	0.09	0.11	0.14	0.28
Crit Volume:		663		226			70					380
Crit Moves:		****		****			****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 1.140
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	330	1700	410	100	850	80	250	1630	320	130	1420	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	1700	410	100	850	80	250	1630	320	130	1420	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	1700	410	100	850	80	250	1630	320	130	1420	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	1700	410	100	850	80	250	1630	320	130	1420	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	330	1700	410	100	850	80	250	1630	320	130	1420	50
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.34	0.66	1.00	3.86	0.14
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4597	903	1375	5313	187
Capacity Analysis Module:												
Vol/Sat:	0.24	0.62	0.30	0.07	0.31	0.06	0.18	0.35	0.35	0.09	0.27	0.27
Crit Volume:		850			100			250			368	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.797
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	130	1090	100	50	840	200	130	650	180	130	560	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1090	100	50	840	200	130	650	180	130	560	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1090	100	50	840	200	130	650	180	130	560	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1090	100	50	840	200	130	650	180	130	560	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1090	100	50	840	200	130	650	180	130	560	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.62	0.38	1.00	1.57	0.43	1.00	1.75	0.25
Final Sat.:	1500	2748	252	1500	2423	577	1500	2349	651	1500	2625	375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.40	0.03	0.35	0.35	0.09	0.28	0.28	0.09	0.21	0.21
Crit Volume:	130				520			415		130		
Crit Moves:	****				****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.780
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	80	1190	40	30	1020	90	190	630	70	30	670	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1190	40	30	1020	90	190	630	70	30	670	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1190	40	30	1020	90	190	630	70	30	670	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1190	40	30	1020	90	190	630	70	30	670	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1190	40	30	1020	90	190	630	70	30	670	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.93	0.07	1.00	1.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2902	98	1500	2757	243	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.41	0.41	0.02	0.37	0.37	0.13	0.21	0.05	0.02	0.22	0.05
Crit Volume:		615			30			190			335	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.882
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1	0
Volume Module:												
Base Vol:	130	1330	0	0	1050	210	1030	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1330	0	0	1050	210	1030	0	50	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1330	0	0	1050	210	1030	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1330	0	0	1050	210	1030	0	50	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1330	0	0	1050	210	1133	0	50	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.92	0.00	0.08	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2730	0	120	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.47	0.00	0.00	0.37	0.15	0.42	0.00	0.42	0.00	0.00	0.00
Crit Volume:		665			0		592				0	
Crit Moves:		****			****		****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.753
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 115 Level Of Service: C

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0 2	1	0	0 1	1	0	1 0 3	0 1	3 0 2 0 1
Volume Module:												
Base Vol:	250	0	1340	0	0	0	0	1010	240	860	1030	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	1340	0	0	0	0	1010	240	860	1030	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	250	0	1340	0	0	0	0	1010	0	860	1030	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	1340	0	0	0	0	1010	0	860	1030	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	275	0	1474	0	0	0	0	1010	0	946	1030	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.52	0.00	0.00	0.00	0.00	0.24	0.00	0.22	0.36	0.00
Crit Volume:			737		0			337		0		
Crit Moves:			****					****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.683
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1	1	0	0 0	1! 0	0 0 1! 0 0
Volume Module:												
Base Vol:	130	1250	120	50	1050	80	30	110	80	70	170	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1250	120	50	1050	80	30	110	80	70	170	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1250	120	50	1050	80	30	110	80	70	170	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1250	120	50	1050	80	30	110	80	70	170	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1250	120	50	1050	80	30	110	80	70	170	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.82	0.18	1.00	1.86	0.14	0.14	0.50	0.36	0.26	0.63	0.11
Final Sat.:	1500	2737	263	1500	2788	212	205	750	545	389	944	167
Capacity Analysis Module:												
Vol/Sat:	0.09	0.46	0.46	0.03	0.38	0.38	0.15	0.15	0.15	0.18	0.18	0.18
Crit Volume:			685	50				220		70		
Crit Moves:			****	****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.888
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	1	0	0 1	1	2	0 3	0 1	2 0 2 1 0
Volume Module:												
Base Vol:	50	20	480	120	30	90	30	2200	70	250	1620	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	20	480	120	30	90	30	2200	70	250	1620	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	20	480	120	30	90	30	2200	70	250	1620	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	20	480	120	30	90	30	2200	70	250	1620	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	50	20	528	120	30	99	33	2200	70	275	1620	30
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	1.93	1.00	0.47	1.53	2.00	3.00	1.00	2.00	2.95	0.05
Final Sat.:	1425	104	2746	1425	663	2187	2850	4275	1425	2850	4197	78
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.08	0.05	0.05	0.01	0.51	0.05	0.10	0.39	0.39
Crit Volume:		274		120				733		138		
Crit Moves:		****		****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0	0 1	0	1	0	1 0 1	1 0
Volume Module:												
Base Vol:	100	260	30	30	300	80	80	710	160	80	680	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	260	30	30	300	80	80	710	160	80	680	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	260	30	30	300	80	80	710	160	80	680	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	260	30	30	300	80	80	710	160	80	680	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	260	30	30	300	80	80	710	160	80	680	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.90	0.10	1.00	0.79	0.21	1.00	1.63	0.37	1.00	1.81	0.19
Final Sat.:	1500	1345	155	1500	1184	316	1500	2448	552	1500	2720	280
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.19	0.02	0.25	0.25	0.05	0.29	0.29	0.05	0.25	0.25
Crit Volume:	100					380		435		80		
Crit Moves:	****					****		****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.967
Loss Time (sec): 0 Average Delay (sec/veh): 49.9
Optimal Cycle: 0 Level Of Service: E

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	10	950	60	40	990	10	10	10	10	80	10	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	950	60	40	990	10	10	10	10	80	10	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	950	60	40	990	10	10	10	10	80	10	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	950	60	40	990	10	10	10	10	80	10	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	950	60	40	990	10	10	10	10	80	10	40
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	1.86	0.12	0.08	1.90	0.02	0.34	0.33	0.33	0.89	0.11	1.00
Final Sat.:	11	1007	64	41	1028	10	149	149	149	343	43	439
Capacity Analysis Module:												
Vol/Sat:	0.95	0.94	0.94	0.97	0.96	0.96	0.07	0.07	0.07	0.23	0.23	0.09
Crit Moves:	****			****			****			****		
Delay/Veh:	52.1	50.7	49.1	55.8	54.9	54.0	11.5	11.5	11.5	14.5	14.5	11.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	50.7	49.1	55.8	54.9	54.0	11.5	11.5	11.5	14.5	14.5	11.4
LOS by Move:	F	F	E	F	F	F	B	B	B	B	B	B
ApproachDel:	50.6			54.9			11.5			13.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	50.6			54.9			11.5			13.5		
LOS by Appr:	F			F			B			B		
AllWayAvgQ:	6.4	6.0	6.0	6.9	6.7	6.7	0.1	0.1	0.1	0.3	0.3	0.1

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 1.024
Loss Time (sec): 0 Average Delay (sec/veh): 50.6
Optimal Cycle: 0 Level Of Service: F

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	90	920	0	0	970	130	130	0	120	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	920	0	0	970	130	130	0	120	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	920	0	0	970	130	130	0	120	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	920	0	0	970	130	130	0	120	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	920	0	0	970	130	130	0	120	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.76	0.24	0.52	0.00	0.48	0.00	0.00	0.00
Final Sat.:	490	1050	0	0	948	129	285	0	263	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.88	xxxx	xxxx	1.02	1.01	0.46	xxxx	0.46	xxxx	xxxx	xxxx
Crit Moves:		****			****				****			
Delay/Veh:	11.7	40.6	0.0	0.0	70.7	66.3	14.9	0.0	14.9	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	40.6	0.0	0.0	70.7	66.3	14.9	0.0	14.9	0.0	0.0	0.0
LOS by Move:	B	E	*	*	F	F	B	*	B	*	*	*
ApproachDel:	38.0			70.2			14.9			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	38.0			70.2			14.9			xxxxxx		
LOS by Appr:	E			F			B			*		
AllWayAvgQ:	0.2	4.5	0.0	0.0	9.5	8.6	0.8	0.8	0.8	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.069
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	170	900	340	90	1090	190	190	910	150	300	750	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	900	340	90	1090	190	190	910	150	300	750	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	900	340	90	1090	190	190	910	150	300	750	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	900	340	90	1090	190	190	910	150	300	750	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	900	340	90	1090	190	190	910	150	300	750	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2644	106
Capacity Analysis Module:												
Vol/Sat:	0.12	0.33	0.25	0.07	0.40	0.14	0.14	0.33	0.11	0.22	0.28	0.28
Crit Volume:	170				545			455		300		
Crit Moves:	****				****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 84.7 Worst Case Level Of Service: F[952.7]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0 0	0 0	0	0 0	1! 0 0	1	0 2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	20	0	260	320	1210	0	0	1340	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	260	320	1210	0	0	1340	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	260	320	1210	0	0	1340	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	20	0	260	320	1210	0	0	1340	100
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2635	3240	720	1440	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	20	10	375	477	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	9	3	375	477	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	2.21	0.00	0.69	0.67	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	4.9	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	26.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	D	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	96	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	26.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	953	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			952.7			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - AM PEAK HOUR

Scenario Report

Scenario:	AM
Command:	AM
Volume:	AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - AM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh C	Future Del/ LOS	Future V/ Veh C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	E	xxxxx 0.961	E	xxxxx 0.961	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	E	xxxxx 0.927	E	xxxxx 0.927	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	D	xxxxx 0.847	D	xxxxx 0.847	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	B	xxxxx 0.658	B	xxxxx 0.658	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	F	xxxxx 1.252	F	xxxxx 1.252	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	C	xxxxx 0.759	C	xxxxx 0.759	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	D	xxxxx 0.811	D	xxxxx 0.811	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	B	xxxxx 0.691	B	xxxxx 0.691	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	C	xxxxx 0.756	C	xxxxx 0.756	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx 0.549	A	xxxxx 0.549	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	E	xxxxx 0.900	E	xxxxx 0.900	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx 0.464	A	xxxxx 0.464	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	B	xxxxx 0.612	B	xxxxx 0.612	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx 0.461	A	xxxxx 0.461	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	E	xxxxx 0.996	E	xxxxx 0.996	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	E	xxxxx 0.984	E	xxxxx 0.984	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	C	16.6 0.496	C	16.6 0.496	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	A	xxxxx 0.593	A	xxxxx 0.593	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	F	xxxxx 1.184	F	xxxxx 1.184	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	C	xxxxx 0.730	C	xxxxx 0.730	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx 0.567	A	xxxxx 0.567	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	B	xxxxx 0.685	B	xxxxx 0.685	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	E	xxxxx 0.993	E	xxxxx 0.993	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx 0.690	B	xxxxx 0.690	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	C	xxxxx 0.730	C	xxxxx 0.730	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	E	xxxxx 0.956	E	xxxxx 0.956	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx 0.581	A	xxxxx 0.581	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx 0.580	A	xxxxx 0.580	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	C	xxxxx 0.724	C	xxxxx 0.724	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx 0.580	A	xxxxx 0.580	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	D	32.6 0.906	D	32.6 0.906	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	D	33.1 0.898	D	33.1 0.898	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	D	xxxxx 0.847	D	xxxxx 0.847	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F	68.8 0.457	F	68.8 0.457	+ 0.000 D/V

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.961
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:												
Base Vol:	660	1370	240	50	910	170	150	310	430	320	740	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	660	1370	240	50	910	170	150	310	430	320	740	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	660	1370	240	50	910	170	150	310	430	320	740	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	660	1370	240	50	910	170	150	310	430	320	740	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	726	1370	240	55	910	170	150	310	473	352	740	270
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.47	0.53
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	2015	735
Capacity Analysis Module:												
Vol/Sat:	0.26	0.33	0.17	0.02	0.22	0.12	0.11	0.08	0.17	0.13	0.37	0.37
Crit Volume:	363				303		150					505
Crit Moves:	****				****		****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 75 Critical Vol./Cap.(X): 0.927
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	180	1370	130	150	820	30	70	600	220	80	480	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1370	130	150	820	30	70	600	220	80	480	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1370	130	150	820	30	70	600	220	80	480	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1370	130	150	820	30	70	600	220	80	480	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	1370	130	150	820	30	70	600	220	80	480	130
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.93	0.07	1.00	1.46	0.54	1.00	1.57	0.43
Final Sat.:	1500	2740	260	1500	2894	106	1500	2195	805	1500	2361	639
Capacity Analysis Module:												
Vol/Sat:	0.12	0.50	0.50	0.10	0.28	0.28	0.05	0.27	0.27	0.05	0.20	0.20
Crit Volume:	750			150				410		80		
Crit Moves:	****			****				****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.847
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 112 Level Of Service: D

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	60	1390	100	80	870	120	200	730	60	80	460	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1390	100	80	870	120	200	730	60	80	460	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1390	100	80	870	120	200	730	60	80	460	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1390	100	80	870	120	200	730	60	80	460	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1390	100	80	870	120	200	730	60	80	460	70
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2799	201	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.50	0.50	0.05	0.29	0.08	0.13	0.24	0.04	0.05	0.15	0.05
Crit Volume:			745		80			365			80	
Crit Moves:			****		****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: B

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	110	280	130	30	180	80	70	970	70	110	750	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	280	130	30	180	80	70	970	70	110	750	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	280	130	30	180	80	70	970	70	110	750	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	280	130	30	180	80	70	970	70	110	750	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	280	130	30	180	80	70	970	70	110	750	30
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2644	106
Capacity Analysis Module:																				
Vol/Sat:	0.08	0.20	0.09	0.02	0.13	0.06	0.05	0.35	0.05	0.08	0.28	0.28
Crit Volume:			280		30			485		110		
Crit Moves:			****		****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.252
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	2	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	180	1600	150	130	680	140	360	890	70	140	660	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1600	150	130	680	140	360	890	70	140	660	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1600	150	130	680	140	360	890	70	140	660	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1600	150	130	680	140	360	890	70	140	660	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	1600	150	143	680	140	360	890	70	140	660	170
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.83	0.17	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.59	0.41
Final Sat.:	2750	2514	236	2750	2750	1375	1375	2750	1375	1375	2187	563
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.64	0.64	0.05	0.25	0.10	0.26	0.32	0.05	0.10	0.30	0.30
Crit Volume:			875		72			360				415
Crit Moves:			****		****			****				****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.759
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: C

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	50	290	190	200	380	160	120	1070	80	220	620	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	290	190	200	380	160	120	1070	80	220	620	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	290	190	200	380	160	120	1070	80	220	620	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	290	190	200	380	160	120	1070	80	220	620	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	290	190	200	380	160	120	1070	80	220	620	150
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.21	0.79	1.00	1.41	0.59	1.00	2.79	0.21	1.00	1.61	0.39
Final Sat.:	1375	1661	1089	1375	1935	815	1375	3838	287	1375	2214	536
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.17	0.17	0.15	0.20	0.20	0.09	0.28	0.28	0.16	0.28	0.28
Crit Volume:			240		200				383	220		
Crit Moves:			****		****				****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.811
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 150 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:												
Base Vol:	120	850	160	40	520	90	300	1120	70	100	760	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	850	160	40	520	90	300	1120	70	100	760	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	850	160	40	520	90	300	1120	70	100	760	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	850	160	40	520	90	300	1120	70	100	760	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	132	850	160	40	520	90	330	1120	70	110	760	60
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.88	0.12	2.00	2.78	0.22
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2588	162	2750	3823	302
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.12	0.03	0.19	0.07	0.12	0.43	0.43	0.04	0.20	0.20
Crit Volume:		425		40				595		55		
Crit Moves:		****		****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: B

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	10	20	10	210	20	200	360	880	10	10	790	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	20	10	210	20	200	360	880	10	10	790	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	20	10	210	20	200	360	880	10	10	790	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	10	210	20	200	360	880	10	10	790	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	20	10	210	20	200	360	880	10	10	790	270
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.09	0.91	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	130	1295	1425	2818	32	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.15	0.15	0.15	0.25	0.31	0.31	0.01	0.28	0.19
Crit Volume:		20		210				360			395	
Crit Moves:		****		****				****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.756
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 116 Level Of Service: C

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	40	680	350	110	460	310	540	730	30	380	570	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	680	350	110	460	310	540	730	30	380	570	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	680	350	110	460	310	540	730	30	380	570	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	680	350	110	460	310	540	730	30	380	570	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	680	350	110	460	310	594	730	30	418	570	110
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.92	0.08	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2641	109	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.08	0.17	0.23	0.22	0.28	0.28	0.15	0.21	0.08
Crit Volume:		340		110				380	209			
Crit Moves:		****		****				****	****			

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.549
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!	0	0
Volume Module:												
Base Vol:	0	1240	1330	0	820	10	0	0	0	990	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1240	1330	0	820	10	0	0	0	990	10	10
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1240	0	0	820	10	0	0	0	990	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1240	0	0	820	10	0	0	0	990	10	10
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1240	0	0	820	10	0	0	0	1089	10	10
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.96	0.04	0.00	0.00	0.00	2.94	0.03	0.03
Final Sat.:	0	4275	1425	0	4223	52	0	0	0	4198	39	39
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.26	0.26	0.26
Crit Volume:		413		0					0	370		
Crit Moves:		****		****						****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.900
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	0	2	1	0
Volume Module:												
Base Vol:	40	1760	140	60	880	610	590	250	20	130	360	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1760	140	60	880	610	590	250	20	130	360	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1760	140	60	880	610	590	250	20	130	360	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1760	140	60	880	610	590	250	20	130	360	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	1760	140	60	880	671	649	250	20	143	360	220
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.78	0.22	1.00	2.00	2.00	2.00	1.85	0.15	2.00	2.00	1.00
Final Sat.:	1375	3821	304	1375	2750	2750	2750	2546	204	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.46	0.46	0.04	0.32	0.24	0.24	0.10	0.10	0.05	0.13	0.16
Crit Volume:		633			60		325					220
Crit Moves:		****			****		****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.464
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1	0	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	330	30	30	20	90	50	50	800	230	20	940	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	30	30	20	90	50	50	800	230	20	940	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	30	30	20	90	50	50	800	230	20	940	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	30	30	20	90	50	50	800	230	20	940	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	363	30	30	20	90	50	50	800	230	20	940	10
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.50	0.50	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.97	0.03
Final Sat.:	2750	688	688	1375	1375	1375	1375	4125	1375	1375	4082	43
Capacity Analysis Module:												
Vol/Sat:	0.13	0.04	0.04	0.01	0.07	0.04	0.04	0.19	0.17	0.01	0.23	0.23
Crit Volume:	182				90		50					317
Crit Moves:	****				****		****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1!	0	0	0	0	2	0	0	2	1
Volume Module:												
Base Vol:	160	0	330	0	0	0	300	810	0	0	1130	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	0	330	0	0	0	300	810	0	0	1130	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	0	330	0	0	0	300	810	0	0	1130	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	0	330	0	0	0	300	810	0	0	1130	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	176	0	330	0	0	0	330	810	0	0	1130	198
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.23	0.00	0.00	0.00	0.12	0.28	0.00	0.00	0.26	0.14
Crit Volume:			330			0		165			377	
Crit Moves:			****					****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.461
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0	1!	0	1	0	0	4
Volume Module:												
Base Vol:	0	0	0	130	0	410	0	980	250	330	840	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	130	0	410	0	980	250	330	840	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	130	0	410	0	980	250	330	840	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	130	0	410	0	980	250	330	840	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.00
FinalVolume:	0	0	0	143	0	451	0	980	250	363	840	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1425	0	2850	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.16	0.00	0.17	0.18	0.13	0.29	0.00
Crit Volume:			0			226			250	182		
Crit Moves:						****			****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec):	75	Critical Vol./Cap.(X):	0.996
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name: SAWTELLE BOULEVARD MATTESON STREET / SB I-405 RAMPS

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:		Include			Include			Include			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	40	540	120	580	310	80	80	160	60	190	80	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	540	120	580	310	80	80	160	60	190	80	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	540	120	580	310	80	80	160	60	190	80	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	540	120	580	310	80	80	160	60	190	80	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	540	120	580	310	80	80	160	60	190	80	280
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	1.55	0.34	1.00	0.84	0.16	0.27	0.53	0.20	0.70	0.30	1.00
Final Sat.:	163	2199	489	1425	1190	235	380	760	285	1003	422	1425
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.41	0.26	0.34	0.21	0.21	0.21	0.19	0.19	0.20
Crit Volume:		350			580			300			190	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec):	90	Critical Vol./Cap.(X):	0.984
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name: OVERLAND AVENUE VENICE BOULEVARD

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:		Ovl			Ovl			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	100	1000	140	160	630	120	220	1550	140	320	1470	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	1000	140	160	630	120	220	1550	140	320	1470	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	1000	140	160	630	120	220	1550	140	320	1470	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1000	140	160	630	120	220	1550	140	320	1470	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	100	1000	140	160	630	120	242	1550	140	352	1470	210
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.36	0.10	0.12	0.23	0.09	0.09	0.38	0.10	0.13	0.36	0.15
Crit Volume:		500			160			517			176	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: C[16.6]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	T	R				L	T	R				L	T	R				L	T	R			
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:		Include						Include						Include						Include				
Lanes:	0	0	0	0	1		0	0	0	0	0		0	0	2	0	1		1	0	2	0	0	
Volume Module:																								
Base Vol:	0	0	300				0	0	0				0	800	180				200	550	0			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	0	300				0	0	0				0	800	180				200	550	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	0	0	300				0	0	0				0	800	180				200	550	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	0	0	300				0	0	0				0	800	180				200	550	0			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	400	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	980	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	605	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	712	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	605	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	712	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.50	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.28	xxxx	xxxx
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	2.7	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	16.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.0	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	*	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		16.6			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		C			*			*			*	

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec):	85	Critical Vol./Cap.(X):	0.593
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

Street Name: SEPULVEDA BOULEVARD SAWTELLE BOULEVARD

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	190	2420	20	80	1420	70	90	110	70	60	70	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	2420	20	80	1420	70	90	110	70	60	70	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	2420	20	80	1420	70	90	110	70	60	70	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	2420	20	80	1420	70	90	110	70	60	70	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	2420	20	80	1420	70	90	110	70	60	70	60
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.97	0.03	1.00	2.86	0.14	1.00	2.00	1.00	1.00	1.08	0.92
Final Sat.:	1425	5653	47	1425	4074	201	1425	2850	1425	1425	1535	1315
Capacity Analysis Module:																				
Vol/Sat:	0.13	0.43	0.43	0.06	0.35	0.35	0.06	0.04	0.05	0.04	0.05	0.05
Crit Volume:			610		80			90			65	
Crit Moves:			****		****			****			****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 1.184
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	190	600	190	170	490	60	210	1580	110	500	1200	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	600	190	170	490	60	210	1580	110	500	1200	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	600	190	170	490	60	210	1580	110	500	1200	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	600	190	170	490	60	210	1580	110	500	1200	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	600	190	170	490	60	210	1580	110	500	1200	110
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.52	0.48	1.00	1.78	0.22	1.00	2.80	0.20	1.00	3.00	1.00
Final Sat.:	1375	2089	661	1375	2450	300	1375	3857	268	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.14	0.29	0.29	0.12	0.20	0.20	0.15	0.41	0.41	0.36	0.29	0.08
Crit Volume:		395			170				563	500		
Crit Moves:		****			****				****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	230	390	130	30	260	70	110	810	140	100	560	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	390	130	30	260	70	110	810	140	100	560	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	390	130	30	260	70	110	810	140	100	560	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	390	130	30	260	70	110	810	140	100	560	40
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	460	390	130	60	260	70	110	810	140	100	560	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.88	0.85	0.27	0.18	1.46	0.36	1.00	1.71	0.29	1.00	1.87	0.13
Final Sat.:	1327	1275	398	273	2189	538	1500	2558	442	1500	2800	200
Capacity Analysis Module:												
Vol/Sat:	0.17	0.31	0.33	0.11	0.12	0.13	0.07	0.32	0.32	0.07	0.20	0.20
Crit Volume:			490	30					475	100		
Crit Moves:			****	****					****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.567
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	50	480	40	100	310	140	130	770	50	30	430	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	480	40	100	310	140	130	770	50	30	430	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	480	40	100	310	140	130	770	50	30	430	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	480	40	100	310	140	130	770	50	30	430	180
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	480	40	200	310	140	130	770	50	30	430	180
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	1.68	0.13	0.44	1.13	0.43	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	288	2518	194	667	1687	646	1500	2817	183	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.17	0.19	0.21	0.15	0.18	0.22	0.09	0.27	0.27	0.02	0.14	0.12
Crit Volume:			310	100				410		30		
Crit Moves:			****	****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.685
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 0	2	0 2	1 0	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	110	1500	100	160	740	20	20	250	90	100	300	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1500	100	160	740	20	20	250	90	100	300	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1500	100	160	740	20	20	250	90	100	300	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1500	100	160	740	20	20	250	90	100	300	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	121	1500	100	176	740	20	20	250	90	110	300	300
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.81	0.19	2.00	2.92	0.08	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3867	258	2750	4016	109	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.39	0.39	0.06	0.18	0.18	0.01	0.09	0.07	0.04	0.11	0.22
Crit Volume:		533			88			20				300
Crit Moves:		****			****			****				****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.993
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 3	1 0	1	0 3	1 0
Volume Module:												
Base Vol:	180	1290	220	70	390	140	170	1000	460	190	1330	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1290	220	70	390	140	170	1000	460	190	1330	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1290	220	70	390	140	170	1000	460	190	1330	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1290	220	70	390	140	170	1000	460	190	1330	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	1290	220	70	390	140	170	1000	460	190	1330	50
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.86	0.14
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5301	199
Capacity Analysis Module:												
Vol/Sat:	0.13	0.47	0.16	0.05	0.14	0.10	0.12	0.24	0.33	0.14	0.25	0.25
Crit Volume:		645			70				460	190		
Crit Moves:		****			****				****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.690
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	90	1000	90	20	500	110	210	620	100	80	470	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1000	90	20	500	110	210	620	100	80	470	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1000	90	20	500	110	210	620	100	80	470	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1000	90	20	500	110	210	620	100	80	470	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1000	90	20	500	110	210	620	100	80	470	50
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.64	0.36	1.00	1.72	0.28	1.00	1.81	0.19
Final Sat.:	1500	2752	248	1500	2459	541	1500	2583	417	1500	2712	288
Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.36	0.01	0.20	0.20	0.14	0.24	0.24	0.05	0.17	0.17
Crit Volume:			545		20			210			260	
Crit Moves:			****		****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	60	1130	30	20	550	70	250	600	70	20	490	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1130	30	20	550	70	250	600	70	20	490	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1130	30	20	550	70	250	600	70	20	490	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1130	30	20	550	70	250	600	70	20	490	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1130	30	20	550	70	250	600	70	20	490	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	1.77	0.23	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2922	78	1500	2661	339	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.39	0.39	0.01	0.21	0.21	0.17	0.20	0.05	0.01	0.16	0.05
Crit Volume:		580			20			250			245	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.956
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	0	0 2	0 1	1	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	540	1070	0	0	570	500	540	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	1070	0	0	570	500	540	0	50	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	540	1070	0	0	570	500	540	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	540	1070	0	0	570	500	540	0	50	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	540	1070	0	0	570	500	594	0	50	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.84	0.00	0.16	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2629	0	221	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.00	0.00	0.20	0.35	0.23	0.00	0.23	0.00	0.00	0.00
Crit Volume:	540					500	322				0	
Crit Moves:	****					****	****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0 0 2	1	0	0 1 0	1	0	3 0 1	3	0	2 0 1
Volume Module:												
Base Vol:	180	0	1020	0	0	0	0	460	180	1570	1190	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	0	1020	0	0	0	0	460	180	1570	1190	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	180	0	1020	0	0	0	0	460	0	1570	1190	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	0	1020	0	0	0	0	460	0	1570	1190	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	198	0	1122	0	0	0	0	460	0	1727	1190	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.39	0.00	0.00	0.00	0.00	0.11	0.00	0.40	0.42	0.00
Crit Volume:	99				0			153		576		
Crit Moves:	****							****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1 0	1	0	1 1 0	0	0	1! 0 0	0	0	1! 0 0
Volume Module:												
Base Vol:	60	1100	100	20	630	40	30	100	50	60	140	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1100	100	20	630	40	30	100	50	60	140	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1100	100	20	630	40	30	100	50	60	140	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1100	100	20	630	40	30	100	50	60	140	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1100	100	20	630	40	30	100	50	60	140	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.88	0.12	0.17	0.55	0.28	0.27	0.64	0.09
Final Sat.:	1500	2750	250	1500	2821	179	250	833	417	409	955	136
Capacity Analysis Module:												
Vol/Sat:	0.04	0.40	0.40	0.01	0.22	0.22	0.12	0.12	0.12	0.15	0.15	0.15
Crit Volume:		600			20			30			220	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.724
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1 1	1	0	0 1 1	2	0	3 0 1	2	0	2 1 0
Volume Module:												
Base Vol:	40	20	160	30	10	20	80	1160	20	400	2490	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	20	160	30	10	20	80	1160	20	400	2490	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	20	160	30	10	20	80	1160	20	400	2490	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	20	160	30	10	20	80	1160	20	400	2490	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	20	176	30	10	22	88	1160	20	440	2490	90
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.20	1.80	1.00	0.62	1.38	2.00	3.00	1.00	2.00	2.90	0.10
Final Sat.:	1425	291	2559	1425	891	1959	2850	4275	1425	2850	4126	149
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.02	0.01	0.01	0.03	0.27	0.01	0.15	0.60	0.60
Crit Volume:		98			30			44			860	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1 0	1	0	0 1 0	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	110	230	40	20	260	60	60	560	200	60	650	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	230	40	20	260	60	60	560	200	60	650	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	230	40	20	260	60	60	560	200	60	650	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	230	40	20	260	60	60	560	200	60	650	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	230	40	20	260	60	60	560	200	60	650	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.85	0.15	1.00	0.81	0.19	1.00	1.47	0.53	1.00	1.88	0.12
Final Sat.:	1500	1278	222	1500	1219	281	1500	2211	789	1500	2826	174
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.18	0.01	0.21	0.21	0.04	0.25	0.25	0.04	0.23	0.23
Crit Volume:	110				320				380	60		
Crit Moves:	****				****				****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 0 Average Delay (sec/veh): 32.6
Optimal Cycle: 0 Level Of Service: D

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	10	970	40	20	770	10	10	10	10	80	10	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	970	40	20	770	10	10	10	10	80	10	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	970	40	20	770	10	10	10	10	80	10	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	970	40	20	770	10	10	10	10	80	10	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	970	40	20	770	10	10	10	10	80	10	70
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	1.90	0.08	0.05	1.92	0.03	0.34	0.33	0.33	0.89	0.11	1.00
Final Sat.:	11	1076	45	27	1031	13	147	147	147	352	44	453
Capacity Analysis Module:												
Vol/Sat:	0.91	0.90	0.90	0.75	0.75	0.74	0.07	0.07	0.07	0.23	0.23	0.15
Crit Moves:	****			****				****		****		
Delay/Veh:	42.7	41.8	40.9	25.9	25.7	25.5	11.5	11.5	11.5	13.7	13.7	11.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	41.8	40.9	25.9	25.7	25.5	11.5	11.5	11.5	13.7	13.7	11.4
LOS by Move:	E		E	D		D	B	B	B	B	B	B
ApproachDel:	41.8			25.7			11.5			12.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	41.8			25.7			11.5			12.7		
LOS by Appr:	E			D			B			B		
AllWayAvgQ:	5.3	5.0	5.0	2.5	2.4	2.4	0.1	0.1	0.1	0.3	0.3	0.2

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.898
Loss Time (sec): 0 Average Delay (sec/veh): 33.1
Optimal Cycle: 0 Level Of Service: D

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	50	1010	0	0	790	80	130	0	70	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1010	0	0	790	80	130	0	70	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1010	0	0	790	80	130	0	70	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1010	0	0	790	80	130	0	70	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1010	0	0	790	80	130	0	70	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.82	0.18	0.65	0.00	0.35	0.00	0.00	0.00
Final Sat.:	516	1125	0	0	993	102	351	0	189	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.90	xxxx	xxxx	0.80	0.79	0.37	xxxx	0.37	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	10.3	41.4	0.0	0.0	29.5	28.5	13.4	0.0	13.4	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	41.4	0.0	0.0	29.5	28.5	13.4	0.0	13.4	0.0	0.0	0.0
LOS by Move:	B	E	*	*	D	D	B	*	B	*	*	*
ApproachDel:	39.9			29.4			13.4			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	39.9			29.4			13.4			xxxxxx		
LOS by Appr:	E			D			B			*		
AllWayAvgQ:	0.1	5.0	0.0	0.0	3.2	3.0	0.6	0.6	0.6	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.847
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	110	890	270	80	620	180	160	760	120	210	880	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	890	270	80	620	180	160	760	120	210	880	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	890	270	80	620	180	160	760	120	210	880	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	890	270	80	620	180	160	760	120	210	880	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	890	270	80	620	180	160	760	120	210	880	80
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.83	0.17
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2521	229
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.20	0.06	0.23	0.13	0.12	0.28	0.09	0.15	0.35	0.35
Crit Volume:		445			80			160			480	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 8.7 Worst Case Level Of Service: F[68.8]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	0	0	1!	0	0	1	0	0	2	0	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	20	0	220	270	800	0	0	900	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	220	270	800	0	0	900	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	220	270	800	0	0	900	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	20	0	220	270	800	0	0	900	110
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1895	2295	505	1010	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	63	39	518	694	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	44	24	518	694	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.46	0.00	0.42	0.39	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	272	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	7.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	68.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			68.8			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - MD PEAK HOUR

Scenario Report

Scenario:	MD
Command:	MD
Volume:	MD
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - MD PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/Veh	V/C	Future LOS	Del/Veh	V/C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	C	xxxxx	0.794	C	xxxxx	0.794	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	C	xxxxx	0.793	C	xxxxx	0.793	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	C	xxxxx	0.730	C	xxxxx	0.730	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	A	xxxxx	0.502	A	xxxxx	0.502	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	C	xxxxx	0.741	C	xxxxx	0.741	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	A	xxxxx	0.573	A	xxxxx	0.573	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	B	xxxxx	0.634	B	xxxxx	0.634	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	B	xxxxx	0.649	B	xxxxx	0.649	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.491	A	xxxxx	0.491	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	C	xxxxx	0.790	C	xxxxx	0.790	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	B	xxxxx	0.606	B	xxxxx	0.606	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.528	A	xxxxx	0.528	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.460	A	xxxxx	0.460	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	B	xxxxx	0.695	B	xxxxx	0.695	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	D	xxxxx	0.813	D	xxxxx	0.813	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	B	14.7	0.450	B	14.7	0.450	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	B	xxxxx	0.691	B	xxxxx	0.691	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	E	xxxxx	0.948	E	xxxxx	0.948	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	B	xxxxx	0.603	B	xxxxx	0.603	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.450	A	xxxxx	0.450	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	C	xxxxx	0.789	C	xxxxx	0.789	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	D	xxxxx	0.836	D	xxxxx	0.836	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.680	B	xxxxx	0.680	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.657	B	xxxxx	0.657	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	B	xxxxx	0.688	B	xxxxx	0.688	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx	0.485	A	xxxxx	0.485	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.537	A	xxxxx	0.537	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	A	xxxxx	0.551	A	xxxxx	0.551	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx	0.517	A	xxxxx	0.517	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	C	15.7	0.611	C	15.7	0.611	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	C	18.6	0.712	C	18.6	0.712	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	C	xxxxx	0.771	C	xxxxx	0.771	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F	355.8	0.986	F	355.8	0.986	+ 0.000 D/V

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec):	130	Critical Vol./Cap.(X):	0.794
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	138	Level Of Service:	C

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:																				
Base Vol:	480	1240	230	130	850	190	200	470	510	280	420	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	1240	230	130	850	190	200	470	510	280	420	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	1240	230	130	850	190	200	470	510	280	420	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	1240	230	130	850	190	200	470	510	280	420	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	528	1240	230	143	850	190	200	470	561	308	420	270
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.22	0.78
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	1674	1076
Capacity Analysis Module:																				
Vol/Sat:	0.19	0.30	0.17	0.05	0.21	0.14	0.15	0.11	0.20	0.11	0.25	0.25
Crit Volume:	264				283			200			345	
Crit Moves:	****				****		****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	75	Critical Vol./Cap.(X):	0.793
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	C

Street Name:	CENTINELA AVENUE								WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Permitted			Permitted			Permitted			Permitted				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	170	840	90	180	810	100	130	570	200	110	690	140		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	170	840	90	180	810	100	130	570	200	110	690	140		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	170	840	90	180	810	100	130	570	200	110	690	140		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	170	840	90	180	810	100	130	570	200	110	690	140		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	170	840	90	180	810	100	130	570	200	110	690	140		
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.00	1.81	0.19	1.00	1.78	0.22	1.00	1.48	0.52	1.00	1.66	0.34		
Final Sat.:	1500	2710	290	1500	2670	330	1500	2221	779	1500	2494	506		
Capacity Analysis Module:																				
Vol/Sat:	0.11	0.31	0.31	0.12	0.30	0.30	0.09	0.26	0.26	0.07	0.28	0.28		
Crit Volume:			465	180			130				415			
Crit Moves:			****	****			****				****			

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec):	95	Critical Vol./Cap.(X):	0.730
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	C

Street Name:	CENTINELA AVENUE								WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Permitted			Permitted			Permitted			Permitted				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	100	910	120	80	860	240	240	520	80	110	520	70		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	100	910	120	80	860	240	240	520	80	110	520	70		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	100	910	120	80	860	240	240	520	80	110	520	70		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	100	910	120	80	860	240	240	520	80	110	520	70		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	100	910	120	80	860	240	240	520	80	110	520	70		
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.00	1.77	0.23	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00		
Final Sat.:	1500	2650	350	1500	3000	1500	1500	3000	1500	1500	3000	1500		
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.34	0.34	0.05	0.29	0.16	0.16	0.17	0.05	0.07	0.17	0.05		
Crit Volume:			515	80			240				260			
Crit Moves:			****	****			****				****			

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec):	125	Critical Vol./Cap.(X):	0.502
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	A

Street Name:	DUQUESNE AVENUE								CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	70	210	150	40	200	100	80	600	80	110	650	30		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	70	210	150	40	200	100	80	600	80	110	650	30		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	70	210	150	40	200	100	80	600	80	110	650	30		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	70	210	150	40	200	100	80	600	80	110	650	30		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	70	210	150	40	200	100	80	600	80	110	650	30		
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09		
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2629	121		
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.15	0.11	0.03	0.15	0.07	0.06	0.22	0.06	0.08	0.25	0.25		
Crit Volume:	70				200		80				340			
Crit Moves:	****				****		****				****			

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 110 Level Of Service: C

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1 1	0	2	0 2	0 1	1	0 2	0 1	1	0 1 1 0
Volume Module:												
Base Vol:	140	670	150	170	730	150	170	540	80	170	560	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	670	150	170	730	150	170	540	80	170	560	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	670	150	170	730	150	170	540	80	170	560	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	670	150	170	730	150	170	540	80	170	560	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	670	150	187	730	150	170	540	80	170	560	130
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.63	0.37	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.62	0.38
Final Sat.:	2750	2247	503	2750	2750	1375	1375	2750	1375	1375	2232	518
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.30	0.07	0.27	0.11	0.12	0.20	0.06	0.12	0.25	0.25
Crit Volume:			410		94		170					345
Crit Moves:			****		****		****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.573
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1	1 0	1	0 2	1 0	1	0 1 1 0
Volume Module:												
Base Vol:	50	250	120	140	490	160	70	600	70	190	600	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	250	120	140	490	160	70	600	70	190	600	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	250	120	140	490	160	70	600	70	190	600	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	250	120	140	490	160	70	600	70	190	600	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	250	120	140	490	160	70	600	70	190	600	100
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.35	0.65	1.00	1.51	0.49	1.00	2.69	0.31	1.00	1.71	0.29
Final Sat.:	1375	1858	892	1375	2073	677	1375	3694	431	1375	2357	393
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.13	0.10	0.24	0.24	0.05	0.16	0.16	0.14	0.25	0.25
Crit Volume:	50				325			223		190		
Crit Moves:	****				****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.634
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 0 1	1	0	2 0 1	2	0	1 1 0	2	0	2 1 0
Volume Module:												
Base Vol:	170	770	120	30	620	150	190	620	140	140	580	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	770	120	30	620	150	190	620	140	140	580	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	770	120	30	620	150	190	620	140	140	580	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	770	120	30	620	150	190	620	140	140	580	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	187	770	120	30	620	150	209	620	140	154	580	70
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.63	0.37	2.00	2.68	0.32
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2243	507	2750	3681	444
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.09	0.02	0.23	0.11	0.08	0.28	0.28	0.06	0.16	0.16
Crit Volume:		385			30			380		77		
Crit Moves:		****			****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: B

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0 1	1	0	0 1 0	1	0	1 1 0	1	0	2 0 1
Volume Module:												
Base Vol:	10	20	20	210	40	250	300	740	20	30	650	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	20	20	210	40	250	300	740	20	30	650	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	20	20	210	40	250	300	740	20	30	650	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	20	210	40	250	300	740	20	30	650	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	20	20	210	40	250	300	740	20	30	650	160
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.14	0.86	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	197	1228	1425	2775	75	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.15	0.20	0.20	0.21	0.27	0.27	0.02	0.23	0.11
Crit Volume:	10				290		300				325	
Crit Moves:	****				****		****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.616
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	60	430	240	90	420	390	440	680	50	300	600	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	430	240	90	420	390	440	680	50	300	600	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	430	240	90	420	390	440	680	50	300	600	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	430	240	90	420	390	440	680	50	300	600	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	60	430	240	90	420	390	484	680	50	330	600	130
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.86	0.14	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2562	188	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.17	0.07	0.15	0.28	0.18	0.27	0.27	0.12	0.22	0.09
Crit Volume:		215			90			242			300	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!	0	0
Volume Module:												
Base Vol:	0	950	1200	0	860	20	0	0	0	1010	10	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	950	1200	0	860	20	0	0	0	1010	10	30
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	950	0	0	860	20	0	0	0	1010	10	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	950	0	0	860	20	0	0	0	1010	10	30
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	950	0	0	860	20	0	0	0	1111	10	30
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.93	0.07	0.00	0.00	0.00	2.89	0.03	0.08
Final Sat.:	0	4275	1425	0	4178	97	0	0	0	4126	37	111
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.27	0.27	0.27
Crit Volume:		317			0				0		384	
Crit Moves:		****			****						****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.790
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 135 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	0	2	1	0
Volume Module:												
Base Vol:	80	1530	140	130	1120	500	380	180	40	200	280	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1530	140	130	1120	500	380	180	40	200	280	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1530	140	130	1120	500	380	180	40	200	280	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1530	140	130	1120	500	380	180	40	200	280	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	80	1530	140	130	1120	550	418	180	40	220	280	190
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.75	0.25	1.00	2.00	2.00	2.00	1.64	0.36	2.00	2.00	1.00
Final Sat.:	1375	3779	346	1375	2750	2750	2750	2250	500	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.40	0.40	0.09	0.41	0.20	0.15	0.08	0.08	0.08	0.10	0.14
Crit Volume:		557	130				209					190
Crit Moves:		****	****				****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: B

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1	0	1	0	1	0	1	1	0	3	0	1	1	0	2	1	0
Volume Module:												
Base Vol:	740	60	40	10	20	70	110	800	310	60	710	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	740	60	40	10	20	70	110	800	310	60	710	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	740	60	40	10	20	70	110	800	310	60	710	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	740	60	40	10	20	70	110	800	310	60	710	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	814	60	40	10	20	70	110	800	310	60	710	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.60	0.40	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.88	0.12
Final Sat.:	2750	825	550	1375	1375	1375	1375	4125	1375	1375	3958	167
Capacity Analysis Module:												
Vol/Sat:	0.30	0.07	0.07	0.01	0.01	0.05	0.08	0.19	0.23	0.04	0.18	0.18
Crit Volume:	407					70	110				247	
Crit Moves:	****					****	****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0 0	0 0	2	0	2 0	0	0 2	1 1
Volume Module:												
Base Vol:	100	0	160	0	0	0	310	1110	0	0	1190	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	160	0	0	0	310	1110	0	0	1190	450
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	0	160	0	0	0	310	1110	0	0	1190	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	160	0	0	0	310	1110	0	0	1190	450
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	110	0	160	0	0	0	341	1110	0	0	1190	495
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.82	1.18
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4026	1674
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.11	0.00	0.00	0.00	0.12	0.39	0.00	0.00	0.30	0.30
Crit Volume:			160		0		171					421
Crit Moves:			****				****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.460
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0	1	0	4	0	1	2 0 2 0
Volume Module:												
Base Vol:	0	0	0	380	0	270	0	920	220	340	840	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	380	0	270	0	920	220	340	840	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	380	0	270	0	920	220	340	840	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	380	0	270	0	920	220	340	840	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	418	0	297	0	920	220	374	840	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.75	0.01	1.24	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2499	0	1776	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.17	0.00	0.16	0.15	0.13	0.29	0.00
Crit Volume:		0				238		230		187		
Crit Moves:						****		****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.695
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: B

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1 0	1 0	0	0	1! 0	0	1 0	0 1
Volume Module:												
Base Vol:	20	330	90	490	230	30	30	20	10	220	30	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	330	90	490	230	30	30	20	10	220	30	480
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	330	90	490	230	30	30	20	10	220	30	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	330	90	490	230	30	30	20	10	220	30	480
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	330	90	490	230	30	30	20	10	220	30	480
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	1.50	0.41	1.00	0.92	0.08	0.50	0.33	0.17	0.88	0.12	1.00
Final Sat.:	130	2138	583	1425	1311	114	713	475	238	1254	171	1425
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.34	0.18	0.26	0.04	0.04	0.04	0.18	0.18	0.34
Crit Volume:		220			490			30			250	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.813
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 122 Level Of Service: D

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0	1	1 0	2 0	1	2	0 3	0	1 2	0 3 0 1
Volume Module:												
Base Vol:	150	750	220	140	640	140	260	1290	130	310	1380	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	750	220	140	640	140	260	1290	130	310	1380	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	750	220	140	640	140	260	1290	130	310	1380	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	750	220	140	640	140	260	1290	130	310	1380	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	150	750	220	140	640	140	286	1290	130	341	1380	140
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.27	0.16	0.10	0.23	0.10	0.10	0.31	0.09	0.12	0.33	0.10
Crit Volume:		375			140			143			460	
Crit Moves:		****			****			****			****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: B[14.7]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1	0	0	0	0	0	0	2	0	1	0	2	0
Volume Module:																
Base Vol:	0	0	300		0	0	0		0	670	150		310	710	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	300		0	0	0		0	670	150		310	710	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	300		0	0	0		0	670	150		310	710	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	300		0	0	0		0	670	150		310	710	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	335		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		820	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	667		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		818	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	667		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		818	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	0.45		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.38	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	2.3		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1.8	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	14.7		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		12.1	xxxx	xxxxx	
LOS by Move:	*	*	B		*	*	*		*	*	*		B	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:		14.7				xxxxx				xxxxxx				xxxxxx		
ApproachLOS:		B				*				*				*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD								SAWTELLE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	2	0	1	
Volume Module:																
Base Vol:	140	1870	70		120	1530	90		130	120	110		110	200	150	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	140	1870	70		120	1530	90		130	120	110		110	200	150	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	140	1870	70		120	1530	90		130	120	110		110	200	150	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	140	1870	70		120	1530	90		130	120	110		110	200	150	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	140	1870	70		120	1530	90		130	120	110		110	200	150	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.86	0.14		1.00	2.83	0.17		1.00	2.00	1.00		1.00	1.14	0.86	
Final Sat.:	1425	5494	206		1425	4038	238		1425	2850	1425		1425	1629	1221	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.34	0.34		0.08	0.38	0.38		0.09	0.04	0.08		0.08	0.12	0.12	
Crit Volume:	140					540			130						175	
Crit Moves:	****					****			****						****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.948
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD								VENICE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Prot+Permit				Prot+Permit				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1	0	1	0	1	1	0	2	1	0	3	0	1
Volume Module:																
Base Vol:	250	340	210		140	340	80		100	1310	110		370	1270	110	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	250	340	210		140	340	80		100	1310	110		370	1270	110	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	250	340	210		140	340	80		100	1310	110		370	1270	110	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	250	340	210		140	340	80		100	1310	110		370	1270	110	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	250	340	210		140	340	80		100	1310	110		370	1270	110	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.24	0.76		1.00	1.62	0.38		1.00	2.77	0.23		1.00	3.00	1.00	
Final Sat.:	1375	1700	1050		1375	2226	524		1375	3805	320		1375	4125	1375	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.20	0.20		0.10	0.15	0.15		0.07	0.34	0.34		0.27	0.31	0.08	
Crit Volume:	250						210				473		370			
Crit Moves:	****						****				****		****			

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.603
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Street Name:	SAWTELLE BOULEVARD								WASHINGTON BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	1	0	1	0	0	1	0	1	0	1	1	0	1	1	0
Volume Module:																
Base Vol:	190	260	100		30	180	110		80	740	120		110	690	40	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	190	260	100		30	180	110		80	740	120		110	690	40	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	190	260	100		30	180	110		80	740	120		110	690	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	190	260	100		30	180	110		80	740	120		110	690	40	
PCE Adj:	1.00	1.00	1.00		2.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	190	260	100		60	180	110		80	740	120		110	690	40	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.69	0.95	0.36		0.21	1.16	0.63		1.00	1.72	0.28		1.00	1.89	0.11	
Final Sat.:	1036	1418	545		310	1747	943		1500	2581	419		1500	2836	164	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.18	0.18		0.10	0.10	0.12		0.05	0.29	0.29		0.07	0.24	0.24	
Crit Volume:	190						175				430		110			
Crit Moves:	****						****				****		****			

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	1	0	0	2	0	1
Volume Module:												
Base Vol:	40	250	50	120	200	190	100	580	90	20	530	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	250	50	120	200	190	100	580	90	20	530	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	250	50	120	200	190	100	580	90	20	530	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	250	50	120	200	190	100	580	90	20	530	120
PCE Adj:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	250	50	120	200	190	100	580	90	20	530	120
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	1.47	0.26	0.47	0.78	0.75	1.00	1.73	0.27	1.00	2.00	1.00
Final Sat.:	400	2205	395	706	1176	1118	1500	2597	403	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.13	0.17	0.17	0.17	0.07	0.22	0.22	0.01	0.18	0.08
Crit Volume:			190	120			100				265	
Crit Moves:			****	****			****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.789
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 135 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	2	0	2	1	0	1	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	440	1320	150	410	810	50	50	280	90	210	350	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	1320	150	410	810	50	50	280	90	210	350	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	1320	150	410	810	50	50	280	90	210	350	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	1320	150	410	810	50	50	280	90	210	350	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	484	1320	150	451	810	50	50	280	90	231	350	320
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.69	0.31	2.00	2.83	0.17	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3704	421	2750	3885	240	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.18	0.36	0.36	0.16	0.21	0.21	0.04	0.10	0.07	0.08	0.13	0.23
Crit Volume:		490		226			50				320	
Crit Moves:		****		****			****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.836
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 139 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	3	1	0	1	0	3	1	0
Volume Module:												
Base Vol:	260	920	370	80	500	140	180	1140	460	150	1330	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	920	370	80	500	140	180	1140	460	150	1330	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	920	370	80	500	140	180	1140	460	150	1330	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	920	370	80	500	140	180	1140	460	150	1330	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	920	370	80	500	140	180	1140	460	150	1330	70
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.80	0.20
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5225	275
Capacity Analysis Module:												
Vol/Sat:	0.19	0.33	0.27	0.06	0.18	0.10	0.13	0.28	0.33	0.11	0.25	0.25
Crit Volume:		460		80					460	150		
Crit Moves:		****		****					****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	120	740	90	50	650	170	180	510	140	100	540	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	740	90	50	650	170	180	510	140	100	540	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	740	90	50	650	170	180	510	140	100	540	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	740	90	50	650	170	180	510	140	100	540	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	740	90	50	650	170	180	510	140	100	540	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	1.59	0.41	1.00	1.57	0.43	1.00	1.74	0.26
Final Sat.:	1500	2675	325	1500	2378	622	1500	2354	646	1500	2613	387
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.28	0.03	0.27	0.27	0.12	0.22	0.22	0.07	0.21	0.21
Crit Volume:	120				410		180					310
Crit Moves:	****				****		****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.657
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	120	840	50	50	680	80	240	380	110	20	490	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	840	50	50	680	80	240	380	110	20	490	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	840	50	50	680	80	240	380	110	20	490	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	840	50	50	680	80	240	380	110	20	490	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	840	50	50	680	80	240	380	110	20	490	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.79	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2831	169	1500	2684	316	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.30	0.03	0.25	0.25	0.16	0.13	0.07	0.01	0.16	0.05
Crit Volume:	120					380	240				245	
Crit Moves:	****					****	****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: B

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1	0	1!	0	0	0	0	1!	0	0
Volume Module:												
Base Vol:	270	870	0	0	740	370	500	0	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	870	0	0	740	370	500	0	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	870	0	0	740	370	500	0	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	870	0	0	740	370	500	0	130	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	870	0	0	740	370	550	0	130	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.62	0.00	0.38	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2305	0	545	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.31	0.00	0.00	0.26	0.26	0.24	0.00	0.24	0.00	0.00	0.00
Crit Volume:	270				370		340				0	
Crit Moves:	****				****		****					

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.485
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0	2	1	0	0	1	0	1	0	3	0	1	3	0	2	0	1
Volume Module:												
Base Vol:	230	0	790	0	0	0	0	770	170	680	910	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	0	790	0	0	0	0	770	170	680	910	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	230	0	790	0	0	0	0	770	0	680	910	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	0	790	0	0	0	0	770	0	680	910	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	253	0	869	0	0	0	0	770	0	748	910	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.30	0.00	0.00	0.00	0.00	0.18	0.00	0.17	0.32	0.00
Crit Volume:			435			0			257		0	
Crit Moves:			****						****		****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.537
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:												
Base Vol:	80	1010	60	30	800	70	20	60	60	70	100	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1010	60	30	800	70	20	60	60	70	100	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1010	60	30	800	70	20	60	60	70	100	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1010	60	30	800	70	20	60	60	70	100	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1010	60	30	800	70	20	60	60	70	100	50
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.84	0.16	0.14	0.43	0.43	0.32	0.45	0.23
Final Sat.:	1500	2832	168	1500	2759	241	214	643	643	477	682	341
Capacity Analysis Module:												
Vol/Sat:	0.05	0.36	0.36	0.02	0.29	0.29	0.09	0.09	0.09	0.15	0.15	0.15
Crit Volume:		535			30			20			220	
Crit Moves:		****			****			****			****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.551
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	0	0 1	1	2	0 3	0 1	2	0 2 1 0
Volume Module:												
Base Vol:	40	20	290	60	20	60	60	1240	60	260	1360	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	20	290	60	20	60	60	1240	60	260	1360	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	20	290	60	20	60	60	1240	60	260	1360	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	20	290	60	20	60	60	1240	60	260	1360	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	20	319	60	20	66	66	1240	60	286	1360	30
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.12	1.88	1.00	0.47	1.53	2.00	3.00	1.00	2.00	2.94	0.06
Final Sat.:	1425	168	2682	1425	663	2187	2850	4275	1425	2850	4183	92
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.04	0.03	0.03	0.02	0.29	0.04	0.10	0.33	0.33
Crit Volume:		170			60			413		143		
Crit Moves:		****			****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.517
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0	1	0	1 0	0	1	0 1 1 0
Volume Module:												
Base Vol:	100	170	40	40	190	70	80	560	100	50	600	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	170	40	40	190	70	80	560	100	50	600	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	170	40	40	190	70	80	560	100	50	600	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	170	40	40	190	70	80	560	100	50	600	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	170	40	40	190	70	80	560	100	50	600	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.81	0.19	1.00	0.73	0.27	1.00	1.70	0.30	1.00	1.79	0.21
Final Sat.:	1500	1214	286	1500	1096	404	1500	2545	455	1500	2687	313
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.03	0.17	0.17	0.05	0.22	0.22	0.03	0.22	0.22
Crit Volume:	100					260	80			335		
Crit Moves:	****					****	****			****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 0 Average Delay (sec/veh): 15.7
Optimal Cycle: 0 Level Of Service: C

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0 1	0	0	1 0	0	0	1! 0	0	0	1 0 1
Volume Module:												
Base Vol:	10	620	60	30	710	10	10	10	10	50	10	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	620	60	30	710	10	10	10	10	50	10	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	620	60	30	710	10	10	10	10	50	10	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	620	60	30	710	10	10	10	10	50	10	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	620	60	30	710	10	10	10	10	50	10	30
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	1.80	0.17	0.08	1.89	0.03	0.34	0.33	0.33	0.83	0.17	1.00
Final Sat.:	18	1103	108	49	1168	17	156	156	156	355	71	490
Capacity Analysis Module:												
Vol/Sat:	0.57	0.56	0.56	0.61	0.61	0.60	0.06	0.06	0.06	0.14	0.14	0.06
Crit Moves:	****			****			****				****	
Delay/Veh:	15.7	15.4	15.0	16.9	16.7	16.5	10.7	10.7	10.7	11.7	11.7	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.7	15.4	15.0	16.9	16.7	16.5	10.7	10.7	10.7	11.7	11.7	9.8
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	A
ApproachDel:		15.4			16.7			10.7			11.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.4			16.7			10.7			11.1	
LOS by Appr:		C			C			B			B	
AllWayAvgQ:	1.2	1.1	1.1	1.4	1.4	1.4	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec):	100					Critical Vol./Cap.(X):					0.712				
Loss Time (sec):	0					Average Delay (sec/veh):					18.6				
Optimal Cycle:	0					Level Of Service:					C				
Street Name:	OVERLAND AVENUE							SAWTELLE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign		
Rights:	Include				Include				Include				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0
Lanes:	1	0 2	0	0	0	0 1	1	0	0	0 1!	0	0	0	0 0	0
Volume Module:															
Base Vol:	100	630	0		0	700	120		120	0	130		0	0	0
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Initial Bse:	100	630	0		0	700	120		120	0	130		0	0	0
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Volume:	100	630	0		0	700	120		120	0	130		0	0	0
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0
Reduced Vol:	100	630	0		0	700	120		120	0	130		0	0	0
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
FinalVolume:	100	630	0		0	700	120		120	0	130		0	0	0
Saturation Flow Module:															
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Lanes:	1.00	2.00	0.00		0.00	1.71	0.29		0.48	0.00	0.52		0.00	0.00	0.00
Final Sat.:	514	1114	0		0	984	172		269	0	291		0	0	0
Capacity Analysis Module:															
Vol/Sat:	0.19	0.57	xxxx		xxxx	0.71	0.70		0.45	xxxx	0.45		xxxx	xxxx	xxxx
Crit Moves:		****				****				****					
Delay/Veh:	11.2	16.8	0.0		0.0	22.4	21.3		14.0	0.0	14.0		0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
AdjDel/Veh:	11.2	16.8	0.0		0.0	22.4	21.3		14.0	0.0	14.0		0.0	0.0	0.0
LOS by Move:	B	C	*		*	C	C		B	*	B		*	*	*
ApproachDel:		16.0				22.2				14.0				xxxxxx	
Delay Adj:		1.00				1.00				1.00				xxxxx	
ApprAdjDel:		16.0				22.2				14.0				xxxxxx	
LOS by Appr:		C				C				B				*	
AllWayAvgQ:	0.2	1.2	0.0		0.0	2.2	2.0		0.7	0.7	0.7		0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	105					Critical Vol./Cap.(X):					0.771				
Loss Time (sec):	16					Average Delay (sec/veh):					xxxxxx				
Optimal Cycle:	124					Level Of Service:					C				
Street Name:	OVERLAND AVENUE							WASHINGTON BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R
Control:	Prot+Permit				Prot+Permit				Prot+Permit				Prot+Permit		
Rights:	Ovl				Ovl				Ovl				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0
Lanes:	1	0 2	0	1	1	0 2	0	1	1	0 2	0	1	1	0 1	1 0
Volume Module:															
Base Vol:	180	690	220		90	730	220		170	640	120		90	660	30
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Initial Bse:	180	690	220		90	730	220		170	640	120		90	660	30
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Volume:	180	690	220		90	730	220		170	640	120		90	660	30
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0
Reduced Vol:	180	690	220		90	730	220		170	640	120		90	660	30
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
FinalVolume:	180	690	220		90	730	220		170	640	120		90	660	30
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.91	0.09
Final Sat.:	1375	2750	1375		1375	2750	1375		1375	2750	1375		1375	2630	120
Capacity Analysis Module:															
Vol/Sat:	0.13	0.25	0.16		0.07	0.27	0.16		0.12	0.23	0.09		0.07	0.25	0.25
Crit Volume:	180					365			170					345	
Crit Moves:	****					****			****					****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 36.9 Worst Case Level Of Service: F[355.8]

Street Name:	WALGROVE AVENUE							WASHINGTON BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled		
Rights:	Include				Include				Include				Include		
Lanes:	0	0 0	0	0	0	0 1!	0	0	1	0 2	0	0	0	0 1	1 0
Volume Module:															
Base Vol:	0	0	0		20	0	270		260	1070	0		0	1220	80
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Initial Bse:	0	0	0		20	0	270		260	1070	0		0	1220	80
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Volume:	0	0	0		20	0	270		260	1070	0		0	1220	80
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0
FinalVolume:	0	0	0		20	0	270		260	1070	0		0	1220	80
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	xxxxx		6.8	6.5	6.9		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	4.0	3.3		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx
Capacity Module:															
Cnflict Vol:	xxxx	xxxx	xxxxx		2315	2850	650		1300	xxxx	xxxxx		xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx		33	17	417		540	xxxx	xxxxx		xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx		20	9	417		540	xxxx	xxxxx		xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx		0.99	0.00	0.65		0.48	xxxx	xxxx		xxxx	xxxx	xxxx
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		2.6	xxxx	xxxxx		xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		17.7	xxxx	xxxxx		xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*		*	*	*		C	*	*		*	*	*
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	177	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	19.6	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	356	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*		*	F	*		*	*	*		*	*	*
ApproachDel:		xxxxxx				355.8				xxxxxx				xxxxxx	
ApproachLOS:		*				F				*				*	

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - PM PEAK HOUR

Scenario Report

Scenario:	PM
Command:	PM
Volume:	PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - PM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	E	xxxxx	0.955	E	xxxxx	0.955	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	F	xxxxx	1.090	F	xxxxx	1.090	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	E	xxxxx	0.953	E	xxxxx	0.953	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	C	xxxxx	0.731	C	xxxxx	0.731	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	F	xxxxx	1.016	F	xxxxx	1.016	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	E	xxxxx	0.961	E	xxxxx	0.961	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	D	xxxxx	0.808	D	xxxxx	0.808	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	D	xxxxx	0.839	D	xxxxx	0.839	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	D	xxxxx	0.863	D	xxxxx	0.863	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.575	A	xxxxx	0.575	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	F	xxxxx	1.091	F	xxxxx	1.091	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.576	A	xxxxx	0.576	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	D	xxxxx	0.886	D	xxxxx	0.886	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	F	xxxxx	1.151	F	xxxxx	1.151	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	F	xxxxx	1.094	F	xxxxx	1.094	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	C	17.0	0.517	C	17.0	0.517	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	D	xxxxx	0.826	D	xxxxx	0.826	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	F	xxxxx	1.058	F	xxxxx	1.058	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	D	xxxxx	0.867	D	xxxxx	0.867	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	C	xxxxx	0.743	C	xxxxx	0.743	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	E	xxxxx	0.974	E	xxxxx	0.974	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	F	xxxxx	1.140	F	xxxxx	1.140	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	C	xxxxx	0.797	C	xxxxx	0.797	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	C	xxxxx	0.780	C	xxxxx	0.780	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	D	xxxxx	0.882	D	xxxxx	0.882	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	C	xxxxx	0.753	C	xxxxx	0.753	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	B	xxxxx	0.683	B	xxxxx	0.683	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	D	xxxxx	0.888	D	xxxxx	0.888	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	B	xxxxx	0.663	B	xxxxx	0.663	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	E	49.9	0.967	E	49.9	0.967	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	F	50.6	1.024	F	50.6	1.024	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	F	xxxxx	1.069	F	xxxxx	1.069	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F	952.7	2.210	F	952.7	2.210	+ 0.000 D/V

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec):	130	Critical Vol./Cap.(X):	0.955
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:												
Base Vol:	500	1510	280	180	1480	210	210	720	830	350	480	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	1510	280	180	1480	210	210	720	830	350	480	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	500	1510	280	180	1480	210	210	720	830	350	480	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	1510	280	180	1480	210	210	720	830	350	480	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	550	1510	280	198	1480	210	210	720	913	385	480	190
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.43	0.57
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	1970	780
Capacity Analysis Module:												
Vol/Sat:	0.20	0.37	0.20	0.07	0.36	0.15	0.15	0.17	0.33	0.14	0.24	0.24
Crit Volume:	275				493		210				335	
Crit Moves:	****				****		****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	75	Critical Vol./Cap.(X):	1.090
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	260	1330	90	130	1460	90	90	710	250	120	700	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	1330	90	130	1460	90	90	710	250	120	700	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	1330	90	130	1460	90	90	710	250	120	700	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	1330	90	130	1460	90	90	710	250	120	700	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	1330	90	130	1460	90	90	710	250	120	700	200
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	1.88	0.12	1.00	1.48	0.52	1.00	1.56	0.44
Final Sat.:	1500	2810	190	1500	2826	174	1500	2219	781	1500	2333	667
Capacity Analysis Module:												
Vol/Sat:	0.17	0.47	0.47	0.09	0.52	0.52	0.06	0.32	0.32	0.08	0.30	0.30
Crit Volume:	260				775			480		120		
Crit Moves:	****				****			****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.953
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	90	1400	170	80	1460	180	170	830	110	150	670	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1400	170	80	1460	180	170	830	110	150	670	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1400	170	80	1460	180	170	830	110	150	670	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1400	170	80	1460	180	170	830	110	150	670	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1400	170	80	1460	180	170	830	110	150	670	80
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2675	325	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.52	0.52	0.05	0.49	0.12	0.11	0.28	0.07	0.10	0.22	0.05
Crit Volume:			785		80			415			150	
Crit Moves:			****		****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: C

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	100	260	180	100	290	190	110	1030	100	100	810	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	260	180	100	290	190	110	1030	100	100	810	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	260	180	100	290	190	110	1030	100	100	810	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	260	180	100	290	190	110	1030	100	100	810	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	260	180	100	290	190	110	1030	100	100	810	30
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.93	0.07
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2652	98
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.19	0.13	0.07	0.21	0.14	0.08	0.37	0.07	0.07	0.31	0.31
Crit Volume:	100				290			515			100	
Crit Moves:	****				****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.016
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	2	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	150	840	200	150	1010	350	270	870	130	210	920	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	840	200	150	1010	350	270	870	130	210	920	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	840	200	150	1010	350	270	870	130	210	920	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	840	200	150	1010	350	270	870	130	210	920	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	840	200	165	1010	350	270	870	130	210	920	130
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.62	0.38	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	2750	2221	529	2750	2750	1375	1375	2750	1375	1375	2410	340
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.38	0.38	0.06	0.37	0.25	0.20	0.32	0.09	0.15	0.38	0.38
Crit Volume:			520		83			270				525
Crit Moves:			****		****			****				****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.961
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	80	400	100	130	790	280	160	900	80	380	910	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	400	100	130	790	280	160	900	80	380	910	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	400	100	130	790	280	160	900	80	380	910	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	400	100	130	790	280	160	900	80	380	910	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	400	100	130	790	280	160	900	80	380	910	190
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.60	0.40	1.00	1.48	0.52	1.00	2.76	0.24	1.00	1.65	0.35
Final Sat.:	1375	2200	550	1375	2030	720	1375	3788	337	1375	2275	475
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.18	0.18	0.09	0.39	0.39	0.12	0.24	0.24	0.28	0.40	0.40
Crit Volume:	80				535				327	380		
Crit Moves:	****				****				****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.808
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 148 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:												
Base Vol:	130	930	150	80	870	250	320	650	120	140	1120	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	930	150	80	870	250	320	650	120	140	1120	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	930	150	80	870	250	320	650	120	140	1120	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	930	150	80	870	250	320	650	120	140	1120	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	143	930	150	80	870	250	352	650	120	154	1120	50
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.69	0.31	2.00	2.87	0.13
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2321	429	2750	3949	176
Capacity Analysis Module:												
Vol/Sat:	0.05	0.34	0.11	0.06	0.32	0.18	0.13	0.28	0.28	0.06	0.28	0.28
Crit Volume:		465			80		176					390
Crit Moves:		****			****		****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.839
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 176 Level Of Service: D

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	20	30	20	350	20	410	370	1260	20	10	750	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	30	20	350	20	410	370	1260	20	10	750	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	30	20	350	20	410	370	1260	20	10	750	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	30	20	350	20	410	370	1260	20	10	750	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	30	20	350	20	410	370	1260	20	10	750	160
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.05	0.95	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	66	1359	1425	2805	45	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.01	0.25	0.30	0.30	0.26	0.45	0.45	0.01	0.26	0.11
Crit Volume:	20				430		370				375	
Crit Moves:	****				****		****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.863
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	60	530	470	160	650	430	530	1000	50	430	540	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	530	470	160	650	430	530	1000	50	430	540	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	530	470	160	650	430	530	1000	50	430	540	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	530	470	160	650	430	530	1000	50	430	540	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	60	530	470	160	650	430	583	1000	50	473	540	100
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.90	0.10	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2619	131	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.34	0.12	0.24	0.31	0.21	0.38	0.38	0.17	0.20	0.07
Crit Volume:		265			160			525	236			
Crit Moves:		****			****			****	****			

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.575
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!	0	0
Volume Module:												
Base Vol:	0	1420	1600	0	1240	10	0	0	0	900	20	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1420	1600	0	1240	10	0	0	0	900	20	30
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1420	0	0	1240	10	0	0	0	900	20	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1420	0	0	1240	10	0	0	0	900	20	30
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1420	0	0	1240	10	0	0	0	990	20	30
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.98	0.02	0.00	0.00	0.00	2.85	0.06	0.09
Final Sat.:	0	4275	1425	0	4241	34	0	0	0	4069	82	123
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.24	0.24	0.24
Crit Volume:		473			0			0		347		
Crit Moves:		****			****					****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 1.091
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 1	0	1	0 2	0 2	2	0 1	1 0	2	0 2 1 0
Volume Module:												
Base Vol:	60	2130	200	100	1330	600	660	570	20	280	370	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	2130	200	100	1330	600	660	570	20	280	370	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	2130	200	100	1330	600	660	570	20	280	370	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	2130	200	100	1330	600	660	570	20	280	370	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00
FinalVolume:	60	2130	200	100	1330	660	726	570	20	308	370	260
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.74	0.26	1.00	2.00	2.00	2.00	1.93	0.07	2.00	2.00	1.00
Final Sat.:	1375	3771	354	1375	2750	2750	2750	2657	93	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.56	0.56	0.07	0.48	0.24	0.26	0.21	0.21	0.11	0.13	0.19
Crit Volume:			777		100			363				260
Crit Moves:			****		****			****				****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.576
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0 1	0	1	0 1	0 1	1	0 3	0 1	1	0 2 1 0
Volume Module:												
Base Vol:	530	170	40	10	30	60	90	1170	460	50	1000	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	530	170	40	10	30	60	90	1170	460	50	1000	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	530	170	40	10	30	60	90	1170	460	50	1000	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	530	170	40	10	30	60	90	1170	460	50	1000	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	583	170	40	10	30	60	90	1170	460	50	1000	10
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.81	0.19	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.97	0.03
Final Sat.:	2750	1113	262	1375	1375	1375	1375	4125	1375	1375	4084	41
Capacity Analysis Module:												
Vol/Sat:	0.21	0.15	0.15	0.01	0.02	0.04	0.07	0.28	0.33	0.04	0.24	0.24
Crit Volume:	292					60		390		50		
Crit Moves:	****					****		****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.886
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0	0 0	2	0 2	0 0	0	0 2	1 1
Volume Module:												
Base Vol:	310	0	650	0	0	0	240	1100	0	0	1440	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	0	650	0	0	0	240	1100	0	0	1440	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	0	650	0	0	0	240	1100	0	0	1440	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	0	650	0	0	0	240	1100	0	0	1440	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	341	0	650	0	0	0	264	1100	0	0	1440	209
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.46	0.00	0.00	0.00	0.09	0.39	0.00	0.00	0.34	0.15
Crit Volume:			650		0			132			480	
Crit Moves:			****					****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0	1	0	4 0	1	2	0 2 0 0
Volume Module:												
Base Vol:	0	0	0	150	0	290	0	1260	330	610	1140	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	150	0	290	0	1260	330	610	1140	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	150	0	290	0	1260	330	610	1140	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	150	0	290	0	1260	330	610	1140	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.00
FinalVolume:	0	0	0	165	0	319	0	1260	330	671	1140	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.02	0.01	1.97	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1457	0	2818	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.11	0.00	0.22	0.23	0.24	0.40	0.00
Crit Volume:			0		161				330	336		
Crit Moves:					****				****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec):	75	Critical Vol./Cap.(X):	1.151
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	SAWTELLE BOULEVARD				MATTESON STREET / SB I-405 RAMPS			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R		L - T - R		L - T - R		L - T - R	
Control:	Split Phase		Split Phase		Permitted		Permitted	
Rights:	Include		Include		Include		Ovl	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Y+R:	4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0	
Lanes:	0 1 0	1 0	0 1 0	1 0	0 0 1!	0 0	0 1 0	0 1
Volume Module:								
Base Vol:	80 800 110	480	510 120	120	150 60	260	130 320	
Growth Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
Initial Bse:	80 800 110	480	510 120	120	150 60	260	130 320	
User Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
PHF Volume:	80 800 110	480	510 120	120	150 60	260	130 320	
Reduct Vol:	0 0 0	0	0 0	0	0 0 0	0	0 0	
Reduced Vol:	80 800 110	480	510 120	120	150 60	260	130 320	
PCE Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
FinalVolume:	80 800 110	480	510 120	120	150 60	260	130 320	
Saturation Flow Module:								
Sat/Lane:	1425 1425 1425	1425	1425 1425	1425	1425 1425 1425	1425	1425 1425	
Adjustment:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
Lanes:	0.16 1.62 0.22	0.86	0.92 0.22	0.36	0.46 0.18	0.67	0.33 1.00	
Final Sat.:	230 2303 317	1232	1309 308	518	648 259	950	475 1425	
Capacity Analysis Module:								
Vol/Sat:	0.35 0.35 0.35	0.39	0.39 0.39	0.23	0.23 0.23	0.27	0.27 0.22	
Crit Volume:	495		555		330		260	
Crit Moves:	****		****		****		****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec):	90	Critical Vol./Cap.(X):	1.094
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	OVERLAND AVENUE				VENICE BOULEVARD			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R		L - T - R		L - T - R		L - T - R	
Control:	Prot+Permit		Prot+Permit		Protected		Protected	
Rights:	Ovl		Ovl		Include		Include	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Y+R:	4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0	
Lanes:	1 0 2	0 1	1 0 2	0 1	2 0 3	0 1	2 0 3	0 1
Volume Module:								
Base Vol:	170 1160 220	220	950 150	280	1550 160	340	1470 110	
Growth Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
Initial Bse:	170 1160 220	220	950 150	280	1550 160	340	1470 110	
User Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
PHF Volume:	170 1160 220	220	950 150	280	1550 160	340	1470 110	
Reduct Vol:	0 0 0	0	0 0	0	0 0 0	0	0 0	
Reduced Vol:	170 1160 220	220	950 150	280	1550 160	340	1470 110	
PCE Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.10 1.00 1.00	1.10	1.00 1.00	
FinalVolume:	170 1160 220	220	950 150	308	1550 160	374	1470 110	
Saturation Flow Module:								
Sat/Lane:	1375 1375 1375	1375	1375 1375	1375	1375 1375 1375	1375	1375 1375	
Adjustment:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
Lanes:	1.00 2.00 1.00	1.00	2.00 1.00	2.00	3.00 1.00	2.00	3.00 1.00	
Final Sat.:	1375 2750 1375	1375	2750 1375	2750	4125 1375	2750	4125 1375	
Capacity Analysis Module:								
Vol/Sat:	0.12 0.42 0.16	0.16	0.35 0.11	0.11	0.38 0.12	0.14	0.36 0.08	
Crit Volume:	580		220		517		187	
Crit Moves:	****		****		****		****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: C[17.0]

Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R		L - T - R		L - T - R		L - T - R	
Control:	Stop Sign		Stop Sign		Uncontrolled		Uncontrolled	
Rights:	Include		Include		Include		Include	
Lanes:	0 0 0	0 1	0 0 0	0 0	0 0 2	0 1	1 0 2	0 0
Volume Module:								
Base Vol:	0 0 310	0	0 0	0	800 240	350	970 0	
Growth Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
Initial Bse:	0 0 310	0	0 0	0	800 240	350	970 0	
User Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
PHF Volume:	0 0 310	0	0 0	0	800 240	350	970 0	
Reduct Vol:	0 0 0	0	0 0	0	0 0 0	0	0 0	
FinalVolume:	0 0 310	0	0 0	0	800 240	350	970 0	
Critical Gap Module:								
Critical Gp:	xxxxx xxxx	6.9	xxxxx xxxx	xxxxx	xxxxx xxxx	xxxxx	4.1 xxxx	xxxxx
FollowUpTim:	xxxxx xxxx	3.3	xxxxx xxxx	xxxxx	xxxxx xxxx	xxxxx	2.2 xxxx	xxxxx
Capacity Module:								
Cnflict Vol:	xxxx xxxx	400	xxxx xxxx	xxxxx	xxxx xxxx	xxxxx	1040 xxxx	xxxxx
Potent Cap.:	xxxx xxxx	605	xxxx xxxx	xxxxx	xxxx xxxx	xxxxx	676 xxxx	xxxxx
Move Cap.:	xxxx xxxx	605	xxxx xxxx	xxxxx	xxxx xxxx	xxxxx	676 xxxx	xxxxx
Volume/Cap:	xxxx xxxx	0.51	xxxx xxxx	xxxx	xxxx xxxx	xxxx	0.52 xxxx	xxxx
Level Of Service Module:								
2Way95thQ:	xxxx xxxx	2.9	xxxx xxxx	xxxxx	xxxx xxxx	xxxxx	3.0 xxxx	xxxxx
Control Del:	xxxxx xxxx	17.0	xxxxx xxxx	xxxxx	xxxxx xxxx	xxxxx	15.9 xxxx	xxxxx
LOS by Move:	* *	C	* *	*	* *	*	C *	*
Movement:	LT - LTR - RT		LT - LTR - RT		LT - LTR - RT		LT - LTR - RT	
Shared Cap.:	xxxx xxxx xxxxx		xxxx xxxx xxxxx		xxxx xxxx xxxxx		xxxx xxxx xxxxx	
SharedQueue:	xxxxx xxxx xxxxx		xxxxx xxxx xxxxx		xxxxx xxxx xxxxx		xxxxx xxxx xxxxx	
Shrd ConDel:	xxxxx xxxx xxxxx		xxxxx xxxx xxxxx		xxxxx xxxx xxxxx		xxxxx xxxx xxxxx	
Shared LOS:	* * *		* * *		* * *		* * *	
ApproachDel:	17.0		xxxxxx		xxxxxx		xxxxxx	
ApproachLOS:	C		*		*		*	

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec):	85	Critical Vol./Cap.(X):	0.826
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	131	Level Of Service:	D

Street Name:	SEPULVEDA BOULEVARD				SAWTELLE BOULEVARD			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R		L - T - R		L - T - R		L - T - R	
Control:	Protected		Protected		Permitted		Permitted	
Rights:	Include		Include		Include		Include	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Y+R:	4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0	
Lanes:	1 0 3	1 0	1 0 2	1 0	1 0 2	0 1	1 0 1	1 0
Volume Module:								
Base Vol:	260 2790 90	140	1820 150	120	170 150	90	170 110	
Growth Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
Initial Bse:	260 2790 90	140	1820 150	120	170 150	90	170 110	
User Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
PHF Volume:	260 2790 90	140	1820 150	120	170 150	90	170 110	
Reduct Vol:	0 0 0	0	0 0	0	0 0 0	0	0 0	
Reduced Vol:	260 2790 90	140	1820 150	120	170 150	90	170 110	
PCE Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
FinalVolume:	260 2790 90	140	1820 150	120	170 150	90	170 110	
Saturation Flow Module:								
Sat/Lane:	1425 1425 1425	1425	1425 1425	1425	1425 1425 1425	1425	1425 1425	
Adjustment:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
Lanes:	1.00 3.88 0.12	1.00	2.77 0.23	1.00	2.00 1.00	1.00	1.21 0.79	
Final Sat.:	1425 5522 178	1425	3949 326	1425	2850 1425	1425	1730 1120	
Capacity Analysis Module:								
Vol/Sat:	0.18 0.51 0.51	0.10	0.46 0.46	0.08	0.06 0.11	0.06	0.10 0.10	
Crit Volume:	260		657	120			140	
Crit Moves:	****		****	****			****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 1.058
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	190	640	310	120	670	130	120	1740	180	220	1530	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	640	310	120	670	130	120	1740	180	220	1530	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	640	310	120	670	130	120	1740	180	220	1530	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	640	310	120	670	130	120	1740	180	220	1530	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	640	310	120	670	130	120	1740	180	220	1530	130
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.35	0.65	1.00	1.68	0.32	1.00	2.72	0.28	1.00	3.00	1.00
Final Sat.:	1375	1853	897	1375	2303	447	1375	3738	387	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.14	0.35	0.35	0.09	0.29	0.29	0.09	0.47	0.47	0.16	0.37	0.09
Crit Volume:			475	120				640		220		
Crit Moves:			****	****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.867
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 129 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	170	610	60	30	560	100	160	860	150	90	820	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	610	60	30	560	100	160	860	150	90	820	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	610	60	30	560	100	160	860	150	90	820	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	610	60	30	560	100	160	860	150	90	820	50
PCE Adj:	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	680	610	60	120	560	100	160	860	150	90	820	50
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.91	0.09	0.10	1.64	0.26	1.00	1.70	0.30	1.00	1.89	0.11
Final Sat.:	1500	1367	133	150	2465	385	1500	2554	446	1500	2828	172
Capacity Analysis Module:												
Vol/Sat:	0.11	0.45	0.45	0.20	0.23	0.26	0.11	0.34	0.34	0.06	0.29	0.29
Crit Volume:			675	30					505	90		
Crit Moves:			****	****					****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.743
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: C

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	40	670	30	100	610	220	80	780	80	30	690	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	670	30	100	610	220	80	780	80	30	690	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	670	30	100	610	220	80	780	80	30	690	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	670	30	100	610	220	80	780	80	30	690	140
PCE Adj:	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	670	30	400	610	220	80	780	80	30	690	140
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.13	1.80	0.07	0.32	1.32	0.36	1.00	1.81	0.19	1.00	2.00	1.00
Final Sat.:	194	2702	105	476	1987	537	1500	2721	279	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.21	0.25	0.29	0.21	0.31	0.41	0.05	0.29	0.29	0.02	0.23	0.09
Crit Volume:	40					615		430		30		
Crit Moves:	****					****		****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.974
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 0	2	0 2	1 0	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	230	1870	120	410	1290	40	70	380	120	270	390	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	1870	120	410	1290	40	70	380	120	270	390	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	1870	120	410	1290	40	70	380	120	270	390	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	1870	120	410	1290	40	70	380	120	270	390	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	253	1870	120	451	1290	40	70	380	120	297	390	380
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.82	0.18	2.00	2.91	0.09	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3876	249	2750	4001	124	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.48	0.48	0.16	0.32	0.32	0.05	0.14	0.09	0.11	0.14	0.28
Crit Volume:		663		226			70					380
Crit Moves:		****		****			****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 1.140
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	330	1700	410	100	850	80	250	1630	320	130	1420	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	1700	410	100	850	80	250	1630	320	130	1420	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	1700	410	100	850	80	250	1630	320	130	1420	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	1700	410	100	850	80	250	1630	320	130	1420	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	330	1700	410	100	850	80	250	1630	320	130	1420	50
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.34	0.66	1.00	3.86	0.14
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4597	903	1375	5313	187
Capacity Analysis Module:												
Vol/Sat:	0.24	0.62	0.30	0.07	0.31	0.06	0.18	0.35	0.35	0.09	0.27	0.27
Crit Volume:		850			100			250			368	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.797
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	130	1090	100	50	840	200	130	650	180	130	560	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1090	100	50	840	200	130	650	180	130	560	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1090	100	50	840	200	130	650	180	130	560	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1090	100	50	840	200	130	650	180	130	560	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1090	100	50	840	200	130	650	180	130	560	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.62	0.38	1.00	1.57	0.43	1.00	1.75	0.25
Final Sat.:	1500	2748	252	1500	2423	577	1500	2349	651	1500	2625	375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.40	0.03	0.35	0.35	0.09	0.28	0.28	0.09	0.21	0.21
Crit Volume:	130				520			415		130		
Crit Moves:	****				****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.780
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	80	1190	40	30	1020	90	190	630	70	30	670	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1190	40	30	1020	90	190	630	70	30	670	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1190	40	30	1020	90	190	630	70	30	670	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1190	40	30	1020	90	190	630	70	30	670	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1190	40	30	1020	90	190	630	70	30	670	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.93	0.07	1.00	1.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2902	98	1500	2757	243	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.41	0.41	0.02	0.37	0.37	0.13	0.21	0.05	0.02	0.22	0.05
Crit Volume:		615			30			190			335	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.882
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1	0
Volume Module:												
Base Vol:	130	1330	0	0	1050	210	1030	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1330	0	0	1050	210	1030	0	50	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1330	0	0	1050	210	1030	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1330	0	0	1050	210	1030	0	50	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1330	0	0	1050	210	1133	0	50	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.92	0.00	0.08	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2730	0	120	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.47	0.00	0.00	0.37	0.15	0.42	0.00	0.42	0.00	0.00	0.00
Crit Volume:		665			0		592				0	
Crit Moves:		****			****		****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.753
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 115 Level Of Service: C

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0 2	1	0	0 1	1	0	1 0	3	0
Volume Module:												
Base Vol:	250	0	1340	0	0	0	0	1010	240	860	1030	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	1340	0	0	0	0	1010	240	860	1030	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	250	0	1340	0	0	0	0	1010	0	860	1030	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	1340	0	0	0	0	1010	0	860	1030	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	275	0	1474	0	0	0	0	1010	0	946	1030	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.52	0.00	0.00	0.00	0.00	0.24	0.00	0.22	0.36	0.00
Crit Volume:			737		0			337		0		
Crit Moves:			****					****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.683
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1 1	0	0	0 1!	0	0
Volume Module:												
Base Vol:	130	1250	120	50	1050	80	30	110	80	70	170	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1250	120	50	1050	80	30	110	80	70	170	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1250	120	50	1050	80	30	110	80	70	170	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1250	120	50	1050	80	30	110	80	70	170	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1250	120	50	1050	80	30	110	80	70	170	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.82	0.18	1.00	1.86	0.14	0.14	0.50	0.36	0.26	0.63	0.11
Final Sat.:	1500	2737	263	1500	2788	212	205	750	545	389	944	167
Capacity Analysis Module:												
Vol/Sat:	0.09	0.46	0.46	0.03	0.38	0.38	0.15	0.15	0.15	0.18	0.18	0.18
Crit Volume:			685	50				220		70		
Crit Moves:			****	****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.888
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1 1	1	0	0 1	1	2	0 3	0	1
Volume Module:												
Base Vol:	50	20	480	120	30	90	30	2200	70	250	1620	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	20	480	120	30	90	30	2200	70	250	1620	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	20	480	120	30	90	30	2200	70	250	1620	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	20	480	120	30	90	30	2200	70	250	1620	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	50	20	528	120	30	99	33	2200	70	275	1620	30
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	1.93	1.00	0.47	1.53	2.00	3.00	1.00	2.00	2.95	0.05
Final Sat.:	1425	104	2746	1425	663	2187	2850	4275	1425	2850	4197	78
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.08	0.05	0.05	0.01	0.51	0.05	0.10	0.39	0.39
Crit Volume:		274		120				733		138		
Crit Moves:		****		****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1 0	1	0	0 1	0	1	1 0	1	0
Volume Module:												
Base Vol:	100	260	30	30	300	80	80	710	160	80	680	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	260	30	30	300	80	80	710	160	80	680	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	260	30	30	300	80	80	710	160	80	680	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	260	30	30	300	80	80	710	160	80	680	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	260	30	30	300	80	80	710	160	80	680	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.90	0.10	1.00	0.79	0.21	1.00	1.63	0.37	1.00	1.81	0.19
Final Sat.:	1500	1345	155	1500	1184	316	1500	2448	552	1500	2720	280
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.19	0.02	0.25	0.25	0.05	0.29	0.29	0.05	0.25	0.25
Crit Volume:	100					380		435		80		
Crit Moves:	****					****		****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec):	100			Critical Vol./Cap.(X):			0.967									
Loss Time (sec):	0			Average Delay (sec/veh):			49.9									
Optimal Cycle:	0			Level Of Service:			E									
Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R				
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	0	1 0	1 0	0	1 0	1 0	0	0 1!	0 0	0	1 0	0 1				
Volume Module:																
Base Vol:	10	950	60	40	990	10	10	10	10	80	10	40				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	10	950	60	40	990	10	10	10	10	80	10	40				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	10	950	60	40	990	10	10	10	10	80	10	40				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	10	950	60	40	990	10	10	10	10	80	10	40				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	10	950	60	40	990	10	10	10	10	80	10	40				
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.02	1.86	0.12	0.08	1.90	0.02	0.34	0.33	0.33	0.89	0.11	1.00				
Final Sat.:	11	1007	64	41	1028	10	149	149	149	343	43	439				
Capacity Analysis Module:																
Vol/Sat:	0.95	0.94	0.94	0.97	0.96	0.96	0.07	0.07	0.07	0.23	0.23	0.09				
Crit Moves:	****			****			****			****						
Delay/Veh:	52.1	50.7	49.1	55.8	54.9	54.0	11.5	11.5	11.5	14.5	14.5	11.4				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	52.1	50.7	49.1	55.8	54.9	54.0	11.5	11.5	11.5	14.5	14.5	11.4				
LOS by Move:	F	F	E	F	F	F	B	B	B	B	B	B				
ApproachDel:	50.6			54.9			11.5			13.5						
Delay Adj:	1.00			1.00			1.00			1.00						
ApprAdjDel:	50.6			54.9			11.5			13.5						
LOS by Appr:	F			F			B			B						
AllWayAvgQ:	6.4	6.0	6.0	6.9	6.7	6.7	0.1	0.1	0.1	0.3	0.3	0.1				

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec):	100			Critical Vol./Cap.(X):			1.024									
Loss Time (sec):	0			Average Delay (sec/veh):			50.6									
Optimal Cycle:	0			Level Of Service:			F									
Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R				
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	0 2	0 0	0	0 1	1 0	0	0 1!	0 0	0	0 0	0 0				
Volume Module:																
Base Vol:	90	920	0	0	970	130	130	0	120	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	90	920	0	0	970	130	130	0	120	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	90	920	0	0	970	130	130	0	120	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	90	920	0	0	970	130	130	0	120	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	90	920	0	0	970	130	130	0	120	0	0	0				
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	0.00	0.00	1.76	0.24	0.52	0.00	0.48	0.00	0.00	0.00				
Final Sat.:	490	1050	0	0	948	129	285	0	263	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.18	0.88	xxxx	xxxx	1.02	1.01	0.46	xxxx	0.46	xxxx	xxxx	xxxx				
Crit Moves:		****			****				****							
Delay/Veh:	11.7	40.6	0.0	0.0	70.7	66.3	14.9	0.0	14.9	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	11.7	40.6	0.0	0.0	70.7	66.3	14.9	0.0	14.9	0.0	0.0	0.0				
LOS by Move:	B	E	*	*	F	F	B	*	B	*	*	*				
ApproachDel:	38.0			70.2			14.9			xxxxxx						
Delay Adj:	1.00			1.00			1.00			xxxxx						
ApprAdjDel:	38.0			70.2			14.9			xxxxxx						
LOS by Appr:	E			F			B			*						
AllWayAvgQ:	0.2	4.5	0.0	0.0	9.5	8.6	0.8	0.8	0.8	0.0	0.0	0.0				

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.069
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	170	900	340	90	1090	190	190	910	150	300	750	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	900	340	90	1090	190	190	910	150	300	750	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	900	340	90	1090	190	190	910	150	300	750	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	900	340	90	1090	190	190	910	150	300	750	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	900	340	90	1090	190	190	910	150	300	750	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2644	106
Capacity Analysis Module:												
Vol/Sat:	0.12	0.33	0.25	0.07	0.40	0.14	0.14	0.33	0.11	0.22	0.28	0.28
Crit Volume:	170				545			455		300		
Crit Moves:	****				****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 84.7 Worst Case Level Of Service: F[952.7]

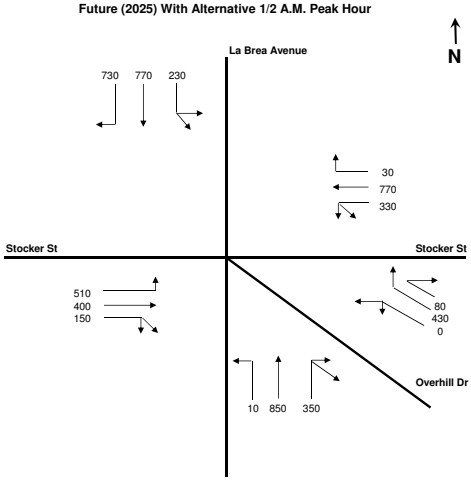
Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0 0	0 0	0	0 0	1! 0 0	1	0 2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	20	0	260	320	1210	0	0	1340	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	260	320	1210	0	0	1340	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	260	320	1210	0	0	1340	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	20	0	260	320	1210	0	0	1340	100
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2635	3240	720	1440	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	20	10	375	477	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	9	3	375	477	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	2.21	0.00	0.69	0.67	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	4.9	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	26.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	D	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	96	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	26.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	953	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			952.7			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Manual Calculations

Intersection 86
CMA Methodology
Future (2025) With Alternative 1/2 A.M. Peak Hour



1) $\frac{510}{2}$ or $\frac{330}{2}$

= **255**

2) $\frac{770}{2}$ or $\frac{30}{1}$ or $\left\{\frac{400 + 150}{2}\right\}$

= **385**

3) $\frac{770}{2}$ or $\frac{850}{3}$ or $\frac{350}{2}$

= **385**

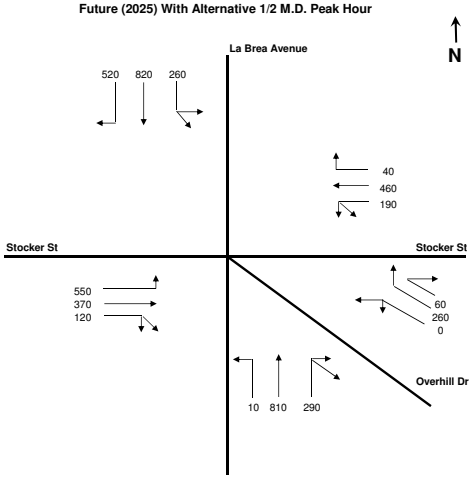
4) $\frac{230}{2}$ or $\left\{\frac{430 + 80}{3}\right\}$

= **170**

Critical Volumes = 255 + 385 + 385 + 170 = 1,195

V/C = $\frac{1,195}{1,375}$ – 0.00 = 0.869 LOS D

Intersection 86
CMA Methodology
Future (2025) With Alternative 1/2 M.D. Peak Hour



1) $\frac{550}{2}$ or $\frac{190}{2}$

= **275**

2) $\frac{460}{2}$ or $\frac{40}{1}$ or $\left\{\frac{370 + 120}{2}\right\}$

= **245**

3) $\frac{820}{2}$ or $\frac{810}{3}$ or $\frac{290}{2}$

= **410**

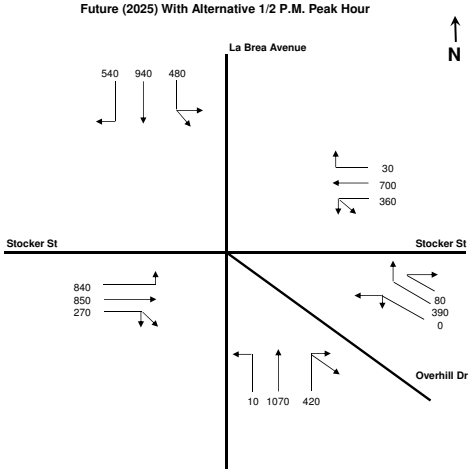
4) $\frac{260}{2}$ or $\left\{\frac{260 + 60}{3}\right\}$

= **130**

Critical Volumes = 275 + 245 + 410 + 130 = 1,060

V/C = $\frac{1,060}{1,375}$ – 0.00 = 0.771 LOS C

Intersection 86
CMA Methodology
Future (2025) With Alternative 1/2 P.M. Peak Hour



1) $\frac{840}{2}$ or $\frac{360}{2}$

= **420**

2) $\frac{700}{2}$ or $\frac{30}{1}$ or $\left\{\frac{850 + 270}{2}\right\}$

= **560**

3) $\frac{940}{2}$ or $\frac{1070}{3}$ or $\frac{420}{2}$

= **470**

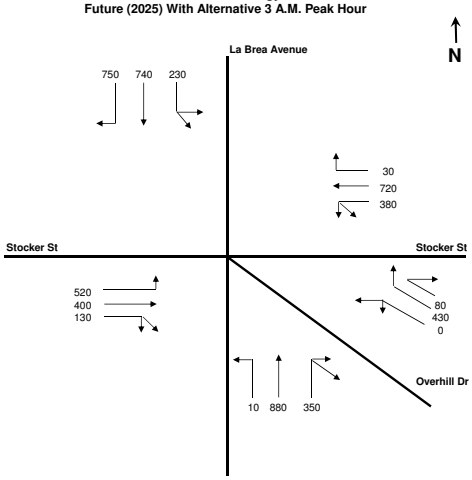
4) $\frac{480}{2}$ or $\left\{\frac{390 + 80}{3}\right\}$

= **240**

Critical Volumes = 420 + 560 + 470 + 240 = 1,690

V/C = $\frac{1,690}{1,375}$ – 0.00 = 1.229 LOS F

Intersection 86
CMA Methodology
Future (2025) With Alternative 3 A.M. Peak Hour



1) $\frac{520}{2}$ or $\frac{380}{2}$

= **260**

2) $\frac{720}{2}$ or $\frac{30}{1}$ or $\left\{\frac{400 + 130}{2}\right\}$

= **360**

3) $\frac{740}{2}$ or $\frac{880}{3}$ or $\frac{350}{2}$

= **370**

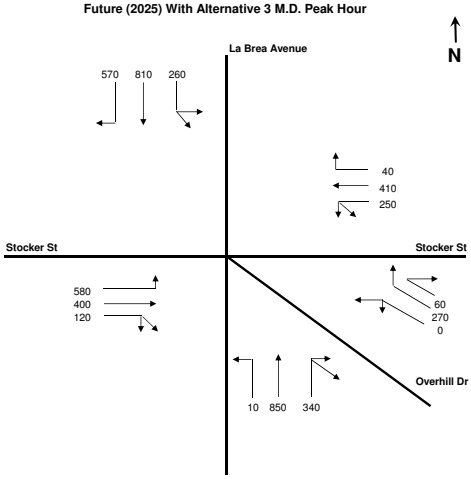
4) $\frac{230}{2}$ or $\left\{\frac{430 + 80}{3}\right\}$

= **170**

Critical Volumes = 260 + 360 + 370 + 170 = 1,160

V/C = $\frac{1,160}{1,375}$ – 0.00 = 0.844 LOS D

Intersection 86
CMA Methodology
Future (2025) With Alternative 3 M.D. Peak Hour



1) $\frac{580}{2}$ or $\frac{250}{2}$

= **290**

2) $\frac{410}{2}$ or $\frac{40}{1}$ or $\frac{\{400 + 120\}}{2}$

= **260**

3) $\frac{810}{2}$ or $\frac{850}{3}$ or $\frac{340}{2}$

= **405**

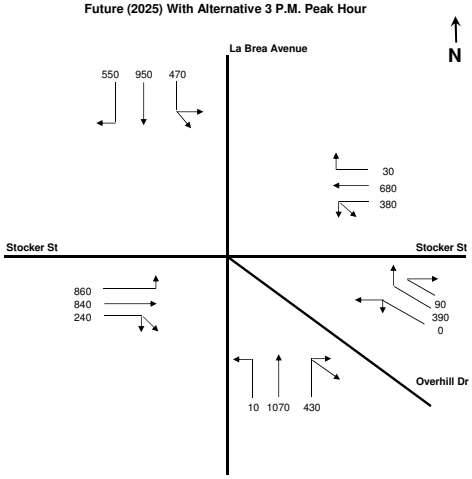
4) $\frac{260}{2}$ or $\frac{\{270 + 60\}}{3}$

= **130**

Critical Volumes = 290 + 260 + 405 + 130 = 1,085

V/C = $\frac{1,085}{1,375}$ – 0.00 = 0.789 LOS C

Intersection 86
CMA Methodology
Future (2025) With Alternative 3 P.M. Peak Hour



1) $\frac{860}{2}$ or $\frac{380}{2}$

= **430**

2) $\frac{680}{2}$ or $\frac{30}{1}$ or $\frac{\{840 + 240\}}{2}$

= **540**

3) $\frac{950}{2}$ or $\frac{1070}{3}$ or $\frac{430}{2}$

= **475**

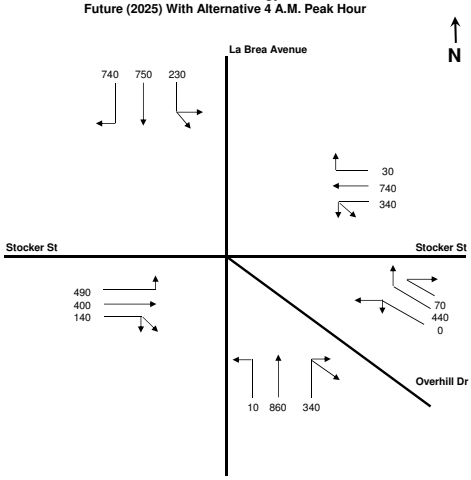
4) $\frac{470}{2}$ or $\frac{\{390 + 90\}}{3}$

= **235**

Critical Volumes = 430 + 540 + 475 + 235 = 1,680

V/C = $\frac{1,680}{1,375}$ – 0.00 = 1.222 LOS F

Intersection 86
CMA Methodology
Future (2025) With Alternative 4 A.M. Peak Hour



1) $\frac{490}{2}$ or $\frac{340}{2}$

= **245**

2) $\frac{740}{2}$ or $\frac{30}{1}$ or $\frac{\{400 + 140\}}{2}$

= **370**

3) $\frac{750}{2}$ or $\frac{860}{3}$ or $\frac{340}{2}$

= **375**

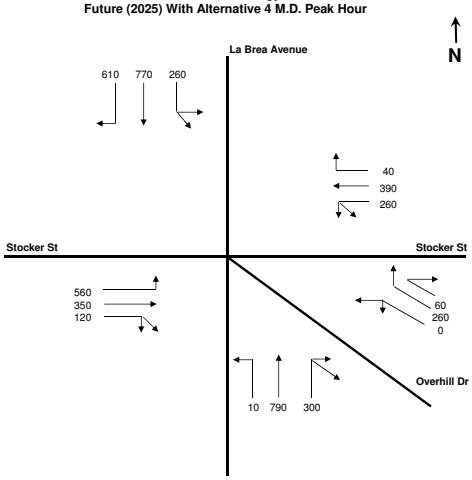
4) $\frac{230}{2}$ or $\frac{\{440 + 70\}}{3}$

= **170**

Critical Volumes = 245 + 370 + 375 + 170 = 1,160

V/C = $\frac{1,160}{1,375}$ – 0.00 = 0.844 LOS D

Intersection 86
CMA Methodology
Future (2025) With Alternative 4 M.D. Peak Hour



1) $\frac{560}{2}$ or $\frac{260}{2}$

= **280**

2) $\frac{390}{2}$ or $\frac{40}{1}$ or $\frac{\{350 + 120\}}{2}$

= **235**

3) $\frac{770}{2}$ or $\frac{790}{3}$ or $\frac{300}{2}$

= **385**

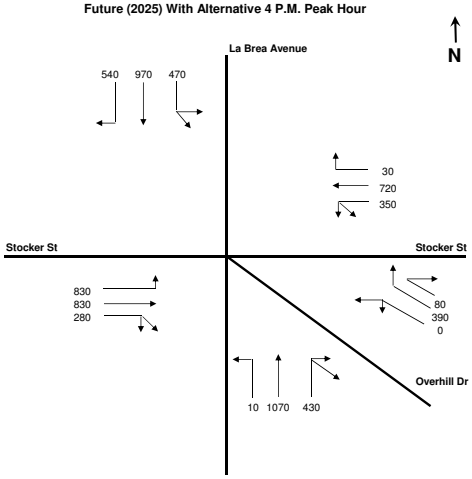
4) $\frac{260}{2}$ or $\frac{\{260 + 60\}}{3}$

= **130**

Critical Volumes = 280 + 235 + 385 + 130 = 1,030

V/C = $\frac{1,030}{1,375}$ – 0.00 = 0.749 LOS C

Intersection 86
CMA Methodology
Future (2025) With Alternative 4 P.M. Peak Hour



1) $\frac{830}{2}$ or $\frac{350}{2}$

= **415**

2) $\frac{720}{2}$ or $\frac{30}{1}$ or $\left\{\frac{830 + 280}{2}\right\}$

= **555**

3) $\frac{970}{2}$ or $\frac{1070}{3}$ or $\frac{430}{2}$

= **485**

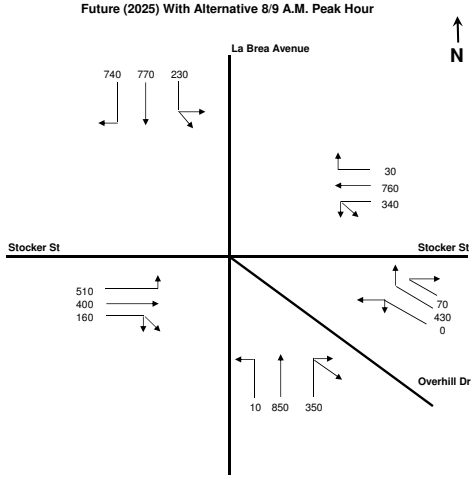
4) $\frac{470}{2}$ or $\left\{\frac{390 + 80}{3}\right\}$

= **235**

Critical Volumes = 415 + 555 + 485 + 235 = 1,690

V/C = $\frac{1,690}{1,375}$ – 0.00 = 1.229 LOS F

Intersection 86
CMA Methodology
Future (2025) With Alternative 8/9 A.M. Peak Hour



1) $\frac{510}{2}$ or $\frac{340}{2}$

= **255**

2) $\frac{760}{2}$ or $\frac{30}{1}$ or $\left\{\frac{400 + 160}{2}\right\}$

= **380**

3) $\frac{770}{2}$ or $\frac{850}{3}$ or $\frac{350}{2}$

= **385**

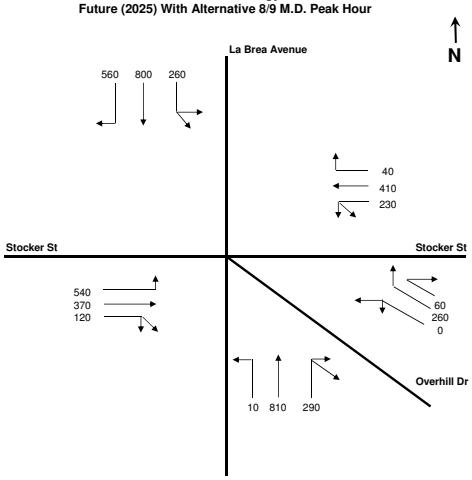
4) $\frac{230}{2}$ or $\left\{\frac{430 + 70}{3}\right\}$

= **167**

Critical Volumes = 255 + 380 + 385 + 167 = 1,187

V/C = $\frac{1,187}{1,375}$ – 0.00 = 0.863 LOS D

Intersection 86
CMA Methodology
Future (2025) With Alternative 8/9 M.D. Peak Hour



1) $\frac{540}{2}$ or $\frac{230}{2}$

= **270**

2) $\frac{410}{2}$ or $\frac{40}{1}$ or $\left\{\frac{370 + 120}{2}\right\}$

= **245**

3) $\frac{800}{2}$ or $\frac{810}{3}$ or $\frac{290}{2}$

= **400**

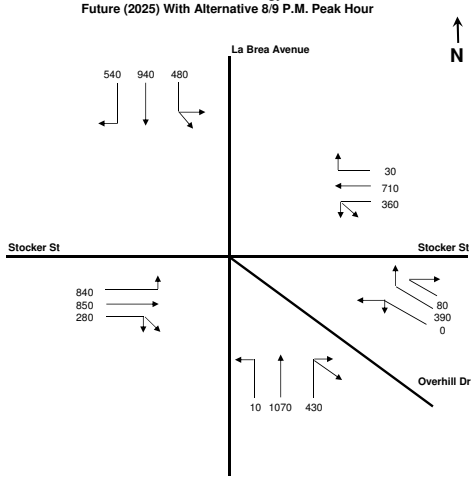
4) $\frac{260}{2}$ or $\left\{\frac{260 + 60}{3}\right\}$

= **130**

Critical Volumes = 270 + 245 + 400 + 130 = 1,045

V/C = $\frac{1,045}{1,375}$ – 0.00 = 0.76 LOS C

Intersection 86
CMA Methodology
Future (2025) With Alternative 8/9 P.M. Peak Hour



1) $\frac{840}{2}$ or $\frac{360}{2}$

= **420**

2) $\frac{710}{2}$ or $\frac{30}{1}$ or $\left\{\frac{850 + 280}{2}\right\}$

= **565**

3) $\frac{940}{2}$ or $\frac{1070}{3}$ or $\frac{430}{2}$

= **470**

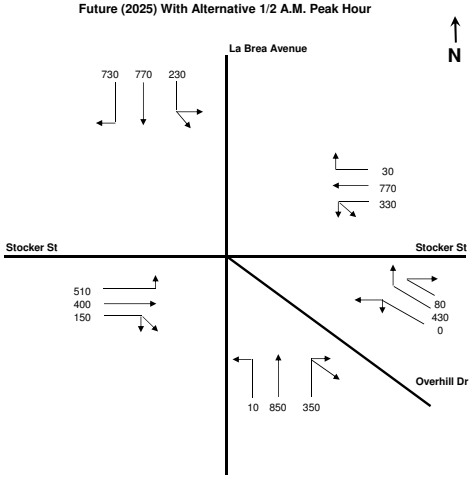
4) $\frac{480}{2}$ or $\left\{\frac{390 + 80}{3}\right\}$

= **240**

Critical Volumes = 420 + 565 + 470 + 240 = 1,695

V/C = $\frac{1,695}{1,375}$ – 0.00 = 1.233 LOS F

Intersection 86
ICU Methodology
Future (2025) With Alternative 1/2 A.M. Peak Hour



1) $\frac{510}{3200}$ or $\frac{330}{3200}$

= **0.159**

2) $\frac{770}{3200}$ or $\frac{30}{1600}$ or $\left\{\frac{400 + 150}{3200}\right\}$

= **0.241**

3) $\frac{770}{3200}$ or $\frac{850}{4800}$ or $\frac{350}{3200}$

= **0.241**

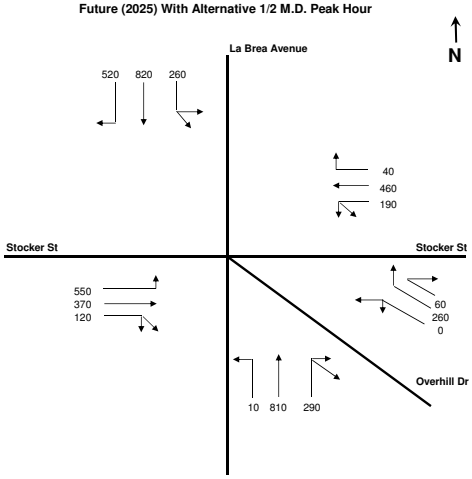
4) $\frac{230}{3200}$ or $\left\{\frac{430 + 80}{4800}\right\}$

= **0.106**

Critical Volumes = 0.159 + 0.241 + 0.241 + 0.106 = 0.747

V/C = 0.747 – 0.00 = 0.747 LOS C

Intersection 86
ICU Methodology
Future (2025) With Alternative 1/2 M.D. Peak Hour



1) $\frac{550}{3200}$ or $\frac{190}{3200}$

= **0.172**

2) $\frac{460}{3200}$ or $\frac{40}{1600}$ or $\left\{\frac{370 + 120}{3200}\right\}$

= **0.153**

3) $\frac{820}{3200}$ or $\frac{810}{4800}$ or $\frac{290}{3200}$

= **0.256**

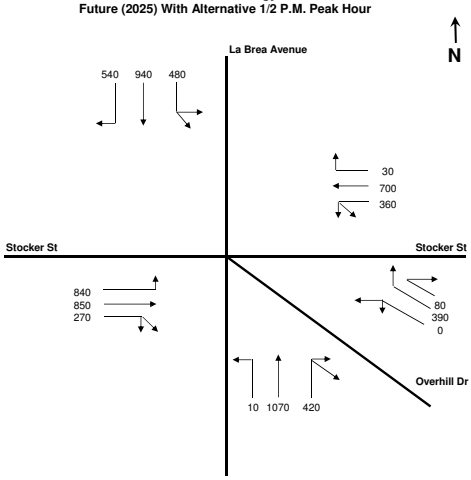
4) $\frac{260}{3200}$ or $\left\{\frac{260 + 60}{4800}\right\}$

= **0.081**

Critical Volumes = 0.172 + 0.153 + 0.256 + 0.081 = 0.662

V/C = 0.662 – 0.00 = 0.662 LOS B

Intersection 86
ICU Methodology
Future (2025) With Alternative 1/2 P.M. Peak Hour



1) $\frac{840}{3200}$ or $\frac{360}{3200}$

= **0.263**

2) $\frac{700}{3200}$ or $\frac{30}{1600}$ or $\left\{\frac{850 + 270}{3200}\right\}$

= **0.35**

3) $\frac{940}{3200}$ or $\frac{1070}{4800}$ or $\frac{420}{3200}$

= **0.294**

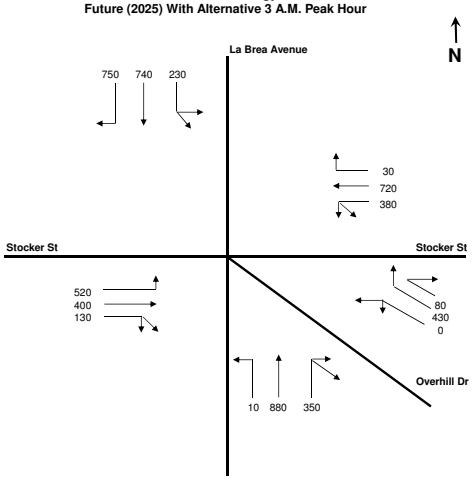
4) $\frac{480}{3200}$ or $\left\{\frac{390 + 80}{4800}\right\}$

= **0.15**

Critical Volumes = 0.263 + 0.35 + 0.294 + 0.15 = 1.057

V/C = 1.057 – 0.00 = 1.057 LOS F

Intersection 86
ICU Methodology
Future (2025) With Alternative 3 A.M. Peak Hour



1) $\frac{520}{3200}$ or $\frac{380}{3200}$

= **0.163**

2) $\frac{720}{3200}$ or $\frac{30}{1600}$ or $\left\{\frac{400 + 130}{3200}\right\}$

= **0.225**

3) $\frac{740}{3200}$ or $\frac{880}{4800}$ or $\frac{350}{3200}$

= **0.231**

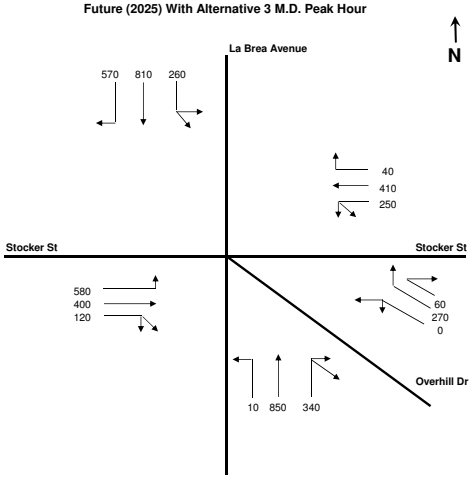
4) $\frac{230}{3200}$ or $\left\{\frac{430 + 80}{4800}\right\}$

= **0.106**

Critical Volumes = 0.163 + 0.225 + 0.231 + 0.106 = 0.725

V/C = 0.725 – 0.00 = 0.725 LOS C

Intersection 86
ICU Methodology
Future (2025) With Alternative 3 M.D. Peak Hour



1) $\frac{580}{3200}$ or $\frac{250}{3200}$

= **0.181**

2) $\frac{410}{3200}$ or $\frac{40}{1600}$ or $\left\{\frac{400 + 120}{3200}\right\}$

= **0.163**

3) $\frac{810}{3200}$ or $\frac{850}{4800}$ or $\frac{340}{3200}$

= **0.253**

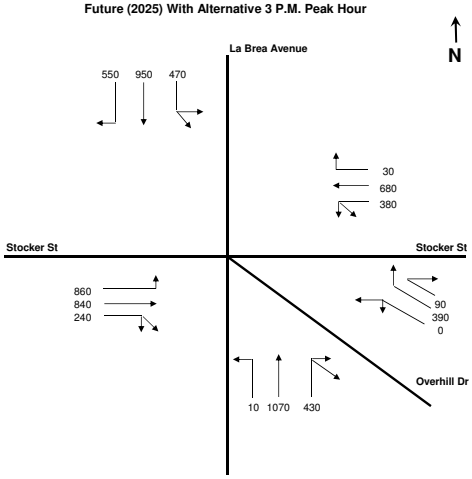
4) $\frac{260}{3200}$ or $\left\{\frac{270 + 60}{4800}\right\}$

= **0.081**

Critical Volumes = 0.181 + 0.163 + 0.253 + 0.081 = 0.678

V/C = 0.678 – 0.00 = 0.678 LOS B

Intersection 86
ICU Methodology
Future (2025) With Alternative 3 P.M. Peak Hour



1) $\frac{860}{3200}$ or $\frac{380}{3200}$

= **0.269**

2) $\frac{680}{3200}$ or $\frac{30}{1600}$ or $\left\{\frac{840 + 240}{3200}\right\}$

= **0.338**

3) $\frac{950}{3200}$ or $\frac{1070}{4800}$ or $\frac{430}{3200}$

= **0.297**

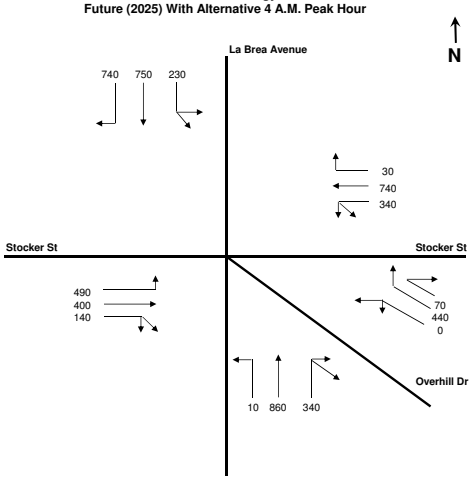
4) $\frac{470}{3200}$ or $\left\{\frac{390 + 90}{4800}\right\}$

= **0.147**

Critical Volumes = 0.269 + 0.338 + 0.297 + 0.147 = 1.051

V/C = 1.051 – 0.00 = 1.051 LOS F

Intersection 86
ICU Methodology
Future (2025) With Alternative 4 A.M. Peak Hour



1) $\frac{490}{3200}$ or $\frac{340}{3200}$

= **0.153**

2) $\frac{740}{3200}$ or $\frac{30}{1600}$ or $\left\{\frac{400 + 140}{3200}\right\}$

= **0.231**

3) $\frac{750}{3200}$ or $\frac{860}{4800}$ or $\frac{340}{3200}$

= **0.234**

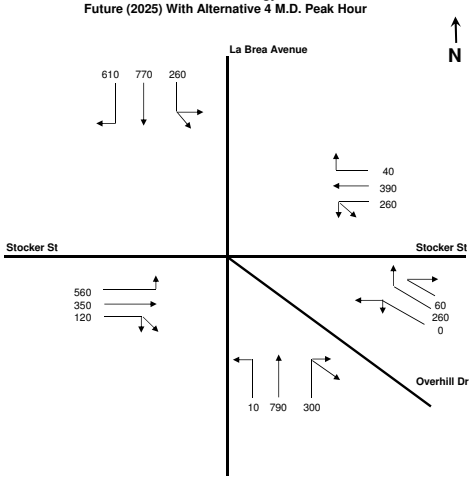
4) $\frac{230}{3200}$ or $\left\{\frac{440 + 70}{4800}\right\}$

= **0.106**

Critical Volumes = 0.153 + 0.231 + 0.234 + 0.106 = 0.724

V/C = 0.724 – 0.00 = 0.724 LOS C

Intersection 86
ICU Methodology
Future (2025) With Alternative 4 M.D. Peak Hour



1) $\frac{560}{3200}$ or $\frac{260}{3200}$

= **0.175**

2) $\frac{390}{3200}$ or $\frac{40}{1600}$ or $\left\{\frac{350 + 120}{3200}\right\}$

= **0.147**

3) $\frac{770}{3200}$ or $\frac{790}{4800}$ or $\frac{300}{3200}$

= **0.241**

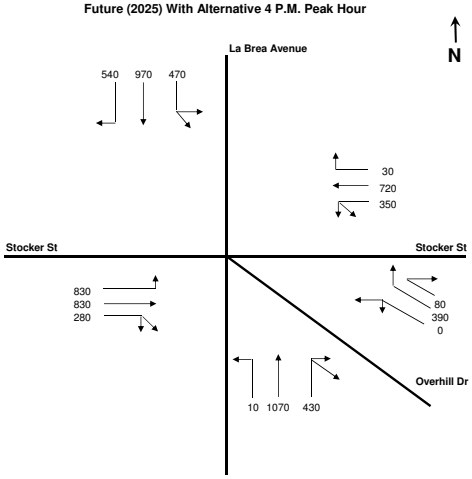
4) $\frac{260}{3200}$ or $\left\{\frac{260 + 60}{4800}\right\}$

= **0.081**

Critical Volumes = 0.175 + 0.147 + 0.241 + 0.081 = 0.644

V/C = 0.644 – 0.00 = 0.644 LOS B

Intersection 86
ICU Methodology
Future (2025) With Alternative 4 P.M. Peak Hour



1) $\frac{830}{3200}$ or $\frac{350}{3200}$

= **0.259**

2) $\frac{720}{3200}$ or $\frac{30}{1600}$ or $\left\{\frac{830 + 280}{3200}\right\}$

= **0.347**

3) $\frac{970}{3200}$ or $\frac{1070}{4800}$ or $\frac{430}{3200}$

= **0.303**

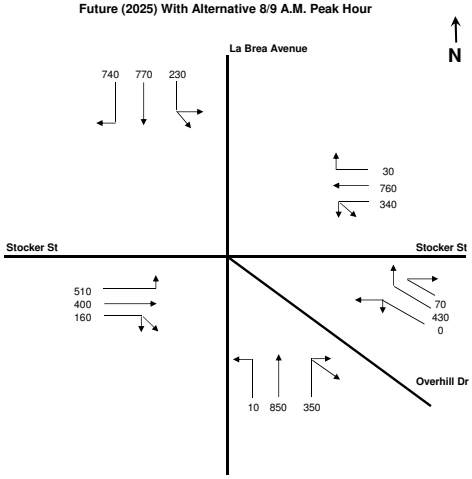
4) $\frac{470}{3200}$ or $\left\{\frac{390 + 80}{4800}\right\}$

= **0.147**

Critical Volumes = 0.259 + 0.347 + 0.303 + 0.147 = 1.056

V/C = 1.056 – 0.00 = 1.056 LOS F

Intersection 86
ICU Methodology
Future (2025) With Alternative 8/9 A.M. Peak Hour



1) $\frac{510}{3200}$ or $\frac{340}{3200}$

= **0.159**

2) $\frac{760}{3200}$ or $\frac{30}{1600}$ or $\left\{\frac{400 + 160}{3200}\right\}$

= **0.238**

3) $\frac{770}{3200}$ or $\frac{850}{4800}$ or $\frac{350}{3200}$

= **0.241**

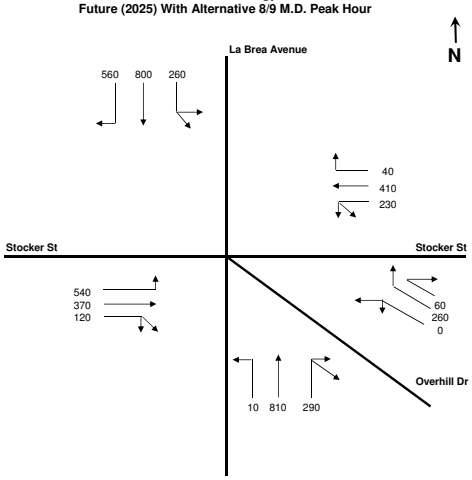
4) $\frac{230}{3200}$ or $\left\{\frac{430 + 70}{4800}\right\}$

= **0.104**

Critical Volumes = 0.159 + 0.238 + 0.241 + 0.104 = 0.742

V/C = 0.742 – 0.00 = 0.742 LOS C

Intersection 86
ICU Methodology
Future (2025) With Alternative 8/9 M.D. Peak Hour



1) $\frac{540}{3200}$ or $\frac{230}{3200}$

= **0.169**

2) $\frac{410}{3200}$ or $\frac{40}{1600}$ or $\left\{\frac{370 + 120}{3200}\right\}$

= **0.153**

3) $\frac{800}{3200}$ or $\frac{810}{4800}$ or $\frac{290}{3200}$

= **0.25**

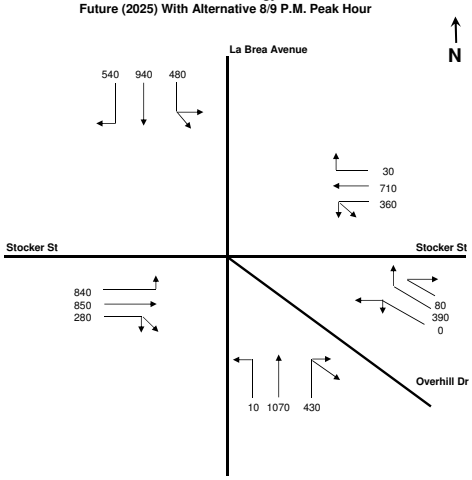
4) $\frac{260}{3200}$ or $\left\{\frac{260 + 60}{4800}\right\}$

= **0.081**

Critical Volumes = 0.169 + 0.153 + 0.25 + 0.081 = 0.653

V/C = 0.653 – 0.00 = 0.653 LOS B

Intersection 86
ICU Methodology
Future (2025) With Alternative 8/9 P.M. Peak Hour



1) $\frac{840}{3200}$ or $\frac{360}{3200}$

= **0.263**

2) $\frac{710}{3200}$ or $\frac{30}{1600}$ or $\left\{\frac{850 + 280}{3200}\right\}$

= **0.353**

3) $\frac{940}{3200}$ or $\frac{1070}{4800}$ or $\frac{430}{3200}$

= **0.294**

4) $\frac{480}{3200}$ or $\left\{\frac{390 + 80}{4800}\right\}$

= **0.15**

Critical Volumes = 0.263 + 0.353 + 0.294 + 0.15 = 1.060

V/C = 1.060 – 0.00 = 1.060 LOS F

Attachment 6

Future (2025) with Alternative with Mitigation

Critical Movement Analysis

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	140	1	**140**	0	0	**0**
Left-Through		0			0	
Through	600	2	237	0	0	0
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	60	1	60	0	0	0
Left-Through		0			0	
Through	760	3	**253**	0	0	**0**
Through-Right		0			0	
Right	110	1	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	70	1	70	0	0	0
Left-Through		0			0	
Through	320	2	**160**	0	0	**0**
Through-Right		0			0	
Right	100	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	250	1	**250**	0	0	**0**
Left-Through		0			0	
Through	600	1	340	0	0	0
Through-Right		1			0	
Right	80	0	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	393		*North-South:*	0
		East-West:	410		*East-West:*	0
		SUM:	803		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.584			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.584			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	220	1	**220**	0	0	**0**
Left-Through		0			0	
Through	840	2	333	0	0	0
Through-Right		1			0	
Right	160	0	160	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	60	1	60	0	0	0
Left-Through		0			0	
Through	820	3	**273**	0	0	**0**
Through-Right		0			0	
Right	160	1	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	80	1	80	0	0	0
Left-Through		0			0	
Through	650	2	**325**	0	0	**0**
Through-Right		0			0	
Right	210	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	270	1	**270**	0	0	**0**
Left-Through		0			0	
Through	530	1	330	0	0	0
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	493		*North-South:*	0
		East-West:	595		*East-West:*	0
		SUM:	1088		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.791			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.791			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	160	1	160	0	0	**0**
Left-Through		0			0	
Through	1000	2	**383**	0	0	0
Through-Right		1			0	
Right	150	0	150	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	120	1	**120**	0	0	0
Left-Through		0			0	
Through	750	3	250	0	0	**0**
Through-Right		0			0	
Right	180	1	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	120	1	120	0	0	0
Left-Through		0			0	
Through	880	2	**440**	0	0	**0**
Through-Right		0			0	
Right	130	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	290	1	**290**	0	0	**0**
Left-Through		0			0	
Through	550	1	325	0	0	0
Through-Right		1			0	
Right	100	0	100	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	503		*North-South:*	0
		East-West:	730		*East-West:*	0
		SUM:	1233		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.897			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.897			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	10	1	10	0	0	**0**
Left-Through		1			0	
Through	40	1	**20**	0	0	0
Through-Right		0			0	
Right	40	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	2	**35**	0	0	0
Left-Through		1			0	
Through	20	1	20	0	0	**0**
Through-Right		0			0	
Right	300	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	670	2	**369**	0	0	0
Left-Through		0			0	
Through	2070	4	518	0	0	**0**
Through-Right		0			0	
Right	20	1	15	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	90	1	90	0	0	**0**
Left-Through		0			0	
Through	2640	4	**660**	0	0	0
Through-Right		0			0	
Right	290	1	255	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	55		*North-South:*	0
		East-West:	1029		*East-West:*	0
		SUM:	1084		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.788			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.788			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	30	1	**23**	0	0	**0**
Left-Through		1			0	
Through	40	1	23	0	0	0
Through-Right		0			0	
Right	40	1	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	250	2	**88**	0	0	0
Left-Through		1			0	
Through	20	1	20	0	0	**0**
Through-Right		0			0	
Right	540	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	990	2	**545**	0	0	0
Left-Through		0			0	
Through	2570	4	643	0	0	**0**
Through-Right		0			0	
Right	20	1	9	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	40	1	40	0	0	**0**
Left-Through		0			0	
Through	2616	4	**654**	0	0	0
Through-Right		0			0	
Right	180	1	92	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	111		*North-South:*	0
		East-West:	1199		*East-West:*	0
		SUM:	1310		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.953			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.953			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	20	1	20	0	0	**0**
Left-Through		1			0	
Through	40	1	20	0	0	0
Through-Right		0			0	
Right	70	1	**45**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	480	2	**168**	0	0	0
Left-Through		1			0	
Through	20	1	20	0	0	**0**
Through-Right		0			0	
Right	430	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	900	2	**495**	0	0	0
Left-Through		0			0	
Through	2280	4	570	0	0	**0**
Through-Right		0			0	
Right	20	1	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	50	1	50	0	0	**0**
Left-Through		0			0	
Through	2390	4	**598**	0	0	0
Through-Right		0			0	
Right	200	1	32	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	213		*North-South:*	0
		East-West:	1093		*East-West:*	0
		SUM:	1306		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.950			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.950			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	80	0	80	0	0	**0**
Left-Through		1			0	
Through	90	0	**170**	0	0	0
Through-Right		0			0	
Right	570	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	110	0	**110**	0	0	0
Left-Through		1			0	
Through	50	0	100	0	0	**0**
Through-Right		1			0	
Right	50	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	20	1	20	0	0	0
Left-Through		0			0	
Through	480	2	**167**	0	0	**0**
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	990	2	**545**	0	0	**0**
Left-Through		0			0	
Through	910	1	460	0	0	0
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	280		*North-South:*	0
		East-West:	712		*East-West:*	0
		SUM:	992		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.721			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.721			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	70	0	70	0	0	**0**
Left-Through		1			0	
Through	80	0	**150**	0	0	0
Through-Right		0			0	
Right	720	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	30	0	30	0	0	0
Left-Through		1			0	
Through	50	0	**90**	0	0	**0**
Through-Right		1			0	
Right	40	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	40	1	40	0	0	0
Left-Through		0			0	
Through	620	2	**213**	0	0	**0**
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	990	2	**545**	0	0	**0**
Left-Through		0			0	
Through	630	1	325	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	240		*North-South:*	0
		East-West:	758		*East-West:*	0
		SUM:	998		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.726			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.726			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	40	0	40	0	0	**0**
	Left-Through		1			0	
	Through	60	0	**100**	0	0	0
	Through-Right		0			0	
	Right	740	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	0	50	0	0	0
	Left-Through		1			0	
	Through	60	0	**90**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1130	2	**393**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	840	2	**462**	0	0	**0**
	Left-Through		0			0	
	Through	740	1	380	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	190		*North-South:*	0
			East-West:	855		*East-West:*	0
			SUM:	1045		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.760			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.760			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	520	1	340	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	900	1	**475**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	760	1	**415**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	280	1	**280**	0	0	**0**
	Left-Through		0			0	
	Through	1190	1	655	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	585		*North-South:*	0
			East-West:	695		*East-West:*	0
			SUM:	1280		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.931			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.931			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	740	1	**560**	0	0	0
	Through-Right		1			0	
	Right	380	0	380	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	870	1	450	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1160	1	**625**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	320	1	**320**	0	0	**0**
	Left-Through		0			0	
	Through	1090	1	590	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	700		*North-South:*	0
			East-West:	945		*East-West:*	0
			SUM:	1645		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.196			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.196			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	80	1	80	0	0	**0**
	Left-Through		0			0	
	Through	770	1	**520**	0	0	0
	Through-Right		1			0	
	Right	270	0	270	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	770	1	400	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	1420	1	**740**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	1	**210**	0	0	**0**
	Left-Through		0			0	
	Through	910	1	490	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	610		*North-South:*	0
			East-West:	950		*East-West:*	0
			SUM:	1560		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.135			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.135			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	240	1	**240**	0	0	**0**
	Left-Through		0			0	
	Through	540	2	270	0	0	0
	Through-Right		0			0	
	Right	120	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	380	1	**240**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	0	0	0
	Left-Through		0			0	
	Through	480	1	285	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	850	1	**450**	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	480		*North-South:*	0
			East-West:	490		*East-West:*	0
			SUM:	970		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.705			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.705			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	610	2	305	0	0	0
	Through-Right		0			0	
	Right	160	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	450	1	**290**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	690	1	**420**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	590	1	335	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	470		*North-South:*	0
			East-West:	560		*East-West:*	0
			SUM:	1030		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.749			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.749			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	1	**220**	0	0	**0**
	Left-Through		0			0	
	Through	590	2	295	0	0	0
	Through-Right		0			0	
	Right	160	1	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	430	1	**330**	0	0	**0**
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1020	1	**605**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	**190**	0	0	**0**
	Left-Through		0			0	
	Through	690	1	365	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	550		*North-South:*	0
			East-West:	795		*East-West:*	0
			SUM:	1345		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.978			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.978			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	360	1	**360**	0	0	**0**
	Left-Through		0			0	
	Through	540	1	295	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	390	1	**215**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	250	1	**250**	0	0	**0**
	Through-Right		1			0	
	Right	270	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	560	2	280	0	0	0
	Through-Right		0			0	
	Right	160	1	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	575		*North-South:*	0
			East-West:	350		*East-West:*	0
			SUM:	925		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.617			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.617			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	200	1	**200**	0	0	**0**
Left-Through		0			0	
Through	510	1	310	0	0	0
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	1	100	0	0	0
Left-Through		0			0	
Through	380	1	**230**	0	0	**0**
Through-Right		1			0	
Right	80	0	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	70	1	70	0	0	0
Left-Through		0			0	
Through	430	1	**365**	0	0	**0**
Through-Right		1			0	
Right	300	0	300	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	70	1	**70**	0	0	**0**
Left-Through		0			0	
Through	420	2	210	0	0	0
Through-Right		0			0	
Right	90	1	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	430		*North-South:*	0
		East-West:	435		*East-West:*	0
		SUM:	865		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.577			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.577			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	160	1	160	0	0	**0**
Left-Through		0			0	
Through	480	1	**355**	0	0	0
Through-Right		1			0	
Right	230	0	230	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	150	1	**150**	0	0	0
Left-Through		0			0	
Through	630	1	340	0	0	**0**
Through-Right		1			0	
Right	50	0	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	50	1	50	0	0	0
Left-Through		0			0	
Through	700	1	**605**	0	0	**0**
Through-Right		1			0	
Right	510	0	510	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	60	1	**60**	0	0	**0**
Left-Through		0			0	
Through	430	2	215	0	0	0
Through-Right		0			0	
Right	80	1	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	505		*North-South:*	0
		East-West:	665		*East-West:*	0
		SUM:	1170		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.780			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.780			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	1000	2	**550**	0	0	**0**
Left-Through		0			0	
Through	770	1	430	0	0	0
Through-Right		1			0	
Right	90	0	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	2	55	0	0	0
Left-Through		0			0	
Through	390	2	**195**	0	0	**0**
Through-Right		0			0	
Right	270	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	500	1	**500**	0	0	0
Left-Through		0			0	
Through	1590	3	530	0	0	**0**
Through-Right		1			0	
Right	530	0	255	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	190	1	190	0	0	**0**
Left-Through		0			0	
Through	1890	3	**505**	0	0	0
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	745		*North-South:*	0
		East-West:	1005		*East-West:*	0
		SUM:	1750		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.273			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.273			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	720	2	**396**	0	0	**0**
Left-Through		0			0	
Through	710	1	410	0	0	0
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	2	55	0	0	0
Left-Through		0			0	
Through	330	2	**165**	0	0	**0**
Through-Right		0			0	
Right	430	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	550	1	**550**	0	0	0
Left-Through		0			0	
Through	2110	3	655	0	0	**0**
Through-Right		1			0	
Right	510	0	510	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	170	1	170	0	0	**0**
Left-Through		0			0	
Through	2096	3	**564**	0	0	0
Through-Right		1			0	
Right	160	0	160	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	561		*North-South:*	0
		East-West:	1114		*East-West:*	0
		SUM:	1675		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.218			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.218			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	740	2	407	0	0	**0**
	Left-Through		0			0	
	Through	1230	1	**675**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	2	**61**	0	0	0
	Left-Through		0			0	
	Through	530	2	265	0	0	**0**
	Through-Right		0			0	
	Right	320	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	650	1	**650**	0	0	0
	Left-Through		0			0	
	Through	2020	3	640	0	0	**0**
	Through-Right		1			0	
	Right	540	0	540	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1840	3	**498**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	736		*North-South:*	0
			East-West:	1148		*East-West:*	0
			SUM:	1884		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.370			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.370			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	270	2	149	0	0	**0**
	Left-Through		0			0	
	Through	630	2	**315**	0	0	0
	Through-Right		0			0	
	Right	120	1	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	320	2	**176**	0	0	0
	Left-Through		0			0	
	Through	460	2	230	0	0	**0**
	Through-Right		0			0	
	Right	240	1	168	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	2	**72**	0	0	0
	Left-Through		0			0	
	Through	270	2	127	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	2	116	0	0	**0**
	Left-Through		0			0	
	Through	1220	3	407	0	0	0
	Through-Right		0			0	
	Right	700	1	**524**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	491		*North-South:*	0
			East-West:	596		*East-West:*	0
			SUM:	1087		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.791			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.791			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	2	94	0	0	**0**
	Left-Through		0			0	
	Through	470	2	**235**	0	0	0
	Through-Right		0			0	
	Right	100	1	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	400	2	**220**	0	0	0
	Left-Through		0			0	
	Through	460	2	230	0	0	**0**
	Through-Right		0			0	
	Right	170	1	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	250	2	**138**	0	0	0
	Left-Through		0			0	
	Through	630	2	260	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	2	44	0	0	**0**
	Left-Through		0			0	
	Through	580	3	193	0	0	0
	Through-Right		0			0	
	Right	560	1	**340**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	455		*North-South:*	0
			East-West:	478		*East-West:*	0
			SUM:	933		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.679			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.679			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	490	2	**245**	0	0	0
	Through-Right		0			0	
	Right	240	1	102	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	310	2	**171**	0	0	0
	Left-Through		0			0	
	Through	600	2	300	0	0	**0**
	Through-Right		0			0	
	Right	150	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	320	2	176	0	0	0
	Left-Through		0			0	
	Through	1330	2	**547**	0	0	**0**
	Through-Right		1			0	
	Right	310	0	310	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	2	**138**	0	0	**0**
	Left-Through		0			0	
	Through	520	3	173	0	0	0
	Through-Right		0			0	
	Right	610	1	439	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	416		*North-South:*	0
			East-West:	685		*East-West:*	0
			SUM:	1101		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.801			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.801			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 2	WB--	0	EB-- 0	WB--	0	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**	60	1	60	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1290	1	**700**	0	0	0	890	1	**520**	0	0	0
	Through-Right		1			0			1			0	
	Right	110	0	110	0	0	0	150	0	150	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0	100	1	**100**	0	0	0
	Left-Through		0			0			0			0	
	Through	790	1	430	0	0	**0**	760	1	415	0	0	**0**
	Through-Right		1			0			1			0	
	Right	70	0	70	0	0	0	70	0	70	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	30	1	30	0	0	0	50	1	50	0	0	0
	Left-Through		0			0			0			0	
	Through	40	0	**60**	0	0	**0**	60	0	**100**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	20	0	0	0	0	0	40	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	50	1	**50**	0	0	**0**	170	1	**170**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	50	1	50	0	0	0	40	1	40	0	0	0
	Through-Right		1			0			1			0	
	Right	110	0	50	0	0	0	170	0	120	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	820		North-South:	0		North-South:	620		North-South:	0
			East-West:	110		East-West:	0		East-West:	270		East-West:	0
			SUM:	930		SUM:	0		SUM:	890		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.676			0.000			0.647			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.676			0.000			0.647			0.000
LEVEL OF SERVICE (LOS):				B			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 2	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	40	1	40	0	0	**0**						
	Left-Through		0			0							
	Through	1020	1	**580**	0	0	0						
	Through-Right		1			0							
	Right	140	0	140	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	150	1	**150**	0	0	0						
	Left-Through		0			0							
	Through	1030	1	545	0	0	**0**						
	Through-Right		1			0							
	Right	60	0	60	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	90	1	90	0	0	0						
	Left-Through		0			0							
	Through	70	0	**110**	0	0	**0**						
	Through-Right		1			0							
	Right	40	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	140	1	**140**	0	0	**0**						
	Left-Through		0			0							
	Through	50	1	50	0	0	0						
	Through-Right		1			0							
	Right	180	0	105	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	730		North-South:	0						
			East-West:	250		East-West:	0						
			SUM:	980		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.713			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.713			0.000						
LEVEL OF SERVICE (LOS):				C			A						

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	110	1	**110**	0	0	**0**						
	Left-Through		0			0							
	Through	1370	2	467	0	0	0						
	Through-Right		1			0							
	Right	30	0	30	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	30	1	30	0	0	0						
	Left-Through		0			0							
	Through	1270	2	**580**	0	0	**0**						
	Through-Right		1			0							
	Right	470	0	470	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	370	1	190	0	0	0						
	Left-Through		1			0							
	Through	10	0	190	0	0	**0**						
	Through-Right		0			0							
	Right	250	1	**195**	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	10	0	10	0	0	**0**						
	Left-Through		0			0							
	Through	10	0	**30**	0	0	0						
	Through-Right		0			0							
	Right	10	0	0	0	0	0						
	Left-Through-Right		1			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	690		North-South:	0						
			East-West:	225		East-West:	0						
			SUM:	915		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.665			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.665			0.000						
LEVEL OF SERVICE (LOS):				B			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	1540	2	520	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	1250	2	**597**	0	0	**0**
	Through-Right		1			0	
	Right	540	0	540	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	370	1	190	0	0	0
	Left-Through		1			0	
	Through	10	0	190	0	0	**0**
	Through-Right		0			0	
	Right	260	1	**225**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**50**	0	0	0
	Through-Right		0			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	667		*North-South:*	0
			East-West:	275		*East-West:*	0
			SUM:	942		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.685			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.685			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	**190**	0	0	**0**
	Left-Through		0			0	
	Through	1590	2	533	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1730	2	**807**	0	0	**0**
	Through-Right		1			0	
	Right	690	0	690	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	470	1	**235**	0	0	0
	Left-Through		1			0	
	Through	0	0	235	0	0	**0**
	Through-Right		0			0	
	Right	290	1	195	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**60**	0	0	0
	Through-Right		0			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	997		*North-South:*	0
			East-West:	295		*East-West:*	0
			SUM:	1292		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.940			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.940			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2310	4	**578**	0	0	0
	Through-Right		0			0	
	Right	440	1	99	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	2	**11**	0	0	0
	Left-Through		0			0	
	Through	1860	4	465	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	620	2	**341**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	589		*North-South:*	0
			East-West:	341		*East-West:*	0
			SUM:	930		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.653			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.653			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1760	4	**440**	0	0	0
	Through-Right		0			0	
	Right	330	1	137	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	2	**6**	0	0	0
	Left-Through		0			0	
	Through	1660	4	415	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	350	2	**193**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	20	1	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	446		*North-South:*	0
			East-West:	193		*East-West:*	0
			SUM:	639		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.448			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.448			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2440	4	**610**	0	0	0
	Through-Right		0			0	
	Right	590	1	271	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	2	**22**	0	0	0
	Left-Through		0			0	
	Through	2370	4	593	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	580	2	**319**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	40	1	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	632		*North-South:*	0
			East-West:	319		*East-West:*	0
			SUM:	951		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.667			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.667			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	2	**11**	0	0	**0**
	Left-Through		0			0	
	Through	20	3	7	0	0	0
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	470	2	259	0	0	0
	Left-Through		0			0	
	Through	20	2	10	0	0	**0**
	Through-Right		0			0	
	Right	700	1	**403**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	540	2	**297**	0	0	0
	Left-Through		0			0	
	Through	960	3	320	0	0	**0**
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	2	11	0	0	**0**
	Left-Through		0			0	
	Through	1020	3	**340**	0	0	0
	Through-Right		0			0	
	Right	370	1	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	414		*North-South:*	0
			East-West:	637		*East-West:*	0
			SUM:	1051		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.764			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.764			0.000
	LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	2	**17**	0	0	**0**
	Left-Through		0			0	
	Through	20	3	7	0	0	0
	Through-Right		0			0	
	Right	30	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	420	2	231	0	0	0
	Left-Through		0			0	
	Through	20	2	10	0	0	**0**
	Through-Right		0			0	
	Right	480	1	**260**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	400	2	**220**	0	0	0
	Left-Through		0			0	
	Through	1000	3	333	0	0	**0**
	Through-Right		0			0	
	Right	20	1	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	2	11	0	0	**0**
	Left-Through		0			0	
	Through	970	3	**323**	0	0	0
	Through-Right		0			0	
	Right	300	1	69	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	277		*North-South:*	0
			East-West:	543		*East-West:*	0
			SUM:	820		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.596			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.596			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	2	11	0	0	**0**
	Left-Through		0			0	
	Through	20	3	7	0	0	0
	Through-Right		0			0	
	Right	20	1	**17**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	890	2	**490**	0	0	0
	Left-Through		0			0	
	Through	10	2	5	0	0	**0**
	Through-Right		0			0	
	Right	510	1	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	740	2	**407**	0	0	0
	Left-Through		0			0	
	Through	1090	3	363	0	0	**0**
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	2	6	0	0	**0**
	Left-Through		0			0	
	Through	1140	3	**380**	0	0	0
	Through-Right		0			0	
	Right	440	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	507		*North-South:*	0
			East-West:	787		*East-West:*	0
			SUM:	1294		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.941			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.941			0.000
	LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0
Override Capacity			0			0			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**	20	1	20	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1140	2	**570**	0	0	0	760	2	**380**	0	0	0
	Through-Right		0			0			0			0	
	Right	220	1	176	0	0	0	140	1	124	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0	160	1	**160**	0	0	0
	Left-Through		0			0			0			0	
	Through	900	2	450	0	0	**0**	830	2	415	0	0	**0**
	Through-Right		0			0			0			0	
	Right	140	1	0	0	0	0	130	1	50	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	330	1	**330**	0	0	0	160	1	**160**	0	0	0
	Left-Through		0			0			0			0	
	Through	840	1	430	0	0	**0**	300	1	160	0	0	**0**
	Through-Right		1			0			1			0	
	Right	20	0	20	0	0	0	20	0	20	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	160	2	88	0	0	**0**	60	2	33	0	0	**0**
	Left-Through		0			0			0			0	
	Through	320	1	**235**	0	0	0	330	1	**270**	0	0	0
	Through-Right		1			0			1			0	
	Right	150	0	150	0	0	0	210	0	210	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	710		*North-South:*	0		*North-South:*	540		*North-South:*	0
			East-West:	565		*East-West:*	0		*East-West:*	430		*East-West:*	0
			SUM:	1275		*SUM:*	0		*SUM:*	970		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.895			0.000			0.681			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.895			0.000			0.681			0.000
LEVEL OF SERVICE (LOS):				D			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0						
	EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?			0			0						
Override Capacity			0			0						

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	1390	2	**695**	0	0	0
	Through-Right		0			0	
	Right	350	1	317	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	1420	2	710	0	0	**0**
	Through-Right		0			0	
	Right	200	1	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	570	1	295	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	2	66	0	0	**0**
	Left-Through		0			0	
	Through	610	1	**400**	0	0	0
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	865		*North-South:*	0
			East-West:	570		*East-West:*	0
			SUM:	1435		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.007			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.007			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	2	17	0	0	**0**
	Left-Through		0			0	
	Through	2430	2	**827**	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	2	**83**	0	0	0
	Left-Through		0			0	
	Through	2180	2	733	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	390	2	195	0	0	**0**
	Through-Right		1			0	
	Right	210	0	**202**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	**240**	0	0	**0**
	Left-Through		0			0	
	Through	1200	3	400	0	0	0
	Through-Right		0			0	
	Right	280	1	239	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	910		*North-South:*	0
			East-West:	442		*East-West:*	0
			SUM:	1352		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.983			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.983			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	2	99	0	0	**0**
	Left-Through		0			0	
	Through	1510	2	**533**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	2	**94**	0	0	0
	Left-Through		0			0	
	Through	1490	2	510	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	630	2	**267**	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	820	3	273	0	0	0
	Through-Right		0			0	
	Right	170	1	123	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	627		*North-South:*	0
			East-West:	437		*East-West:*	0
			SUM:	1064		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.774			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.774			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	2	88	0	0	**0**
	Left-Through		0			0	
	Through	2160	2	**767**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	330	2	**182**	0	0	0
	Left-Through		0			0	
	Through	2100	2	707	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1080	2	**433**	0	0	**0**
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	930	3	310	0	0	0
	Through-Right		0			0	
	Right	160	1	69	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	949		*North-South:*	0
			East-West:	603		*East-West:*	0
			SUM:	1552		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.129			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.129			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	2	**88**	0	0	**0**
	Left-Through		0			0	
	Through	830	2	317	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1260	2	**480**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	460	2	173	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	2	88	0	0	**0**
	Left-Through		0			0	
	Through	1120	2	**377**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	568		*North-South:*	0
			East-West:	507		*East-West:*	0
			SUM:	1075		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.782			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.782			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	2	**99**	0	0	**0**
	Left-Through		0			0	
	Through	900	2	367	0	0	0
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	920	2	**350**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	620	2	237	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	2	99	0	0	**0**
	Left-Through		0			0	
	Through	790	2	**270**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	449		*North-South:*	0
			East-West:	410		*East-West:*	0
			SUM:	859		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.625			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.625			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	1620	2	**647**	0	0	0
	Through-Right		1			0	
	Right	320	0	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1110	2	413	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	910	2	320	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	2	105	0	0	**0**
	Left-Through		0			0	
	Through	980	2	**330**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	777		*North-South:*	0
			East-West:	550		*East-West:*	0
			SUM:	1327		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.965			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.965			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	1470	1	**810**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	740	2	370	0	0	**0**
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	1570	3	523	0	0	**0**
	Through-Right		0			0	
	Right	140	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1200	2	**463**	0	0	0
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	910		*North-South:*	0
			East-West:	673		*East-West:*	0
			SUM:	1583		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.151			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.151			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	930	1	**545**	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	750	2	375	0	0	**0**
	Through-Right		0			0	
	Right	110	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	1200	3	400	0	0	**0**
	Through-Right		0			0	
	Right	140	1	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	1	200	0	0	**0**
	Left-Through		0			0	
	Through	1330	2	**477**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	685		*North-South:*	0
			East-West:	687		*East-West:*	0
			SUM:	1372		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.998			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.998			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1300	1	**710**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	1320	2	660	0	0	**0**
	Through-Right		0			0	
	Right	90	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1530	3	**510**	0	0	**0**
	Through-Right		0			0	
	Right	290	1	225	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	1540	2	563	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	870		*North-South:*	0
			East-West:	740		*East-West:*	0
			SUM:	1610		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.171			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.171			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	60	1	60	0	0	**0**
Left-Through		0			0	
Through	1390	1	**745**	0	0	0
Through-Right		1			0	
Right	100	0	100	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	80	1	**80**	0	0	0
Left-Through		0			0	
Through	870	2	435	0	0	**0**
Through-Right		0			0	
Right	120	1	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	200	1	200	0	0	0
Left-Through		0			0	
Through	730	2	**365**	0	0	**0**
Through-Right		0			0	
Right	60	1	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	80	1	**80**	0	0	**0**
Left-Through		0			0	
Through	460	2	230	0	0	0
Through-Right		0			0	
Right	70	1	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	825		*North-South:*	0
		East-West:	445		*East-West:*	0
		SUM:	1270		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.847			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.847			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	100	1	100	0	0	**0**
Left-Through		0			0	
Through	910	1	**510**	0	0	0
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	80	1	**80**	0	0	0
Left-Through		0			0	
Through	850	2	425	0	0	**0**
Through-Right		0			0	
Right	230	1	105	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	250	1	**250**	0	0	0
Left-Through		0			0	
Through	520	2	260	0	0	**0**
Through-Right		0			0	
Right	80	1	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	110	1	110	0	0	**0**
Left-Through		0			0	
Through	530	2	**265**	0	0	0
Through-Right		0			0	
Right	70	1	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	590		*North-South:*	0
		East-West:	515		*East-West:*	0
		SUM:	1105		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.737			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.737			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	90	1	90	0	0	**0**
Left-Through		0			0	
Through	1400	1	**785**	0	0	0
Through-Right		1			0	
Right	170	0	170	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	90	1	**90**	0	0	0
Left-Through		0			0	
Through	1460	2	730	0	0	**0**
Through-Right		0			0	
Right	180	1	95	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	170	1	170	0	0	0
Left-Through		0			0	
Through	810	2	**405**	0	0	**0**
Through-Right		0			0	
Right	110	1	65	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	150	1	**150**	0	0	**0**
Left-Through		0			0	
Through	680	2	340	0	0	0
Through-Right		0			0	
Right	80	1	35	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	875		*North-South:*	0
		East-West:	555		*East-West:*	0
		SUM:	1430		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.953			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.953			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	790	3	263	0	0	0
Through-Right		0			0	
Right	310	1	310	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	400	2	220	0	0	0
Left-Through		0			0	
Through	1110	2	**555**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	20	0	20	0	0	0
Left-Through		0			0	
Through	0	0	20	0	0	**0**
Through-Right		0			0	
Right	160	1	**160**	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	555		*North-South:*	0
		East-West:	160		*East-West:*	0
		SUM:	715		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.502			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.502			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	710	3	237	0	0	0
	Through-Right		0			0	
	Right	190	1	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	330	2	182	0	0	0
	Left-Through		0			0	
	Through	880	2	**440**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	0	30	0	0	0
	Left-Through		0			0	
	Through	0	0	30	0	0	**0**
	Through-Right		0			0	
	Right	130	1	**130**	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	440		*North-South:*	0
			East-West:	130		*East-West:*	0
			SUM:	570		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.400			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.400			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1260	3	**420**	0	0	0
	Through-Right		0			0	
	Right	250	1	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	710	2	**391**	0	0	0
	Left-Through		0			0	
	Through	1120	2	560	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	0	30	0	0	0
	Left-Through		0			0	
	Through	0	0	30	0	0	**0**
	Through-Right		0			0	
	Right	90	1	**90**	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	811		*North-South:*	0
			East-West:	90		*East-West:*	0
			SUM:	901		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.632			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.632			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	750	2	375	0	0	0
	Through-Right		0			0	
	Right	50	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1230	2	**413**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	20	0	0	0	0	**0**
	Through-Right		0			0	
	Right	40	0	**40**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
WESTBOUND	Left	350	1	**327**	0	0	**0**
	Left-Through		0			0	
	Through	10	0	327	0	0	0
	Through-Right		0			0	
	Right	620	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	423		*North-South:*	0
			East-West:	367		*East-West:*	0
			SUM:	790		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.554			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.554			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	**20**	0	0	**0**
	Left-Through		0			0	
	Through	650	2	325	0	0	0
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	980	2	**330**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	20	0	0	0	0	**0**
	Through-Right		0			0	
	Right	20	0	**20**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
WESTBOUND	Left	280	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	20	0	180	0	0	0
	Through-Right		0			0	
	Right	240	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	350		*North-South:*	0
			East-West:	200		*East-West:*	0
			SUM:	550		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.386			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.386			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 2		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	**0**
	Left-Through		0			0	
	Through	1170	2	**585**	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1540	2	520	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	20	0	0	0	0	**0**
	Through-Right		0			0	
	Right	40	0	**40**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
WESTBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	20	0	**315**	0	0	0
	Through-Right		0			0	
	Right	610	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	585		North-South:	0
			East-West:	355		East-West:	0
			SUM:	940		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.660			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.660			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB-- 0	
		EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	330	1	**330**	0	0	**0**
	Left-Through		0			0	
	Through	400	2	200	0	0	0
	Through-Right		0			0	
	Right	160	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	490	2	**245**	0	0	**0**
	Through-Right		0			0	
	Right	790	2	235	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	**200**	0	0	0
	Left-Through		0			0	
	Through	1010	3	337	0	0	**0**
	Through-Right		0			0	
	Right	560	1	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	1	250	0	0	**0**
	Left-Through		0			0	
	Through	1260	3	420	0	0	0
	Through-Right		1			0	
	Right	530	0	**465**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	575		North-South:	0
			East-West:	665		East-West:	0
			SUM:	1240		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.902			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.902			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB-- 0	
		EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	340	1	**340**	0	0	**0**
	Left-Through		0			0	
	Through	430	2	215	0	0	0
	Through-Right		0			0	
	Right	260	2	33	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	1	240	0	0	0
	Left-Through		0			0	
	Through	360	2	180	0	0	**0**
	Through-Right		0			0	
	Right	930	2	**282**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	230	1	230	0	0	0
	Left-Through		0			0	
	Through	1750	3	**583**	0	0	**0**
	Through-Right		0			0	
	Right	550	1	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	1136	3	379	0	0	0
	Through-Right		1			0	
	Right	380	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	622		North-South:	0
			East-West:	693		East-West:	0
			SUM:	1315		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.956			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.956			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB-- 0	
		EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	460	1	**460**	0	0	**0**
	Left-Through		0			0	
	Through	320	2	160	0	0	0
	Through-Right		0			0	
	Right	540	2	227	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	480	1	480	0	0	0
	Left-Through		0			0	
	Through	870	2	**435**	0	0	**0**
	Through-Right		0			0	
	Right	550	2	23	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	280	1	**280**	0	0	0
	Left-Through		0			0	
	Through	1450	3	483	0	0	**0**
	Through-Right		0			0	
	Right	540	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	1090	3	**343**	0	0	0
	Through-Right		1			0	
	Right	280	0	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	895		North-South:	0
			East-West:	623		East-West:	0
			SUM:	1518		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.104			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.104			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 1	NB-- 0	SB-- 0		
	EB-- 0	WB-- 2	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	3822	4	**956**	0	0	0
Through-Right		0			0	
Right	120	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	1880	4	470	0	0	**0**
Through-Right		0			0	
Right	160	1	160	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	330	2	182	0	0	**0**
Left-Through		0			0	
Through	50	0	**195**	0	0	0
Through-Right		0			0	
Right	340	1	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	956		*North-South:*	0
		East-West:	195		*East-West:*	0
		SUM:	1151		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.767			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.767			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 1	NB-- 0	SB-- 0		
	EB-- 0	WB-- 2	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	3367	4	**842**	0	0	0
Through-Right		0			0	
Right	120	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	1390	4	348	0	0	**0**
Through-Right		0			0	
Right	200	1	200	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	410	2	**178**	0	0	**0**
Left-Through		0			0	
Through	50	0	178	0	0	0
Through-Right		0			0	
Right	250	1	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	842		*North-South:*	0
		East-West:	178		*East-West:*	0
		SUM:	1020		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.680			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.680			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 1	NB-- 0	SB-- 0		
	EB-- 0	WB-- 2	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	3858	4	**965**	0	0	0
Through-Right		0			0	
Right	80	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	2670	4	668	0	0	**0**
Through-Right		0			0	
Right	180	1	180	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	610	2	**220**	0	0	**0**
Left-Through		0			0	
Through	20	0	220	0	0	0
Through-Right		0			0	
Right	250	1	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	965		*North-South:*	0
		East-West:	220		*East-West:*	0
		SUM:	1185		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.790			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.790			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2030	2	**1015**	0	0	0
Through-Right		0			0	
Right	560	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	0	**20**	0	0	0
Left-Through		1			0	
Through	450	1	285	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	410	2	**226**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	10	1	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	1035		*North-South:*	0
		East-West:	226		*East-West:*	0
		SUM:	1261		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.841			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.841			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	NB-- 0	SB-- 0	EB-- 0	WB-- 0	NB-- 0	SB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	780	2	**390**	0	0	0
	Through-Right		0			0	
	Right	240	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	0	**40**	0	0	0
	Left-Through		1			0	
	Through	420	1	330	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	470	2	**259**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	10	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	430		*North-South:*	0
			East-West:	259		*East-West:*	0
			SUM:	689		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.459			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.459			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	NB-- 0	SB-- 0	EB-- 0	WB-- 0	NB-- 0	SB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	890	2	445	0	0	0
	Through-Right		0			0	
	Right	370	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	0	60	0	0	0
	Left-Through		1			0	
	Through	1250	1	**805**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	860	2	**473**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	10	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	805		*North-South:*	0
			East-West:	473		*East-West:*	0
			SUM:	1278		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.852			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.852			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	NB-- 0	SB-- 0	EB-- 0	WB-- 0	NB-- 0	SB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	**30**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	30	0	0	0
	Through-Right		0			0	
	Right	1150	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	1280	1	**645**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	410	1	**410**	0	0	**0**
	Left-Through		0			0	
	Through	420	1	215	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	50		*North-South:*	0
			East-West:	1055		*East-West:*	0
			SUM:	1105		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.775			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.775			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	NB-- 0	SB-- 0	EB-- 0	WB-- 0	NB-- 0	SB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	**30**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	30	0	0	0
	Through-Right		0			0	
	Right	460	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	570	1	**300**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	410	1	**410**	0	0	**0**
	Left-Through		0			0	
	Through	400	1	205	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	50		*North-South:*	0
			East-West:	710		*East-West:*	0
			SUM:	760		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.533			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.533			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	0	**50**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	50	0	0	0
	Through-Right		0			0	
	Right	530	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	690	1	**360**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	900	1	**900**	0	0	**0**
	Left-Through		0			0	
	Through	1100	1	555	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	70		*North-South:*	0
			East-West:	1260		*East-West:*	0
			SUM:	1330		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.933			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.933			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	30	1	30	0	0	0
	Through-Right		0			0	
	Right	150	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	30	0	30	0	0	**0**
	Through-Right		0			0	
	Right	20	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	520	2	260	0	0	**0**
	Through-Right		1			0	
	Right	260	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	300	2	165	0	0	**0**
	Left-Through		0			0	
	Through	1330	2	**473**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	130		*North-South:*	0
			East-West:	533		*East-West:*	0
			SUM:	663		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.482			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.482			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	**90**	0	0	**0**
	Left-Through		0			0	
	Through	30	1	30	0	0	0
	Through-Right		0			0	
	Right	230	2	66	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**60**	0	0	0
	Left-Through		0			0	
	Through	40	0	60	0	0	**0**
	Through-Right		0			0	
	Right	50	1	10	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	660	2	263	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	2	61	0	0	**0**
	Left-Through		0			0	
	Through	690	2	**247**	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	150		*North-South:*	0
			East-West:	327		*East-West:*	0
			SUM:	477		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.347			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.347			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	40	1	40	0	0	0
	Through-Right		0			0	
	Right	520	2	**236**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**70**	0	0	0
	Left-Through		0			0	
	Through	40	0	70	0	0	**0**
	Through-Right		0			0	
	Right	50	1	15	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	1350	2	**497**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	2	**50**	0	0	**0**
	Left-Through		0			0	
	Through	800	2	287	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	306		*North-South:*	0
			East-West:	547		*East-West:*	0
			SUM:	853		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.620			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.620			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 1	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	590	2	**325**	0	0	**0**
	Left-Through		0			0	
	Through	1990	2	680	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	1550	2	**543**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	20	1	20	0	0	**0**
	Through-Right		0			0	
	Right	660	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	0	40	0	0	**0**
	Left-Through		1			0	
	Through	20	0	**70**	0	0	0
	Through-Right		1			0	
	Right	50	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		868	*North-South:*		0
		East-West:		150	*East-West:*		0
		SUM:		1018	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.714			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.714			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 1	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	610	2	**336**	0	0	**0**
	Left-Through		0			0	
	Through	1960	2	673	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	1480	2	**537**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	20	1	20	0	0	**0**
	Through-Right		0			0	
	Right	540	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	0	50	0	0	**0**
	Left-Through		1			0	
	Through	20	0	**50**	0	0	0
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		873	*North-South:*		0
		East-West:		160	*East-West:*		0
		SUM:		1033	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.725			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.725			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 1	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	900	2	**495**	0	0	**0**
	Left-Through		0			0	
	Through	2140	2	737	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	1930	2	**700**	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	40	1	40	0	0	**0**
	Through-Right		0			0	
	Right	920	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	0	50	0	0	**0**
	Left-Through		1			0	
	Through	30	0	**60**	0	0	0
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		1195	*North-South:*		0
		East-West:		180	*East-West:*		0
		SUM:		1375	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.965			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.965			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	1350	1	**750**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	420	1	215	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	10	0	**30**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	45	0	0	**0**
	Left-Through		1			0	
	Through	10	0	45	0	0	0
	Through-Right		0			0	
	Right	140	1	**80**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		870	*North-South:*		0
		East-West:		110	*East-West:*		0
		SUM:		980	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.688			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.688			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	590	1	**370**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	470	1	245	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	10	0	**30**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	**70**	0	0	**0**
	Left-Through		1			0	
	Through	20	0	70	0	0	0
	Through-Right		0			0	
	Right	90	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		440	*North-South:*		0
		East-West:		100	*East-West:*		0
		SUM:		540	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.379			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.379			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	770	1	**465**	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	1130	1	570	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	10	0	**30**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**90**	0	0	**0**
	Left-Through		1			0	
	Through	10	0	90	0	0	0
	Through-Right		0			0	
	Right	100	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		605	*North-South:*		0
		East-West:		120	*East-West:*		0
		SUM:		725	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.509			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.509			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1800	4	**450**	0	0	0
	Through-Right		0			0	
	Right	930	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	2	**94**	0	0	0
	Left-Through		0			0	
	Through	990	3	330	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	620	3	**217**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	240	1	146	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		544	*North-South:*		0
		East-West:		217	*East-West:*		0
		SUM:		761	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.534			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.534			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1160	4	**290**	0	0	0
	Through-Right		0			0	
	Right	750	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	320	2	**176**	0	0	0
	Left-Through		0			0	
	Through	1200	3	400	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	770	3	**270**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	280	1	104	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		466	*North-South:*		0
		East-West:		270	*East-West:*		0
		SUM:		736	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.516			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.516			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1570	4	393	0	0	0
	Through-Right		0			0	
	Right	640	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	600	2	330	0	0	0
	Left-Through		0			0	
	Through	2210	3	**737**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	780	3	**273**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	230	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	737		North-South:	0
			East-West:	273		East-West:	0
			SUM:	1010		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.709			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.709			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	2	**121**	0	0	**0**
	Left-Through		0			0	
	Through	210	1	147	0	0	0
	Through-Right		1			0	
	Right	230	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	2	61	0	0	0
	Left-Through		0			0	
	Through	420	1	**250**	0	0	**0**
	Through-Right		1			0	
	Right	330	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	350	2	**193**	0	0	0
	Left-Through		0			0	
	Through	290	3	97	0	0	**0**
	Through-Right		0			0	
	Right	190	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	2	55	0	0	**0**
	Left-Through		0			0	
	Through	810	3	270	0	0	0
	Through-Right		0			0	
	Right	700	2	**324**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	371		North-South:	0
			East-West:	517		East-West:	0
			SUM:	888		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.646			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.646			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	2	**88**	0	0	**0**
	Left-Through		0			0	
	Through	250	1	157	0	0	0
	Through-Right		1			0	
	Right	220	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	2	105	0	0	0
	Left-Through		0			0	
	Through	340	1	**187**	0	0	**0**
	Through-Right		1			0	
	Right	220	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	2	**121**	0	0	0
	Left-Through		0			0	
	Through	460	3	153	0	0	**0**
	Through-Right		0			0	
	Right	150	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	2	33	0	0	**0**
	Left-Through		0			0	
	Through	370	3	123	0	0	0
	Through-Right		0			0	
	Right	420	2	**126**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	275		North-South:	0
			East-West:	247		East-West:	0
			SUM:	522		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.380			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.380			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	2	50	0	0	**0**
	Left-Through		0			0	
	Through	290	1	290	0	0	0
	Through-Right		1			0	
	Right	600	1	**314**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	520	2	**286**	0	0	0
	Left-Through		0			0	
	Through	520	1	320	0	0	**0**
	Through-Right		1			0	
	Right	440	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	230	2	127	0	0	0
	Left-Through		0			0	
	Through	1410	3	**470**	0	0	**0**
	Through-Right		0			0	
	Right	220	2	71	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	2	**33**	0	0	**0**
	Left-Through		0			0	
	Through	400	3	133	0	0	0
	Through-Right		0			0	
	Right	420	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	600		North-South:	0
			East-West:	503		East-West:	0
			SUM:	1103		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.802			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.802			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	300	1	150	0	0	**0**	340	1	170	0	0	**0**
	Left-Through		1			0			1			0	
	Through	0	0	150	0	0	0	0	0	170	0	0	0
	Through-Right		0			0			0			0	
	Right	580	1	**489**	0	0	0	350	1	**215**	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	10	0	10	0	0	0	10	0	10	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	**20**	0	0	**0**	0	0	**20**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	10	0	0	0	0	0	10	0	0	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	1010	2	**505**	0	0	**0**	720	2	**360**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	190	1	115	0	0	0	110	1	25	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	330	2	**182**	0	0	**0**	490	2	**270**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	890	1	450	0	0	0	770	1	390	0	0	0
	Through-Right		1			0			1			0	
	Right	10	0	10	0	0	0	10	0	10	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	509		North-South:	0		North-South:	235		North-South:	0
			East-West:	687		East-West:	0		East-West:	630		East-West:	0
			SUM:	1196		SUM:	0		SUM:	865		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.870			0.000			0.629			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.870			0.000			0.629			0.000
LEVEL OF SERVICE (LOS):				D			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	480	1	**240**	0	0	**0**						
	Left-Through		1			0							
	Through	0	0	240	0	0	0						
	Through-Right		0			0							
	Right	330	1	179	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	10	0	10	0	0	0						
	Left-Through		0			0							
	Through	0	0	**20**	0	0	**0**						
	Through-Right		0			0							
	Right	10	0	0	0	0	0						
	Left-Through-Right		1			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	910	2	**455**	0	0	**0**						
	Through-Right		0			0							
	Right	370	1	250	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	550	2	**303**	0	0	**0**						
	Left-Through		0			0							
	Through	660	1	335	0	0	0						
	Through-Right		1			0							
	Right	10	0	10	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	260		North-South:	0						
			East-West:	758		East-West:	0						
			SUM:	1018		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.740			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.740			0.000						
LEVEL OF SERVICE (LOS):				C			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0						
		EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	10	0	10	0	0	**0**						
	Left-Through		0			0							
	Through	10	0	**30**	0	0	0						
	Through-Right		0			0							
	Right	10	0	0	0	0	0						
	Left-Through-Right		1			0							
	Left-Right		0			0							
SOUTHBOUND	Left	770	1	**390**	0	0	0						
	Left-Through		1			0							
	Through	10	0	390	0	0	**0**						
	Through-Right		0			0							
	Right	80	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	270	2	**149**	0	0	0						
	Left-Through		0			0							
	Through	420	1	215	0	0	**0**						
	Through-Right		1			0							
	Right	10	0	10	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	10	1	10	0	0	**0**						
	Left-Through		0			0							
	Through	280	2	**140**	0	0	0						
	Through-Right		0			0							
	Right	910	2	111	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	420		North-South:	0						
			East-West:	289		East-West:	0						
			SUM:	709		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.516			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.516			0.000						
LEVEL OF SERVICE (LOS):				A			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	560	1	**285**	0	0	0
	Left-Through		1			0	
	Through	10	0	285	0	0	**0**
	Through-Right		0			0	
	Right	110	1	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	2	**66**	0	0	0
	Left-Through		0			0	
	Through	260	1	135	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	390	2	**195**	0	0	0
	Through-Right		0			0	
	Right	720	2	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	315		*North-South:*	0
			East-West:	261		*East-West:*	0
			SUM:	576		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.419			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.419			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	860	1	**435**	0	0	0
	Left-Through		1			0	
	Through	10	0	435	0	0	**0**
	Through-Right		0			0	
	Right	250	1	151	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	2	**99**	0	0	0
	Left-Through		0			0	
	Through	410	1	210	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	390	2	**195**	0	0	0
	Through-Right		0			0	
	Right	750	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	465		*North-South:*	0
			East-West:	294		*East-West:*	0
			SUM:	759		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.552			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.552			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1540	3	**513**	0	0	0
	Through-Right		0			0	
	Right	590	2	127	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	640	2	**352**	0	0	0
	Left-Through		0			0	
	Through	2340	3	590	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	340	2	187	0	0	0
	Left-Through		0			0	
	Through	330	3	110	0	0	**0**
	Through-Right		0			0	
	Right	200	1	**145**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	360	2	**198**	0	0	**0**
	Left-Through		0			0	
	Through	220	3	73	0	0	0
	Through-Right		0			0	
	Right	600	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	865		*North-South:*	0
			East-West:	343		*East-West:*	0
			SUM:	1208		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.879			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.879			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	1350	3	**450**	0	0	0
	Through-Right		0			0	
	Right	730	2	303	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	490	2	**270**	0	0	0
	Left-Through		0			0	
	Through	1980	3	503	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	300	2	**165**	0	0	0
	Left-Through		0			0	
	Through	240	3	80	0	0	**0**
	Through-Right		0			0	
	Right	200	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	2	99	0	0	**0**
	Left-Through		0			0	
	Through	270	3	**90**	0	0	0
	Through-Right		0			0	
	Right	490	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	720		*North-South:*	0
			East-West:	255		*East-West:*	0
			SUM:	975		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.709			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.709			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	2080	3	**693**	0	0	0
	Through-Right		0			0	
	Right	1100	2	467	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	530	2	**292**	0	0	0
	Left-Through		0			0	
	Through	2480	3	628	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	310	2	171	0	0	0
	Left-Through		0			0	
	Through	570	3	**190**	0	0	**0**
	Through-Right		0			0	
	Right	170	1	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	2	**138**	0	0	**0**
	Left-Through		0			0	
	Through	300	3	100	0	0	0
	Through-Right		0			0	
	Right	640	2	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	985		*North-South:*	0
			East-West:	328		*East-West:*	0
			SUM:	1313		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.955			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.955			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	1060	2	**530**	0	0	0
	Through-Right		0			0	
	Right	610	1	505	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	370	1	190	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	**10**	0	0	0
	Left-Through		0			0	
	Through	10	1	10	0	0	**0**
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	**105**	0	0	**0**
	Left-Through		1			0	
	Through	20	0	105	0	0	0
	Through-Right		0			0	
	Right	100	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	610		*North-South:*	0
			East-West:	115		*East-West:*	0
			SUM:	725		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.527			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.527			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	360	2	**180**	0	0	0
	Through-Right		0			0	
	Right	300	1	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	280	1	145	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	20	1	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	280	1	**160**	0	0	**0**
	Left-Through		1			0	
	Through	40	0	160	0	0	0
	Through-Right		0			0	
	Right	120	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	280		*North-South:*	0
			East-West:	180		*East-West:*	0
			SUM:	460		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.335			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.335			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	520	2	260	0	0	0
	Through-Right		0			0	
	Right	280	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	850	1	**430**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	40	1	**40**	0	0	**0**
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	430	1	**235**	0	0	**0**
	Left-Through		1			0	
	Through	40	0	235	0	0	0
	Through-Right		0			0	
	Right	170	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	440		*North-South:*	0
			East-West:	275		*East-West:*	0
			SUM:	715		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.520			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.520			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	40	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	450	1	**410**	0	0	0
	Left-Through		1			0	
	Through	1190	0	410	0	0	**0**
	Through-Right		1			0	
	Right	590	1	410	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	500	2	**243**	0	0	**0**
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	320	2	**176**	0	0	**0**
	Left-Through		0			0	
	Through	920	2	307	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		540	North-South:		0
		East-West:		419	East-West:		0
		SUM:		959	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.697			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.697			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	80	2	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	160	0	0	0
	Left-Through		1			0	
	Through	300	0	**300**	0	0	**0**
	Through-Right		1			0	
	Right	290	1	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	500	2	**250**	0	0	**0**
	Through-Right		1			0	
	Right	280	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	2	**33**	0	0	**0**
	Left-Through		0			0	
	Through	610	2	203	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		400	North-South:		0
		East-West:		283	East-West:		0
		SUM:		683	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.497			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.497			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	200	2	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	190	0	0	0
	Left-Through		1			0	
	Through	210	0	**210**	0	0	**0**
	Through-Right		1			0	
	Right	310	1	171	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	860	2	**347**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	2	**61**	0	0	**0**
	Left-Through		0			0	
	Through	880	2	293	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		370	North-South:		0
		East-West:		408	East-West:		0
		SUM:		778	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.566			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.566			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	820	2	**451**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	500	2	187	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	330	3	110	0	0	**0**
	Through-Right		0			0	
	Right	370	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	2	88	0	0	**0**
	Left-Through		0			0	
	Through	1290	1	**645**	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		451	North-South:		0
		East-West:		645	East-West:		0
		SUM:		1096	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.769			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.769			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	500	2	**275**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	190	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	490	3	163	0	0	**0**
	Through-Right		0			0	
	Right	500	1	**225**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	340	2	**187**	0	0	**0**
	Left-Through		0			0	
	Through	510	1	255	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	275		*North-South:*	0
			East-West:	412		*East-West:*	0
			SUM:	687		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.482			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.482			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	670	2	**369**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	250	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1530	3	**510**	0	0	**0**
	Through-Right		0			0	
	Right	560	1	191	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	370	2	**204**	0	0	**0**
	Left-Through		0			0	
	Through	560	1	280	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	369		*North-South:*	0
			East-West:	714		*East-West:*	0
			SUM:	1083		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.760			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.760			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	**0**
	Left-Through		0			0	
	Through	1900	4	**475**	0	0	0
	Through-Right		0			0	
	Right	420	1	227	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	500	2	**275**	0	0	0
	Left-Through		0			0	
	Through	1490	4	373	0	0	**0**
	Through-Right		0			0	
	Right	290	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	380	2	**140**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	350	2	**193**	0	0	**0**
	Left-Through		0			0	
	Through	140	2	70	0	0	0
	Through-Right		0			0	
	Right	550	2	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	750		*North-South:*	0
			East-West:	333		*East-West:*	0
			SUM:	1083		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.788			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.788			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	1530	4	**383**	0	0	0
	Through-Right		0			0	
	Right	220	1	27	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	530	2	**292**	0	0	0
	Left-Through		0			0	
	Through	1260	4	315	0	0	**0**
	Through-Right		0			0	
	Right	280	1	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	130	2	**63**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	350	2	**193**	0	0	**0**
	Left-Through		0			0	
	Through	160	2	80	0	0	0
	Through-Right		0			0	
	Right	760	2	126	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	675		*North-South:*	0
			East-West:	256		*East-West:*	0
			SUM:	931		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.677			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.677			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	1960	4	**490**	0	0	0
	Through-Right		0			0	
	Right	480	1	216	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	560	2	**308**	0	0	0
	Left-Through		0			0	
	Through	1850	4	463	0	0	**0**
	Through-Right		0			0	
	Right	490	1	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	210	0	0	0
	Left-Through		0			0	
	Through	210	2	**97**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	480	2	**264**	0	0	**0**
	Left-Through		0			0	
	Through	250	2	125	0	0	0
	Through-Right		0			0	
	Right	630	2	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	798		*North-South:*	0
			East-West:	361		*East-West:*	0
			SUM:	1159		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.843			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.843			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**330**	0	0	0
	Through-Right		0			0	
	Right	330	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	290	2	**160**	0	0	0
	Left-Through		0			0	
	Through	810	2	405	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1120	2	**373**	0	0	0
	Through-Right		1			0	
	Right	180	1	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	330		*North-South:*	0
			East-West:	533		*East-West:*	0
			SUM:	863		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.606			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.606			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**160**	0	0	0
	Through-Right		0			0	
	Right	160	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	310	2	**171**	0	0	0
	Left-Through		0			0	
	Through	1110	2	555	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1190	2	**413**	0	0	0
	Through-Right		1			0	
	Right	460	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	160		*North-South:*	0
			East-West:	584		*East-West:*	0
			SUM:	744		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.522			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.522			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	310	1	310	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**650**	0	0	0
	Through-Right		0			0	
	Right	650	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	240	2	**132**	0	0	0
	Left-Through		0			0	
	Through	1100	2	550	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1440	2	**480**	0	0	0
	Through-Right		1			0	
	Right	180	1	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	650		*North-South:*	0
			East-West:	612		*East-West:*	0
			SUM:	1262		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.886			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.886			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	0	0	**205**	0	0	**0**
	Through-Right		0			0	
	Right	410	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	990	4	248	0	0	**0**
	Through-Right		0			0	
	Right	250	1	**250**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	330	2	**182**	0	0	**0**
	Left-Through		0			0	
	Through	840	2	420	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	205		*North-South:*	0
			East-West:	432		*East-West:*	0
			SUM:	637		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.447			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.447			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	380	1	217	0	0	0
	Left-Through		0			0	
	Through	0	0	**217**	0	0	**0**
	Through-Right		0			0	
	Right	270	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	910	4	228	0	0	**0**
	Through-Right		0			0	
	Right	220	1	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	340	2	187	0	0	**0**
	Left-Through		0			0	
	Through	840	2	**420**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	217		*North-South:*	0
			East-West:	420		*East-West:*	0
			SUM:	637		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.447			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.447			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	147	0	0	0
	Left-Through		0			0	
	Through	0	0	**147**	0	0	**0**
	Through-Right		0			0	
	Right	290	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1260	4	315	0	0	**0**
	Through-Right		0			0	
	Right	330	1	**330**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	600	2	**330**	0	0	**0**
	Left-Through		0			0	
	Through	1140	2	570	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	147		*North-South:*	0
			East-West:	660		*East-West:*	0
			SUM:	807		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.566			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.566			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2580	2	**923**	0	0	0
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2470	3	823	0	0	**0**
	Through-Right		0			0	
	Right	960	1	680	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	800	3	280	0	0	0
	Left-Through		0			0	
	Through	300	0	**310**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	923		*North-South:*	0
			East-West:	310		*East-West:*	0
			SUM:	1233		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.822			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.822			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1640	2	**623**	0	0	0
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1660	3	553	0	0	**0**
	Through-Right		0			0	
	Right	820	1	547	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	780	3	273	0	0	0
	Left-Through		0			0	
	Through	390	0	**410**	0	0	**0**
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	623		*North-South:*	0
			East-West:	410		*East-West:*	0
			SUM:	1033		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.689			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.689			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2290	2	**877**	0	0	0
	Through-Right		1			0	
	Right	340	0	340	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2420	3	807	0	0	**0**
	Through-Right		0			0	
	Right	1000	1	618	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1090	3	382	0	0	0
	Left-Through		0			0	
	Through	750	0	**800**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	877		*North-South:*	0
			East-West:	800		*East-West:*	0
			SUM:	1677		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.118			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.118			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	900	1	**485**	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	800	3	267	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	240	1	**210**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	545		*North-South:*	0
			East-West:	210		*East-West:*	0
			SUM:	755		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.503			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.503			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	800	1	**455**	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	630	3	210	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	150	1	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	565		*North-South:*	0
			East-West:	110		*East-West:*	0
			SUM:	675		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.450			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.450			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	830	1	**525**	0	0	0
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	280	1	**280**	0	0	0
	Left-Through		0			0	
	Through	1150	3	383	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	200	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		805	North-South:		0
		East-West:		60	East-West:		0
		SUM:		865	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.577			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.577			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	380	1	**380**	0	0	**0**
	Left-Through		0			0	
	Through	930	2	465	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	800	2	**310**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	2	**61**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		690	North-South:		0
		East-West:		61	East-West:		0
		SUM:		751	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.501			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.501			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	310	1	**310**	0	0	**0**
	Left-Through		0			0	
	Through	710	2	355	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	680	2	**270**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	2	**121**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	260	1	105	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		580	North-South:		0
		East-West:		121	East-West:		0
		SUM:		701	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.467			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.467			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	1	**200**	0	0	**0**
	Left-Through		0			0	
	Through	810	2	405	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1080	2	**397**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	270	2	149	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	280	1	**180**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		597	North-South:		0
		East-West:		180	East-West:		0
		SUM:		777	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.518			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.518			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	200	1	200	0	0	**0**
Left-Through		0			0	
Through	900	1	**450**	0	0	0
Through-Right		1			0	
Right	140	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	140	2	**77**	0	0	0
Left-Through		0			0	
Through	570	2	193	0	0	**0**
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	10	1	10	0	0	0
Left-Through		1			0	
Through	70	0	**37**	0	0	**0**
Through-Right		1			0	
Right	40	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	860	1	**473**	0	0	**0**
Left-Through		1			0	
Through	120	0	190	0	0	0
Through-Right		1			0	
Right	70	0	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	527		*North-South:*	0
		East-West:	510		*East-West:*	0
		SUM:	1037		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.728			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.728			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	200	1	200	0	0	**0**
Left-Through		0			0	
Through	700	1	**350**	0	0	0
Through-Right		1			0	
Right	130	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	190	2	**105**	0	0	0
Left-Through		0			0	
Through	610	2	207	0	0	**0**
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	10	1	10	0	0	0
Left-Through		1			0	
Through	120	0	**60**	0	0	**0**
Through-Right		1			0	
Right	40	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	890	1	**490**	0	0	**0**
Left-Through		1			0	
Through	100	0	190	0	0	0
Through-Right		1			0	
Right	90	0	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	455		*North-South:*	0
		East-West:	550		*East-West:*	0
		SUM:	1005		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.705			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.705			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	160	1	**160**	0	0	**0**
Left-Through		0			0	
Through	730	1	365	0	0	0
Through-Right		1			0	
Right	120	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	210	2	116	0	0	0
Left-Through		0			0	
Through	1020	2	**343**	0	0	**0**
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	50	1	**40**	0	0	0
Left-Through		1			0	
Through	110	0	40	0	0	**0**
Through-Right		1			0	
Right	70	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	730	1	**402**	0	0	**0**
Left-Through		1			0	
Through	70	0	240	0	0	0
Through-Right		1			0	
Right	170	0	170	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	503		*North-South:*	0
		East-West:	442		*East-West:*	0
		SUM:	945		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.663			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.663			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	730	1	**385**	0	0	0
Through-Right		1			0	
Right	40	0	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	520	2	**286**	0	0	0
Left-Through		0			0	
Through	670	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	170	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	671		*North-South:*	0
		East-West:	0		*East-West:*	0
		SUM:	671		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.447			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.447			0.000
LEVEL OF SERVICE (LOS):			A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 97

PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB-- 0	NB-- 0	SB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	850	1	**445**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	520	2	**286**	0	0	0
	Left-Through		0			0	
	Through	530	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	190	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	731		*North-South:*	0
			East-West:	0		*East-West:*	0
			SUM:	731		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.487			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.487			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 97

PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB-- 0	NB-- 0	SB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	960	1	**500**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	500	2	**275**	0	0	0
	Left-Through		0			0	
	Through	1060	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	360	2	**61**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	775		*North-South:*	0
			East-West:	61		*East-West:*	0
			SUM:	836		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.557			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.557			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 98

PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	NB-- 0	SB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	1070	2	**535**	0	0	0
	Through-Right		0			0	
	Right	110	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	740	2	247	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	220	1	**130**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	715		*North-South:*	0
			East-West:	130		*East-West:*	0
			SUM:	845		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.615			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.615			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 98

PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	NB-- 0	SB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	770	2	**385**	0	0	0
	Through-Right		0			0	
	Right	80	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	750	2	250	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	100	2	55	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	190	1	**80**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	605		*North-South:*	0
			East-West:	80		*East-West:*	0
			SUM:	685		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.498			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.498			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	890	2	**445**	0	0	0
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	1200	2	400	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	140	2	**77**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	100	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	555		*North-South:*	0
			East-West:	77		*East-West:*	0
			SUM:	632		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.460			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.460			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	130	2	**72**	0	0	**0**
	Left-Through		0			0	
	Through	1690	2	570	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	1360	2	**647**	0	0	**0**
	Through-Right		1			0	
	Right	580	0	580	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	**105**	0	0	0
	Left-Through		1			0	
	Through	10	0	105	0	0	**0**
	Through-Right		0			0	
	Right	50	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	719		*North-South:*	0
			East-West:	135		*East-West:*	0
			SUM:	854		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.621			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.621			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	50	2	28	0	0	**0**
	Left-Through		0			0	
	Through	1320	2	**443**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	**40**	0	0	0
	Left-Through		0			0	
	Through	970	2	397	0	0	**0**
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	1	**85**	0	0	0
	Left-Through		1			0	
	Through	10	0	85	0	0	**0**
	Through-Right		0			0	
	Right	80	1	52	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	483		*North-South:*	0
			East-West:	115		*East-West:*	0
			SUM:	598		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.435			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.435			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	20	2	**11**	0	0	**0**
	Left-Through		0			0	
	Through	1750	2	590	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	1690	2	**670**	0	0	**0**
	Through-Right		1			0	
	Right	320	0	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	590	1	**300**	0	0	0
	Left-Through		1			0	
	Through	10	0	300	0	0	**0**
	Through-Right		0			0	
	Right	140	1	129	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	681		*North-South:*	0
			East-West:	330		*East-West:*	0
			SUM:	1011		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.735			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.735			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	**40**	0	0	**0**
	Left-Through		0			0	
	Through	240	2	120	0	0	0
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	610	2	**305**	0	0	**0**
	Through-Right		0			0	
	Right	330	1	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	520	2	260	0	0	**0**
	Through-Right		0			0	
	Right	30	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	240	0	0	**0**
	Left-Through		0			0	
	Through	900	2	**450**	0	0	0
	Through-Right		0			0	
	Right	20	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	345		*North-South:*	0
			East-West:	610		*East-West:*	0
			SUM:	955		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.670			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.670			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	420	2	210	0	0	0
	Through-Right		0			0	
	Right	230	1	105	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	410	2	**205**	0	0	**0**
	Through-Right		0			0	
	Right	240	1	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	230	1	230	0	0	0
	Left-Through		0			0	
	Through	710	2	**355**	0	0	**0**
	Through-Right		0			0	
	Right	150	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	1	**250**	0	0	**0**
	Left-Through		0			0	
	Through	710	2	355	0	0	0
	Through-Right		0			0	
	Right	20	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	325		*North-South:*	0
			East-West:	605		*East-West:*	0
			SUM:	930		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.653			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.653			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	730	2	**365**	0	0	0
	Through-Right		0			0	
	Right	380	1	300	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	400	2	200	0	0	**0**
	Through-Right		0			0	
	Right	270	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	400	1	**400**	0	0	0
	Left-Through		0			0	
	Through	890	2	445	0	0	**0**
	Through-Right		0			0	
	Right	80	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	730	2	**365**	0	0	0
	Through-Right		0			0	
	Right	20	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	395		*North-South:*	0
			East-West:	765		*East-West:*	0
			SUM:	1160		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.814			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.814			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	1490	3	**497**	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	1200	3	400	0	0	**0**
	Through-Right		0			0	
	Right	210	1	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	210	2	105	0	0	**0**
	Through-Right		0			0	
	Right	90	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	390	1	**230**	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	617		*North-South:*	0
			East-West:	340		*East-West:*	0
			SUM:	957		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.696			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.696			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	110	1	**110**	0	0	**0**
Left-Through		0			0	
Through	1060	3	353	0	0	0
Through-Right		0			0	
Right	220	1	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	130	1	130	0	0	0
Left-Through		0			0	
Through	1190	3	**397**	0	0	**0**
Through-Right		0			0	
Right	110	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	110	1	**110**	0	0	0
Left-Through		0			0	
Through	430	2	215	0	0	**0**
Through-Right		0			0	
Right	80	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	210	1	210	0	0	**0**
Left-Through		0			0	
Through	400	1	**320**	0	0	0
Through-Right		1			0	
Right	240	0	240	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	507		*North-South:*	0
		East-West:	430		*East-West:*	0
		SUM:	937		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.681			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.681			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	100	1	**100**	0	0	**0**
Left-Through		0			0	
Through	1650	3	550	0	0	0
Through-Right		0			0	
Right	130	1	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	1	100	0	0	0
Left-Through		0			0	
Through	1720	3	**573**	0	0	**0**
Through-Right		0			0	
Right	200	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	230	1	230	0	0	0
Left-Through		0			0	
Through	830	2	**415**	0	0	**0**
Through-Right		0			0	
Right	60	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	120	1	**120**	0	0	**0**
Left-Through		0			0	
Through	450	1	280	0	0	0
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	673		*North-South:*	0
		East-West:	535		*East-West:*	0
		SUM:	1208		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.879			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.879			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	190	1	190	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	200	1	**200**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	530	1	**530**	0	0	0
Left-Through		0			0	
Through	830	3	277	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1590	3	**473**	0	0	0
Through-Right		1			0	
Right	300	0	300	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	200		*North-South:*	0
		East-West:	1003		*East-West:*	0
		SUM:	1203		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.844			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.844			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	330	1	330	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	370	1	**370**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	580	1	**580**	0	0	0
Left-Through		0			0	
Through	1100	3	367	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1360	3	**405**	0	0	0
Through-Right		1			0	
Right	260	0	260	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	370		*North-South:*	0
		East-West:	985		*East-West:*	0
		SUM:	1355		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.951			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.951			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	340	1	**340**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	320	1	320	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	344	1	**344**	0	0	0
Left-Through		0			0	
Through	2000	3	667	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1380	3	**378**	0	0	0
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	340		*North-South:*	0
		East-West:	722		*East-West:*	0
		SUM:	1062		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.745			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.745			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 2	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	110	0	110	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	460	1	**285**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1250	3	**378**	0	0	**0**
Through-Right		1			0	
Right	260	0	260	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	220	1	**220**	0	0	**0**
Left-Through		0			0	
Through	1560	3	520	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	285		*North-South:*	0
		East-West:	598		*East-West:*	0
		SUM:	883		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.620			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.620			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 2	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	140	0	140	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	440	1	**290**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1540	3	**430**	0	0	**0**
Through-Right		1			0	
Right	180	0	180	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	300	1	**300**	0	0	**0**
Left-Through		0			0	
Through	1390	3	463	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	290		*North-South:*	0
		East-West:	730		*East-West:*	0
		SUM:	1020		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.716			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.716			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 2	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	240	0	240	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	490	1	**365**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	2170	3	**588**	0	0	**0**
Through-Right		1			0	
Right	180	0	180	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	210	1	**210**	0	0	**0**
Left-Through		0			0	
Through	1510	3	503	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	365		*North-South:*	0
		East-West:	798		*East-West:*	0
		SUM:	1163		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.816			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.816			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0		NB-- 0	SB--	0	NB-- 3	SB--	0		NB-- 0	SB--	0
	EB-- 0	WB--	3		EB-- 0	WB--	0	EB-- 0	WB--	3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0				0			0				0
Override Capacity			0				0			0				0
MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**		**No. of Lanes**		**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**		**No. of Lanes**		**Lane Volume**
NORTHBOUND Left	10	1	10	0	0		**0**	20	1	**20**	0	0		**0**
Left-Through		0			0				0			0		
Through	2640	4	**660**	0	0		0	1880	4	470	0	0		0
Through-Right		0			0				0			0		
Right	200	1	160	0	0		0	160	1	53	0	0		0
Left-Through-Right		0			0				0			0		
Left-Right		0			0				0			0		
SOUTHBOUND Left	320	2	**176**	0	0		0	120	2	66	0	0		0
Left-Through		0			0				0			0		
Through	2140	3	713	0	0		**0**	1870	3	**623**	0	0		**0**
Through-Right		0			0				0			0		
Right	10	1	0	0	0		0	20	1	10	0	0		0
Left-Through-Right		0			0				0			0		
Left-Right		0			0				0			0		
EASTBOUND Left	30	1	**30**	0	0		0	20	1	20	0	0		0
Left-Through		0			0				0			0		
Through	10	0	30	0	0		**0**	10	0	**30**	0	0		**0**
Through-Right		1			0				1			0		
Right	20	0	0	0	0		0	20	0	0	0	0		0
Left-Through-Right		0			0				0			0		
Left-Right		0			0				0			0		
WESTBOUND Left	40	1	40	0	0		**0**	120	1	**107**	0	0		**0**
Left-Through		0			0				0			0		
Through	10	0	**55**	0	0		0	10	0	107	0	0		0
Through-Right		0			0				0			0		
Right	100	1	0	0	0		0	190	1	0	0	0		0
Left-Through-Right		1			0				1			0		
Left-Right		0			0				0			0		
CRITICAL VOLUMES		*North-South:*	836		*North-South:*		0		*North-South:*	643		*North-South:*		0
		East-West:	85		*East-West:*		0		*East-West:*	137		*East-West:*		0
		SUM:	921		*SUM:*		0		*SUM:*	780		*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:			0.670				0.000			0.567				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.670				0.000			0.567				0.000
LEVEL OF SERVICE (LOS):			B				A			A				A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0		NB-- 0	SB--	0						
	EB-- 0	WB--	3		EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?			0				0						
Override Capacity			0				0						
MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**		**No. of Lanes**		**Lane Volume**						
NORTHBOUND Left	20	1	**20**	0	0		**0**						
Left-Through		0			0								
Through	2690	4	673	0	0		0						
Through-Right		0			0								
Right	110	1	0	0	0		0						
Left-Through-Right		0			0								
Left-Right		0			0								
SOUTHBOUND Left	160	2	88	0	0		0						
Left-Through		0			0								
Through	2770	3	**923**	0	0		**0**						
Through-Right		0			0								
Right	20	1	10	0	0		0						
Left-Through-Right		0			0								
Left-Right		0			0								
EASTBOUND Left	20	1	20	0	0		0						
Left-Through		0			0								
Through	10	0	**30**	0	0		**0**						
Through-Right		1			0								
Right	20	0	0	0	0		0						
Left-Through-Right		0			0								
Left-Right		0			0								
WESTBOUND Left	140	1	140	0	0		**0**						
Left-Through		0			0								
Through	10	0	**160**	0	0		0						
Through-Right		0			0								
Right	310	1	0	0	0		0						
Left-Through-Right		1			0								
Left-Right		0			0								
CRITICAL VOLUMES		*North-South:*	943		*North-South:*		0						
		East-West:	190		*East-West:*		0						
		SUM:	1133		*SUM:*		0						
VOLUME/CAPACITY *(V/C)* RATIO:			0.824				0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.824				0.000						
LEVEL OF SERVICE (LOS):			D				A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0		NB-- 0	SB--	0						
	EB-- 3	WB--	3		EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?			0				0						
Override Capacity			0				0						
MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**		**No. of Lanes**		**Lane Volume**						
NORTHBOUND Left	120	1	**120**	0	0		**0**						
Left-Through		0			0								
Through	1610	3	433	0	0		0						
Through-Right		1			0								
Right	120	0	120	0	0		0						
Left-Through-Right		0			0								
Left-Right		0			0								
SOUTHBOUND Left	180	1	180	0	0		0						
Left-Through		0			0								
Through	1640	2	**563**	0	0		**0**						
Through-Right		1			0								
Right	50	0	50	0	0		0						
Left-Through-Right		0			0								
Left-Right		0			0								
EASTBOUND Left	310	1	**310**	0	0		0						
Left-Through		0			0								
Through	430	2	215	0	0		**0**						
Through-Right		0			0								
Right	140	1	20	0	0		0						
Left-Through-Right		0			0								
Left-Right		0			0								
WESTBOUND Left	220	1	220	0	0		**0**						
Left-Through		0			0								
Through	490	2	**245**	0	0		0						
Through-Right		0			0								
Right	250	1	70	0	0		0						
Left-Through-Right		0			0								
Left-Right		0			0								
CRITICAL VOLUMES		*North-South:*	683		*North-South:*		0						
		East-West:	555		*East-West:*		0						
		SUM:	1238		*SUM:*		0						
VOLUME/CAPACITY *(V/C)* RATIO:			0.900				0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.900				0.000						
LEVEL OF SERVICE (LOS):			E				A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	100	1	100	0	0	**0**
Left-Through		0			0	
Through	1230	3	**343**	0	0	0
Through-Right		1			0	
Right	140	0	140	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	230	1	**230**	0	0	0
Left-Through		0			0	
Through	920	2	337	0	0	**0**
Through-Right		1			0	
Right	90	0	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	140	1	**140**	0	0	0
Left-Through		0			0	
Through	270	2	135	0	0	**0**
Through-Right		0			0	
Right	90	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	180	1	180	0	0	**0**
Left-Through		0			0	
Through	390	2	**195**	0	0	0
Through-Right		0			0	
Right	260	1	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	573		*North-South:*	0
		East-West:	335		*East-West:*	0
		SUM:	908		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.660			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.660			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	180	1	180	0	0	**0**
Left-Through		0			0	
Through	2060	3	**573**	0	0	0
Through-Right		1			0	
Right	230	0	230	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	270	1	**270**	0	0	0
Left-Through		0			0	
Through	1700	2	613	0	0	**0**
Through-Right		1			0	
Right	140	0	140	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	180	1	180	0	0	0
Left-Through		0			0	
Through	470	2	**235**	0	0	**0**
Through-Right		0			0	
Right	110	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	260	1	**260**	0	0	**0**
Left-Through		0			0	
Through	480	2	240	0	0	0
Through-Right		0			0	
Right	290	1	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	843		*North-South:*	0
		East-West:	495		*East-West:*	0
		SUM:	1338		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.973			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.973			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	70	2	39	0	0	**0**
Left-Through		0			0	
Through	1820	3	**607**	0	0	0
Through-Right		0			0	
Right	200	1	100	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	200	2	**110**	0	0	0
Left-Through		0			0	
Through	1710	3	435	0	0	**0**
Through-Right		1			0	
Right	30	0	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	80	1	80	0	0	0
Left-Through		0			0	
Through	80	1	80	0	0	**0**
Through-Right		0			0	
Right	190	1	**151**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	170	1	**100**	0	0	**0**
Left-Through		1			0	
Through	30	0	100	0	0	0
Through-Right		0			0	
Right	180	1	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	717		*North-South:*	0
		East-West:	251		*East-West:*	0
		SUM:	968		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.704			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.704			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	120	2	66	0	0	**0**
Left-Through		0			0	
Through	1930	3	**643**	0	0	0
Through-Right		0			0	
Right	310	1	140	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	230	2	**127**	0	0	0
Left-Through		0			0	
Through	1870	3	485	0	0	**0**
Through-Right		1			0	
Right	70	0	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	70	1	**70**	0	0	0
Left-Through		0			0	
Through	70	1	70	0	0	**0**
Through-Right		0			0	
Right	60	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	290	1	**170**	0	0	**0**
Left-Through		1			0	
Through	50	0	170	0	0	0
Through-Right		0			0	
Right	240	1	113	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	770		*North-South:*	0
		East-West:	240		*East-West:*	0
		SUM:	1010		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.735			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.735			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 3	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	2	83	0	0	**0**
	Left-Through		0			0	
	Through	2080	3	**693**	0	0	0
	Through-Right		0			0	
	Right	360	1	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	2	**99**	0	0	0
	Left-Through		0			0	
	Through	2140	3	565	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	80	1	**80**	0	0	**0**
	Through-Right		0			0	
	Right	100	1	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	300	1	200	0	0	**0**
	Left-Through		1			0	
	Through	100	0	200	0	0	0
	Through-Right		0			0	
	Right	310	1	**211**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	792		*North-South:*	0
			East-West:	291		*East-West:*	0
			SUM:	1083		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.788			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.788			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 2		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	1510	3	**503**	0	0	0
	Through-Right		0			0	
	Right	350	1	201	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	1400	2	477	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	640	1	**345**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	270	2	**149**	0	0	**0**
	Left-Through		0			0	
	Through	440	1	260	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	673		*North-South:*	0
			East-West:	494		*East-West:*	0
			SUM:	1167		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.849			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.849			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 2		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	1560	3	**520**	0	0	0
	Through-Right		0			0	
	Right	310	1	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	260	1	**260**	0	0	0
	Left-Through		0			0	
	Through	1240	2	447	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	550	1	**335**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	430	2	**237**	0	0	**0**
	Left-Through		0			0	
	Through	500	1	290	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	780		*North-South:*	0
			East-West:	572		*East-West:*	0
			SUM:	1352		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.983			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.983			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 2		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	1750	3	**583**	0	0	0
	Through-Right		0			0	
	Right	310	1	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	310	1	**310**	0	0	0
	Left-Through		0			0	
	Through	1580	2	560	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	520	1	**315**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	430	2	**237**	0	0	**0**
	Left-Through		0			0	
	Through	640	1	355	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	893		*North-South:*	0
			East-West:	552		*East-West:*	0
			SUM:	1445		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.051			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.051			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0
Override Capacity			0			0			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1730	4	**606**	0	0	**0**	1260	4	**441**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1810	0	0	0	0	0	1480	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	270	0	0	0	0	0	200	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	1290	4	**323**	0	0	**0**	1590	4	**398**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	20	1	20	0	0	0	40	1	40	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	**0**	0	0	0	0	0	**0**
	Through-Right		0			0			0			0	
	Right	1460	4	**208**	0	0	0	1050	4	**148**	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	10	1	10	0	0	0	40	1	40	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	929		*North-South:*	0		*North-South:*	839		*North-South:*	0
			East-West:	208		*East-West:*	0		*East-West:*	148		*East-West:*	0
			SUM:	1137		*SUM:*	0		*SUM:*	987		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.758			0.000			0.658			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.758			0.000			0.658			0.000
LEVEL OF SERVICE (LOS):				C			A			B			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				2			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0						
	EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?			0			0						
Override Capacity			0			0						

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1770	4	**620**	0	0	**0**
	Left-Through		0			0	
	Through	1760	0	0	0	0	0
	Through-Right		0			0	
	Right	300	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2100	4	**525**	0	0	**0**
	Through-Right		0			0	
	Right	30	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	1880	4	348	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	390	1	**390**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1145		*North-South:*	0
			East-West:	390		*East-West:*	0
			SUM:	1535		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.023			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.023			0.000
LEVEL OF SERVICE (LOS):				F			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 3	WB--	3	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	2	77	0	0	**0**
	Left-Through		0			0	
	Through	1380	1	**760**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	290	2	**160**	0	0	0
	Left-Through		0			0	
	Through	1424	1	747	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	2	39	0	0	0
	Left-Through		0			0	
	Through	880	3	**293**	0	0	**0**
	Through-Right		0			0	
	Right	150	1	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	290	2	**160**	0	0	**0**
	Left-Through		0			0	
	Through	630	2	315	0	0	0
	Through-Right		0			0	
	Right	350	1	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	920		*North-South:*	0
			East-West:	453		*East-West:*	0
			SUM:	1373		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.999			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.999			0.000
LEVEL OF SERVICE (LOS):				E			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	3	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	220	2	121	0	0	**0**
	Left-Through		0			0	
	Through	1490	1	**815**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	2	**149**	0	0	0
	Left-Through		0			0	
	Through	1463	1	787	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	2	**61**	0	0	0
	Left-Through		0			0	
	Through	670	3	223	0	0	**0**
	Through-Right		0			0	
	Right	170	1	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	270	2	149	0	0	**0**
	Left-Through		0			0	
	Through	790	2	**395**	0	0	0
	Through-Right		0			0	
	Right	230	1	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	964		*North-South:*	0
			East-West:	456		*East-West:*	0
			SUM:	1420		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.033			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.033			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	3	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	1364	1	**752**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	440	2	**242**	0	0	0
	Left-Through		0			0	
	Through	1680	1	880	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	2	**50**	0	0	0
	Left-Through		0			0	
	Through	920	3	307	0	0	**0**
	Through-Right		0			0	
	Right	220	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	310	2	171	0	0	**0**
	Left-Through		0			0	
	Through	990	2	**495**	0	0	0
	Through-Right		0			0	
	Right	300	1	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	994		*North-South:*	0
			East-West:	545		*East-West:*	0
			SUM:	1539		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.119			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.119			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	3	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	490	2	**270**	0	0	**0**
	Left-Through		0			0	
	Through	1530	2	550	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	260	2	143	0	0	0
	Left-Through		0			0	
	Through	1464	2	**538**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	2	**55**	0	0	0
	Left-Through		0			0	
	Through	680	2	340	0	0	**0**
	Through-Right		0			0	
	Right	520	1	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	2	105	0	0	**0**
	Left-Through		0			0	
	Through	830	2	**415**	0	0	0
	Through-Right		0			0	
	Right	230	1	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	808		*North-South:*	0
			East-West:	470		*East-West:*	0
			SUM:	1278		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.929			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.929			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	3	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	590	2	**325**	0	0	**0**
	Left-Through		0			0	
	Through	1410	2	547	0	0	0
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	410	2	226	0	0	0
	Left-Through		0			0	
	Through	1243	2	**474**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	2	77	0	0	0
	Left-Through		0			0	
	Through	670	2	**335**	0	0	**0**
	Through-Right		0			0	
	Right	430	1	105	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	490	2	**270**	0	0	**0**
	Left-Through		0			0	
	Through	970	2	485	0	0	0
	Through-Right		0			0	
	Right	400	1	174	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	799		*North-South:*	0
			East-West:	605		*East-West:*	0
			SUM:	1404		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.021			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.021			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	620	2	**341**	0	0	**0**
	Left-Through		0			0	
	Through	1284	2	498	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	2	149	0	0	0
	Left-Through		0			0	
	Through	1470	2	**537**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	2	72	0	0	0
	Left-Through		0			0	
	Through	820	2	**410**	0	0	**0**
	Through-Right		0			0	
	Right	490	1	149	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	550	2	**303**	0	0	**0**
	Left-Through		0			0	
	Through	720	2	360	0	0	0
	Through-Right		0			0	
	Right	370	1	221	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	878		*North-South:*	0
			East-West:	713		*East-West:*	0
			SUM:	1591		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.157			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				1.157			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	2070	3	523	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1800	2	**637**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	330	2	**182**	0	0	0
	Left-Through		0			0	
	Through	40	0	80	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		0			0	
	Right	270	1	**150**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	647		*North-South:*	0
			East-West:	332		*East-West:*	0
			SUM:	979		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.712			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.712			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	1660	3	**423**	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	1400	2	527	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	2	94	0	0	0
	Left-Through		0			0	
	Through	60	0	**120**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	**40**	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		0			0	
	Right	200	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	603		*North-South:*	0
			East-West:	160		*East-West:*	0
			SUM:	763		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.555			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.555			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	2430	3	**618**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	320	1	**320**	0	0	0
	Left-Through		0			0	
	Through	2190	2	810	0	0	**0**
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	2	99	0	0	0
	Left-Through		0			0	
	Through	80	0	**110**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	60	1	60	0	0	0
	Through-Right		0			0	
	Right	190	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	938		*North-South:*	0
			East-West:	170		*East-West:*	0
			SUM:	1108		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.806			0.000
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				0.806			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1470	3	**490**	0	0	0
	Through-Right		0			0	
	Right	330	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	860	2	**473**	0	0	0
	Left-Through		0			0	
	Through	1240	3	413	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	2	**88**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	770	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	963		*North-South:*	0
			East-West:	88		*East-West:*	0
			SUM:	1051		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.738			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.738			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1730	3	**577**	0	0	0
	Through-Right		0			0	
	Right	190	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	740	2	**407**	0	0	0
	Left-Through		0			0	
	Through	1490	3	497	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	2	**94**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	730	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	984		*North-South:*	0
			East-West:	94		*East-West:*	0
			SUM:	1078		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.756			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.756			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1830	3	**610**	0	0	0
	Through-Right		0			0	
	Right	240	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	1010	2	**556**	0	0	0
	Left-Through		0			0	
	Through	1800	3	600	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	2	**138**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	760	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1166		*North-South:*	0
			East-West:	138		*East-West:*	0
			SUM:	1304		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.915			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.915			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	790	2	**395**	0	0	0
	Through-Right		0			0	
	Right	140	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	300	1	155	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	60	1	**45**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		0			0	
	Right	340	1	**220**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	515		*North-South:*	0
			East-West:	265		*East-West:*	0
			SUM:	780		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.567			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.567			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	350	2	**175**	0	0	0
	Through-Right		0			0	
	Right	110	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	**50**	0	0	0
	Left-Through		0			0	
	Through	120	1	70	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	230	1	125	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	70	1	70	0	0	0
	Through-Right		0			0	
	Right	250	1	**200**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	225		*North-South:*	0
			East-West:	380		*East-West:*	0
			SUM:	605		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.440			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.440			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	470	2	**235**	0	0	0
	Through-Right		0			0	
	Right	170	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	50	1	40	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	270	1	270	0	0	0
	Left-Through		0			0	
	Through	640	1	**335**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	80	1	80	0	0	0
	Through-Right		0			0	
	Right	200	1	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	305		*North-South:*	0
			East-West:	495		*East-West:*	0
			SUM:	800		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.582			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.582			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1340	3	**447**	0	0	0
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	1260	3	420	0	0	**0**
	Through-Right		0			0	
	Right	130	1	86	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	2	**88**	0	0	0
	Left-Through		0			0	
	Through	560	2	280	0	0	**0**
	Through-Right		0			0	
	Right	90	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	930	1	**630**	0	0	0
	Through-Right		1			0	
	Right	330	0	330	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	567		*North-South:*	0
			East-West:	718		*East-West:*	0
			SUM:	1285		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.935			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.935			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	1130	3	**377**	0	0	0
	Through-Right		0			0	
	Right	120	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	1100	3	367	0	0	**0**
	Through-Right		0			0	
	Right	250	1	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	2	**116**	0	0	0
	Left-Through		0			0	
	Through	730	2	365	0	0	**0**
	Through-Right		0			0	
	Right	90	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	690	1	**470**	0	0	0
	Through-Right		1			0	
	Right	250	0	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	607		*North-South:*	0
			East-West:	586		*East-West:*	0
			SUM:	1193		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.868			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.868			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	1750	3	**583**	0	0	0
	Through-Right		0			0	
	Right	140	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	280	1	**280**	0	0	0
	Left-Through		0			0	
	Through	1780	3	593	0	0	**0**
	Through-Right		0			0	
	Right	280	1	228	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	2	105	0	0	0
	Left-Through		0			0	
	Through	910	2	**455**	0	0	**0**
	Through-Right		0			0	
	Right	90	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	710	1	450	0	0	0
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	863		*North-South:*	0
			East-West:	555		*East-West:*	0
			SUM:	1418		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.031			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.031			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	390	2	215	0	0	**0**
	Left-Through		0			0	
	Through	980	1	**980**	0	0	0
	Through-Right		0			0	
	Right	290	1	225	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	250	0	0	0
	Left-Through		0			0	
	Through	490	0	**500**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	510	2	**255**	0	0	**0**
	Through-Right		0			0	
	Right	210	1	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	410	1	260	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1480		*North-South:*	0
			East-West:	385		*East-West:*	0
			SUM:	1865		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.309			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.309			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	250	2	138	0	0	**0**
	Left-Through		0			0	
	Through	710	1	**710**	0	0	0
	Through-Right		0			0	
	Right	200	1	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	340	1	340	0	0	0
	Left-Through		0			0	
	Through	420	0	**460**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	450	2	**225**	0	0	**0**
	Through-Right		0			0	
	Right	170	1	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	540	1	295	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1170		*North-South:*	0
			East-West:	395		*East-West:*	0
			SUM:	1565		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.098			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.098			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	400	2	220	0	0	**0**
	Left-Through		0			0	
	Through	880	1	**880**	0	0	0
	Through-Right		0			0	
	Right	190	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	490	1	490	0	0	0
	Left-Through		0			0	
	Through	930	0	**970**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	0	0	0
	Left-Through		0			0	
	Through	530	2	265	0	0	**0**
	Through-Right		0			0	
	Right	300	1	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	750	1	**425**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1850		*North-South:*	0
			East-West:	465		*East-West:*	0
			SUM:	2315		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.625			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.625			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	100	1	100	0	0	**0**
Left-Through		0			0	
Through	1000	2	**500**	0	0	0
Through-Right		0			0	
Right	140	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	160	1	**160**	0	0	0
Left-Through		0			0	
Through	630	2	315	0	0	**0**
Through-Right		0			0	
Right	120	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	220	2	121	0	0	0
Left-Through		0			0	
Through	1550	3	**517**	0	0	**0**
Through-Right		0			0	
Right	140	1	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	320	2	**176**	0	0	**0**
Left-Through		0			0	
Through	1470	3	490	0	0	0
Through-Right		0			0	
Right	210	1	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	660		*North-South:*	0
		East-West:	693		*East-West:*	0
		SUM:	1353		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.949			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.949			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	150	1	150	0	0	**0**
Left-Through		0			0	
Through	760	2	**380**	0	0	0
Through-Right		0			0	
Right	210	1	34	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	140	1	**140**	0	0	0
Left-Through		0			0	
Through	640	2	320	0	0	**0**
Through-Right		0			0	
Right	140	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	260	2	143	0	0	0
Left-Through		0			0	
Through	1290	3	**430**	0	0	**0**
Through-Right		0			0	
Right	130	1	55	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	320	2	**176**	0	0	**0**
Left-Through		0			0	
Through	1370	3	457	0	0	0
Through-Right		0			0	
Right	140	1	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	520		*North-South:*	0
		East-West:	606		*East-West:*	0
		SUM:	1126		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.790			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.790			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	170	1	170	0	0	**0**
Left-Through		0			0	
Through	1150	2	**575**	0	0	0
Through-Right		0			0	
Right	220	1	22	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	210	1	**210**	0	0	0
Left-Through		0			0	
Through	950	2	475	0	0	**0**
Through-Right		0			0	
Right	150	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	280	2	154	0	0	0
Left-Through		0			0	
Through	1550	3	**517**	0	0	**0**
Through-Right		0			0	
Right	160	1	75	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	360	2	**198**	0	0	**0**
Left-Through		0			0	
Through	1470	3	490	0	0	0
Through-Right		0			0	
Right	110	1	5	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	785		*North-South:*	0
		East-West:	715		*East-West:*	0
		SUM:	1500		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.053			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.053			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	NB-- 0	SB-- 0		
	EB-- 0	WB-- 3	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	580	2	290	0	0	0
Through-Right		0			0	
Right	470	1	**338**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	80	1	**80**	0	0	0
Left-Through		0			0	
Through	560	2	280	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	240	2	**132**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	60	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	418		*North-South:*	0
		East-West:	132		*East-West:*	0
		SUM:	550		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.386			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.386			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	410	2	**205**	0	0	0
	Through-Right		0			0	
	Right	270	1	176	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	390	2	195	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	2	**94**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	305		North-South:	0
			East-West:	94		East-West:	0
			SUM:	399		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.280			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.280			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	650	2	**325**	0	0	0
	Through-Right		0			0	
	Right	310	1	117	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	490	2	245	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	350	2	**193**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	130	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	425		North-South:	0
			East-West:	193		East-West:	0
			SUM:	618		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.434			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.434			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	590	1	**390**	0	0	0
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	165	1	**165**	0	0	0
	Left-Through		0			0	
	Through	475	1	268	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	1	220	0	0	0
	Left-Through		0			0	
	Through	1580	2	**563**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	500	1	**500**	0	0	**0**
	Left-Through		0			0	
	Through	1210	3	330	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	555		North-South:	0
			East-West:	1063		East-West:	0
			SUM:	1618		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.177			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.177			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	260	1	**260**	0	0	**0**
	Left-Through		0			0	
	Through	310	1	260	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	330	1	**205**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1300	2	**473**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	360	1	**360**	0	0	**0**
	Left-Through		0			0	
	Through	1270	3	345	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	465		North-South:	0
			East-West:	833		East-West:	0
			SUM:	1298		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.944			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.944			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	640	1	**475**	0	0	0
	Through-Right		1			0	
	Right	310	0	310	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	660	1	400	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1740	2	**643**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	**220**	0	0	**0**
	Left-Through		0			0	
	Through	1520	3	413	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	595		*North-South:*	0
			East-West:	863		*East-West:*	0
			SUM:	1458		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.060			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.060			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	1290	2	**645**	0	0	0
	Through-Right		0			0	
	Right	220	1	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	390	2	195	0	0	**0**
	Through-Right		0			0	
	Right	130	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	1000	3	333	0	0	**0**
	Through-Right		0			0	
	Right	460	1	370	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	1340	3	**447**	0	0	0
	Through-Right		0			0	
	Right	50	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	715		*North-South:*	0
			East-West:	617		*East-West:*	0
			SUM:	1332		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.969			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.969			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	260	1	260	0	0	**0**
	Left-Through		0			0	
	Through	920	2	**460**	0	0	0
	Through-Right		0			0	
	Right	370	1	295	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	490	2	245	0	0	**0**
	Through-Right		0			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	1150	3	383	0	0	**0**
	Through-Right		0			0	
	Right	460	1	330	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	1320	3	**440**	0	0	0
	Through-Right		0			0	
	Right	70	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	540		*North-South:*	0
			East-West:	620		*East-West:*	0
			SUM:	1160		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.844			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.844			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	330	1	330	0	0	**0**
	Left-Through		0			0	
	Through	1680	2	**840**	0	0	0
	Through-Right		0			0	
	Right	410	1	350	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	850	2	425	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	250	1	**250**	0	0	0
	Left-Through		0			0	
	Through	1630	3	543	0	0	**0**
	Through-Right		0			0	
	Right	320	1	155	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1430	3	**477**	0	0	0
	Through-Right		0			0	
	Right	50	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	950		*North-South:*	0
			East-West:	727		*East-West:*	0
			SUM:	1677		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.220			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.220			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	350	1	**350**	0	0	**0**
Left-Through		0			0	
Through	1390	3	463	0	0	0
Through-Right		0			0	
Right	30	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	220	1	220	0	0	0
Left-Through		0			0	
Through	1040	3	**347**	0	0	**0**
Through-Right		0			0	
Right	60	1	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	20	1	**20**	0	0	0
Left-Through		0			0	
Through	240	1	165	0	0	**0**
Through-Right		1			0	
Right	90	0	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	100	1	100	0	0	**0**
Left-Through		0			0	
Through	470	1	**355**	0	0	0
Through-Right		1			0	
Right	240	0	240	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	697		*North-South:*	0
		East-West:	375		*East-West:*	0
		SUM:	1072		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.780			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.780			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	60	1	60	0	0	**0**
Left-Through		0			0	
Through	1310	3	**437**	0	0	0
Through-Right		0			0	
Right	150	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	150	1	**150**	0	0	0
Left-Through		0			0	
Through	1320	3	440	0	0	**0**
Through-Right		0			0	
Right	70	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	70	1	70	0	0	0
Left-Through		0			0	
Through	330	1	**270**	0	0	**0**
Through-Right		1			0	
Right	210	0	210	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	170	1	**170**	0	0	**0**
Left-Through		0			0	
Through	370	1	250	0	0	0
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	587		*North-South:*	0
		East-West:	440		*East-West:*	0
		SUM:	1027		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.747			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.747			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	530	1	**530**	0	0	**0**
Left-Through		0			0	
Through	1550	3	517	0	0	0
Through-Right		0			0	
Right	100	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	230	1	230	0	0	0
Left-Through		0			0	
Through	1620	3	**540**	0	0	**0**
Through-Right		0			0	
Right	90	1	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	40	1	40	0	0	0
Left-Through		0			0	
Through	460	1	**385**	0	0	**0**
Through-Right		1			0	
Right	310	0	310	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	210	1	**210**	0	0	**0**
Left-Through		0			0	
Through	280	1	245	0	0	0
Through-Right		1			0	
Right	210	0	210	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	1070		*North-South:*	0
		East-West:	595		*East-West:*	0
		SUM:	1665		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.211			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.211			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	40	1	40	0	0	**0**
Left-Through		0			0	
Through	1980	2	**667**	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	70	1	**70**	0	0	0
Left-Through		0			0	
Through	1440	2	553	0	0	**0**
Through-Right		1			0	
Right	220	0	220	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	520	2	**286**	0	0	0
Left-Through		0			0	
Through	70	1	70	0	0	**0**
Through-Right		0			0	
Right	70	1	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	50	1	50	0	0	**0**
Left-Through		0			0	
Through	50	1	50	0	0	0
Through-Right		0			0	
Right	160	1	**125**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	737		*North-South:*	0
		East-West:	411		*East-West:*	0
		SUM:	1148		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.806			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.806			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	1590	2	540	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1570	2	**597**	0	0	**0**
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	240	2	**132**	0	0	0
	Left-Through		0			0	
	Through	50	1	50	0	0	**0**
	Through-Right		0			0	
	Right	80	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	**50**	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		0			0	
	Right	90	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	667		*North-South:*	0
			East-West:	182		*East-West:*	0
			SUM:	849		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.596			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.596			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	2000	2	677	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	2420	2	**930**	0	0	**0**
	Through-Right		1			0	
	Right	370	0	370	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	2	**121**	0	0	0
	Left-Through		0			0	
	Through	100	1	100	0	0	**0**
	Through-Right		0			0	
	Right	60	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	80	1	**80**	0	0	0
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	990		*North-South:*	0
			East-West:	201		*East-West:*	0
			SUM:	1191		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.836			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.836			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	1790	2	**603**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**20**	0	0	0
	Left-Through		0			0	
	Through	1480	3	493	0	0	**0**
	Through-Right		0			0	
	Right	100	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	30	1	30	0	0	**0**
	Through-Right		0			0	
	Right	70	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	90	0	**160**	0	0	0
	Through-Right		1			0	
	Right	70	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	623		*North-South:*	0
			East-West:	290		*East-West:*	0
			SUM:	913		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.609			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.609			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	1570	2	533	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1550	3	**517**	0	0	**0**
	Through-Right		0			0	
	Right	140	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	40	1	40	0	0	**0**
	Through-Right		0			0	
	Right	80	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	40	0	**90**	0	0	0
	Through-Right		1			0	
	Right	50	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	587		*North-South:*	0
			East-West:	190		*East-West:*	0
			SUM:	777		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.518			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.518			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	1920	2	657	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	2260	3	**753**	0	0	**0**
	Through-Right		0			0	
	Right	190	1	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	80	1	80	0	0	**0**
	Through-Right		0			0	
	Right	140	1	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	60	0	**90**	0	0	0
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	863		North-South:	0
			East-West:	200		East-West:	0
			SUM:	1063		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.709			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.709			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	**0**
	Left-Through		0			0	
	Through	1700	2	**570**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	1540	2	523	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	0	**90**	0	0	0
	Left-Through		0			0	
	Through	80	0	210	0	0	**0**
	Through-Right		0			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	80	0	**160**	0	0	0
	Through-Right		1			0	
	Right	80	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	600		North-South:	0
			East-West:	250		East-West:	0
			SUM:	850		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.567			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.567			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	**30**	0	0	**0**
	Left-Through		0			0	
	Through	1520	2	513	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1580	2	**547**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	0	60	0	0	0
	Left-Through		0			0	
	Through	60	0	**160**	0	0	**0**
	Through-Right		0			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	30	0	90	0	0	0
	Through-Right		1			0	
	Right	60	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	577		North-South:	0
			East-West:	170		East-West:	0
			SUM:	747		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.498			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.498			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	1970	2	663	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	2300	2	**783**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	0	30	0	0	0
	Left-Through		0			0	
	Through	110	0	**180**	0	0	**0**
	Through-Right		0			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	90	0	110	0	0	0
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	843		North-South:	0
			East-West:	190		East-West:	0
			SUM:	1033		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.689			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.689			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: I-105 WB RAMPS N/O IMPERIAL HIGHWA
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: Analyst: Date:

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	1	NB-- 0	SB--	0
		EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2120	3	**707**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1994	0	0	0	0	**0**
	Through-Right		0			0	
	Right	1380	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	800	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2164	3	**757**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	707		North-South:	0
			East-West:	757		East-West:	0
			SUM:	1464		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.976			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.976			0.000
LEVEL OF SERVICE (LOS):				E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: I-105 WB RAMPS N/O IMPERIAL HIGHWA
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: Analyst: Date:

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	1	NB-- 0	SB--	0
		EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2010	3	**670**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1713	0	0	0	0	**0**
	Through-Right		0			0	
	Right	1840	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	530	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2323	3	**813**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	670		North-South:	0
			East-West:	813		East-West:	0
			SUM:	1483		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.989			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.989			0.000
LEVEL OF SERVICE (LOS):				E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: I-105 WB RAMPS N/O IMPERIAL HIGHWA
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: Analyst: Date:

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	1	NB-- 0	SB--	0
		EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2564	3	**855**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2334	0	0	0	0	**0**
	Through-Right		0			0	
	Right	2060	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	740	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2020	3	**707**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	855		North-South:	0
			East-West:	707		East-West:	0
			SUM:	1562		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.041			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.041			0.000
LEVEL OF SERVICE (LOS):				F			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD East-West Street: 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: Analyst: Date:

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	1	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	740	2	**370**	0	0	0
	Through-Right		0			0	
	Right	30	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	620	3	207	0	0	**0**
	Through-Right		0			0	
	Right	420	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	2	44	0	0	0
	Left-Through		0			0	
	Through	80	1	**80**	0	0	**0**
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	1	**30**	0	0	**0**
	Left-Through		0			0	
	Through	60	1	60	0	0	0
	Through-Right		0			0	
	Right	110	1	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	460		North-South:	0
			East-West:	110		East-West:	0
			SUM:	570		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.415			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.415			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- WB--	1 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1100	2	**550**	0	0	0
	Through-Right		0			0	
	Right	30	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	770	3	257	0	0	**0**
	Through-Right		0			0	
	Right	420	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	2	**61**	0	0	0
	Left-Through		0			0	
	Through	50	1	50	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		0			0	
	Right	120	1	**80**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	630		*North-South:*	0
			East-West:	141		*East-West:*	0
			SUM:	771		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.561			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.561			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- WB--	1 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1190	2	**595**	0	0	0
	Through-Right		0			0	
	Right	30	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	**50**	0	0	0
	Left-Through		0			0	
	Through	580	3	193	0	0	**0**
	Through-Right		0			0	
	Right	580	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	2	**77**	0	0	0
	Left-Through		0			0	
	Through	130	1	130	0	0	**0**
	Through-Right		0			0	
	Right	150	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	70	1	70	0	0	0
	Through-Right		0			0	
	Right	170	1	**145**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	645		*North-South:*	0
			East-West:	222		*East-West:*	0
			SUM:	867		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.631			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.631			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	0	1	0	0	0	**0**
	Through-Right		0			0	
	Right	190	1	**145**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	130	1	65	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	570	1	**305**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	145		*North-South:*	0
			East-West:	395		*East-West:*	0
			SUM:	540		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.360			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.360			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	0	1	0	0	0	**0**
	Through-Right		0			0	
	Right	300	1	**265**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	180	1	90	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	540	1	**285**	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	265		*North-South:*	0
			East-West:	355		*East-West:*	0
			SUM:	620		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.413			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.413			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	0	1	0	0	0	**0**
	Through-Right		0			0	
	Right	240	1	**200**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	190	1	95	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	730	1	**375**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	200		*North-South:*	0
			East-West:	455		*East-West:*	0
			SUM:	655		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.437			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.437			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	30	0	0	**0**
	Left-Through		1			0	
	Through	40	0	**70**	0	0	0
	Through-Right		0			0	
	Right	70	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	180	1	**180**	0	0	**0**
	Through-Right		0			0	
	Right	90	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	160	1	85	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	140	1	140	0	0	0
	Through-Right		0			0	
	Right	452	2	**159**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	250		*North-South:*	0
			East-West:	249		*East-West:*	0
			SUM:	499		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.350			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.350			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	0	20	0	0	**0**
	Left-Through		1			0	
	Through	190	0	**210**	0	0	0
	Through-Right		0			0	
	Right	40	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	40	1	40	0	0	**0**
	Through-Right		0			0	
	Right	110	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	340	1	**340**	0	0	0
	Left-Through		0			0	
	Through	200	1	115	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	140	1	140	0	0	0
	Through-Right		0			0	
	Right	507	2	**179**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	310		*North-South:*	0
			East-West:	519		*East-West:*	0
			SUM:	829		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.582			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.582			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	0	40	0	0	**0**
	Left-Through		1			0	
	Through	190	0	**230**	0	0	0
	Through-Right		0			0	
	Right	60	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	130	1	**130**	0	0	**0**
	Through-Right		0			0	
	Right	90	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	420	1	**420**	0	0	0
	Left-Through		0			0	
	Through	190	1	105	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	190	1	190	0	0	0
	Through-Right		0			0	
	Right	638	2	**251**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	360		*North-South:*	0
			East-West:	671		*East-West:*	0
			SUM:	1031		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.724			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.724			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 98TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	800	2	**400**	0	0	0
	Through-Right		0			0	
	Right	100	1	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	440	2	207	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	140	1	140	0	0	**0**
	Through-Right		0			0	
	Right	130	1	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	80	0	**160**	0	0	0
	Through-Right		1			0	
	Right	80	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		540	North-South:		0
		East-West:		280	East-West:		0
		SUM:		820	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.547			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.547			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 98TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	1080	2	**540**	0	0	0
	Through-Right		0			0	
	Right	120	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	650	2	253	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	90	1	90	0	0	**0**
	Through-Right		0			0	
	Right	120	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	80	0	0	**0**
	Left-Through		0			0	
	Through	160	0	**280**	0	0	0
	Through-Right		1			0	
	Right	120	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		680	North-South:		0
		East-West:		420	East-West:		0
		SUM:		1100	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.733			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.733			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 98TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	1000	2	**500**	0	0	0
	Through-Right		0			0	
	Right	160	1	105	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	640	2	247	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	100	1	100	0	0	**0**
	Through-Right		0			0	
	Right	200	1	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	150	0	**340**	0	0	0
	Through-Right		1			0	
	Right	190	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		580	North-South:		0
		East-West:		530	East-West:		0
		SUM:		1110	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.740			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.740			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	30	1	30	0	0	0
	Through-Right		0			0	
	Right	40	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	20	1	**15**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	**10**	0	0	0
	Left-Through		0			0	
	Through	300	2	150	0	0	**0**
	Through-Right		0			0	
	Right	80	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	600	2	**300**	0	0	0
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		75	North-South:		0
		East-West:		310	East-West:		0
		SUM:		385	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.257			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.257			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	20	1	20	0	0	0
	Through-Right		0			0	
	Right	130	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	20	1	**15**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	550	2	**275**	0	0	**0**
	Through-Right		0			0	
	Right	120	1	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	580	2	290	0	0	0
	Through-Right		0			0	
	Right	30	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	125		*North-South:*	0
			East-West:	425		*East-West:*	0
			SUM:	550		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.367			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.367			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	30	1	30	0	0	0
	Through-Right		0			0	
	Right	90	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	20	1	**15**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	730	2	**365**	0	0	**0**
	Through-Right		0			0	
	Right	160	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	610	2	305	0	0	0
	Through-Right		0			0	
	Right	40	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	95		*North-South:*	0
			East-West:	465		*East-West:*	0
			SUM:	560		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.373			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.373			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	0	100	0	0	**0**
	Left-Through		0			0	
	Through	120	0	**310**	0	0	0
	Through-Right		0			0	
	Right	90	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	0	**50**	0	0	0
	Left-Through		0			0	
	Through	110	0	210	0	0	**0**
	Through-Right		0			0	
	Right	50	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	320	1	260	0	0	**0**
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	690	1	**375**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	360		*North-South:*	0
			East-West:	435		*East-West:*	0
			SUM:	795		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.530			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.530			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	0	130	0	0	**0**
	Left-Through		0			0	
	Through	140	0	**430**	0	0	0
	Through-Right		0			0	
	Right	160	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	0	**150**	0	0	0
	Left-Through		0			0	
	Through	130	0	370	0	0	**0**
	Through-Right		0			0	
	Right	90	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	460	1	270	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	510	1	**345**	0	0	0
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	580		*North-South:*	0
			East-West:	405		*East-West:*	0
			SUM:	985		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.657			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.657			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	0	20	0	0	**0**
	Left-Through		0			0	
	Through	250	0	**570**	0	0	0
	Through-Right		0			0	
	Right	300	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	0	**170**	0	0	0
	Left-Through		0			0	
	Through	90	0	370	0	0	**0**
	Through-Right		0			0	
	Right	110	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	620	1	**370**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	690	1	385	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	740		*North-South:*	0
			East-West:	450		*East-West:*	0
			SUM:	1190		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.793			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.793			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3370	2	**1137**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	3070	3	783	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**75**	0	0	0
	Left-Through		0			0	
	Through	60	0	75	0	0	**0**
	Through-Right		0			0	
	Right	70	1	70	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	290	1	**200**	0	0	**0**
	Left-Through		1			0	
	Through	110	0	200	0	0	0
	Through-Right		0			0	
	Right	50	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1137		*North-South:*	0
			East-West:	275		*East-West:*	0
			SUM:	1412		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.991			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.991			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2380	2	**807**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2210	3	590	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	**125**	0	0	0
	Left-Through		0			0	
	Through	100	0	125	0	0	**0**
	Through-Right		0			0	
	Right	80	1	80	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	**140**	0	0	**0**
	Left-Through		1			0	
	Through	90	0	140	0	0	0
	Through-Right		0			0	
	Right	40	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	807		*North-South:*	0
			East-West:	265		*East-West:*	0
			SUM:	1072		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.752			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.752			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3260	2	**1127**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	3100	3	808	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**170**	0	0	0
	Left-Through		0			0	
	Through	160	0	170	0	0	**0**
	Through-Right		0			0	
	Right	80	1	80	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	**190**	0	0	**0**
	Left-Through		1			0	
	Through	140	0	190	0	0	0
	Through-Right		0			0	
	Right	30	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1127		*North-South:*	0
			East-West:	360		*East-West:*	0
			SUM:	1487		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.044			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.044			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	230	0	270	0	0	0
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	260	0	**320**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	560	1	**380**	0	0	**0**
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	650	1	345	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	430		*North-South:*	0
			East-West:	440		*East-West:*	0
			SUM:	870		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.580			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.580			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	170	0	210	0	0	0
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	190	0	**260**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	560	1	330	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	600	1	**330**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	360		*North-South:*	0
			East-West:	410		*East-West:*	0
			SUM:	770		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.513			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.513			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	270	0	300	0	0	0
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	300	0	**390**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	710	1	**435**	0	0	**0**
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	680	1	375	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	490		*North-South:*	0
			East-West:	515		*East-West:*	0
			SUM:	1005		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.670			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.670			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	890	2	**445**	0	0	0
	Through-Right		0			0	
	Right	270	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	610	2	305	0	0	**0**
	Through-Right		0			0	
	Right	190	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	1	160	0	0	0
	Left-Through		0			0	
	Through	770	2	**385**	0	0	**0**
	Through-Right		0			0	
	Right	120	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	**220**	0	0	**0**
	Left-Through		0			0	
	Through	870	2	435	0	0	0
	Through-Right		0			0	
	Right	80	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	525		*North-South:*	0
			East-West:	605		*East-West:*	0
			SUM:	1130		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.822			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.822			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	180	1	**180**	0	0	**0**
Left-Through		0			0	
Through	690	2	345	0	0	0
Through-Right		0			0	
Right	220	1	120	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	90	1	90	0	0	0
Left-Through		0			0	
Through	730	2	**365**	0	0	**0**
Through-Right		0			0	
Right	220	1	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	160	1	**160**	0	0	0
Left-Through		0			0	
Through	640	2	320	0	0	**0**
Through-Right		0			0	
Right	120	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	100	1	100	0	0	**0**
Left-Through		0			0	
Through	650	2	**325**	0	0	0
Through-Right		0			0	
Right	30	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	545		*North-South:*	0
		East-West:	485		*East-West:*	0
		SUM:	1030		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.749			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.749			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	170	1	**170**	0	0	**0**
Left-Through		0			0	
Through	900	2	450	0	0	0
Through-Right		0			0	
Right	340	1	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	90	1	90	0	0	0
Left-Through		0			0	
Through	1090	2	**545**	0	0	**0**
Through-Right		0			0	
Right	190	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	190	1	190	0	0	0
Left-Through		0			0	
Through	910	2	**455**	0	0	**0**
Through-Right		0			0	
Right	150	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	310	1	**310**	0	0	**0**
Left-Through		0			0	
Through	750	2	375	0	0	0
Through-Right		0			0	
Right	30	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	715		*North-South:*	0
		East-West:	765		*East-West:*	0
		SUM:	1480		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.076			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.076			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
	EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	320	1	**320**	0	0	**0**
Left-Through		0			0	
Through	800	1	410	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	1	20	0	0	0
Left-Through		0			0	
Through	580	2	**227**	0	0	**0**
Through-Right		1			0	
Right	100	0	100	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	40	1	**40**	0	0	0
Left-Through		0			0	
Through	10	1	10	0	0	**0**
Through-Right		0			0	
Right	270	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	10	0	**30**	0	0	0
Through-Right		0			0	
Right	10	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	547		*North-South:*	0
		East-West:	70		*East-West:*	0
		SUM:	617		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.433			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.433			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
	EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	140	1	140	0	0	**0**
Left-Through		0			0	
Through	830	1	**425**	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	1	**20**	0	0	0
Left-Through		0			0	
Through	390	2	177	0	0	**0**
Through-Right		1			0	
Right	140	0	140	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	80	1	80	0	0	0
Left-Through		0			0	
Through	10	1	10	0	0	**0**
Through-Right		0			0	
Right	360	1	**220**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	**10**	0	0	**0**
Left-Through		0			0	
Through	10	0	40	0	0	0
Through-Right		0			0	
Right	20	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	445		*North-South:*	0
		East-West:	230		*East-West:*	0
		SUM:	675		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.474			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.474			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	880	1	445	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	1060	2	**377**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	10	1	10	0	0	**0**
	Through-Right		0			0	
	Right	250	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	0	20	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**40**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	547		*North-South:*	0
			East-West:	110		*East-West:*	0
			SUM:	657		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.461			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.461			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1160	1	**595**	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	410	2	205	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	0	30	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**40**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	625		*North-South:*	0
			East-West:	40		*East-West:*	0
			SUM:	665		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.443			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.443			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	420	1	**215**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**20**	0	0	0
	Left-Through		0			0	
	Through	280	2	140	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**30**	0	0	0
	Through-Right		0			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	235		*North-South:*	0
			East-West:	30		*East-West:*	0
			SUM:	265		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.177			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.177			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	610	1	325	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	1030	2	**515**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	0	40	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**60**	0	0	0
	Through-Right		0			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	515		*North-South:*	0
			East-West:	60		*East-West:*	0
			SUM:	575		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.383			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.383			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1650	1	850	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1470	2	735	0	0	0
	Through-Right		0			0	
	Right	90	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	210	0	0	0
	Left-Through		0			0	
	Through	230	1	230	0	0	0
	Through-Right		0			0	
	Right	140	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	380	1	380	0	0	0
	Through-Right		0			0	
	Right	180	1	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	950		North-South:	0
			East-West:	590		East-West:	0
			SUM:	1540		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.027			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.027			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1470	1	765	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1590	2	795	0	0	0
	Through-Right		0			0	
	Right	150	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	230	1	230	0	0	0
	Left-Through		0			0	
	Through	240	1	240	0	0	0
	Through-Right		0			0	
	Right	210	1	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	270	1	270	0	0	0
	Through-Right		0			0	
	Right	140	1	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	935		North-South:	0
			East-West:	500		East-West:	0
			SUM:	1435		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.957			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.957			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1300	1	680	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1730	2	865	0	0	0
	Through-Right		0			0	
	Right	130	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	380	1	380	0	0	0
	Through-Right		0			0	
	Right	160	1	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	220	1	220	0	0	0
	Through-Right		0			0	
	Right	90	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	985		North-South:	0
			East-West:	440		East-West:	0
			SUM:	1425		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.950			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.950			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	620	2	310	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	660	1	360	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	720	2	287	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1070	2	390	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	480		North-South:	0
			East-West:	480		East-West:	0
			SUM:	960		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.698			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.698			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	160	0	0	0
	Left-Through		0			0	
	Through	810	2	405	0	0	0
	Through-Right		0			0	
	Right	120	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	530	1	320	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	1030	2	387	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	1090	2	400	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	505		North-South:	0
			East-West:	550		East-West:	0
			SUM:	1055		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.767			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.767			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	1	210	0	0	0
	Left-Through		0			0	
	Through	920	2	460	0	0	0
	Through-Right		0			0	
	Right	150	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	660	1	390	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	200	0	0	0
	Left-Through		0			0	
	Through	1370	2	527	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	1210	2	447	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	600		North-South:	0
			East-West:	677		East-West:	0
			SUM:	1277		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.929			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.929			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	2560	3	853	0	0	0
	Through-Right		0			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	2250	3	750	0	0	0
	Through-Right		0			0	
	Right	470	1	272	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	360	2	198	0	0	0
	Left-Through		0			0	
	Through	340	1	210	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	350	2	193	0	0	0
	Left-Through		0			0	
	Through	770	2	385	0	0	0
	Through-Right		0			0	
	Right	180	1	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	913		North-South:	0
			East-West:	583		East-West:	0
			SUM:	1496		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.088			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.088			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	1950	3	650	0	0	0
	Through-Right		0			0	
	Right	190	1	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1760	3	587	0	0	0
	Through-Right		0			0	
	Right	310	1	128	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	330	2	182	0	0	0
	Left-Through		0			0	
	Through	310	1	205	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	2	132	0	0	0
	Left-Through		0			0	
	Through	340	2	170	0	0	0
	Through-Right		0			0	
	Right	140	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	770		North-South:	0
			East-West:	352		East-West:	0
			SUM:	1122		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.816			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.816			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB--		3	NB-- 0 SB--		0
		EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	2230	3	743	0	0	0
	Through-Right		0			0	
	Right	380	1	204	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	160	0	0	0
	Left-Through		0			0	
	Through	2660	3	**887**	0	0	**0**
	Through-Right		0			0	
	Right	300	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	610	2	336	0	0	0
	Left-Through		0			0	
	Through	520	1	**330**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	320	2	**176**	0	0	**0**
	Left-Through		0			0	
	Through	310	2	155	0	0	0
	Through-Right		0			0	
	Right	230	1	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	957		*North-South:*	0
			East-West:	506		*East-West:*	0
			SUM:	1463		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.064			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.064			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 3 WB--		3	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	370	2	**204**	0	0	**0**
	Left-Through		0			0	
	Through	1520	2	520	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	2	105	0	0	0
	Left-Through		0			0	
	Through	1550	2	**597**	0	0	**0**
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	540	2	270	0	0	**0**
	Through-Right		0			0	
	Right	210	1	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	1270	2	**635**	0	0	0
	Through-Right		0			0	
	Right	350	1	245	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	801		*North-South:*	0
			East-West:	755		*East-West:*	0
			SUM:	1556		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.132			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.132			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 3 WB--		3	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	2	**99**	0	0	**0**
	Left-Through		0			0	
	Through	1350	2	473	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	2	121	0	0	0
	Left-Through		0			0	
	Through	1470	2	**553**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	1	190	0	0	0
	Left-Through		0			0	
	Through	650	2	**325**	0	0	**0**
	Through-Right		0			0	
	Right	200	1	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	580	2	290	0	0	0
	Through-Right		0			0	
	Right	200	1	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	652		*North-South:*	0
			East-West:	495		*East-West:*	0
			SUM:	1147		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.834			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.834			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 3 WB--		3	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	2	**83**	0	0	**0**
	Left-Through		0			0	
	Through	1370	2	487	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	370	2	204	0	0	0
	Left-Through		0			0	
	Through	2190	2	**767**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	1070	2	**535**	0	0	**0**
	Through-Right		0			0	
	Right	360	1	277	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	730	2	365	0	0	0
	Through-Right		0			0	
	Right	220	1	16	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	850		*North-South:*	0
			East-West:	715		*East-West:*	0
			SUM:	1565		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.138			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.138			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	3 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	2150	2	737	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	160	0	0	0
	Left-Through		0			0	
	Through	1740	3	580	0	0	0
	Through-Right		0			0	
	Right	140	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	710	2	267	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	1050	2	525	0	0	0
	Through-Right		0			0	
	Right	460	1	300	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	897		North-South:	0
			East-West:	615		East-West:	0
			SUM:	1512		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.100			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.100			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	3 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1370	2	473	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	250	0	0	0
	Left-Through		0			0	
	Through	1350	3	450	0	0	0
	Through-Right		0			0	
	Right	120	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	600	2	217	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	600	2	300	0	0	0
	Through-Right		0			0	
	Right	300	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	723		North-South:	0
			East-West:	480		East-West:	0
			SUM:	1203		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.875			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.875			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	3 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1840	2	653	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	280	1	280	0	0	0
	Left-Through		0			0	
	Through	2180	3	727	0	0	0
	Through-Right		0			0	
	Right	160	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	1	190	0	0	0
	Left-Through		0			0	
	Through	1000	2	353	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	220	0	0	0
	Left-Through		0			0	
	Through	720	2	360	0	0	0
	Through-Right		0			0	
	Right	380	1	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	933		North-South:	0
			East-West:	573		East-West:	0
			SUM:	1506		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.095			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.095			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	400	1	400	0	0	0
	Left-Through		0			0	
	Through	2300	2	797	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1690	2	623	0	0	0
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	430	2	215	0	0	0
	Through-Right		0			0	
	Right	320	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	190	0	0	0
	Left-Through		0			0	
	Through	1050	1	545	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	1023		North-South:	0
			East-West:	605		East-West:	0
			SUM:	1628		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.142			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.142			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	320	1	**320**	0	0	**0**
	Left-Through		0			0	
	Through	1440	2	530	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1330	2	**483**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	330	2	**165**	0	0	**0**
	Through-Right		0			0	
	Right	320	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	340	1	210	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	803		*North-South:*	0
			East-West:	315		*East-West:*	0
			SUM:	1118		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.785			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.785			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	370	1	**370**	0	0	**0**
	Left-Through		0			0	
	Through	2050	2	757	0	0	0
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	2030	2	**700**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	920	2	**460**	0	0	**0**
	Through-Right		0			0	
	Right	510	1	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	460	1	265	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1070		*North-South:*	0
			East-West:	600		*East-West:*	0
			SUM:	1670		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.172			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.172			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	220	1	220	0	0	**0**
	Left-Through		0			0	
	Through	1060	2	**367**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	880	2	363	0	0	**0**
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	980	2	377	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1370	2	**480**	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	587		*North-South:*	0
			East-West:	620		*East-West:*	0
			SUM:	1207		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.878			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.878			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	720	2	**260**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	760	2	303	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1000	2	**397**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	890	2	327	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	450		*North-South:*	0
			East-West:	537		*East-West:*	0
			SUM:	987		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.718			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.718			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--	0		NB-- 0 SB--		0
		EB-- 0 WB--	0		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	980	2	347	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	280	1	280	0	0	0
	Left-Through		0			0	
	Through	1120	2	420	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	1	160	0	0	0
	Left-Through		0			0	
	Through	1560	2	577	0	0	0
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	1040	2	387	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		627	North-South:		0
		East-West:		747	East-West:		0
		SUM:		1374	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.999			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.999			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases			2				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--	0		NB-- 0 SB--		0
		EB-- 3 WB--	0		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	700	1	457	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	670	1	457	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	0	0	0	0	0
	Left-Through		0			0	
	Through	1040	3	347	0	0	0
	Through-Right		0			0	
	Right	390	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1470	2	590	0	0	0
	Through-Right		1			0	
	Right	300	0	300	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		457	North-South:		0
		East-West:		590	East-West:		0
		SUM:		1047	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.698			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.698			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases			2				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--	0		NB-- 0 SB--		0
		EB-- 3 WB--	0		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	430	1	287	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	430	1	287	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	0	0	0	0	0
	Left-Through		0			0	
	Through	1090	3	363	0	0	0
	Through-Right		0			0	
	Right	370	1	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1200	2	560	0	0	0
	Through-Right		1			0	
	Right	480	0	480	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		287	North-South:		0
		East-West:		560	East-West:		0
		SUM:		847	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.565			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.565			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases			2				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--	0		NB-- 0 SB--		0
		EB-- 3 WB--	0		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	470	1	383	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	680	1	383	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	0	0	0	0	0
	Left-Through		0			0	
	Through	1670	3	557	0	0	0
	Through-Right		0			0	
	Right	330	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1420	2	587	0	0	0
	Through-Right		1			0	
	Right	340	0	340	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		383	North-South:		0
		East-West:		587	East-West:		0
		SUM:		970	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.647			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.647			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	1	200	0	0	**0**
	Left-Through		0			0	
	Through	820	1	**455**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	650	1	375	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	1160	2	417	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	1490	2	**537**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	685		*North-South:*	0
			East-West:	657		*East-West:*	0
			SUM:	1342		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.976			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.976			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	590	1	**335**	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	560	1	325	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	940	2	**343**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	880	2	333	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	495		*North-South:*	0
			East-West:	473		*East-West:*	0
			SUM:	968		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.704			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.704			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	710	1	**405**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	1	**240**	0	0	0
	Left-Through		0			0	
	Through	780	1	450	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1550	2	**560**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	1200	2	447	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	645		*North-South:*	0
			East-West:	740		*East-West:*	0
			SUM:	1385		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.007			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.007			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	730	1	**435**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	780	1	420	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	970	2	363	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1310	2	**480**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	595		*North-South:*	0
			East-West:	550		*East-West:*	0
			SUM:	1145		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.833			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.833			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	550	1	330	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	630	1	**365**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	710	2	**273**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	830	2	307	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	475		*North-South:*	0
			East-West:	433		*East-West:*	0
			SUM:	908		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.660			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.660			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	730	1	425	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	880	1	**490**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1240	2	**463**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	**240**	0	0	**0**
	Left-Through		0			0	
	Through	1090	2	407	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	670		*North-South:*	0
			East-West:	703		*East-West:*	0
			SUM:	1373		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.999			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.999			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	1250	2	**467**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	690	2	263	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	1350	2	**493**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	1280	2	457	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	537		*North-South:*	0
			East-West:	593		*East-West:*	0
			SUM:	1130		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.822			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.822			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	580	2	237	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	560	2	**207**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	1040	2	**387**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	930	2	337	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	357		*North-South:*	0
			East-West:	547		*East-West:*	0
			SUM:	904		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.657			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.657			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	970	2	**363**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	880	2	317	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	1430	2	**530**	0	0	**0**
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	1380	2	480	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	523		*North-South:*	0
			East-West:	650		*East-West:*	0
			SUM:	1173		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.853			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.853			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	2	121	0	0	**0**
	Left-Through		0			0	
	Through	1300	2	**473**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	2	**88**	0	0	0
	Left-Through		0			0	
	Through	700	2	267	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1330	2	477	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1290	2	**477**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	561		*North-South:*	0
			East-West:	607		*East-West:*	0
			SUM:	1168		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.849			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.849			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	2	88	0	0	**0**
	Left-Through		0			0	
	Through	650	2	**263**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	200	2	**110**	0	0	0
	Left-Through		0			0	
	Through	690	2	277	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	970	2	373	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1000	2	**387**	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	373		*North-South:*	0
			East-West:	507		*East-West:*	0
			SUM:	880		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.640			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.640			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	260	2	143	0	0	**0**
	Left-Through		0			0	
	Through	1060	2	**397**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	2	**149**	0	0	0
	Left-Through		0			0	
	Through	940	2	360	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1430	2	**543**	0	0	**0**
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	1220	2	487	0	0	0
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	546		*North-South:*	0
			East-West:	653		*East-West:*	0
			SUM:	1199		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.872			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.872			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	1400	3	**467**	0	0	0
	Through-Right		0			0	
	Right	150	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	2	**72**	0	0	0
	Left-Through		0			0	
	Through	890	2	360	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	900	2	340	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	1160	2	**430**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	539		*North-South:*	0
			East-West:	580		*East-West:*	0
			SUM:	1119		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.814			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.814			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	2	**121**	0	0	**0**
	Left-Through		0			0	
	Through	700	3	233	0	0	0
	Through-Right		0			0	
	Right	70	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	2	66	0	0	0
	Left-Through		0			0	
	Through	680	2	**290**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	860	2	333	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1030	2	**373**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	411		*North-South:*	0
			East-West:	553		*East-West:*	0
			SUM:	964		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.701			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.701			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	320	2	**176**	0	0	**0**
	Left-Through		0			0	
	Through	1280	3	427	0	0	0
	Through-Right		0			0	
	Right	110	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	2	94	0	0	0
	Left-Through		0			0	
	Through	1010	2	**393**	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	1190	2	443	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	1160	2	**407**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	569		*North-South:*	0
			East-West:	617		*East-West:*	0
			SUM:	1186		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.863			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.863			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	390	2	215	0	0	**0**
	Left-Through		0			0	
	Through	1290	2	**477**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	2	**149**	0	0	0
	Left-Through		0			0	
	Through	890	3	297	0	0	**0**
	Through-Right		0			0	
	Right	70	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	800	2	**343**	0	0	**0**
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	300	1	**300**	0	0	**0**
	Left-Through		0			0	
	Through	1310	2	507	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	626		*North-South:*	0
			East-West:	643		*East-West:*	0
			SUM:	1269		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.923			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.923			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	410	2	**226**	0	0	**0**
	Left-Through		0			0	
	Through	780	2	320	0	0	0
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	2	94	0	0	0
	Left-Through		0			0	
	Through	610	3	**203**	0	0	**0**
	Through-Right		0			0	
	Right	50	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	590	2	**283**	0	0	**0**
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	580	2	227	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	429		North-South:	0
			East-West:	453		East-West:	0
			SUM:	882		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.641			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.641			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	450	2	248	0	0	**0**
	Left-Through		0			0	
	Through	1410	2	**550**	0	0	0
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	2	**149**	0	0	0
	Left-Through		0			0	
	Through	850	3	283	0	0	**0**
	Through-Right		0			0	
	Right	90	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1420	2	**543**	0	0	**0**
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	260	1	**260**	0	0	**0**
	Left-Through		0			0	
	Through	1050	2	387	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	699		North-South:	0
			East-West:	803		East-West:	0
			SUM:	1502		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.092			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.092			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1410	2	**500**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	610	2	233	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	1280	2	457	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	1210	2	**450**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	640		North-South:	0
			East-West:	550		East-West:	0
			SUM:	1190		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.865			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.865			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	490	2	220	0	0	0
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	550	2	**223**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	1140	2	**410**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	950	2	360	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	353		North-South:	0
			East-West:	510		East-West:	0
			SUM:	863		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.628			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.628			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	750	2	293	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	1190	2	**453**	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	1420	2	**510**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	1290	2	460	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	553		*North-South:*	0
			East-West:	640		*East-West:*	0
			SUM:	1193		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.868			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.868			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		3	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	220	1	220	0	0	**0**
	Left-Through		0			0	
	Through	1180	2	**443**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	610	2	227	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1580	2	**553**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	1440	3	480	0	0	0
	Through-Right		0			0	
	Right	360	1	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	633		*North-South:*	0
			East-West:	723		*East-West:*	0
			SUM:	1356		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.986			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.986			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		3	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	430	2	**193**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	470	2	203	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1240	2	**443**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	1	**210**	0	0	**0**
	Left-Through		0			0	
	Through	1150	3	383	0	0	0
	Through-Right		0			0	
	Right	220	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	383		*North-South:*	0
			East-West:	653		*East-West:*	0
			SUM:	1036		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.753			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.753			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		3	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	190	1	**190**	0	0	**0**
	Left-Through		0			0	
	Through	860	2	337	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	1	240	0	0	0
	Left-Through		0			0	
	Through	1130	2	**423**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1710	2	**610**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	1410	3	470	0	0	0
	Through-Right		0			0	
	Right	290	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	613		*North-South:*	0
			East-West:	790		*East-West:*	0
			SUM:	1403		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.020			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.020			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 180
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0	
Override Capacity			0			0			0			0	
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**	80	1	80	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1040	1	**560**	0	0	0	440	1	**270**	0	0	0
	Through-Right		1			0			1			0	
	Right	80	0	80	0	0	0	100	0	100	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0	150	1	**150**	0	0	0
	Left-Through		0			0			0			0	
	Through	760	2	380	0	0	**0**	450	2	225	0	0	**0**
	Through-Right		0			0			0			0	
	Right	180	1	20	0	0	0	120	1	30	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	160	1	**160**	0	0	0	90	1	**90**	0	0	0
	Left-Through		0			0			0			0	
	Through	980	2	347	0	0	**0**	950	2	340	0	0	**0**
	Through-Right		1			0			1			0	
	Right	60	0	60	0	0	0	70	0	70	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	120	1	120	0	0	**0**	110	1	110	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1300	2	**517**	0	0	0	970	2	**370**	0	0	0
	Through-Right		1			0			1			0	
	Right	250	0	250	0	0	0	140	0	140	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	700		North-South:	0		North-South:	420		North-South:	0
			East-West:	677		East-West:	0		East-West:	460		East-West:	0
			SUM:	1377		SUM:	0		SUM:	880		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.001			0.000			0.640			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.001			0.000			0.640			0.000
LEVEL OF SERVICE (LOS):				F			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 180
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0							
Override Capacity			0			0							
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	110	1	110	0	0	**0**						
	Left-Through		0			0							
	Through	780	1	**435**	0	0	0						
	Through-Right		1			0							
	Right	90	0	90	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	190	1	**190**	0	0	0						
	Left-Through		0			0							
	Through	920	2	460	0	0	**0**						
	Through-Right		0			0							
	Right	210	1	70	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	140	1	140	0	0	0						
	Left-Through		0			0							
	Through	1310	2	**473**	0	0	**0**						
	Through-Right		1			0							
	Right	110	0	110	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	130	1	**130**	0	0	**0**						
	Left-Through		0			0							
	Through	1230	2	460	0	0	0						
	Through-Right		1			0							
	Right	150	0	150	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	625		North-South:	0						
			East-West:	603		East-West:	0						
			SUM:	1228		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.893			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.893			0.000						
LEVEL OF SERVICE (LOS):				D			A						

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0							
Override Capacity			0			0							
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	80	1	80	0	0	**0**						
	Left-Through		0			0							
	Through	590	2	**295**	0	0	0						
	Through-Right		0			0							
	Right	100	1	10	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	230	1	**230**	0	0	0						
	Left-Through		0			0							
	Through	480	1	305	0	0	**0**						
	Through-Right		1			0							
	Right	130	0	130	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	100	1	**100**	0	0	0						
	Left-Through		0			0							
	Through	1040	2	383	0	0	**0**						
	Through-Right		1			0							
	Right	110	0	110	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	90	1	90	0	0	**0**						
	Left-Through		0			0							
	Through	1680	2	**667**	0	0	0						
	Through-Right		1			0							
	Right	320	0	320	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	525		North-South:	0						
			East-West:	767		East-West:	0						
			SUM:	1292		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.940			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.940			0.000						
LEVEL OF SERVICE (LOS):				E			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	300	2	**150**	0	0	0
	Through-Right		0			0	
	Right	110	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	310	1	195	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	770	2	270	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	710	2	**287**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	290		*North-South:*	0
			East-West:	377		*East-West:*	0
			SUM:	667		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.485			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.485			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	630	2	**315**	0	0	0
	Through-Right		0			0	
	Right	120	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	490	1	310	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1800	2	**630**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	1110	2	457	0	0	0
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	535		*North-South:*	0
			East-West:	740		*East-West:*	0
			SUM:	1275		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.927			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.927			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	590	2	**237**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	690	3	230	0	0	**0**
	Through-Right		0			0	
	Right	110	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	1230	2	453	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	1530	2	**570**	0	0	0
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	457		*North-South:*	0
			East-West:	680		*East-West:*	0
			SUM:	1137		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.827			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.827			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	360	2	**167**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	400	3	133	0	0	**0**
	Through-Right		0			0	
	Right	100	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	1070	2	**393**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	1090	2	417	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	387		*North-South:*	0
			East-West:	543		*East-West:*	0
			SUM:	930		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.676			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.676			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	880	2	**363**	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	**250**	0	0	0
	Left-Through		0			0	
	Through	850	3	283	0	0	**0**
	Through-Right		0			0	
	Right	120	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	1400	2	**523**	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	1310	2	520	0	0	0
	Through-Right		1			0	
	Right	250	0	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	613		*North-South:*	0
			East-West:	673		*East-West:*	0
			SUM:	1286		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.935			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.935			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	460	3	**153**	0	0	0
	Through-Right		0			0	
	Right	110	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	570	3	190	0	0	**0**
	Through-Right		0			0	
	Right	120	1	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	930	2	337	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1810	2	**647**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	343		*North-South:*	0
			East-West:	717		*East-West:*	0
			SUM:	1060		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.771			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.771			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	330	3	**110**	0	0	0
	Through-Right		0			0	
	Right	60	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	390	3	130	0	0	**0**
	Through-Right		0			0	
	Right	190	1	165	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	800	2	**290**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	750	2	297	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	280		*North-South:*	0
			East-West:	370		*East-West:*	0
			SUM:	650		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.473			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.473			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	720	3	**240**	0	0	0
	Through-Right		0			0	
	Right	80	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	570	3	190	0	0	**0**
	Through-Right		0			0	
	Right	90	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	1530	2	**540**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	930	2	363	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	390		*North-South:*	0
			East-West:	680		*East-West:*	0
			SUM:	1070		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.778			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.778			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	1290	2	**645**	0	0	0
	Through-Right		0			0	
	Right	170	1	105	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	450	1	270	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	820	1	445	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	940	2	**470**	0	0	0
	Through-Right		0			0	
	Right	210	1	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		725	*North-South:*		0
		East-West:		590	*East-West:*		0
		SUM:		1315	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.877			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.877			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1030	2	**515**	0	0	0
	Through-Right		0			0	
	Right	120	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	560	1	330	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	510	1	**290**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	550	2	275	0	0	0
	Through-Right		0			0	
	Right	120	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		615	*North-South:*		0
		East-West:		430	*East-West:*		0
		SUM:		1045	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.697			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.697			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1450	2	**725**	0	0	0
	Through-Right		0			0	
	Right	220	1	155	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1120	1	645	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1140	1	**645**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	900	2	450	0	0	0
	Through-Right		0			0	
	Right	190	1	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		855	*North-South:*		0
		East-West:		775	*East-West:*		0
		SUM:		1630	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				1.087			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.087			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	980	1	**625**	0	0	0
	Through-Right		1			0	
	Right	270	0	270	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	350	1	200	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	640	1	**375**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	780	2	390	0	0	0
	Through-Right		0			0	
	Right	410	1	335	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		775	*North-South:*		0
		East-West:		555	*East-West:*		0
		SUM:		1330	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.887			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.887			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	60	1	60	0	0	**0**
Left-Through		0			0	
Through	400	1	**250**	0	0	0
Through-Right		1			0	
Right	100	0	100	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	120	1	**120**	0	0	0
Left-Through		0			0	
Through	330	1	185	0	0	**0**
Through-Right		1			0	
Right	40	0	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	50	1	50	0	0	0
Left-Through		0			0	
Through	500	1	**275**	0	0	**0**
Through-Right		1			0	
Right	50	0	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	120	1	**120**	0	0	**0**
Left-Through		0			0	
Through	500	2	250	0	0	0
Through-Right		0			0	
Right	230	1	170	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	370		*North-South:*	0
		East-West:	395		*East-West:*	0
		SUM:	765		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.510			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.510			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	70	1	70	0	0	**0**
Left-Through		0			0	
Through	670	1	**430**	0	0	0
Through-Right		1			0	
Right	190	0	190	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	250	1	**250**	0	0	0
Left-Through		0			0	
Through	890	1	475	0	0	**0**
Through-Right		1			0	
Right	60	0	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	50	1	50	0	0	0
Left-Through		0			0	
Through	1010	1	**550**	0	0	**0**
Through-Right		1			0	
Right	90	0	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	200	1	**200**	0	0	**0**
Left-Through		0			0	
Through	860	2	430	0	0	0
Through-Right		0			0	
Right	260	1	135	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	680		*North-South:*	0
		East-West:	750		*East-West:*	0
		SUM:	1430		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.953			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.953			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	250	1	197	0	0	0
Left-Through		0			0	
Through	60	0	0	0	0	**0**
Through-Right		0			0	
Right	340	1	**197**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1240	2	**520**	0	0	**0**
Through-Right		1			0	
Right	320	0	320	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	240	1	**240**	0	0	**0**
Left-Through		0			0	
Through	1120	3	373	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	197		*North-South:*	0
		East-West:	760		*East-West:*	0
		SUM:	957		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.638			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.638			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	310	1	220	0	0	0
Left-Through		0			0	
Through	70	0	0	0	0	**0**
Through-Right		0			0	
Right	350	1	**220**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1230	2	**487**	0	0	**0**
Through-Right		1			0	
Right	230	0	230	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	260	1	**260**	0	0	**0**
Left-Through		0			0	
Through	850	3	283	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	220		*North-South:*	0
		East-West:	747		*East-West:*	0
		SUM:	967		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.645			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.645			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	1	173	0	0	0
	Left-Through		0			0	
	Through	80	0	0	0	0	**0**
	Through-Right		0			0	
	Right	280	1	**173**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1500	2	**593**	0	0	**0**
	Through-Right		1			0	
	Right	280	0	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	1	**230**	0	0	**0**
	Left-Through		0			0	
	Through	1240	3	413	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	173		*North-South:*	0
			East-West:	823		*East-West:*	0
			SUM:	996		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.664			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.664			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	0	130	0	0	**0**
	Left-Through		1			0	
	Through	180	0	**235**	0	0	0
	Through-Right		1			0	
	Right	160	0	235	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	300	1	**300**	0	0	0
	Left-Through		0			0	
	Through	1150	3	383	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1270	2	**510**	0	0	0
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	235		*North-South:*	0
			East-West:	810		*East-West:*	0
			SUM:	1045		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.733			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.733			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	0	120	0	0	**0**
	Left-Through		1			0	
	Through	70	0	190	0	0	0
	Through-Right		1			0	
	Right	200	0	**200**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	400	1	**400**	0	0	0
	Left-Through		0			0	
	Through	1220	3	407	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1000	2	**440**	0	0	0
	Through-Right		1			0	
	Right	320	0	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	200		*North-South:*	0
			East-West:	840		*East-West:*	0
			SUM:	1040		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.730			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.730			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	240	0	240	0	0	**0**
	Left-Through		1			0	
	Through	90	0	**275**	0	0	0
	Through-Right		1			0	
	Right	220	0	275	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	330	1	**330**	0	0	0
	Left-Through		0			0	
	Through	1450	3	483	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1280	2	**520**	0	0	0
	Through-Right		1			0	
	Right	280	0	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	275		*North-South:*	0
			East-West:	850		*East-West:*	0
			SUM:	1125		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.789			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.789			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200

PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	340	1	233	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	360	1	**233**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	1230	2	615	0	0	**0**
	Through-Right		1			0	
	Right	650	0	**650**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1550	3	517	0	0	0
	Through-Right		0			0	
	Right	600	1	367	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	233		*North-South:*	0
			East-West:	650		*East-West:*	0
			SUM:	883		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.589			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.589			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200

PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	420	1	287	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	440	1	**287**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	1140	2	**540**	0	0	**0**
	Through-Right		1			0	
	Right	480	0	480	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1110	3	370	0	0	0
	Through-Right		0			0	
	Right	390	1	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	287		*North-South:*	0
			East-West:	540		*East-West:*	0
			SUM:	827		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.551			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.551			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200

PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	460	1	263	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	330	1	**263**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1570	2	**693**	0	0	**0**
	Through-Right		1			0	
	Right	510	0	510	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1440	3	480	0	0	0
	Through-Right		0			0	
	Right	400	1	137	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	263		*North-South:*	0
			East-West:	693		*East-West:*	0
			SUM:	956		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.637			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.637			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	250	1	**250**	0	0	**0**
Left-Through		0			0	
Through	460	2	187	0	0	0
Through-Right		1			0	
Right	100	0	100	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	110	1	110	0	0	0
Left-Through		0			0	
Through	690	3	**230**	0	0	**0**
Through-Right		0			0	
Right	130	1	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	120	1	**120**	0	0	0
Left-Through		0			0	
Through	170	2	85	0	0	**0**
Through-Right		0			0	
Right	120	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	150	1	150	0	0	**0**
Left-Through		0			0	
Through	630	1	**425**	0	0	0
Through-Right		1			0	
Right	220	0	220	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	480		*North-South:*	0
		East-West:	545		*East-West:*	0
		SUM:	1025		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.745			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.745			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	180	1	180	0	0	**0**
Left-Through		0			0	
Through	630	2	**253**	0	0	0
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	210	1	**210**	0	0	0
Left-Through		0			0	
Through	590	3	197	0	0	**0**
Through-Right		0			0	
Right	230	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	400	1	**400**	0	0	0
Left-Through		0			0	
Through	600	2	300	0	0	**0**
Through-Right		0			0	
Right	190	1	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	180	1	180	0	0	**0**
Left-Through		0			0	
Through	810	1	**540**	0	0	0
Through-Right		1			0	
Right	270	0	270	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	463		*North-South:*	0
		East-West:	940		*East-West:*	0
		SUM:	1403		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.020			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.020			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	270	1	270	0	0	**0**
Left-Through		0			0	
Through	850	2	**333**	0	0	0
Through-Right		1			0	
Right	150	0	150	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	230	1	**230**	0	0	0
Left-Through		0			0	
Through	510	3	170	0	0	**0**
Through-Right		0			0	
Right	150	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	230	1	**230**	0	0	0
Left-Through		0			0	
Through	550	2	275	0	0	**0**
Through-Right		0			0	
Right	460	1	190	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	120	1	120	0	0	**0**
Left-Through		0			0	
Through	510	1	**315**	0	0	0
Through-Right		1			0	
Right	120	0	120	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	563		*North-South:*	0
		East-West:	545		*East-West:*	0
		SUM:	1108		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.806			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.806			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	10	1	10	0	0	**0**
Left-Through		0			0	
Through	40	2	**20**	0	0	0
Through-Right		0			0	
Right	40	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	440	2	154	0	0	0
Left-Through		1			0	
Through	20	1	20	0	0	**0**
Through-Right		0			0	
Right	330	1	**223**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	390	2	**215**	0	0	0
Left-Through		0			0	
Through	380	4	95	0	0	**0**
Through-Right		0			0	
Right	20	1	15	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	90	1	90	0	0	**0**
Left-Through		0			0	
Through	1750	4	438	0	0	0
Through-Right		0			0	
Right	710	1	**556**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	243		*North-South:*	0
		East-West:	771		*East-West:*	0
		SUM:	1014		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.737			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.737			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	30	1	**30**	0	0	**0**
	Left-Through		0			0	
	Through	40	2	20	0	0	0
	Through-Right		0			0	
	Right	40	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	730	2	**255**	0	0	0
	Left-Through		1			0	
	Through	20	1	20	0	0	**0**
	Through-Right		0			0	
	Right	390	1	239	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	550	2	**303**	0	0	0
	Left-Through		0			0	
	Through	420	4	105	0	0	**0**
	Through-Right		0			0	
	Right	20	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	680	4	**170**	0	0	0
	Through-Right		0			0	
	Right	380	1	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	285		*North-South:*	0
			East-West:	473		*East-West:*	0
			SUM:	758		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.551			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.551			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	20	1	20	0	0	**0**
	Left-Through		0			0	
	Through	40	2	20	0	0	0
	Through-Right		0			0	
	Right	70	1	**45**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	980	2	**343**	0	0	0
	Left-Through		1			0	
	Through	20	1	20	0	0	**0**
	Through-Right		0			0	
	Right	370	1	191	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	650	2	**358**	0	0	0
	Left-Through		0			0	
	Through	980	4	245	0	0	**0**
	Through-Right		0			0	
	Right	20	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	700	4	**175**	0	0	0
	Through-Right		0			0	
	Right	480	1	137	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	388		*North-South:*	0
			East-West:	533		*East-West:*	0
			SUM:	921		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.670			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.670			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	80	0	80	0	0	**0**
	Left-Through		1			0	
	Through	190	0	**270**	0	0	0
	Through-Right		0			0	
	Right	360	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	0	90	0	0	0
	Left-Through		1			0	
	Through	60	0	**100**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	500	2	**173**	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	660	2	**363**	0	0	**0**
	Left-Through		0			0	
	Through	1020	1	515	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	370		*North-South:*	0
			East-West:	536		*East-West:*	0
			SUM:	906		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.659			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.659			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	70	0	70	0	0	**0**
	Left-Through		1			0	
	Through	160	0	**230**	0	0	0
	Through-Right		0			0	
	Right	500	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	0	30	0	0	0
	Left-Through		1			0	
	Through	160	0	**155**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	155	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	600	2	**207**	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	520	2	**286**	0	0	**0**
	Left-Through		0			0	
	Through	650	1	335	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	385		*North-South:*	0
			East-West:	493		*East-West:*	0
			SUM:	878		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.639			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.639			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	0	80	0	0	**0**
	Left-Through		1			0	
	Through	110	0	**190**	0	0	0
	Through-Right		0			0	
	Right	540	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	0	50	0	0	0
	Left-Through		1			0	
	Through	170	0	**190**	0	0	**0**
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	1160	2	**400**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	550	2	**303**	0	0	**0**
	Left-Through		0			0	
	Through	700	1	370	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	380		North-South:	0
			East-West:	703		East-West:	0
			SUM:	1083		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.788			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.788			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	400	1	260	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	630	1	**365**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	**10**	0	0	0
	Left-Through		0			0	
	Through	570	1	345	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	1200	1	**660**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	495		North-South:	0
			East-West:	670		East-West:	0
			SUM:	1165		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.847			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.847			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	600	1	**415**	0	0	0
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	470	1	260	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	970	1	**605**	0	0	**0**
	Through-Right		1			0	
	Right	239	0	239	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	1030	1	555	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	555		North-South:	0
			East-West:	755		East-West:	0
			SUM:	1310		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.953			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.953			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	670	1	**440**	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	520	1	280	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	1320	1	**750**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	840	1	455	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	580		North-South:	0
			East-West:	880		East-West:	0
			SUM:	1460		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.062			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.062			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	240	1	**240**	0	0	**0**
	Left-Through		0			0	
	Through	590	2	295	0	0	0
	Through-Right		0			0	
	Right	70	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	640	1	**360**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	0	0	0
	Left-Through		0			0	
	Through	290	2	127	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	860	2	**430**	0	0	0
	Through-Right		0			0	
	Right	310	1	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	600		*North-South:*	0
			East-West:	470		*East-West:*	0
			SUM:	1070		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.778			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.778			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	400	2	**200**	0	0	0
	Through-Right		0			0	
	Right	90	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	530	1	**530**	0	0	0
	Left-Through		0			0	
	Through	300	1	195	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	500	2	217	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	830	2	**415**	0	0	0
	Through-Right		0			0	
	Right	490	1	225	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	730		*North-South:*	0
			East-West:	495		*East-West:*	0
			SUM:	1225		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.891			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.891			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	1	220	0	0	**0**
	Left-Through		0			0	
	Through	760	2	**380**	0	0	0
	Through-Right		0			0	
	Right	170	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	370	1	**370**	0	0	0
	Left-Through		0			0	
	Through	710	1	400	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	880	2	**357**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	540	2	270	0	0	0
	Through-Right		0			0	
	Right	180	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	750		*North-South:*	0
			East-West:	477		*East-West:*	0
			SUM:	1227		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.892			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.892			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	580	1	**580**	0	0	**0**
	Left-Through		0			0	
	Through	250	2	125	0	0	0
	Through-Right		0			0	
	Right	70	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	330	1	330	0	0	**0**
	Through-Right		1			0	
	Right	1050	0	**685**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	730	1	**730**	0	0	0
	Left-Through		0			0	
	Through	360	3	120	0	0	**0**
	Through-Right		0			0	
	Right	740	1	450	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	550	2	**183**	0	0	0
	Through-Right		1			0	
	Right	160	1	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1265		*North-South:*	0
			East-West:	913		*East-West:*	0
			SUM:	2178		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.452			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.452			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	800	1	**800**	0	0	**0**
Left-Through		0			0	
Through	170	2	85	0	0	0
Through-Right		0			0	
Right	120	1	85	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	1	100	0	0	0
Left-Through		0			0	
Through	140	1	140	0	0	**0**
Through-Right		1			0	
Right	1290	0	**640**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	1300	1	**1300**	0	0	0
Left-Through		0			0	
Through	660	3	220	0	0	**0**
Through-Right		0			0	
Right	600	1	200	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	70	1	70	0	0	**0**
Left-Through		0			0	
Through	590	2	**197**	0	0	0
Through-Right		1			0	
Right	90	1	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	1440		*North-South:*	0
		East-West:	1497		*East-West:*	0
		SUM:	2937		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.958			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.958			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	1070	1	**1070**	0	0	**0**
Left-Through		0			0	
Through	360	2	180	0	0	0
Through-Right		0			0	
Right	240	1	210	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	150	1	150	0	0	0
Left-Through		0			0	
Through	200	1	200	0	0	**0**
Through-Right		1			0	
Right	1080	0	**505**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	1150	1	**1150**	0	0	0
Left-Through		0			0	
Through	690	3	230	0	0	**0**
Through-Right		0			0	
Right	720	1	185	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	60	1	60	0	0	**0**
Left-Through		0			0	
Through	460	2	**153**	0	0	0
Through-Right		1			0	
Right	80	1	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	1575		*North-South:*	0
		East-West:	1303		*East-West:*	0
		SUM:	2878		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.919			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.919			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	1010	2	**556**	0	0	**0**
Left-Through		0			0	
Through	1090	3	363	0	0	0
Through-Right		0			0	
Right	190	1	88	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	2	55	0	0	0
Left-Through		0			0	
Through	640	2	**257**	0	0	**0**
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	160	1	**160**	0	0	0
Left-Through		0			0	
Through	610	3	203	0	0	**0**
Through-Right		1			0	
Right	400	0	122	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	370	2	204	0	0	**0**
Left-Through		0			0	
Through	1510	4	**378**	0	0	0
Through-Right		0			0	
Right	130	1	103	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	813		*North-South:*	0
		East-West:	538		*East-West:*	0
		SUM:	1351		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.983			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.983			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	430	2	237	0	0	**0**
Left-Through		0			0	
Through	990	3	**330**	0	0	0
Through-Right		0			0	
Right	450	1	313	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	110	2	**61**	0	0	0
Left-Through		0			0	
Through	330	2	153	0	0	**0**
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	160	1	160	0	0	0
Left-Through		0			0	
Through	1070	3	**335**	0	0	**0**
Through-Right		1			0	
Right	270	0	270	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	500	2	**275**	0	0	**0**
Left-Through		0			0	
Through	790	4	198	0	0	0
Through-Right		0			0	
Right	160	1	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	391		*North-South:*	0
		East-West:	610		*East-West:*	0
		SUM:	1001		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.728			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.728			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--	0	NB-- 0 SB--			0
		EB-- 0 WB--	0	EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	510	2	**281**	0	0	**0**
	Left-Through		0			0	
	Through	1620	3	540	0	0	0
	Through-Right		0			0	
	Right	370	1	296	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	2	61	0	0	0
	Left-Through		0			0	
	Through	930	2	**347**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	350	1	350	0	0	0
	Left-Through		0			0	
	Through	1400	3	**467**	0	0	**0**
	Through-Right		1			0	
	Right	510	0	370	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	270	2	**149**	0	0	**0**
	Left-Through		0			0	
	Through	440	4	110	0	0	0
	Through-Right		0			0	
	Right	150	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	628		*North-South:*	0
			East-West:	616		*East-West:*	0
			SUM:	1244		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.905			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.905			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB--	3	NB-- 0 SB--			0
		EB-- 0 WB--	3	EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	260	2	**79**	0	0	**0**
	Left-Through		0			0	
	Through	550	2	275	0	0	0
	Through-Right		1			0	
	Right	300	0	184	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	2	127	0	0	0
	Left-Through		0			0	
	Through	620	1	**517**	0	0	**0**
	Through-Right		1			0	
	Right	930	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	370	2	**204**	0	0	0
	Left-Through		0			0	
	Through	260	2	120	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	2	116	0	0	**0**
	Left-Through		0			0	
	Through	820	3	273	0	0	0
	Through-Right		0			0	
	Right	670	1	**543**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	596		*North-South:*	0
			East-West:	747		*East-West:*	0
			SUM:	1343		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.977			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.977			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB--	3	NB-- 0 SB--			0
		EB-- 0 WB--	3	EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	150	2	83	0	0	**0**
	Left-Through		0			0	
	Through	480	2	**217**	0	0	0
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	340	2	**187**	0	0	0
	Left-Through		0			0	
	Through	520	1	307	0	0	**0**
	Through-Right		1			0	
	Right	400	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	470	2	**259**	0	0	0
	Left-Through		0			0	
	Through	580	2	243	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	2	44	0	0	**0**
	Left-Through		0			0	
	Through	530	3	177	0	0	0
	Through-Right		0			0	
	Right	400	1	**213**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	404		*North-South:*	0
			East-West:	472		*East-West:*	0
			SUM:	876		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.637			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.637			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB--	3	NB-- 0 SB--			0
		EB-- 0 WB--	3	EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	180	2	**99**	0	0	**0**
	Left-Through		0			0	
	Through	710	2	330	0	0	0
	Through-Right		1			0	
	Right	280	0	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	2	127	0	0	0
	Left-Through		0			0	
	Through	690	1	**410**	0	0	**0**
	Through-Right		1			0	
	Right	540	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	880	2	**484**	0	0	0
	Left-Through		0			0	
	Through	1090	2	453	0	0	**0**
	Through-Right		1			0	
	Right	270	0	270	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	330	2	182	0	0	**0**
	Left-Through		0			0	
	Through	370	3	123	0	0	0
	Through-Right		0			0	
	Right	390	1	**263**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	509		*North-South:*	0
			East-West:	747		*East-West:*	0
			SUM:	1256		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.913			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.913			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 2	WB--	0	EB-- 0	WB--	0	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**	60	1	60	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1990	3	**663**	0	0	0	1310	3	**437**	0	0	0
	Through-Right		0			0			0			0	
	Right	110	1	95	0	0	0	130	1	60	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	280	2	**154**	0	0	0	220	2	**121**	0	0	0
	Left-Through		0			0			0			0	
	Through	1250	2	440	0	0	**0**	1260	2	443	0	0	**0**
	Through-Right		1			0			1			0	
	Right	70	0	70	0	0	0	70	0	70	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	30	1	30	0	0	0	50	1	50	0	0	0
	Left-Through		0			0			0			0	
	Through	40	0	**60**	0	0	**0**	60	0	**100**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	20	0	0	0	0	0	40	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	30	1	30	0	0	**0**	140	1	**140**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	50	1	**50**	0	0	0	40	1	40	0	0	0
	Through-Right		0			0			0			0	
	Right	80	2	0	0	0	0	220	2	61	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	817		North-South:	0		North-South:	558		North-South:	0
			East-West:	110		East-West:	0		East-West:	240		East-West:	0
			SUM:	927		SUM:	0		SUM:	798		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.674			0.000			0.580			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.674			0.000			0.580			0.000
LEVEL OF SERVICE (LOS):				B			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 2	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	40	1	**40**	0	0	**0**						
	Left-Through		0			0							
	Through	1390	3	463	0	0	0						
	Through-Right		0			0							
	Right	140	1	70	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	170	2	94	0	0	0						
	Left-Through		0			0							
	Through	1850	2	**637**	0	0	**0**						
	Through-Right		1			0							
	Right	60	0	60	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	90	1	90	0	0	0						
	Left-Through		0			0							
	Through	70	0	**110**	0	0	**0**						
	Through-Right		1			0							
	Right	40	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	140	1	**140**	0	0	**0**						
	Left-Through		0			0							
	Through	50	1	50	0	0	0						
	Through-Right		0			0							
	Right	330	2	135	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	677		North-South:	0						
			East-West:	250		East-West:	0						
			SUM:	927		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.674			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.674			0.000						
LEVEL OF SERVICE (LOS):				B			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	120	1	**120**	0	0	**0**						
	Left-Through		0			0							
	Through	1370	2	467	0	0	0						
	Through-Right		1			0							
	Right	30	0	30	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	30	1	30	0	0	0						
	Left-Through		0			0							
	Through	1260	2	**563**	0	0	**0**						
	Through-Right		1			0							
	Right	430	0	430	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	350	1	180	0	0	0						
	Left-Through		1			0							
	Through	10	0	180	0	0	**0**						
	Through-Right		0			0							
	Right	250	1	**190**	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	10	0	10	0	0	**0**						
	Left-Through		0			0							
	Through	10	0	**30**	0	0	0						
	Through-Right		0			0							
	Right	10	0	0	0	0	0						
	Left-Through-Right		1			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	683		North-South:	0						
			East-West:	220		East-West:	0						
			SUM:	903		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.657			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.657			0.000						
LEVEL OF SERVICE (LOS):				B			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	80	1	**80**	0	0	**0**
Left-Through		0			0	
Through	1560	2	527	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	50	1	50	0	0	0
Left-Through		0			0	
Through	1220	2	**580**	0	0	**0**
Through-Right		1			0	
Right	520	0	520	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	360	1	185	0	0	0
Left-Through		1			0	
Through	10	0	185	0	0	**0**
Through-Right		0			0	
Right	250	1	**210**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	10	0	**50**	0	0	0
Through-Right		0			0	
Right	30	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	660		*North-South:*	0
		East-West:	260		*East-West:*	0
		SUM:	920		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.669			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.669			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	180	1	**180**	0	0	**0**
Left-Through		0			0	
Through	1620	2	543	0	0	0
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	40	1	40	0	0	0
Left-Through		0			0	
Through	1730	2	**803**	0	0	**0**
Through-Right		1			0	
Right	680	0	680	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	490	1	**245**	0	0	0
Left-Through		1			0	
Through	0	0	245	0	0	**0**
Through-Right		0			0	
Right	280	1	190	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	10	0	**60**	0	0	0
Through-Right		0			0	
Right	40	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	983		*North-South:*	0
		East-West:	305		*East-West:*	0
		SUM:	1288		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.937			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.937			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2400	4	**600**	0	0	0
Through-Right		0			0	
Right	430	1	111	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	2	**11**	0	0	0
Left-Through		0			0	
Through	1850	4	463	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	580	2	**319**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	611		*North-South:*	0
		East-West:	319		*East-West:*	0
		SUM:	930		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.653			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.653			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1810	4	**453**	0	0	0
Through-Right		0			0	
Right	340	1	147	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	10	2	**6**	0	0	0
Left-Through		0			0	
Through	1610	4	403	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	350	2	**193**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	20	1	14	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	459		*North-South:*	0
		East-West:	193		*East-West:*	0
		SUM:	652		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.458			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.458			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2470	4	**618**	0	0	0
	Through-Right		0			0	
	Right	600	1	286	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	2	**22**	0	0	0
	Left-Through		0			0	
	Through	2400	4	600	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	570	2	**314**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	40	1	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	640		*North-South:*	0
			East-West:	314		*East-West:*	0
			SUM:	954		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.669			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.669			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	2	**11**	0	0	**0**
	Left-Through		0			0	
	Through	20	3	7	0	0	0
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	500	2	275	0	0	0
	Left-Through		0			0	
	Through	20	2	10	0	0	**0**
	Through-Right		0			0	
	Right	660	1	**385**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	500	2	**275**	0	0	0
	Left-Through		0			0	
	Through	930	3	310	0	0	**0**
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	2	11	0	0	**0**
	Left-Through		0			0	
	Through	1050	3	**350**	0	0	0
	Through-Right		0			0	
	Right	390	1	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	396		*North-South:*	0
			East-West:	625		*East-West:*	0
			SUM:	1021		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.743			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.743			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	2	17	0	0	**0**
	Left-Through		0			0	
	Through	20	3	7	0	0	0
	Through-Right		0			0	
	Right	30	1	**25**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	430	2	**237**	0	0	0
	Left-Through		0			0	
	Through	20	2	10	0	0	**0**
	Through-Right		0			0	
	Right	420	1	211	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	380	2	**209**	0	0	0
	Left-Through		0			0	
	Through	970	3	323	0	0	**0**
	Through-Right		0			0	
	Right	20	1	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	2	11	0	0	**0**
	Left-Through		0			0	
	Through	1000	3	**333**	0	0	0
	Through-Right		0			0	
	Right	300	1	63	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	262		*North-South:*	0
			East-West:	542		*East-West:*	0
			SUM:	804		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.585			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.585			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	2	11	0	0	**0**
	Left-Through		0			0	
	Through	20	3	7	0	0	0
	Through-Right		0			0	
	Right	20	1	**17**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	960	2	**528**	0	0	0
	Left-Through		0			0	
	Through	10	2	5	0	0	**0**
	Through-Right		0			0	
	Right	450	1	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	700	2	**385**	0	0	0
	Left-Through		0			0	
	Through	1060	3	353	0	0	**0**
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	2	6	0	0	**0**
	Left-Through		0			0	
	Through	1120	3	**373**	0	0	0
	Through-Right		0			0	
	Right	480	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	545		*North-South:*	0
			East-West:	758		*East-West:*	0
			SUM:	1303		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.948			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.948			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**	20	1	20	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1190	2	**595**	0	0	0	890	2	**445**	0	0	0
	Through-Right		0			0			0			0	
	Right	200	1	153	0	0	0	130	1	119	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0	140	1	**140**	0	0	0
	Left-Through		0			0			0			0	
	Through	910	2	455	0	0	**0**	830	2	415	0	0	**0**
	Through-Right		0			0			0			0	
	Right	130	1	0	0	0	0	110	1	45	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	300	1	300	0	0	0	130	1	**130**	0	0	0
	Left-Through		0			0			0			0	
	Through	840	1	**430**	0	0	**0**	310	1	165	0	0	**0**
	Through-Right		1			0			1			0	
	Right	20	0	20	0	0	0	20	0	20	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	170	2	**94**	0	0	**0**	40	2	22	0	0	**0**
	Left-Through		0			0			0			0	
	Through	280	1	215	0	0	0	330	1	**260**	0	0	0
	Through-Right		1			0			1			0	
	Right	150	0	150	0	0	0	190	0	190	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	735		North-South:	0		North-South:	585		North-South:	0
			East-West:	524		East-West:	0		East-West:	390		East-West:	0
			SUM:	1259		SUM:	0		SUM:	975		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.884			0.000			0.684			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.884			0.000			0.684			0.000
LEVEL OF SERVICE (LOS):				D			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	30	1	30	0	0	**0**						
	Left-Through		0			0							
	Through	1400	2	**700**	0	0	0						
	Through-Right		0			0							
	Right	340	1	307	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	180	1	**180**	0	0	0						
	Left-Through		0			0							
	Through	1430	2	715	0	0	**0**						
	Through-Right		0			0							
	Right	180	1	110	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	140	1	**140**	0	0	0						
	Left-Through		0			0							
	Through	560	1	290	0	0	**0**						
	Through-Right		1			0							
	Right	20	0	20	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	120	2	66	0	0	**0**						
	Left-Through		0			0							
	Through	640	1	**415**	0	0	0						
	Through-Right		1			0							
	Right	190	0	190	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	880		North-South:	0						
			East-West:	555		East-West:	0						
			SUM:	1435		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				1.007			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.007			0.000						
LEVEL OF SERVICE (LOS):				F			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	40	2	22	0	0	**0**						
	Left-Through		0			0							
	Through	2600	2	**880**	0	0	0						
	Through-Right		1			0							
	Right	40	0	40	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	170	2	**94**	0	0	0						
	Left-Through		0			0							
	Through	2210	2	743	0	0	**0**						
	Through-Right		1			0							
	Right	20	0	20	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	400	2	**200**	0	0	**0**						
	Through-Right		1			0							
	Right	200	0	189	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	260	1	**260**	0	0	**0**						
	Left-Through		0			0							
	Through	1200	3	400	0	0	0						
	Through-Right		0			0							
	Right	260	1	213	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	974		North-South:	0						
			East-West:	460		East-West:	0						
			SUM:	1434		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				1.043			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.043			0.000						
LEVEL OF SERVICE (LOS):				F			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	2	121	0	0	**0**
	Left-Through		0			0	
	Through	1720	2	**603**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	2	**83**	0	0	0
	Left-Through		0			0	
	Through	1640	2	560	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	680	2	**293**	0	0	**0**
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	840	3	280	0	0	0
	Through-Right		0			0	
	Right	140	1	99	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	686		*North-South:*	0
			East-West:	473		*East-West:*	0
			SUM:	1159		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.843			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.843			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	2	66	0	0	**0**
	Left-Through		0			0	
	Through	2300	2	**810**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	370	2	**204**	0	0	0
	Left-Through		0			0	
	Through	2170	2	730	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1080	2	**443**	0	0	**0**
	Through-Right		1			0	
	Right	250	0	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	930	3	310	0	0	0
	Through-Right		0			0	
	Right	170	1	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1014		*North-South:*	0
			East-West:	603		*East-West:*	0
			SUM:	1617		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.176			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.176			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	2	**88**	0	0	**0**
	Left-Through		0			0	
	Through	810	2	317	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1220	2	**470**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	440	2	167	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	2	88	0	0	**0**
	Left-Through		0			0	
	Through	1100	2	**370**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	558		*North-South:*	0
			East-West:	500		*East-West:*	0
			SUM:	1058		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.769			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.769			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	2	99	0	0	**0**
	Left-Through		0			0	
	Through	910	2	**377**	0	0	0
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	810	2	310	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	690	2	260	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	2	116	0	0	**0**
	Left-Through		0			0	
	Through	820	2	**280**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	457		*North-South:*	0
			East-West:	410		*East-West:*	0
			SUM:	867		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.631			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.631			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	1540	2	**630**	0	0	0
	Through-Right		1			0	
	Right	350	0	350	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	990	2	373	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	900	2	317	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	960	2	**323**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	770		*North-South:*	0
			East-West:	533		*East-West:*	0
			SUM:	1303		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.948			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.948			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1470	1	**810**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	730	2	365	0	0	**0**
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	1570	3	523	0	0	**0**
	Through-Right		0			0	
	Right	140	1	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1200	2	**460**	0	0	0
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	910		*North-South:*	0
			East-West:	670		*East-West:*	0
			SUM:	1580		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.149			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.149			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	920	1	**540**	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	770	2	385	0	0	**0**
	Through-Right		0			0	
	Right	110	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	1210	3	403	0	0	**0**
	Through-Right		0			0	
	Right	140	1	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	1	200	0	0	**0**
	Left-Through		0			0	
	Through	1350	2	**483**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	680		*North-South:*	0
			East-West:	693		*East-West:*	0
			SUM:	1373		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.999			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.999			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1300	1	**710**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	1320	2	660	0	0	**0**
	Through-Right		0			0	
	Right	80	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1520	3	**507**	0	0	**0**
	Through-Right		0			0	
	Right	270	1	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	**240**	0	0	0
	Left-Through		0			0	
	Through	1540	2	560	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	860		*North-South:*	0
			East-West:	747		*East-West:*	0
			SUM:	1607		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.169			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.169			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	1400	1	**750**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	880	2	440	0	0	**0**
	Through-Right		0			0	
	Right	100	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	1	190	0	0	0
	Left-Through		0			0	
	Through	730	2	**365**	0	0	**0**
	Through-Right		0			0	
	Right	60	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	460	2	230	0	0	0
	Through-Right		0			0	
	Right	70	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	830		*North-South:*	0
			East-West:	435		*East-West:*	0
			SUM:	1265		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.843			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.843			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	920	1	**515**	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	870	2	435	0	0	**0**
	Through-Right		0			0	
	Right	240	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	240	1	**240**	0	0	0
	Left-Through		0			0	
	Through	520	2	260	0	0	**0**
	Through-Right		0			0	
	Right	80	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	520	2	**260**	0	0	0
	Through-Right		0			0	
	Right	70	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	595		*North-South:*	0
			East-West:	500		*East-West:*	0
			SUM:	1095		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.730			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.730			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	1400	1	**785**	0	0	0
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	1460	2	730	0	0	**0**
	Through-Right		0			0	
	Right	180	1	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	810	2	**405**	0	0	**0**
	Through-Right		0			0	
	Right	110	1	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	670	2	335	0	0	0
	Through-Right		0			0	
	Right	90	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	865		*North-South:*	0
			East-West:	565		*East-West:*	0
			SUM:	1430		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.953			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.953			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	780	3	260	0	0	0
	Through-Right		0			0	
	Right	310	1	310	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	390	2	215	0	0	0
	Left-Through		0			0	
	Through	1080	2	**540**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	0	20	0	0	0
	Left-Through		0			0	
	Through	0	0	20	0	0	**0**
	Through-Right		0			0	
	Right	160	1	**160**	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	540		*North-South:*	0
			East-West:	160		*East-West:*	0
			SUM:	700		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.491			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.491			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	690	3	230	0	0	0
	Through-Right		0			0	
	Right	190	1	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	330	2	182	0	0	0
	Left-Through		0			0	
	Through	830	2	**415**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	0	30	0	0	0
	Left-Through		0			0	
	Through	0	0	30	0	0	**0**
	Through-Right		0			0	
	Right	140	1	**140**	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	415		*North-South:*	0
			East-West:	140		*East-West:*	0
			SUM:	555		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.389			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.389			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1280	3	**427**	0	0	0
	Through-Right		0			0	
	Right	250	1	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	710	2	**391**	0	0	0
	Left-Through		0			0	
	Through	1110	2	555	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	0	30	0	0	0
	Left-Through		0			0	
	Through	0	0	30	0	0	**0**
	Through-Right		0			0	
	Right	90	1	**90**	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	818		*North-South:*	0
			East-West:	90		*East-West:*	0
			SUM:	908		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.637			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.637			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	740	2	370	0	0	0
	Through-Right		0			0	
	Right	50	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1190	2	**400**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	20	0	0	0	0	**0**
	Through-Right		0			0	
	Right	40	0	**40**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
WESTBOUND	Left	260	1	260	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**335**	0	0	0
	Through-Right		0			0	
	Right	660	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	410		*North-South:*	0
			East-West:	375		*East-West:*	0
			SUM:	785		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.551			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.551			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	**20**	0	0	**0**
	Left-Through		0			0	
	Through	620	2	310	0	0	0
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	930	2	**313**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	20	0	0	0	0	**0**
	Through-Right		0			0	
	Right	20	0	**20**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
WESTBOUND	Left	230	1	**173**	0	0	**0**
	Left-Through		0			0	
	Through	20	0	173	0	0	0
	Through-Right		0			0	
	Right	270	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	333		*North-South:*	0
			East-West:	193		*East-West:*	0
			SUM:	526		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.369			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.369			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 2	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	**0**
	Left-Through		0			0	
	Through	1190	2	**595**	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1530	2	517	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	20	0	0	0	0	**0**
	Through-Right		0			0	
	Right	30	0	**30**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
WESTBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	20	0	**325**	0	0	0
	Through-Right		0			0	
	Right	630	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	595		*North-South:*	0
			East-West:	355		*East-West:*	0
			SUM:	950		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.667			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.667			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0		
		EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	460	1	**460**	0	0	**0**
	Left-Through		0			0	
	Through	10	2	5	0	0	0
	Through-Right		1			0	
	Right	350	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	430	2	**215**	0	0	**0**
	Through-Right		1			0	
	Right	620	1	171	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	680	3	**227**	0	0	**0**
	Through-Right		0			0	
	Right	350	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	500	1	**500**	0	0	**0**
	Left-Through		0			0	
	Through	810	3	270	0	0	0
	Through-Right		1			0	
	Right	420	0	360	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	675		*North-South:*	0
			East-West:	727		*East-West:*	0
			SUM:	1402		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.020			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.020			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0		
		EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	110	2	55	0	0	0
	Through-Right		1			0	
	Right	410	1	66	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	260	1	260	0	0	0
	Left-Through		0			0	
	Through	320	2	160	0	0	**0**
	Through-Right		1			0	
	Right	840	1	**322**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1310	3	**437**	0	0	**0**
	Through-Right		0			0	
	Right	520	2	156	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	466	3	155	0	0	0
	Through-Right		1			0	
	Right	550	0	420	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	452		*North-South:*	0
			East-West:	597		*East-West:*	0
			SUM:	1049		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.763			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.763			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0		
		EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	250	1	250	0	0	**0**
	Left-Through		0			0	
	Through	60	2	30	0	0	0
	Through-Right		1			0	
	Right	1000	1	**330**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	360	1	**360**	0	0	0
	Left-Through		0			0	
	Through	670	2	293	0	0	**0**
	Through-Right		1			0	
	Right	500	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	1180	3	393	0	0	**0**
	Through-Right		0			0	
	Right	520	2	36	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	220	0	0	**0**
	Left-Through		0			0	
	Through	160	3	53	0	0	0
	Through-Right		1			0	
	Right	740	0	**560**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	690		*North-South:*	0
			East-West:	710		*East-West:*	0
			SUM:	1400		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.018			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.018			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 1	NB-- 0	SB-- 0		
	EB-- 0	WB-- 2	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	3109	4	777	0	0	0
Through-Right		0			0	
Right	30	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	2634	4	659	0	0	0
Through-Right		0			0	
Right	94	1	94	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	330	2	182	0	0	0
Left-Through		0			0	
Through	50	0	445	0	0	0
Through-Right		0			0	
Right	840	1	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	777		North-South:	0
		East-West:	445		East-West:	0
		SUM:	1222		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.815			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.815			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 1	NB-- 0	SB-- 0		
	EB-- 0	WB-- 2	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	2530	4	633	0	0	0
Through-Right		0			0	
Right	30	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	2633	4	658	0	0	0
Through-Right		0			0	
Right	183	1	183	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	510	2	281	0	0	0
Left-Through		0			0	
Through	50	0	280	0	0	0
Through-Right		0			0	
Right	510	1	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	658		North-South:	0
		East-West:	281		East-West:	0
		SUM:	939		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.626			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.626			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 1	NB-- 0	SB-- 0		
	EB-- 0	WB-- 2	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	3090	4	773	0	0	0
Through-Right		0			0	
Right	10	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	3570	4	893	0	0	0
Through-Right		0			0	
Right	180	1	180	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	610	2	336	0	0	0
Left-Through		0			0	
Through	20	0	335	0	0	0
Through-Right		0			0	
Right	650	1	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	893		North-South:	0
		East-West:	336		East-West:	0
		SUM:	1229		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.819			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.819			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	NB-- 0	SB-- 0		
	EB-- 0	WB-- 2	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	2030	2	1015	0	0	0
Through-Right		0			0	
Right	540	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	0	20	0	0	0
Left-Through		1			0	
Through	460	1	290	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	440	2	242	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	10	1	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	1035		North-South:	0
		East-West:	242		East-West:	0
		SUM:	1277		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.851			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.851			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	820	2	**410**	0	0	0
	Through-Right		0			0	
	Right	260	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	0	**40**	0	0	0
	Left-Through		1			0	
	Through	450	1	345	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	480	2	**264**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	10	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		450	North-South:		0
		East-West:		264	East-West:		0
		SUM:		714	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.476			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.476			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	910	2	455	0	0	0
	Through-Right		0			0	
	Right	380	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	0	60	0	0	0
	Left-Through		1			0	
	Through	1250	1	**805**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	840	2	**462**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	10	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		805	North-South:		0
		East-West:		462	East-West:		0
		SUM:		1267	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.845			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.845			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	**30**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	30	0	0	0
	Through-Right		0			0	
	Right	1150	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	1260	1	**635**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	460	1	**460**	0	0	**0**
	Left-Through		0			0	
	Through	410	1	210	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		50	North-South:		0
		East-West:		1095	East-West:		0
		SUM:		1145	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.804			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.804			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	**30**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	30	0	0	0
	Through-Right		0			0	
	Right	550	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	520	1	**275**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	510	1	**510**	0	0	**0**
	Left-Through		0			0	
	Through	390	1	200	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		50	North-South:		0
		East-West:		785	East-West:		0
		SUM:		835	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.586			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.586			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	50	0	**50**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	50	0	0	0
	Through-Right		0			0	
	Right	610	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	620	1	**325**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	930	1	**930**	0	0	**0**
	Left-Through		0			0	
	Through	1040	1	525	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	70		*North-South:*	0
			East-West:	1255		*East-West:*	0
			SUM:	1325		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.930			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.930			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	30	1	30	0	0	0
	Through-Right		0			0	
	Right	140	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	30	0	30	0	0	**0**
	Through-Right		0			0	
	Right	20	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	480	2	237	0	0	**0**
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	270	2	149	0	0	**0**
	Left-Through		0			0	
	Through	1220	2	**433**	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	130		*North-South:*	0
			East-West:	493		*East-West:*	0
			SUM:	623		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.453			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.453			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	20	1	20	0	0	0
	Through-Right		0			0	
	Right	180	2	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	**45**	0	0	0
	Left-Through		0			0	
	Through	30	0	45	0	0	**0**
	Through-Right		0			0	
	Right	40	1	10	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	550	2	**217**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	2	**50**	0	0	**0**
	Left-Through		0			0	
	Through	540	2	193	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	115		*North-South:*	0
			East-West:	267		*East-West:*	0
			SUM:	382		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.278			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.278			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	30	1	30	0	0	0
	Through-Right		0			0	
	Right	390	2	**176**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**50**	0	0	0
	Left-Through		0			0	
	Through	30	0	50	0	0	**0**
	Through-Right		0			0	
	Right	40	1	15	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	1020	2	**373**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	2	**39**	0	0	**0**
	Left-Through		0			0	
	Through	600	2	217	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	226		*North-South:*	0
			East-West:	412		*East-West:*	0
			SUM:	638		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.464			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.464			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 1	WB--	0	EB-- 0	WB--	0	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	590	2	**325**	0	0	**0**	620	2	**341**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1950	2	670	0	0	0	1990	2	683	0	0	0
	Through-Right		1			0			1			0	
	Right	60	0	60	0	0	0	60	0	60	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	60	1	60	0	0	0	70	1	70	0	0	0
	Left-Through		0			0			0			0	
	Through	1510	2	**530**	0	0	**0**	1430	2	**520**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	80	0	80	0	0	0	130	0	130	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	80	1	**80**	0	0	0	110	1	**110**	0	0	0
	Left-Through		0			0			0			0	
	Through	20	1	20	0	0	**0**	20	1	20	0	0	**0**
	Through-Right		0			0			0			0	
	Right	690	1	0	0	0	0	540	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	50	0	50	0	0	**0**	60	0	60	0	0	**0**
	Left-Through		1			0			1			0	
	Through	20	0	**70**	0	0	0	20	0	**50**	0	0	0
	Through-Right		1			0			1			0	
	Right	50	0	0	0	0	0	30	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	855		*North-South:*	0		*North-South:*	861		*North-South:*	0
			East-West:	150		*East-West:*	0		*East-West:*	160		*East-West:*	0
			SUM:	1005		*SUM:*	0		*SUM:*	1021		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.705			0.000			0.716			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.705			0.000			0.716			0.000
LEVEL OF SERVICE (LOS):				C			A			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 1	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	920	2	**506**	0	0	**0**						
	Left-Through		0			0							
	Through	2180	2	750	0	0	0						
	Through-Right		1			0							
	Right	70	0	70	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	60	1	60	0	0	0						
	Left-Through		0			0							
	Through	1940	2	**703**	0	0	**0**						
	Through-Right		1			0							
	Right	170	0	170	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	120	1	**120**	0	0	0						
	Left-Through		0			0							
	Through	40	1	40	0	0	**0**						
	Through-Right		0			0							
	Right	920	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	60	0	60	0	0	**0**						
	Left-Through		1			0							
	Through	30	0	**60**	0	0	0						
	Through-Right		1			0							
	Right	30	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	1209		*North-South:*	0						
			East-West:	180		*East-West:*	0						
			SUM:	1389		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.975			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.975			0.000						
LEVEL OF SERVICE (LOS):				E			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	10	1	10	0	0	**0**						
	Left-Through		0			0							
	Through	1310	1	**740**	0	0	0						
	Through-Right		1			0							
	Right	170	0	170	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	80	1	**80**	0	0	0						
	Left-Through		0			0							
	Through	380	1	195	0	0	**0**						
	Through-Right		1			0							
	Right	10	0	10	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	10	0	10	0	0	0						
	Left-Through		0			0							
	Through	10	0	**30**	0	0	**0**						
	Through-Right		0			0							
	Right	10	0	0	0	0	0						
	Left-Through-Right		1			0							
	Left-Right		0			0							
WESTBOUND	Left	80	1	45	0	0	**0**						
	Left-Through		1			0							
	Through	10	0	45	0	0	0						
	Through-Right		0			0							
	Right	170	1	**130**	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	820		*North-South:*	0						
			East-West:	160		*East-West:*	0						
			SUM:	980		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.688			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.688			0.000						
LEVEL OF SERVICE (LOS):				B			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	570	1	**355**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	440	1	230	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	10	0	**30**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**75**	0	0	**0**
	Left-Through		1			0	
	Through	20	0	75	0	0	0
	Through-Right		0			0	
	Right	100	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		435	North-South:		0
		East-West:		105	East-West:		0
		SUM:		540	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.379			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.379			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	710	1	**435**	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	1070	1	540	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	10	0	**30**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	**95**	0	0	**0**
	Left-Through		1			0	
	Through	10	0	95	0	0	0
	Through-Right		0			0	
	Right	110	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		605	North-South:		0
		East-West:		125	East-West:		0
		SUM:		730	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.512			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.512			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1800	4	**450**	0	0	0
	Through-Right		0			0	
	Right	890	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	2	**88**	0	0	0
	Left-Through		0			0	
	Through	960	3	320	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	570	3	**200**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	240	1	152	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		538	North-South:		0
		East-West:		200	East-West:		0
		SUM:		738	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.518			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.518			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1120	4	**280**	0	0	0
	Through-Right		0			0	
	Right	660	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	350	2	**193**	0	0	0
	Left-Through		0			0	
	Through	1060	3	353	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	700	3	**245**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	260	1	67	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		473	North-South:		0
		East-West:		245	East-West:		0
		SUM:		718	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.504			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.504			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	3	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0	
Override Capacity			0			0	

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1670	4	418	0	0	0
	Through-Right		0			0	
	Right	520	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	580	2	319	0	0	0
	Left-Through		0			0	
	Through	2260	3	**753**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	720	3	**252**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	190	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	753		*North-South:*	0
			East-West:	252		*East-West:*	0
			SUM:	1005		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.705			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.705			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 3	WB--	3	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0	
Override Capacity			0			0	

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	440	2	**242**	0	0	**0**
	Left-Through		0			0	
	Through	230	1	140	0	0	0
	Through-Right		1			0	
	Right	190	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	2	94	0	0	0
	Left-Through		0			0	
	Through	260	1	**183**	0	0	**0**
	Through-Right		1			0	
	Right	290	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	350	2	**193**	0	0	0
	Left-Through		0			0	
	Through	480	3	160	0	0	**0**
	Through-Right		0			0	
	Right	480	2	22	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	2	50	0	0	**0**
	Left-Through		0			0	
	Through	1320	3	**440**	0	0	0
	Through-Right		0			0	
	Right	560	2	214	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	425		*North-South:*	0
			East-West:	633		*East-West:*	0
			SUM:	1058		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.769			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.769			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 3	WB--	3	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0	
Override Capacity			0			0	

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	390	2	**215**	0	0	**0**
	Left-Through		0			0	
	Through	200	1	127	0	0	0
	Through-Right		1			0	
	Right	180	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	210	2	116	0	0	0
	Left-Through		0			0	
	Through	210	1	**143**	0	0	**0**
	Through-Right		1			0	
	Right	220	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	2	**88**	0	0	0
	Left-Through		0			0	
	Through	680	3	227	0	0	**0**
	Through-Right		0			0	
	Right	540	2	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	2	28	0	0	**0**
	Left-Through		0			0	
	Through	920	3	**307**	0	0	0
	Through-Right		0			0	
	Right	270	2	33	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	358		*North-South:*	0
			East-West:	395		*East-West:*	0
			SUM:	753		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.548			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.548			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 3	WB--	3	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0	
Override Capacity			0			0	

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	370	2	204	0	0	**0**
	Left-Through		0			0	
	Through	190	1	190	0	0	0
	Through-Right		1			0	
	Right	530	1	**278**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	700	2	**385**	0	0	0
	Left-Through		0			0	
	Through	500	1	283	0	0	**0**
	Through-Right		1			0	
	Right	350	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	2	116	0	0	0
	Left-Through		0			0	
	Through	1370	3	**457**	0	0	**0**
	Through-Right		0			0	
	Right	720	2	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	2	**28**	0	0	**0**
	Left-Through		0			0	
	Through	920	3	307	0	0	0
	Through-Right		0			0	
	Right	380	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	663		*North-South:*	0
			East-West:	485		*East-West:*	0
			SUM:	1148		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.835			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.835			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	280	1	140	0	0	**0**	290	1	145	0	0	**0**
	Left-Through		1			0			1			0	
	Through	0	0	140	0	0	0	0	0	145	0	0	0
	Through-Right		0			0			0			0	
	Right	580	1	**489**	0	0	0	280	1	**159**	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	10	0	10	0	0	0	10	0	10	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	**20**	0	0	**0**	0	0	**20**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	10	0	0	0	0	0	10	0	0	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	1000	2	**500**	0	0	**0**	950	2	**475**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	140	1	70	0	0	0	80	1	8	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	330	2	**182**	0	0	**0**	440	2	**242**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1090	1	550	0	0	0	1030	1	520	0	0	0
	Through-Right		1			0			1			0	
	Right	10	0	10	0	0	0	10	0	10	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	509		*North-South:*	0		*North-South:*	179		*North-South:*	0
			East-West:	682		*East-West:*	0		*East-West:*	717		*East-West:*	0
			SUM:	1191		*SUM:*	0		*SUM:*	896		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.866			0.000			0.652			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.866			0.000			0.652			0.000
LEVEL OF SERVICE (LOS):				D			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	420	1	**210**	0	0	**0**						
	Left-Through		1			0							
	Through	0	0	210	0	0	0						
	Through-Right		0			0							
	Right	330	1	179	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	10	0	10	0	0	0						
	Left-Through		0			0							
	Through	0	0	**20**	0	0	**0**						
	Through-Right		0			0							
	Right	10	0	0	0	0	0						
	Left-Through-Right		1			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	1040	2	**520**	0	0	**0**						
	Through-Right		0			0							
	Right	340	1	235	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	550	2	**303**	0	0	**0**						
	Left-Through		0			0							
	Through	760	1	385	0	0	0						
	Through-Right		1			0							
	Right	10	0	10	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	230		*North-South:*	0						
			East-West:	823		*East-West:*	0						
			SUM:	1053		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.766			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.766			0.000						
LEVEL OF SERVICE (LOS):				C			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0						
		EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	10	0	10	0	0	**0**						
	Left-Through		0			0							
	Through	10	0	**30**	0	0	0						
	Through-Right		0			0							
	Right	10	0	0	0	0	0						
	Left-Through-Right		1			0							
	Left-Right		0			0							
SOUTHBOUND	Left	710	1	**360**	0	0	0						
	Left-Through		1			0							
	Through	10	0	360	0	0	**0**						
	Through-Right		0			0							
	Right	80	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	310	2	**171**	0	0	0						
	Left-Through		0			0							
	Through	420	1	215	0	0	**0**						
	Through-Right		1			0							
	Right	10	0	10	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	10	1	10	0	0	**0**						
	Left-Through		0			0							
	Through	310	2	155	0	0	0						
	Through-Right		0			0							
	Right	1060	2	**223**	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	390		*North-South:*	0						
			East-West:	394		*East-West:*	0						
			SUM:	784		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.570			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.570			0.000						
LEVEL OF SERVICE (LOS):				A			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	NB-- 0	SB-- 0		
		EB-- 0	WB-- 3	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	760	1	**385**	0	0	0
	Left-Through		1			0	
	Through	10	0	385	0	0	**0**
	Through-Right		0			0	
	Right	130	1	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	2	**88**	0	0	0
	Left-Through		0			0	
	Through	260	1	135	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	410	2	**205**	0	0	0
	Through-Right		0			0	
	Right	910	2	116	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	415		North-South:	0
			East-West:	293		East-West:	0
			SUM:	708		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.515			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.515			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	NB-- 0	SB-- 0		
		EB-- 0	WB-- 3	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	970	1	**490**	0	0	0
	Left-Through		1			0	
	Through	10	0	490	0	0	**0**
	Through-Right		0			0	
	Right	260	1	161	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	2	**99**	0	0	0
	Left-Through		0			0	
	Through	400	1	205	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	380	2	**190**	0	0	0
	Through-Right		0			0	
	Right	800	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	520		North-South:	0
			East-West:	289		East-West:	0
			SUM:	809		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.588			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.588			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 3	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	1590	3	530	0	0	0
	Through-Right		0			0	
	Right	740	2	225	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	340	2	187	0	0	0
	Left-Through		0			0	
	Through	2580	3	**650**	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	320	2	176	0	0	0
	Left-Through		0			0	
	Through	450	3	**150**	0	0	**0**
	Through-Right		0			0	
	Right	180	1	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	330	2	**182**	0	0	**0**
	Left-Through		0			0	
	Through	220	3	73	0	0	0
	Through-Right		0			0	
	Right	420	2	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	760		North-South:	0
			East-West:	332		East-West:	0
			SUM:	1092		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.794			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.794			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 3	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	1370	3	457	0	0	0
	Through-Right		0			0	
	Right	930	2	413	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	2	132	0	0	0
	Left-Through		0			0	
	Through	2210	3	**560**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	280	2	**154**	0	0	0
	Left-Through		0			0	
	Through	350	3	117	0	0	**0**
	Through-Right		0			0	
	Right	200	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	2	99	0	0	**0**
	Left-Through		0			0	
	Through	270	3	**90**	0	0	0
	Through-Right		0			0	
	Right	390	2	83	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	720		North-South:	0
			East-West:	244		East-West:	0
			SUM:	964		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.701			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.701			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	2120	3	**707**	0	0	0
	Through-Right		0			0	
	Right	1250	2	545	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	410	2	**226**	0	0	0
	Left-Through		0			0	
	Through	2600	3	658	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	310	2	171	0	0	0
	Left-Through		0			0	
	Through	650	3	**217**	0	0	**0**
	Through-Right		0			0	
	Right	160	1	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	260	2	**143**	0	0	**0**
	Left-Through		0			0	
	Through	300	3	100	0	0	0
	Through-Right		0			0	
	Right	530	2	66	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	933		*North-South:*	0
			East-West:	360		*East-West:*	0
			SUM:	1293		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.940			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.940			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	1030	2	515	0	0	0
	Through-Right		0			0	
	Right	660	1	**555**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	300	1	155	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	**10**	0	0	0
	Left-Through		0			0	
	Through	10	1	10	0	0	**0**
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	**105**	0	0	**0**
	Left-Through		1			0	
	Through	20	0	105	0	0	0
	Through-Right		0			0	
	Right	110	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	635		*North-South:*	0
			East-West:	115		*East-West:*	0
			SUM:	750		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.545			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.545			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	330	2	**165**	0	0	0
	Through-Right		0			0	
	Right	330	1	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	250	1	130	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	20	1	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	300	1	**170**	0	0	**0**
	Left-Through		1			0	
	Through	40	0	170	0	0	0
	Through-Right		0			0	
	Right	120	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	265		*North-South:*	0
			East-West:	190		*East-West:*	0
			SUM:	455		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.331			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.331			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	470	2	235	0	0	0
	Through-Right		0			0	
	Right	290	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	810	1	**410**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	40	1	**40**	0	0	**0**
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	440	1	**240**	0	0	**0**
	Left-Through		1			0	
	Through	40	0	240	0	0	0
	Through-Right		0			0	
	Right	150	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	420		*North-South:*	0
			East-West:	280		*East-West:*	0
			SUM:	700		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.509			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.509			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	**40**	0	0	**0**	90	1	**90**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	60	2	0	0	0	0	80	2	28	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	460	1	**418**	0	0	0	200	1	**135**	0	0	0
	Left-Through		1			0			1			0	
	Through	1210	0	418	0	0	**0**	340	0	135	0	0	**0**
	Through-Right		1			0			1			0	
	Right	580	1	418	0	0	0	200	1	135	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	520	2	**220**	0	0	**0**	520	2	**207**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	140	0	140	0	0	0	100	0	100	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	410	2	**226**	0	0	**0**	60	2	**33**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	870	2	290	0	0	0	610	2	203	0	0	0
	Through-Right		1			0			1			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	458		North-South:	0		North-South:	225		North-South:	0
			East-West:	446		East-West:	0		East-West:	240		East-West:	0
			SUM:	904		SUM:	0		SUM:	465		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.657			0.000			0.338			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.657			0.000			0.338			0.000
LEVEL OF SERVICE (LOS):				B			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	100	1	**100**	0	0	**0**						
	Left-Through		0			0							
	Through	0	0	0	0	0	0						
	Through-Right		0			0							
	Right	210	2	72	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	250	1	138	0	0	0						
	Left-Through		1			0							
	Through	210	0	**245**	0	0	**0**						
	Through-Right		1			0							
	Right	280	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	810	2	**290**	0	0	**0**						
	Through-Right		1			0							
	Right	60	0	60	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	160	2	**88**	0	0	**0**						
	Left-Through		0			0							
	Through	840	2	280	0	0	0						
	Through-Right		1			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	345		North-South:	0						
			East-West:	378		East-West:	0						
			SUM:	723		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.526			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.526			0.000						
LEVEL OF SERVICE (LOS):				A			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0						
		EB-- 3	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	270	1	270	0	0	**0**						
	Left-Through		1			0							
	Through	610	0	**610**	0	0	0						
	Through-Right		1			0							
	Right	500	1	187	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	600	2	**330**	0	0	0						
	Left-Through		0			0							
	Through	730	2	365	0	0	**0**						
	Through-Right		0			0							
	Right	120	1	10	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	400	2	**220**	0	0	0						
	Left-Through		0			0							
	Through	100	3	33	0	0	**0**						
	Through-Right		0			0							
	Right	10	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	160	2	88	0	0	**0**						
	Left-Through		0			0							
	Through	700	1	**365**	0	0	0						
	Through-Right		1			0							
	Right	30	0	30	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	940		North-South:	0						
			East-West:	585		East-West:	0						
			SUM:	1525		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				1.070			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.070			0.000						
LEVEL OF SERVICE (LOS):				F			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	10	1	10	0	0	**0**
Left-Through		1			0	
Through	810	0	**405**	0	0	0
Through-Right		1			0	
Right	190	1	3	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	830	2	**457**	0	0	0
Left-Through		0			0	
Through	750	2	375	0	0	**0**
Through-Right		0			0	
Right	210	1	147	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	230	2	**127**	0	0	0
Left-Through		0			0	
Through	220	3	73	0	0	**0**
Through-Right		0			0	
Right	40	1	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	340	2	187	0	0	**0**
Left-Through		0			0	
Through	250	1	**135**	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	862		*North-South:*	0
		East-West:	262		*East-West:*	0
		SUM:	1124		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.789			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.789			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	50	1	50	0	0	**0**
Left-Through		1			0	
Through	730	0	**365**	0	0	0
Through-Right		1			0	
Right	250	1	46	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	1000	2	**550**	0	0	0
Left-Through		0			0	
Through	580	2	290	0	0	**0**
Through-Right		0			0	
Right	290	1	235	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	200	2	110	0	0	0
Left-Through		0			0	
Through	850	3	**283**	0	0	**0**
Through-Right		0			0	
Right	150	1	100	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	370	2	**204**	0	0	**0**
Left-Through		0			0	
Through	110	1	65	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	915		*North-South:*	0
		East-West:	487		*East-West:*	0
		SUM:	1402		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.984			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.984			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	20	1	20	0	0	**0**
Left-Through		0			0	
Through	1890	4	**473**	0	0	0
Through-Right		0			0	
Right	420	1	211	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	480	2	**264**	0	0	0
Left-Through		0			0	
Through	1450	4	363	0	0	**0**
Through-Right		0			0	
Right	320	1	140	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	180	1	180	0	0	0
Left-Through		0			0	
Through	370	2	**137**	0	0	**0**
Through-Right		1			0	
Right	40	0	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	380	2	**209**	0	0	**0**
Left-Through		0			0	
Through	140	2	70	0	0	0
Through-Right		0			0	
Right	550	2	39	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	737		*North-South:*	0
		East-West:	346		*East-West:*	0
		SUM:	1083		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.788			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.788			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	30	1	30	0	0	**0**
Left-Through		0			0	
Through	1580	4	**395**	0	0	0
Through-Right		0			0	
Right	220	1	27	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	530	2	**292**	0	0	0
Left-Through		0			0	
Through	1210	4	303	0	0	**0**
Through-Right		0			0	
Right	290	1	180	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	110	1	110	0	0	0
Left-Through		0			0	
Through	130	2	**63**	0	0	**0**
Through-Right		1			0	
Right	60	0	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	350	2	**193**	0	0	**0**
Left-Through		0			0	
Through	160	2	80	0	0	0
Through-Right		0			0	
Right	750	2	121	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	687		*North-South:*	0
		East-West:	256		*East-West:*	0
		SUM:	943		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.686			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.686			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0		
		EB-- 0	WB-- 3	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	2000	4	**500**	0	0	0
	Through-Right		0			0	
	Right	450	1	186	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	550	2	**303**	0	0	0
	Left-Through		0			0	
	Through	1880	4	470	0	0	**0**
	Through-Right		0			0	
	Right	490	1	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	210	0	0	0
	Left-Through		0			0	
	Through	210	2	**97**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	480	2	**264**	0	0	**0**
	Left-Through		0			0	
	Through	240	2	120	0	0	0
	Through-Right		0			0	
	Right	630	2	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	803		*North-South:*	0
			East-West:	361		*East-West:*	0
			SUM:	1164		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.847			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.847			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**330**	0	0	0
	Through-Right		0			0	
	Right	330	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	310	2	**171**	0	0	0
	Left-Through		0			0	
	Through	830	2	415	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1120	2	**373**	0	0	0
	Through-Right		1			0	
	Right	180	1	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	330		*North-South:*	0
			East-West:	544		*East-West:*	0
			SUM:	874		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.613			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.613			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**180**	0	0	0
	Through-Right		0			0	
	Right	180	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	310	2	**171**	0	0	0
	Left-Through		0			0	
	Through	1110	2	555	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1180	2	**393**	0	0	0
	Through-Right		1			0	
	Right	380	1	380	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	180		*North-South:*	0
			East-West:	564		*East-West:*	0
			SUM:	744		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.522			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.522			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	290	1	290	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**630**	0	0	0
	Through-Right		0			0	
	Right	630	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	260	2	**143**	0	0	0
	Left-Through		0			0	
	Through	1110	2	555	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1470	2	**490**	0	0	0
	Through-Right		1			0	
	Right	180	1	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	630		*North-South:*	0
			East-West:	633		*East-West:*	0
			SUM:	1263		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.886			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.886			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	0	0	**165**	0	0	**0**
	Through-Right		0			0	
	Right	330	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	950	4	**238**	0	0	**0**
	Through-Right		0			0	
	Right	210	1	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	360	2	**198**	0	0	**0**
	Left-Through		0			0	
	Through	810	2	405	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	165		*North-South:*	0
			East-West:	436		*East-West:*	0
			SUM:	601		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.422			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.422			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	390	1	203	0	0	0
	Left-Through		0			0	
	Through	0	0	**203**	0	0	**0**
	Through-Right		0			0	
	Right	220	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	910	4	**228**	0	0	**0**
	Through-Right		0			0	
	Right	170	1	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	370	2	**204**	0	0	**0**
	Left-Through		0			0	
	Through	830	2	415	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	203		*North-South:*	0
			East-West:	432		*East-West:*	0
			SUM:	635		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.446			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.446			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	117	0	0	0
	Left-Through		0			0	
	Through	0	0	**117**	0	0	**0**
	Through-Right		0			0	
	Right	200	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1250	4	**313**	0	0	**0**
	Through-Right		0			0	
	Right	300	1	300	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	620	2	**341**	0	0	**0**
	Left-Through		0			0	
	Through	1140	2	570	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	117		*North-South:*	0
			East-West:	654		*East-West:*	0
			SUM:	771		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.541			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.541			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2700	2	**973**	0	0	0
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2480	3	827	0	0	**0**
	Through-Right		0			0	
	Right	960	1	680	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	800	3	280	0	0	0
	Left-Through		0			0	
	Through	300	0	**310**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	973		*North-South:*	0
			East-West:	310		*East-West:*	0
			SUM:	1283		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.855			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.855			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1780	2	**687**	0	0	0
	Through-Right		1			0	
	Right	280	0	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1660	3	553	0	0	**0**
	Through-Right		0			0	
	Right	820	1	547	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	780	3	273	0	0	0
	Left-Through		0			0	
	Through	390	0	**410**	0	0	**0**
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	687		North-South:	0
			East-West:	410		East-West:	0
			SUM:	1097		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.731			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.731			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2350	2	**907**	0	0	0
	Through-Right		1			0	
	Right	370	0	370	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2420	3	807	0	0	**0**
	Through-Right		0			0	
	Right	1000	1	618	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1090	3	382	0	0	0
	Left-Through		0			0	
	Through	740	0	**790**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	907		North-South:	0
			East-West:	790		East-West:	0
			SUM:	1697		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.131			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.131			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	710	2	**355**	0	0	0
	Through-Right		0			0	
	Right	60	1	24	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	510	3	170	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	2	**6**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	2	72	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	240	1	**205**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	425		North-South:	0
			East-West:	211		East-West:	0
			SUM:	636		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.424			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.424			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	540	2	**270**	0	0	0
	Through-Right		0			0	
	Right	80	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	460	3	153	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	2	6	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	2	**61**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	70	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	380		North-South:	0
			East-West:	61		East-West:	0
			SUM:	441		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.294			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.294			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: LENNOX BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: Analyst: Date:

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	510	2	255	0	0	0
	Through-Right		0			0	
	Right	300	1	**284**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	1	**270**	0	0	0
	Left-Through		0			0	
	Through	910	3	303	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	2	**6**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	2	33	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	220	1	**85**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	554		North-South:	0
			East-West:	91		East-West:	0
			SUM:	645		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.430			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.430			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: Analyst: Date:

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	420	1	**420**	0	0	**0**
	Left-Through		0			0	
	Through	760	3	253	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	550	2	**237**	0	0	**0**
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	2	**88**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	80	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	657		North-South:	0
			East-West:	88		East-West:	0
			SUM:	745		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.497			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.497			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: Analyst: Date:

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	270	1	**270**	0	0	**0**
	Left-Through		0			0	
	Through	490	3	163	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	620	2	**250**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	2	**88**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	180	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	520		North-South:	0
			East-West:	88		East-West:	0
			SUM:	608		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.405			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.405			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: Analyst: Date:

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	570	3	190	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	860	2	**327**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	520	2	**286**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	280	2	74	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	487		North-South:	0
			East-West:	286		East-West:	0
			SUM:	773		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.515			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.515			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

AM

No. of Phases				2				0			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB--	0	NB--	0	SB--	0			
	EB--	0	WB--	0	EB--	0	WB--	0			
ATSAC-1 or ATSAC+ATCS-2?				0				0			
Override Capacity				0				0			

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	760	3	**253**	0	0	0
	Through-Right		0			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	200	1	**200**	0	0	0
	Left-Through		0			0	
	Through	510	3	170	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	810	1	**440**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	70	0	440	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
CRITICAL VOLUMES			*North-South:*	453		*North-South:*	0
			East-West:	440		*East-West:*	0
			SUM:	893		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.595			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.595			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

MD

No. of Phases				2				0			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB--	0	NB--	0	SB--	0			
	EB--	0	WB--	0	EB--	0	WB--	0			
ATSAC-1 or ATSAC+ATCS-2?				0				0			
Override Capacity				0				0			

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	620	3	**207**	0	0	0
	Through-Right		0			0	
	Right	130	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	300	1	**300**	0	0	0
	Left-Through		0			0	
	Through	540	3	180	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	790	1	**440**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	90	0	440	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
CRITICAL VOLUMES			*North-South:*	507		*North-South:*	0
			East-West:	440		*East-West:*	0
			SUM:	947		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.631			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.631			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

PM

No. of Phases				2				0			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB--	0	NB--	0	SB--	0			
	EB--	0	WB--	0	EB--	0	WB--	0			
ATSAC-1 or ATSAC+ATCS-2?				0				0			
Override Capacity				0				0			

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	890	3	**297**	0	0	0
	Through-Right		0			0	
	Right	110	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	830	3	277	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	610	1	**390**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	170	0	390	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
CRITICAL VOLUMES			*North-South:*	507		*North-South:*	0
			East-West:	390		*East-West:*	0
			SUM:	897		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.598			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.598			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

AM

No. of Phases				2				0			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	2	SB--	0	NB--	0	SB--	0			
	EB--	0	WB--	0	EB--	0	WB--	0			
ATSAC-1 or ATSAC+ATCS-2?				0				0			
Override Capacity				0				0			

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	540	2	**193**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	430	2	**237**	0	0	0
	Left-Through		0			0	
	Through	720	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	290	2	**42**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	430		*North-South:*	0
			East-West:	42		*East-West:*	0
			SUM:	472		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.315			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.315			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 97

PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	540	2	**193**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	520	2	**286**	0	0	0
	Left-Through		0			0	
	Through	450	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	190	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	479		*North-South:*	0
			East-West:	0		*East-West:*	0
			SUM:	479		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.319			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.319			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 97

PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	840	2	**293**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	500	2	**275**	0	0	0
	Left-Through		0			0	
	Through	1110	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	490	2	**133**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	568		*North-South:*	0
			East-West:	133		*East-West:*	0
			SUM:	701		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.467			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.467			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 98

PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	890	2	**445**	0	0	0
	Through-Right		0			0	
	Right	110	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	410	2	137	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	240	1	**165**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	595		*North-South:*	0
			East-West:	165		*East-West:*	0
			SUM:	760		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.553			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.553			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 98

PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	520	2	**260**	0	0	0
	Through-Right		0			0	
	Right	80	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	540	2	180	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	100	2	55	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	180	1	**105**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	410		*North-South:*	0
			East-West:	105		*East-West:*	0
			SUM:	515		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.375			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.375			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	600	2	**300**	0	0	0
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	970	2	323	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	130	2	**72**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	110	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	410		*North-South:*	0
			East-West:	72		*East-West:*	0
			SUM:	482		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.351			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.351			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	190	2	**105**	0	0	**0**
	Left-Through		0			0	
	Through	1850	2	623	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	1270	2	**633**	0	0	**0**
	Through-Right		1			0	
	Right	630	0	630	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**95**	0	0	0
	Left-Through		1			0	
	Through	10	0	95	0	0	**0**
	Through-Right		0			0	
	Right	120	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	738		*North-South:*	0
			East-West:	125		*East-West:*	0
			SUM:	863		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.628			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.628			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	70	2	39	0	0	**0**
	Left-Through		0			0	
	Through	1470	2	**493**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	**40**	0	0	0
	Left-Through		0			0	
	Through	900	2	423	0	0	**0**
	Through-Right		1			0	
	Right	370	0	370	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	**80**	0	0	0
	Left-Through		1			0	
	Through	10	0	80	0	0	**0**
	Through-Right		0			0	
	Right	100	1	61	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	533		*North-South:*	0
			East-West:	110		*East-West:*	0
			SUM:	643		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.468			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.468			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	90	2	**50**	0	0	**0**
	Left-Through		0			0	
	Through	1860	2	627	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	1660	2	**680**	0	0	**0**
	Through-Right		1			0	
	Right	380	0	380	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	600	1	**305**	0	0	0
	Left-Through		1			0	
	Through	10	0	305	0	0	**0**
	Through-Right		0			0	
	Right	340	1	290	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	730		*North-South:*	0
			East-West:	335		*East-West:*	0
			SUM:	1065		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.775			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.775			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	**60**	0	0	**0**	120	1	**120**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	270	2	135	0	0	0	400	2	200	0	0	0
	Through-Right		0			0			0			0	
	Right	70	1	0	0	0	0	240	1	145	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	30	1	30	0	0	0	50	1	50	0	0	0
	Left-Through		0			0			0			0	
	Through	660	2	**330**	0	0	**0**	430	2	**215**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	320	1	240	0	0	0	260	1	140	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	160	1	**160**	0	0	0	240	1	**240**	0	0	0
	Left-Through		0			0			0			0	
	Through	490	2	245	0	0	**0**	680	2	340	0	0	**0**
	Through-Right		0			0			0			0	
	Right	30	1	0	0	0	0	120	1	60	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	250	1	250	0	0	**0**	190	1	190	0	0	**0**
	Left-Through		0			0			0			0	
	Through	900	2	**450**	0	0	0	710	2	**355**	0	0	0
	Through-Right		0			0			0			0	
	Right	20	1	5	0	0	0	20	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	390		North-South:	0		North-South:	335		North-South:	0
			East-West:	610		East-West:	0		East-West:	595		East-West:	0
			SUM:	1000		SUM:	0		SUM:	930		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.702			0.000			0.653			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.702			0.000			0.653			0.000
LEVEL OF SERVICE (LOS):				C			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	40	1	40	0	0	**0**						
	Left-Through		0			0							
	Through	730	2	**365**	0	0	0						
	Through-Right		0			0							
	Right	360	1	285	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	30	1	**30**	0	0	0						
	Left-Through		0			0							
	Through	400	2	200	0	0	**0**						
	Through-Right		0			0							
	Right	260	1	55	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	410	1	**410**	0	0	0						
	Left-Through		0			0							
	Through	890	2	445	0	0	**0**						
	Through-Right		0			0							
	Right	70	1	50	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	150	1	150	0	0	**0**						
	Left-Through		0			0							
	Through	710	2	**355**	0	0	0						
	Through-Right		0			0							
	Right	20	1	5	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	395		North-South:	0						
			East-West:	765		East-West:	0						
			SUM:	1160		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.814			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.814			0.000						
LEVEL OF SERVICE (LOS):				D			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0						
		EB-- 3	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	60	1	60	0	0	**0**						
	Left-Through		0			0							
	Through	1480	3	**493**	0	0	0						
	Through-Right		0			0							
	Right	120	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	160	1	**160**	0	0	0						
	Left-Through		0			0							
	Through	1140	3	380	0	0	**0**						
	Through-Right		0			0							
	Right	220	1	100	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	120	1	**120**	0	0	0						
	Left-Through		0			0							
	Through	190	2	95	0	0	**0**						
	Through-Right		0			0							
	Right	120	1	60	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	240	2	132	0	0	**0**						
	Left-Through		0			0							
	Through	610	1	**320**	0	0	0						
	Through-Right		1			0							
	Right	30	0	30	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	653		North-South:	0						
			East-West:	440		East-West:	0						
			SUM:	1093		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.795			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.795			0.000						
LEVEL OF SERVICE (LOS):				C			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD						PM					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB-- 0		NB-- 3	SB-- 3		NB-- 0	SB-- 0	
		EB-- 3	WB-- 0		EB-- 0	WB-- 0		EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**	120	1	**120**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1060	3	**353**	0	0	0	1590	3	530	0	0	0
	Through-Right		0			0			0			0	
	Right	250	1	19	0	0	0	130	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	260	1	**260**	0	0	0	100	1	100	0	0	0
	Left-Through		0			0			0			0	
	Through	1000	3	333	0	0	**0**	1630	3	**543**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	150	1	20	0	0	0	210	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	130	1	130	0	0	0	230	1	230	0	0	0
	Left-Through		0			0			0			0	
	Through	450	2	**225**	0	0	**0**	860	2	**430**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	90	1	0	0	0	0	70	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	420	2	**231**	0	0	**0**	240	2	**132**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	400	1	310	0	0	0	420	1	290	0	0	0
	Through-Right		1			0			1			0	
	Right	220	0	220	0	0	0	160	0	160	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	613		North-South:	0		North-South:	663		North-South:	0
			East-West:	456		East-West:	0		East-West:	562		East-West:	0
			SUM:	1069		SUM:	0		SUM:	1225		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.777			0.000			0.891			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.777			0.000			0.891			0.000
LEVEL OF SERVICE (LOS):				C			A			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	**0**	310	1	310	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	220	1	**220**	0	0	0	370	1	**370**	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0	0	0	**0**	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	**0**	0	0	0	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	620	1	**620**	0	0	0	580	1	**580**	0	0	0
	Left-Through		0			0			0			0	
	Through	730	3	243	0	0	**0**	1100	3	367	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	0	0	0	0	0	**0**	0	0	0	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1530	3	**458**	0	0	0	1230	3	**373**	0	0	0
	Through-Right		1			0			1			0	
	Right	300	0	300	0	0	0	260	0	260	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	220		North-South:	0		North-South:	370		North-South:	0
			East-West:	1078		East-West:	0		East-West:	953		East-West:	0
			SUM:	1298		SUM:	0		SUM:	1323		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.911			0.000			0.928			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.911			0.000			0.928			0.000
LEVEL OF SERVICE (LOS):				E			A			E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	250	1	250	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	320	1	**320**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	394	1	**394**	0	0	0
	Left-Through		0			0	
	Through	1870	3	623	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1250	3	**343**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	320		*North-South:*	0
			East-West:	737		*East-West:*	0
			SUM:	1057		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.742			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.742			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 2		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	0	110	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	460	1	**285**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1240	3	**363**	0	0	**0**
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	**220**	0	0	**0**
	Left-Through		0			0	
	Through	1430	3	477	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	285		*North-South:*	0
			East-West:	583		*East-West:*	0
			SUM:	868		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.609			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.609			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 2		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	0	140	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	510	1	**325**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1540	3	**425**	0	0	**0**
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	350	1	**350**	0	0	**0**
	Left-Through		0			0	
	Through	1190	3	397	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	325		*North-South:*	0
			East-West:	775		*East-West:*	0
			SUM:	1100		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.772			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.772			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 2		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	0	240	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	530	1	**385**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2090	3	**568**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	1	**210**	0	0	**0**
	Left-Through		0			0	
	Through	1290	3	430	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	385		*North-South:*	0
			East-West:	778		*East-West:*	0
			SUM:	1163		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.816			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.816			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0	NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**	20	1	**20**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	2700	4	**675**	0	0	0	1940	4	485	0	0	0
	Through-Right		0			0			0			0	
	Right	200	1	160	0	0	0	160	1	53	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	300	2	**165**	0	0	0	120	2	66	0	0	0
	Left-Through		0			0			0			0	
	Through	2120	3	707	0	0	**0**	1820	3	**607**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	10	1	0	0	0	0	20	1	10	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	30	1	**30**	0	0	0	20	1	20	0	0	0
	Left-Through		0			0			0			0	
	Through	10	0	30	0	0	**0**	10	0	**30**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	20	0	0	0	0	0	20	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	40	1	40	0	0	**0**	120	1	**107**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	10	0	**55**	0	0	0	10	0	107	0	0	0
	Through-Right		0			0			0			0	
	Right	100	1	0	0	0	0	190	1	0	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	840		North-South:	0		North-South:	627		North-South:	0
			East-West:	85		East-West:	0		East-West:	137		East-West:	0
			SUM:	925		SUM:	0		SUM:	764		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.673			0.000			0.556			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.673			0.000			0.556			0.000
LEVEL OF SERVICE (LOS):				B			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM						AM					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	**20**	0	0	**0**	220	1	**220**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	2730	4	683	0	0	0	1640	3	443	0	0	0
	Through-Right		0			0			1			0	
	Right	120	1	0	0	0	0	130	0	130	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	160	2	88	0	0	0	260	1	260	0	0	0
	Left-Through		0			0			0			0	
	Through	2790	3	**930**	0	0	**0**	1550	2	**533**	0	0	**0**
	Through-Right		0			0			1			0	
	Right	20	1	10	0	0	0	50	0	50	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	20	1	20	0	0	0	310	2	**171**	0	0	0
	Left-Through		0			0			0			0	
	Through	10	0	**30**	0	0	**0**	390	2	195	0	0	**0**
	Through-Right		1			0			0			0	
	Right	20	0	0	0	0	0	200	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	140	1	140	0	0	**0**	230	2	127	0	0	**0**
	Left-Through		0			0			0			0	
	Through	10	0	**150**	0	0	0	520	2	**260**	0	0	0
	Through-Right		0			0			0			0	
	Right	290	1	0	0	0	0	270	1	10	0	0	0
	Left-Through-Right		1			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	950		North-South:	0		North-South:	753		North-South:	0
			East-West:	180		East-West:	0		East-West:	431		East-West:	0
			SUM:	1130		SUM:	0		SUM:	1184		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.822			0.000			0.861			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.822			0.000			0.861			0.000
LEVEL OF SERVICE (LOS):				D			A			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0	NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**	20	1	**20**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	2700	4	**675**	0	0	0	1940	4	485	0	0	0
	Through-Right		0			0			0			0	
	Right	200	1	160	0	0	0	160	1	53	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	300	2	**165**	0	0	0	120	2	66	0	0	0
	Left-Through		0			0			0			0	
	Through	2120	3	707	0	0	**0**	1820	3	**607**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	10	1	0	0	0	0	20	1	10	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	30	1	**30**	0	0	0	20	1	20	0	0	0
	Left-Through		0			0			0			0	
	Through	10	0	30	0	0	**0**	10	0	**30**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	20	0	0	0	0	0	20	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	40	1	40	0	0	**0**	120	1	**107**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	10	0	**55**	0	0	0	10	0	107	0	0	0
	Through-Right		0			0			0			0	
	Right	100	1	0	0	0	0	190	1	0	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	840		North-South:	0		North-South:	627		North-South:	0
			East-West:	85		East-West:	0		East-West:	137		East-West:	0
			SUM:	925		SUM:	0		SUM:	764		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.673			0.000			0.556			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.673			0.000			0.556			0.000
LEVEL OF SERVICE (LOS):				B			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 3	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	220	1	**220**	0	0	**0**						
	Left-Through		0			0							
	Through	1640	3	443	0	0	0						
	Through-Right		1			0							
	Right	130	0	130	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	260	1	260	0	0	0						
	Left-Through		0			0							
	Through	1550	2	**533**	0	0	**0**						
	Through-Right		1			0							
	Right	50	0	50	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	310	2	**171**	0	0	0						
	Left-Through		0			0							
	Through	390	2	195	0	0	**0**						
	Through-Right		0			0							
	Right	200	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	230	2	127	0	0	**0**						
	Left-Through		0			0							
	Through	520	2	**260**	0	0	0						
	Through-Right		0			0							
	Right	270	1	10	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	753		North-South:	0						
			East-West:	431		East-West:	0						
			SUM:	1184		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.861			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.861			0.000						
LEVEL OF SERVICE (LOS):				D			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	1320	3	**368**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	1	**240**	0	0	0
	Left-Through		0			0	
	Through	910	2	333	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	2	**77**	0	0	0
	Left-Through		0			0	
	Through	270	2	135	0	0	**0**
	Through-Right		0			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	380	2	**190**	0	0	0
	Through-Right		0			0	
	Right	260	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	608		*North-South:*	0
			East-West:	267		*East-West:*	0
			SUM:	875		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.636			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.636			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	230	1	230	0	0	**0**
	Left-Through		0			0	
	Through	2120	3	**590**	0	0	0
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	1	**270**	0	0	0
	Left-Through		0			0	
	Through	1710	2	617	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	2	94	0	0	0
	Left-Through		0			0	
	Through	480	2	**240**	0	0	**0**
	Through-Right		0			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	2	**138**	0	0	**0**
	Left-Through		0			0	
	Through	500	2	250	0	0	0
	Through-Right		0			0	
	Right	300	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	860		*North-South:*	0
			East-West:	378		*East-West:*	0
			SUM:	1238		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.900			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.900			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	70	2	39	0	0	**0**
	Left-Through		0			0	
	Through	1810	3	**603**	0	0	0
	Through-Right		0			0	
	Right	200	1	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	200	2	**110**	0	0	0
	Left-Through		0			0	
	Through	1700	3	433	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	80	1	80	0	0	**0**
	Through-Right		0			0	
	Right	190	1	**151**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	**105**	0	0	**0**
	Left-Through		1			0	
	Through	30	0	105	0	0	0
	Through-Right		0			0	
	Right	170	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	713		*North-South:*	0
			East-West:	256		*East-West:*	0
			SUM:	969		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.705			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.705			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	120	2	66	0	0	**0**
	Left-Through		0			0	
	Through	1930	3	**643**	0	0	0
	Through-Right		0			0	
	Right	310	1	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	2	**127**	0	0	0
	Left-Through		0			0	
	Through	1830	3	475	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	70	1	70	0	0	**0**
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	290	1	**170**	0	0	**0**
	Left-Through		1			0	
	Through	50	0	170	0	0	0
	Through-Right		0			0	
	Right	240	1	113	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	770		*North-South:*	0
			East-West:	240		*East-West:*	0
			SUM:	1010		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.735			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.735			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0	
	EB-- 3	WB--	3	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0	
Override Capacity			0			0	

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	2	83	0	0	**0**
	Left-Through		0			0	
	Through	2090	3	**697**	0	0	0
	Through-Right		0			0	
	Right	370	1	165	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	2	**99**	0	0	0
	Left-Through		0			0	
	Through	2140	3	565	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	80	1	**80**	0	0	**0**
	Through-Right		0			0	
	Right	100	1	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	310	1	**205**	0	0	**0**
	Left-Through		1			0	
	Through	100	0	205	0	0	0
	Through-Right		0			0	
	Right	300	1	201	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	796		*North-South:*	0
			East-West:	285		*East-West:*	0
			SUM:	1081		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.786			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.786			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	2	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0	
Override Capacity			0			0	

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	1500	3	**500**	0	0	0
	Through-Right		0			0	
	Right	340	1	191	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	1350	2	460	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	600	1	**325**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	270	2	**149**	0	0	**0**
	Left-Through		0			0	
	Through	430	1	255	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	710		*North-South:*	0
			East-West:	474		*East-West:*	0
			SUM:	1184		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.861			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.861			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	2	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0	
Override Capacity			0			0	

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1590	3	**530**	0	0	0
	Through-Right		0			0	
	Right	310	1	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	260	1	**260**	0	0	0
	Left-Through		0			0	
	Through	1160	2	420	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	500	1	**310**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	430	2	**237**	0	0	**0**
	Left-Through		0			0	
	Through	500	1	290	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	790		*North-South:*	0
			East-West:	547		*East-West:*	0
			SUM:	1337		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.972			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.972			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	2	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0	
Override Capacity			0			0	

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	1780	3	**593**	0	0	0
	Through-Right		0			0	
	Right	320	1	78	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	290	1	**290**	0	0	0
	Left-Through		0			0	
	Through	1600	2	567	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	520	1	**315**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	440	2	**242**	0	0	**0**
	Left-Through		0			0	
	Through	640	1	355	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	883		*North-South:*	0
			East-West:	557		*East-West:*	0
			SUM:	1440		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.047			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.047			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1980	4	**693**	0	0	**0**	1150	4	**403**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1860	0	0	0	0	0	1410	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	280	0	0	0	0	0	200	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	1160	4	**290**	0	0	**0**	1340	4	**335**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	20	1	20	0	0	0	130	1	130	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	**0**	0	0	0	0	0	**0**
	Through-Right		0			0			0			0	
	Right	1530	4	**190**	0	0	0	1000	4	**149**	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	10	1	10	0	0	0	40	1	40	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	983		*North-South:*	0		*North-South:*	738		*North-South:*	0
			East-West:	190		*East-West:*	0		*East-West:*	149		*East-West:*	0
			SUM:	1173		*SUM:*	0		*SUM:*	887		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.782			0.000			0.591			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.782			0.000			0.591			0.000
LEVEL OF SERVICE (LOS):				C			A			A			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				2			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	1990	4	**697**	0	0	**0**						
	Left-Through		0			0							
	Through	1760	0	0	0	0	0						
	Through-Right		0			0							
	Right	320	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	1830	4	**458**	0	0	**0**						
	Through-Right		0			0							
	Right	40	1	40	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	0	0	0	0	0	**0**						
	Through-Right		0			0							
	Right	2130	4	**398**	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	0	0	**0**	0	0	**0**						
	Left-Through		0			0							
	Through	0	0	0	0	0	0						
	Through-Right		0			0							
	Right	390	1	390	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	1155		*North-South:*	0						
			East-West:	398		*East-West:*	0						
			SUM:	1553		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				1.035			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.035			0.000						
LEVEL OF SERVICE (LOS):				F			A						

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 3	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	140	2	77	0	0	**0**						
	Left-Through		0			0							
	Through	1380	1	**760**	0	0	0						
	Through-Right		1			0							
	Right	140	0	140	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	280	2	**154**	0	0	0						
	Left-Through		0			0							
	Through	1480	1	775	0	0	**0**						
	Through-Right		1			0							
	Right	70	0	70	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	70	2	39	0	0	0						
	Left-Through		0			0							
	Through	870	3	**290**	0	0	**0**						
	Through-Right		0			0							
	Right	150	1	73	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	290	2	**160**	0	0	**0**						
	Left-Through		0			0							
	Through	620	2	310	0	0	0						
	Through-Right		0			0							
	Right	350	1	196	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	914		*North-South:*	0						
			East-West:	450		*East-West:*	0						
			SUM:	1364		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.992			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.992			0.000						
LEVEL OF SERVICE (LOS):				E			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	230	2	127	0	0	**0**
	Left-Through		0			0	
	Through	1470	1	**800**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	2	**149**	0	0	0
	Left-Through		0			0	
	Through	1460	1	785	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	2	**61**	0	0	0
	Left-Through		0			0	
	Through	660	3	220	0	0	**0**
	Through-Right		0			0	
	Right	170	1	43	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	270	2	149	0	0	**0**
	Left-Through		0			0	
	Through	790	2	**395**	0	0	0
	Through-Right		0			0	
	Right	230	1	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	949		*North-South:*	0
			East-West:	456		*East-West:*	0
			SUM:	1405		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.022			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.022			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	1430	1	**785**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	430	2	**237**	0	0	0
	Left-Through		0			0	
	Through	1670	1	875	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	2	**50**	0	0	0
	Left-Through		0			0	
	Through	910	3	303	0	0	**0**
	Through-Right		0			0	
	Right	220	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	310	2	171	0	0	**0**
	Left-Through		0			0	
	Through	980	2	**490**	0	0	0
	Through-Right		0			0	
	Right	300	1	63	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1022		*North-South:*	0
			East-West:	540		*East-West:*	0
			SUM:	1562		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.136			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.136			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	480	2	**264**	0	0	**0**
	Left-Through		0			0	
	Through	1530	2	550	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	260	2	143	0	0	0
	Left-Through		0			0	
	Through	1540	2	**563**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	2	**55**	0	0	0
	Left-Through		0			0	
	Through	680	2	340	0	0	**0**
	Through-Right		0			0	
	Right	500	1	236	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	2	105	0	0	**0**
	Left-Through		0			0	
	Through	840	2	**420**	0	0	0
	Through-Right		0			0	
	Right	230	1	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	827		*North-South:*	0
			East-West:	475		*East-West:*	0
			SUM:	1302		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.947			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.947			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	580	2	**319**	0	0	**0**
	Left-Through		0			0	
	Through	1410	2	547	0	0	0
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	410	2	226	0	0	0
	Left-Through		0			0	
	Through	1240	2	**473**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	2	77	0	0	0
	Left-Through		0			0	
	Through	660	2	**330**	0	0	**0**
	Through-Right		0			0	
	Right	420	1	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	490	2	**270**	0	0	**0**
	Left-Through		0			0	
	Through	960	2	480	0	0	0
	Through-Right		0			0	
	Right	400	1	174	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	792		*North-South:*	0
			East-West:	600		*East-West:*	0
			SUM:	1392		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.012			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.012			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	620	2	**341**	0	0	**0**
	Left-Through		0			0	
	Through	1350	2	517	0	0	0
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	2	149	0	0	0
	Left-Through		0			0	
	Through	1470	2	**537**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	2	72	0	0	0
	Left-Through		0			0	
	Through	810	2	**405**	0	0	**0**
	Through-Right		0			0	
	Right	480	1	139	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	550	2	**303**	0	0	**0**
	Left-Through		0			0	
	Through	720	2	360	0	0	0
	Through-Right		0			0	
	Right	370	1	221	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	878		*North-South:*	0
			East-West:	708		*East-West:*	0
			SUM:	1586		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.153			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.153			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	2140	3	**540**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	1780	2	637	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	320	2	**176**	0	0	0
	Left-Through		0			0	
	Through	60	0	100	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		0			0	
	Right	280	1	**160**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	660		*North-South:*	0
			East-West:	336		*East-West:*	0
			SUM:	996		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.724			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.724			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	1760	3	**448**	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	1390	2	520	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	2	88	0	0	0
	Left-Through		0			0	
	Through	60	0	**120**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	**40**	0	0	**0**
	Left-Through		0			0	
	Through	60	1	60	0	0	0
	Through-Right		0			0	
	Right	200	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	618		*North-South:*	0
			East-West:	160		*East-West:*	0
			SUM:	778		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.566			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.566			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	2480	3	**630**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	310	1	**310**	0	0	0
	Left-Through		0			0	
	Through	2200	2	810	0	0	**0**
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	2	**105**	0	0	0
	Left-Through		0			0	
	Through	80	0	110	0	0	**0**
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	80	1	**80**	0	0	0
	Through-Right		0			0	
	Right	180	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	940		*North-South:*	0
			East-West:	185		*East-West:*	0
			SUM:	1125		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.818			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.818			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**	0	0	0	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1450	3	**483**	0	0	0	1760	3	**587**	0	0	0
	Through-Right		0			0			0			0	
	Right	310	1	0	0	0	0	190	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	860	2	**473**	0	0	0	800	2	**440**	0	0	0
	Left-Through		0			0			0			0	
	Through	1230	3	410	0	0	**0**	1420	3	473	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	160	2	**88**	0	0	**0**	170	2	**94**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	770	2	0	0	0	0	730	2	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	956		*North-South:*	0		*North-South:*	1027		*North-South:*	0
			East-West:	88		*East-West:*	0		*East-West:*	94		*East-West:*	0
			SUM:	1044		*SUM:*	0		*SUM:*	1121		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.733			0.000			0.787			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.733			0.000			0.787			0.000
LEVEL OF SERVICE (LOS):				C			A			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	0	0	0	0	0	**0**						
	Left-Through		0			0							
	Through	1870	3	**623**	0	0	0						
	Through-Right		0			0							
	Right	240	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	990	2	**545**	0	0	0						
	Left-Through		0			0							
	Through	1800	3	600	0	0	**0**						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	0	0	**0**	0	0	**0**						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	240	2	**132**	0	0	**0**						
	Left-Through		0			0							
	Through	0	0	0	0	0	0						
	Through-Right		0			0							
	Right	740	2	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	1168		*North-South:*	0						
			East-West:	132		*East-West:*	0						
			SUM:	1300		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.912			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.912			0.000						
LEVEL OF SERVICE (LOS):				E			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	30	1	30	0	0	**0**						
	Left-Through		0			0							
	Through	790	2	**395**	0	0	0						
	Through-Right		0			0							
	Right	120	1	50	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	110	1	**110**	0	0	0						
	Left-Through		0			0							
	Through	370	1	190	0	0	**0**						
	Through-Right		1			0							
	Right	10	0	10	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	40	1	40	0	0	0						
	Left-Through		0			0							
	Through	60	1	**45**	0	0	**0**						
	Through-Right		1			0							
	Right	30	0	30	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	140	1	140	0	0	**0**						
	Left-Through		0			0							
	Through	70	1	70	0	0	0						
	Through-Right		0			0							
	Right	350	1	**240**	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	505		*North-South:*	0						
			East-West:	285		*East-West:*	0						
			SUM:	790		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.575			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.575			0.000						
LEVEL OF SERVICE (LOS):				A			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD						PM					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**	40	1	40	0	0	**0**
	Left-Through		0			0			0			0	
	Through	430	2	**215**	0	0	0	550	2	**275**	0	0	0
	Through-Right		0			0			0			0	
	Right	90	1	35	0	0	0	130	1	80	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	50	1	**50**	0	0	0	80	1	**80**	0	0	0
	Left-Through		0			0			0			0	
	Through	220	1	120	0	0	**0**	70	1	50	0	0	**0**
	Through-Right		1			0			1			0	
	Right	20	0	20	0	0	0	30	0	30	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	180	1	**180**	0	0	0	270	1	270	0	0	0
	Left-Through		0			0			0			0	
	Through	230	1	125	0	0	**0**	650	1	**335**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	20	0	20	0	0	0	20	0	20	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	110	1	110	0	0	**0**	100	1	**100**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	70	1	70	0	0	0	90	1	90	0	0	0
	Through-Right		0			0			0			0	
	Right	250	1	**200**	0	0	0	180	1	100	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	265		*North-South:*	0		*North-South:*	355		*North-South:*	0
			East-West:	380		*East-West:*	0		*East-West:*	435		*East-West:*	0
			SUM:	645		*SUM:*	0		*SUM:*	790		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.469			0.000			0.575			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.469			0.000			0.575			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0	NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	**0**	200	1	200	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1250	3	**417**	0	0	0	1100	3	**367**	0	0	0
	Through-Right		0			0			0			0	
	Right	70	1	0	0	0	0	130	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0	230	1	**230**	0	0	0
	Left-Through		0			0			0			0	
	Through	1160	3	387	0	0	**0**	960	3	320	0	0	**0**
	Through-Right		0			0			0			0	
	Right	130	1	83	0	0	0	250	1	192	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	170	2	**94**	0	0	0	210	2	**116**	0	0	0
	Left-Through		0			0			0			0	
	Through	490	2	245	0	0	**0**	680	2	340	0	0	**0**
	Through-Right		0			0			0			0	
	Right	180	1	120	0	0	0	130	1	30	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	100	1	100	0	0	**0**	140	1	140	0	0	**0**
	Left-Through		0			0			0			0	
	Through	960	1	**655**	0	0	0	690	1	**475**	0	0	0
	Through-Right		1			0			1			0	
	Right	350	0	350	0	0	0	260	0	260	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	537		*North-South:*	0		*North-South:*	597		*North-South:*	0
			East-West:	749		*East-West:*	0		*East-West:*	591		*East-West:*	0
			SUM:	1286		*SUM:*	0		*SUM:*	1188		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.935			0.000			0.864			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.935			0.000			0.864			0.000
LEVEL OF SERVICE (LOS):				E			A			D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	1	200	0	0	**0**
	Left-Through		0			0	
	Through	1800	3	**600**	0	0	0
	Through-Right		0			0	
	Right	140	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	1	**240**	0	0	0
	Left-Through		0			0	
	Through	1800	3	600	0	0	**0**
	Through-Right		0			0	
	Right	280	1	225	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	2	110	0	0	0
	Left-Through		0			0	
	Through	910	2	**455**	0	0	**0**
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	690	1	440	0	0	0
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	840		*North-South:*	0
			East-West:	575		*East-West:*	0
			SUM:	1415		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.029			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.029			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	390	2	215	0	0	**0**
	Left-Through		0			0	
	Through	970	1	**970**	0	0	0
	Through-Right		0			0	
	Right	290	1	225	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	220	0	0	0
	Left-Through		0			0	
	Through	490	0	**500**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	510	2	**255**	0	0	**0**
	Through-Right		0			0	
	Right	210	1	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	410	1	260	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1470		*North-South:*	0
			East-West:	385		*East-West:*	0
			SUM:	1855		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.302			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.302			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	250	2	138	0	0	**0**
	Left-Through		0			0	
	Through	710	1	**710**	0	0	0
	Through-Right		0			0	
	Right	200	1	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	300	1	300	0	0	0
	Left-Through		0			0	
	Through	430	0	**470**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	450	2	**225**	0	0	**0**
	Through-Right		0			0	
	Right	170	1	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	540	1	295	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1180		*North-South:*	0
			East-West:	395		*East-West:*	0
			SUM:	1575		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.105			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.105			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	400	2	220	0	0	**0**
	Left-Through		0			0	
	Through	880	1	**880**	0	0	0
	Through-Right		0			0	
	Right	190	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	480	1	480	0	0	0
	Left-Through		0			0	
	Through	930	0	**970**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	0	0	0
	Left-Through		0			0	
	Through	530	2	265	0	0	**0**
	Through-Right		0			0	
	Right	300	1	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	740	1	**415**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1850		*North-South:*	0
			East-West:	455		*East-West:*	0
			SUM:	2305		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.618			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.618			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1010	2	**505**	0	0	0
	Through-Right		0			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	630	2	315	0	0	**0**
	Through-Right		0			0	
	Right	120	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	2	121	0	0	0
	Left-Through		0			0	
	Through	1550	3	**517**	0	0	**0**
	Through-Right		0			0	
	Right	140	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	320	2	**176**	0	0	**0**
	Left-Through		0			0	
	Through	1470	3	490	0	0	0
	Through-Right		0			0	
	Right	210	1	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	665		*North-South:*	0
			East-West:	693		*East-West:*	0
			SUM:	1358		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.953			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.953			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	750	2	**375**	0	0	0
	Through-Right		0			0	
	Right	220	1	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	640	2	320	0	0	**0**
	Through-Right		0			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	260	2	143	0	0	0
	Left-Through		0			0	
	Through	1280	3	**427**	0	0	**0**
	Through-Right		0			0	
	Right	130	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	320	2	**176**	0	0	**0**
	Left-Through		0			0	
	Through	1360	3	453	0	0	0
	Through-Right		0			0	
	Right	140	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	515		*North-South:*	0
			East-West:	603		*East-West:*	0
			SUM:	1118		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.785			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.785			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	1160	2	**580**	0	0	0
	Through-Right		0			0	
	Right	220	1	33	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	950	2	475	0	0	**0**
	Through-Right		0			0	
	Right	150	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	280	2	154	0	0	0
	Left-Through		0			0	
	Through	1570	3	**523**	0	0	**0**
	Through-Right		0			0	
	Right	160	1	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	340	2	**187**	0	0	**0**
	Left-Through		0			0	
	Through	1460	3	487	0	0	0
	Through-Right		0			0	
	Right	110	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	790		*North-South:*	0
			East-West:	710		*East-West:*	0
			SUM:	1500		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.053			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.053			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	570	2	**285**	0	0	0
	Through-Right		0			0	
	Right	310	1	167	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	600	2	300	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	260	2	**143**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	50	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	365		*North-South:*	0
			East-West:	143		*East-West:*	0
			SUM:	508		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.356			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.356			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD						PM					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0	NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**	0	0	0	0	0	**0**
	Left-Through		0			0			0			0	
	Through	400	2	**200**	0	0	0	640	2	**320**	0	0	0
	Through-Right		0			0			0			0	
	Right	270	1	165	0	0	0	230	1	48	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0	100	1	**100**	0	0	0
	Left-Through		0			0			0			0	
	Through	440	2	220	0	0	**0**	460	2	230	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	190	2	**105**	0	0	**0**	330	2	**182**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	100	1	0	0	0	0	140	1	40	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	300		*North-South:*	0		*North-South:*	420		*North-South:*	0
			East-West:	105		*East-West:*	0		*East-West:*	182		*East-West:*	0
			SUM:	405		*SUM:*	0		*SUM:*	602		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.284			0.000			0.422			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.284			0.000			0.422			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	170	1	170	0	0	**0**	270	1	**270**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	600	1	**395**	0	0	0	300	1	255	0	0	0
	Through-Right		1			0			1			0	
	Right	190	0	190	0	0	0	210	0	210	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0	120	1	120	0	0	0
	Left-Through		0			0			0			0	
	Through	470	1	270	0	0	**0**	340	1	**210**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	70	0	70	0	0	0	80	0	80	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	220	1	220	0	0	0	100	1	100	0	0	0
	Left-Through		0			0			0			0	
	Through	1560	2	**557**	0	0	**0**	1310	2	**477**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	110	0	110	0	0	0	120	0	120	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	480	1	**480**	0	0	**0**	340	1	**340**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1220	3	333	0	0	0	1270	3	343	0	0	0
	Through-Right		1			0			1			0	
	Right	110	0	110	0	0	0	100	0	100	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	585		*North-South:*	0		*North-South:*	480		*North-South:*	0
			East-West:	1037		*East-West:*	0		*East-West:*	817		*East-West:*	0
			SUM:	1622		*SUM:*	0		*SUM:*	1297		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.180			0.000			0.943			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.180			0.000			0.943			0.000
LEVEL OF SERVICE (LOS):				F			A			E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	**190**	0	0	**0**
	Left-Through		0			0	
	Through	650	1	475	0	0	0
	Through-Right		1			0	
	Right	300	0	300	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	680	1	**405**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1730	2	**637**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	**220**	0	0	**0**
	Left-Through		0			0	
	Through	1530	3	415	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	595		North-South:	0
			East-West:	857		East-West:	0
			SUM:	1452		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.056			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.056			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	1300	2	**650**	0	0	0
	Through-Right		0			0	
	Right	220	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	410	2	205	0	0	**0**
	Through-Right		0			0	
	Right	120	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	1000	3	333	0	0	**0**
	Through-Right		0			0	
	Right	440	1	350	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	1	200	0	0	**0**
	Left-Through		0			0	
	Through	1320	3	**440**	0	0	0
	Through-Right		0			0	
	Right	50	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	730		North-South:	0
			East-West:	610		East-West:	0
			SUM:	1340		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.975			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.975			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	270	1	270	0	0	**0**
	Left-Through		0			0	
	Through	900	2	**450**	0	0	0
	Through-Right		0			0	
	Right	370	1	290	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	500	2	250	0	0	**0**
	Through-Right		0			0	
	Right	130	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	1140	3	380	0	0	**0**
	Through-Right		0			0	
	Right	430	1	295	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	1300	3	**433**	0	0	0
	Through-Right		0			0	
	Right	70	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	540		North-South:	0
			East-West:	623		East-West:	0
			SUM:	1163		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.846			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.846			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	330	1	330	0	0	**0**
	Left-Through		0			0	
	Through	1680	2	**840**	0	0	0
	Through-Right		0			0	
	Right	410	1	350	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	850	2	425	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	260	1	**260**	0	0	0
	Left-Through		0			0	
	Through	1620	3	540	0	0	**0**
	Through-Right		0			0	
	Right	310	1	145	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1430	3	**477**	0	0	0
	Through-Right		0			0	
	Right	50	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	940		North-South:	0
			East-West:	737		East-West:	0
			SUM:	1677		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.220			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.220			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	370	1	370	0	0	**0**
	Left-Through		0			0	
	Through	1390	3	**463**	0	0	0
	Through-Right		0			0	
	Right	30	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	934	3	311	0	0	**0**
	Through-Right		0			0	
	Right	60	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	1	**20**	0	0	0
	Left-Through		0			0	
	Through	240	1	175	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	560	1	**515**	0	0	0
	Through-Right		1			0	
	Right	470	0	470	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	683		*North-South:*	0
			East-West:	535		*East-West:*	0
			SUM:	1218		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.886			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.886			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1250	3	**417**	0	0	0
	Through-Right		0			0	
	Right	110	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1133	3	378	0	0	**0**
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	470	1	**345**	0	0	**0**
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	600	1	365	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	547		*North-South:*	0
			East-West:	515		*East-West:*	0
			SUM:	1062		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.772			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.772			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	550	1	**550**	0	0	**0**
	Left-Through		0			0	
	Through	1434	3	478	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	1	270	0	0	0
	Left-Through		0			0	
	Through	1530	3	**510**	0	0	**0**
	Through-Right		0			0	
	Right	90	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	490	1	**415**	0	0	**0**
	Through-Right		1			0	
	Right	340	0	340	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	1	**200**	0	0	**0**
	Left-Through		0			0	
	Through	350	1	285	0	0	0
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1060		*North-South:*	0
			East-West:	615		*East-West:*	0
			SUM:	1675		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.218			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.218			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	1910	2	**643**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	1340	2	513	0	0	**0**
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	510	2	**281**	0	0	0
	Left-Through		0			0	
	Through	50	1	50	0	0	**0**
	Through-Right		0			0	
	Right	90	1	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	40	1	40	0	0	0
	Through-Right		0			0	
	Right	190	1	**155**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	713		*North-South:*	0
			East-West:	436		*East-West:*	0
			SUM:	1149		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.806			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.806			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	1620	2	550	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	1390	2	537	0	0	0
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	240	2	132	0	0	0
	Left-Through		0			0	
	Through	30	1	30	0	0	0
	Through-Right		0			0	
	Right	80	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	40	1	40	0	0	0
	Through-Right		0			0	
	Right	90	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	660		North-South:	0
			East-West:	182		East-West:	0
			SUM:	842		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.591			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.591			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1940	2	657	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	190	0	0	0
	Left-Through		0			0	
	Through	2340	2	897	0	0	0
	Through-Right		1			0	
	Right	350	0	350	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	230	2	127	0	0	0
	Left-Through		0			0	
	Through	60	1	60	0	0	0
	Through-Right		0			0	
	Right	90	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	60	1	60	0	0	0
	Through-Right		0			0	
	Right	110	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	997		North-South:	0
			East-West:	187		East-West:	0
			SUM:	1184		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.831			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.831			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	1730	2	583	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	1360	3	453	0	0	0
	Through-Right		0			0	
	Right	80	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	30	1	30	0	0	0
	Through-Right		0			0	
	Right	80	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	110	0	180	0	0	0
	Through-Right		1			0	
	Right	70	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	633		North-South:	0
			East-West:	310		East-West:	0
			SUM:	943		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.629			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.629			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	1590	2	540	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1380	3	460	0	0	0
	Through-Right		0			0	
	Right	120	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	40	1	40	0	0	0
	Through-Right		0			0	
	Right	90	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	40	0	90	0	0	0
	Through-Right		1			0	
	Right	50	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	580		North-South:	0
			East-West:	190		East-West:	0
			SUM:	770		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.513			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.513			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	1840	2	627	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	2130	3	**710**	0	0	**0**
	Through-Right		0			0	
	Right	170	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	70	1	70	0	0	**0**
	Through-Right		0			0	
	Right	140	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	50	0	**130**	0	0	0
	Through-Right		1			0	
	Right	80	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	830		*North-South:*	0
			East-West:	250		*East-West:*	0
			SUM:	1080		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.720			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.720			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	20	1	20	0	0	**0**
	Left-Through		0			0	
	Through	1630	2	**547**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	1440	2	490	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	0	**90**	0	0	0
	Left-Through		0			0	
	Through	60	0	190	0	0	**0**
	Through-Right		0			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	90	0	**180**	0	0	0
	Through-Right		1			0	
	Right	90	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	577		*North-South:*	0
			East-West:	270		*East-West:*	0
			SUM:	847		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.565			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.565			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	1540	2	**520**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	1420	2	487	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	0	**70**	0	0	0
	Left-Through		0			0	
	Through	50	0	160	0	0	**0**
	Through-Right		0			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	30	0	**120**	0	0	0
	Through-Right		1			0	
	Right	90	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	580		*North-South:*	0
			East-West:	190		*East-West:*	0
			SUM:	770		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.513			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.513			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	1910	2	643	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	2190	2	**747**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	0	30	0	0	0
	Left-Through		0			0	
	Through	110	0	**180**	0	0	**0**
	Through-Right		0			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	90	0	110	0	0	0
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	807		*North-South:*	0
			East-West:	190		*East-West:*	0
			SUM:	997		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.665			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.665			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** I-105 WB RAMPS N/O IMPERIAL HIGHWA
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 1	0	NB-- 0	SB-- 0	0
	EB-- 1	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1990	3	**663**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1770	0	0	0	0	**0**
	Through-Right		0			0	
	Right	1420	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	800	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2130	3	**746**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	663		*North-South:*	0
			East-West:	746		*East-West:*	0
			SUM:	1409		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.939			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.939			0.000
LEVEL OF SERVICE (LOS):				E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** I-105 WB RAMPS N/O IMPERIAL HIGHWA
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 1	0	NB-- 0	SB-- 0	0
	EB-- 1	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1910	3	**637**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1440	0	0	0	0	**0**
	Through-Right		0			0	
	Right	1890	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	510	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2180	3	**763**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	637		*North-South:*	0
			East-West:	763		*East-West:*	0
			SUM:	1400		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.933			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.933			0.000
LEVEL OF SERVICE (LOS):				E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** I-105 WB RAMPS N/O IMPERIAL HIGHWA
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 1	0	NB-- 0	SB-- 0	0
	EB-- 1	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2550	3	**850**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2210	0	0	0	0	**0**
	Through-Right		0			0	
	Right	2080	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	740	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	1680	3	**588**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	850		*North-South:*	0
			East-West:	588		*East-West:*	0
			SUM:	1438		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.959			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.959			0.000
LEVEL OF SERVICE (LOS):				E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 1	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	560	2	**280**	0	0	0
	Through-Right		0			0	
	Right	30	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	102	1	**102**	0	0	0
	Left-Through		0			0	
	Through	630	3	210	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	1	**30**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
CRITICAL VOLUMES			*North-South:*	382		*North-South:*	0
			East-West:	30		*East-West:*	0
			SUM:	412		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.300			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.300			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- WB--	1 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	760	2	**380**	0	0	0
	Through-Right		0			0	
	Right	30	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	650	3	217	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	1	**30**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	80	1	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
CRITICAL VOLUMES			*North-South:*	460		*North-South:*	0
			East-West:	30		*East-West:*	0
			SUM:	490		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.356			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.356			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- WB--	1 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1120	2	**560**	0	0	0
	Through-Right		0			0	
	Right	30	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	860	3	287	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	**40**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	160	1	38	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
CRITICAL VOLUMES			*North-South:*	660		*North-South:*	0
			East-West:	40		*East-West:*	0
			SUM:	700		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.509			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.509			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	10	1	10	0	0	0
	Through-Right		0			0	
	Right	340	1	**150**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	300	2	**165**	0	0	0
	Left-Through		0			0	
	Through	10	0	140	0	0	**0**
	Through-Right		1			0	
	Right	130	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	210	1	**110**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	380	1	**380**	0	0	**0**
	Left-Through		0			0	
	Through	360	1	250	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	315		*North-South:*	0
			East-West:	490		*East-West:*	0
			SUM:	805		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.537			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.537			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	10	1	10	0	0	0
	Through-Right		0			0	
	Right	340	1	**100**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	510	2	**281**	0	0	0
	Left-Through		0			0	
	Through	10	0	170	0	0	**0**
	Through-Right		1			0	
	Right	160	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	430	1	**220**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	480	1	**480**	0	0	**0**
	Left-Through		0			0	
	Through	410	1	400	0	0	0
	Through-Right		1			0	
	Right	390	0	390	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	381		*North-South:*	0
			East-West:	700		*East-West:*	0
			SUM:	1081		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.721			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.721			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	10	1	10	0	0	0
	Through-Right		0			0	
	Right	280	1	**110**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	330	2	**182**	0	0	0
	Left-Through		0			0	
	Through	20	0	170	0	0	**0**
	Through-Right		1			0	
	Right	150	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	190	1	**100**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	340	1	**340**	0	0	**0**
	Left-Through		0			0	
	Through	270	1	240	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	292		*North-South:*	0
			East-West:	440		*East-West:*	0
			SUM:	732		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.488			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.488			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	40	0	40	0	0	**0**
	Left-Through		1			0	
	Through	0	0	40	0	0	0
	Through-Right		0			0	
	Right	200	1	**175**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	1	0	0	0	0
	Left-Through		0			0	
	Through	0	1	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	1	**0**	0	0	0
	Left-Through		0			0	
	Through	100	1	55	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	230	1	**230**	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	175		*North-South:*	0
			East-West:	230		*East-West:*	0
			SUM:	405		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.284			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.284			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	20	0	20	0	0	**0**
	Left-Through		1			0	
	Through	0	0	20	0	0	0
	Through-Right		0			0	
	Right	280	1	**245**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	1	0	0	0	0
	Left-Through		0			0	
	Through	0	1	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	1	**0**	0	0	0
	Left-Through		0			0	
	Through	170	1	100	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	390	1	**390**	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	245		*North-South:*	0
			East-West:	390		*East-West:*	0
			SUM:	635		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.446			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.446			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	50	0	50	0	0	**0**
	Left-Through		1			0	
	Through	0	0	50	0	0	0
	Through-Right		0			0	
	Right	280	1	**245**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	1	0	0	0	0
	Left-Through		0			0	
	Through	0	1	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	1	**0**	0	0	0
	Left-Through		0			0	
	Through	120	1	70	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	180	1	**180**	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	245		*North-South:*	0
			East-West:	180		*East-West:*	0
			SUM:	425		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.298			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.298			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 98TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	300	1	**300**	0	0	**0**	70	1	70	0	0	**0**
	Left-Through		0			0			0			0	
	Through	680	2	340	0	0	0	700	2	**350**	0	0	0
	Through-Right		0			0			0			0	
	Right	110	1	90	0	0	0	180	1	145	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	130	1	130	0	0	0	100	1	**100**	0	0	0
	Left-Through		0			0			0			0	
	Through	480	2	**220**	0	0	**0**	580	2	230	0	0	**0**
	Through-Right		1			0			1			0	
	Right	180	0	180	0	0	0	110	0	110	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	80	1	80	0	0	0	130	1	130	0	0	0
	Left-Through		0			0			0			0	
	Through	40	1	40	0	0	**0**	50	1	50	0	0	**0**
	Through-Right		0			0			0			0	
	Right	340	1	**190**	0	0	0	510	1	**475**	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	40	1	**40**	0	0	**0**	70	1	**70**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	40	0	110	0	0	0	40	0	160	0	0	0
	Through-Right		1			0			1			0	
	Right	70	0	0	0	0	0	120	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	520		*North-South:*	0		*North-South:*	450		*North-South:*	0
			East-West:	230		*East-West:*	0		*East-West:*	545		*East-West:*	0
			SUM:	750		*SUM:*	0		*SUM:*	995		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.500			0.000			0.663			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.500			0.000			0.663			0.000
LEVEL OF SERVICE (LOS):				A			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 98TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				2			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	60	1	60	0	0	**0**						
	Left-Through		0			0							
	Through	970	2	**485**	0	0	0						
	Through-Right		0			0							
	Right	170	1	120	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	80	1	**80**	0	0	0						
	Left-Through		0			0							
	Through	870	2	323	0	0	**0**						
	Through-Right		1			0							
	Right	100	0	100	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	170	1	170	0	0	0						
	Left-Through		0			0							
	Through	70	1	70	0	0	**0**						
	Through-Right		0			0							
	Right	380	1	**350**	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	100	1	**100**	0	0	**0**						
	Left-Through		0			0							
	Through	70	0	260	0	0	0						
	Through-Right		1			0							
	Right	190	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	565		*North-South:*	0						
			East-West:	450		*East-West:*	0						
			SUM:	1015		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.677			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.677			0.000						
LEVEL OF SERVICE (LOS):				B			A						

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				2			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	20	1	20	0	0	**0**						
	Left-Through		0			0							
	Through	30	1	30	0	0	0						
	Through-Right		0			0							
	Right	100	1	**65**	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	20	1	**20**	0	0	0						
	Left-Through		0			0							
	Through	20	1	15	0	0	**0**						
	Through-Right		1			0							
	Right	10	0	10	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	10	1	**10**	0	0	0						
	Left-Through		0			0							
	Through	410	2	205	0	0	**0**						
	Through-Right		0			0							
	Right	190	1	180	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	70	1	70	0	0	**0**						
	Left-Through		0			0							
	Through	1050	2	**525**	0	0	0						
	Through-Right		0			0							
	Right	10	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	85		*North-South:*	0						
			East-West:	535		*East-West:*	0						
			SUM:	620		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.413			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.413			0.000						
LEVEL OF SERVICE (LOS):				A			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	20	1	20	0	0	0
	Through-Right		0			0	
	Right	450	1	**350**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	20	1	15	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	760	2	**380**	0	0	**0**
	Through-Right		0			0	
	Right	280	1	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	1	**200**	0	0	**0**
	Left-Through		0			0	
	Through	1070	2	535	0	0	0
	Through-Right		0			0	
	Right	30	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	380		*North-South:*	0
			East-West:	580		*East-West:*	0
			SUM:	960		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.640			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.640			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	30	1	30	0	0	0
	Through-Right		0			0	
	Right	170	1	**120**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**20**	0	0	0
	Left-Through		0			0	
	Through	20	1	15	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	1140	2	**570**	0	0	**0**
	Through-Right		0			0	
	Right	210	1	195	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	870	2	435	0	0	0
	Through-Right		0			0	
	Right	40	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	140		*North-South:*	0
			East-West:	670		*East-West:*	0
			SUM:	810		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.540			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.540			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	0	**140**	0	0	**0**
	Left-Through		1			0	
	Through	120	0	260	0	0	0
	Through-Right		0			0	
	Right	60	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	0	30	0	0	0
	Left-Through		0			0	
	Through	100	0	**180**	0	0	**0**
	Through-Right		0			0	
	Right	50	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	430	1	315	0	0	**0**
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	990	1	**525**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	320		*North-South:*	0
			East-West:	585		*East-West:*	0
			SUM:	905		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.603			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.603			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	0	**140**	0	0	**0**
	Left-Through		1			0	
	Through	140	0	280	0	0	0
	Through-Right		0			0	
	Right	110	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	0	240	0	0	0
	Left-Through		0			0	
	Through	120	0	**450**	0	0	**0**
	Through-Right		0			0	
	Right	90	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	610	1	355	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	80	0	0	**0**
	Left-Through		0			0	
	Through	850	1	**495**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	590		*North-South:*	0
			East-West:	555		*East-West:*	0
			SUM:	1145		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.763			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.763			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	0	20	0	0	**0**
	Left-Through		1			0	
	Through	260	0	**280**	0	0	0
	Through-Right		0			0	
	Right	280	1	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	0	**150**	0	0	0
	Left-Through		0			0	
	Through	70	0	330	0	0	**0**
	Through-Right		0			0	
	Right	110	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	930	1	**535**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	750	1	415	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	430		*North-South:*	0
			East-West:	595		*East-West:*	0
			SUM:	1025		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.683			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.683			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3460	2	**1167**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	3080	3	785	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**75**	0	0	0
	Left-Through		0			0	
	Through	60	0	75	0	0	**0**
	Through-Right		0			0	
	Right	70	1	70	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	290	1	**200**	0	0	**0**
	Left-Through		1			0	
	Through	110	0	200	0	0	0
	Through-Right		0			0	
	Right	50	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1167		*North-South:*	0
			East-West:	275		*East-West:*	0
			SUM:	1442		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.012			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.012			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2520	2	**853**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2210	3	590	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	**125**	0	0	0
	Left-Through		0			0	
	Through	100	0	125	0	0	**0**
	Through-Right		0			0	
	Right	80	1	80	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	**140**	0	0	**0**
	Left-Through		1			0	
	Through	90	0	140	0	0	0
	Through-Right		0			0	
	Right	50	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	853		*North-South:*	0
			East-West:	265		*East-West:*	0
			SUM:	1118		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.785			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.785			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3320	2	**1147**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	3100	3	808	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**170**	0	0	0
	Left-Through		0			0	
	Through	160	0	170	0	0	**0**
	Through-Right		0			0	
	Right	80	1	80	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	**190**	0	0	**0**
	Left-Through		1			0	
	Through	140	0	190	0	0	0
	Through-Right		0			0	
	Right	30	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1147		*North-South:*	0
			East-West:	360		*East-West:*	0
			SUM:	1507		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.058			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.058			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	230	0	270	0	0	0
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	260	0	**320**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	570	1	**385**	0	0	**0**
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	640	1	340	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	430		*North-South:*	0
			East-West:	445		*East-West:*	0
			SUM:	875		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.583			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.583			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	170	0	210	0	0	0
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	190	0	**260**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	550	1	325	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	600	1	**330**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	360		*North-South:*	0
			East-West:	410		*East-West:*	0
			SUM:	770		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.513			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.513			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	**90**	0	0	**0**
	Left-Through		0			0	
	Through	270	0	300	0	0	0
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	300	0	**380**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	710	1	**435**	0	0	**0**
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	680	1	375	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	470		*North-South:*	0
			East-West:	515		*East-West:*	0
			SUM:	985		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.657			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.657			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	880	2	**440**	0	0	0
	Through-Right		0			0	
	Right	280	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	610	2	305	0	0	**0**
	Through-Right		0			0	
	Right	190	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	1	160	0	0	0
	Left-Through		0			0	
	Through	760	2	**380**	0	0	**0**
	Through-Right		0			0	
	Right	120	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	**220**	0	0	**0**
	Left-Through		0			0	
	Through	870	2	435	0	0	0
	Through-Right		0			0	
	Right	80	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	520		*North-South:*	0
			East-West:	600		*East-West:*	0
			SUM:	1120		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.815			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.815			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3		NB-- 0	SB-- 0	
	EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	180	1	**180**	0	0	**0**
Left-Through		0			0	
Through	690	2	345	0	0	0
Through-Right		0			0	
Right	220	1	120	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	90	1	90	0	0	0
Left-Through		0			0	
Through	740	2	**370**	0	0	**0**
Through-Right		0			0	
Right	220	1	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	170	1	**170**	0	0	0
Left-Through		0			0	
Through	640	2	320	0	0	**0**
Through-Right		0			0	
Right	120	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	100	1	100	0	0	**0**
Left-Through		0			0	
Through	650	2	**325**	0	0	0
Through-Right		0			0	
Right	30	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	550		*North-South:*	0
		East-West:	495		*East-West:*	0
		SUM:	1045		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.760			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.760			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3		NB-- 0	SB-- 0	
	EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	170	1	**170**	0	0	**0**
Left-Through		0			0	
Through	900	2	450	0	0	0
Through-Right		0			0	
Right	330	1	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	90	1	90	0	0	0
Left-Through		0			0	
Through	1090	2	**545**	0	0	**0**
Through-Right		0			0	
Right	190	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	190	1	190	0	0	0
Left-Through		0			0	
Through	900	2	**450**	0	0	**0**
Through-Right		0			0	
Right	150	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	310	1	**310**	0	0	**0**
Left-Through		0			0	
Through	750	2	375	0	0	0
Through-Right		0			0	
Right	30	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	715		*North-South:*	0
		East-West:	760		*East-West:*	0
		SUM:	1475		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.073			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.073			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0		NB-- 0	SB-- 0	
	EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	270	1	**270**	0	0	**0**
Left-Through		0			0	
Through	580	2	200	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	1	20	0	0	0
Left-Through		0			0	
Through	620	2	**240**	0	0	**0**
Through-Right		1			0	
Right	100	0	100	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	60	1	**60**	0	0	0
Left-Through		0			0	
Through	10	1	10	0	0	**0**
Through-Right		0			0	
Right	100	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	10	0	**30**	0	0	0
Through-Right		0			0	
Right	10	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	510		*North-South:*	0
		East-West:	90		*East-West:*	0
		SUM:	600		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.421			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.421			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0		NB-- 0	SB-- 0	
	EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	120	1	**120**	0	0	**0**
Left-Through		0			0	
Through	510	2	177	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	1	20	0	0	0
Left-Through		0			0	
Through	390	2	**150**	0	0	**0**
Through-Right		1			0	
Right	60	0	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	180	1	**180**	0	0	0
Left-Through		0			0	
Through	10	1	10	0	0	**0**
Through-Right		0			0	
Right	150	1	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	10	0	**40**	0	0	0
Through-Right		0			0	
Right	20	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	270		*North-South:*	0
		East-West:	220		*East-West:*	0
		SUM:	490		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.344			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.344			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	80	1	**80**	0	0	**0**
Left-Through		0			0	
Through	680	2	230	0	0	0
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	50	1	50	0	0	0
Left-Through		0			0	
Through	970	2	**383**	0	0	**0**
Through-Right		1			0	
Right	180	0	180	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	150	1	**150**	0	0	0
Left-Through		0			0	
Through	10	1	10	0	0	**0**
Through-Right		0			0	
Right	180	1	100	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	20	0	20	0	0	**0**
Left-Through		0			0	
Through	10	0	**40**	0	0	0
Through-Right		0			0	
Right	10	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	463		*North-South:*	0
		East-West:	190		*East-West:*	0
		SUM:	653		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.458			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.458			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1140	1	**595**	0	0	0
Through-Right		1			0	
Right	50	0	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	30	1	**30**	0	0	0
Left-Through		0			0	
Through	400	2	200	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	20	0	20	0	0	**0**
Left-Through		0			0	
Through	0	0	**30**	0	0	0
Through-Right		0			0	
Right	10	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	625		*North-South:*	0
		East-West:	30		*East-West:*	0
		SUM:	655		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.437			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.437			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	410	1	**210**	0	0	0
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	1	**20**	0	0	0
Left-Through		0			0	
Through	280	2	140	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	0	0	**30**	0	0	0
Through-Right		0			0	
Right	20	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	230		*North-South:*	0
		East-West:	30		*East-West:*	0
		SUM:	260		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.173			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.173			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	560	1	290	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	30	1	30	0	0	0
Left-Through		0			0	
Through	1000	2	**500**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	20	0	20	0	0	**0**
Left-Through		0			0	
Through	0	0	**50**	0	0	0
Through-Right		0			0	
Right	30	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	500		*North-South:*	0
		East-West:	50		*East-West:*	0
		SUM:	550		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.367			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.367			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1640	1	**845**	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	1470	2	735	0	0	**0**
	Through-Right		0			0	
	Right	90	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	230	1	230	0	0	**0**
	Through-Right		0			0	
	Right	140	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	380	1	**380**	0	0	0
	Through-Right		0			0	
	Right	180	1	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	945		North-South:	0
			East-West:	590		East-West:	0
			SUM:	1535		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.023			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.023			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	1480	1	770	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1590	2	**795**	0	0	**0**
	Through-Right		0			0	
	Right	150	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	240	1	240	0	0	**0**
	Through-Right		0			0	
	Right	210	1	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	270	1	**270**	0	0	0
	Through-Right		0			0	
	Right	140	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	935		North-South:	0
			East-West:	500		East-West:	0
			SUM:	1435		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.957			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.957			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	1300	1	680	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1730	2	**865**	0	0	**0**
	Through-Right		0			0	
	Right	130	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	380	1	**380**	0	0	**0**
	Through-Right		0			0	
	Right	160	1	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	220	1	220	0	0	0
	Through-Right		0			0	
	Right	90	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	985		North-South:	0
			East-West:	440		East-West:	0
			SUM:	1425		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.950			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.950			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	630	2	315	0	0	0
	Through-Right		0			0	
	Right	90	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	640	1	**360**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	670	2	270	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1030	2	**377**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	480		North-South:	0
			East-West:	467		East-West:	0
			SUM:	947		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.689			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.689			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	800	2	**400**	0	0	0
	Through-Right		0			0	
	Right	120	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	490	1	310	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	850	2	330	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	970	2	**363**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		530	*North-South:*		0
		East-West:		513	*East-West:*		0
		SUM:		1043	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.759			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.759			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	940	2	**470**	0	0	0
	Through-Right		0			0	
	Right	180	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	680	1	410	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	1350	2	510	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1240	2	**460**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		630	*North-South:*		0
		East-West:		640	*East-West:*		0
		SUM:		1270	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.924			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.924			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	2580	3	**860**	0	0	0
	Through-Right		0			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	2250	3	750	0	0	**0**
	Through-Right		0			0	
	Right	470	1	277	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	350	2	**193**	0	0	0
	Left-Through		0			0	
	Through	350	1	210	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	350	2	193	0	0	**0**
	Left-Through		0			0	
	Through	770	2	**385**	0	0	0
	Through-Right		0			0	
	Right	170	1	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		920	*North-South:*		0
		East-West:		578	*East-West:*		0
		SUM:		1498	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				1.089			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.089			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	1990	3	**663**	0	0	0
	Through-Right		0			0	
	Right	180	1	48	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	1780	3	593	0	0	**0**
	Through-Right		0			0	
	Right	310	1	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	320	2	176	0	0	0
	Left-Through		0			0	
	Through	330	1	**215**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	2	**132**	0	0	**0**
	Left-Through		0			0	
	Through	340	2	170	0	0	0
	Through-Right		0			0	
	Right	140	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		783	*North-South:*		0
		East-West:		347	*East-West:*		0
		SUM:		1130	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.822			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.822			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	2250	3	750	0	0	0
	Through-Right		0			0	
	Right	370	1	194	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	160	0	0	0
	Left-Through		0			0	
	Through	2670	3	**890**	0	0	**0**
	Through-Right		0			0	
	Right	290	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	610	2	336	0	0	0
	Left-Through		0			0	
	Through	510	1	**325**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	320	2	**176**	0	0	**0**
	Left-Through		0			0	
	Through	320	2	160	0	0	0
	Through-Right		0			0	
	Right	210	1	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	960		*North-South:*	0
			East-West:	501		*East-West:*	0
			SUM:	1461		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.063			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.063			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	370	2	**204**	0	0	**0**
	Left-Through		0			0	
	Through	1550	2	530	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	2	99	0	0	0
	Left-Through		0			0	
	Through	1560	2	**600**	0	0	**0**
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	540	2	270	0	0	**0**
	Through-Right		0			0	
	Right	210	1	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	1300	2	**650**	0	0	0
	Through-Right		0			0	
	Right	350	1	251	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	804		*North-South:*	0
			East-West:	750		*East-West:*	0
			SUM:	1554		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.130			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.130			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	2	**99**	0	0	**0**
	Left-Through		0			0	
	Through	1390	2	487	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	2	121	0	0	0
	Left-Through		0			0	
	Through	1490	2	**560**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	1	190	0	0	0
	Left-Through		0			0	
	Through	650	2	**325**	0	0	**0**
	Through-Right		0			0	
	Right	200	1	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	570	2	285	0	0	0
	Through-Right		0			0	
	Right	200	1	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	659		*North-South:*	0
			East-West:	495		*East-West:*	0
			SUM:	1154		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.839			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.839			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	2	**83**	0	0	**0**
	Left-Through		0			0	
	Through	1410	2	500	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	350	2	193	0	0	0
	Left-Through		0			0	
	Through	2210	2	**773**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	1080	2	**540**	0	0	**0**
	Through-Right		0			0	
	Right	350	1	267	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	730	2	365	0	0	0
	Through-Right		0			0	
	Right	200	1	7	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	856		*North-South:*	0
			East-West:	720		*East-West:*	0
			SUM:	1576		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.146			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.146			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0
Override Capacity			0			0			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	180	0	0	**0**	100	1	100	0	0	**0**
	Left-Through		0			0			0			0	
	Through	2180	2	**747**	0	0	0	1450	2	**500**	0	0	0
	Through-Right		1			0			1			0	
	Right	60	0	60	0	0	0	50	0	50	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	180	1	**180**	0	0	0	240	1	**240**	0	0	0
	Left-Through		0			0			0			0	
	Through	1720	3	573	0	0	**0**	1380	3	460	0	0	**0**
	Through-Right		0			0			0			0	
	Right	140	1	50	0	0	0	120	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	90	1	**90**	0	0	0	180	1	**180**	0	0	0
	Left-Through		0			0			0			0	
	Through	700	2	263	0	0	**0**	610	2	220	0	0	**0**
	Through-Right		1			0			1			0	
	Right	90	0	90	0	0	0	50	0	50	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	180	1	180	0	0	**0**	130	1	130	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1050	2	**525**	0	0	0	600	2	**300**	0	0	0
	Through-Right		0			0			0			0	
	Right	430	1	250	0	0	0	290	1	50	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	927		*North-South:*	0		*North-South:*	740		*North-South:*	0
			East-West:	615		*East-West:*	0		*East-West:*	480		*East-West:*	0
			SUM:	1542		*SUM:*	0		*SUM:*	1220		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.121			0.000			0.887			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.121			0.000			0.887			0.000
LEVEL OF SERVICE (LOS):				F			A			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0						
	EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?			0			0						
Override Capacity			0			0						

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1850	2	**657**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	260	1	**260**	0	0	0
	Left-Through		0			0	
	Through	2200	3	733	0	0	**0**
	Through-Right		0			0	
	Right	160	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	1	190	0	0	0
	Left-Through		0			0	
	Through	1000	2	**353**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	1	**210**	0	0	**0**
	Left-Through		0			0	
	Through	710	2	355	0	0	0
	Through-Right		0			0	
	Right	370	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	917		*North-South:*	0
			East-West:	563		*East-West:*	0
			SUM:	1480		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.076			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.076			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 3	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	400	1	**400**	0	0	**0**
	Left-Through		0			0	
	Through	2300	2	797	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1720	2	**633**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	430	2	215	0	0	**0**
	Through-Right		0			0	
	Right	320	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	1030	1	**535**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1033		*North-South:*	0
			East-West:	595		*East-West:*	0
			SUM:	1628		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.142			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.142			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 3 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	320	1	**320**	0	0	**0**
	Left-Through		0			0	
	Through	1480	2	547	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1350	2	**490**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	330	2	**165**	0	0	**0**
	Through-Right		0			0	
	Right	330	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	350	1	215	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	810		*North-South:*	0
			East-West:	315		*East-West:*	0
			SUM:	1125		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.789			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.789			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 3 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	370	1	**370**	0	0	**0**
	Left-Through		0			0	
	Through	2050	2	750	0	0	0
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	2010	2	**693**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	920	2	**460**	0	0	**0**
	Through-Right		0			0	
	Right	510	1	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	450	1	260	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1063		*North-South:*	0
			East-West:	600		*East-West:*	0
			SUM:	1663		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.167			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.167			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	**190**	0	0	**0**
	Left-Through		0			0	
	Through	1050	2	363	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	200	1	200	0	0	0
	Left-Through		0			0	
	Through	870	2	**373**	0	0	**0**
	Through-Right		1			0	
	Right	250	0	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	1050	2	400	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1360	2	**480**	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	563		*North-South:*	0
			East-West:	620		*East-West:*	0
			SUM:	1183		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.860			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.860			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	740	2	**267**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	780	2	310	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1240	2	**473**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	1010	2	367	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	457		*North-South:*	0
			East-West:	613		*East-West:*	0
			SUM:	1070		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.778			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.778			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	970	2	**343**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	280	1	**280**	0	0	0
	Left-Through		0			0	
	Through	1140	2	430	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	200	0	0	0
	Left-Through		0			0	
	Through	1590	2	**583**	0	0	**0**
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	1050	2	387	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	623		*North-South:*	0
			East-West:	753		*East-West:*	0
			SUM:	1376		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.001			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.001			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	690	1	**453**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	670	1	453	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1010	3	337	0	0	**0**
	Through-Right		0			0	
	Right	430	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1510	2	**603**	0	0	0
	Through-Right		1			0	
	Right	300	0	300	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	453		*North-South:*	0
			East-West:	603		*East-West:*	0
			SUM:	1056		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.704			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.704			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	420	1	**283**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	430	1	283	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1080	3	360	0	0	**0**
	Through-Right		0			0	
	Right	370	1	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1220	2	**567**	0	0	0
	Through-Right		1			0	
	Right	480	0	480	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	283		*North-South:*	0
			East-West:	567		*East-West:*	0
			SUM:	850		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.567			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.567			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	490	1	**387**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	670	1	387	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1700	3	567	0	0	**0**
	Through-Right		0			0	
	Right	330	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1410	2	**583**	0	0	0
	Through-Right		1			0	
	Right	340	0	340	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	387		*North-South:*	0
			East-West:	583		*East-West:*	0
			SUM:	970		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.647			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.647			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	1	200	0	0	**0**
	Left-Through		0			0	
	Through	800	1	**435**	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	1	**240**	0	0	0
	Left-Through		0			0	
	Through	640	1	370	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	1190	2	427	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1480	2	**533**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	675		*North-South:*	0
			East-West:	653		*East-West:*	0
			SUM:	1328		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.966			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.966			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	590	1	**325**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	590	1	340	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1040	2	**377**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	930	2	350	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	475		*North-South:*	0
			East-West:	487		*East-West:*	0
			SUM:	962		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.700			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.700			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	690	1	**410**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	820	1	470	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1600	2	**577**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	**190**	0	0	**0**
	Left-Through		0			0	
	Through	1220	2	457	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	620		*North-South:*	0
			East-West:	767		*East-West:*	0
			SUM:	1387		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.009			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.009			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	780	1	**455**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	810	1	435	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	1040	2	380	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1360	2	**497**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	615		*North-South:*	0
			East-West:	567		*East-West:*	0
			SUM:	1182		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.860			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.860			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	110	1	**110**	0	0	**0**
Left-Through		0			0	
Through	560	1	340	0	0	0
Through-Right		1			0	
Right	120	0	120	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	130	1	130	0	0	0
Left-Through		0			0	
Through	640	1	**370**	0	0	**0**
Through-Right		1			0	
Right	100	0	100	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	110	1	110	0	0	0
Left-Through		0			0	
Through	760	2	**290**	0	0	**0**
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	160	1	**160**	0	0	**0**
Left-Through		0			0	
Through	890	2	323	0	0	0
Through-Right		1			0	
Right	80	0	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	480		*North-South:*	0
		East-West:	450		*East-West:*	0
		SUM:	930		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.676			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.676			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	150	1	**150**	0	0	**0**
Left-Through		0			0	
Through	770	1	450	0	0	0
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	140	1	140	0	0	0
Left-Through		0			0	
Through	920	1	**510**	0	0	**0**
Through-Right		1			0	
Right	100	0	100	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	130	1	130	0	0	0
Left-Through		0			0	
Through	1280	2	**477**	0	0	**0**
Through-Right		1			0	
Right	150	0	150	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	240	1	**240**	0	0	**0**
Left-Through		0			0	
Through	1150	2	420	0	0	0
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	660		*North-South:*	0
		East-West:	717		*East-West:*	0
		SUM:	1377		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.001			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.001			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	210	1	210	0	0	**0**
Left-Through		0			0	
Through	1240	2	**463**	0	0	0
Through-Right		1			0	
Right	150	0	150	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	70	1	**70**	0	0	0
Left-Through		0			0	
Through	700	2	270	0	0	**0**
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	120	1	120	0	0	0
Left-Through		0			0	
Through	1380	2	**503**	0	0	**0**
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	100	1	**100**	0	0	**0**
Left-Through		0			0	
Through	1290	2	463	0	0	0
Through-Right		1			0	
Right	100	0	100	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	533		*North-South:*	0
		East-West:	603		*East-West:*	0
		SUM:	1136		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.826			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.826			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	150	1	**150**	0	0	**0**
Left-Through		0			0	
Through	620	2	253	0	0	0
Through-Right		1			0	
Right	140	0	140	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	110	1	110	0	0	0
Left-Through		0			0	
Through	550	2	**213**	0	0	**0**
Through-Right		1			0	
Right	90	0	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	70	1	70	0	0	0
Left-Through		0			0	
Through	1150	2	**423**	0	0	**0**
Through-Right		1			0	
Right	120	0	120	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	210	1	**210**	0	0	**0**
Left-Through		0			0	
Through	950	2	343	0	0	0
Through-Right		1			0	
Right	80	0	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	363		*North-South:*	0
		East-West:	633		*East-West:*	0
		SUM:	996		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.724			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.724			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	**190**	0	0	**0**
	Left-Through		0			0	
	Through	940	2	353	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	920	2	**330**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1500	2	**550**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	1390	2	487	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	520		*North-South:*	0
			East-West:	680		*East-West:*	0
			SUM:	1200		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.873			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.873			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	260	2	143	0	0	**0**
	Left-Through		0			0	
	Through	1320	2	**480**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	143	2	**79**	0	0	0
	Left-Through		0			0	
	Through	717	2	272	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	126	1	126	0	0	0
	Left-Through		0			0	
	Through	1394	2	**493**	0	0	**0**
	Through-Right		1			0	
	Right	84	0	84	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	1340	2	493	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	559		*North-South:*	0
			East-West:	623		*East-West:*	0
			SUM:	1182		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.860			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.860			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	2	72	0	0	**0**
	Left-Through		0			0	
	Through	650	2	**263**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	2	**94**	0	0	0
	Left-Through		0			0	
	Through	670	2	277	0	0	**0**
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	1090	2	407	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1130	2	**430**	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	357		*North-South:*	0
			East-West:	550		*East-West:*	0
			SUM:	907		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.660			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.660			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	2	94	0	0	**0**
	Left-Through		0			0	
	Through	1170	2	**433**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	2	**127**	0	0	0
	Left-Through		0			0	
	Through	970	2	370	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1490	2	**540**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	1380	2	503	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	560		*North-South:*	0
			East-West:	650		*East-West:*	0
			SUM:	1210		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.880			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.880			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	250	2	138	0	0	**0**
	Left-Through		0			0	
	Through	1260	3	**420**	0	0	0
	Through-Right		0			0	
	Right	140	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	2	**88**	0	0	0
	Left-Through		0			0	
	Through	830	2	313	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	870	2	347	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	1170	2	**433**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	508		*North-South:*	0
			East-West:	593		*East-West:*	0
			SUM:	1101		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.801			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.801			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	300	2	**165**	0	0	**0**
	Left-Through		0			0	
	Through	540	3	180	0	0	0
	Through-Right		0			0	
	Right	70	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	2	88	0	0	0
	Left-Through		0			0	
	Through	560	2	**237**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	680	2	290	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	890	2	**327**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	402		*North-South:*	0
			East-West:	507		*East-West:*	0
			SUM:	909		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.661			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.661			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	380	2	**209**	0	0	**0**
	Left-Through		0			0	
	Through	1170	3	390	0	0	0
	Through-Right		0			0	
	Right	110	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	2	94	0	0	0
	Left-Through		0			0	
	Through	900	2	**363**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	1130	2	**443**	0	0	**0**
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	1090	2	400	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	572		*North-South:*	0
			East-West:	613		*East-West:*	0
			SUM:	1185		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.862			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.862			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	390	2	215	0	0	**0**
	Left-Through		0			0	
	Through	1280	2	**473**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	2	**149**	0	0	0
	Left-Through		0			0	
	Through	890	3	297	0	0	**0**
	Through-Right		0			0	
	Right	70	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	800	2	**343**	0	0	**0**
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	310	1	**310**	0	0	**0**
	Left-Through		0			0	
	Through	1320	2	510	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	622		*North-South:*	0
			East-West:	653		*East-West:*	0
			SUM:	1275		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.927			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.927			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	420	2	**231**	0	0	**0**
	Left-Through		0			0	
	Through	790	2	320	0	0	0
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	2	88	0	0	0
	Left-Through		0			0	
	Through	640	3	**213**	0	0	**0**
	Through-Right		0			0	
	Right	50	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	590	2	**273**	0	0	**0**
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	580	2	227	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	444		*North-South:*	0
			East-West:	453		*East-West:*	0
			SUM:	897		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.652			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.652			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	530	2	292	0	0	**0**
	Left-Through		0			0	
	Through	1370	2	**533**	0	0	0
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	2	**132**	0	0	0
	Left-Through		0			0	
	Through	900	3	300	0	0	**0**
	Through-Right		0			0	
	Right	100	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1420	2	**540**	0	0	**0**
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	300	1	**300**	0	0	**0**
	Left-Through		0			0	
	Through	1050	2	387	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	665		*North-South:*	0
			East-West:	840		*East-West:*	0
			SUM:	1505		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.095			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.095			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1370	2	**487**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	600	2	230	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	1290	2	457	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	80	0	0	**0**
	Left-Through		0			0	
	Through	1200	2	**450**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	647		*North-South:*	0
			East-West:	550		*East-West:*	0
			SUM:	1197		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.871			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.871			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	500	2	207	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	510	2	**217**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	1240	2	**453**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	1000	2	377	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	367		*North-South:*	0
			East-West:	553		*East-West:*	0
			SUM:	920		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.669			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.669			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	780	2	297	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	200	1	200	0	0	0
	Left-Through		0			0	
	Through	1190	2	**447**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	1470	2	**523**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	1330	2	473	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	547		*North-South:*	0
			East-West:	653		*East-West:*	0
			SUM:	1200		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.873			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.873			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	1	200	0	0	**0**
	Left-Through		0			0	
	Through	1170	2	**440**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	620	2	237	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1630	2	**567**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	1530	3	510	0	0	0
	Through-Right		0			0	
	Right	400	1	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	630		*North-South:*	0
			East-West:	737		*East-West:*	0
			SUM:	1367		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.994			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.994			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	440	2	**173**	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	530	2	203	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	1410	2	**497**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	1360	3	453	0	0	0
	Through-Right		0			0	
	Right	240	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	363		*North-South:*	0
			East-West:	637		*East-West:*	0
			SUM:	1000		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.727			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.727			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	870	2	320	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	210	1	210	0	0	0
	Left-Through		0			0	
	Through	1120	2	**423**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	1860	2	**640**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	1580	3	527	0	0	0
	Through-Right		0			0	
	Right	220	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	593		*North-South:*	0
			East-West:	810		*East-West:*	0
			SUM:	1403		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.020			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.020			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 180
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0	NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**	80	1	80	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1040	1	**560**	0	0	0	440	1	**275**	0	0	0
	Through-Right		1			0			1			0	
	Right	80	0	80	0	0	0	110	0	110	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	150	1	**150**	0	0	0	180	1	**180**	0	0	0
	Left-Through		0			0			0			0	
	Through	760	2	380	0	0	**0**	480	2	240	0	0	**0**
	Through-Right		0			0			0			0	
	Right	160	1	0	0	0	0	60	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	160	1	**160**	0	0	0	70	1	**70**	0	0	0
	Left-Through		0			0			0			0	
	Through	970	2	350	0	0	**0**	810	2	297	0	0	**0**
	Through-Right		1			0			1			0	
	Right	80	0	80	0	0	0	80	0	80	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	120	1	120	0	0	**0**	100	1	100	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1270	2	**507**	0	0	0	910	2	**347**	0	0	0
	Through-Right		1			0			1			0	
	Right	250	0	250	0	0	0	130	0	130	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	710		North-South:	0		North-South:	455		North-South:	0
			East-West:	667		East-West:	0		East-West:	417		East-West:	0
			SUM:	1377		SUM:	0		SUM:	872		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.001			0.000			0.634			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.001			0.000			0.634			0.000
LEVEL OF SERVICE (LOS):				F			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 180
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM						AM					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0	NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**	70	1	70	0	0	**0**
	Left-Through		0			0			0			0	
	Through	780	1	**435**	0	0	0	590	2	**295**	0	0	0
	Through-Right		1			0			0			0	
	Right	90	0	90	0	0	0	110	1	10	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0	240	1	**240**	0	0	0
	Left-Through		0			0			0			0	
	Through	900	2	450	0	0	**0**	480	1	305	0	0	**0**
	Through-Right		0			0			1			0	
	Right	160	1	10	0	0	0	130	0	130	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	150	1	**150**	0	0	0	100	1	**100**	0	0	0
	Left-Through		0			0			0			0	
	Through	1220	2	440	0	0	**0**	1040	2	383	0	0	**0**
	Through-Right		1			0			1			0	
	Right	100	0	100	0	0	0	110	0	110	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	150	1	150	0	0	**0**	100	1	100	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1220	2	**447**	0	0	0	1700	2	**673**	0	0	0
	Through-Right		1			0			1			0	
	Right	120	0	120	0	0	0	320	0	320	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	625		North-South:	0		North-South:	535		North-South:	0
			East-West:	597		East-West:	0		East-West:	773		East-West:	0
			SUM:	1222		SUM:	0		SUM:	1308		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.889			0.000			0.951			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.889			0.000			0.951			0.000
LEVEL OF SERVICE (LOS):				D			A			E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	300	2	**150**	0	0	0
	Through-Right		0			0	
	Right	110	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	310	1	195	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	760	2	270	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	720	2	**293**	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	290		*North-South:*	0
			East-West:	383		*East-West:*	0
			SUM:	673		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.489			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.489			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	630	2	**315**	0	0	0
	Through-Right		0			0	
	Right	130	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	500	1	315	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1810	2	**627**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	1120	2	457	0	0	0
	Through-Right		1			0	
	Right	250	0	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	525		*North-South:*	0
			East-West:	737		*East-West:*	0
			SUM:	1262		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.918			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.918			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	580	2	**233**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	1	**240**	0	0	0
	Left-Through		0			0	
	Through	680	3	227	0	0	**0**
	Through-Right		0			0	
	Right	110	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	1230	2	453	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	1540	2	**573**	0	0	0
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	473		*North-South:*	0
			East-West:	683		*East-West:*	0
			SUM:	1156		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.841			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.841			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	360	2	**167**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	390	3	130	0	0	**0**
	Through-Right		0			0	
	Right	100	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	1060	2	**390**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	1090	2	413	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	387		*North-South:*	0
			East-West:	540		*East-West:*	0
			SUM:	927		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.674			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.674			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	810	2	**337**	0	0	0
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	**250**	0	0	0
	Left-Through		0			0	
	Through	830	3	277	0	0	**0**
	Through-Right		0			0	
	Right	130	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	1400	2	527	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	1360	2	**540**	0	0	0
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	587		*North-South:*	0
			East-West:	690		*East-West:*	0
			SUM:	1277		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.929			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.929			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	460	3	**153**	0	0	0
	Through-Right		0			0	
	Right	110	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	570	3	190	0	0	**0**
	Through-Right		0			0	
	Right	130	1	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	940	2	340	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1810	2	**650**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	333		*North-South:*	0
			East-West:	710		*East-West:*	0
			SUM:	1043		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.759			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.759			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	330	3	**110**	0	0	0
	Through-Right		0			0	
	Right	60	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	390	3	130	0	0	**0**
	Through-Right		0			0	
	Right	180	1	155	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	800	2	**290**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	770	2	300	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	280		*North-South:*	0
			East-West:	370		*East-West:*	0
			SUM:	650		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.473			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.473			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	740	3	**247**	0	0	0
	Through-Right		0			0	
	Right	80	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	570	3	190	0	0	**0**
	Through-Right		0			0	
	Right	90	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1540	2	**543**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	940	2	363	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	387		*North-South:*	0
			East-West:	683		*East-West:*	0
			SUM:	1070		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.778			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.778			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	210	1	210	0	0	**0**
Left-Through		0			0	
Through	1280	2	**640**	0	0	0
Through-Right		0			0	
Right	180	1	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	90	1	**90**	0	0	0
Left-Through		0			0	
Through	450	1	270	0	0	**0**
Through-Right		1			0	
Right	90	0	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	120	1	120	0	0	0
Left-Through		0			0	
Through	820	1	**450**	0	0	**0**
Through-Right		1			0	
Right	80	0	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	140	1	**140**	0	0	**0**
Left-Through		0			0	
Through	940	2	470	0	0	0
Through-Right		0			0	
Right	220	1	175	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	730		*North-South:*	0
		East-West:	590		*East-West:*	0
		SUM:	1320		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.880			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.880			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	140	1	140	0	0	**0**
Left-Through		0			0	
Through	1020	2	**510**	0	0	0
Through-Right		0			0	
Right	120	1	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	1	**100**	0	0	0
Left-Through		0			0	
Through	560	1	330	0	0	**0**
Through-Right		1			0	
Right	100	0	100	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	130	1	130	0	0	0
Left-Through		0			0	
Through	510	1	**290**	0	0	**0**
Through-Right		1			0	
Right	70	0	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	140	1	**140**	0	0	**0**
Left-Through		0			0	
Through	540	2	270	0	0	0
Through-Right		0			0	
Right	120	1	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	610		*North-South:*	0
		East-West:	430		*East-West:*	0
		SUM:	1040		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.693			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.693			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	130	1	130	0	0	**0**
Left-Through		0			0	
Through	1450	2	**725**	0	0	0
Through-Right		0			0	
Right	230	1	165	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	130	1	**130**	0	0	0
Left-Through		0			0	
Through	1100	1	635	0	0	**0**
Through-Right		1			0	
Right	170	0	170	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	150	1	150	0	0	0
Left-Through		0			0	
Through	1130	1	**640**	0	0	**0**
Through-Right		1			0	
Right	150	0	150	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	130	1	**130**	0	0	**0**
Left-Through		0			0	
Through	880	2	440	0	0	0
Through-Right		0			0	
Right	190	1	125	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	855		*North-South:*	0
		East-West:	770		*East-West:*	0
		SUM:	1625		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.083			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.083			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	100	1	100	0	0	**0**
Left-Through		0			0	
Through	980	1	**630**	0	0	0
Through-Right		1			0	
Right	280	0	280	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	150	1	**150**	0	0	0
Left-Through		0			0	
Through	350	1	200	0	0	**0**
Through-Right		1			0	
Right	50	0	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	80	1	80	0	0	0
Left-Through		0			0	
Through	640	1	**375**	0	0	**0**
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	180	1	**180**	0	0	**0**
Left-Through		0			0	
Through	780	2	390	0	0	0
Through-Right		0			0	
Right	400	1	325	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	780		*North-South:*	0
		East-West:	555		*East-West:*	0
		SUM:	1335		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.890			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.890			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	400	1	**250**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	330	1	185	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	500	1	**275**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	500	2	250	0	0	0
	Through-Right		0			0	
	Right	230	1	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	370		*North-South:*	0
			East-West:	395		*East-West:*	0
			SUM:	765		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.510			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.510			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	670	1	**430**	0	0	0
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	**250**	0	0	0
	Left-Through		0			0	
	Through	890	1	475	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	1000	1	**545**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	1	**200**	0	0	**0**
	Left-Through		0			0	
	Through	860	2	430	0	0	0
	Through-Right		0			0	
	Right	260	1	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	680		*North-South:*	0
			East-West:	745		*East-West:*	0
			SUM:	1425		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.950			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.950			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	203	0	0	0
	Left-Through		0			0	
	Through	60	0	0	0	0	**0**
	Through-Right		0			0	
	Right	360	1	**203**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1270	2	**530**	0	0	**0**
	Through-Right		1			0	
	Right	320	0	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	**240**	0	0	**0**
	Left-Through		0			0	
	Through	1130	3	377	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	203		*North-South:*	0
			East-West:	770		*East-West:*	0
			SUM:	973		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.649			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.649			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	310	1	223	0	0	0
	Left-Through		0			0	
	Through	70	0	0	0	0	**0**
	Through-Right		0			0	
	Right	360	1	**223**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1290	2	**507**	0	0	**0**
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	1	**250**	0	0	**0**
	Left-Through		0			0	
	Through	870	3	290	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	223		*North-South:*	0
			East-West:	757		*East-West:*	0
			SUM:	980		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.653			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.653			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	1	183	0	0	0
	Left-Through		0			0	
	Through	80	0	0	0	0	**0**
	Through-Right		0			0	
	Right	310	1	**183**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1590	2	**623**	0	0	**0**
	Through-Right		1			0	
	Right	280	0	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	1	**250**	0	0	**0**
	Left-Through		0			0	
	Through	1260	3	420	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	183		*North-South:*	0
			East-West:	873		*East-West:*	0
			SUM:	1056		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.704			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.704			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	0	130	0	0	**0**
	Left-Through		1			0	
	Through	180	0	**235**	0	0	0
	Through-Right		1			0	
	Right	160	0	235	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	310	1	**310**	0	0	0
	Left-Through		0			0	
	Through	1160	3	387	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1290	2	**517**	0	0	0
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	235		*North-South:*	0
			East-West:	827		*East-West:*	0
			SUM:	1062		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.745			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.745			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	0	110	0	0	**0**
	Left-Through		1			0	
	Through	70	0	180	0	0	0
	Through-Right		1			0	
	Right	220	0	**220**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	450	1	**450**	0	0	0
	Left-Through		0			0	
	Through	1240	3	413	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1050	2	**457**	0	0	0
	Through-Right		1			0	
	Right	320	0	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	220		*North-South:*	0
			East-West:	907		*East-West:*	0
			SUM:	1127		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.791			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.791			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	0	210	0	0	**0**
	Left-Through		1			0	
	Through	90	0	**270**	0	0	0
	Through-Right		1			0	
	Right	240	0	270	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	350	1	**350**	0	0	0
	Left-Through		0			0	
	Through	1480	3	493	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1340	2	**540**	0	0	0
	Through-Right		1			0	
	Right	280	0	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	270		*North-South:*	0
			East-West:	890		*East-West:*	0
			SUM:	1160		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.814			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.814			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200

PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	340	1	237	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	370	1	**237**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1270	2	635	0	0	**0**
Through-Right		1			0	
Right	650	0	**650**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	1570	3	523	0	0	0
Through-Right		0			0	
Right	600	1	363	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	237		*North-South:*	0
		East-West:	650		*East-West:*	0
		SUM:	887		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.591			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.591			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200

PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	420	1	290	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	450	1	**290**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	10	0	0	0	0	0
Left-Through		0			0	
Through	1200	2	**560**	0	0	**0**
Through-Right		1			0	
Right	480	0	480	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	1120	3	373	0	0	0
Through-Right		0			0	
Right	390	1	100	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	290		*North-South:*	0
		East-West:	560		*East-West:*	0
		SUM:	850		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.567			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.567			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200

PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	460	1	267	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	340	1	**267**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1650	2	**720**	0	0	**0**
Through-Right		1			0	
Right	510	0	510	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	1460	3	487	0	0	0
Through-Right		0			0	
Right	400	1	133	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	267		*North-South:*	0
		East-West:	720		*East-West:*	0
		SUM:	987		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.658			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.658			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	570	2	233	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	710	3	**237**	0	0	**0**
	Through-Right		0			0	
	Right	240	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	290	2	145	0	0	**0**
	Through-Right		0			0	
	Right	100	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	720	1	**400**	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	317		*North-South:*	0
			East-West:	580		*East-West:*	0
			SUM:	897		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.652			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.652			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	1	**220**	0	0	**0**
	Left-Through		0			0	
	Through	860	2	330	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	590	3	**197**	0	0	**0**
	Through-Right		0			0	
	Right	380	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	370	1	**370**	0	0	0
	Left-Through		0			0	
	Through	590	2	295	0	0	**0**
	Through-Right		0			0	
	Right	190	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	1	200	0	0	**0**
	Left-Through		0			0	
	Through	520	1	**325**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	417		*North-South:*	0
			East-West:	695		*East-West:*	0
			SUM:	1112		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.809			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.809			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	990	2	**380**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	650	3	217	0	0	**0**
	Through-Right		0			0	
	Right	290	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	1	220	0	0	0
	Left-Through		0			0	
	Through	830	2	**415**	0	0	**0**
	Through-Right		0			0	
	Right	130	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	**220**	0	0	**0**
	Left-Through		0			0	
	Through	640	1	370	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	500		*North-South:*	0
			East-West:	635		*East-West:*	0
			SUM:	1135		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.825			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.825			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		1			0	
	Through	40	1	**20**	0	0	0
	Through-Right		0			0	
	Right	40	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	2	**77**	0	0	0
	Left-Through		1			0	
	Through	20	1	20	0	0	**0**
	Through-Right		0			0	
	Right	420	1	51	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	670	2	**369**	0	0	0
	Left-Through		0			0	
	Through	2030	4	508	0	0	**0**
	Through-Right		0			0	
	Right	20	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	2700	4	**675**	0	0	0
	Through-Right		0			0	
	Right	350	1	273	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	97		*North-South:*	0
			East-West:	1044		*East-West:*	0
			SUM:	1141		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.830			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.830			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	30	1	**23**	0	0	**0**
Left-Through		1			0	
Through	40	1	23	0	0	0
Through-Right		0			0	
Right	40	1	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	440	2	154	0	0	0
Left-Through		1			0	
Through	20	1	20	0	0	**0**
Through-Right		0			0	
Right	780	1	**213**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	1030	2	**567**	0	0	0
Left-Through		0			0	
Through	2430	4	608	0	0	**0**
Through-Right		0			0	
Right	20	1	9	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	40	1	40	0	0	**0**
Left-Through		0			0	
Through	2676	4	**669**	0	0	0
Through-Right		0			0	
Right	250	1	96	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	236		*North-South:*	0
		East-West:	1236		*East-West:*	0
		SUM:	1472		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.071			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.071			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	20	1	20	0	0	**0**
Left-Through		1			0	
Through	40	1	20	0	0	0
Through-Right		0			0	
Right	70	1	**45**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	510	2	179	0	0	0
Left-Through		1			0	
Through	20	1	20	0	0	**0**
Through-Right		0			0	
Right	770	1	**258**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	930	2	**512**	0	0	0
Left-Through		0			0	
Through	2220	4	555	0	0	**0**
Through-Right		0			0	
Right	20	1	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	50	1	50	0	0	**0**
Left-Through		0			0	
Through	2370	4	**593**	0	0	0
Through-Right		0			0	
Right	360	1	181	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	303		*North-South:*	0
		East-West:	1105		*East-West:*	0
		SUM:	1408		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.024			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.024			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	70	0	70	0	0	**0**
Left-Through		1			0	
Through	90	0	**160**	0	0	0
Through-Right		0			0	
Right	530	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	70	0	70	0	0	0
Left-Through		1			0	
Through	60	0	**110**	0	0	**0**
Through-Right		1			0	
Right	50	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	20	1	**20**	0	0	0
Left-Through		0			0	
Through	470	2	163	0	0	**0**
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	680	2	374	0	0	**0**
Left-Through		0			0	
Through	1150	1	**580**	0	0	0
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	270		*North-South:*	0
		East-West:	600		*East-West:*	0
		SUM:	870		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.633			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.633			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	60	0	60	0	0	**0**
Left-Through		1			0	
Through	50	0	**110**	0	0	0
Through-Right		0			0	
Right	690	2	66	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	30	0	30	0	0	0
Left-Through		1			0	
Through	70	0	**110**	0	0	**0**
Through-Right		1			0	
Right	40	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	30	1	**30**	0	0	0
Left-Through		0			0	
Through	590	2	203	0	0	**0**
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	570	2	314	0	0	**0**
Left-Through		0			0	
Through	1000	1	**510**	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	220		*North-South:*	0
		East-West:	540		*East-West:*	0
		SUM:	760		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.553			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.553			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	40	0	40	0	0	**0**
Left-Through		1			0	
Through	80	0	120	0	0	0
Through-Right		0			0	
Right	770	2	**127**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	50	0	50	0	0	0
Left-Through		1			0	
Through	100	0	**130**	0	0	**0**
Through-Right		1			0	
Right	30	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	17	1	17	0	0	0
Left-Through		0			0	
Through	1063	2	**381**	0	0	**0**
Through-Right		1			0	
Right	80	0	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	540	2	**297**	0	0	**0**
Left-Through		0			0	
Through	1060	1	540	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	257		*North-South:*	0
		East-West:	678		*East-West:*	0
		SUM:	935		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.680			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.680			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	90	1	**90**	0	0	**0**
Left-Through		0			0	
Through	520	1	365	0	0	0
Through-Right		1			0	
Right	210	0	210	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	50	1	50	0	0	0
Left-Through		0			0	
Through	700	1	**405**	0	0	**0**
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	10	1	**10**	0	0	0
Left-Through		0			0	
Through	640	1	395	0	0	**0**
Through-Right		1			0	
Right	150	0	150	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	140	1	140	0	0	**0**
Left-Through		0			0	
Through	1340	1	**730**	0	0	0
Through-Right		1			0	
Right	120	0	120	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	495		*North-South:*	0
		East-West:	740		*East-West:*	0
		SUM:	1235		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.898			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.898			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	70	1	70	0	0	**0**
Left-Through		0			0	
Through	710	1	**550**	0	0	0
Through-Right		1			0	
Right	390	0	390	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	90	1	**90**	0	0	0
Left-Through		0			0	
Through	550	1	315	0	0	**0**
Through-Right		1			0	
Right	80	0	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	40	1	40	0	0	0
Left-Through		0			0	
Through	1090	1	**590**	0	0	**0**
Through-Right		1			0	
Right	90	0	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	240	1	**240**	0	0	**0**
Left-Through		0			0	
Through	1160	1	615	0	0	0
Through-Right		1			0	
Right	70	0	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	640		*North-South:*	0
		East-West:	830		*East-West:*	0
		SUM:	1470		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.069			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.069			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	100	1	100	0	0	**0**
Left-Through		0			0	
Through	790	1	**515**	0	0	0
Through-Right		1			0	
Right	240	0	240	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	90	1	**90**	0	0	0
Left-Through		0			0	
Through	530	1	300	0	0	**0**
Through-Right		1			0	
Right	70	0	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	80	1	80	0	0	0
Left-Through		0			0	
Through	1500	1	**790**	0	0	**0**
Through-Right		1			0	
Right	80	0	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	160	1	**160**	0	0	**0**
Left-Through		0			0	
Through	1020	1	540	0	0	0
Through-Right		1			0	
Right	60	0	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	605		*North-South:*	0
		East-West:	950		*East-West:*	0
		SUM:	1555		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.131			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.131			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	240	1	**240**	0	0	**0**
	Left-Through		0			0	
	Through	470	2	235	0	0	0
	Through-Right		0			0	
	Right	150	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	400	1	**250**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	380	1	**235**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	260	1	**260**	0	0	**0**
	Left-Through		0			0	
	Through	840	1	445	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	490		*North-South:*	0
			East-West:	495		*East-West:*	0
			SUM:	985		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.716			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.716			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	550	2	275	0	0	0
	Through-Right		0			0	
	Right	300	1	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	320	1	**250**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	510	1	**330**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	500	1	290	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	430		*North-South:*	0
			East-West:	510		*East-West:*	0
			SUM:	940		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.684			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.684			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	1	**220**	0	0	**0**
	Left-Through		0			0	
	Through	680	2	340	0	0	0
	Through-Right		0			0	
	Right	200	1	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	430	1	**335**	0	0	**0**
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	760	1	**475**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	1	**230**	0	0	**0**
	Left-Through		0			0	
	Through	670	1	355	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	555		*North-South:*	0
			East-West:	705		*East-West:*	0
			SUM:	1260		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.916			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.916			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	350	1	**350**	0	0	**0**
	Left-Through		0			0	
	Through	540	1	295	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	330	1	**185**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	240	1	220	0	0	**0**
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	570	2	**285**	0	0	0
	Through-Right		0			0	
	Right	160	1	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	535		*North-South:*	0
			East-West:	345		*East-West:*	0
			SUM:	880		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.587			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.587			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	190	1	**190**	0	0	**0**
Left-Through		0			0	
Through	500	1	305	0	0	0
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	1	100	0	0	0
Left-Through		0			0	
Through	380	1	**230**	0	0	**0**
Through-Right		1			0	
Right	80	0	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	70	1	70	0	0	0
Left-Through		0			0	
Through	410	1	**310**	0	0	**0**
Through-Right		1			0	
Right	210	0	210	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	70	1	**70**	0	0	**0**
Left-Through		0			0	
Through	370	2	185	0	0	0
Through-Right		0			0	
Right	90	1	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	420		North-South:	0
		East-West:	380		East-West:	0
		SUM:	800		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.533			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.533			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	190	1	**190**	0	0	**0**
Left-Through		0			0	
Through	420	1	325	0	0	0
Through-Right		1			0	
Right	230	0	230	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	150	1	150	0	0	0
Left-Through		0			0	
Through	630	1	**340**	0	0	**0**
Through-Right		1			0	
Right	50	0	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	50	1	50	0	0	0
Left-Through		0			0	
Through	690	1	**590**	0	0	**0**
Through-Right		1			0	
Right	490	0	490	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	60	1	**60**	0	0	**0**
Left-Through		0			0	
Through	390	2	195	0	0	0
Through-Right		0			0	
Right	80	1	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	530		North-South:	0
		East-West:	650		East-West:	0
		SUM:	1180		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.787			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.787			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD East-West Street: CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	830	2	**457**	0	0	**0**
Left-Through		0			0	
Through	770	1	415	0	0	0
Through-Right		1			0	
Right	60	0	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	2	55	0	0	0
Left-Through		0			0	
Through	480	2	**240**	0	0	**0**
Through-Right		0			0	
Right	210	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	390	1	**390**	0	0	0
Left-Through		0			0	
Through	1710	3	555	0	0	**0**
Through-Right		1			0	
Right	510	0	510	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	160	1	160	0	0	**0**
Left-Through		0			0	
Through	2070	3	**550**	0	0	0
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	697		North-South:	0
		East-West:	940		East-West:	0
		SUM:	1637		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			1.191			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.191			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD East-West Street: CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	740	2	**407**	0	0	**0**
Left-Through		0			0	
Through	710	1	395	0	0	0
Through-Right		1			0	
Right	80	0	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	2	55	0	0	0
Left-Through		0			0	
Through	330	2	**165**	0	0	**0**
Through-Right		0			0	
Right	300	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	610	1	**610**	0	0	0
Left-Through		0			0	
Through	2160	3	660	0	0	**0**
Through-Right		1			0	
Right	480	0	480	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	180	1	180	0	0	**0**
Left-Through		0			0	
Through	2236	3	**599**	0	0	0
Through-Right		1			0	
Right	160	0	160	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	572		North-South:	0
		East-West:	1209		East-West:	0
		SUM:	1781		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			1.295			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.295			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	600	2	330	0	0	**0**
	Left-Through		0			0	
	Through	1240	1	**680**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	2	**61**	0	0	0
	Left-Through		0			0	
	Through	580	2	290	0	0	**0**
	Through-Right		0			0	
	Right	270	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	630	1	**630**	0	0	0
	Left-Through		0			0	
	Through	2040	3	603	0	0	**0**
	Through-Right		1			0	
	Right	370	0	370	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	2000	3	**538**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	741		North-South:	0
			East-West:	1168		East-West:	0
			SUM:	1909		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.388			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.388			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	270	2	149	0	0	**0**
	Left-Through		0			0	
	Through	710	2	**277**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	320	2	**176**	0	0	0
	Left-Through		0			0	
	Through	390	2	195	0	0	**0**
	Through-Right		0			0	
	Right	190	1	113	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	2	**77**	0	0	0
	Left-Through		0			0	
	Through	240	2	117	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	2	116	0	0	**0**
	Left-Through		0			0	
	Through	1160	3	387	0	0	0
	Through-Right		0			0	
	Right	710	1	**534**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	453		North-South:	0
			East-West:	611		East-West:	0
			SUM:	1064		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.774			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.774			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	2	94	0	0	**0**
	Left-Through		0			0	
	Through	500	2	**197**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	500	2	**275**	0	0	0
	Left-Through		0			0	
	Through	430	2	215	0	0	**0**
	Through-Right		0			0	
	Right	170	1	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	250	2	**138**	0	0	0
	Left-Through		0			0	
	Through	610	2	250	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	2	44	0	0	**0**
	Left-Through		0			0	
	Through	590	3	197	0	0	0
	Through-Right		0			0	
	Right	570	1	**295**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	472		North-South:	0
			East-West:	433		East-West:	0
			SUM:	905		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.658			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.658			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	2	116	0	0	**0**
	Left-Through		0			0	
	Through	480	2	**237**	0	0	0
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	340	2	**187**	0	0	0
	Left-Through		0			0	
	Through	600	2	300	0	0	**0**
	Through-Right		0			0	
	Right	160	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	290	2	160	0	0	0
	Left-Through		0			0	
	Through	1310	2	**540**	0	0	**0**
	Through-Right		1			0	
	Right	310	0	310	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	2	**138**	0	0	**0**
	Left-Through		0			0	
	Through	490	3	163	0	0	0
	Through-Right		0			0	
	Right	550	1	363	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	424		North-South:	0
			East-West:	678		East-West:	0
			SUM:	1102		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.801			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.801			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 2	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	1350	1	**750**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	200	1	**200**	0	0	0
	Left-Through		0			0	
	Through	830	1	450	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	40	0	**60**	0	0	**0**
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		1			0	
	Right	130	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	950		*North-South:*	0
			East-West:	140		*East-West:*	0
			SUM:	1090		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.793			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.793			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 2	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	810	1	**580**	0	0	0
	Through-Right		1			0	
	Right	350	0	350	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	750	1	410	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	60	0	**100**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	1	**250**	0	0	**0**
	Left-Through		0			0	
	Through	40	1	40	0	0	0
	Through-Right		1			0	
	Right	180	0	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	690		*North-South:*	0
			East-West:	350		*East-West:*	0
			SUM:	1040		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.756			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.756			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 2	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	920	1	**580**	0	0	0
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	1180	1	620	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	70	0	**110**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		1			0	
	Right	280	0	**230**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	680		*North-South:*	0
			East-West:	340		*East-West:*	0
			SUM:	1020		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.742			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.742			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	1370	2	467	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	1270	2	**577**	0	0	**0**
	Through-Right		1			0	
	Right	460	0	460	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	370	1	**190**	0	0	0
	Left-Through		1			0	
	Through	10	0	190	0	0	**0**
	Through-Right		0			0	
	Right	250	1	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	697		*North-South:*	0
			East-West:	220		*East-West:*	0
			SUM:	917		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.667			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.667			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	70	1	**70**	0	0	**0**
Left-Through		0			0	
Through	1540	2	520	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	50	1	50	0	0	0
Left-Through		0			0	
Through	1270	2	**603**	0	0	**0**
Through-Right		1			0	
Right	540	0	540	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	380	1	195	0	0	0
Left-Through		1			0	
Through	10	0	195	0	0	**0**
Through-Right		0			0	
Right	250	1	**215**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	10	0	**50**	0	0	0
Through-Right		0			0	
Right	30	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	673		*North-South:*	0
		East-West:	265		*East-West:*	0
		SUM:	938		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.682			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.682			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	190	1	**190**	0	0	**0**
Left-Through		0			0	
Through	1590	2	533	0	0	0
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	40	1	40	0	0	0
Left-Through		0			0	
Through	1730	2	**807**	0	0	**0**
Through-Right		1			0	
Right	690	0	690	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	470	1	**235**	0	0	0
Left-Through		1			0	
Through	0	0	235	0	0	**0**
Through-Right		0			0	
Right	300	1	205	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	10	0	**60**	0	0	0
Through-Right		0			0	
Right	40	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	997		*North-South:*	0
		East-West:	295		*East-West:*	0
		SUM:	1292		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.940			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.940			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2410	4	**603**	0	0	0
Through-Right		0			0	
Right	300	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	2	**11**	0	0	0
Left-Through		0			0	
Through	1840	4	460	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	580	2	**319**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	614		*North-South:*	0
		East-West:	319		*East-West:*	0
		SUM:	933		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.655			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.655			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1780	4	**445**	0	0	0
Through-Right		0			0	
Right	330	1	132	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	10	2	**6**	0	0	0
Left-Through		0			0	
Through	1670	4	418	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	360	2	**198**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	20	1	14	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	451		*North-South:*	0
		East-West:	198		*East-West:*	0
		SUM:	649		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.455			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.455			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2430	4	**608**	0	0	0
	Through-Right		0			0	
	Right	600	1	275	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	2	**22**	0	0	0
	Left-Through		0			0	
	Through	2370	4	593	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	590	2	**325**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	40	1	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	630		*North-South:*	0
			East-West:	325		*East-West:*	0
			SUM:	955		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.670			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.670			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	2	**11**	0	0	**0**
	Left-Through		0			0	
	Through	20	3	7	0	0	0
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	470	2	259	0	0	0
	Left-Through		0			0	
	Through	20	2	10	0	0	**0**
	Through-Right		0			0	
	Right	700	1	**403**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	540	2	**297**	0	0	0
	Left-Through		0			0	
	Through	950	3	317	0	0	**0**
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	2	11	0	0	**0**
	Left-Through		0			0	
	Through	1020	3	**340**	0	0	0
	Through-Right		0			0	
	Right	380	1	121	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	414		*North-South:*	0
			East-West:	637		*East-West:*	0
			SUM:	1051		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.764			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.764			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	2	**17**	0	0	**0**
	Left-Through		0			0	
	Through	20	3	7	0	0	0
	Through-Right		0			0	
	Right	30	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	420	2	231	0	0	0
	Left-Through		0			0	
	Through	20	2	10	0	0	**0**
	Through-Right		0			0	
	Right	480	1	**254**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	410	2	**226**	0	0	0
	Left-Through		0			0	
	Through	990	3	330	0	0	**0**
	Through-Right		0			0	
	Right	20	1	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	2	11	0	0	**0**
	Left-Through		0			0	
	Through	970	3	**323**	0	0	0
	Through-Right		0			0	
	Right	300	1	69	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	271		*North-South:*	0
			East-West:	549		*East-West:*	0
			SUM:	820		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.596			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.596			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	2	11	0	0	**0**
	Left-Through		0			0	
	Through	20	3	7	0	0	0
	Through-Right		0			0	
	Right	20	1	**17**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	900	2	**495**	0	0	0
	Left-Through		0			0	
	Through	10	2	5	0	0	**0**
	Through-Right		0			0	
	Right	510	1	108	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	730	2	**402**	0	0	0
	Left-Through		0			0	
	Through	1080	3	360	0	0	**0**
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	2	6	0	0	**0**
	Left-Through		0			0	
	Through	1140	3	**380**	0	0	0
	Through-Right		0			0	
	Right	440	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	512		*North-South:*	0
			East-West:	782		*East-West:*	0
			SUM:	1294		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.941			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.941			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**	20	1	20	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1150	2	**575**	0	0	0	740	2	**370**	0	0	0
	Through-Right		0			0			0			0	
	Right	210	1	166	0	0	0	140	1	124	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0	160	1	**160**	0	0	0
	Left-Through		0			0			0			0	
	Through	900	2	450	0	0	**0**	830	2	415	0	0	**0**
	Through-Right		0			0			0			0	
	Right	140	1	0	0	0	0	130	1	45	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	320	1	**320**	0	0	0	170	1	**170**	0	0	0
	Left-Through		0			0			0			0	
	Through	840	1	430	0	0	**0**	300	1	160	0	0	**0**
	Through-Right		1			0			1			0	
	Right	20	0	20	0	0	0	20	0	20	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	160	2	88	0	0	**0**	60	2	33	0	0	**0**
	Left-Through		0			0			0			0	
	Through	330	1	**240**	0	0	0	330	1	**270**	0	0	0
	Through-Right		1			0			1			0	
	Right	150	0	150	0	0	0	210	0	210	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	715		North-South:	0		North-South:	530		North-South:	0
			East-West:	560		East-West:	0		East-West:	440		East-West:	0
			SUM:	1275		SUM:	0		SUM:	970		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.895			0.000			0.681			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.895			0.000			0.681			0.000
LEVEL OF SERVICE (LOS):				D			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	30	1	30	0	0	**0**						
	Left-Through		0			0							
	Through	1370	2	**685**	0	0	0						
	Through-Right		0			0							
	Right	350	1	317	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	170	1	**170**	0	0	0						
	Left-Through		0			0							
	Through	1430	2	715	0	0	**0**						
	Through-Right		0			0							
	Right	200	1	115	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	170	1	**170**	0	0	0						
	Left-Through		0			0							
	Through	570	1	295	0	0	**0**						
	Through-Right		1			0							
	Right	20	0	20	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	120	2	66	0	0	**0**						
	Left-Through		0			0							
	Through	630	1	**410**	0	0	0						
	Through-Right		1			0							
	Right	190	0	190	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	855		North-South:	0						
			East-West:	580		East-West:	0						
			SUM:	1435		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				1.007			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.007			0.000						
LEVEL OF SERVICE (LOS):				F			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	40	2	22	0	0	**0**						
	Left-Through		0			0							
	Through	2430	2	**827**	0	0	0						
	Through-Right		1			0							
	Right	50	0	50	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	150	2	**83**	0	0	0						
	Left-Through		0			0							
	Through	2170	2	730	0	0	**0**						
	Through-Right		1			0							
	Right	20	0	20	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	390	2	195	0	0	**0**						
	Through-Right		1			0							
	Right	210	0	**199**	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	240	1	**240**	0	0	**0**						
	Left-Through		0			0							
	Through	1210	3	403	0	0	0						
	Through-Right		0			0							
	Right	260	1	219	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	910		North-South:	0						
			East-West:	439		East-West:	0						
			SUM:	1349		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.981			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.981			0.000						
LEVEL OF SERVICE (LOS):				E			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	2	88	0	0	**0**
	Left-Through		0			0	
	Through	1510	2	**533**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	2	**94**	0	0	0
	Left-Through		0			0	
	Through	1460	2	500	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	630	2	**267**	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	810	3	270	0	0	0
	Through-Right		0			0	
	Right	180	1	133	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		627	North-South:		0
		East-West:		437	East-West:		0
		SUM:		1064	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.774			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.774			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	2	94	0	0	**0**
	Left-Through		0			0	
	Through	2150	2	**763**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	330	2	**182**	0	0	0
	Left-Through		0			0	
	Through	2100	2	707	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1115	2	**445**	0	0	**0**
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	920	3	307	0	0	0
	Through-Right		0			0	
	Right	150	1	59	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		945	North-South:		0
		East-West:		605	East-West:		0
		SUM:		1550	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				1.127			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.127			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	2	**88**	0	0	**0**
	Left-Through		0			0	
	Through	840	2	323	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1230	2	**473**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	460	2	173	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	2	94	0	0	**0**
	Left-Through		0			0	
	Through	1090	2	**367**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		561	North-South:		0
		East-West:		497	East-West:		0
		SUM:		1058	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.769			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.769			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	2	**99**	0	0	**0**
	Left-Through		0			0	
	Through	880	2	363	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	1000	2	**377**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	620	2	237	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	2	94	0	0	**0**
	Left-Through		0			0	
	Through	770	2	**263**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		476	North-South:		0
		East-West:		403	East-West:		0
		SUM:		879	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.639			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.639			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	1620	2	**647**	0	0	0
	Through-Right		1			0	
	Right	320	0	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1150	2	427	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	910	2	320	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	2	105	0	0	**0**
	Left-Through		0			0	
	Through	970	2	**327**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	777		*North-South:*	0
			East-West:	547		*East-West:*	0
			SUM:	1324		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.963			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.963			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	1470	1	**810**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	740	2	370	0	0	**0**
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	1570	3	523	0	0	**0**
	Through-Right		0			0	
	Right	140	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1200	2	**463**	0	0	0
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	910		*North-South:*	0
			East-West:	673		*East-West:*	0
			SUM:	1583		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.151			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.151			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	920	1	**545**	0	0	0
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	740	2	370	0	0	**0**
	Through-Right		0			0	
	Right	110	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	1200	3	400	0	0	**0**
	Through-Right		0			0	
	Right	140	1	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	1	200	0	0	**0**
	Left-Through		0			0	
	Through	1330	2	**477**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	685		*North-South:*	0
			East-West:	687		*East-West:*	0
			SUM:	1372		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.998			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.998			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1290	1	**705**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	1320	2	660	0	0	**0**
	Through-Right		0			0	
	Right	90	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1520	3	**507**	0	0	**0**
	Through-Right		0			0	
	Right	290	1	225	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	1	**230**	0	0	**0**
	Left-Through		0			0	
	Through	1550	2	567	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	865		*North-South:*	0
			East-West:	737		*East-West:*	0
			SUM:	1602		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.165			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.165			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	1400	1	**750**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	870	2	435	0	0	**0**
	Through-Right		0			0	
	Right	110	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	200	0	0	0
	Left-Through		0			0	
	Through	740	2	**370**	0	0	**0**
	Through-Right		0			0	
	Right	60	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	460	2	230	0	0	0
	Through-Right		0			0	
	Right	70	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	830		*North-South:*	0
			East-West:	440		*East-West:*	0
			SUM:	1270		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.847			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.847			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	900	1	**505**	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	840	2	420	0	0	**0**
	Through-Right		0			0	
	Right	240	1	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	250	1	**250**	0	0	0
	Left-Through		0			0	
	Through	510	2	255	0	0	**0**
	Through-Right		0			0	
	Right	80	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	520	2	**260**	0	0	0
	Through-Right		0			0	
	Right	70	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	585		*North-South:*	0
			East-West:	510		*East-West:*	0
			SUM:	1095		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.730			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.730			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	1410	1	**790**	0	0	0
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	1460	2	730	0	0	**0**
	Through-Right		0			0	
	Right	180	1	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	810	2	**405**	0	0	**0**
	Through-Right		0			0	
	Right	110	1	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	680	2	340	0	0	0
	Through-Right		0			0	
	Right	80	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	870		*North-South:*	0
			East-West:	555		*East-West:*	0
			SUM:	1425		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.950			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.950			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	790	3	263	0	0	0
	Through-Right		0			0	
	Right	310	1	310	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	400	2	220	0	0	0
	Left-Through		0			0	
	Through	1110	2	**555**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	0	20	0	0	0
	Left-Through		0			0	
	Through	0	0	20	0	0	**0**
	Through-Right		0			0	
	Right	160	1	**160**	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	555		*North-South:*	0
			East-West:	160		*East-West:*	0
			SUM:	715		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.502			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.502			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD						PM					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	710	3	237	0	0	0	1260	3	**420**	0	0	0
	Through-Right		0			0			0			0	
	Right	190	1	190	0	0	0	250	1	250	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	330	2	182	0	0	0	710	2	**391**	0	0	0
	Left-Through		0			0			0			0	
	Through	880	2	**440**	0	0	**0**	1120	2	560	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	30	0	30	0	0	0	30	0	30	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	30	0	0	**0**	0	0	30	0	0	**0**
	Through-Right		0			0			0			0	
	Right	130	1	**130**	0	0	0	90	1	**90**	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	440		North-South:	0		North-South:	811		North-South:	0
			East-West:	130		East-West:	0		East-West:	90		East-West:	0
			SUM:	570		SUM:	0		SUM:	901		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.400			0.000			0.632			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.400			0.000			0.632			0.000
LEVEL OF SERVICE (LOS):				A			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	**10**	0	0	**0**	20	1	**20**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	750	2	375	0	0	0	650	2	325	0	0	0
	Through-Right		0			0			0			0	
	Right	50	1	0	0	0	0	70	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	1220	2	**410**	0	0	**0**	970	2	**327**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	10	0	10	0	0	0	10	0	10	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	20	0	0	0	0	**0**	20	0	0	0	0	**0**
	Through-Right		0			0			0			0	
	Right	40	0	**40**	0	0	0	20	0	**20**	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		1			0			1			0	
WESTBOUND	Left	350	1	**327**	0	0	**0**	280	1	**180**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	10	0	327	0	0	0	20	0	180	0	0	0
	Through-Right		0			0			0			0	
	Right	620	1	0	0	0	0	240	1	0	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	420		North-South:	0		North-South:	347		North-South:	0
			East-West:	367		East-West:	0		East-West:	200		East-West:	0
			SUM:	787		SUM:	0		SUM:	547		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.552			0.000			0.384			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.552			0.000			0.384			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 2	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	**0**
	Left-Through		0			0	
	Through	1190	2	**595**	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1540	2	520	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	20	0	0	0	0	**0**
	Through-Right		0			0	
	Right	30	0	**30**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
WESTBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	20	0	**315**	0	0	0
	Through-Right		0			0	
	Right	610	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	595		North-South:	0
			East-West:	345		East-West:	0
			SUM:	940		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.660			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.660			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0		
		EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	350	1	**350**	0	0	**0**
	Left-Through		0			0	
	Through	320	2	160	0	0	0
	Through-Right		0			0	
	Right	160	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	520	2	**260**	0	0	**0**
	Through-Right		0			0	
	Right	770	2	164	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	260	1	**260**	0	0	0
	Left-Through		0			0	
	Through	1030	3	343	0	0	**0**
	Through-Right		0			0	
	Right	570	1	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	1	250	0	0	**0**
	Left-Through		0			0	
	Through	1410	3	**448**	0	0	0
	Through-Right		1			0	
	Right	380	0	380	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	610		North-South:	0
			East-West:	708		East-West:	0
			SUM:	1318		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.959			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.959			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0		
		EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	340	1	**340**	0	0	**0**
	Left-Through		0			0	
	Through	360	2	180	0	0	0
	Through-Right		0			0	
	Right	260	2	33	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	230	0	0	0
	Left-Through		0			0	
	Through	410	2	205	0	0	**0**
	Through-Right		0			0	
	Right	920	2	**266**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	240	1	240	0	0	0
	Left-Through		0			0	
	Through	1710	3	**570**	0	0	**0**
	Through-Right		0			0	
	Right	680	1	340	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	1276	3	379	0	0	0
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	606		North-South:	0
			East-West:	680		East-West:	0
			SUM:	1286		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.935			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.935			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0		
		EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	490	1	**490**	0	0	**0**
	Left-Through		0			0	
	Through	280	2	140	0	0	0
	Through-Right		0			0	
	Right	540	2	227	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	470	1	470	0	0	0
	Left-Through		0			0	
	Through	920	2	**460**	0	0	**0**
	Through-Right		0			0	
	Right	530	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	460	1	**460**	0	0	0
	Left-Through		0			0	
	Through	1480	3	493	0	0	**0**
	Through-Right		0			0	
	Right	520	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	1240	3	**353**	0	0	0
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	950		North-South:	0
			East-West:	813		East-West:	0
			SUM:	1763		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.282			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.282			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 1	NB-- 0	SB-- 0		
	EB-- 0	WB-- 2	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	3779	4	**945**	0	0	0
Through-Right		0			0	
Right	80	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	1844	4	461	0	0	**0**
Through-Right		0			0	
Right	94	1	94	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	330	2	**163**	0	0	**0**
Left-Through		0			0	
Through	50	0	163	0	0	0
Through-Right		0			0	
Right	270	1	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	945		*North-South:*	0
		East-West:	163		*East-West:*	0
		SUM:	1108		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.739			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.739			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 1	NB-- 0	SB-- 0		
	EB-- 0	WB-- 2	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	3240	4	**810**	0	0	0
Through-Right		0			0	
Right	70	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	1513	4	378	0	0	**0**
Through-Right		0			0	
Right	203	1	203	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	410	2	**175**	0	0	**0**
Left-Through		0			0	
Through	50	0	175	0	0	0
Through-Right		0			0	
Right	240	1	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	810		*North-South:*	0
		East-West:	175		*East-West:*	0
		SUM:	985		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.657			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.657			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 1	NB-- 0	SB-- 0		
	EB-- 0	WB-- 2	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	3780	4	**945**	0	0	0
Through-Right		0			0	
Right	40	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	2640	4	660	0	0	**0**
Through-Right		0			0	
Right	190	1	190	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	610	2	**336**	0	0	**0**
Left-Through		0			0	
Through	320	0	320	0	0	0
Through-Right		0			0	
Right	250	1	250	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	945		*North-South:*	0
		East-West:	336		*East-West:*	0
		SUM:	1281		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.854			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.854			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2030	2	**1015**	0	0	0
Through-Right		0			0	
Right	560	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	0	**20**	0	0	0
Left-Through		1			0	
Through	450	1	285	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	420	2	**231**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	10	1	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	1035		*North-South:*	0
		East-West:	231		*East-West:*	0
		SUM:	1266		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.844			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.844			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	780	2	**390**	0	0	0
	Through-Right		0			0	
	Right	240	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	0	**40**	0	0	0
	Left-Through		1			0	
	Through	420	1	330	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	470	2	**259**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	10	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		430	North-South:		0
		East-West:		259	East-West:		0
		SUM:		689	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.459			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.459			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	890	2	445	0	0	0
	Through-Right		0			0	
	Right	370	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	0	60	0	0	0
	Left-Through		1			0	
	Through	1250	1	**805**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	860	2	**473**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	10	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		805	North-South:		0
		East-West:		473	East-West:		0
		SUM:		1278	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.852			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.852			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	**30**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	30	0	0	0
	Through-Right		0			0	
	Right	1150	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	1270	1	**640**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	420	1	**420**	0	0	**0**
	Left-Through		0			0	
	Through	420	1	215	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		50	North-South:		0
		East-West:		1060	East-West:		0
		SUM:		1110	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.779			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.779			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	**30**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	30	0	0	0
	Through-Right		0			0	
	Right	460	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	560	1	**295**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	420	1	**420**	0	0	**0**
	Left-Through		0			0	
	Through	410	1	210	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		50	North-South:		0
		East-West:		715	East-West:		0
		SUM:		765	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.537			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.537			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	42	0	**42**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	42	0	0	0
	Through-Right		0			0	
	Right	540	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	690	1	**360**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	900	1	**900**	0	0	**0**
	Left-Through		0			0	
	Through	1090	1	550	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	62		*North-South:*	0
			East-West:	1260		*East-West:*	0
			SUM:	1322		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.928			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.928			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	30	1	30	0	0	0
	Through-Right		0			0	
	Right	140	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	30	0	30	0	0	**0**
	Through-Right		0			0	
	Right	20	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	510	2	253	0	0	**0**
	Through-Right		1			0	
	Right	250	0	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	290	2	160	0	0	**0**
	Left-Through		0			0	
	Through	1290	2	**460**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	130		*North-South:*	0
			East-West:	520		*East-West:*	0
			SUM:	650		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.473			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.473			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	30	1	30	0	0	0
	Through-Right		0			0	
	Right	240	2	66	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**60**	0	0	0
	Left-Through		0			0	
	Through	40	0	60	0	0	**0**
	Through-Right		0			0	
	Right	50	1	10	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	680	2	270	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	2	66	0	0	**0**
	Left-Through		0			0	
	Through	710	2	**257**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	160		*North-South:*	0
			East-West:	337		*East-West:*	0
			SUM:	497		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.361			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.361			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	1	220	0	0	**0**
	Left-Through		0			0	
	Through	40	1	40	0	0	0
	Through-Right		0			0	
	Right	520	2	**236**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**70**	0	0	0
	Left-Through		0			0	
	Through	40	0	70	0	0	**0**
	Through-Right		0			0	
	Right	50	1	15	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	1360	2	**500**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	2	**50**	0	0	**0**
	Left-Through		0			0	
	Through	800	2	287	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	306		*North-South:*	0
			East-West:	550		*East-West:*	0
			SUM:	856		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.623			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.623			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	590	2	**325**	0	0	**0**
	Left-Through		0			0	
	Through	1990	2	680	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	1540	2	**540**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	20	1	20	0	0	**0**
	Through-Right		0			0	
	Right	660	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	0	40	0	0	**0**
	Left-Through		1			0	
	Through	20	0	**70**	0	0	0
	Through-Right		1			0	
	Right	50	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	865		*North-South:*	0
			East-West:	150		*East-West:*	0
			SUM:	1015		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.712			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.712			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	610	2	**336**	0	0	**0**
	Left-Through		0			0	
	Through	1960	2	673	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	1490	2	**540**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	20	1	20	0	0	**0**
	Through-Right		0			0	
	Right	540	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	0	50	0	0	**0**
	Left-Through		1			0	
	Through	20	0	**50**	0	0	0
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	876		*North-South:*	0
			East-West:	160		*East-West:*	0
			SUM:	1036		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.727			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.727			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	900	2	**495**	0	0	**0**
	Left-Through		0			0	
	Through	2130	2	733	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	1930	2	**700**	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	40	1	40	0	0	**0**
	Through-Right		0			0	
	Right	920	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	0	50	0	0	**0**
	Left-Through		1			0	
	Through	30	0	**60**	0	0	0
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1195		*North-South:*	0
			East-West:	180		*East-West:*	0
			SUM:	1375		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.965			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.965			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	1340	1	**745**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	420	1	215	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	10	0	**30**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	45	0	0	**0**
	Left-Through		1			0	
	Through	10	0	45	0	0	0
	Through-Right		0			0	
	Right	120	1	**55**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	875		*North-South:*	0
			East-West:	85		*East-West:*	0
			SUM:	960		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.674			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.674			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	580	1	**365**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	470	1	245	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	10	0	**30**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	**70**	0	0	**0**
	Left-Through		1			0	
	Through	20	0	70	0	0	0
	Through-Right		0			0	
	Right	90	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	435		*North-South:*	0
			East-West:	100		*East-West:*	0
			SUM:	535		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.375			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.375			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	760	1	**460**	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1130	1	570	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	10	0	**30**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**90**	0	0	**0**
	Left-Through		1			0	
	Through	10	0	90	0	0	0
	Through-Right		0			0	
	Right	100	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	590		*North-South:*	0
			East-West:	120		*East-West:*	0
			SUM:	710		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.498			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.498			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1800	4	**450**	0	0	0
	Through-Right		0			0	
	Right	950	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	2	**94**	0	0	0
	Left-Through		0			0	
	Through	980	3	327	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	600	3	**210**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	240	1	146	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	544		*North-South:*	0
			East-West:	210		*East-West:*	0
			SUM:	754		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.529			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.529			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1200	4	**300**	0	0	0
	Through-Right		0			0	
	Right	780	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	320	2	**176**	0	0	0
	Left-Through		0			0	
	Through	1180	3	393	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	750	3	**263**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	280	1	104	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	476		*North-South:*	0
			East-West:	263		*East-West:*	0
			SUM:	739		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.519			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.519			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 3	3	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	1600	4	**400**	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	630	1	0	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	620	2	**341**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	2180	3	727	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	0	0	0	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	0	0	**0**	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	0	0	0	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	780	3	**273**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	0	0	0	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	220	1	0	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	741		*North-South:*	0
		East-West:	273		*East-West:*	0
		SUM:	1014		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.712			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.712			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	3	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	270	2	**149**	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	220	1	150	0	0	0
NORTHBOUND Through-Right		1			0	
NORTHBOUND Right	230	1	0	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	80	2	44	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	520	1	**277**	0	0	**0**
SOUTHBOUND Through-Right		1			0	
SOUTHBOUND Right	310	1	0	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	350	2	**193**	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	300	3	100	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	190	2	0	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	100	2	55	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	790	3	263	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	760	2	**374**	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	426		*North-South:*	0
		East-West:	567		*East-West:*	0
		SUM:	993		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.722			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.722			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	3	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	180	2	**99**	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	270	1	157	0	0	0
NORTHBOUND Through-Right		1			0	
NORTHBOUND Right	200	1	0	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	250	2	138	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	340	1	**203**	0	0	**0**
SOUTHBOUND Through-Right		1			0	
SOUTHBOUND Right	270	1	0	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	190	2	**105**	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	530	3	177	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	150	2	0	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	60	2	33	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	400	3	**133**	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	470	2	121	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	302		*North-South:*	0
		East-West:	238		*East-West:*	0
		SUM:	540		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.393			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.393			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	3	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	110	2	61	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	290	1	290	0	0	0
NORTHBOUND Through-Right		1			0	
NORTHBOUND Right	590	1	**309**	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	580	2	**319**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	540	1	320	0	0	**0**
SOUTHBOUND Through-Right		1			0	
SOUTHBOUND Right	420	1	0	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	270	2	149	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	1390	3	**463**	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	240	2	71	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	60	2	**33**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	430	3	143	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	430	2	0	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	628		*North-South:*	0
		East-West:	496		*East-West:*	0
		SUM:	1124		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.817			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.817			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	320	1	160	0	0	**0**	340	1	170	0	0	**0**
	Left-Through		1			0			1			0	
	Through	0	0	160	0	0	0	0	0	170	0	0	0
	Through-Right		0			0			0			0	
	Right	580	1	**487**	0	0	0	350	1	**215**	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	10	0	10	0	0	0	10	0	10	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	**20**	0	0	**0**	0	0	**20**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	10	0	0	0	0	0	10	0	0	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	1020	2	**510**	0	0	**0**	720	2	**360**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	190	1	110	0	0	0	110	1	25	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	340	2	**187**	0	0	**0**	490	2	**270**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	820	1	415	0	0	0	760	1	385	0	0	0
	Through-Right		1			0			1			0	
	Right	10	0	10	0	0	0	10	0	10	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	507		North-South:	0		North-South:	235		North-South:	0
			East-West:	697		East-West:	0		East-West:	630		East-West:	0
			SUM:	1204		SUM:	0		SUM:	865		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.876			0.000			0.629			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.876			0.000			0.629			0.000
LEVEL OF SERVICE (LOS):				D			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM						AM					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	480	1	**240**	0	0	**0**	10	0	10	0	0	**0**
	Left-Through		1			0			0			0	
	Through	0	0	240	0	0	0	10	0	**30**	0	0	0
	Through-Right		0			0			0			0	
	Right	330	1	179	0	0	0	10	0	0	0	0	0
	Left-Through-Right		0			0			1			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	10	0	10	0	0	0	780	1	**395**	0	0	0
	Left-Through		0			0			1			0	
	Through	0	0	**20**	0	0	**0**	10	0	395	0	0	**0**
	Through-Right		0			0			0			0	
	Right	10	0	0	0	0	0	80	1	0	0	0	0
	Left-Through-Right		1			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	260	2	**143**	0	0	0
	Left-Through		0			0			0			0	
	Through	900	2	**450**	0	0	**0**	420	1	215	0	0	**0**
	Through-Right		0			0			1			0	
	Right	370	1	250	0	0	0	10	0	10	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	550	2	**303**	0	0	**0**	10	1	10	0	0	**0**
	Left-Through		0			0			0			0	
	Through	670	1	340	0	0	0	270	2	**135**	0	0	0
	Through-Right		1			0			0			0	
	Right	10	0	10	0	0	0	870	2	84	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	260		North-South:	0		North-South:	425		North-South:	0
			East-West:	753		East-West:	0		East-West:	278		East-West:	0
			SUM:	1013		SUM:	0		SUM:	703		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.737			0.000			0.511			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.737			0.000			0.511			0.000
LEVEL OF SERVICE (LOS):				C			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0						
		EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	10	0	10	0	0	**0**						
	Left-Through		0			0							
	Through	10	0	**30**	0	0	0						
	Through-Right		0			0							
	Right	10	0	0	0	0	0						
	Left-Through-Right		1			0							
	Left-Right		0			0							
SOUTHBOUND	Left	780	1	**395**	0	0	0						
	Left-Through		1			0							
	Through	10	0	395	0	0	**0**						
	Through-Right		0			0							
	Right	80	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	260	2	**143**	0	0	0						
	Left-Through		0			0							
	Through	420	1	215	0	0	**0**						
	Through-Right		1			0							
	Right	10	0	10	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	10	1	10	0	0	**0**						
	Left-Through		0			0							
	Through	270	2	**135**	0	0	0						
	Through-Right		0			0							
	Right	870	2	84	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	425		North-South:	0						
			East-West:	278		East-West:	0						
			SUM:	703		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.511			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.511			0.000						
LEVEL OF SERVICE (LOS):				A			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	560	1	**285**	0	0	0
	Left-Through		1			0	
	Through	10	0	285	0	0	**0**
	Through-Right		0			0	
	Right	110	1	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	2	**66**	0	0	0
	Left-Through		0			0	
	Through	260	1	135	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	390	2	**195**	0	0	0
	Through-Right		0			0	
	Right	710	2	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	315		North-South:	0
			East-West:	261		East-West:	0
			SUM:	576		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.419			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.419			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	850	1	**430**	0	0	0
	Left-Through		1			0	
	Through	10	0	430	0	0	**0**
	Through-Right		0			0	
	Right	250	1	156	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	2	**94**	0	0	0
	Left-Through		0			0	
	Through	410	1	210	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	400	2	**200**	0	0	0
	Through-Right		0			0	
	Right	750	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	460		North-South:	0
			East-West:	294		East-West:	0
			SUM:	754		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.548			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.548			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1540	3	**513**	0	0	0
	Through-Right		0			0	
	Right	590	2	132	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	670	2	**369**	0	0	0
	Left-Through		0			0	
	Through	2340	3	590	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	360	2	198	0	0	0
	Left-Through		0			0	
	Through	320	3	107	0	0	**0**
	Through-Right		0			0	
	Right	210	1	**155**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	350	2	**193**	0	0	**0**
	Left-Through		0			0	
	Through	220	3	73	0	0	0
	Through-Right		0			0	
	Right	580	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	882		North-South:	0
			East-West:	348		East-West:	0
			SUM:	1230		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.895			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.895			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	1370	3	**457**	0	0	0
	Through-Right		0			0	
	Right	730	2	297	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	520	2	**286**	0	0	0
	Left-Through		0			0	
	Through	1930	3	490	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	300	2	**165**	0	0	0
	Left-Through		0			0	
	Through	240	3	80	0	0	**0**
	Through-Right		0			0	
	Right	200	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	2	105	0	0	**0**
	Left-Through		0			0	
	Through	270	3	**90**	0	0	0
	Through-Right		0			0	
	Right	430	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	743		North-South:	0
			East-West:	255		East-West:	0
			SUM:	998		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.726			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.726			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	2100	3	**700**	0	0	0
	Through-Right		0			0	
	Right	1100	2	473	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	520	2	**286**	0	0	0
	Left-Through		0			0	
	Through	2500	3	633	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	310	2	171	0	0	0
	Left-Through		0			0	
	Through	560	3	**187**	0	0	**0**
	Through-Right		0			0	
	Right	180	1	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	2	**132**	0	0	**0**
	Left-Through		0			0	
	Through	300	3	100	0	0	0
	Through-Right		0			0	
	Right	680	2	88	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	986		*North-South:*	0
			East-West:	319		*East-West:*	0
			SUM:	1305		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.949			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.949			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	1040	2	**520**	0	0	0
	Through-Right		0			0	
	Right	610	1	505	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	390	1	200	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	**10**	0	0	0
	Left-Through		0			0	
	Through	10	1	10	0	0	**0**
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	**105**	0	0	**0**
	Left-Through		1			0	
	Through	20	0	105	0	0	0
	Through-Right		0			0	
	Right	90	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	600		*North-South:*	0
			East-West:	115		*East-West:*	0
			SUM:	715		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.520			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.520			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	360	2	**180**	0	0	0
	Through-Right		0			0	
	Right	290	1	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	290	1	150	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	20	1	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	280	1	**160**	0	0	**0**
	Left-Through		1			0	
	Through	40	0	160	0	0	0
	Through-Right		0			0	
	Right	120	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	280		*North-South:*	0
			East-West:	180		*East-West:*	0
			SUM:	460		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.335			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.335			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	510	2	255	0	0	0
	Through-Right		0			0	
	Right	270	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	840	1	**425**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	40	1	**40**	0	0	**0**
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	430	1	**235**	0	0	**0**
	Left-Through		1			0	
	Through	40	0	235	0	0	0
	Through-Right		0			0	
	Right	170	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	435		*North-South:*	0
			East-West:	275		*East-West:*	0
			SUM:	710		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.516			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.516			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	30	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	460	1	**415**	0	0	0
	Left-Through		1			0	
	Through	1200	0	415	0	0	**0**
	Through-Right		1			0	
	Right	580	1	415	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	490	2	**243**	0	0	**0**
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	280	2	**154**	0	0	**0**
	Left-Through		0			0	
	Through	910	2	303	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		545	North-South:		0
		East-West:		397	East-West:		0
		SUM:		942	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.685			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.685			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	80	2	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	**125**	0	0	0
	Left-Through		1			0	
	Through	330	0	125	0	0	**0**
	Through-Right		1			0	
	Right	220	1	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	490	2	245	0	0	**0**
	Through-Right		1			0	
	Right	310	0	**260**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	2	**33**	0	0	**0**
	Left-Through		0			0	
	Through	610	2	203	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		225	North-South:		0
		East-West:		293	East-West:		0
		SUM:		518	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.377			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.377			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	**190**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	200	2	74	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	200	1	200	0	0	0
	Left-Through		1			0	
	Through	210	0	**210**	0	0	**0**
	Through-Right		1			0	
	Right	310	1	171	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	850	2	**337**	0	0	**0**
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	2	**72**	0	0	**0**
	Left-Through		0			0	
	Through	870	2	290	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		400	North-South:		0
		East-West:		409	East-West:		0
		SUM:		809	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.588			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.588			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	860	2	**473**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	500	2	187	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	320	3	107	0	0	**0**
	Through-Right		0			0	
	Right	380	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	2	88	0	0	**0**
	Left-Through		0			0	
	Through	1300	1	**650**	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		473	North-South:		0
		East-West:		650	East-West:		0
		SUM:		1123	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.788			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.788			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	550	2	**303**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	190	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	550	3	183	0	0	**0**
	Through-Right		0			0	
	Right	590	1	**287**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	340	2	**187**	0	0	**0**
	Left-Through		0			0	
	Through	620	1	310	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	303		*North-South:*	0
			East-West:	474		*East-West:*	0
			SUM:	777		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.545			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.545			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	690	2	**380**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	250	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1590	3	**530**	0	0	**0**
	Through-Right		0			0	
	Right	600	1	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	370	2	**204**	0	0	**0**
	Left-Through		0			0	
	Through	600	1	300	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	380		*North-South:*	0
			East-West:	734		*East-West:*	0
			SUM:	1114		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.782			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.782			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	3	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 3	3	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	**0**
	Left-Through		0			0	
	Through	1870	4	**468**	0	0	0
	Through-Right		0			0	
	Right	420	1	222	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	510	2	**281**	0	0	0
	Left-Through		0			0	
	Through	1440	4	360	0	0	**0**
	Through-Right		0			0	
	Right	290	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	380	2	**140**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	360	2	**198**	0	0	**0**
	Left-Through		0			0	
	Through	110	2	55	0	0	0
	Through-Right		0			0	
	Right	550	2	22	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	749		*North-South:*	0
			East-West:	338		*East-West:*	0
			SUM:	1087		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.791			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.791			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	3	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 3	3	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	1550	4	**388**	0	0	0
	Through-Right		0			0	
	Right	220	1	27	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	530	2	**292**	0	0	0
	Left-Through		0			0	
	Through	1270	4	318	0	0	**0**
	Through-Right		0			0	
	Right	280	1	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	130	2	**63**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	350	2	**193**	0	0	**0**
	Left-Through		0			0	
	Through	160	2	80	0	0	0
	Through-Right		0			0	
	Right	750	2	121	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	680		*North-South:*	0
			East-West:	256		*East-West:*	0
			SUM:	936		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.681			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.681			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 0	SB-- WB--	3 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	1970	4	**493**	0	0	0
	Through-Right		0			0	
	Right	470	1	206	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	560	2	**308**	0	0	0
	Left-Through		0			0	
	Through	1850	4	463	0	0	**0**
	Through-Right		0			0	
	Right	490	1	270	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	1	220	0	0	0
	Left-Through		0			0	
	Through	200	2	**93**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	480	2	**264**	0	0	**0**
	Left-Through		0			0	
	Through	250	2	125	0	0	0
	Through-Right		0			0	
	Right	630	2	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	801		*North-South:*	0
			East-West:	357		*East-West:*	0
			SUM:	1158		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.842			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.842			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**310**	0	0	0
	Through-Right		0			0	
	Right	310	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	310	2	**171**	0	0	0
	Left-Through		0			0	
	Through	820	2	410	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1150	2	**383**	0	0	0
	Through-Right		1			0	
	Right	180	1	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	310		*North-South:*	0
			East-West:	554		*East-West:*	0
			SUM:	864		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.606			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.606			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**160**	0	0	0
	Through-Right		0			0	
	Right	160	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	310	2	**171**	0	0	0
	Left-Through		0			0	
	Through	1110	2	555	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1200	2	**418**	0	0	0
	Through-Right		1			0	
	Right	470	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	160		*North-South:*	0
			East-West:	589		*East-West:*	0
			SUM:	749		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.526			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.526			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	300	1	300	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**630**	0	0	0
	Through-Right		0			0	
	Right	630	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	260	2	**143**	0	0	0
	Left-Through		0			0	
	Through	1090	2	545	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1460	2	**487**	0	0	0
	Through-Right		1			0	
	Right	190	1	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	630		*North-South:*	0
			East-West:	630		*East-West:*	0
			SUM:	1260		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.884			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.884			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	130	1	130	0	0	0	380	1	220	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	**200**	0	0	**0**	0	0	**220**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	400	1	0	0	0	0	280	1	0	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	**0**	0	0	0
	Left-Through		0			0			0			0	
	Through	970	4	243	0	0	**0**	910	4	228	0	0	**0**
	Through-Right		0			0			0			0	
	Right	250	1	**250**	0	0	0	220	1	220	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	330	2	**182**	0	0	**0**	340	2	187	0	0	**0**
	Left-Through		0			0			0			0	
	Through	840	2	420	0	0	0	850	2	**425**	0	0	0
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	200		*North-South:*	0		*North-South:*	220		*North-South:*	0
			East-West:	432		*East-West:*	0		*East-West:*	425		*East-West:*	0
			SUM:	632		*SUM:*	0		*SUM:*	645		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.444			0.000			0.453			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.444			0.000			0.453			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	0	0	**0**	0	0	**0**						
	Left-Through		0			0							
	Through	0	0	0	0	0	0						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	150	1	143	0	0	0						
	Left-Through		0			0							
	Through	0	0	**143**	0	0	**0**						
	Through-Right		0			0							
	Right	280	1	0	0	0	0						
	Left-Through-Right		1			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	1250	4	313	0	0	**0**						
	Through-Right		0			0							
	Right	330	1	**330**	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	610	2	**336**	0	0	**0**						
	Left-Through		0			0							
	Through	1140	2	570	0	0	0						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	143		*North-South:*	0						
			East-West:	666		*East-West:*	0						
			SUM:	809		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.568			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.568			0.000						
LEVEL OF SERVICE (LOS):				A			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				2			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	0	0	0	0	0	**0**						
	Left-Through		0			0							
	Through	2560	2	**917**	0	0	0						
	Through-Right		1			0							
	Right	190	0	190	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	0	0	**0**	0	0	0						
	Left-Through		0			0							
	Through	2440	3	813	0	0	**0**						
	Through-Right		0			0							
	Right	960	1	680	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	800	3	280	0	0	0						
	Left-Through		0			0							
	Through	310	0	**320**	0	0	**0**						
	Through-Right		1			0							
	Right	10	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	0	0	**0**	0	0	**0**						
	Left-Through		0			0							
	Through	0	0	0	0	0	0						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	917		*North-South:*	0						
			East-West:	320		*East-West:*	0						
			SUM:	1237		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.825			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.825			0.000						
LEVEL OF SERVICE (LOS):				D			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1640	2	**623**	0	0	0
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1690	3	563	0	0	**0**
	Through-Right		0			0	
	Right	820	1	547	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	780	3	273	0	0	0
	Left-Through		0			0	
	Through	380	0	**400**	0	0	**0**
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	623		North-South:	0
			East-West:	400		East-West:	0
			SUM:	1023		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.682			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.682			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2280	2	**870**	0	0	0
	Through-Right		1			0	
	Right	330	0	330	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2440	3	813	0	0	**0**
	Through-Right		0			0	
	Right	1000	1	618	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1090	3	382	0	0	0
	Left-Through		0			0	
	Through	760	0	**810**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	870		North-South:	0
			East-West:	810		East-West:	0
			SUM:	1680		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.120			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.120			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	790	1	**425**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	770	3	257	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	300	1	**270**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	485		North-South:	0
			East-West:	270		East-West:	0
			SUM:	755		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.503			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.503			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	730	1	**415**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	640	3	213	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	80	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	190	1	**140**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	515		North-South:	0
			East-West:	140		East-West:	0
			SUM:	655		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.437			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.437			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	730	1	**470**	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	300	1	**300**	0	0	0
	Left-Through		0			0	
	Through	1100	3	367	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	230	1	**80**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		770	North-South:		0
		East-West:		80	East-West:		0
		SUM:		850	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.567			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.567			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	620	1	**620**	0	0	**0**
	Left-Through		0			0	
	Through	800	2	400	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	850	2	**327**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	2	**66**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	190	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		947	North-South:		0
		East-West:		66	East-West:		0
		SUM:		1013	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.675			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.675			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	440	1	**440**	0	0	**0**
	Left-Through		0			0	
	Through	620	2	310	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	570	2	**250**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	240	2	132	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	400	1	**180**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		690	North-South:		0
		East-West:		180	East-West:		0
		SUM:		870	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.580			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.580			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	280	1	**280**	0	0	**0**
	Left-Through		0			0	
	Through	780	2	390	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	960	2	**373**	0	0	**0**
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	2	121	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	390	1	**250**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		653	North-South:		0
		East-West:		250	East-West:		0
		SUM:		903	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.602			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.602			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	850	1	**425**	0	0	0
Through-Right		1			0	
Right	140	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	140	1	**140**	0	0	0
Left-Through		0			0	
Through	530	2	265	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	930	1	**500**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	70	0	500	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
CRITICAL VOLUMES		*North-South:*	565		*North-South:*	0
		East-West:	500		*East-West:*	0
		SUM:	1065		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.710			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.710			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	740	1	**370**	0	0	0
Through-Right		1			0	
Right	130	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	150	1	**150**	0	0	0
Left-Through		0			0	
Through	600	2	300	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	980	1	**535**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	90	0	535	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
CRITICAL VOLUMES		*North-South:*	520		*North-South:*	0
		East-West:	535		*East-West:*	0
		SUM:	1055		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.703			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.703			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	760	1	**380**	0	0	0
Through-Right		1			0	
Right	240	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	210	1	**210**	0	0	0
Left-Through		0			0	
Through	1040	2	520	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	790	1	**480**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	170	0	480	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
CRITICAL VOLUMES		*North-South:*	590		*North-South:*	0
		East-West:	480		*East-West:*	0
		SUM:	1070		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.713			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.713			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	660	1	**350**	0	0	0
Through-Right		1			0	
Right	40	0	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	560	2	**308**	0	0	0
Left-Through		0			0	
Through	680	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	140	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	658		*North-South:*	0
		East-West:	0		*East-West:*	0
		SUM:	658		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.439			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.439			0.000
LEVEL OF SERVICE (LOS):			A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 97

PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB-- 0	NB-- 0	SB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	790	1	**415**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	660	2	**363**	0	0	0
	Left-Through		0			0	
	Through	560	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	190	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		778	*North-South:*		0
		East-West:		0	*East-West:*		0
		SUM:		778	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.519			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.519			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 97

PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB-- 0	NB-- 0	SB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	930	1	**485**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	500	2	**275**	0	0	0
	Left-Through		0			0	
	Through	1050	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	360	2	**61**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		760	*North-South:*		0
		East-West:		61	*East-West:*		0
		SUM:		821	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.547			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.547			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 98

PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	NB-- 0	SB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	1100	2	**550**	0	0	0
	Through-Right		0			0	
	Right	110	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	200	1	**200**	0	0	0
	Left-Through		0			0	
	Through	820	2	273	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	300	1	**200**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		750	*North-South:*		0
		East-West:		200	*East-West:*		0
		SUM:		950	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.691			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.691			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 98

PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	NB-- 0	SB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	810	2	**405**	0	0	0
	Through-Right		0			0	
	Right	80	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	790	2	263	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	100	2	55	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	190	1	**80**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		625	*North-South:*		0
		East-West:		80	*East-West:*		0
		SUM:		705	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.513			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.513			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	950	2	**475**	0	0	0
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	1210	2	403	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	200	2	**110**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	90	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	585		North-South:	0
			East-West:	110		East-West:	0
			SUM:	695		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.505			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.505			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	2	**77**	0	0	**0**
	Left-Through		0			0	
	Through	1700	2	573	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	1300	2	**640**	0	0	**0**
	Through-Right		1			0	
	Right	620	0	620	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	**110**	0	0	0
	Left-Through		1			0	
	Through	10	0	110	0	0	**0**
	Through-Right		0			0	
	Right	50	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	717		North-South:	0
			East-West:	140		East-West:	0
			SUM:	857		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.623			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.623			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	2	39	0	0	**0**
	Left-Through		0			0	
	Through	1370	2	**460**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	**40**	0	0	0
	Left-Through		0			0	
	Through	960	2	400	0	0	**0**
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	1	**85**	0	0	0
	Left-Through		1			0	
	Through	10	0	85	0	0	**0**
	Through-Right		0			0	
	Right	70	1	31	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	500		North-South:	0
			East-West:	115		East-West:	0
			SUM:	615		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.447			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.447			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	2	**11**	0	0	**0**
	Left-Through		0			0	
	Through	1760	2	593	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	1650	2	**670**	0	0	**0**
	Through-Right		1			0	
	Right	360	0	360	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	590	1	**300**	0	0	0
	Left-Through		1			0	
	Through	10	0	300	0	0	**0**
	Through-Right		0			0	
	Right	140	1	129	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	681		North-South:	0
			East-West:	330		East-West:	0
			SUM:	1011		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.735			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.735			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	250	2	125	0	0	0
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	790	2	**395**	0	0	**0**
	Through-Right		0			0	
	Right	310	1	225	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	540	2	270	0	0	**0**
	Through-Right		0			0	
	Right	30	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	290	1	290	0	0	**0**
	Left-Through		0			0	
	Through	880	2	**440**	0	0	0
	Through-Right		0			0	
	Right	20	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	515		*North-South:*	0
			East-West:	610		*East-West:*	0
			SUM:	1125		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.789			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.789			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	420	2	210	0	0	0
	Through-Right		0			0	
	Right	230	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	780	2	**390**	0	0	**0**
	Through-Right		0			0	
	Right	220	1	105	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	700	2	350	0	0	**0**
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	220	0	0	**0**
	Left-Through		0			0	
	Through	720	2	**360**	0	0	0
	Through-Right		0			0	
	Right	20	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	530		*North-South:*	0
			East-West:	590		*East-West:*	0
			SUM:	1120		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.786			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.786			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	770	2	**385**	0	0	0
	Through-Right		0			0	
	Right	360	1	300	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	730	2	365	0	0	**0**
	Through-Right		0			0	
	Right	270	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	360	1	**360**	0	0	0
	Left-Through		0			0	
	Through	950	2	475	0	0	**0**
	Through-Right		0			0	
	Right	40	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	760	2	**380**	0	0	0
	Through-Right		0			0	
	Right	20	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	415		*North-South:*	0
			East-West:	740		*East-West:*	0
			SUM:	1155		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.811			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.811			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	1590	3	**530**	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	1170	3	390	0	0	**0**
	Through-Right		0			0	
	Right	230	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	180	2	90	0	0	**0**
	Through-Right		0			0	
	Right	80	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	2	132	0	0	**0**
	Left-Through		0			0	
	Through	540	1	**285**	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	590		*North-South:*	0
			East-West:	395		*East-West:*	0
			SUM:	985		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.716			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.716			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	110	1	110	0	0	0
Left-Through		0			0	
Through	1190	3	397	0	0	0
Through-Right		0			0	
Right	170	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	210	1	210	0	0	0
Left-Through		0			0	
Through	1150	3	383	0	0	0
Through-Right		0			0	
Right	110	1	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	100	1	100	0	0	0
Left-Through		0			0	
Through	430	2	215	0	0	0
Through-Right		0			0	
Right	80	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	620	2	341	0	0	0
Left-Through		0			0	
Through	370	1	275	0	0	0
Through-Right		1			0	
Right	180	0	180	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	607		North-South:	0
		East-West:	556		East-West:	0
		SUM:	1163		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.846			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.846			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	100	1	100	0	0	0
Left-Through		0			0	
Through	1670	3	557	0	0	0
Through-Right		0			0	
Right	130	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	90	1	90	0	0	0
Left-Through		0			0	
Through	1690	3	563	0	0	0
Through-Right		0			0	
Right	210	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	230	1	230	0	0	0
Left-Through		0			0	
Through	820	2	410	0	0	0
Through-Right		0			0	
Right	70	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	390	2	215	0	0	0
Left-Through		0			0	
Through	320	1	215	0	0	0
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	663		North-South:	0
		East-West:	625		East-West:	0
		SUM:	1288		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.937			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.937			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	180	1	180	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	200	1	200	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	470	1	470	0	0	0
Left-Through		0			0	
Through	850	3	283	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1550	3	463	0	0	0
Through-Right		1			0	
Right	300	0	300	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	200		North-South:	0
		East-West:	933		East-West:	0
		SUM:	1133		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.795			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.795			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	320	1	320	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	370	1	370	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	510	1	510	0	0	0
Left-Through		0			0	
Through	1100	3	367	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1430	3	423	0	0	0
Through-Right		1			0	
Right	260	0	260	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	370		North-South:	0
		East-West:	933		East-West:	0
		SUM:	1303		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.914			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.914			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	300	1	300	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	320	1	**320**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	314	1	**314**	0	0	0
	Left-Through		0			0	
	Through	1980	3	660	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1420	3	**388**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	320		*North-South:*	0
			East-West:	702		*East-West:*	0
			SUM:	1022		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.717			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.717			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 2		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	0	110	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	450	1	**280**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1210	3	**368**	0	0	**0**
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	**220**	0	0	**0**
	Left-Through		0			0	
	Through	1510	3	503	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	280		*North-South:*	0
			East-West:	588		*East-West:*	0
			SUM:	868		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.609			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.609			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 2		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	0	140	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	440	1	**290**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1470	3	**415**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	300	1	**300**	0	0	**0**
	Left-Through		0			0	
	Through	1450	3	483	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	290		*North-South:*	0
			East-West:	715		*East-West:*	0
			SUM:	1005		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.705			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.705			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 2		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	0	240	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	480	1	**360**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2120	3	**575**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	1	**210**	0	0	**0**
	Left-Through		0			0	
	Through	1510	3	503	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	360		*North-South:*	0
			East-West:	785		*East-West:*	0
			SUM:	1145		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.804			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.804			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	2690	4	**673**	0	0	0
	Through-Right		0			0	
	Right	200	1	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	300	2	**165**	0	0	0
	Left-Through		0			0	
	Through	2110	3	703	0	0	**0**
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	10	0	30	0	0	**0**
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**55**	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	838		*North-South:*	0
			East-West:	85		*East-West:*	0
			SUM:	923		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.671			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.671			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	**20**	0	0	**0**
	Left-Through		0			0	
	Through	1900	4	475	0	0	0
	Through-Right		0			0	
	Right	160	1	53	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	2	66	0	0	0
	Left-Through		0			0	
	Through	1890	3	**630**	0	0	**0**
	Through-Right		0			0	
	Right	20	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	10	0	**30**	0	0	**0**
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	**107**	0	0	**0**
	Left-Through		0			0	
	Through	10	0	107	0	0	0
	Through-Right		0			0	
	Right	190	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	650		*North-South:*	0
			East-West:	137		*East-West:*	0
			SUM:	787		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.572			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.572			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	**20**	0	0	**0**
	Left-Through		0			0	
	Through	2680	4	670	0	0	0
	Through-Right		0			0	
	Right	120	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	2	88	0	0	0
	Left-Through		0			0	
	Through	2780	3	**927**	0	0	**0**
	Through-Right		0			0	
	Right	20	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	10	0	**30**	0	0	**0**
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**160**	0	0	0
	Through-Right		0			0	
	Right	310	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	947		*North-South:*	0
			East-West:	190		*East-West:*	0
			SUM:	1137		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.827			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.827			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	1610	3	430	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	1620	2	**557**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	310	1	**310**	0	0	0
	Left-Through		0			0	
	Through	450	2	225	0	0	**0**
	Through-Right		0			0	
	Right	140	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	220	0	0	**0**
	Left-Through		0			0	
	Through	490	2	**245**	0	0	0
	Through-Right		0			0	
	Right	250	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	687		*North-South:*	0
			East-West:	555		*East-West:*	0
			SUM:	1242		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.903			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.903			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	100	1	100	0	0	**0**
Left-Through		0			0	
Through	1290	3	**358**	0	0	0
Through-Right		1			0	
Right	140	0	140	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	220	1	**220**	0	0	0
Left-Through		0			0	
Through	940	2	343	0	0	**0**
Through-Right		1			0	
Right	90	0	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	140	1	**140**	0	0	0
Left-Through		0			0	
Through	260	2	130	0	0	**0**
Through-Right		0			0	
Right	90	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	180	1	180	0	0	**0**
Left-Through		0			0	
Through	380	2	**190**	0	0	0
Through-Right		0			0	
Right	240	1	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	578		*North-South:*	0
		East-West:	330		*East-West:*	0
		SUM:	908		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.660			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.660			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	170	1	170	0	0	**0**
Left-Through		0			0	
Through	2080	3	**578**	0	0	0
Through-Right		1			0	
Right	230	0	230	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	270	1	**270**	0	0	0
Left-Through		0			0	
Through	1700	2	620	0	0	**0**
Through-Right		1			0	
Right	160	0	160	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	180	1	180	0	0	0
Left-Through		0			0	
Through	480	2	**240**	0	0	**0**
Through-Right		0			0	
Right	100	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	260	1	**260**	0	0	**0**
Left-Through		0			0	
Through	490	2	245	0	0	0
Through-Right		0			0	
Right	280	1	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	848		*North-South:*	0
		East-West:	500		*East-West:*	0
		SUM:	1348		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.980			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.980			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	70	2	39	0	0	**0**
Left-Through		0			0	
Through	1820	3	**607**	0	0	0
Through-Right		0			0	
Right	200	1	95	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	200	2	**110**	0	0	0
Left-Through		0			0	
Through	1710	3	435	0	0	**0**
Through-Right		1			0	
Right	30	0	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	80	1	80	0	0	0
Left-Through		0			0	
Through	80	1	80	0	0	**0**
Through-Right		0			0	
Right	190	1	**151**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	180	1	**105**	0	0	**0**
Left-Through		1			0	
Through	30	0	105	0	0	0
Through-Right		0			0	
Right	180	1	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	717		*North-South:*	0
		East-West:	256		*East-West:*	0
		SUM:	973		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.708			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.708			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	120	2	66	0	0	**0**
Left-Through		0			0	
Through	1930	3	**643**	0	0	0
Through-Right		0			0	
Right	310	1	140	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	230	2	**127**	0	0	0
Left-Through		0			0	
Through	1870	3	485	0	0	**0**
Through-Right		1			0	
Right	70	0	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	70	1	**70**	0	0	0
Left-Through		0			0	
Through	70	1	70	0	0	**0**
Through-Right		0			0	
Right	60	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	290	1	**170**	0	0	**0**
Left-Through		1			0	
Through	50	0	170	0	0	0
Through-Right		0			0	
Right	240	1	113	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	770		*North-South:*	0
		East-West:	240		*East-West:*	0
		SUM:	1010		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.735			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.735			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	NB-- 0	SB-- 0		
		EB-- 3	WB-- 3	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	2	83	0	0	**0**
	Left-Through		0			0	
	Through	2080	3	**693**	0	0	0
	Through-Right		0			0	
	Right	360	1	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	2	**99**	0	0	0
	Left-Through		0			0	
	Through	2140	3	565	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	80	1	**80**	0	0	**0**
	Through-Right		0			0	
	Right	100	1	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	300	1	200	0	0	**0**
	Left-Through		1			0	
	Through	100	0	200	0	0	0
	Through-Right		0			0	
	Right	320	1	**221**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	792		*North-South:*	0
			East-West:	301		*East-West:*	0
			SUM:	1093		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.795			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.795			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 2	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	1510	3	**503**	0	0	0
	Through-Right		0			0	
	Right	350	1	201	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	1380	2	470	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	630	1	**340**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	270	2	**149**	0	0	**0**
	Left-Through		0			0	
	Through	440	1	260	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	683		*North-South:*	0
			East-West:	489		*East-West:*	0
			SUM:	1172		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.852			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.852			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 2	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1570	3	**523**	0	0	0
	Through-Right		0			0	
	Right	310	1	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	260	1	**260**	0	0	0
	Left-Through		0			0	
	Through	1240	2	447	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	550	1	**335**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	430	2	**237**	0	0	**0**
	Left-Through		0			0	
	Through	500	1	290	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	783		*North-South:*	0
			East-West:	572		*East-West:*	0
			SUM:	1355		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.985			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.985			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 2	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	1780	3	**593**	0	0	0
	Through-Right		0			0	
	Right	310	1	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	295	1	**295**	0	0	0
	Left-Through		0			0	
	Through	1590	2	563	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	530	1	**320**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	430	2	**237**	0	0	**0**
	Left-Through		0			0	
	Through	640	1	355	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	888		*North-South:*	0
			East-West:	557		*East-West:*	0
			SUM:	1445		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.051			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.051			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1900	4	**665**	0	0	**0**
	Left-Through		0			0	
	Through	1860	0	0	0	0	0
	Through-Right		0			0	
	Right	270	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1530	4	**383**	0	0	**0**
	Through-Right		0			0	
	Right	20	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	1410	4	**161**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	10	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1048		*North-South:*	0
			East-West:	161		*East-West:*	0
			SUM:	1209		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.806			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.806			0.000
LEVEL OF SERVICE (LOS):				D			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1650	4	**578**	0	0	**0**
	Left-Through		0			0	
	Through	1610	0	0	0	0	0
	Through-Right		0			0	
	Right	200	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2067.5	4	**517**	0	0	**0**
	Through-Right		0			0	
	Right	40	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	1040	4	**75**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	40	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1095		*North-South:*	0
			East-West:	75		*East-West:*	0
			SUM:	1170		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.780			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.780			0.000
LEVEL OF SERVICE (LOS):				C			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2160	4	**756**	0	0	**0**
	Left-Through		0			0	
	Through	1840	0	0	0	0	0
	Through-Right		0			0	
	Right	280	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2313.5	4	**579**	0	0	**0**
	Through-Right		0			0	
	Right	30	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	1740	4	**231**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	40	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1335		*North-South:*	0
			East-West:	231		*East-West:*	0
			SUM:	1566		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.044			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.044			0.000
LEVEL OF SERVICE (LOS):				F			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	3	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	2	77	0	0	**0**
	Left-Through		0			0	
	Through	1380	1	**760**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	280	2	**154**	0	0	0
	Left-Through		0			0	
	Through	1424	1	747	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	2	39	0	0	0
	Left-Through		0			0	
	Through	880	3	**293**	0	0	**0**
	Through-Right		0			0	
	Right	150	1	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	290	2	**160**	0	0	**0**
	Left-Through		0			0	
	Through	630	2	315	0	0	0
	Through-Right		0			0	
	Right	350	1	196	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	914		*North-South:*	0
			East-West:	453		*East-West:*	0
			SUM:	1367		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.994			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.994			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	220	2	121	0	0	**0**
Left-Through		0			0	
Through	1490	1	**815**	0	0	0
Through-Right		1			0	
Right	140	0	140	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	270	2	**149**	0	0	0
Left-Through		0			0	
Through	1463	1	787	0	0	**0**
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	110	2	**61**	0	0	0
Left-Through		0			0	
Through	670	3	223	0	0	**0**
Through-Right		0			0	
Right	170	1	49	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	270	2	149	0	0	**0**
Left-Through		0			0	
Through	790	2	**395**	0	0	0
Through-Right		0			0	
Right	230	1	81	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	964		*North-South:*	0
		East-West:	456		*East-West:*	0
		SUM:	1420		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.033			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.033			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	200	2	110	0	0	**0**
Left-Through		0			0	
Through	1364	1	**752**	0	0	0
Through-Right		1			0	
Right	140	0	140	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	440	2	**242**	0	0	0
Left-Through		0			0	
Through	1680	1	880	0	0	**0**
Through-Right		1			0	
Right	80	0	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	90	2	**50**	0	0	0
Left-Through		0			0	
Through	920	3	307	0	0	**0**
Through-Right		0			0	
Right	220	1	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	310	2	171	0	0	**0**
Left-Through		0			0	
Through	990	2	**495**	0	0	0
Through-Right		0			0	
Right	300	1	58	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	994		*North-South:*	0
		East-West:	545		*East-West:*	0
		SUM:	1539		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.119			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.119			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	490	2	**270**	0	0	**0**
Left-Through		0			0	
Through	1530	2	550	0	0	0
Through-Right		1			0	
Right	120	0	120	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	260	2	143	0	0	0
Left-Through		0			0	
Through	1464	2	**538**	0	0	**0**
Through-Right		1			0	
Right	150	0	150	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	100	2	**55**	0	0	0
Left-Through		0			0	
Through	680	2	340	0	0	**0**
Through-Right		0			0	
Right	520	1	250	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	190	2	105	0	0	**0**
Left-Through		0			0	
Through	830	2	**415**	0	0	0
Through-Right		0			0	
Right	230	1	87	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	808		*North-South:*	0
		East-West:	470		*East-West:*	0
		SUM:	1278		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.929			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.929			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	590	2	**325**	0	0	**0**
Left-Through		0			0	
Through	1400	2	543	0	0	0
Through-Right		1			0	
Right	230	0	230	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	410	2	226	0	0	0
Left-Through		0			0	
Through	1243	2	**474**	0	0	**0**
Through-Right		1			0	
Right	180	0	180	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	140	2	77	0	0	0
Left-Through		0			0	
Through	670	2	**335**	0	0	**0**
Through-Right		0			0	
Right	430	1	105	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	490	2	**270**	0	0	**0**
Left-Through		0			0	
Through	970	2	485	0	0	0
Through-Right		0			0	
Right	400	1	174	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	799		*North-South:*	0
		East-West:	605		*East-West:*	0
		SUM:	1404		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.021			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.021			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	620	2	**341**	0	0	**0**
	Left-Through		0			0	
	Through	1284	2	498	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	2	149	0	0	0
	Left-Through		0			0	
	Through	1470	2	**537**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	2	72	0	0	0
	Left-Through		0			0	
	Through	820	2	**410**	0	0	**0**
	Through-Right		0			0	
	Right	480	1	139	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	550	2	**303**	0	0	**0**
	Left-Through		0			0	
	Through	720	2	360	0	0	0
	Through-Right		0			0	
	Right	370	1	221	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	878		North-South:	0
			East-West:	713		East-West:	0
			SUM:	1591		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.157			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.157			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	2080	3	**525**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	1770	2	630	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	340	2	**187**	0	0	0
	Left-Through		0			0	
	Through	40	0	80	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		0			0	
	Right	270	1	**150**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	645		North-South:	0
			East-West:	337		East-West:	0
			SUM:	982		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.714			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.714			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	1700	3	**433**	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	1400	2	527	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	2	94	0	0	0
	Left-Through		0			0	
	Through	60	0	**120**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	**40**	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		0			0	
	Right	200	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	603		North-South:	0
			East-West:	160		East-West:	0
			SUM:	763		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.555			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.555			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	2440	3	**620**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	310	1	**310**	0	0	0
	Left-Through		0			0	
	Through	2210	2	810	0	0	**0**
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	2	**105**	0	0	0
	Left-Through		0			0	
	Through	80	0	110	0	0	**0**
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	90	1	**90**	0	0	0
	Through-Right		0			0	
	Right	180	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	930		North-South:	0
			East-West:	195		East-West:	0
			SUM:	1125		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.818			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.818			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**	0	0	0	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1470	3	**490**	0	0	0	1740	3	**580**	0	0	0
	Through-Right		0			0			0			0	
	Right	330	1	0	0	0	0	190	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	860	2	**473**	0	0	0	730	2	**402**	0	0	0
	Left-Through		0			0			0			0	
	Through	1240	3	413	0	0	**0**	1510	3	503	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	160	2	**88**	0	0	**0**	170	2	**94**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	770	2	0	0	0	0	730	2	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	963		*North-South:*	0		*North-South:*	982		*North-South:*	0
			East-West:	88		*East-West:*	0		*East-West:*	94		*East-West:*	0
			SUM:	1051		*SUM:*	0		*SUM:*	1076		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.738			0.000			0.755			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.738			0.000			0.755			0.000
LEVEL OF SERVICE (LOS):				C			A			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	0	0	0	0	0	**0**						
	Left-Through		0			0							
	Through	1830	3	**610**	0	0	0						
	Through-Right		0			0							
	Right	240	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	1010	2	**556**	0	0	0						
	Left-Through		0			0							
	Through	1800	3	600	0	0	**0**						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	0	0	**0**	0	0	**0**						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	240	2	**132**	0	0	**0**						
	Left-Through		0			0							
	Through	0	0	0	0	0	0						
	Through-Right		0			0							
	Right	760	2	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	1166		*North-South:*	0						
			East-West:	132		*East-West:*	0						
			SUM:	1298		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.911			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.911			0.000						
LEVEL OF SERVICE (LOS):				E			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	30	1	30	0	0	**0**						
	Left-Through		0			0							
	Through	800	2	**400**	0	0	0						
	Through-Right		0			0							
	Right	140	1	60	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	120	1	**120**	0	0	0						
	Left-Through		0			0							
	Through	320	1	165	0	0	**0**						
	Through-Right		1			0							
	Right	10	0	10	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	40	1	40	0	0	0						
	Left-Through		0			0							
	Through	60	1	**45**	0	0	**0**						
	Through-Right		1			0							
	Right	30	0	30	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	160	1	160	0	0	**0**						
	Left-Through		0			0							
	Through	70	1	70	0	0	0						
	Through-Right		0			0							
	Right	340	1	**220**	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	520		*North-South:*	0						
			East-West:	265		*East-West:*	0						
			SUM:	785		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.571			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.571			0.000						
LEVEL OF SERVICE (LOS):				A			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	350	2	**175**	0	0	0
	Through-Right		0			0	
	Right	110	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	**50**	0	0	0
	Left-Through		0			0	
	Through	120	1	70	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	230	1	125	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	70	1	70	0	0	0
	Through-Right		0			0	
	Right	250	1	**200**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	225		*North-South:*	0
			East-West:	380		*East-West:*	0
			SUM:	605		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.440			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.440			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	480	2	**240**	0	0	0
	Through-Right		0			0	
	Right	170	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	50	1	40	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	270	1	270	0	0	0
	Left-Through		0			0	
	Through	640	1	**335**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	80	1	80	0	0	0
	Through-Right		0			0	
	Right	190	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	320		*North-South:*	0
			East-West:	495		*East-West:*	0
			SUM:	815		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.593			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.593			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	1330	3	**443**	0	0	0
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1200	3	400	0	0	**0**
	Through-Right		0			0	
	Right	130	1	86	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	2	**88**	0	0	0
	Left-Through		0			0	
	Through	580	2	290	0	0	**0**
	Through-Right		0			0	
	Right	80	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	940	1	**660**	0	0	0
	Through-Right		1			0	
	Right	380	0	380	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	573		*North-South:*	0
			East-West:	748		*East-West:*	0
			SUM:	1321		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.961			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.961			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	1210	3	**403**	0	0	0
	Through-Right		0			0	
	Right	120	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	1110	3	370	0	0	**0**
	Through-Right		0			0	
	Right	250	1	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	2	**116**	0	0	0
	Left-Through		0			0	
	Through	670	2	335	0	0	**0**
	Through-Right		0			0	
	Right	120	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	680	1	**475**	0	0	0
	Through-Right		1			0	
	Right	270	0	270	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	593		*North-South:*	0
			East-West:	591		*East-West:*	0
			SUM:	1184		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.861			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.861			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	1800	3	**600**	0	0	0
	Through-Right		0			0	
	Right	140	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	1	**240**	0	0	0
	Left-Through		0			0	
	Through	1710	3	570	0	0	**0**
	Through-Right		0			0	
	Right	280	1	228	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	2	**105**	0	0	0
	Left-Through		0			0	
	Through	920	2	460	0	0	**0**
	Through-Right		0			0	
	Right	90	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	750	1	**470**	0	0	0
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	840		*North-South:*	0
			East-West:	575		*East-West:*	0
			SUM:	1415		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.029			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.029			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	390	2	215	0	0	**0**
	Left-Through		0			0	
	Through	990	1	**990**	0	0	0
	Through-Right		0			0	
	Right	290	1	225	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	250	0	0	0
	Left-Through		0			0	
	Through	490	0	**500**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	510	2	**255**	0	0	**0**
	Through-Right		0			0	
	Right	210	1	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	410	1	260	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1490		*North-South:*	0
			East-West:	385		*East-West:*	0
			SUM:	1875		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.316			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.316			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	250	2	138	0	0	**0**
	Left-Through		0			0	
	Through	710	1	**710**	0	0	0
	Through-Right		0			0	
	Right	200	1	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	300	1	300	0	0	0
	Left-Through		0			0	
	Through	440	0	**480**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	450	2	**225**	0	0	**0**
	Through-Right		0			0	
	Right	170	1	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	540	1	295	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1190		*North-South:*	0
			East-West:	395		*East-West:*	0
			SUM:	1585		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.112			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.112			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	400	2	220	0	0	**0**
	Left-Through		0			0	
	Through	870	1	**870**	0	0	0
	Through-Right		0			0	
	Right	190	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	500	1	500	0	0	0
	Left-Through		0			0	
	Through	930	0	**970**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	0	0	0
	Left-Through		0			0	
	Through	530	2	265	0	0	**0**
	Through-Right		0			0	
	Right	300	1	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	740	1	**420**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1840		*North-South:*	0
			East-West:	460		*East-West:*	0
			SUM:	2300		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.614			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.614			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0	NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**	150	1	150	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1000	2	**500**	0	0	0	750	2	**375**	0	0	0
	Through-Right		0			0			0			0	
	Right	140	1	0	0	0	0	220	1	44	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0	140	1	**140**	0	0	0
	Left-Through		0			0			0			0	
	Through	630	2	315	0	0	**0**	640	2	320	0	0	**0**
	Through-Right		0			0			0			0	
	Right	120	1	0	0	0	0	140	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	220	2	121	0	0	0	260	2	143	0	0	0
	Left-Through		0			0			0			0	
	Through	1540	3	**513**	0	0	**0**	1290	3	**430**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	140	1	90	0	0	0	130	1	55	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	330	2	**182**	0	0	**0**	320	2	**176**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1470	3	490	0	0	0	1370	3	457	0	0	0
	Through-Right		0			0			0			0	
	Right	200	1	120	0	0	0	140	1	70	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	660		North-South:	0		North-South:	515		North-South:	0
			East-West:	695		East-West:	0		East-West:	606		East-West:	0
			SUM:	1355		SUM:	0		SUM:	1121		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.951			0.000			0.787			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.951			0.000			0.787			0.000
LEVEL OF SERVICE (LOS):				E			A			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM						AM					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0	NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	0	0	**0**	0	0	0	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1175	2	**588**	0	0	0	600	2	**300**	0	0	0
	Through-Right		0			0			0			0	
	Right	220	1	33	0	0	0	400	1	268	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	210	1	**210**	0	0	0	80	1	**80**	0	0	0
	Left-Through		0			0			0			0	
	Through	950	2	475	0	0	**0**	560	2	280	0	0	**0**
	Through-Right		0			0			0			0	
	Right	150	1	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	280	2	154	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	1550	3	**517**	0	0	**0**	0	0	**0**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	160	1	75	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	340	2	**187**	0	0	**0**	240	2	**132**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1470	3	490	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	110	1	5	0	0	0	50	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	798		North-South:	0		North-South:	380		North-South:	0
			East-West:	704		East-West:	0		East-West:	132		East-West:	0
			SUM:	1502		SUM:	0		SUM:	512		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.054			0.000			0.359			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.054			0.000			0.359			0.000
LEVEL OF SERVICE (LOS):				F			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	0	0	0	0	0	**0**						
	Left-Through		0			0							
	Through	600	2	**300**	0	0	0						
	Through-Right		0			0							
	Right	400	1	268	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	80	1	**80**	0	0	0						
	Left-Through		0			0							
	Through	560	2	280	0	0	**0**						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	0	0	**0**	0	0	**0**						
	Through-Right		0			0							
	Right	0	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	240	2	**132**	0	0	**0**						
	Left-Through		0			0							
	Through	0	0	0	0	0	0						
	Through-Right		0			0							
	Right	50	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	380		North-South:	0						
			East-West:	132		East-West:	0						
			SUM:	512		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.359			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.359			0.000						
LEVEL OF SERVICE (LOS):				A			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	410	2	**205**	0	0	0
	Through-Right		0			0	
	Right	260	1	166	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	400	2	200	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	2	**94**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	305		*North-South:*	0
			East-West:	94		*East-West:*	0
			SUM:	399		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.280			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.280			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	650	2	**325**	0	0	0
	Through-Right		0			0	
	Right	300	1	113	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	490	2	245	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	340	2	**187**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	130	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	425		*North-South:*	0
			East-West:	187		*East-West:*	0
			SUM:	612		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.429			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.429			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	600	1	**395**	0	0	0
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	165	1	**165**	0	0	0
	Left-Through		0			0	
	Through	495	1	278	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	1	220	0	0	0
	Left-Through		0			0	
	Through	1590	2	**567**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	500	1	**500**	0	0	**0**
	Left-Through		0			0	
	Through	1220	3	333	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	560		*North-South:*	0
			East-West:	1067		*East-West:*	0
			SUM:	1627		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.183			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.183			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	250	1	**250**	0	0	**0**
	Left-Through		0			0	
	Through	330	1	270	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	330	1	**205**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1320	2	**477**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	370	1	**370**	0	0	**0**
	Left-Through		0			0	
	Through	1260	3	343	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	455		*North-South:*	0
			East-West:	847		*East-West:*	0
			SUM:	1302		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.947			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.947			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	640	1	**475**	0	0	0
	Through-Right		1			0	
	Right	310	0	310	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	670	1	400	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1740	2	**643**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	**220**	0	0	**0**
	Left-Through		0			0	
	Through	1530	3	415	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	595		*North-South:*	0
			East-West:	863		*East-West:*	0
			SUM:	1458		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.060			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.060			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	1300	2	**650**	0	0	0
	Through-Right		0			0	
	Right	220	1	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	390	2	195	0	0	**0**
	Through-Right		0			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	1000	3	333	0	0	**0**
	Through-Right		0			0	
	Right	460	1	375	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	1330	3	**443**	0	0	0
	Through-Right		0			0	
	Right	50	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	720		*North-South:*	0
			East-West:	613		*East-West:*	0
			SUM:	1333		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.969			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.969			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	260	1	260	0	0	**0**
	Left-Through		0			0	
	Through	910	2	**455**	0	0	0
	Through-Right		0			0	
	Right	380	1	305	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	490	2	245	0	0	**0**
	Through-Right		0			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	1150	3	383	0	0	**0**
	Through-Right		0			0	
	Right	450	1	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	1320	3	**440**	0	0	0
	Through-Right		0			0	
	Right	70	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	535		*North-South:*	0
			East-West:	620		*East-West:*	0
			SUM:	1155		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.840			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.840			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	330	1	330	0	0	**0**
	Left-Through		0			0	
	Through	1680	2	**840**	0	0	0
	Through-Right		0			0	
	Right	410	1	345	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	860	2	430	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	260	1	**260**	0	0	0
	Left-Through		0			0	
	Through	1630	3	543	0	0	**0**
	Through-Right		0			0	
	Right	310	1	145	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1420	3	**473**	0	0	0
	Through-Right		0			0	
	Right	50	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	940		*North-South:*	0
			East-West:	733		*East-West:*	0
			SUM:	1673		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.217			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.217			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	340	1	**340**	0	0	**0**
	Left-Through		0			0	
	Through	1410	3	470	0	0	0
	Through-Right		0			0	
	Right	30	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	200	1	200	0	0	0
	Left-Through		0			0	
	Through	1054	3	**351**	0	0	**0**
	Through-Right		0			0	
	Right	60	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	330	1	**205**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	1	**250**	0	0	**0**
	Left-Through		0			0	
	Through	450	1	360	0	0	0
	Through-Right		1			0	
	Right	270	0	270	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	691		*North-South:*	0
			East-West:	455		*East-West:*	0
			SUM:	1146		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.833			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.833			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	1400	3	**467**	0	0	0
	Through-Right		0			0	
	Right	190	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	1653	3	551	0	0	**0**
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	380	1	**285**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	370	1	**370**	0	0	**0**
	Left-Through		0			0	
	Through	350	1	240	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	627		*North-South:*	0
			East-West:	655		*East-West:*	0
			SUM:	1282		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.932			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.932			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	530	1	**530**	0	0	**0**
	Left-Through		0			0	
	Through	1534	3	511	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	1	240	0	0	0
	Left-Through		0			0	
	Through	1870	3	**623**	0	0	**0**
	Through-Right		0			0	
	Right	90	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	590	1	**425**	0	0	**0**
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	500	1	**500**	0	0	**0**
	Left-Through		0			0	
	Through	330	1	255	0	0	0
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1153		*North-South:*	0
			East-West:	925		*East-West:*	0
			SUM:	2078		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.511			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.511			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	2020	2	**680**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	1370	2	530	0	0	**0**
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	520	2	**286**	0	0	0
	Left-Through		0			0	
	Through	60	1	60	0	0	**0**
	Through-Right		0			0	
	Right	80	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		0			0	
	Right	160	1	**125**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	750		*North-South:*	0
			East-West:	411		*East-West:*	0
			SUM:	1161		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.815			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.815			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: 76TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	70	1	70	0	0	0
Left-Through		0			0	
Through	1680	2	570	0	0	0
Through-Right		1			0	
Right	30	0	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	1	100	0	0	0
Left-Through		0			0	
Through	1520	2	580	0	0	0
Through-Right		1			0	
Right	220	0	220	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	240	2	132	0	0	0
Left-Through		0			0	
Through	60	1	60	0	0	0
Through-Right		0			0	
Right	80	1	45	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	50	1	50	0	0	0
Left-Through		0			0	
Through	50	1	50	0	0	0
Through-Right		0			0	
Right	90	1	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	670		North-South:	0
		East-West:	182		East-West:	0
		SUM:	852		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.598			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.598			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: 76TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	70	1	70	0	0	0
Left-Through		0			0	
Through	2010	2	680	0	0	0
Through-Right		1			0	
Right	30	0	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	170	1	170	0	0	0
Left-Through		0			0	
Through	2340	2	903	0	0	0
Through-Right		1			0	
Right	370	0	370	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	230	2	127	0	0	0
Left-Through		0			0	
Through	100	1	100	0	0	0
Through-Right		0			0	
Right	60	1	25	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	40	1	40	0	0	0
Left-Through		0			0	
Through	90	1	90	0	0	0
Through-Right		0			0	
Right	70	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	973		North-South:	0
		East-West:	217		East-West:	0
		SUM:	1190		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.835			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.835			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: 79TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	50	1	50	0	0	0
Left-Through		0			0	
Through	1830	2	617	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	40	1	40	0	0	0
Left-Through		0			0	
Through	1410	3	470	0	0	0
Through-Right		0			0	
Right	90	1	25	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	130	1	130	0	0	0
Left-Through		0			0	
Through	30	1	30	0	0	0
Through-Right		0			0	
Right	70	1	45	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	50	1	50	0	0	0
Left-Through		0			0	
Through	110	0	180	0	0	0
Through-Right		1			0	
Right	70	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	657		North-South:	0
		East-West:	310		East-West:	0
		SUM:	967		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.645			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.645			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD East-West Street: 79TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: Analyst: Date:

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	70	1	70	0	0	0
Left-Through		0			0	
Through	1670	2	567	0	0	0
Through-Right		1			0	
Right	30	0	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	40	1	40	0	0	0
Left-Through		0			0	
Through	1500	3	500	0	0	0
Through-Right		0			0	
Right	130	1	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	100	1	100	0	0	0
Left-Through		0			0	
Through	40	1	40	0	0	0
Through-Right		0			0	
Right	90	1	55	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	40	1	40	0	0	0
Left-Through		0			0	
Through	40	0	90	0	0	0
Through-Right		1			0	
Right	50	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	607		North-South:	0
		East-West:	190		East-West:	0
		SUM:	797		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.531			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.531			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	1940	2	660	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	2160	3	**720**	0	0	**0**
	Through-Right		0			0	
	Right	190	1	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	90	1	90	0	0	**0**
	Through-Right		0			0	
	Right	130	1	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	50	0	**80**	0	0	0
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	830		*North-South:*	0
			East-West:	190		*East-West:*	0
			SUM:	1020		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.680			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.680			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	**0**
	Left-Through		0			0	
	Through	1740	2	**583**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	1480	2	503	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	0	**90**	0	0	0
	Left-Through		0			0	
	Through	80	0	210	0	0	**0**
	Through-Right		0			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	100	0	**180**	0	0	0
	Through-Right		1			0	
	Right	80	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	613		*North-South:*	0
			East-West:	270		*East-West:*	0
			SUM:	883		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.589			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.589			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	1600	2	**540**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	**50**	0	0	0
	Left-Through		0			0	
	Through	1540	2	530	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	0	80	0	0	0
	Left-Through		0			0	
	Through	60	0	**180**	0	0	**0**
	Through-Right		0			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	30	0	80	0	0	0
	Through-Right		1			0	
	Right	50	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	590		*North-South:*	0
			East-West:	190		*East-West:*	0
			SUM:	780		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.520			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.520			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	1990	2	670	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	2200	2	**750**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	0	30	0	0	0
	Left-Through		0			0	
	Through	120	0	**190**	0	0	**0**
	Through-Right		0			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	120	0	140	0	0	0
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	810		*North-South:*	0
			East-West:	200		*East-West:*	0
			SUM:	1010		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.673			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.673			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** I-105 WB RAMPS N/O IMPERIAL HIGHWA
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 1	0	NB-- 0	SB-- 0	0
	EB-- 1	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	2120	3	707	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	2014	0	0	0	0	0
Through-Right		0			0	
Right	1380	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	800	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	2124	3	743	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	707		North-South:	0
		East-West:	743		East-West:	0
		SUM:	1450		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.967			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.967			0.000
LEVEL OF SERVICE (LOS):			E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** I-105 WB RAMPS N/O IMPERIAL HIGHWA
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 1	0	NB-- 0	SB-- 0	0
	EB-- 1	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1970	3	657	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1703	0	0	0	0	0
Through-Right		0			0	
Right	1830	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	530	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	2243	3	785	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	657		North-South:	0
		East-West:	785		East-West:	0
		SUM:	1442		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.961			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.961			0.000
LEVEL OF SERVICE (LOS):			E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** I-105 WB RAMPS N/O IMPERIAL HIGHWA
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 1	0	NB-- 0	SB-- 0	0
	EB-- 1	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	2584	3	861	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	2304	0	0	0	0	0
Through-Right		0			0	
Right	2050	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	730	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	1970	3	690	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	861		North-South:	0
		East-West:	690		East-West:	0
		SUM:	1551		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			1.034			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.034			0.000
LEVEL OF SERVICE (LOS):			F			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 1	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	620	2	310	0	0	0
Through-Right		0			0	
Right	30	1	15	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	240	1	240	0	0	0
Left-Through		0			0	
Through	620	3	207	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	30	1	30	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	120	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
CRITICAL VOLUMES		North-South:	550		North-South:	0
		East-West:	30		East-West:	0
		SUM:	580		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.422			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.422			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1070	2	**535**	0	0	0
	Through-Right		0			0	
	Right	30	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	860	3	287	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	1	**30**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
CRITICAL VOLUMES			*North-South:*	665		*North-South:*	0
			East-West:	30		*East-West:*	0
			SUM:	695		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.505			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.505			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1140	2	**570**	0	0	0
	Through-Right		0			0	
	Right	30	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	720	3	240	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	**40**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	240	1	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
CRITICAL VOLUMES			*North-South:*	800		*North-South:*	0
			East-West:	40		*East-West:*	0
			SUM:	840		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.611			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.611			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	10	1	10	0	0	0
	Through-Right		0			0	
	Right	210	1	**55**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	480	2	**264**	0	0	0
	Left-Through		0			0	
	Through	10	0	140	0	0	**0**
	Through-Right		1			0	
	Right	130	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	230	1	**120**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	310	1	**310**	0	0	**0**
	Left-Through		0			0	
	Through	360	1	325	0	0	0
	Through-Right		1			0	
	Right	290	0	290	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	319		*North-South:*	0
			East-West:	430		*East-West:*	0
			SUM:	749		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.499			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.499			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	10	1	10	0	0	0
	Through-Right		0			0	
	Right	320	1	**75**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	630	2	**347**	0	0	0
	Left-Through		0			0	
	Through	10	0	170	0	0	**0**
	Through-Right		1			0	
	Right	160	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	400	1	**205**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	490	1	**490**	0	0	**0**
	Left-Through		0			0	
	Through	400	1	400	0	0	0
	Through-Right		1			0	
	Right	460	0	287	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	422		*North-South:*	0
			East-West:	695		*East-West:*	0
			SUM:	1117		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.745			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.745			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	10	1	10	0	0	0
	Through-Right		0			0	
	Right	200	1	**35**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	470	2	**259**	0	0	0
	Left-Through		0			0	
	Through	10	0	160	0	0	**0**
	Through-Right		1			0	
	Right	150	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	190	1	**100**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	330	1	**330**	0	0	**0**
	Left-Through		0			0	
	Through	270	1	270	0	0	0
	Through-Right		1			0	
	Right	290	0	161	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	294		*North-South:*	0
			East-West:	430		*East-West:*	0
			SUM:	724		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.483			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.483			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	30	0	30	0	0	**0**
	Left-Through		1			0	
	Through	0	0	30	0	0	0
	Through-Right		0			0	
	Right	220	1	**195**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	1	0	0	0	0
	Left-Through		0			0	
	Through	0	1	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	1	**0**	0	0	0
	Left-Through		0			0	
	Through	100	1	55	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	220	1	**220**	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	195		*North-South:*	0
			East-West:	220		*East-West:*	0
			SUM:	415		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.291			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.291			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	20	0	20	0	0	**0**
	Left-Through		1			0	
	Through	0	0	20	0	0	0
	Through-Right		0			0	
	Right	310	1	**275**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	1	0	0	0	0
	Left-Through		0			0	
	Through	0	1	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	1	**0**	0	0	0
	Left-Through		0			0	
	Through	120	1	75	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	370	1	**370**	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	275		*North-South:*	0
			East-West:	370		*East-West:*	0
			SUM:	645		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.453			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.453			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	60	0	60	0	0	**0**
	Left-Through		1			0	
	Through	0	0	60	0	0	0
	Through-Right		0			0	
	Right	290	1	**255**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	1	0	0	0	0
	Left-Through		0			0	
	Through	0	1	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	1	**0**	0	0	0
	Left-Through		0			0	
	Through	110	1	65	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	240	1	**240**	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	255		*North-South:*	0
			East-West:	240		*East-West:*	0
			SUM:	495		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.347			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.347			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 98TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	700	2	**350**	0	0	0
	Through-Right		0			0	
	Right	100	1	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	440	2	210	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	170	1	170	0	0	**0**
	Through-Right		0			0	
	Right	200	1	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	120	0	**190**	0	0	0
	Through-Right		1			0	
	Right	70	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		480	North-South:		0
		East-West:		300	East-West:		0
		SUM:		780	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.520			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.520			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 98TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1070	2	**535**	0	0	0
	Through-Right		0			0	
	Right	120	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	790	2	300	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	190	1	190	0	0	**0**
	Through-Right		0			0	
	Right	400	1	**350**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	180	0	300	0	0	0
	Through-Right		1			0	
	Right	120	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		635	North-South:		0
		East-West:		430	East-West:		0
		SUM:		1065	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.710			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.710			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 98TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	930	2	**465**	0	0	0
	Through-Right		0			0	
	Right	150	1	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	730	2	277	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	110	1	110	0	0	**0**
	Through-Right		0			0	
	Right	360	1	300	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	190	0	**380**	0	0	0
	Through-Right		1			0	
	Right	190	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		545	North-South:		0
		East-West:		590	East-West:		0
		SUM:		1135	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.757			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.757			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	30	1	30	0	0	0
	Through-Right		0			0	
	Right	230	1	**50**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**20**	0	0	0
	Left-Through		0			0	
	Through	20	1	15	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	420	2	**210**	0	0	**0**
	Through-Right		0			0	
	Right	80	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	360	1	**360**	0	0	**0**
	Left-Through		0			0	
	Through	750	2	375	0	0	0
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		70	North-South:		0
		East-West:		570	East-West:		0
		SUM:		640	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.427			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.427			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD						PM					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	0	**0**	40	1	40	0	0	**0**
	Left-Through		0			0			0			0	
	Through	20	1	20	0	0	0	30	1	30	0	0	0
	Through-Right		0			0			0			0	
	Right	490	1	**270**	0	0	0	230	1	**65**	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0	20	1	**20**	0	0	0
	Left-Through		0			0			0			0	
	Through	20	1	15	0	0	**0**	20	1	15	0	0	**0**
	Through-Right		1			0			1			0	
	Right	10	0	10	0	0	0	10	0	10	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	10	1	10	0	0	0	10	1	10	0	0	0
	Left-Through		0			0			0			0	
	Through	700	2	**350**	0	0	**0**	980	2	**490**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	160	1	135	0	0	0	90	1	70	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	440	1	**440**	0	0	**0**	330	1	**330**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	730	2	365	0	0	0	790	2	395	0	0	0
	Through-Right		0			0			0			0	
	Right	30	1	15	0	0	0	40	1	30	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	300		*North-South:*	0		*North-South:*	85		*North-South:*	0
			East-West:	790		*East-West:*	0		*East-West:*	820		*East-West:*	0
			SUM:	1090		*SUM:*	0		*SUM:*	905		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.727			0.000			0.603			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.727			0.000			0.603			0.000
LEVEL OF SERVICE (LOS):				C			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	0	**120**	0	0	**0**	140	0	**140**	0	0	**0**
	Left-Through		1			0			1			0	
	Through	120	0	240	0	0	0	140	0	280	0	0	0
	Through-Right		0			0			0			0	
	Right	90	1	25	0	0	0	160	1	80	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	30	0	30	0	0	0	150	0	150	0	0	0
	Left-Through		0			0			0			0	
	Through	70	0	**180**	0	0	**0**	100	0	**390**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	80	0	0	0	0	0	140	0	0	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	60	1	**60**	0	0	0	90	1	90	0	0	0
	Left-Through		0			0			0			0	
	Through	350	1	285	0	0	**0**	520	1	**305**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	220	0	220	0	0	0	90	0	90	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	130	1	130	0	0	**0**	160	1	**160**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	770	1	**415**	0	0	0	570	1	360	0	0	0
	Through-Right		1			0			1			0	
	Right	60	0	60	0	0	0	150	0	150	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	300		*North-South:*	0		*North-South:*	530		*North-South:*	0
			East-West:	475		*East-West:*	0		*East-West:*	465		*East-West:*	0
			SUM:	775		*SUM:*	0		*SUM:*	995		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.517			0.000			0.663			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.517			0.000			0.663			0.000
LEVEL OF SERVICE (LOS):				A			A			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	0	**20**	0	0	**0**
	Left-Through		1			0	
	Through	260	0	280	0	0	0
	Through-Right		0			0	
	Right	300	1	245	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	0	150	0	0	0
	Left-Through		0			0	
	Through	40	0	**440**	0	0	**0**
	Through-Right		0			0	
	Right	250	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	750	1	**450**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	820	1	450	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	460		*North-South:*	0
			East-West:	560		*East-West:*	0
			SUM:	1020		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.680			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.680			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3320	2	**1120**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	3040	3	775	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**75**	0	0	0
	Left-Through		0			0	
	Through	60	0	75	0	0	**0**
	Through-Right		0			0	
	Right	70	1	70	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	290	1	**200**	0	0	**0**
	Left-Through		1			0	
	Through	110	0	200	0	0	0
	Through-Right		0			0	
	Right	50	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1120		*North-South:*	0
			East-West:	275		*East-West:*	0
			SUM:	1395		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.979			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.979			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2380	2	**807**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2240	3	598	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	**125**	0	0	0
	Left-Through		0			0	
	Through	100	0	125	0	0	**0**
	Through-Right		0			0	
	Right	80	1	80	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	**140**	0	0	**0**
	Left-Through		1			0	
	Through	90	0	140	0	0	0
	Through-Right		0			0	
	Right	40	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	807		*North-South:*	0
			East-West:	265		*East-West:*	0
			SUM:	1072		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.752			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.752			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3250	2	**1123**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	3120	3	813	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**170**	0	0	0
	Left-Through		0			0	
	Through	160	0	170	0	0	**0**
	Through-Right		0			0	
	Right	80	1	80	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	**190**	0	0	**0**
	Left-Through		1			0	
	Through	140	0	190	0	0	0
	Through-Right		0			0	
	Right	30	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1123		*North-South:*	0
			East-West:	360		*East-West:*	0
			SUM:	1483		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.041			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.041			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	230	0	270	0	0	0
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	260	0	**320**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	560	1	**380**	0	0	**0**
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	650	1	345	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	430		*North-South:*	0
			East-West:	440		*East-West:*	0
			SUM:	870		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.580			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.580			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	170	0	210	0	0	0
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	190	0	**260**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	560	1	330	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	600	1	**335**	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	360		*North-South:*	0
			East-West:	415		*East-West:*	0
			SUM:	775		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.517			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.517			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	270	0	300	0	0	0
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	300	0	**380**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	720	1	**440**	0	0	**0**
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	680	1	375	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	480		*North-South:*	0
			East-West:	520		*East-West:*	0
			SUM:	1000		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.667			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.667			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	890	2	**445**	0	0	0
	Through-Right		0			0	
	Right	270	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	610	2	305	0	0	**0**
	Through-Right		0			0	
	Right	190	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	1	160	0	0	0
	Left-Through		0			0	
	Through	780	2	**390**	0	0	**0**
	Through-Right		0			0	
	Right	120	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	**220**	0	0	**0**
	Left-Through		0			0	
	Through	870	2	435	0	0	0
	Through-Right		0			0	
	Right	80	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	525		*North-South:*	0
			East-West:	610		*East-West:*	0
			SUM:	1135		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.825			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.825			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	180	1	**180**	0	0	**0**
Left-Through		0			0	
Through	680	2	340	0	0	0
Through-Right		0			0	
Right	220	1	120	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	90	1	90	0	0	0
Left-Through		0			0	
Through	720	2	**360**	0	0	**0**
Through-Right		0			0	
Right	220	1	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	170	1	**170**	0	0	0
Left-Through		0			0	
Through	630	2	315	0	0	**0**
Through-Right		0			0	
Right	120	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	100	1	100	0	0	**0**
Left-Through		0			0	
Through	650	2	**325**	0	0	0
Through-Right		0			0	
Right	30	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	540		*North-South:*	0
		East-West:	495		*East-West:*	0
		SUM:	1035		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.753			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.753			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	170	1	**170**	0	0	**0**
Left-Through		0			0	
Through	900	2	450	0	0	0
Through-Right		0			0	
Right	330	1	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	90	1	90	0	0	0
Left-Through		0			0	
Through	1090	2	**545**	0	0	**0**
Through-Right		0			0	
Right	190	1	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	180	1	180	0	0	0
Left-Through		0			0	
Through	910	2	**455**	0	0	**0**
Through-Right		0			0	
Right	150	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	310	1	**310**	0	0	**0**
Left-Through		0			0	
Through	750	2	375	0	0	0
Through-Right		0			0	
Right	30	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	715		*North-South:*	0
		East-West:	765		*East-West:*	0
		SUM:	1480		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.076			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.076			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
	EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	340	1	**340**	0	0	**0**
Left-Through		0			0	
Through	730	1	375	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	1	20	0	0	0
Left-Through		0			0	
Through	540	2	**217**	0	0	**0**
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	40	1	**40**	0	0	0
Left-Through		0			0	
Through	10	1	10	0	0	**0**
Through-Right		0			0	
Right	280	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	10	0	**30**	0	0	0
Through-Right		0			0	
Right	10	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	557		*North-South:*	0
		East-West:	70		*East-West:*	0
		SUM:	627		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.440			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.440			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
	EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	200	1	200	0	0	**0**
Left-Through		0			0	
Through	750	1	**385**	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	1	**20**	0	0	0
Left-Through		0			0	
Through	480	2	183	0	0	**0**
Through-Right		1			0	
Right	70	0	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	90	1	**90**	0	0	0
Left-Through		0			0	
Through	10	1	10	0	0	**0**
Through-Right		0			0	
Right	270	1	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	10	0	**40**	0	0	0
Through-Right		0			0	
Right	20	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	405		*North-South:*	0
		East-West:	130		*East-West:*	0
		SUM:	535		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.375			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.375			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	840	1	425	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	1030	2	**367**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	10	1	10	0	0	**0**
	Through-Right		0			0	
	Right	250	1	**120**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	0	**20**	0	0	**0**
	Left-Through		0			0	
	Through	10	0	40	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		497	North-South:		0
		East-West:		140	East-West:		0
		SUM:		637	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.447			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.447			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1140	1	**585**	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	400	2	200	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	0	40	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**50**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		615	North-South:		0
		East-West:		50	East-West:		0
		SUM:		665	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.443			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.443			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	420	1	**215**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**20**	0	0	0
	Left-Through		0			0	
	Through	280	2	140	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**30**	0	0	0
	Through-Right		0			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		235	North-South:		0
		East-West:		30	East-West:		0
		SUM:		265	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.177			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.177			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	610	1	325	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	1020	2	**510**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	0	40	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**60**	0	0	0
	Through-Right		0			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		510	North-South:		0
		East-West:		60	East-West:		0
		SUM:		570	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.380			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.380			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1660	1	**855**	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	1470	2	735	0	0	**0**
	Through-Right		0			0	
	Right	90	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	230	1	230	0	0	**0**
	Through-Right		0			0	
	Right	140	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	376	1	**376**	0	0	0
	Through-Right		0			0	
	Right	180	1	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	955		North-South:	0
			East-West:	586		East-West:	0
			SUM:	1541		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.027			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.027			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	1470	1	765	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1600	2	**800**	0	0	**0**
	Through-Right		0			0	
	Right	150	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	240	1	240	0	0	**0**
	Through-Right		0			0	
	Right	210	1	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	270	1	**270**	0	0	0
	Through-Right		0			0	
	Right	140	1	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	940		North-South:	0
			East-West:	500		East-West:	0
			SUM:	1440		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.960			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.960			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	1300	1	680	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1730	2	**865**	0	0	**0**
	Through-Right		0			0	
	Right	130	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	380	1	**380**	0	0	**0**
	Through-Right		0			0	
	Right	160	1	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	220	1	220	0	0	0
	Through-Right		0			0	
	Right	90	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	985		North-South:	0
			East-West:	440		East-West:	0
			SUM:	1425		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.950			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.950			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	620	2	310	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	660	1	**360**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	710	2	283	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1060	2	**387**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	490		North-South:	0
			East-West:	477		East-West:	0
			SUM:	967		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.703			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.703			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	820	2	**410**	0	0	0
	Through-Right		0			0	
	Right	120	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	520	1	315	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	1000	2	380	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1040	2	**383**	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	500		*North-South:*	0
			East-West:	533		*East-West:*	0
			SUM:	1033		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.751			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.751			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	920	2	**460**	0	0	0
	Through-Right		0			0	
	Right	150	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	670	1	395	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	1420	2	**530**	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	1210	2	447	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	590		*North-South:*	0
			East-West:	680		*East-West:*	0
			SUM:	1270		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.924			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.924			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	2570	3	**857**	0	0	0
	Through-Right		0			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	2250	3	750	0	0	**0**
	Through-Right		0			0	
	Right	470	1	272	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	360	2	**198**	0	0	0
	Left-Through		0			0	
	Through	340	1	210	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	350	2	193	0	0	**0**
	Left-Through		0			0	
	Through	770	2	**385**	0	0	0
	Through-Right		0			0	
	Right	180	1	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	917		*North-South:*	0
			East-West:	583		*East-West:*	0
			SUM:	1500		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.091			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.091			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	1950	3	**650**	0	0	0
	Through-Right		0			0	
	Right	180	1	48	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	1760	3	587	0	0	**0**
	Through-Right		0			0	
	Right	330	1	148	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	330	2	**182**	0	0	0
	Left-Through		0			0	
	Through	310	1	205	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	2	132	0	0	**0**
	Left-Through		0			0	
	Through	330	2	**165**	0	0	0
	Through-Right		0			0	
	Right	140	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	770		*North-South:*	0
			East-West:	347		*East-West:*	0
			SUM:	1117		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.812			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.812			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	2240	3	747	0	0	0
	Through-Right		0			0	
	Right	370	1	194	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	160	0	0	0
	Left-Through		0			0	
	Through	2660	3	**887**	0	0	**0**
	Through-Right		0			0	
	Right	300	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	620	2	341	0	0	0
	Left-Through		0			0	
	Through	520	1	**330**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	320	2	**176**	0	0	**0**
	Left-Through		0			0	
	Through	320	2	160	0	0	0
	Through-Right		0			0	
	Right	210	1	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	957		*North-South:*	0
			East-West:	506		*East-West:*	0
			SUM:	1463		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.064			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.064			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	370	2	**204**	0	0	**0**
	Left-Through		0			0	
	Through	1530	2	523	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	2	105	0	0	0
	Left-Through		0			0	
	Through	1540	2	**593**	0	0	**0**
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	540	2	270	0	0	**0**
	Through-Right		0			0	
	Right	210	1	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	1300	2	**650**	0	0	0
	Through-Right		0			0	
	Right	350	1	245	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	797		*North-South:*	0
			East-West:	760		*East-West:*	0
			SUM:	1557		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.132			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.132			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	2	**99**	0	0	**0**
	Left-Through		0			0	
	Through	1350	2	473	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	2	121	0	0	0
	Left-Through		0			0	
	Through	1460	2	**550**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	200	0	0	0
	Left-Through		0			0	
	Through	650	2	**325**	0	0	**0**
	Through-Right		0			0	
	Right	200	1	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	580	2	290	0	0	0
	Through-Right		0			0	
	Right	200	1	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	649		*North-South:*	0
			East-West:	495		*East-West:*	0
			SUM:	1144		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.832			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.832			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	2	**83**	0	0	**0**
	Left-Through		0			0	
	Through	1380	2	490	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	380	2	209	0	0	0
	Left-Through		0			0	
	Through	2200	2	**770**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	1	190	0	0	0
	Left-Through		0			0	
	Through	1060	2	**530**	0	0	**0**
	Through-Right		0			0	
	Right	360	1	277	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	740	2	370	0	0	0
	Through-Right		0			0	
	Right	200	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	853		*North-South:*	0
			East-West:	710		*East-West:*	0
			SUM:	1563		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.137			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.137			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	2130	2	**730**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	1730	3	577	0	0	**0**
	Through-Right		0			0	
	Right	140	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	710	2	267	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	1040	2	**520**	0	0	0
	Through-Right		0			0	
	Right	450	1	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	900		*North-South:*	0
			East-West:	610		*East-West:*	0
			SUM:	1510		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.098			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.098			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1370	2	**473**	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	**250**	0	0	0
	Left-Through		0			0	
	Through	1380	3	460	0	0	**0**
	Through-Right		0			0	
	Right	120	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	600	2	217	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	600	2	**300**	0	0	0
	Through-Right		0			0	
	Right	300	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	723		*North-South:*	0
			East-West:	480		*East-West:*	0
			SUM:	1203		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.875			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.875			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1800	2	**640**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	1	**270**	0	0	0
	Left-Through		0			0	
	Through	2190	3	730	0	0	**0**
	Through-Right		0			0	
	Right	160	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	1	190	0	0	0
	Left-Through		0			0	
	Through	1000	2	**353**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	**220**	0	0	**0**
	Left-Through		0			0	
	Through	710	2	355	0	0	0
	Through-Right		0			0	
	Right	350	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	910		*North-South:*	0
			East-West:	573		*East-West:*	0
			SUM:	1483		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.079			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.079			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	410	1	**410**	0	0	**0**
	Left-Through		0			0	
	Through	2260	2	783	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	1700	2	**627**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	56	1	**56**	0	0	0
	Left-Through		0			0	
	Through	440	2	220	0	0	**0**
	Through-Right		0			0	
	Right	310	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	1010	1	**530**	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1037		*North-South:*	0
			East-West:	586		*East-West:*	0
			SUM:	1623		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.139			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.139			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	320	1	**320**	0	0	**0**
Left-Through		0			0	
Through	1430	2	527	0	0	0
Through-Right		1			0	
Right	150	0	150	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	1	100	0	0	0
Left-Through		0			0	
Through	1360	2	**493**	0	0	**0**
Through-Right		1			0	
Right	120	0	120	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	80	1	80	0	0	0
Left-Through		0			0	
Through	330	2	**165**	0	0	**0**
Through-Right		0			0	
Right	330	1	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	150	1	**150**	0	0	**0**
Left-Through		0			0	
Through	340	1	210	0	0	0
Through-Right		1			0	
Right	80	0	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	813		*North-South:*	0
		East-West:	315		*East-West:*	0
		SUM:	1128		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.792			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.792			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	380	1	**380**	0	0	**0**
Left-Through		0			0	
Through	2050	2	753	0	0	0
Through-Right		1			0	
Right	210	0	210	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	80	1	80	0	0	0
Left-Through		0			0	
Through	2010	2	**693**	0	0	**0**
Through-Right		1			0	
Right	70	0	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	110	1	110	0	0	0
Left-Through		0			0	
Through	890	2	**445**	0	0	**0**
Through-Right		0			0	
Right	530	1	150	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	140	1	**140**	0	0	**0**
Left-Through		0			0	
Through	460	1	260	0	0	0
Through-Right		1			0	
Right	60	0	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	1073		*North-South:*	0
		East-West:	585		*East-West:*	0
		SUM:	1658		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.164			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.164			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	210	1	210	0	0	**0**
Left-Through		0			0	
Through	1060	2	**367**	0	0	0
Through-Right		1			0	
Right	40	0	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	220	1	**220**	0	0	0
Left-Through		0			0	
Through	870	2	363	0	0	**0**
Through-Right		1			0	
Right	220	0	220	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	140	1	**140**	0	0	0
Left-Through		0			0	
Through	980	2	380	0	0	**0**
Through-Right		1			0	
Right	160	0	160	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	130	1	130	0	0	**0**
Left-Through		0			0	
Through	1350	2	**470**	0	0	0
Through-Right		1			0	
Right	60	0	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	587		*North-South:*	0
		East-West:	610		*East-West:*	0
		SUM:	1197		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.871			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.871			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	130	1	130	0	0	**0**
Left-Through		0			0	
Through	710	2	**257**	0	0	0
Through-Right		1			0	
Right	60	0	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	190	1	**190**	0	0	0
Left-Through		0			0	
Through	760	2	297	0	0	**0**
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	130	1	130	0	0	0
Left-Through		0			0	
Through	980	2	**390**	0	0	**0**
Through-Right		1			0	
Right	190	0	190	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	140	1	**140**	0	0	**0**
Left-Through		0			0	
Through	890	2	327	0	0	0
Through-Right		1			0	
Right	90	0	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	447		*North-South:*	0
		East-West:	530		*East-West:*	0
		SUM:	977		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.711			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.711			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	970	2	**343**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	300	1	**300**	0	0	0
	Left-Through		0			0	
	Through	1120	2	420	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	1	160	0	0	0
	Left-Through		0			0	
	Through	1520	2	**567**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	1030	2	383	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	643		*North-South:*	0
			East-West:	737		*East-West:*	0
			SUM:	1380		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.004			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.004			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	700	1	**457**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	670	1	457	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1060	3	353	0	0	**0**
	Through-Right		0			0	
	Right	390	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1450	2	**587**	0	0	0
	Through-Right		1			0	
	Right	310	0	310	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	457		*North-South:*	0
			East-West:	587		*East-West:*	0
			SUM:	1044		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.696			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.696			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	430	1	**287**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	430	1	287	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1100	3	367	0	0	**0**
	Through-Right		0			0	
	Right	350	1	63	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1210	2	**563**	0	0	0
	Through-Right		1			0	
	Right	480	0	480	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	287		*North-South:*	0
			East-West:	563		*East-West:*	0
			SUM:	850		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.567			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.567			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	470	1	**380**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	670	1	380	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1670	3	557	0	0	**0**
	Through-Right		0			0	
	Right	330	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1410	2	**583**	0	0	0
	Through-Right		1			0	
	Right	340	0	340	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	380		*North-South:*	0
			East-West:	583		*East-West:*	0
			SUM:	963		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.642			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.642			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	1	200	0	0	**0**
	Left-Through		0			0	
	Through	800	1	**445**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	**250**	0	0	0
	Left-Through		0			0	
	Through	640	1	370	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	1160	2	417	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	1470	2	**530**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	695		*North-South:*	0
			East-West:	650		*East-West:*	0
			SUM:	1345		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.978			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.978			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	590	1	**335**	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	540	1	320	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	930	2	**340**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	880	2	333	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	495		*North-South:*	0
			East-West:	470		*East-West:*	0
			SUM:	965		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.702			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.702			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	710	1	**410**	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	790	1	455	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1540	2	**557**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	**190**	0	0	**0**
	Left-Through		0			0	
	Through	1190	2	447	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	640		*North-South:*	0
			East-West:	747		*East-West:*	0
			SUM:	1387		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.009			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.009			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	730	1	**435**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	770	1	415	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	960	2	363	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	1300	2	**477**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	605		*North-South:*	0
			East-West:	547		*East-West:*	0
			SUM:	1152		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.838			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.838			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	550	1	330	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	620	1	**360**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	690	2	**270**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	820	2	300	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		480	North-South:		0
		East-West:		430	East-West:		0
		SUM:		910	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.662			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.662			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	740	1	430	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	870	1	**485**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1230	2	**460**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	1	**250**	0	0	**0**
	Left-Through		0			0	
	Through	1080	2	403	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		665	North-South:		0
		East-West:		710	East-West:		0
		SUM:		1375	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				1.000			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.000			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	1250	2	**467**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	690	2	263	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1340	2	**490**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	1250	2	447	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		537	North-South:		0
		East-West:		590	East-West:		0
		SUM:		1127	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.820			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.820			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	580	2	237	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	560	2	**207**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	1040	2	**387**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	920	2	337	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		357	North-South:		0
		East-West:		547	East-West:		0
		SUM:		904	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.657			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.657			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	970	2	**363**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	880	2	317	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1410	2	**527**	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	1370	2	480	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	523		*North-South:*	0
			East-West:	647		*East-West:*	0
			SUM:	1170		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.851			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.851			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	230	2	127	0	0	**0**
	Left-Through		0			0	
	Through	1280	2	**467**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	2	**83**	0	0	0
	Left-Through		0			0	
	Through	710	2	270	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	1330	2	473	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1250	2	**463**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	550		*North-South:*	0
			East-West:	603		*East-West:*	0
			SUM:	1153		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.839			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.839			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	2	77	0	0	**0**
	Left-Through		0			0	
	Through	650	2	**263**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	2	**105**	0	0	0
	Left-Through		0			0	
	Through	680	2	273	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	970	2	373	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1010	2	**390**	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	368		*North-South:*	0
			East-West:	510		*East-West:*	0
			SUM:	878		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.639			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.639			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	230	2	127	0	0	**0**
	Left-Through		0			0	
	Through	1090	2	**407**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	290	2	**160**	0	0	0
	Left-Through		0			0	
	Through	920	2	353	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1410	2	**543**	0	0	**0**
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	1240	2	483	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	567		*North-South:*	0
			East-West:	653		*East-West:*	0
			SUM:	1220		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.887			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.887			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	1420	3	**473**	0	0	0
	Through-Right		0			0	
	Right	140	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	2	**72**	0	0	0
	Left-Through		0			0	
	Through	870	2	363	0	0	**0**
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	900	2	347	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	1140	2	**423**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	545		North-South:	0
			East-West:	573		East-West:	0
			SUM:	1118		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.813			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.813			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	240	2	**132**	0	0	**0**
	Left-Through		0			0	
	Through	670	3	223	0	0	0
	Through-Right		0			0	
	Right	70	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	2	66	0	0	0
	Left-Through		0			0	
	Through	660	2	**287**	0	0	**0**
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	840	2	330	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	980	2	**357**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	419		North-South:	0
			East-West:	537		East-West:	0
			SUM:	956		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.695			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.695			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	330	2	**182**	0	0	**0**
	Left-Through		0			0	
	Through	1270	3	423	0	0	0
	Through-Right		0			0	
	Right	110	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	2	94	0	0	0
	Left-Through		0			0	
	Through	990	2	**393**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	**200**	0	0	0
	Left-Through		0			0	
	Through	1200	2	447	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	1170	2	**410**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	575		North-South:	0
			East-West:	610		East-West:	0
			SUM:	1185		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.862			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.862			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	380	2	209	0	0	**0**
	Left-Through		0			0	
	Through	1300	2	**480**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	2	**149**	0	0	0
	Left-Through		0			0	
	Through	900	3	300	0	0	**0**
	Through-Right		0			0	
	Right	70	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	810	2	**350**	0	0	**0**
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	300	1	**300**	0	0	**0**
	Left-Through		0			0	
	Through	1320	2	510	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	629		North-South:	0
			East-West:	650		East-West:	0
			SUM:	1279		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.930			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.930			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	400	2	**220**	0	0	**0**
	Left-Through		0			0	
	Through	780	2	320	0	0	0
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	2	94	0	0	0
	Left-Through		0			0	
	Through	620	3	**207**	0	0	**0**
	Through-Right		0			0	
	Right	50	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	590	2	**280**	0	0	**0**
	Through-Right		1			0	
	Right	250	0	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	580	2	227	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	427		North-South:	0
			East-West:	450		East-West:	0
			SUM:	877		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.638			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.638			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	510	2	281	0	0	**0**
	Left-Through		0			0	
	Through	1400	2	**550**	0	0	0
	Through-Right		1			0	
	Right	250	0	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	2	**132**	0	0	0
	Left-Through		0			0	
	Through	910	3	303	0	0	**0**
	Through-Right		0			0	
	Right	100	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1470	2	**553**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	270	1	**270**	0	0	**0**
	Left-Through		0			0	
	Through	1020	2	377	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	682		North-South:	0
			East-West:	823		East-West:	0
			SUM:	1505		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.095			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.095			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1380	2	**490**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	610	2	233	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	1260	2	450	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	1190	2	**443**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	620		North-South:	0
			East-West:	543		East-West:	0
			SUM:	1163		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.846			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.846			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	480	2	217	0	0	0
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	530	2	**220**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	1120	2	**403**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	930	2	353	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	350		North-South:	0
			East-West:	503		East-West:	0
			SUM:	853		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.620			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.620			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	760	2	297	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	1160	2	**447**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	1410	2	**513**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	1270	2	450	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	547		*North-South:*	0
			East-West:	643		*East-West:*	0
			SUM:	1190		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.865			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.865			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	250	1	250	0	0	**0**
	Left-Through		0			0	
	Through	1180	2	**437**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	590	2	223	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1550	2	**537**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	1	**210**	0	0	**0**
	Left-Through		0			0	
	Through	1390	3	463	0	0	0
	Through-Right		0			0	
	Right	360	1	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	627		*North-South:*	0
			East-West:	747		*East-West:*	0
			SUM:	1374		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.999			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.999			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	440	2	**190**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	200	1	**200**	0	0	0
	Left-Through		0			0	
	Through	490	2	203	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	1240	2	**443**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	**190**	0	0	**0**
	Left-Through		0			0	
	Through	1160	3	387	0	0	0
	Through-Right		0			0	
	Right	220	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	390		*North-South:*	0
			East-West:	633		*East-West:*	0
			SUM:	1023		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.744			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.744			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	1	**200**	0	0	**0**
	Left-Through		0			0	
	Through	850	2	330	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	1	240	0	0	0
	Left-Through		0			0	
	Through	1110	2	**417**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	1700	2	**610**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	1460	3	487	0	0	0
	Through-Right		0			0	
	Right	250	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	617		*North-South:*	0
			East-West:	780		*East-West:*	0
			SUM:	1397		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.016			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.016			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 180
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0	
Override Capacity			0			0			0			0	
MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	
NORTHBOUND Left	100	1	100	0	0	**0**	80	1	80	0	0	**0**	
Left-Through		0			0			0			0		
Through	1040	1	**555**	0	0	0	450	1	**275**	0	0	0	
Through-Right		1			0			1			0		
Right	70	0	70	0	0	0	100	0	100	0	0	0	
Left-Through-Right		0			0			0			0		
Left-Right		0			0			0			0		
SOUTHBOUND Left	130	1	**130**	0	0	0	160	1	**160**	0	0	0	
Left-Through		0			0			0			0		
Through	820	2	410	0	0	**0**	460	2	230	0	0	**0**	
Through-Right		0			0			0			0		
Right	160	1	0	0	0	0	90	1	10	0	0	0	
Left-Through-Right		0			0			0			0		
Left-Right		0			0			0			0		
EASTBOUND Left	180	1	**180**	0	0	0	80	1	**80**	0	0	0	
Left-Through		0			0			0			0		
Through	990	2	350	0	0	**0**	930	2	337	0	0	**0**	
Through-Right		1			0			1			0		
Right	60	0	60	0	0	0	80	0	80	0	0	0	
Left-Through-Right		0			0			0			0		
Left-Right		0			0			0			0		
WESTBOUND Left	170	1	170	0	0	**0**	100	1	100	0	0	**0**	
Left-Through		0			0			0			0		
Through	1290	2	**513**	0	0	0	960	2	**360**	0	0	0	
Through-Right		1			0			1			0		
Right	250	0	250	0	0	0	120	0	120	0	0	0	
Left-Through-Right		0			0			0			0		
Left-Right		0			0			0			0		
CRITICAL VOLUMES		*North-South:*	685		*North-South:*	0		*North-South:*	435		*North-South:*	0	
		East-West:	693		*East-West:*	0		*East-West:*	440		*East-West:*	0	
		SUM:	1378		*SUM:*	0		*SUM:*	875		*SUM:*	0	
VOLUME/CAPACITY *(V/C)* RATIO:			1.002			0.000			0.636			0.000	
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.002			0.000			0.636			0.000	
LEVEL OF SERVICE (LOS):			F			A			B			A	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 180
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0							
Override Capacity			0			0							
MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**							
NORTHBOUND Left	100	1	100	0	0	**0**							
Left-Through		0			0								
Through	800	1	**445**	0	0	0							
Through-Right		1			0								
Right	90	0	90	0	0	0							
Left-Through-Right		0			0								
Left-Right		0			0								
SOUTHBOUND Left	190	1	**190**	0	0	0							
Left-Through		0			0								
Through	960	2	480	0	0	**0**							
Through-Right		0			0								
Right	160	1	20	0	0	0							
Left-Through-Right		0			0								
Left-Right		0			0								
EASTBOUND Left	140	1	**140**	0	0	0							
Left-Through		0			0								
Through	1300	2	470	0	0	**0**							
Through-Right		1			0								
Right	110	0	110	0	0	0							
Left-Through-Right		0			0								
Left-Right		0			0								
WESTBOUND Left	130	1	130	0	0	**0**							
Left-Through		0			0								
Through	1260	2	**463**	0	0	0							
Through-Right		1			0								
Right	130	0	130	0	0	0							
Left-Through-Right		0			0								
Left-Right		0			0								
CRITICAL VOLUMES		*North-South:*	635		*North-South:*	0							
		East-West:	603		*East-West:*	0							
		SUM:	1238		*SUM:*	0							
VOLUME/CAPACITY *(V/C)* RATIO:			0.900			0.000							
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.900			0.000							
LEVEL OF SERVICE (LOS):			E			A							

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0							
Override Capacity			0			0							
MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**							
NORTHBOUND Left	100	1	100	0	0	**0**							
Left-Through		0			0								
Through	570	2	**285**	0	0	0							
Through-Right		0			0								
Right	110	1	20	0	0	0							
Left-Through-Right		0			0								
Left-Right		0			0								
SOUTHBOUND Left	250	1	**250**	0	0	0							
Left-Through		0			0								
Through	470	1	300	0	0	**0**							
Through-Right		1			0								
Right	130	0	130	0	0	0							
Left-Through-Right		0			0								
Left-Right		0			0								
EASTBOUND Left	100	1	**100**	0	0	0							
Left-Through		0			0								
Through	1030	2	383	0	0	**0**							
Through-Right		1			0								
Right	120	0	120	0	0	0							
Left-Through-Right		0			0								
Left-Right		0			0								
WESTBOUND Left	90	1	90	0	0	**0**							
Left-Through		0			0								
Through	1710	2	**677**	0	0	0							
Through-Right		1			0								
Right	320	0	320	0	0	0							
Left-Through-Right		0			0								
Left-Right		0			0								
CRITICAL VOLUMES		*North-South:*	535		*North-South:*	0							
		East-West:	777		*East-West:*	0							
		SUM:	1312		*SUM:*	0							
VOLUME/CAPACITY *(V/C)* RATIO:			0.954			0.000							
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.954			0.000							
LEVEL OF SERVICE (LOS):			E			A							

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	310	2	**155**	0	0	0
	Through-Right		0			0	
	Right	110	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	310	1	195	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	770	2	270	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	710	2	**290**	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	295		North-South:	0
			East-West:	380		East-West:	0
			SUM:	675		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.491			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.491			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	640	2	**320**	0	0	0
	Through-Right		0			0	
	Right	120	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	500	1	315	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1820	2	**637**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	1110	2	453	0	0	0
	Through-Right		1			0	
	Right	250	0	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	540		North-South:	0
			East-West:	747		East-West:	0
			SUM:	1287		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.936			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.936			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	590	2	**237**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	690	3	230	0	0	**0**
	Through-Right		0			0	
	Right	110	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	1230	2	450	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	1540	2	**573**	0	0	0
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	457		North-South:	0
			East-West:	683		East-West:	0
			SUM:	1140		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.829			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.829			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	360	2	**167**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	400	3	133	0	0	**0**
	Through-Right		0			0	
	Right	100	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	1070	2	**393**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	1090	2	413	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	387		North-South:	0
			East-West:	543		East-West:	0
			SUM:	930		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.676			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.676			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	900	2	**367**	0	0	0
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	242	1	**242**	0	0	0
	Left-Through		0			0	
	Through	850	3	283	0	0	**0**
	Through-Right		0			0	
	Right	120	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	1400	2	523	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	1330	2	**527**	0	0	0
	Through-Right		1			0	
	Right	250	0	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	609		*North-South:*	0
			East-West:	677		*East-West:*	0
			SUM:	1286		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.935			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.935			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	80	0	0	**0**
	Left-Through		0			0	
	Through	450	3	**150**	0	0	0
	Through-Right		0			0	
	Right	110	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	560	3	187	0	0	**0**
	Through-Right		0			0	
	Right	120	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	930	2	337	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1820	2	**653**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	340		*North-South:*	0
			East-West:	733		*East-West:*	0
			SUM:	1073		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.780			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.780			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	330	3	**110**	0	0	0
	Through-Right		0			0	
	Right	60	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	380	3	127	0	0	**0**
	Through-Right		0			0	
	Right	180	1	155	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	810	2	**293**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	770	2	300	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	290		*North-South:*	0
			East-West:	373		*East-West:*	0
			SUM:	663		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.482			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.482			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	730	3	**243**	0	0	0
	Through-Right		0			0	
	Right	80	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	550	3	183	0	0	**0**
	Through-Right		0			0	
	Right	90	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	1530	2	**540**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	920	2	357	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	393		*North-South:*	0
			East-West:	680		*East-West:*	0
			SUM:	1073		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.780			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.780			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	1300	2	**650**	0	0	0
	Through-Right		0			0	
	Right	160	1	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	450	1	270	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	840	1	**455**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	950	2	475	0	0	0
	Through-Right		0			0	
	Right	210	1	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	730		*North-South:*	0
			East-West:	585		*East-West:*	0
			SUM:	1315		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.877			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.877			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1020	2	**510**	0	0	0
	Through-Right		0			0	
	Right	120	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	560	1	330	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	510	1	**290**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	550	2	275	0	0	0
	Through-Right		0			0	
	Right	120	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	610		*North-South:*	0
			East-West:	430		*East-West:*	0
			SUM:	1040		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.693			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.693			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1440	2	**720**	0	0	0
	Through-Right		0			0	
	Right	230	1	165	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1130	1	650	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	1	160	0	0	0
	Left-Through		0			0	
	Through	1130	1	**640**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	890	2	445	0	0	0
	Through-Right		0			0	
	Right	190	1	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	850		*North-South:*	0
			East-West:	770		*East-West:*	0
			SUM:	1620		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.080			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.080			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	980	1	**630**	0	0	0
	Through-Right		1			0	
	Right	280	0	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	350	1	200	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	640	1	**375**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	780	2	390	0	0	0
	Through-Right		0			0	
	Right	410	1	335	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	780		*North-South:*	0
			East-West:	555		*East-West:*	0
			SUM:	1335		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.890			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.890			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	400	1	**250**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	330	1	185	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	500	1	**275**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	500	2	250	0	0	0
	Through-Right		0			0	
	Right	230	1	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	370		*North-South:*	0
			East-West:	395		*East-West:*	0
			SUM:	765		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.510			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.510			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	660	1	**430**	0	0	0
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	**250**	0	0	0
	Left-Through		0			0	
	Through	900	1	480	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	1010	1	**550**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	1	**200**	0	0	**0**
	Left-Through		0			0	
	Through	860	2	430	0	0	0
	Through-Right		0			0	
	Right	270	1	145	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	680		*North-South:*	0
			East-West:	750		*East-West:*	0
			SUM:	1430		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.953			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.953			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	197	0	0	0
	Left-Through		0			0	
	Through	60	0	0	0	0	**0**
	Through-Right		0			0	
	Right	340	1	**197**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1220	2	**513**	0	0	**0**
	Through-Right		1			0	
	Right	320	0	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	**240**	0	0	**0**
	Left-Through		0			0	
	Through	1100	3	367	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	197		*North-South:*	0
			East-West:	753		*East-West:*	0
			SUM:	950		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.633			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.633			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	310	1	223	0	0	0
	Left-Through		0			0	
	Through	70	0	0	0	0	**0**
	Through-Right		0			0	
	Right	360	1	**223**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1220	2	**483**	0	0	**0**
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	260	1	**260**	0	0	**0**
	Left-Through		0			0	
	Through	830	3	277	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	223		*North-South:*	0
			East-West:	743		*East-West:*	0
			SUM:	966		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.644			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.644			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	1	170	0	0	0
	Left-Through		0			0	
	Through	80	0	0	0	0	**0**
	Through-Right		0			0	
	Right	270	1	**170**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1480	2	**587**	0	0	**0**
	Through-Right		1			0	
	Right	280	0	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	1	**230**	0	0	**0**
	Left-Through		0			0	
	Through	1240	3	413	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	170		North-South:	0
			East-West:	817		East-West:	0
			SUM:	987		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.658			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.658			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	0	130	0	0	**0**
	Left-Through		1			0	
	Through	180	0	**235**	0	0	0
	Through-Right		1			0	
	Right	160	0	235	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	300	1	**300**	0	0	0
	Left-Through		0			0	
	Through	1140	3	380	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1250	2	**503**	0	0	0
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	235		North-South:	0
			East-West:	803		East-West:	0
			SUM:	1038		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.728			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.728			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	0	110	0	0	**0**
	Left-Through		1			0	
	Through	70	0	180	0	0	0
	Through-Right		1			0	
	Right	200	0	**200**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	390	1	**390**	0	0	0
	Left-Through		0			0	
	Through	1220	3	407	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	990	2	**437**	0	0	0
	Through-Right		1			0	
	Right	320	0	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	200		North-South:	0
			East-West:	827		East-West:	0
			SUM:	1027		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.721			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.721			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	230	0	230	0	0	**0**
	Left-Through		1			0	
	Through	90	0	**270**	0	0	0
	Through-Right		1			0	
	Right	220	0	270	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	330	1	**330**	0	0	0
	Left-Through		0			0	
	Through	1440	3	480	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1280	2	**520**	0	0	0
	Through-Right		1			0	
	Right	280	0	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	270		North-South:	0
			East-West:	850		East-West:	0
			SUM:	1120		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.786			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.786			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200

PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	340	1	233	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	360	1	**233**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	10	0	0	0	0	0
Left-Through		0			0	
Through	1240	2	620	0	0	**0**
Through-Right		1			0	
Right	650	0	**650**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	1530	3	510	0	0	0
Through-Right		0			0	
Right	600	1	367	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	233		*North-South:*	0
		East-West:	650		*East-West:*	0
		SUM:	883		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.589			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.589			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200

PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	420	1	280	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	420	1	**280**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	10	0	0	0	0	0
Left-Through		0			0	
Through	1130	2	**537**	0	0	**0**
Through-Right		1			0	
Right	480	0	480	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	1120	3	373	0	0	0
Through-Right		0			0	
Right	390	1	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	280		*North-South:*	0
		East-West:	537		*East-West:*	0
		SUM:	817		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.545			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.545			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workhesheet
(Circular 212 Method)

I/S #: 200

PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	460	1	263	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	330	1	**263**	0	0	0
Left-Through-Right		0			0	
Left-Right		1			0	
EASTBOUND Left	10	0	0	0	0	0
Left-Through		0			0	
Through	1560	2	**690**	0	0	**0**
Through-Right		1			0	
Right	510	0	510	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	1440	3	480	0	0	0
Through-Right		0			0	
Right	400	1	137	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	263		*North-South:*	0
		East-West:	690		*East-West:*	0
		SUM:	953		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.635			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.635			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	580	2	227	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	730	3	**243**	0	0	**0**
	Through-Right		0			0	
	Right	100	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	300	2	150	0	0	**0**
	Through-Right		0			0	
	Right	100	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	630	1	**355**	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	323		*North-South:*	0
			East-West:	425		*East-West:*	0
			SUM:	748		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.544			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.544			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	860	2	330	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	780	3	**260**	0	0	**0**
	Through-Right		0			0	
	Right	180	1	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	650	2	**325**	0	0	**0**
	Through-Right		0			0	
	Right	160	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	1	**200**	0	0	**0**
	Left-Through		0			0	
	Through	560	1	350	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	430		*North-South:*	0
			East-West:	525		*East-West:*	0
			SUM:	955		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.695			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.695			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	990	2	**380**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	720	3	240	0	0	**0**
	Through-Right		0			0	
	Right	190	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	900	2	**450**	0	0	**0**
	Through-Right		0			0	
	Right	130	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	270	1	**270**	0	0	**0**
	Left-Through		0			0	
	Through	560	1	335	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	500		*North-South:*	0
			East-West:	720		*East-West:*	0
			SUM:	1220		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.887			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.887			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		1			0	
	Through	40	1	**20**	0	0	0
	Through-Right		0			0	
	Right	40	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	2	**77**	0	0	0
	Left-Through		1			0	
	Through	20	1	20	0	0	**0**
	Through-Right		0			0	
	Right	290	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	620	2	**341**	0	0	0
	Left-Through		0			0	
	Through	1920	4	480	0	0	**0**
	Through-Right		0			0	
	Right	20	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	2570	4	**643**	0	0	0
	Through-Right		0			0	
	Right	390	1	313	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	97		*North-South:*	0
			East-West:	984		*East-West:*	0
			SUM:	1081		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.786			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.786			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	30	1	**23**	0	0	**0**
Left-Through		1			0	
Through	40	1	23	0	0	0
Through-Right		0			0	
Right	40	1	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	330	2	**115**	0	0	0
Left-Through		1			0	
Through	20	1	20	0	0	**0**
Through-Right		0			0	
Right	530	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	1010	2	**556**	0	0	0
Left-Through		0			0	
Through	2430	4	608	0	0	**0**
Through-Right		0			0	
Right	20	1	9	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	40	1	40	0	0	**0**
Left-Through		0			0	
Through	2556	4	**639**	0	0	0
Through-Right		0			0	
Right	250	1	135	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	138		*North-South:*	0
		East-West:	1195		*East-West:*	0
		SUM:	1333		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.969			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.969			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	20	1	20	0	0	**0**
Left-Through		1			0	
Through	40	1	20	0	0	0
Through-Right		0			0	
Right	70	1	**45**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	530	2	**186**	0	0	0
Left-Through		1			0	
Through	20	1	20	0	0	**0**
Through-Right		0			0	
Right	440	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	910	2	**501**	0	0	0
Left-Through		0			0	
Through	2260	4	565	0	0	**0**
Through-Right		0			0	
Right	20	1	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	50	1	50	0	0	**0**
Left-Through		0			0	
Through	2340	4	**585**	0	0	0
Through-Right		0			0	
Right	360	1	174	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	231		*North-South:*	0
		East-West:	1086		*East-West:*	0
		SUM:	1317		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.958			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.958			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	70	0	70	0	0	**0**
Left-Through		1			0	
Through	100	0	**170**	0	0	0
Through-Right		0			0	
Right	530	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	120	0	**120**	0	0	0
Left-Through		1			0	
Through	50	0	100	0	0	**0**
Through-Right		1			0	
Right	50	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	20	1	20	0	0	0
Left-Through		0			0	
Through	470	2	**163**	0	0	**0**
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	1010	2	**556**	0	0	**0**
Left-Through		0			0	
Through	920	1	465	0	0	0
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	290		*North-South:*	0
		East-West:	719		*East-West:*	0
		SUM:	1009		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.734			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.734			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	70	0	70	0	0	**0**
Left-Through		1			0	
Through	70	0	**140**	0	0	0
Through-Right		0			0	
Right	700	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	30	0	30	0	0	0
Left-Through		1			0	
Through	60	0	**100**	0	0	**0**
Through-Right		1			0	
Right	40	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	40	1	40	0	0	0
Left-Through		0			0	
Through	590	2	**203**	0	0	**0**
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	970	2	**534**	0	0	**0**
Left-Through		0			0	
Through	630	1	325	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	240		*North-South:*	0
		East-West:	737		*East-West:*	0
		SUM:	977		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.711			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.711			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	0	40	0	0	**0**
	Left-Through		1			0	
	Through	80	0	**120**	0	0	0
	Through-Right		0			0	
	Right	720	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	0	50	0	0	0
	Left-Through		1			0	
	Through	60	0	**80**	0	0	**0**
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1120	2	**390**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	840	2	**462**	0	0	**0**
	Left-Through		0			0	
	Through	740	1	380	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	200		North-South:	0
			East-West:	852		East-West:	0
			SUM:	1052		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.765			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.765			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	490	1	315	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	910	1	**480**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	760	1	**415**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	330	1	**330**	0	0	**0**
	Left-Through		0			0	
	Through	1180	1	650	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	590		North-South:	0
			East-West:	745		East-West:	0
			SUM:	1335		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.971			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.971			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	700	1	**545**	0	0	0
	Through-Right		1			0	
	Right	390	0	390	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	860	1	445	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1140	1	**615**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	310	1	**310**	0	0	**0**
	Left-Through		0			0	
	Through	1100	1	585	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	665		North-South:	0
			East-West:	925		East-West:	0
			SUM:	1590		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.156			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.156			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	80	0	0	**0**
	Left-Through		0			0	
	Through	770	1	**530**	0	0	0
	Through-Right		1			0	
	Right	290	0	290	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	770	1	400	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1430	1	**745**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	1	**230**	0	0	**0**
	Left-Through		0			0	
	Through	910	1	490	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	620		North-South:	0
			East-West:	975		East-West:	0
			SUM:	1595		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.160			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.160			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	240	1	**240**	0	0	**0**
	Left-Through		0			0	
	Through	510	2	255	0	0	0
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	350	1	**230**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	0	0	0
	Left-Through		0			0	
	Through	380	1	235	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	790	1	**420**	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	470		*North-South:*	0
			East-West:	460		*East-West:*	0
			SUM:	930		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.676			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.676			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	580	2	290	0	0	0
	Through-Right		0			0	
	Right	90	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	400	1	**285**	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	520	1	**335**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	510	1	295	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	465		*North-South:*	0
			East-West:	445		*East-West:*	0
			SUM:	910		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.662			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.662			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	1	**220**	0	0	**0**
	Left-Through		0			0	
	Through	540	2	270	0	0	0
	Through-Right		0			0	
	Right	120	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	430	1	**365**	0	0	**0**
	Through-Right		1			0	
	Right	300	0	300	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	970	1	**580**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	620	1	330	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	585		*North-South:*	0
			East-West:	740		*East-West:*	0
			SUM:	1325		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.964			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.964			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	330	1	**330**	0	0	**0**
	Left-Through		0			0	
	Through	540	1	295	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	350	1	**282**	0	0	**0**
	Through-Right		1			0	
	Right	214	0	214	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	240	1	205	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	560	2	**280**	0	0	0
	Through-Right		0			0	
	Right	160	1	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	612		*North-South:*	0
			East-West:	340		*East-West:*	0
			SUM:	952		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.635			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.635			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: Analyst: Date:

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	140	1	**140**	0	0	**0**
Left-Through		0			0	
Through	460	1	285	0	0	0
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	1	100	0	0	0
Left-Through		0			0	
Through	360	1	**262**	0	0	**0**
Through-Right		1			0	
Right	164	0	164	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	207	1	**207**	0	0	0
Left-Through		0			0	
Through	430	1	295	0	0	**0**
Through-Right		1			0	
Right	160	0	160	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	70	1	70	0	0	**0**
Left-Through		0			0	
Through	390	2	**195**	0	0	0
Through-Right		0			0	
Right	90	1	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	402		North-South:	0
		East-West:	402		East-West:	0
		SUM:	804		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.536			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.536			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: Analyst: Date:

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	140	1	**140**	0	0	**0**
Left-Through		0			0	
Through	430	1	330	0	0	0
Through-Right		1			0	
Right	230	0	230	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	150	1	150	0	0	0
Left-Through		0			0	
Through	630	1	**411**	0	0	**0**
Through-Right		1			0	
Right	191	0	191	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	66	1	66	0	0	0
Left-Through		0			0	
Through	700	1	**565**	0	0	**0**
Through-Right		1			0	
Right	430	0	430	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	60	1	**60**	0	0	**0**
Left-Through		0			0	
Through	410	2	205	0	0	0
Through-Right		0			0	
Right	80	1	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	551		North-South:	0
		East-West:	625		East-West:	0
		SUM:	1176		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.784			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.784			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD East-West Street: CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: Analyst: Date:

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	1100	2	**605**	0	0	**0**
Left-Through		0			0	
Through	770	1	425	0	0	0
Through-Right		1			0	
Right	80	0	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	2	55	0	0	0
Left-Through		0			0	
Through	390	2	**195**	0	0	**0**
Through-Right		0			0	
Right	190	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	430	1	**430**	0	0	0
Left-Through		0			0	
Through	1530	3	510	0	0	**0**
Through-Right		1			0	
Right	520	0	218	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	190	1	190	0	0	**0**
Left-Through		0			0	
Through	1890	3	**505**	0	0	0
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	800		North-South:	0
		East-West:	935		East-West:	0
		SUM:	1735		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			1.262			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.262			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD East-West Street: CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: Analyst: Date:

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	780	2	**429**	0	0	**0**
Left-Through		0			0	
Through	710	1	410	0	0	0
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	2	55	0	0	0
Left-Through		0			0	
Through	330	2	**165**	0	0	**0**
Through-Right		0			0	
Right	350	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	450	1	**450**	0	0	0
Left-Through		0			0	
Through	2090	3	658	0	0	**0**
Through-Right		1			0	
Right	540	0	540	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	190	1	190	0	0	**0**
Left-Through		0			0	
Through	2066	3	**557**	0	0	0
Through-Right		1			0	
Right	160	0	160	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	594		North-South:	0
		East-West:	1007		East-West:	0
		SUM:	1601		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			1.164			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.164			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	3 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	790	2	435	0	0	**0**
	Left-Through		0			0	
	Through	1230	1	**675**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	2	**61**	0	0	0
	Left-Through		0			0	
	Through	530	2	265	0	0	**0**
	Through-Right		0			0	
	Right	260	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	580	1	**580**	0	0	0
	Left-Through		0			0	
	Through	2050	3	663	0	0	**0**
	Through-Right		1			0	
	Right	600	0	600	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1780	3	**483**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	736		*North-South:*	0
			East-West:	1063		*East-West:*	0
			SUM:	1799		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.308			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.308			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 0	SB-- WB--	3 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	270	2	149	0	0	**0**
	Left-Through		0			0	
	Through	620	2	**310**	0	0	0
	Through-Right		0			0	
	Right	120	1	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	2	**149**	0	0	0
	Left-Through		0			0	
	Through	480	2	240	0	0	**0**
	Through-Right		0			0	
	Right	250	1	178	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	2	**72**	0	0	0
	Left-Through		0			0	
	Through	260	2	123	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	2	116	0	0	**0**
	Left-Through		0			0	
	Through	1220	3	407	0	0	0
	Through-Right		0			0	
	Right	690	1	**541**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	459		*North-South:*	0
			East-West:	613		*East-West:*	0
			SUM:	1072		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.780			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.780			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 0	SB-- WB--	3 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	2	94	0	0	**0**
	Left-Through		0			0	
	Through	450	2	**225**	0	0	0
	Through-Right		0			0	
	Right	110	1	66	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	360	2	**198**	0	0	0
	Left-Through		0			0	
	Through	460	2	230	0	0	**0**
	Through-Right		0			0	
	Right	180	1	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	250	2	**138**	0	0	0
	Left-Through		0			0	
	Through	610	2	250	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	2	44	0	0	**0**
	Left-Through		0			0	
	Through	580	3	193	0	0	0
	Through-Right		0			0	
	Right	540	1	**342**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	423		*North-South:*	0
			East-West:	480		*East-West:*	0
			SUM:	903		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.657			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.657			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 0	SB-- WB--	3 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	520	2	**260**	0	0	0
	Through-Right		0			0	
	Right	220	1	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	300	2	**165**	0	0	0
	Left-Through		0			0	
	Through	600	2	300	0	0	**0**
	Through-Right		0			0	
	Right	150	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	330	2	182	0	0	0
	Left-Through		0			0	
	Through	1340	2	**547**	0	0	**0**
	Through-Right		1			0	
	Right	300	0	300	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	2	**138**	0	0	**0**
	Left-Through		0			0	
	Through	510	3	170	0	0	0
	Through-Right		0			0	
	Right	600	1	435	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	425		*North-South:*	0
			East-West:	685		*East-West:*	0
			SUM:	1110		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.807			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.807			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 2	WB--	0	EB-- 0	WB--	0	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**	60	1	60	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1380	1	**745**	0	0	0	900	1	**515**	0	0	0
	Through-Right		1			0			1			0	
	Right	110	0	110	0	0	0	130	0	130	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0	100	1	**100**	0	0	0
	Left-Through		0			0			0			0	
	Through	810	1	440	0	0	**0**	800	1	435	0	0	**0**
	Through-Right		1			0			1			0	
	Right	70	0	70	0	0	0	70	0	70	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	30	1	30	0	0	0	50	1	50	0	0	0
	Left-Through		0			0			0			0	
	Through	40	0	**60**	0	0	**0**	60	0	**100**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	20	0	0	0	0	0	40	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	30	1	30	0	0	**0**	130	1	130	0	0	**0**
	Left-Through		0			0			0			0	
	Through	50	1	**50**	0	0	0	40	1	40	0	0	0
	Through-Right		1			0			1			0	
	Right	80	0	20	0	0	0	190	0	**140**	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	865		North-South:	0		North-South:	615		North-South:	0
			East-West:	110		East-West:	0		East-West:	240		East-West:	0
			SUM:	975		SUM:	0		SUM:	855		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.709			0.000			0.622			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.709			0.000			0.622			0.000
LEVEL OF SERVICE (LOS):				C			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 2	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	40	1	40	0	0	**0**						
	Left-Through		0			0							
	Through	1020	1	**580**	0	0	0						
	Through-Right		1			0							
	Right	140	0	140	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	190	1	**190**	0	0	0						
	Left-Through		0			0							
	Through	990	1	525	0	0	**0**						
	Through-Right		1			0							
	Right	60	0	60	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	90	1	90	0	0	0						
	Left-Through		0			0							
	Through	70	0	**110**	0	0	**0**						
	Through-Right		1			0							
	Right	40	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	140	1	**140**	0	0	**0**						
	Left-Through		0			0							
	Through	50	1	50	0	0	0						
	Through-Right		1			0							
	Right	210	0	115	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	770		North-South:	0						
			East-West:	250		East-West:	0						
			SUM:	1020		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.742			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.742			0.000						
LEVEL OF SERVICE (LOS):				C			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	110	1	**110**	0	0	**0**						
	Left-Through		0			0							
	Through	1370	2	467	0	0	0						
	Through-Right		1			0							
	Right	30	0	30	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	30	1	30	0	0	0						
	Left-Through		0			0							
	Through	1270	2	**580**	0	0	**0**						
	Through-Right		1			0							
	Right	470	0	470	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	360	1	185	0	0	0						
	Left-Through		1			0							
	Through	10	0	185	0	0	**0**						
	Through-Right		0			0							
	Right	260	1	**205**	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	10	0	10	0	0	**0**						
	Left-Through		0			0							
	Through	10	0	**30**	0	0	0						
	Through-Right		0			0							
	Right	10	0	0	0	0	0						
	Left-Through-Right		1			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	690		North-South:	0						
			East-West:	235		East-West:	0						
			SUM:	925		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.673			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.673			0.000						
LEVEL OF SERVICE (LOS):				B			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	1520	2	513	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	1250	2	**593**	0	0	**0**
	Through-Right		1			0	
	Right	530	0	530	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	370	1	190	0	0	0
	Left-Through		1			0	
	Through	10	0	190	0	0	**0**
	Through-Right		0			0	
	Right	260	1	**225**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**50**	0	0	0
	Through-Right		0			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	663		*North-South:*	0
			East-West:	275		*East-West:*	0
			SUM:	938		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.682			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.682			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	**190**	0	0	**0**
	Left-Through		0			0	
	Through	1590	2	533	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1730	2	**807**	0	0	**0**
	Through-Right		1			0	
	Right	690	0	690	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	470	1	**235**	0	0	0
	Left-Through		1			0	
	Through	0	0	235	0	0	**0**
	Through-Right		0			0	
	Right	290	1	195	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**60**	0	0	0
	Through-Right		0			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	997		*North-South:*	0
			East-West:	295		*East-West:*	0
			SUM:	1292		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.940			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.940			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2380	4	**595**	0	0	0
	Through-Right		0			0	
	Right	320	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	2	**11**	0	0	0
	Left-Through		0			0	
	Through	1870	4	468	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	590	2	**325**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	606		*North-South:*	0
			East-West:	325		*East-West:*	0
			SUM:	931		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.653			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.653			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1750	4	**438**	0	0	0
	Through-Right		0			0	
	Right	330	1	137	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	2	**6**	0	0	0
	Left-Through		0			0	
	Through	1670	4	418	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	350	2	**193**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	20	1	14	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	444		*North-South:*	0
			East-West:	193		*East-West:*	0
			SUM:	637		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.447			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.447			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2430	4	**608**	0	0	0
	Through-Right		0			0	
	Right	590	1	265	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	2	**22**	0	0	0
	Left-Through		0			0	
	Through	2370	4	593	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	590	2	**325**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	40	1	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	630		*North-South:*	0
			East-West:	325		*East-West:*	0
			SUM:	955		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.670			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.670			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	2	**11**	0	0	**0**
	Left-Through		0			0	
	Through	20	3	7	0	0	0
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	480	2	264	0	0	0
	Left-Through		0			0	
	Through	20	2	10	0	0	**0**
	Through-Right		0			0	
	Right	700	1	**403**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	540	2	**297**	0	0	0
	Left-Through		0			0	
	Through	950	3	317	0	0	**0**
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	2	11	0	0	**0**
	Left-Through		0			0	
	Through	1020	3	**340**	0	0	0
	Through-Right		0			0	
	Right	370	1	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	414		*North-South:*	0
			East-West:	637		*East-West:*	0
			SUM:	1051		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.764			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.764			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	2	**17**	0	0	**0**
	Left-Through		0			0	
	Through	20	3	7	0	0	0
	Through-Right		0			0	
	Right	30	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	420	2	231	0	0	0
	Left-Through		0			0	
	Through	20	2	10	0	0	**0**
	Through-Right		0			0	
	Right	480	1	**260**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	400	2	**220**	0	0	0
	Left-Through		0			0	
	Through	1000	3	333	0	0	**0**
	Through-Right		0			0	
	Right	20	1	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	2	11	0	0	**0**
	Left-Through		0			0	
	Through	960	3	**320**	0	0	0
	Through-Right		0			0	
	Right	310	1	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	277		*North-South:*	0
			East-West:	540		*East-West:*	0
			SUM:	817		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.594			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.594			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	2	11	0	0	**0**
	Left-Through		0			0	
	Through	20	3	7	0	0	0
	Through-Right		0			0	
	Right	20	1	**17**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	900	2	**495**	0	0	0
	Left-Through		0			0	
	Through	10	2	5	0	0	**0**
	Through-Right		0			0	
	Right	510	1	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	740	2	**407**	0	0	0
	Left-Through		0			0	
	Through	1090	3	363	0	0	**0**
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	2	6	0	0	**0**
	Left-Through		0			0	
	Through	1140	3	**380**	0	0	0
	Through-Right		0			0	
	Right	430	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	512		*North-South:*	0
			East-West:	787		*East-West:*	0
			SUM:	1299		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.945			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.945			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**	20	1	20	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1140	2	**570**	0	0	0	770	2	**385**	0	0	0
	Through-Right		0			0			0			0	
	Right	210	1	166	0	0	0	140	1	124	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0	160	1	**160**	0	0	0
	Left-Through		0			0			0			0	
	Through	900	2	450	0	0	**0**	830	2	415	0	0	**0**
	Through-Right		0			0			0			0	
	Right	140	1	0	0	0	0	130	1	50	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	320	1	**320**	0	0	0	160	1	**160**	0	0	0
	Left-Through		0			0			0			0	
	Through	840	1	430	0	0	**0**	300	1	160	0	0	**0**
	Through-Right		1			0			1			0	
	Right	20	0	20	0	0	0	20	0	20	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	160	2	88	0	0	**0**	60	2	33	0	0	**0**
	Left-Through		0			0			0			0	
	Through	320	1	**235**	0	0	0	330	1	**265**	0	0	0
	Through-Right		1			0			1			0	
	Right	150	0	150	0	0	0	200	0	200	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	710		*North-South:*	0		*North-South:*	545		*North-South:*	0
			East-West:	555		*East-West:*	0		*East-West:*	425		*East-West:*	0
			SUM:	1265		*SUM:*	0		*SUM:*	970		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.888			0.000			0.681			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.888			0.000			0.681			0.000
LEVEL OF SERVICE (LOS):				D			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	30	1	30	0	0	**0**						
	Left-Through		0			0							
	Through	1400	2	**700**	0	0	0						
	Through-Right		0			0							
	Right	350	1	317	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	170	1	**170**	0	0	0						
	Left-Through		0			0							
	Through	1420	2	710	0	0	**0**						
	Through-Right		0			0							
	Right	200	1	115	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	170	1	**170**	0	0	0						
	Left-Through		0			0							
	Through	580	1	300	0	0	**0**						
	Through-Right		1			0							
	Right	20	0	20	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	120	2	66	0	0	**0**						
	Left-Through		0			0							
	Through	610	1	**400**	0	0	0						
	Through-Right		1			0							
	Right	190	0	190	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	870		*North-South:*	0						
			East-West:	570		*East-West:*	0						
			SUM:	1440		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				1.011			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.011			0.000						
LEVEL OF SERVICE (LOS):				F			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	30	2	17	0	0	**0**						
	Left-Through		0			0							
	Through	2430	2	**827**	0	0	0						
	Through-Right		1			0							
	Right	50	0	50	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	160	2	**88**	0	0	0						
	Left-Through		0			0							
	Through	2180	2	733	0	0	**0**						
	Through-Right		1			0							
	Right	20	0	20	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	400	2	**200**	0	0	**0**						
	Through-Right		1			0							
	Right	200	0	192	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	240	1	**240**	0	0	**0**						
	Left-Through		0			0							
	Through	1200	3	400	0	0	0						
	Through-Right		0			0							
	Right	280	1	236	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	915		*North-South:*	0						
			East-West:	440		*East-West:*	0						
			SUM:	1355		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.985			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.985			0.000						
LEVEL OF SERVICE (LOS):				E			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	2	99	0	0	**0**
	Left-Through		0			0	
	Through	1530	2	**543**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	2	**94**	0	0	0
	Left-Through		0			0	
	Through	1510	2	517	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	650	2	**273**	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	820	3	273	0	0	0
	Through-Right		0			0	
	Right	170	1	123	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	637		North-South:	0
			East-West:	443		East-West:	0
			SUM:	1080		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.785			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.785			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	2	88	0	0	**0**
	Left-Through		0			0	
	Through	2140	2	**760**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	340	2	**187**	0	0	0
	Left-Through		0			0	
	Through	2100	2	707	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1090	2	**437**	0	0	**0**
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	930	3	310	0	0	0
	Through-Right		0			0	
	Right	160	1	67	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	947		North-South:	0
			East-West:	597		East-West:	0
			SUM:	1544		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.123			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.123			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	2	**88**	0	0	**0**
	Left-Through		0			0	
	Through	810	2	310	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1270	2	**483**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	460	2	173	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	2	88	0	0	**0**
	Left-Through		0			0	
	Through	1110	2	**373**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	571		North-South:	0
			East-West:	503		East-West:	0
			SUM:	1074		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.781			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.781			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	2	**99**	0	0	**0**
	Left-Through		0			0	
	Through	880	2	363	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	910	2	**347**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	640	2	243	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	2	99	0	0	**0**
	Left-Through		0			0	
	Through	790	2	**270**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	446		North-South:	0
			East-West:	410		East-West:	0
			SUM:	856		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.623			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.623			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	1630	2	**650**	0	0	0
	Through-Right		1			0	
	Right	320	0	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1110	2	413	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	910	2	320	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	960	2	**323**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	780		*North-South:*	0
			East-West:	543		*East-West:*	0
			SUM:	1323		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.962			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.962			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	1470	1	**810**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	740	2	370	0	0	**0**
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	1570	3	523	0	0	**0**
	Through-Right		0			0	
	Right	140	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1200	2	**463**	0	0	0
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	910		*North-South:*	0
			East-West:	673		*East-West:*	0
			SUM:	1583		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.151			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.151			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	940	1	**550**	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	760	2	380	0	0	**0**
	Through-Right		0			0	
	Right	110	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	**200**	0	0	0
	Left-Through		0			0	
	Through	1200	3	400	0	0	**0**
	Through-Right		0			0	
	Right	140	1	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	1	200	0	0	**0**
	Left-Through		0			0	
	Through	1350	2	**483**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	690		*North-South:*	0
			East-West:	683		*East-West:*	0
			SUM:	1373		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.999			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.999			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1300	1	**710**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	1320	2	660	0	0	**0**
	Through-Right		0			0	
	Right	90	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1520	3	**507**	0	0	**0**
	Through-Right		0			0	
	Right	290	1	225	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	1	**230**	0	0	**0**
	Left-Through		0			0	
	Through	1540	2	563	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	870		*North-South:*	0
			East-West:	737		*East-West:*	0
			SUM:	1607		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.169			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.169			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	1390	1	**745**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	870	2	435	0	0	**0**
	Through-Right		0			0	
	Right	120	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	200	0	0	0
	Left-Through		0			0	
	Through	730	2	**365**	0	0	**0**
	Through-Right		0			0	
	Right	60	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	460	2	230	0	0	0
	Through-Right		0			0	
	Right	70	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	825		*North-South:*	0
			East-West:	445		*East-West:*	0
			SUM:	1270		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.847			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.847			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	910	1	**515**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	860	2	430	0	0	**0**
	Through-Right		0			0	
	Right	240	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	240	1	**240**	0	0	0
	Left-Through		0			0	
	Through	520	2	260	0	0	**0**
	Through-Right		0			0	
	Right	80	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	520	2	**260**	0	0	0
	Through-Right		0			0	
	Right	70	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	595		*North-South:*	0
			East-West:	500		*East-West:*	0
			SUM:	1095		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.730			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.730			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	1400	1	**785**	0	0	0
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	1460	2	730	0	0	**0**
	Through-Right		0			0	
	Right	180	1	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	830	2	**415**	0	0	**0**
	Through-Right		0			0	
	Right	110	1	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	670	2	335	0	0	0
	Through-Right		0			0	
	Right	80	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	865		*North-South:*	0
			East-West:	565		*East-West:*	0
			SUM:	1430		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.953			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.953			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	790	3	263	0	0	0
	Through-Right		0			0	
	Right	310	1	310	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	400	2	220	0	0	0
	Left-Through		0			0	
	Through	1110	2	**555**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	0	20	0	0	0
	Left-Through		0			0	
	Through	0	0	20	0	0	**0**
	Through-Right		0			0	
	Right	170	1	**170**	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	555		*North-South:*	0
			East-West:	170		*East-West:*	0
			SUM:	725		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.509			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.509			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD						PM					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	710	3	237	0	0	0	1260	3	**420**	0	0	0
	Through-Right		0			0			0			0	
	Right	190	1	190	0	0	0	250	1	250	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	330	2	182	0	0	0	710	2	**391**	0	0	0
	Left-Through		0			0			0			0	
	Through	880	2	**440**	0	0	**0**	1130	2	565	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	30	0	30	0	0	0	30	0	30	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	30	0	0	**0**	0	0	30	0	0	**0**
	Through-Right		0			0			0			0	
	Right	130	1	**130**	0	0	0	90	1	**90**	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	440		*North-South:*	0		*North-South:*	811		*North-South:*	0
			East-West:	130		*East-West:*	0		*East-West:*	90		*East-West:*	0
			SUM:	570		*SUM:*	0		*SUM:*	901		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.400			0.000			0.632			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.400			0.000			0.632			0.000
LEVEL OF SERVICE (LOS):				A			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	**10**	0	0	**0**	20	1	**20**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	750	2	375	0	0	0	640	2	320	0	0	0
	Through-Right		0			0			0			0	
	Right	50	1	0	0	0	0	80	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	1230	2	**413**	0	0	**0**	980	2	**330**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	10	0	10	0	0	0	10	0	10	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	20	0	0	0	0	**0**	20	0	0	0	0	**0**
	Through-Right		0			0			0			0	
	Right	40	0	**40**	0	0	0	20	0	**20**	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		1			0			1			0	
WESTBOUND	Left	350	1	**327**	0	0	**0**	280	1	**180**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	10	0	327	0	0	0	20	0	180	0	0	0
	Through-Right		0			0			0			0	
	Right	620	1	0	0	0	0	240	1	0	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	423		*North-South:*	0		*North-South:*	350		*North-South:*	0
			East-West:	367		*East-West:*	0		*East-West:*	200		*East-West:*	0
			SUM:	790		*SUM:*	0		*SUM:*	550		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.554			0.000			0.386			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.554			0.000			0.386			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 2		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	**0**
	Left-Through		0			0	
	Through	1190	2	**595**	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1540	2	520	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	20	0	0	0	0	**0**
	Through-Right		0			0	
	Right	30	0	**30**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
WESTBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	20	0	**315**	0	0	0
	Through-Right		0			0	
	Right	610	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	595		North-South:	0
			East-West:	345		East-West:	0
			SUM:	940		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.660			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.660			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB-- 0	
		EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	450	1	**450**	0	0	**0**
	Left-Through		0			0	
	Through	370	2	185	0	0	0
	Through-Right		0			0	
	Right	190	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	490	2	**245**	0	0	**0**
	Through-Right		0			0	
	Right	640	2	152	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	**200**	0	0	0
	Left-Through		0			0	
	Through	990	3	330	0	0	**0**
	Through-Right		0			0	
	Right	530	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	1	250	0	0	**0**
	Left-Through		0			0	
	Through	1240	3	413	0	0	0
	Through-Right		1			0	
	Right	580	0	**520**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	695		North-South:	0
			East-West:	720		East-West:	0
			SUM:	1415		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.029			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.029			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB-- 0	
		EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	390	1	**390**	0	0	**0**
	Left-Through		0			0	
	Through	430	2	215	0	0	0
	Through-Right		0			0	
	Right	250	2	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	230	0	0	0
	Left-Through		0			0	
	Through	320	2	160	0	0	**0**
	Through-Right		0			0	
	Right	880	2	**254**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	230	1	230	0	0	0
	Left-Through		0			0	
	Through	1700	3	**567**	0	0	**0**
	Through-Right		0			0	
	Right	590	1	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	1046	3	349	0	0	0
	Through-Right		1			0	
	Right	540	0	425	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	644		North-South:	0
			East-West:	677		East-West:	0
			SUM:	1321		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.961			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.961			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB-- 0	
		EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	450	1	**450**	0	0	**0**
	Left-Through		0			0	
	Through	350	2	175	0	0	0
	Through-Right		0			0	
	Right	550	2	233	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	370	1	370	0	0	0
	Left-Through		0			0	
	Through	850	2	**425**	0	0	**0**
	Through-Right		0			0	
	Right	520	2	36	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	250	1	**250**	0	0	0
	Left-Through		0			0	
	Through	1510	3	503	0	0	**0**
	Through-Right		0			0	
	Right	540	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	1000	3	**333**	0	0	0
	Through-Right		1			0	
	Right	450	0	265	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	875		North-South:	0
			East-West:	583		East-West:	0
			SUM:	1458		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.060			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.060			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 1	NB-- 0	SB-- 0		
		EB-- 0	WB-- 2	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3842	4	**961**	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1680	4	420	0	0	**0**
	Through-Right		0			0	
	Right	160	1	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	330	2	182	0	0	**0**
	Left-Through		0			0	
	Through	50	0	**200**	0	0	0
	Through-Right		0			0	
	Right	350	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	961		North-South:	0
			East-West:	200		East-West:	0
			SUM:	1161		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.774			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.774			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 1	NB-- 0	SB-- 0		
		EB-- 0	WB-- 2	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3407	4	**852**	0	0	0
	Through-Right		0			0	
	Right	110	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1410	4	353	0	0	**0**
	Through-Right		0			0	
	Right	200	1	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	410	2	**175**	0	0	**0**
	Left-Through		0			0	
	Through	50	0	175	0	0	0
	Through-Right		0			0	
	Right	240	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	852		North-South:	0
			East-West:	175		East-West:	0
			SUM:	1027		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.685			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.685			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 1	NB-- 0	SB-- 0		
		EB-- 0	WB-- 2	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3848	4	**962**	0	0	0
	Through-Right		0			0	
	Right	90	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2680	4	670	0	0	**0**
	Through-Right		0			0	
	Right	180	1	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	610	2	**220**	0	0	**0**
	Left-Through		0			0	
	Through	20	0	220	0	0	0
	Through-Right		0			0	
	Right	250	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	962		North-South:	0
			East-West:	220		East-West:	0
			SUM:	1182		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.788			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.788			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2030	2	**1015**	0	0	0
	Through-Right		0			0	
	Right	560	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	0	**20**	0	0	0
	Left-Through		1			0	
	Through	450	1	285	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	410	2	**226**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	10	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	1035		North-South:	0
			East-West:	226		East-West:	0
			SUM:	1261		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.841			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.841			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	780	2	**390**	0	0	0
	Through-Right		0			0	
	Right	240	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	0	**40**	0	0	0
	Left-Through		1			0	
	Through	420	1	330	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	470	2	**259**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	10	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		430	North-South:		0
		East-West:		259	East-West:		0
		SUM:		689	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.459			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.459			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	890	2	445	0	0	0
	Through-Right		0			0	
	Right	370	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	0	60	0	0	0
	Left-Through		1			0	
	Through	1250	1	**805**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	860	2	**473**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	10	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		805	North-South:		0
		East-West:		473	East-West:		0
		SUM:		1278	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.852			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.852			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	**30**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	30	0	0	0
	Through-Right		0			0	
	Right	1150	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	1290	1	**650**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	410	1	**410**	0	0	**0**
	Left-Through		0			0	
	Through	410	1	210	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		50	North-South:		0
		East-West:		1060	East-West:		0
		SUM:		1110	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.779			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.779			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	**30**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	30	0	0	0
	Through-Right		0			0	
	Right	460	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	560	1	**295**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	410	1	**410**	0	0	**0**
	Left-Through		0			0	
	Through	400	1	205	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		50	North-South:		0
		East-West:		705	East-West:		0
		SUM:		755	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.530			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.530			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	0	**50**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	50	0	0	0
	Through-Right		0			0	
	Right	540	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	690	1	**360**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	900	1	**900**	0	0	**0**
	Left-Through		0			0	
	Through	1090	1	550	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	70		*North-South:*	0
			East-West:	1260		*East-West:*	0
			SUM:	1330		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.933			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.933			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	30	1	30	0	0	0
	Through-Right		0			0	
	Right	150	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	30	0	30	0	0	**0**
	Through-Right		0			0	
	Right	20	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	520	2	257	0	0	**0**
	Through-Right		1			0	
	Right	250	0	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	290	2	160	0	0	**0**
	Left-Through		0			0	
	Through	1320	2	**470**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	130		*North-South:*	0
			East-West:	530		*East-West:*	0
			SUM:	660		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.480			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.480			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	**90**	0	0	**0**
	Left-Through		0			0	
	Through	30	1	30	0	0	0
	Through-Right		0			0	
	Right	230	2	66	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**60**	0	0	0
	Left-Through		0			0	
	Through	40	0	60	0	0	**0**
	Through-Right		0			0	
	Right	50	1	10	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	660	2	263	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	2	61	0	0	**0**
	Left-Through		0			0	
	Through	690	2	**247**	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	150		*North-South:*	0
			East-West:	327		*East-West:*	0
			SUM:	477		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.347			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.347			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	40	1	40	0	0	0
	Through-Right		0			0	
	Right	520	2	**236**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	**65**	0	0	0
	Left-Through		0			0	
	Through	40	0	65	0	0	**0**
	Through-Right		0			0	
	Right	50	1	15	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	1340	2	**493**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	2	**50**	0	0	**0**
	Left-Through		0			0	
	Through	790	2	283	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	301		*North-South:*	0
			East-West:	543		*East-West:*	0
			SUM:	844		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.614			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.614			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0
Override Capacity			0			0			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	590	2	**325**	0	0	**0**	610	2	**336**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1980	2	677	0	0	0	1950	2	670	0	0	0
	Through-Right		1			0			1			0	
	Right	50	0	50	0	0	0	60	0	60	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	60	1	60	0	0	0	70	1	70	0	0	0
	Left-Through		0			0			0			0	
	Through	1550	2	**543**	0	0	**0**	1490	2	**540**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	80	0	80	0	0	0	130	0	130	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	80	1	**80**	0	0	0	110	1	**110**	0	0	0
	Left-Through		0			0			0			0	
	Through	20	1	20	0	0	**0**	20	1	20	0	0	**0**
	Through-Right		0			0			0			0	
	Right	670	1	0	0	0	0	540	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	40	0	40	0	0	**0**	50	0	50	0	0	**0**
	Left-Through		1			0			1			0	
	Through	20	0	**70**	0	0	0	20	0	**50**	0	0	0
	Through-Right		1			0			1			0	
	Right	50	0	0	0	0	0	30	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES		*North-South:*		868	*North-South:*		0	*North-South:*		876	*North-South:*		0
		East-West:		150	*East-West:*		0	*East-West:*		160	*East-West:*		0
		SUM:		1018	*SUM:*		0	*SUM:*		1036	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.714			0.000			0.727			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.714			0.000			0.727			0.000
LEVEL OF SERVICE (LOS):				C			A			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0						
	EB-- 1	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?			0			0						
Override Capacity			0			0						

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	900	2	**495**	0	0	**0**
	Left-Through		0			0	
	Through	2140	2	737	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	1940	2	**703**	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	40	1	40	0	0	**0**
	Through-Right		0			0	
	Right	910	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	0	50	0	0	**0**
	Left-Through		1			0	
	Through	30	0	**60**	0	0	0
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		1198	*North-South:*		0
		East-West:		180	*East-West:*		0
		SUM:		1378	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.967			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.967			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	1350	1	**750**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	420	1	215	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	10	0	**30**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	45	0	0	**0**
	Left-Through		1			0	
	Through	10	0	45	0	0	0
	Through-Right		0			0	
	Right	140	1	**80**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		870	*North-South:*		0
		East-West:		110	*East-West:*		0
		SUM:		980	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.688			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.688			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	590	1	**370**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	470	1	245	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	10	0	**30**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	**70**	0	0	**0**
	Left-Through		1			0	
	Through	20	0	70	0	0	0
	Through-Right		0			0	
	Right	90	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	440		*North-South:*	0
			East-West:	100		*East-West:*	0
			SUM:	540		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.379			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.379			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	770	1	**465**	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	1130	1	570	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	10	0	**30**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**90**	0	0	**0**
	Left-Through		1			0	
	Through	10	0	90	0	0	0
	Through-Right		0			0	
	Right	100	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	605		*North-South:*	0
			East-West:	120		*East-West:*	0
			SUM:	725		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.509			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.509			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1 EB-- 0	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1800	4	**450**	0	0	0
	Through-Right		0			0	
	Right	920	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	2	**94**	0	0	0
	Left-Through		0			0	
	Through	1000	3	333	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	620	3	**217**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	240	1	146	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	544		*North-South:*	0
			East-West:	217		*East-West:*	0
			SUM:	761		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.534			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.534			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1 EB-- 0	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1160	4	**290**	0	0	0
	Through-Right		0			0	
	Right	750	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	320	2	**176**	0	0	0
	Left-Through		0			0	
	Through	1200	3	400	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	770	3	**270**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	280	1	104	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	466		*North-South:*	0
			East-West:	270		*East-West:*	0
			SUM:	736		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.516			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.516			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1590	4	398	0	0	0
	Through-Right		0			0	
	Right	650	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	600	2	330	0	0	0
	Left-Through		0			0	
	Through	2210	3	**737**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	780	3	**273**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	230	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	737		*North-South:*	0
			East-West:	273		*East-West:*	0
			SUM:	1010		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.709			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.709			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	2	**116**	0	0	**0**
	Left-Through		0			0	
	Through	210	1	147	0	0	0
	Through-Right		1			0	
	Right	230	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	2	61	0	0	0
	Left-Through		0			0	
	Through	380	1	**243**	0	0	**0**
	Through-Right		1			0	
	Right	350	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	350	2	**193**	0	0	0
	Left-Through		0			0	
	Through	260	3	87	0	0	**0**
	Through-Right		0			0	
	Right	190	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	2	55	0	0	**0**
	Left-Through		0			0	
	Through	810	3	270	0	0	0
	Through-Right		0			0	
	Right	700	2	**324**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	359		*North-South:*	0
			East-West:	517		*East-West:*	0
			SUM:	876		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.637			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.637			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	2	**83**	0	0	**0**
	Left-Through		0			0	
	Through	250	1	150	0	0	0
	Through-Right		1			0	
	Right	200	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	2	88	0	0	0
	Left-Through		0			0	
	Through	330	1	**183**	0	0	**0**
	Through-Right		1			0	
	Right	220	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	2	**105**	0	0	0
	Left-Through		0			0	
	Through	450	3	150	0	0	**0**
	Through-Right		0			0	
	Right	150	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	2	33	0	0	**0**
	Left-Through		0			0	
	Through	360	3	120	0	0	0
	Through-Right		0			0	
	Right	440	2	**154**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	266		*North-South:*	0
			East-West:	259		*East-West:*	0
			SUM:	525		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.382			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.382			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	2	44	0	0	**0**
	Left-Through		0			0	
	Through	270	1	270	0	0	0
	Through-Right		1			0	
	Right	590	1	**309**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	520	2	**286**	0	0	0
	Left-Through		0			0	
	Through	520	1	317	0	0	**0**
	Through-Right		1			0	
	Right	430	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	2	116	0	0	0
	Left-Through		0			0	
	Through	1420	3	**473**	0	0	**0**
	Through-Right		0			0	
	Right	220	2	77	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	2	**33**	0	0	**0**
	Left-Through		0			0	
	Through	400	3	133	0	0	0
	Through-Right		0			0	
	Right	420	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	595		*North-South:*	0
			East-West:	506		*East-West:*	0
			SUM:	1101		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.801			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.801			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	300	1	150	0	0	**0**	340	1	170	0	0	**0**
	Left-Through		1			0			1			0	
	Through	0	0	150	0	0	0	0	0	170	0	0	0
	Through-Right		0			0			0			0	
	Right	580	1	**489**	0	0	0	360	1	**225**	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	10	0	10	0	0	0	10	0	10	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	**20**	0	0	**0**	0	0	**20**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	10	0	0	0	0	0	10	0	0	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	1000	2	**500**	0	0	**0**	720	2	**360**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	190	1	115	0	0	0	110	1	25	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	330	2	**182**	0	0	**0**	490	2	**270**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	890	1	450	0	0	0	770	1	390	0	0	0
	Through-Right		1			0			1			0	
	Right	10	0	10	0	0	0	10	0	10	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	509		*North-South:*	0		*North-South:*	245		*North-South:*	0
			East-West:	682		*East-West:*	0		*East-West:*	630		*East-West:*	0
			SUM:	1191		*SUM:*	0		*SUM:*	875		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.866			0.000			0.636			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.866			0.000			0.636			0.000
LEVEL OF SERVICE (LOS):				D			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	480	1	**240**	0	0	**0**						
	Left-Through		1			0							
	Through	0	0	240	0	0	0						
	Through-Right		0			0							
	Right	330	1	179	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	10	0	10	0	0	0						
	Left-Through		0			0							
	Through	0	0	**20**	0	0	**0**						
	Through-Right		0			0							
	Right	10	0	0	0	0	0						
	Left-Through-Right		1			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	900	2	**450**	0	0	**0**						
	Through-Right		0			0							
	Right	370	1	250	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	550	2	**303**	0	0	**0**						
	Left-Through		0			0							
	Through	660	1	335	0	0	0						
	Through-Right		1			0							
	Right	10	0	10	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	260		*North-South:*	0						
			East-West:	753		*East-West:*	0						
			SUM:	1013		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.737			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.737			0.000						
LEVEL OF SERVICE (LOS):				C			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0						
		EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	10	0	10	0	0	**0**						
	Left-Through		0			0							
	Through	10	0	**30**	0	0	0						
	Through-Right		0			0							
	Right	10	0	0	0	0	0						
	Left-Through-Right		1			0							
	Left-Right		0			0							
SOUTHBOUND	Left	760	1	**385**	0	0	0						
	Left-Through		1			0							
	Through	10	0	385	0	0	**0**						
	Through-Right		0			0							
	Right	80	1	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	270	2	**149**	0	0	0						
	Left-Through		0			0							
	Through	420	1	215	0	0	**0**						
	Through-Right		1			0							
	Right	10	0	10	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	10	1	10	0	0	**0**						
	Left-Through		0			0							
	Through	280	2	**140**	0	0	0						
	Through-Right		0			0							
	Right	910	2	116	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			*North-South:*	415		*North-South:*	0						
			East-West:	289		*East-West:*	0						
			SUM:	704		*SUM:*	0						
VOLUME/CAPACITY *(V/C)* RATIO:				0.512			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.512			0.000						
LEVEL OF SERVICE (LOS):				A			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	10	0	**30**	0	0	0
Through-Right		0			0	
Right	10	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
SOUTHBOUND Left	560	1	**285**	0	0	0
Left-Through		1			0	
Through	10	0	285	0	0	**0**
Through-Right		0			0	
Right	110	1	44	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	120	2	**66**	0	0	0
Left-Through		0			0	
Through	260	1	135	0	0	**0**
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	1	10	0	0	**0**
Left-Through		0			0	
Through	390	2	**195**	0	0	0
Through-Right		0			0	
Right	720	2	111	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	315		*North-South:*	0
		East-West:	261		*East-West:*	0
		SUM:	576		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.419			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.419			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	10	0	**30**	0	0	0
Through-Right		0			0	
Right	10	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
SOUTHBOUND Left	860	1	**435**	0	0	0
Left-Through		1			0	
Through	10	0	435	0	0	**0**
Through-Right		0			0	
Right	250	1	156	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	170	2	**94**	0	0	0
Left-Through		0			0	
Through	400	1	205	0	0	**0**
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	1	10	0	0	**0**
Left-Through		0			0	
Through	390	2	**195**	0	0	0
Through-Right		0			0	
Right	750	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	465		*North-South:*	0
		East-West:	289		*East-West:*	0
		SUM:	754		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.548			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.548			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	110	1	110	0	0	**0**
Left-Through		0			0	
Through	1560	3	**520**	0	0	0
Through-Right		0			0	
Right	590	2	116	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	620	2	**341**	0	0	0
Left-Through		0			0	
Through	2330	3	588	0	0	**0**
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	360	2	198	0	0	0
Left-Through		0			0	
Through	320	3	107	0	0	**0**
Through-Right		0			0	
Right	200	1	**145**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	380	2	**209**	0	0	**0**
Left-Through		0			0	
Through	220	3	73	0	0	0
Through-Right		0			0	
Right	590	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	861		*North-South:*	0
		East-West:	354		*East-West:*	0
		SUM:	1215		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.884			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.884			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	160	1	160	0	0	**0**
Left-Through		0			0	
Through	1360	3	**453**	0	0	0
Through-Right		0			0	
Right	730	2	303	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	470	2	**259**	0	0	0
Left-Through		0			0	
Through	1970	3	500	0	0	**0**
Through-Right		1			0	
Right	30	0	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	300	2	**165**	0	0	0
Left-Through		0			0	
Through	240	3	80	0	0	**0**
Through-Right		0			0	
Right	200	1	120	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	180	2	99	0	0	**0**
Left-Through		0			0	
Through	270	3	**90**	0	0	0
Through-Right		0			0	
Right	480	2	5	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	712		*North-South:*	0
		East-West:	255		*East-West:*	0
		SUM:	967		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.703			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.703			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	EB-- 0		WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	2090	3	697	0	0	0
	Through-Right		0			0	
	Right	1100	2	473	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	540	2	297	0	0	0
	Left-Through		0			0	
	Through	2500	3	633	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	300	2	165	0	0	0
	Left-Through		0			0	
	Through	570	3	190	0	0	0
	Through-Right		0			0	
	Right	170	1	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	2	132	0	0	0
	Left-Through		0			0	
	Through	300	3	100	0	0	0
	Through-Right		0			0	
	Right	650	2	61	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	994		North-South:	0
			East-West:	322		East-West:	0
			SUM:	1316		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.957			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.957			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	EB-- 0		WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	1060	2	530	0	0	0
	Through-Right		0			0	
	Right	610	1	505	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	360	1	185	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	10	1	10	0	0	0
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	105	0	0	0
	Left-Through		1			0	
	Through	20	0	105	0	0	0
	Through-Right		0			0	
	Right	100	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	610		North-South:	0
			East-West:	115		East-West:	0
			SUM:	725		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.527			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.527			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	EB-- 0		WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	360	2	180	0	0	0
	Through-Right		0			0	
	Right	300	1	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	280	1	145	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	20	1	20	0	0	0
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	280	1	160	0	0	0
	Left-Through		1			0	
	Through	40	0	160	0	0	0
	Through-Right		0			0	
	Right	120	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	280		North-South:	0
			East-West:	180		East-West:	0
			SUM:	460		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.335			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.335			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	EB-- 0		WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	510	2	255	0	0	0
	Through-Right		0			0	
	Right	280	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	850	1	430	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	40	1	40	0	0	0
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	430	1	235	0	0	0
	Left-Through		1			0	
	Through	40	0	235	0	0	0
	Through-Right		0			0	
	Right	170	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	440		North-South:	0
			East-West:	275		East-West:	0
			SUM:	715		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.520			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.520			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	40	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	450	1	**413**	0	0	0
	Left-Through		1			0	
	Through	1200	0	413	0	0	**0**
	Through-Right		1			0	
	Right	590	1	413	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	490	2	**233**	0	0	**0**
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	310	2	**171**	0	0	**0**
	Left-Through		0			0	
	Through	940	2	313	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		543	North-South:		0
		East-West:		404	East-West:		0
		SUM:		947	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.689			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.689			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	80	2	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	170	0	0	0
	Left-Through		1			0	
	Through	300	0	**300**	0	0	**0**
	Through-Right		1			0	
	Right	270	1	149	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	500	2	**250**	0	0	**0**
	Through-Right		1			0	
	Right	280	0	225	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	2	**33**	0	0	**0**
	Left-Through		0			0	
	Through	610	2	203	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		410	North-South:		0
		East-West:		283	East-West:		0
		SUM:		693	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.504			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.504			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	200	2	77	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	190	0	0	0
	Left-Through		1			0	
	Through	210	0	**210**	0	0	**0**
	Through-Right		1			0	
	Right	310	1	171	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	850	2	**343**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	2	**66**	0	0	**0**
	Left-Through		0			0	
	Through	860	2	287	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		370	North-South:		0
		East-West:		409	East-West:		0
		SUM:		779	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.567			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.567			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	820	2	**451**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	500	2	181	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	280	3	93	0	0	**0**
	Through-Right		0			0	
	Right	350	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	2	94	0	0	**0**
	Left-Through		0			0	
	Through	1270	1	**635**	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		451	North-South:		0
		East-West:		635	East-West:		0
		SUM:		1086	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.762			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.762			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	500	2	**275**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	190	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	470	3	157	0	0	**0**
	Through-Right		0			0	
	Right	470	1	**195**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	350	2	**193**	0	0	**0**
	Left-Through		0			0	
	Through	490	1	245	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	275		*North-South:*	0
			East-West:	388		*East-West:*	0
			SUM:	663		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.465			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.465			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	670	2	**369**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	250	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1510	3	**503**	0	0	**0**
	Through-Right		0			0	
	Right	560	1	191	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	370	2	**204**	0	0	**0**
	Left-Through		0			0	
	Through	540	1	270	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	369		*North-South:*	0
			East-West:	707		*East-West:*	0
			SUM:	1076		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.755			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.755			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	**0**
	Left-Through		0			0	
	Through	1950	4	**488**	0	0	0
	Through-Right		0			0	
	Right	420	1	227	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	490	2	**270**	0	0	0
	Left-Through		0			0	
	Through	1480	4	370	0	0	**0**
	Through-Right		0			0	
	Right	290	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	370	2	**137**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	350	2	**193**	0	0	**0**
	Left-Through		0			0	
	Through	140	2	70	0	0	0
	Through-Right		0			0	
	Right	550	2	33	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	758		*North-South:*	0
			East-West:	330		*East-West:*	0
			SUM:	1088		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.791			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.791			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	1520	4	**380**	0	0	0
	Through-Right		0			0	
	Right	220	1	27	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	530	2	**292**	0	0	0
	Left-Through		0			0	
	Through	1270	4	318	0	0	**0**
	Through-Right		0			0	
	Right	280	1	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	130	2	**63**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	350	2	**193**	0	0	**0**
	Left-Through		0			0	
	Through	160	2	80	0	0	0
	Through-Right		0			0	
	Right	760	2	126	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	672		*North-South:*	0
			East-West:	256		*East-West:*	0
			SUM:	928		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.675			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.675			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 0	SB-- 0		0
		EB-- 0	WB-- 3	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	1960	4	**490**	0	0	0
	Through-Right		0			0	
	Right	480	1	216	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	560	2	**308**	0	0	0
	Left-Through		0			0	
	Through	1850	4	463	0	0	**0**
	Through-Right		0			0	
	Right	490	1	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	210	0	0	0
	Left-Through		0			0	
	Through	210	2	**97**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	480	2	**264**	0	0	**0**
	Left-Through		0			0	
	Through	250	2	125	0	0	0
	Through-Right		0			0	
	Right	630	2	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	798		*North-South:*	0
			East-West:	361		*East-West:*	0
			SUM:	1159		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.843			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.843			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0		0
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**330**	0	0	0
	Through-Right		0			0	
	Right	330	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	300	2	**165**	0	0	0
	Left-Through		0			0	
	Through	810	2	405	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1130	2	**377**	0	0	0
	Through-Right		1			0	
	Right	180	1	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	330		*North-South:*	0
			East-West:	542		*East-West:*	0
			SUM:	872		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.612			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.612			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0		0
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**160**	0	0	0
	Through-Right		0			0	
	Right	160	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	310	2	**171**	0	0	0
	Left-Through		0			0	
	Through	1110	2	555	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1190	2	**410**	0	0	0
	Through-Right		1			0	
	Right	450	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	160		*North-South:*	0
			East-West:	581		*East-West:*	0
			SUM:	741		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.520			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.520			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0		0
		EB-- 0	WB-- 0	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	310	1	310	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**650**	0	0	0
	Through-Right		0			0	
	Right	650	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	240	2	**132**	0	0	0
	Left-Through		0			0	
	Through	1100	2	550	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1440	2	**480**	0	0	0
	Through-Right		1			0	
	Right	190	1	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	650		*North-South:*	0
			East-West:	612		*East-West:*	0
			SUM:	1262		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.886			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.886			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	0	0	**205**	0	0	**0**
	Through-Right		0			0	
	Right	410	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	980	4	245	0	0	**0**
	Through-Right		0			0	
	Right	250	1	**250**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	330	2	**182**	0	0	**0**
	Left-Through		0			0	
	Through	840	2	420	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	205		*North-South:*	0
			East-West:	432		*East-West:*	0
			SUM:	637		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.447			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.447			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	380	1	217	0	0	0
	Left-Through		0			0	
	Through	0	0	**217**	0	0	**0**
	Through-Right		0			0	
	Right	270	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	920	4	230	0	0	**0**
	Through-Right		0			0	
	Right	220	1	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	340	2	187	0	0	**0**
	Left-Through		0			0	
	Through	840	2	**420**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	217		*North-South:*	0
			East-West:	420		*East-West:*	0
			SUM:	637		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.447			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.447			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	147	0	0	0
	Left-Through		0			0	
	Through	0	0	**147**	0	0	**0**
	Through-Right		0			0	
	Right	290	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1260	4	315	0	0	**0**
	Through-Right		0			0	
	Right	330	1	**330**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	610	2	**336**	0	0	**0**
	Left-Through		0			0	
	Through	1140	2	570	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	147		*North-South:*	0
			East-West:	666		*East-West:*	0
			SUM:	813		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.571			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.571			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2570	2	**927**	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2480	3	827	0	0	**0**
	Through-Right		0			0	
	Right	960	1	680	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	800	3	280	0	0	0
	Left-Through		0			0	
	Through	290	0	**300**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	927		*North-South:*	0
			East-West:	300		*East-West:*	0
			SUM:	1227		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.818			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.818			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1640	2	**617**	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1670	3	557	0	0	**0**
	Through-Right		0			0	
	Right	820	1	547	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	780	3	273	0	0	0
	Left-Through		0			0	
	Through	410	0	**430**	0	0	**0**
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	617		*North-South:*	0
			East-West:	430		*East-West:*	0
			SUM:	1047		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.698			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.698			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2290	2	**873**	0	0	0
	Through-Right		1			0	
	Right	330	0	330	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2420	3	807	0	0	**0**
	Through-Right		0			0	
	Right	1000	1	618	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1090	3	382	0	0	0
	Left-Through		0			0	
	Through	760	0	**810**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	873		*North-South:*	0
			East-West:	810		*East-West:*	0
			SUM:	1683		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.122			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.122			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	900	1	**485**	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	820	3	273	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	230	1	**200**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	545		*North-South:*	0
			East-West:	200		*East-West:*	0
			SUM:	745		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.497			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.497			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	820	1	**470**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	660	3	220	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	180	1	**125**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	580		*North-South:*	0
			East-West:	125		*East-West:*	0
			SUM:	705		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.470			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.470			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	860	1	**550**	0	0	0
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	260	1	**260**	0	0	0
	Left-Through		0			0	
	Through	1150	3	383	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	200	1	**70**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	810		*North-South:*	0
			East-West:	70		*East-West:*	0
			SUM:	880		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.587			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.587			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	330	1	**330**	0	0	**0**
	Left-Through		0			0	
	Through	960	2	480	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	840	2	**323**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	2	**50**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	653		*North-South:*	0
			East-West:	50		*East-West:*	0
			SUM:	703		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.469			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.469			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	250	1	**250**	0	0	**0**
	Left-Through		0			0	
	Through	780	2	390	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	740	2	**290**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	2	**99**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	180	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	540		*North-South:*	0
			East-West:	99		*East-West:*	0
			SUM:	639		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.426			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.426			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	830	2	415	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1120	2	**410**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	300	2	165	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	280	1	**205**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	560		*North-South:*	0
			East-West:	205		*East-West:*	0
			SUM:	765		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.510			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.510			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	300	2	165	0	0	**0**
	Left-Through		0			0	
	Through	820	1	**410**	0	0	0
	Through-Right		1			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	2	**77**	0	0	0
	Left-Through		0			0	
	Through	580	2	197	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		1			0	
	Through	250	0	**125**	0	0	**0**
	Through-Right		1			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	640	1	**352**	0	0	**0**
	Left-Through		1			0	
	Through	110	0	180	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	487		*North-South:*	0
			East-West:	477		*East-West:*	0
			SUM:	964		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.676			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.676			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	490	2	**270**	0	0	**0**
	Left-Through		0			0	
	Through	570	1	285	0	0	0
	Through-Right		1			0	
	Right	130	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	2	83	0	0	0
	Left-Through		0			0	
	Through	610	2	**207**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	40	0	0	0
	Left-Through		1			0	
	Through	330	0	**165**	0	0	**0**
	Through-Right		1			0	
	Right	150	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	610	1	**336**	0	0	**0**
	Left-Through		1			0	
	Through	240	0	330	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	477		*North-South:*	0
			East-West:	501		*East-West:*	0
			SUM:	978		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.686			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.686			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	400	2	**220**	0	0	**0**
	Left-Through		0			0	
	Through	670	1	335	0	0	0
	Through-Right		1			0	
	Right	120	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	210	2	116	0	0	0
	Left-Through		0			0	
	Through	1040	2	**350**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		1			0	
	Through	180	0	**107**	0	0	**0**
	Through-Right		1			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	480	1	264	0	0	**0**
	Left-Through		1			0	
	Through	140	0	**310**	0	0	0
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	570		*North-South:*	0
			East-West:	417		*East-West:*	0
			SUM:	987		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.693			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.693			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	680	1	**360**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	490	2	**270**	0	0	0
	Left-Through		0			0	
	Through	680	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	340	2	**52**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	630		*North-South:*	0
			East-West:	52		*East-West:*	0
			SUM:	682		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.455			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.455			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 97

PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB-- 0	NB-- 0	SB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	850	1	**445**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	520	2	**286**	0	0	0
	Left-Through		0			0	
	Through	510	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	190	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	731		*North-South:*	0
			East-West:	0		*East-West:*	0
			SUM:	731		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.487			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.487			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 97

PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB-- 0	NB-- 0	SB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	980	1	**510**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	500	2	**275**	0	0	0
	Left-Through		0			0	
	Through	1040	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	390	2	**78**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	785		*North-South:*	0
			East-West:	78		*East-West:*	0
			SUM:	863		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.575			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.575			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 98

PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	NB-- 0	SB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	1050	2	**525**	0	0	0
	Through-Right		0			0	
	Right	110	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	730	2	243	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	210	1	**130**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	685		*North-South:*	0
			East-West:	130		*East-West:*	0
			SUM:	815		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.593			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.593			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 98

PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	NB-- 0	SB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	770	2	**385**	0	0	0
	Through-Right		0			0	
	Right	80	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	720	2	240	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	100	2	55	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	200	1	**95**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	595		*North-South:*	0
			East-West:	95		*East-West:*	0
			SUM:	690		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.502			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.502			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

PM

No. of Phases			4					0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2					0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--			0
	EB-- 0	WB--	0	EB-- 0	WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0					0
Override Capacity			0					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	840	2	**420**	0	0	0
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	1200	2	400	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	140	2	**77**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	110	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	530		*North-South:*	0
			East-West:	77		*East-West:*	0
			SUM:	607		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.441			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.441			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

AM

No. of Phases			4					0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2					0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--			0
	EB-- 3	WB--	0	EB-- 0	WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0					0
Override Capacity			0					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	2	**72**	0	0	**0**
	Left-Through		0			0	
	Through	1680	2	567	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	1360	2	**650**	0	0	**0**
	Through-Right		1			0	
	Right	590	0	590	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	**105**	0	0	0
	Left-Through		1			0	
	Through	10	0	105	0	0	**0**
	Through-Right		0			0	
	Right	50	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	722		*North-South:*	0
			East-West:	135		*East-West:*	0
			SUM:	857		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.623			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.623			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

MD

No. of Phases			4					0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2					0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--			0
	EB-- 3	WB--	0	EB-- 0	WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0					0
Override Capacity			0					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	2	33	0	0	**0**
	Left-Through		0			0	
	Through	1320	2	**443**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	**40**	0	0	0
	Left-Through		0			0	
	Through	970	2	403	0	0	**0**
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	1	**85**	0	0	0
	Left-Through		1			0	
	Through	10	0	85	0	0	**0**
	Through-Right		0			0	
	Right	90	1	57	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	483		*North-South:*	0
			East-West:	115		*East-West:*	0
			SUM:	598		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.435			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.435			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

PM

No. of Phases			4					0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2					0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--			0
	EB-- 3	WB--	0	EB-- 0	WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0					0
Override Capacity			0					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	2	**11**	0	0	**0**
	Left-Through		0			0	
	Through	1750	2	590	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	1700	2	**673**	0	0	**0**
	Through-Right		1			0	
	Right	320	0	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	590	1	**300**	0	0	0
	Left-Through		1			0	
	Through	10	0	300	0	0	**0**
	Through-Right		0			0	
	Right	130	1	119	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	684		*North-South:*	0
			East-West:	330		*East-West:*	0
			SUM:	1014		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.737			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.737			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	**40**	0	0	**0**	130	1	**130**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	240	2	120	0	0	0	400	2	200	0	0	0
	Through-Right		0			0			0			0	
	Right	70	1	0	0	0	0	230	1	115	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	30	1	30	0	0	0	50	1	50	0	0	0
	Left-Through		0			0			0			0	
	Through	610	2	**305**	0	0	**0**	410	2	**205**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	330	1	245	0	0	0	250	1	135	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	170	1	**170**	0	0	0	230	1	**230**	0	0	0
	Left-Through		0			0			0			0	
	Through	510	2	255	0	0	**0**	680	2	340	0	0	**0**
	Through-Right		0			0			0			0	
	Right	30	1	10	0	0	0	150	1	85	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	240	1	240	0	0	**0**	230	1	230	0	0	**0**
	Left-Through		0			0			0			0	
	Through	880	2	**440**	0	0	0	700	2	**350**	0	0	0
	Through-Right		0			0			0			0	
	Right	20	1	5	0	0	0	20	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	345		North-South:	0		North-South:	335		North-South:	0
			East-West:	610		East-West:	0		East-West:	580		East-West:	0
			SUM:	955		SUM:	0		SUM:	915		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.670			0.000			0.642			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.670			0.000			0.642			0.000
LEVEL OF SERVICE (LOS):				B			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	40	1	40	0	0	**0**						
	Left-Through		0			0							
	Through	720	2	**360**	0	0	0						
	Through-Right		0			0							
	Right	380	1	285	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	30	1	**30**	0	0	0						
	Left-Through		0			0							
	Through	400	2	200	0	0	**0**						
	Through-Right		0			0							
	Right	280	1	95	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	370	1	**370**	0	0	0						
	Left-Through		0			0							
	Through	910	2	455	0	0	**0**						
	Through-Right		0			0							
	Right	80	1	60	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	190	1	190	0	0	**0**						
	Left-Through		0			0							
	Through	700	2	**350**	0	0	0						
	Through-Right		0			0							
	Right	20	1	5	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	390		North-South:	0						
			East-West:	720		East-West:	0						
			SUM:	1110		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.779			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.779			0.000						
LEVEL OF SERVICE (LOS):				C			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0						
		EB-- 3	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	50	1	50	0	0	**0**						
	Left-Through		0			0							
	Through	1460	3	**487**	0	0	0						
	Through-Right		0			0							
	Right	100	1	10	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	90	1	**90**	0	0	0						
	Left-Through		0			0							
	Through	1240	3	413	0	0	**0**						
	Through-Right		0			0							
	Right	210	1	100	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	110	1	**110**	0	0	0						
	Left-Through		0			0							
	Through	200	2	100	0	0	**0**						
	Through-Right		0			0							
	Right	90	1	40	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	90	1	90	0	0	**0**						
	Left-Through		0			0							
	Through	470	1	**275**	0	0	0						
	Through-Right		1			0							
	Right	80	0	80	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	577		North-South:	0						
			East-West:	385		East-West:	0						
			SUM:	962		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.700			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.700			0.000						
LEVEL OF SERVICE (LOS):				B			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	1060	3	353	0	0	0
	Through-Right		0			0	
	Right	230	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1180	3	**393**	0	0	**0**
	Through-Right		0			0	
	Right	110	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	430	2	215	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	220	0	0	**0**
	Left-Through		0			0	
	Through	390	1	**335**	0	0	0
	Through-Right		1			0	
	Right	280	0	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	503		*North-South:*	0
			East-West:	445		*East-West:*	0
			SUM:	948		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.689			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.689			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	1660	3	553	0	0	0
	Through-Right		0			0	
	Right	130	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	1710	3	**570**	0	0	**0**
	Through-Right		0			0	
	Right	200	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	1	220	0	0	0
	Left-Through		0			0	
	Through	830	2	**415**	0	0	**0**
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	440	1	280	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	670		*North-South:*	0
			East-West:	545		*East-West:*	0
			SUM:	1215		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.884			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.884			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	200	1	**200**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	530	1	**530**	0	0	0
	Left-Through		0			0	
	Through	810	3	270	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1600	3	**475**	0	0	0
	Through-Right		1			0	
	Right	300	0	300	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	200		*North-South:*	0
			East-West:	1005		*East-West:*	0
			SUM:	1205		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.846			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.846			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	330	1	330	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	370	1	**370**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	570	1	**570**	0	0	0
	Left-Through		0			0	
	Through	1090	3	363	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1350	3	**403**	0	0	0
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	370		*North-South:*	0
			East-West:	973		*East-West:*	0
			SUM:	1343		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.942			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.942			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	340	1	**340**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	320	1	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	304	1	**304**	0	0	0
	Left-Through		0			0	
	Through	2020	3	673	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1370	3	**378**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	340		*North-South:*	0
			East-West:	682		*East-West:*	0
			SUM:	1022		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.717			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.717			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 2		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	0	110	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	460	1	**285**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1230	3	**373**	0	0	**0**
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	**220**	0	0	**0**
	Left-Through		0			0	
	Through	1570	3	523	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	285		*North-South:*	0
			East-West:	593		*East-West:*	0
			SUM:	878		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.616			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.616			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 2		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	0	140	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	440	1	**290**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1520	3	**425**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	300	1	**300**	0	0	**0**
	Left-Through		0			0	
	Through	1380	3	460	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	290		*North-South:*	0
			East-West:	725		*East-West:*	0
			SUM:	1015		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.712			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.712			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 2		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	0	240	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	490	1	**365**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2150	3	**583**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	1	**210**	0	0	**0**
	Left-Through		0			0	
	Through	1500	3	500	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	365		*North-South:*	0
			East-West:	793		*East-West:*	0
			SUM:	1158		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.813			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.813			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0
Override Capacity			0			0			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**	20	1	**20**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	2660	4	**665**	0	0	0	1870	4	468	0	0	0
	Through-Right		0			0			0			0	
	Right	200	1	160	0	0	0	160	1	53	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	310	2	**171**	0	0	0	120	2	66	0	0	0
	Left-Through		0			0			0			0	
	Through	2130	3	710	0	0	**0**	1880	3	**627**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	10	1	0	0	0	0	20	1	10	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	30	1	**30**	0	0	0	20	1	20	0	0	0
	Left-Through		0			0			0			0	
	Through	10	0	30	0	0	**0**	10	0	**30**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	20	0	0	0	0	0	20	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	40	1	40	0	0	**0**	120	1	**107**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	10	0	**55**	0	0	0	10	0	107	0	0	0
	Through-Right		0			0			0			0	
	Right	100	1	0	0	0	0	190	1	0	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	836		*North-South:*	0		*North-South:*	647		*North-South:*	0
			East-West:	85		*East-West:*	0		*East-West:*	137		*East-West:*	0
			SUM:	921		*SUM:*	0		*SUM:*	784		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.670			0.000			0.570			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.670			0.000			0.570			0.000
LEVEL OF SERVICE (LOS):				B			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0						
	EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?			0			0						
Override Capacity			0			0						

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	**20**	0	0	**0**
	Left-Through		0			0	
	Through	2690	4	673	0	0	0
	Through-Right		0			0	
	Right	110	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	2	88	0	0	0
	Left-Through		0			0	
	Through	2770	3	**923**	0	0	**0**
	Through-Right		0			0	
	Right	20	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	10	0	**30**	0	0	**0**
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**160**	0	0	0
	Through-Right		0			0	
	Right	310	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	943		*North-South:*	0
			East-West:	190		*East-West:*	0
			SUM:	1133		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.824			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.824			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0						
	EB-- 3	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?			0			0						
Override Capacity			0			0						

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	1600	3	430	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	1660	2	**570**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	310	1	**310**	0	0	0
	Left-Through		0			0	
	Through	430	2	215	0	0	**0**
	Through-Right		0			0	
	Right	150	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	220	0	0	**0**
	Left-Through		0			0	
	Through	480	2	**240**	0	0	0
	Through-Right		0			0	
	Right	250	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	690		*North-South:*	0
			East-West:	550		*East-West:*	0
			SUM:	1240		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.902			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.902			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1230	3	**343**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	940	2	343	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	260	2	130	0	0	**0**
	Through-Right		0			0	
	Right	90	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	380	2	**190**	0	0	0
	Through-Right		0			0	
	Right	250	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	563		*North-South:*	0
			East-West:	330		*East-West:*	0
			SUM:	893		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.649			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.649			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	2070	3	**575**	0	0	0
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	1	**270**	0	0	0
	Left-Through		0			0	
	Through	1710	2	617	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	480	2	**240**	0	0	**0**
	Through-Right		0			0	
	Right	110	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	260	1	**260**	0	0	**0**
	Left-Through		0			0	
	Through	490	2	245	0	0	0
	Through-Right		0			0	
	Right	290	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	845		*North-South:*	0
			East-West:	500		*East-West:*	0
			SUM:	1345		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.978			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.978			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	2	39	0	0	**0**
	Left-Through		0			0	
	Through	1810	3	**603**	0	0	0
	Through-Right		0			0	
	Right	200	1	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	200	2	**110**	0	0	0
	Left-Through		0			0	
	Through	1710	3	435	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	80	1	80	0	0	**0**
	Through-Right		0			0	
	Right	190	1	**151**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**100**	0	0	**0**
	Left-Through		1			0	
	Through	30	0	100	0	0	0
	Through-Right		0			0	
	Right	180	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	713		*North-South:*	0
			East-West:	251		*East-West:*	0
			SUM:	964		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.701			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.701			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	2	66	0	0	**0**
	Left-Through		0			0	
	Through	1920	3	**640**	0	0	0
	Through-Right		0			0	
	Right	310	1	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	2	**127**	0	0	0
	Left-Through		0			0	
	Through	1860	3	483	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	70	1	70	0	0	**0**
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	290	1	**170**	0	0	**0**
	Left-Through		1			0	
	Through	50	0	170	0	0	0
	Through-Right		0			0	
	Right	240	1	113	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	767		*North-South:*	0
			East-West:	240		*East-West:*	0
			SUM:	1007		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.732			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.732			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	2	83	0	0	**0**
	Left-Through		0			0	
	Through	2080	3	**693**	0	0	0
	Through-Right		0			0	
	Right	360	1	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	2	**99**	0	0	0
	Left-Through		0			0	
	Through	2150	3	568	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	80	1	**80**	0	0	**0**
	Through-Right		0			0	
	Right	100	1	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	300	1	200	0	0	**0**
	Left-Through		1			0	
	Through	100	0	200	0	0	0
	Through-Right		0			0	
	Right	310	1	**211**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	792		*North-South:*	0
			East-West:	291		*East-West:*	0
			SUM:	1083		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.788			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.788			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 2	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	1	**200**	0	0	**0**
	Left-Through		0			0	
	Through	1510	3	503	0	0	0
	Through-Right		0			0	
	Right	350	1	207	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	160	0	0	0
	Left-Through		0			0	
	Through	1410	2	**480**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	640	1	**345**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	260	2	**143**	0	0	**0**
	Left-Through		0			0	
	Through	440	1	260	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	680		*North-South:*	0
			East-West:	488		*East-West:*	0
			SUM:	1168		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.849			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.849			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 2	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1560	3	**520**	0	0	0
	Through-Right		0			0	
	Right	310	1	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	280	1	**280**	0	0	0
	Left-Through		0			0	
	Through	1220	2	440	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	520	1	**320**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	420	2	**231**	0	0	**0**
	Left-Through		0			0	
	Through	500	1	290	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	800		*North-South:*	0
			East-West:	551		*East-West:*	0
			SUM:	1351		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.983			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.983			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 2	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	1780	3	**593**	0	0	0
	Through-Right		0			0	
	Right	310	1	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	290	1	**290**	0	0	0
	Left-Through		0			0	
	Through	1600	2	567	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	530	1	**320**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	430	2	**237**	0	0	**0**
	Left-Through		0			0	
	Through	640	1	355	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	883		*North-South:*	0
			East-West:	557		*East-West:*	0
			SUM:	1440		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.047			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.047			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0	NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1710	4	599	0	0	0	1240	4	434	0	0	0
	Left-Through		0			0			0			0	
	Through	1800	0	0	0	0	0	1440	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	260	0	0	0	0	0	200	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	1290	4	323	0	0	0	1610	4	403	0	0	0
	Through-Right		0			0			0			0	
	Right	20	1	20	0	0	0	40	1	40	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	1500	4	226	0	0	0	1070	4	158	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	10	1	10	0	0	0	40	1	40	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	922		North-South:	0		North-South:	837		North-South:	0
			East-West:	226		East-West:	0		East-West:	158		East-West:	0
			SUM:	1148		SUM:	0		SUM:	995		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.765			0.000			0.663			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.765			0.000			0.663			0.000
LEVEL OF SERVICE (LOS):				C			A			B			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				2			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	1770	4	620	0	0	0						
	Left-Through		0			0							
	Through	1760	0	0	0	0	0						
	Through-Right		0			0							
	Right	300	0	0	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	2110	4	528	0	0	0						
	Through-Right		0			0							
	Right	30	1	30	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	0	0	0	0	0	0						
	Through-Right		0			0							
	Right	1880	4	348	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	0	0	0	0	0	0						
	Left-Through		0			0							
	Through	0	0	0	0	0	0						
	Through-Right		0			0							
	Right	390	1	390	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	1148		North-South:	0						
			East-West:	390		East-West:	0						
			SUM:	1538		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				1.025			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.025			0.000						
LEVEL OF SERVICE (LOS):				F			A						

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 3	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	140	2	77	0	0	0						
	Left-Through		0			0							
	Through	1380	1	760	0	0	0						
	Through-Right		1			0							
	Right	140	0	140	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	290	2	160	0	0	0						
	Left-Through		0			0							
	Through	1424	1	747	0	0	0						
	Through-Right		1			0							
	Right	70	0	70	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	70	2	39	0	0	0						
	Left-Through		0			0							
	Through	880	3	293	0	0	0						
	Through-Right		0			0							
	Right	150	1	73	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	290	2	160	0	0	0						
	Left-Through		0			0							
	Through	630	2	315	0	0	0						
	Through-Right		0			0							
	Right	350	1	190	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	920		North-South:	0						
			East-West:	453		East-West:	0						
			SUM:	1373		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.999			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.999			0.000						
LEVEL OF SERVICE (LOS):				E			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	2	121	0	0	**0**
	Left-Through		0			0	
	Through	1480	1	**805**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	2	**149**	0	0	0
	Left-Through		0			0	
	Through	1463	1	787	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	2	**61**	0	0	0
	Left-Through		0			0	
	Through	670	3	223	0	0	**0**
	Through-Right		0			0	
	Right	170	1	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	270	2	149	0	0	**0**
	Left-Through		0			0	
	Through	790	2	**395**	0	0	0
	Through-Right		0			0	
	Right	230	1	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	954		North-South:	0
			East-West:	456		East-West:	0
			SUM:	1410		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.025			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.025			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	1364	1	**752**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	440	2	**242**	0	0	0
	Left-Through		0			0	
	Through	1680	1	880	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	2	**50**	0	0	0
	Left-Through		0			0	
	Through	920	3	307	0	0	**0**
	Through-Right		0			0	
	Right	220	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	310	2	171	0	0	**0**
	Left-Through		0			0	
	Through	990	2	**495**	0	0	0
	Through-Right		0			0	
	Right	300	1	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	994		North-South:	0
			East-West:	545		East-West:	0
			SUM:	1539		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.119			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.119			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	490	2	**270**	0	0	**0**
	Left-Through		0			0	
	Through	1530	2	550	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	260	2	143	0	0	0
	Left-Through		0			0	
	Through	1464	2	**538**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	2	**55**	0	0	0
	Left-Through		0			0	
	Through	680	2	340	0	0	**0**
	Through-Right		0			0	
	Right	520	1	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	2	105	0	0	**0**
	Left-Through		0			0	
	Through	830	2	**415**	0	0	0
	Through-Right		0			0	
	Right	230	1	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	808		North-South:	0
			East-West:	470		East-West:	0
			SUM:	1278		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.929			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.929			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	580	2	**319**	0	0	**0**
	Left-Through		0			0	
	Through	1390	2	540	0	0	0
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	410	2	226	0	0	0
	Left-Through		0			0	
	Through	1233	2	**471**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	2	77	0	0	0
	Left-Through		0			0	
	Through	670	2	**335**	0	0	**0**
	Through-Right		0			0	
	Right	430	1	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	490	2	**270**	0	0	**0**
	Left-Through		0			0	
	Through	970	2	485	0	0	0
	Through-Right		0			0	
	Right	400	1	174	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	790		North-South:	0
			East-West:	605		East-West:	0
			SUM:	1395		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.015			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.015			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	630	2	**347**	0	0	**0**
	Left-Through		0			0	
	Through	1284	2	495	0	0	0
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	2	149	0	0	0
	Left-Through		0			0	
	Through	1470	2	**537**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	2	72	0	0	0
	Left-Through		0			0	
	Through	800	2	**400**	0	0	**0**
	Through-Right		0			0	
	Right	490	1	143	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	550	2	**303**	0	0	**0**
	Left-Through		0			0	
	Through	720	2	360	0	0	0
	Through-Right		0			0	
	Right	370	1	221	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	884		*North-South:*	0
			East-West:	703		*East-West:*	0
			SUM:	1587		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.154			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.154			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	2060	3	520	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1810	2	**640**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	340	2	**187**	0	0	0
	Left-Through		0			0	
	Through	40	0	80	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		0			0	
	Right	270	1	**150**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	650		*North-South:*	0
			East-West:	337		*East-West:*	0
			SUM:	987		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.718			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.718			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	1660	3	**423**	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	1400	2	523	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	2	94	0	0	0
	Left-Through		0			0	
	Through	60	0	**120**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	**40**	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		0			0	
	Right	200	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	593		*North-South:*	0
			East-West:	160		*East-West:*	0
			SUM:	753		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.548			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.548			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	2460	3	**625**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	300	1	**300**	0	0	0
	Left-Through		0			0	
	Through	2190	2	810	0	0	**0**
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	2	99	0	0	0
	Left-Through		0			0	
	Through	90	0	**120**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	60	1	60	0	0	0
	Through-Right		0			0	
	Right	180	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	925		*North-South:*	0
			East-West:	180		*East-West:*	0
			SUM:	1105		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.804			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.804			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1470	3	**490**	0	0	0
Through-Right		0			0	
Right	320	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	860	2	**473**	0	0	0
Left-Through		0			0	
Through	1240	3	413	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	160	2	**88**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	770	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	963		*North-South:*	0
		East-West:	88		*East-West:*	0
		SUM:	1051		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.738			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.738			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1720	3	**573**	0	0	0
Through-Right		0			0	
Right	190	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	730	2	**402**	0	0	0
Left-Through		0			0	
Through	1490	3	497	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	170	2	**94**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	730	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	975		*North-South:*	0
		East-West:	94		*East-West:*	0
		SUM:	1069		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.750			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.750			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1840	3	**613**	0	0	0
Through-Right		0			0	
Right	240	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	1000	2	**550**	0	0	0
Left-Through		0			0	
Through	1800	3	600	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	250	2	**138**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	760	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	1163		*North-South:*	0
		East-West:	138		*East-West:*	0
		SUM:	1301		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.913			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.913			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	30	1	30	0	0	**0**
Left-Through		0			0	
Through	790	2	**395**	0	0	0
Through-Right		0			0	
Right	140	1	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	130	1	**130**	0	0	0
Left-Through		0			0	
Through	310	1	160	0	0	**0**
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	40	1	40	0	0	0
Left-Through		0			0	
Through	70	1	**50**	0	0	**0**
Through-Right		1			0	
Right	30	0	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	160	1	160	0	0	**0**
Left-Through		0			0	
Through	50	1	50	0	0	0
Through-Right		0			0	
Right	350	1	**220**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	525		*North-South:*	0
		East-West:	270		*East-West:*	0
		SUM:	795		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.578			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.578			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 3		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	350	2	**175**	0	0	0
	Through-Right		0			0	
	Right	110	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	**50**	0	0	0
	Left-Through		0			0	
	Through	120	1	70	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	230	1	125	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	70	1	70	0	0	0
	Through-Right		0			0	
	Right	250	1	**200**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	225		North-South:	0
			East-West:	380		East-West:	0
			SUM:	605		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.440			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.440			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 3		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	470	2	**235**	0	0	0
	Through-Right		0			0	
	Right	170	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	50	1	40	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	270	1	270	0	0	0
	Left-Through		0			0	
	Through	640	1	**335**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	80	1	80	0	0	0
	Through-Right		0			0	
	Right	200	1	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	305		North-South:	0
			East-West:	495		East-West:	0
			SUM:	800		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.582			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.582			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1320	3	**440**	0	0	0
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1270	3	423	0	0	**0**
	Through-Right		0			0	
	Right	130	1	86	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	2	**88**	0	0	0
	Left-Through		0			0	
	Through	550	2	275	0	0	**0**
	Through-Right		0			0	
	Right	100	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	930	1	**630**	0	0	0
	Through-Right		1			0	
	Right	330	0	330	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	570		North-South:	0
			East-West:	718		East-West:	0
			SUM:	1288		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.937			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.937			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	1130	3	**377**	0	0	0
	Through-Right		0			0	
	Right	120	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	1100	3	367	0	0	**0**
	Through-Right		0			0	
	Right	250	1	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	2	**116**	0	0	0
	Left-Through		0			0	
	Through	700	2	350	0	0	**0**
	Through-Right		0			0	
	Right	90	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	680	1	**470**	0	0	0
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	607		North-South:	0
			East-West:	586		East-West:	0
			SUM:	1193		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.868			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.868			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	1800	3	**600**	0	0	0
	Through-Right		0			0	
	Right	130	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	260	1	**260**	0	0	0
	Left-Through		0			0	
	Through	1780	3	593	0	0	**0**
	Through-Right		0			0	
	Right	280	1	228	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	2	**105**	0	0	0
	Left-Through		0			0	
	Through	900	2	450	0	0	**0**
	Through-Right		0			0	
	Right	90	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	720	1	**455**	0	0	0
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	860		*North-South:*	0
			East-West:	560		*East-West:*	0
			SUM:	1420		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.033			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.033			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	390	2	215	0	0	**0**
	Left-Through		0			0	
	Through	980	1	**980**	0	0	0
	Through-Right		0			0	
	Right	290	1	225	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	250	0	0	0
	Left-Through		0			0	
	Through	500	0	**510**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	510	2	**255**	0	0	**0**
	Through-Right		0			0	
	Right	210	1	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	410	1	260	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1490		*North-South:*	0
			East-West:	385		*East-West:*	0
			SUM:	1875		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.316			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.316			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	250	2	138	0	0	**0**
	Left-Through		0			0	
	Through	700	1	**700**	0	0	0
	Through-Right		0			0	
	Right	200	1	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	310	1	310	0	0	0
	Left-Through		0			0	
	Through	440	0	**480**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	450	2	**225**	0	0	**0**
	Through-Right		0			0	
	Right	170	1	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	540	1	295	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1180		*North-South:*	0
			East-West:	395		*East-West:*	0
			SUM:	1575		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.105			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.105			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	400	2	220	0	0	**0**
	Left-Through		0			0	
	Through	880	1	**880**	0	0	0
	Through-Right		0			0	
	Right	190	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	460	1	460	0	0	0
	Left-Through		0			0	
	Through	950	0	**990**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	0	0	0
	Left-Through		0			0	
	Through	530	2	265	0	0	**0**
	Through-Right		0			0	
	Right	300	1	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	750	1	**425**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1870		*North-South:*	0
			East-West:	465		*East-West:*	0
			SUM:	2335		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.639			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.639			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	100	1	100	0	0	**0**
Left-Through		0			0	
Through	1000	2	**500**	0	0	0
Through-Right		0			0	
Right	140	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	160	1	**160**	0	0	0
Left-Through		0			0	
Through	630	2	315	0	0	**0**
Through-Right		0			0	
Right	120	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	220	2	121	0	0	0
Left-Through		0			0	
Through	1550	3	**517**	0	0	**0**
Through-Right		0			0	
Right	140	1	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	320	2	**176**	0	0	**0**
Left-Through		0			0	
Through	1470	3	490	0	0	0
Through-Right		0			0	
Right	210	1	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	660		*North-South:*	0
		East-West:	693		*East-West:*	0
		SUM:	1353		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.949			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.949			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	150	1	150	0	0	**0**
Left-Through		0			0	
Through	750	2	**375**	0	0	0
Through-Right		0			0	
Right	220	1	49	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	140	1	**140**	0	0	0
Left-Through		0			0	
Through	640	2	320	0	0	**0**
Through-Right		0			0	
Right	140	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	260	2	**143**	0	0	0
Left-Through		0			0	
Through	1290	3	430	0	0	**0**
Through-Right		0			0	
Right	130	1	55	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	310	2	171	0	0	**0**
Left-Through		0			0	
Through	1380	3	**460**	0	0	0
Through-Right		0			0	
Right	140	1	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	515		*North-South:*	0
		East-West:	603		*East-West:*	0
		SUM:	1118		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.785			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.785			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	170	1	170	0	0	**0**
Left-Through		0			0	
Through	1160	2	**580**	0	0	0
Through-Right		0			0	
Right	220	1	33	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	220	1	**220**	0	0	0
Left-Through		0			0	
Through	950	2	475	0	0	**0**
Through-Right		0			0	
Right	150	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	280	2	154	0	0	0
Left-Through		0			0	
Through	1550	3	**517**	0	0	**0**
Through-Right		0			0	
Right	160	1	75	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	340	2	**187**	0	0	**0**
Left-Through		0			0	
Through	1470	3	490	0	0	0
Through-Right		0			0	
Right	110	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	800		*North-South:*	0
		East-West:	704		*East-West:*	0
		SUM:	1504		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.055			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.055			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	NB-- 0	SB-- 0		
	EB-- 0	WB-- 3	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	580	2	290	0	0	0
Through-Right		0			0	
Right	470	1	**338**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	80	1	**80**	0	0	0
Left-Through		0			0	
Through	560	2	280	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	240	2	**132**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	50	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	418		*North-South:*	0
		East-West:	132		*East-West:*	0
		SUM:	550		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.386			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.386			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 3	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	410	2	**205**	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	270	1	176	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	110	1	**110**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	390	2	195	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	0	0	0	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	0	0	**0**	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	0	0	0	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	170	2	**94**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	0	0	0	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	100	1	0	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	315		*North-South:*	0
		East-West:	94		*East-West:*	0
		SUM:	409		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.287			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.287			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 3	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	650	2	**325**	0	0	0
NORTHBOUND Through-Right		0			0	
NORTHBOUND Right	310	1	123	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	100	1	**100**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	490	2	245	0	0	**0**
SOUTHBOUND Through-Right		0			0	
SOUTHBOUND Right	0	0	0	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	0	0	**0**	0	0	**0**
EASTBOUND Through-Right		0			0	
EASTBOUND Right	0	0	0	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	340	2	**187**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	0	0	0	0	0	0
WESTBOUND Through-Right		0			0	
WESTBOUND Right	130	1	30	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	425		*North-South:*	0
		East-West:	187		*East-West:*	0
		SUM:	612		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.429			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.429			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	190	1	190	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	600	1	**395**	0	0	0
NORTHBOUND Through-Right		1			0	
NORTHBOUND Right	190	0	190	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	170	1	**170**	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	490	1	275	0	0	**0**
SOUTHBOUND Through-Right		1			0	
SOUTHBOUND Right	60	0	60	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	210	1	210	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	1580	2	**563**	0	0	**0**
EASTBOUND Through-Right		1			0	
EASTBOUND Right	110	0	110	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	500	1	**500**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	1200	3	328	0	0	0
WESTBOUND Through-Right		1			0	
WESTBOUND Right	110	0	110	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	565		*North-South:*	0
		East-West:	1063		*East-West:*	0
		SUM:	1628		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.184			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.184			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	250	1	**250**	0	0	**0**
NORTHBOUND Left-Through		0			0	
NORTHBOUND Through	340	1	275	0	0	0
NORTHBOUND Through-Right		1			0	
NORTHBOUND Right	210	0	210	0	0	0
NORTHBOUND Left-Through-Right		0			0	
NORTHBOUND Left-Right		0			0	
SOUTHBOUND Left	140	1	140	0	0	0
SOUTHBOUND Left-Through		0			0	
SOUTHBOUND Through	340	1	**210**	0	0	**0**
SOUTHBOUND Through-Right		1			0	
SOUTHBOUND Right	80	0	80	0	0	0
SOUTHBOUND Left-Through-Right		0			0	
SOUTHBOUND Left-Right		0			0	
EASTBOUND Left	100	1	100	0	0	0
EASTBOUND Left-Through		0			0	
EASTBOUND Through	1310	2	**473**	0	0	**0**
EASTBOUND Through-Right		1			0	
EASTBOUND Right	110	0	110	0	0	0
EASTBOUND Left-Through-Right		0			0	
EASTBOUND Left-Right		0			0	
WESTBOUND Left	370	1	**370**	0	0	**0**
WESTBOUND Left-Through		0			0	
WESTBOUND Through	1270	3	345	0	0	0
WESTBOUND Through-Right		1			0	
WESTBOUND Right	110	0	110	0	0	0
WESTBOUND Left-Through-Right		0			0	
WESTBOUND Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	460		*North-South:*	0
		East-West:	843		*East-West:*	0
		SUM:	1303		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.948			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.948			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	640	1	**475**	0	0	0
	Through-Right		1			0	
	Right	310	0	310	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	670	1	400	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1740	2	**640**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	**220**	0	0	**0**
	Left-Through		0			0	
	Through	1530	3	415	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	595		*North-South:*	0
			East-West:	860		*East-West:*	0
			SUM:	1455		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.058			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.058			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	1290	2	**645**	0	0	0
	Through-Right		0			0	
	Right	220	1	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	390	2	195	0	0	**0**
	Through-Right		0			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	1000	3	333	0	0	**0**
	Through-Right		0			0	
	Right	460	1	370	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	1330	3	**443**	0	0	0
	Through-Right		0			0	
	Right	50	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	715		*North-South:*	0
			East-West:	613		*East-West:*	0
			SUM:	1328		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.966			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.966			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	260	1	260	0	0	**0**
	Left-Through		0			0	
	Through	920	2	**460**	0	0	0
	Through-Right		0			0	
	Right	370	1	295	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	500	2	250	0	0	**0**
	Through-Right		0			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	1140	3	380	0	0	**0**
	Through-Right		0			0	
	Right	460	1	330	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	1330	3	**443**	0	0	0
	Through-Right		0			0	
	Right	70	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	540		*North-South:*	0
			East-West:	623		*East-West:*	0
			SUM:	1163		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.846			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.846			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	330	1	330	0	0	**0**
	Left-Through		0			0	
	Through	1700	2	**850**	0	0	0
	Through-Right		0			0	
	Right	410	1	345	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	850	2	425	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	250	1	**250**	0	0	0
	Left-Through		0			0	
	Through	1630	3	543	0	0	**0**
	Through-Right		0			0	
	Right	320	1	155	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1420	3	**473**	0	0	0
	Through-Right		0			0	
	Right	50	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	950		*North-South:*	0
			East-West:	723		*East-West:*	0
			SUM:	1673		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.217			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.217			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	330	1	330	0	0	**0**
	Left-Through		0			0	
	Through	1390	3	**463**	0	0	0
	Through-Right		0			0	
	Right	30	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	1040	3	347	0	0	**0**
	Through-Right		0			0	
	Right	60	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	1	**20**	0	0	0
	Left-Through		0			0	
	Through	250	1	170	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	490	1	**370**	0	0	0
	Through-Right		1			0	
	Right	250	0	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	683		*North-South:*	0
			East-West:	390		*East-West:*	0
			SUM:	1073		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.780			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.780			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	1300	3	**433**	0	0	0
	Through-Right		0			0	
	Right	120	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	1320	3	440	0	0	**0**
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	350	1	**280**	0	0	**0**
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	400	1	265	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	573		*North-South:*	0
			East-West:	450		*East-West:*	0
			SUM:	1023		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.744			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.744			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	500	1	**500**	0	0	**0**
	Left-Through		0			0	
	Through	1550	3	517	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	230	0	0	0
	Left-Through		0			0	
	Through	1660	3	**553**	0	0	**0**
	Through-Right		0			0	
	Right	90	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	500	1	**405**	0	0	**0**
	Through-Right		1			0	
	Right	310	0	310	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	1	**210**	0	0	**0**
	Left-Through		0			0	
	Through	300	1	255	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1053		*North-South:*	0
			East-West:	615		*East-West:*	0
			SUM:	1668		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.213			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.213			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	1950	2	**657**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	1450	2	557	0	0	**0**
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	520	2	**286**	0	0	0
	Left-Through		0			0	
	Through	70	1	70	0	0	**0**
	Through-Right		0			0	
	Right	70	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		0			0	
	Right	160	1	**125**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	727		*North-South:*	0
			East-West:	411		*East-West:*	0
			SUM:	1138		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.799			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.799			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	70	1	**70**	0	0	**0**
Left-Through		0			0	
Through	1600	2	543	0	0	0
Through-Right		1			0	
Right	30	0	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	1	100	0	0	0
Left-Through		0			0	
Through	1570	2	**597**	0	0	**0**
Through-Right		1			0	
Right	220	0	220	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	240	2	**132**	0	0	0
Left-Through		0			0	
Through	50	1	50	0	0	**0**
Through-Right		0			0	
Right	80	1	45	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	50	1	**50**	0	0	**0**
Left-Through		0			0	
Through	50	1	50	0	0	0
Through-Right		0			0	
Right	90	1	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	667		*North-South:*	0
		East-West:	182		*East-West:*	0
		SUM:	849		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.596			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.596			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	70	1	**70**	0	0	**0**
Left-Through		0			0	
Through	2010	2	680	0	0	0
Through-Right		1			0	
Right	30	0	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	170	1	170	0	0	0
Left-Through		0			0	
Through	2420	2	**930**	0	0	**0**
Through-Right		1			0	
Right	370	0	370	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	230	2	**127**	0	0	0
Left-Through		0			0	
Through	100	1	100	0	0	**0**
Through-Right		0			0	
Right	60	1	25	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	40	1	40	0	0	**0**
Left-Through		0			0	
Through	70	1	**70**	0	0	0
Through-Right		0			0	
Right	80	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	1000		*North-South:*	0
		East-West:	197		*East-West:*	0
		SUM:	1197		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.840			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.840			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	50	1	50	0	0	**0**
Left-Through		0			0	
Through	1780	2	**600**	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	1	**20**	0	0	0
Left-Through		0			0	
Through	1490	3	497	0	0	**0**
Through-Right		0			0	
Right	100	1	35	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	130	1	**130**	0	0	0
Left-Through		0			0	
Through	30	1	30	0	0	**0**
Through-Right		0			0	
Right	70	1	45	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	40	1	40	0	0	**0**
Left-Through		0			0	
Through	90	0	**160**	0	0	0
Through-Right		1			0	
Right	70	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	620		*North-South:*	0
		East-West:	290		*East-West:*	0
		SUM:	910		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.607			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.607			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	60	1	60	0	0	**0**
Left-Through		0			0	
Through	1580	2	**537**	0	0	0
Through-Right		1			0	
Right	30	0	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	40	1	**40**	0	0	0
Left-Through		0			0	
Through	1540	3	513	0	0	**0**
Through-Right		0			0	
Right	140	1	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	100	1	**100**	0	0	0
Left-Through		0			0	
Through	40	1	40	0	0	**0**
Through-Right		0			0	
Right	80	1	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	30	1	30	0	0	**0**
Left-Through		0			0	
Through	40	0	**90**	0	0	0
Through-Right		1			0	
Right	50	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	577		*North-South:*	0
		East-West:	190		*East-West:*	0
		SUM:	767		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.511			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.511			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	1940	2	660	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	2260	3	**753**	0	0	**0**
	Through-Right		0			0	
	Right	190	1	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	80	1	80	0	0	**0**
	Through-Right		0			0	
	Right	140	1	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	60	0	**90**	0	0	0
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	863		North-South:	0
			East-West:	200		East-West:	0
			SUM:	1063		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.709			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.709			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	**0**
	Left-Through		0			0	
	Through	1680	2	**563**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	1550	2	527	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	0	**90**	0	0	0
	Left-Through		0			0	
	Through	80	0	210	0	0	**0**
	Through-Right		0			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	80	0	**160**	0	0	0
	Through-Right		1			0	
	Right	80	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	593		North-South:	0
			East-West:	250		East-West:	0
			SUM:	843		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.562			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.562			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	**30**	0	0	**0**
	Left-Through		0			0	
	Through	1530	2	517	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1580	2	**547**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	0	60	0	0	0
	Left-Through		0			0	
	Through	60	0	**160**	0	0	**0**
	Through-Right		0			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	30	0	90	0	0	0
	Through-Right		1			0	
	Right	60	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	577		North-South:	0
			East-West:	170		East-West:	0
			SUM:	747		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.498			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.498			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	1990	2	670	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	2300	2	**783**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	0	30	0	0	0
	Left-Through		0			0	
	Through	110	0	**180**	0	0	**0**
	Through-Right		0			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	100	0	120	0	0	0
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	843		North-South:	0
			East-West:	190		East-West:	0
			SUM:	1033		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.689			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.689			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** I-105 WB RAMPS N/O IMPERIAL HIGHWA
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2140	3	**713**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1964	0	0	0	0	**0**
	Through-Right		0			0	
	Right	1380	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	800	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2164	3	**757**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	713		*North-South:*	0
			East-West:	757		*East-West:*	0
			SUM:	1470		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.980			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.980			0.000
LEVEL OF SERVICE (LOS):				E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** I-105 WB RAMPS N/O IMPERIAL HIGHWA
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2010	3	**670**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1693	0	0	0	0	**0**
	Through-Right		0			0	
	Right	1830	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	530	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2313	3	**810**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	670		*North-South:*	0
			East-West:	810		*East-West:*	0
			SUM:	1480		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.987			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.987			0.000
LEVEL OF SERVICE (LOS):				E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** I-105 WB RAMPS N/O IMPERIAL HIGHWA
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2554	3	**851**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2334	0	0	0	0	**0**
	Through-Right		0			0	
	Right	2050	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	730	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2030	3	**711**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	851		*North-South:*	0
			East-West:	711		*East-West:*	0
			SUM:	1562		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.041			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.041			0.000
LEVEL OF SERVICE (LOS):				F			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	800	2	**400**	0	0	0
	Through-Right		0			0	
	Right	30	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	620	3	207	0	0	**0**
	Through-Right		0			0	
	Right	430	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	2	**44**	0	0	0
	Left-Through		0			0	
	Through	80	1	80	0	0	**0**
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		0			0	
	Right	130	1	**80**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	500		*North-South:*	0
			East-West:	124		*East-West:*	0
			SUM:	624		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.454			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.454			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	1	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1130	2	**565**	0	0	0
	Through-Right		0			0	
	Right	30	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	820	3	273	0	0	**0**
	Through-Right		0			0	
	Right	440	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	2	**61**	0	0	0
	Left-Through		0			0	
	Through	50	1	50	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		0			0	
	Right	140	1	**95**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	655		*North-South:*	0
			East-West:	156		*East-West:*	0
			SUM:	811		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.590			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.590			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	1	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1190	2	**595**	0	0	0
	Through-Right		0			0	
	Right	30	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	**50**	0	0	0
	Left-Through		0			0	
	Through	650	3	217	0	0	**0**
	Through-Right		0			0	
	Right	570	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	2	**77**	0	0	0
	Left-Through		0			0	
	Through	110	1	110	0	0	**0**
	Through-Right		0			0	
	Right	150	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	80	1	80	0	0	0
	Through-Right		0			0	
	Right	160	1	**135**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	645		*North-South:*	0
			East-West:	212		*East-West:*	0
			SUM:	857		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.623			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.623			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	0	1	0	0	0	**0**
	Through-Right		0			0	
	Right	170	1	**115**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	130	1	65	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	550	1	**290**	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	115		*North-South:*	0
			East-West:	400		*East-West:*	0
			SUM:	515		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.343			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.343			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	0	1	0	0	0	**0**
	Through-Right		0			0	
	Right	270	1	**235**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	180	1	90	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	540	1	**280**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	235		*North-South:*	0
			East-West:	350		*East-West:*	0
			SUM:	585		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.390			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.390			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE
East-West Street: 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: Analyst: Date:

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	0	1	0	0	0	**0**
	Through-Right		0			0	
	Right	240	1	**200**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	190	1	95	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	740	1	**380**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	200		North-South:	0
			East-West:	460		East-West:	0
			SUM:	660		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.440			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.440			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE
East-West Street: 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: Analyst: Date:

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	0	40	0	0	**0**
	Left-Through		1			0	
	Through	40	0	**80**	0	0	0
	Through-Right		0			0	
	Right	70	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	160	1	**160**	0	0	**0**
	Through-Right		0			0	
	Right	90	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	240	1	125	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	140	1	**140**	0	0	0
	Through-Right		0			0	
	Right	412	2	137	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	240		North-South:	0
			East-West:	240		East-West:	0
			SUM:	480		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.337			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.337			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE
East-West Street: 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: Analyst: Date:

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	0	20	0	0	**0**
	Left-Through		1			0	
	Through	180	0	**200**	0	0	0
	Through-Right		0			0	
	Right	40	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	40	1	40	0	0	**0**
	Through-Right		0			0	
	Right	110	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	350	1	**350**	0	0	0
	Left-Through		0			0	
	Through	260	1	145	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	140	1	140	0	0	0
	Through-Right		0			0	
	Right	497	2	**173**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	300		North-South:	0
			East-West:	523		East-West:	0
			SUM:	823		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.578			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.578			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE
East-West Street: 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: Analyst: Date:

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	30	0	0	**0**
	Left-Through		1			0	
	Through	200	0	**230**	0	0	0
	Through-Right		0			0	
	Right	70	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	120	1	**120**	0	0	**0**
	Through-Right		0			0	
	Right	90	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	400	1	**400**	0	0	0
	Left-Through		0			0	
	Through	260	1	140	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	200	1	200	0	0	0
	Through-Right		0			0	
	Right	588	2	**223**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	350		North-South:	0
			East-West:	623		East-West:	0
			SUM:	973		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.683			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.683			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 98TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	860	2	**430**	0	0	0
	Through-Right		0			0	
	Right	100	1	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	440	2	207	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	130	1	130	0	0	**0**
	Through-Right		0			0	
	Right	130	1	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	80	0	**170**	0	0	0
	Through-Right		1			0	
	Right	90	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	570		*North-South:*	0
			East-West:	280		*East-West:*	0
			SUM:	850		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.567			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.567			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 98TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	1100	2	**550**	0	0	0
	Through-Right		0			0	
	Right	120	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	700	2	270	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	70	1	70	0	0	**0**
	Through-Right		0			0	
	Right	120	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	80	0	0	**0**
	Left-Through		0			0	
	Through	130	0	**250**	0	0	0
	Through-Right		1			0	
	Right	120	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	710		*North-South:*	0
			East-West:	380		*East-West:*	0
			SUM:	1090		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.727			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.727			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 98TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	990	2	**495**	0	0	0
	Through-Right		0			0	
	Right	170	1	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	710	2	270	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	110	1	110	0	0	**0**
	Through-Right		0			0	
	Right	200	1	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	140	0	**330**	0	0	0
	Through-Right		1			0	
	Right	190	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	575		*North-South:*	0
			East-West:	520		*East-West:*	0
			SUM:	1095		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.730			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.730			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	30	1	**30**	0	0	0
	Through-Right		0			0	
	Right	40	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**20**	0	0	0
	Left-Through		0			0	
	Through	20	1	15	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	**10**	0	0	0
	Left-Through		0			0	
	Through	290	2	145	0	0	**0**
	Through-Right		0			0	
	Right	80	1	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	650	2	**325**	0	0	0
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	50		*North-South:*	0
			East-West:	335		*East-West:*	0
			SUM:	385		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.257			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.257			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD						PM					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	0	**0**	50	1	**50**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	20	1	20	0	0	0	30	1	30	0	0	0
	Through-Right		0			0			0			0	
	Right	130	1	**45**	0	0	0	90	1	35	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0	20	1	20	0	0	0
	Left-Through		0			0			0			0	
	Through	20	1	15	0	0	**0**	20	1	**15**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	10	0	10	0	0	0	10	0	10	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	10	1	10	0	0	0	10	1	10	0	0	0
	Left-Through		0			0			0			0	
	Through	570	2	**285**	0	0	**0**	740	2	**370**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	80	1	55	0	0	0	160	1	135	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**	110	1	**110**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	590	2	295	0	0	0	600	2	300	0	0	0
	Through-Right		0			0			0			0	
	Right	30	1	15	0	0	0	40	1	30	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	75		North-South:	0		North-South:	65		North-South:	0
			East-West:	455		East-West:	0		East-West:	480		East-West:	0
			SUM:	530		SUM:	0		SUM:	545		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.353			0.000			0.363			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.353			0.000			0.363			0.000
LEVEL OF SERVICE (LOS):				A			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				2			0			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	0	110	0	0	**0**	130	0	130	0	0	**0**
	Left-Through		0			0			0			0	
	Through	120	0	**310**	0	0	0	140	0	**430**	0	0	0
	Through-Right		0			0			0			0	
	Right	80	0	0	0	0	0	160	0	0	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	30	0	**30**	0	0	0	150	0	**150**	0	0	0
	Left-Through		0			0			0			0	
	Through	120	0	200	0	0	**0**	130	0	370	0	0	**0**
	Through-Right		0			0			0			0	
	Right	50	0	0	0	0	0	90	0	0	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	60	1	**60**	0	0	0	60	1	**60**	0	0	0
	Left-Through		0			0			0			0	
	Through	340	1	265	0	0	**0**	470	1	275	0	0	**0**
	Through-Right		1			0			1			0	
	Right	190	0	190	0	0	0	80	0	80	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	90	1	90	0	0	**0**	120	1	120	0	0	**0**
	Left-Through		0			0			0			0	
	Through	720	1	**390**	0	0	0	540	1	**385**	0	0	0
	Through-Right		1			0			1			0	
	Right	60	0	60	0	0	0	230	0	230	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	340		North-South:	0		North-South:	580		North-South:	0
			East-West:	450		East-West:	0		East-West:	445		East-West:	0
			SUM:	790		SUM:	0		SUM:	1025		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.527			0.000			0.683			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.527			0.000			0.683			0.000
LEVEL OF SERVICE (LOS):				A			A			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	0	20	0	0	**0**
	Left-Through		0			0	
	Through	250	0	**570**	0	0	0
	Through-Right		0			0	
	Right	300	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	0	**150**	0	0	0
	Left-Through		0			0	
	Through	90	0	350	0	0	**0**
	Through-Right		0			0	
	Right	110	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	620	1	370	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	80	0	0	**0**
	Left-Through		0			0	
	Through	740	1	**410**	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	720		*North-South:*	0
			East-West:	470		*East-West:*	0
			SUM:	1190		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.793			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.793			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3330	2	**1123**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	3080	3	785	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**75**	0	0	0
	Left-Through		0			0	
	Through	60	0	75	0	0	**0**
	Through-Right		0			0	
	Right	70	1	70	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	290	1	**200**	0	0	**0**
	Left-Through		1			0	
	Through	110	0	200	0	0	0
	Through-Right		0			0	
	Right	50	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1123		*North-South:*	0
			East-West:	275		*East-West:*	0
			SUM:	1398		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.981			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.981			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2380	2	**807**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2220	3	593	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	**125**	0	0	0
	Left-Through		0			0	
	Through	100	0	125	0	0	**0**
	Through-Right		0			0	
	Right	80	1	80	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	**140**	0	0	**0**
	Left-Through		1			0	
	Through	90	0	140	0	0	0
	Through-Right		0			0	
	Right	40	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	807		*North-South:*	0
			East-West:	265		*East-West:*	0
			SUM:	1072		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.752			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.752			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3260	2	**1127**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	3100	3	808	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**170**	0	0	0
	Left-Through		0			0	
	Through	160	0	170	0	0	**0**
	Through-Right		0			0	
	Right	80	1	80	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	**190**	0	0	**0**
	Left-Through		1			0	
	Through	140	0	190	0	0	0
	Through-Right		0			0	
	Right	30	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1127		*North-South:*	0
			East-West:	360		*East-West:*	0
			SUM:	1487		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.044			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.044			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	230	0	270	0	0	0
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	260	0	**320**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	560	1	**380**	0	0	**0**
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	650	1	345	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	430		North-South:	0
			East-West:	440		East-West:	0
			SUM:	870		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.580			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.580			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	170	0	210	0	0	0
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	190	0	**260**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	560	1	330	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	600	1	**335**	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	360		North-South:	0
			East-West:	415		East-West:	0
			SUM:	775		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.517			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.517			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	260	0	290	0	0	0
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	300	0	**380**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	710	1	**435**	0	0	**0**
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	680	1	375	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	480		North-South:	0
			East-West:	515		East-West:	0
			SUM:	995		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.663			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.663			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	890	2	**445**	0	0	0
	Through-Right		0			0	
	Right	270	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	620	2	310	0	0	**0**
	Through-Right		0			0	
	Right	180	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	760	2	380	0	0	**0**
	Through-Right		0			0	
	Right	120	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	880	2	**440**	0	0	0
	Through-Right		0			0	
	Right	80	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	525		North-South:	0
			East-West:	600		East-West:	0
			SUM:	1125		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.818			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.818			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	180	1	**180**	0	0	**0**
Left-Through		0			0	
Through	690	2	345	0	0	0
Through-Right		0			0	
Right	220	1	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	90	1	90	0	0	0
Left-Through		0			0	
Through	730	2	**365**	0	0	**0**
Through-Right		0			0	
Right	220	1	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	170	1	**170**	0	0	0
Left-Through		0			0	
Through	640	2	320	0	0	**0**
Through-Right		0			0	
Right	120	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	90	1	90	0	0	**0**
Left-Through		0			0	
Through	660	2	**330**	0	0	0
Through-Right		0			0	
Right	30	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	545		*North-South:*	0
		East-West:	500		*East-West:*	0
		SUM:	1045		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.760			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.760			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	170	1	**170**	0	0	**0**
Left-Through		0			0	
Through	900	2	450	0	0	0
Through-Right		0			0	
Right	340	1	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	90	1	90	0	0	0
Left-Through		0			0	
Through	1090	2	**545**	0	0	**0**
Through-Right		0			0	
Right	190	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	190	1	190	0	0	0
Left-Through		0			0	
Through	910	2	**455**	0	0	**0**
Through-Right		0			0	
Right	150	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	300	1	**300**	0	0	**0**
Left-Through		0			0	
Through	750	2	375	0	0	0
Through-Right		0			0	
Right	30	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	715		*North-South:*	0
		East-West:	755		*East-West:*	0
		SUM:	1470		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.069			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.069			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
	EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	360	1	**360**	0	0	**0**
Left-Through		0			0	
Through	760	1	390	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	1	20	0	0	0
Left-Through		0			0	
Through	610	2	**237**	0	0	**0**
Through-Right		1			0	
Right	100	0	100	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	40	1	**40**	0	0	0
Left-Through		0			0	
Through	10	1	10	0	0	**0**
Through-Right		0			0	
Right	250	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	10	0	**30**	0	0	0
Through-Right		0			0	
Right	10	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	597		*North-South:*	0
		East-West:	70		*East-West:*	0
		SUM:	667		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.468			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.468			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
	EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	190	1	190	0	0	**0**
Left-Through		0			0	
Through	830	1	**425**	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	1	**20**	0	0	0
Left-Through		0			0	
Through	430	2	163	0	0	**0**
Through-Right		1			0	
Right	60	0	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	80	1	80	0	0	0
Left-Through		0			0	
Through	10	1	10	0	0	**0**
Through-Right		0			0	
Right	340	1	**150**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	**10**	0	0	**0**
Left-Through		0			0	
Through	10	0	40	0	0	0
Through-Right		0			0	
Right	20	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	445		*North-South:*	0
		East-West:	160		*East-West:*	0
		SUM:	605		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.425			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.425			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			3			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	890	1	450	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	1060	2	**377**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	10	1	10	0	0	**0**
	Through-Right		0			0	
	Right	240	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	0	20	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**40**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:* *East-West:* *SUM:*	557 110 667		*North-South:* *East-West:* *SUM:*	0 0 0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.468			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.468			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1160	1	**595**	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	400	2	200	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	0	30	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**40**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:* *East-West:* *SUM:*	625 40 665		*North-South:* *East-West:* *SUM:*	0 0 0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.443			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.443			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	420	1	**215**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**20**	0	0	0
	Left-Through		0			0	
	Through	280	2	140	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**30**	0	0	0
	Through-Right		0			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:* *East-West:* *SUM:*	235 30 265		*North-South:* *East-West:* *SUM:*	0 0 0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.177			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.177			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	610	1	320	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	1030	2	**515**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	0	40	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**60**	0	0	0
	Through-Right		0			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:* *East-West:* *SUM:*	515 60 575		*North-South:* *East-West:* *SUM:*	0 0 0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.383			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.383			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1650	1	850	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1470	2	735	0	0	0
	Through-Right		0			0	
	Right	90	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	210	0	0	0
	Left-Through		0			0	
	Through	230	1	230	0	0	0
	Through-Right		0			0	
	Right	140	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	380	1	380	0	0	0
	Through-Right		0			0	
	Right	180	1	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	950		North-South:	0
			East-West:	590		East-West:	0
			SUM:	1540		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.027			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.027			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1460	1	760	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1590	2	795	0	0	0
	Through-Right		0			0	
	Right	150	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	230	1	230	0	0	0
	Left-Through		0			0	
	Through	240	1	240	0	0	0
	Through-Right		0			0	
	Right	210	1	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	270	1	270	0	0	0
	Through-Right		0			0	
	Right	140	1	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	935		North-South:	0
			East-West:	500		East-West:	0
			SUM:	1435		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.957			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.957			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1300	1	680	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1730	2	865	0	0	0
	Through-Right		0			0	
	Right	130	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	380	1	380	0	0	0
	Through-Right		0			0	
	Right	160	1	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	220	1	220	0	0	0
	Through-Right		0			0	
	Right	90	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	985		North-South:	0
			East-West:	440		East-West:	0
			SUM:	1425		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.950			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.950			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	630	2	315	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	660	1	360	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	700	2	280	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1070	2	390	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	480		North-South:	0
			East-West:	480		East-West:	0
			SUM:	960		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.698			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.698			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	810	2	**405**	0	0	0
	Through-Right		0			0	
	Right	120	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	520	1	315	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	1040	2	390	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	1100	2	**403**	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	495		*North-South:*	0
			East-West:	553		*East-West:*	0
			SUM:	1048		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.762			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.762			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	950	2	**475**	0	0	0
	Through-Right		0			0	
	Right	150	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	670	1	400	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	200	0	0	0
	Left-Through		0			0	
	Through	1410	2	**530**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	1220	2	450	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	605		*North-South:*	0
			East-West:	670		*East-West:*	0
			SUM:	1275		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.927			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.927			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	2560	3	**853**	0	0	0
	Through-Right		0			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	2250	3	750	0	0	**0**
	Through-Right		0			0	
	Right	470	1	272	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	360	2	**198**	0	0	0
	Left-Through		0			0	
	Through	340	1	210	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	350	2	193	0	0	**0**
	Left-Through		0			0	
	Through	770	2	**385**	0	0	0
	Through-Right		0			0	
	Right	180	1	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	913		*North-South:*	0
			East-West:	583		*East-West:*	0
			SUM:	1496		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.088			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.088			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	1960	3	**653**	0	0	0
	Through-Right		0			0	
	Right	180	1	48	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	1770	3	590	0	0	**0**
	Through-Right		0			0	
	Right	310	1	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	320	2	**176**	0	0	0
	Left-Through		0			0	
	Through	320	1	210	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	2	132	0	0	**0**
	Left-Through		0			0	
	Through	340	2	**170**	0	0	0
	Through-Right		0			0	
	Right	140	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	773		*North-South:*	0
			East-West:	346		*East-West:*	0
			SUM:	1119		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.814			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.814			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	2220	3	740	0	0	0
	Through-Right		0			0	
	Right	380	1	204	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	160	0	0	0
	Left-Through		0			0	
	Through	2660	3	**887**	0	0	**0**
	Through-Right		0			0	
	Right	300	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	620	2	341	0	0	0
	Left-Through		0			0	
	Through	520	1	**330**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	320	2	**176**	0	0	**0**
	Left-Through		0			0	
	Through	310	2	155	0	0	0
	Through-Right		0			0	
	Right	230	1	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	957		*North-South:*	0
			East-West:	506		*East-West:*	0
			SUM:	1463		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.064			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.064			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	370	2	**204**	0	0	**0**
	Left-Through		0			0	
	Through	1520	2	520	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	2	105	0	0	0
	Left-Through		0			0	
	Through	1520	2	**587**	0	0	**0**
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	510	2	255	0	0	**0**
	Through-Right		0			0	
	Right	210	1	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	1300	2	**650**	0	0	0
	Through-Right		0			0	
	Right	360	1	255	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	791		*North-South:*	0
			East-West:	770		*East-West:*	0
			SUM:	1561		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.135			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.135			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	2	**99**	0	0	**0**
	Left-Through		0			0	
	Through	1350	2	473	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	2	121	0	0	0
	Left-Through		0			0	
	Through	1470	2	**553**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	200	0	0	0
	Left-Through		0			0	
	Through	650	2	**325**	0	0	**0**
	Through-Right		0			0	
	Right	200	1	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	580	2	290	0	0	0
	Through-Right		0			0	
	Right	200	1	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	652		*North-South:*	0
			East-West:	495		*East-West:*	0
			SUM:	1147		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.834			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.834			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	2	**83**	0	0	**0**
	Left-Through		0			0	
	Through	1370	2	487	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	370	2	204	0	0	0
	Left-Through		0			0	
	Through	2190	2	**767**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	1070	2	**535**	0	0	**0**
	Through-Right		0			0	
	Right	350	1	267	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	730	2	365	0	0	0
	Through-Right		0			0	
	Right	220	1	16	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	850		*North-South:*	0
			East-West:	715		*East-West:*	0
			SUM:	1565		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.138			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.138			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0	NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	180	0	0	**0**	100	1	100	0	0	**0**
	Left-Through		0			0			0			0	
	Through	2150	2	**737**	0	0	0	1370	2	**473**	0	0	0
	Through-Right		1			0			1			0	
	Right	60	0	60	0	0	0	50	0	50	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0	250	1	**250**	0	0	0
	Left-Through		0			0			0			0	
	Through	1740	3	580	0	0	**0**	1360	3	453	0	0	**0**
	Through-Right		0			0			0			0	
	Right	140	1	50	0	0	0	120	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	90	1	**90**	0	0	0	180	1	**180**	0	0	0
	Left-Through		0			0			0			0	
	Through	710	2	267	0	0	**0**	610	2	220	0	0	**0**
	Through-Right		1			0			1			0	
	Right	90	0	90	0	0	0	50	0	50	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	170	1	170	0	0	**0**	130	1	130	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1040	2	**520**	0	0	0	600	2	**300**	0	0	0
	Through-Right		0			0			0			0	
	Right	450	1	290	0	0	0	300	1	50	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	897		North-South:	0		North-South:	723		North-South:	0
			East-West:	610		East-West:	0		East-West:	480		East-West:	0
			SUM:	1507		SUM:	0		SUM:	1203		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.096			0.000			0.875			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.096			0.000			0.875			0.000
LEVEL OF SERVICE (LOS):				F			A			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM						AM					
No. of Phases				4			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	**0**	390	1	**390**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1810	2	**643**	0	0	0	2290	2	790	0	0	0
	Through-Right		1			0			1			0	
	Right	120	0	120	0	0	0	80	0	80	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	270	1	**270**	0	0	0	90	1	90	0	0	0
	Left-Through		0			0			0			0	
	Through	2180	3	727	0	0	**0**	1720	2	**633**	0	0	**0**
	Through-Right		0			0			1			0	
	Right	160	1	0	0	0	0	180	0	180	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	190	1	190	0	0	0	60	1	**60**	0	0	0
	Left-Through		0			0			0			0	
	Through	1000	2	**353**	0	0	**0**	440	2	220	0	0	**0**
	Through-Right		1			0			0			0	
	Right	60	0	60	0	0	0	310	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	220	1	**220**	0	0	**0**	190	1	190	0	0	**0**
	Left-Through		0			0			0			0	
	Through	720	2	360	0	0	0	1050	1	**545**	0	0	0
	Through-Right		0			0			1			0	
	Right	380	1	110	0	0	0	40	0	40	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	913		North-South:	0		North-South:	1023		North-South:	0
			East-West:	573		East-West:	0		East-West:	605		East-West:	0
			SUM:	1486		SUM:	0		SUM:	1628		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.081			0.000			1.142			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.081			0.000			1.142			0.000
LEVEL OF SERVICE (LOS):				F			A			F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	320	1	**320**	0	0	**0**
	Left-Through		0			0	
	Through	1440	2	530	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1340	2	**487**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	330	2	**165**	0	0	**0**
	Through-Right		0			0	
	Right	330	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	340	1	210	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	807		*North-South:*	0
			East-West:	315		*East-West:*	0
			SUM:	1122		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.787			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.787			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	380	1	**380**	0	0	**0**
	Left-Through		0			0	
	Through	2040	2	753	0	0	0
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	2010	2	**693**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	900	2	**450**	0	0	**0**
	Through-Right		0			0	
	Right	530	1	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	460	1	265	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1073		*North-South:*	0
			East-West:	590		*East-West:*	0
			SUM:	1663		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.167			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.167			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	1070	2	**370**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	880	2	363	0	0	**0**
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	980	2	377	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1390	2	**483**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	590		*North-South:*	0
			East-West:	623		*East-West:*	0
			SUM:	1213		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.882			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.882			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	730	2	**263**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	760	2	303	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1010	2	**403**	0	0	**0**
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	910	2	333	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	453		*North-South:*	0
			East-West:	543		*East-West:*	0
			SUM:	996		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.724			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.724			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	950	2	**337**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	290	1	**290**	0	0	0
	Left-Through		0			0	
	Through	1120	2	420	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	1570	2	**583**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	1050	2	393	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	627		*North-South:*	0
			East-West:	753		*East-West:*	0
			SUM:	1380		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			1.004			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			1.004			0.000
	LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	700	1	**457**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	670	1	457	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1030	3	343	0	0	**0**
	Through-Right		0			0	
	Right	390	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1470	2	**590**	0	0	0
	Through-Right		1			0	
	Right	300	0	300	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	457		*North-South:*	0
			East-West:	590		*East-West:*	0
			SUM:	1047		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.698			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.698			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	430	1	**287**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	430	1	287	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1090	3	363	0	0	**0**
	Through-Right		0			0	
	Right	360	1	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1210	2	**563**	0	0	0
	Through-Right		1			0	
	Right	480	0	480	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	287		*North-South:*	0
			East-West:	563		*East-West:*	0
			SUM:	850		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.567			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.567			0.000
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	470	1	**383**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	680	1	383	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1660	3	553	0	0	**0**
	Through-Right		0			0	
	Right	330	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1430	2	**590**	0	0	0
	Through-Right		1			0	
	Right	340	0	340	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	383		*North-South:*	0
			East-West:	590		*East-West:*	0
			SUM:	973		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.649			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.649			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	1	200	0	0	**0**
	Left-Through		0			0	
	Through	820	1	**455**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	1	**240**	0	0	0
	Left-Through		0			0	
	Through	650	1	375	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	1170	2	420	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	1460	2	**527**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	695		*North-South:*	0
			East-West:	647		*East-West:*	0
			SUM:	1342		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.976			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.976			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	610	1	**345**	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	550	1	320	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	930	2	**340**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	890	2	337	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	505		*North-South:*	0
			East-West:	460		*East-West:*	0
			SUM:	965		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.702			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.702			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	710	1	**410**	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	800	1	460	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1550	2	**560**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	**190**	0	0	**0**
	Left-Through		0			0	
	Through	1200	2	447	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	640		*North-South:*	0
			East-West:	750		*East-West:*	0
			SUM:	1390		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.011			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.011			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	740	1	**435**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	780	1	425	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	970	2	363	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1310	2	**480**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	595		*North-South:*	0
			East-West:	550		*East-West:*	0
			SUM:	1145		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.833			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.833			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	550	1	330	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	630	1	**365**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	690	2	**267**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	830	2	307	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	495		*North-South:*	0
			East-West:	427		*East-West:*	0
			SUM:	922		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.671			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.671			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	750	1	430	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	880	1	**490**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1240	2	**463**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	1	**250**	0	0	**0**
	Left-Through		0			0	
	Through	1100	2	407	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	670		*North-South:*	0
			East-West:	713		*East-West:*	0
			SUM:	1383		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.006			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.006			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	1240	2	**463**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	700	2	263	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1340	2	**490**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	1280	2	457	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	533		*North-South:*	0
			East-West:	590		*East-West:*	0
			SUM:	1123		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.817			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.817			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	580	2	233	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	550	2	**207**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	1050	2	**390**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	920	2	337	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	357		*North-South:*	0
			East-West:	560		*East-West:*	0
			SUM:	917		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.667			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.667			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	**190**	0	0	**0**
	Left-Through		0			0	
	Through	980	2	367	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	910	2	**327**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	1440	2	**530**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	1390	2	483	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	517		*North-South:*	0
			East-West:	650		*East-West:*	0
			SUM:	1167		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.849			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.849			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	2	121	0	0	**0**
	Left-Through		0			0	
	Through	1290	2	**470**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	2	**88**	0	0	0
	Left-Through		0			0	
	Through	710	2	270	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	1340	2	477	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1290	2	**477**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	558		*North-South:*	0
			East-West:	617		*East-West:*	0
			SUM:	1175		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.855			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.855			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	2	88	0	0	**0**
	Left-Through		0			0	
	Through	650	2	**263**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	200	2	**110**	0	0	0
	Left-Through		0			0	
	Through	680	2	273	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	970	2	377	0	0	**0**
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1010	2	**390**	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	373		*North-South:*	0
			East-West:	510		*East-West:*	0
			SUM:	883		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.642			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.642			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	2	121	0	0	**0**
	Left-Through		0			0	
	Through	1110	2	**413**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	2	**149**	0	0	0
	Left-Through		0			0	
	Through	960	2	367	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1440	2	**543**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	1270	2	490	0	0	0
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	562		*North-South:*	0
			East-West:	653		*East-West:*	0
			SUM:	1215		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.884			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.884			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0
Override Capacity				0			0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	2	110	0	0	**0**	220	2	**121**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1380	3	**460**	0	0	0	700	3	233	0	0	0
	Through-Right		0			0			0			0	
	Right	150	1	60	0	0	0	70	1	10	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	130	2	**72**	0	0	0	120	2	66	0	0	0
	Left-Through		0			0			0			0	
	Through	880	2	353	0	0	**0**	670	2	**290**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	180	0	180	0	0	0	200	0	200	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	160	1	**160**	0	0	0	190	1	**190**	0	0	0
	Left-Through		0			0			0			0	
	Through	890	2	340	0	0	**0**	860	2	333	0	0	**0**
	Through-Right		1			0			1			0	
	Right	130	0	130	0	0	0	140	0	140	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	180	1	180	0	0	**0**	120	1	120	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1170	2	**433**	0	0	0	1020	2	**370**	0	0	0
	Through-Right		1			0			1			0	
	Right	130	0	130	0	0	0	90	0	90	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			North-South:	532		North-South:	0		North-South:	411		North-South:	0
			East-West:	593		East-West:	0		East-West:	560		East-West:	0
			SUM:	1125		SUM:	0		SUM:	971		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.818			0.000			0.706			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.818			0.000			0.706			0.000
LEVEL OF SERVICE (LOS):				D			A			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	310	2	**171**	0	0	**0**						
	Left-Through		0			0							
	Through	1290	3	430	0	0	0						
	Through-Right		0			0							
	Right	120	1	50	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	170	2	94	0	0	0						
	Left-Through		0			0							
	Through	1030	2	**397**	0	0	**0**						
	Through-Right		1			0							
	Right	160	0	160	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	210	1	**210**	0	0	0						
	Left-Through		0			0							
	Through	1190	2	443	0	0	**0**						
	Through-Right		1			0							
	Right	140	0	140	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	140	1	140	0	0	**0**						
	Left-Through		0			0							
	Through	1170	2	**410**	0	0	0						
	Through-Right		1			0							
	Right	60	0	60	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	568		North-South:	0						
			East-West:	620		East-West:	0						
			SUM:	1188		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.864			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.864			0.000						
LEVEL OF SERVICE (LOS):				D			A						

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0						
		EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	400	2	220	0	0	**0**						
	Left-Through		0			0							
	Through	1290	2	**477**	0	0	0						
	Through-Right		1			0							
	Right	140	0	140	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
SOUTHBOUND	Left	280	2	**154**	0	0	0						
	Left-Through		0			0							
	Through	890	3	297	0	0	**0**						
	Through-Right		0			0							
	Right	60	1	5	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
EASTBOUND	Left	110	1	110	0	0	0						
	Left-Through		0			0							
	Through	800	2	**343**	0	0	**0**						
	Through-Right		1			0							
	Right	230	0	230	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
WESTBOUND	Left	310	1	**310**	0	0	**0**						
	Left-Through		0			0							
	Through	1320	2	510	0	0	0						
	Through-Right		1			0							
	Right	210	0	210	0	0	0						
	Left-Through-Right		0			0							
	Left-Right		0			0							
CRITICAL VOLUMES			North-South:	631		North-South:	0						
			East-West:	653		East-West:	0						
			SUM:	1284		SUM:	0						
VOLUME/CAPACITY (V/C) RATIO:				0.934			0.000						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.934			0.000						
LEVEL OF SERVICE (LOS):				E			A						

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	400	2	**220**	0	0	**0**
	Left-Through		0			0	
	Through	780	2	320	0	0	0
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	2	94	0	0	0
	Left-Through		0			0	
	Through	610	3	**203**	0	0	**0**
	Through-Right		0			0	
	Right	50	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	580	2	**280**	0	0	**0**
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	580	2	227	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	423		North-South:	0
			East-West:	450		East-West:	0
			SUM:	873		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.635			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.635			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	520	2	286	0	0	**0**
	Left-Through		0			0	
	Through	1370	2	**537**	0	0	0
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	2	**138**	0	0	0
	Left-Through		0			0	
	Through	890	3	297	0	0	**0**
	Through-Right		0			0	
	Right	90	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1450	2	**550**	0	0	**0**
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	280	1	**280**	0	0	**0**
	Left-Through		0			0	
	Through	1030	2	380	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	675		North-South:	0
			East-West:	830		East-West:	0
			SUM:	1505		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.095			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.095			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1410	2	**500**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	610	2	233	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	1280	2	453	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	1210	2	**447**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	650		North-South:	0
			East-West:	547		East-West:	0
			SUM:	1197		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.871			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.871			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	480	2	217	0	0	0
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	530	2	**223**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	1130	2	**407**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	940	2	357	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	353		North-South:	0
			East-West:	517		East-West:	0
			SUM:	870		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.633			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.633			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	780	2	297	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	200	1	200	0	0	0
	Left-Through		0			0	
	Through	1170	2	**447**	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	1410	2	**513**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	1300	2	460	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	547		*North-South:*	0
			East-West:	643		*East-West:*	0
			SUM:	1190		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.865			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.865			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	220	1	220	0	0	**0**
	Left-Through		0			0	
	Through	1200	2	**450**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	620	2	233	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1600	2	**557**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	1450	3	483	0	0	0
	Through-Right		0			0	
	Right	370	1	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	630		*North-South:*	0
			East-West:	727		*East-West:*	0
			SUM:	1357		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.987			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.987			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	430	2	**190**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	480	2	203	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1240	2	**443**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	1	**200**	0	0	**0**
	Left-Through		0			0	
	Through	1160	3	387	0	0	0
	Through-Right		0			0	
	Right	220	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	380		*North-South:*	0
			East-West:	643		*East-West:*	0
			SUM:	1023		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.744			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.744			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	200	1	**200**	0	0	**0**
	Left-Through		0			0	
	Through	830	2	323	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	250	0	0	0
	Left-Through		0			0	
	Through	1110	2	**420**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1700	2	**613**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	1450	3	483	0	0	0
	Through-Right		0			0	
	Right	260	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	620		*North-South:*	0
			East-West:	783		*East-West:*	0
			SUM:	1403		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.020			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.020			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 180
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0	
Override Capacity			0			0			0			0	
MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**	
NORTHBOUND Left	100	1	100	0	0	**0**	80	1	80	0	0	**0**	
Left-Through		0			0			0			0		
Through	1040	1	**560**	0	0	0	440	1	**275**	0	0	0	
Through-Right		1			0			1			0		
Right	80	0	80	0	0	0	110	0	110	0	0	0	
Left-Through-Right		0			0			0			0		
Left-Right		0			0			0			0		
SOUTHBOUND Left	130	1	**130**	0	0	0	150	1	**150**	0	0	0	
Left-Through		0			0			0			0		
Through	750	2	375	0	0	**0**	450	2	225	0	0	**0**	
Through-Right		0			0			0			0		
Right	170	1	0	0	0	0	110	1	20	0	0	0	
Left-Through-Right		0			0			0			0		
Left-Right		0			0			0			0		
EASTBOUND Left	170	1	**170**	0	0	0	90	1	**90**	0	0	0	
Left-Through		0			0			0			0		
Through	980	2	347	0	0	**0**	950	2	340	0	0	**0**	
Through-Right		1			0			1			0		
Right	60	0	60	0	0	0	70	0	70	0	0	0	
Left-Through-Right		0			0			0			0		
Left-Right		0			0			0			0		
WESTBOUND Left	120	1	120	0	0	**0**	110	1	110	0	0	**0**	
Left-Through		0			0			0			0		
Through	1290	2	**513**	0	0	0	960	2	**363**	0	0	0	
Through-Right		1			0			1			0		
Right	250	0	250	0	0	0	130	0	130	0	0	0	
Left-Through-Right		0			0			0			0		
Left-Right		0			0			0			0		
CRITICAL VOLUMES		*North-South:*	690		*North-South:*	0		*North-South:*	425		*North-South:*	0	
		East-West:	683		*East-West:*	0		*East-West:*	453		*East-West:*	0	
		SUM:	1373		*SUM:*	0		*SUM:*	878		*SUM:*	0	
VOLUME/CAPACITY *(V/C)* RATIO:			0.999			0.000			0.639			0.000	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.999			0.000			0.639			0.000	
LEVEL OF SERVICE (LOS):			E			A			B			A	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 180
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0							
Override Capacity			0			0							
MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**							
NORTHBOUND Left	100	1	100	0	0	**0**							
Left-Through		0			0								
Through	800	1	**445**	0	0	0							
Through-Right		1			0								
Right	90	0	90	0	0	0							
Left-Through-Right		0			0								
Left-Right		0			0								
SOUTHBOUND Left	190	1	**190**	0	0	0							
Left-Through		0			0								
Through	920	2	460	0	0	**0**							
Through-Right		0			0								
Right	210	1	70	0	0	0							
Left-Through-Right		0			0								
Left-Right		0			0								
EASTBOUND Left	140	1	140	0	0	0							
Left-Through		0			0								
Through	1320	2	**473**	0	0	**0**							
Through-Right		1			0								
Right	100	0	100	0	0	0							
Left-Through-Right		0			0								
Left-Right		0			0								
WESTBOUND Left	130	1	**130**	0	0	**0**							
Left-Through		0			0								
Through	1240	2	463	0	0	0							
Through-Right		1			0								
Right	150	0	150	0	0	0							
Left-Through-Right		0			0								
Left-Right		0			0								
CRITICAL VOLUMES		*North-South:*	635		*North-South:*	0							
		East-West:	603		*East-West:*	0							
		SUM:	1238		*SUM:*	0							
VOLUME/CAPACITY *(V/C)* RATIO:			0.900			0.000							
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.900			0.000							
LEVEL OF SERVICE (LOS):			E			A							

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0							
Override Capacity			0			0							
MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**							
NORTHBOUND Left	70	1	70	0	0	**0**							
Left-Through		0			0								
Through	590	2	**295**	0	0	0							
Through-Right		0			0								
Right	120	1	40	0	0	0							
Left-Through-Right		0			0								
Left-Right		0			0								
SOUTHBOUND Left	240	1	**240**	0	0	0							
Left-Through		0			0								
Through	480	1	305	0	0	**0**							
Through-Right		1			0								
Right	130	0	130	0	0	0							
Left-Through-Right		0			0								
Left-Right		0			0								
EASTBOUND Left	100	1	**100**	0	0	0							
Left-Through		0			0								
Through	1020	2	383	0	0	**0**							
Through-Right		1			0								
Right	130	0	130	0	0	0							
Left-Through-Right		0			0								
Left-Right		0			0								
WESTBOUND Left	80	1	80	0	0	**0**							
Left-Through		0			0								
Through	1700	2	**673**	0	0	0							
Through-Right		1			0								
Right	320	0	320	0	0	0							
Left-Through-Right		0			0								
Left-Right		0			0								
CRITICAL VOLUMES		*North-South:*	535		*North-South:*	0							
		East-West:	773		*East-West:*	0							
		SUM:	1308		*SUM:*	0							
VOLUME/CAPACITY *(V/C)* RATIO:			0.951			0.000							
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.951			0.000							
LEVEL OF SERVICE (LOS):			E			A							

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	310	2	**155**	0	0	0
	Through-Right		0			0	
	Right	110	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	310	1	195	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	770	2	273	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	710	2	**290**	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	295		*North-South:*	0
			East-West:	380		*East-West:*	0
			SUM:	675		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.491			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.491			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	630	2	**315**	0	0	0
	Through-Right		0			0	
	Right	120	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	480	1	305	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1790	2	**630**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	1110	2	457	0	0	0
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	545		*North-South:*	0
			East-West:	740		*East-West:*	0
			SUM:	1285		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.935			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.935			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	590	2	**237**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	690	3	230	0	0	**0**
	Through-Right		0			0	
	Right	110	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	1220	2	447	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	1530	2	**570**	0	0	0
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	457		*North-South:*	0
			East-West:	680		*East-West:*	0
			SUM:	1137		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.827			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.827			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	360	2	**167**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	400	3	133	0	0	**0**
	Through-Right		0			0	
	Right	100	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	1070	2	**390**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	1090	2	417	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	387		*North-South:*	0
			East-West:	540		*East-West:*	0
			SUM:	927		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.674			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.674			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	880	2	**363**	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	242	1	**242**	0	0	0
	Left-Through		0			0	
	Through	840	3	280	0	0	**0**
	Through-Right		0			0	
	Right	120	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	1400	2	**527**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	1330	2	527	0	0	0
	Through-Right		1			0	
	Right	250	0	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	605		*North-South:*	0
			East-West:	677		*East-West:*	0
			SUM:	1282		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.932			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.932			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	80	0	0	**0**
	Left-Through		0			0	
	Through	460	3	**153**	0	0	0
	Through-Right		0			0	
	Right	110	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	560	3	187	0	0	**0**
	Through-Right		0			0	
	Right	130	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	920	2	333	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1810	2	**650**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	333		*North-South:*	0
			East-West:	730		*East-West:*	0
			SUM:	1063		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.773			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.773			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	330	3	**110**	0	0	0
	Through-Right		0			0	
	Right	60	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	390	3	130	0	0	**0**
	Through-Right		0			0	
	Right	180	1	155	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	800	2	**290**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	750	2	297	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	280		*North-South:*	0
			East-West:	370		*East-West:*	0
			SUM:	650		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.473			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.473			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--		0	NB-- 0 SB--		0
		EB-- 0 WB--		0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	720	3	**240**	0	0	0
	Through-Right		0			0	
	Right	80	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	560	3	187	0	0	**0**
	Through-Right		0			0	
	Right	90	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	1530	2	**540**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	930	2	363	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	390		*North-South:*	0
			East-West:	680		*East-West:*	0
			SUM:	1070		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.778			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.778			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	1260	2	**630**	0	0	0
	Through-Right		0			0	
	Right	200	1	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	450	1	270	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	820	1	445	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	940	2	**470**	0	0	0
	Through-Right		0			0	
	Right	220	1	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		710	*North-South:*		0
		East-West:		610	*East-West:*		0
		SUM:		1320	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.880			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.880			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1030	2	**515**	0	0	0
	Through-Right		0			0	
	Right	120	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	560	1	330	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	510	1	**290**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	550	2	275	0	0	0
	Through-Right		0			0	
	Right	120	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		615	*North-South:*		0
		East-West:		430	*East-West:*		0
		SUM:		1045	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.697			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.697			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1450	2	**725**	0	0	0
	Through-Right		0			0	
	Right	230	1	165	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1120	1	645	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	1140	1	**645**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	890	2	445	0	0	0
	Through-Right		0			0	
	Right	190	1	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		855	*North-South:*		0
		East-West:		775	*East-West:*		0
		SUM:		1630	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				1.087			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.087			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	980	1	**635**	0	0	0
	Through-Right		1			0	
	Right	290	0	290	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	350	1	200	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	640	1	**375**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	780	2	390	0	0	0
	Through-Right		0			0	
	Right	410	1	335	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		785	*North-South:*		0
		East-West:		555	*East-West:*		0
		SUM:		1340	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.893			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.893			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	400	1	**250**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	330	1	185	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	500	1	**275**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	500	2	250	0	0	0
	Through-Right		0			0	
	Right	230	1	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	370		*North-South:*	0
			East-West:	395		*East-West:*	0
			SUM:	765		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.510			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.510			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	660	1	**430**	0	0	0
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	**250**	0	0	0
	Left-Through		0			0	
	Through	890	1	475	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	1010	1	**550**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	1	**200**	0	0	**0**
	Left-Through		0			0	
	Through	860	2	430	0	0	0
	Through-Right		0			0	
	Right	270	1	145	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	680		*North-South:*	0
			East-West:	750		*East-West:*	0
			SUM:	1430		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.953			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.953			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	197	0	0	0
	Left-Through		0			0	
	Through	60	0	0	0	0	**0**
	Through-Right		0			0	
	Right	340	1	**197**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1240	2	**520**	0	0	**0**
	Through-Right		1			0	
	Right	320	0	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	**240**	0	0	**0**
	Left-Through		0			0	
	Through	1120	3	373	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	197		*North-South:*	0
			East-West:	760		*East-West:*	0
			SUM:	957		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.638			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.638			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	310	1	220	0	0	0
	Left-Through		0			0	
	Through	70	0	0	0	0	**0**
	Through-Right		0			0	
	Right	350	1	**220**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1230	2	**487**	0	0	**0**
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	260	1	**260**	0	0	**0**
	Left-Through		0			0	
	Through	850	3	283	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	220		*North-South:*	0
			East-West:	747		*East-West:*	0
			SUM:	967		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.645			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.645			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	1	173	0	0	0
	Left-Through		0			0	
	Through	80	0	0	0	0	**0**
	Through-Right		0			0	
	Right	280	1	**173**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1500	2	**593**	0	0	**0**
	Through-Right		1			0	
	Right	280	0	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	1	**230**	0	0	**0**
	Left-Through		0			0	
	Through	1240	3	413	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	173		*North-South:*	0
			East-West:	823		*East-West:*	0
			SUM:	996		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.664			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.664			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	0	130	0	0	**0**
	Left-Through		1			0	
	Through	180	0	**235**	0	0	0
	Through-Right		1			0	
	Right	160	0	235	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	300	1	**300**	0	0	0
	Left-Through		0			0	
	Through	1150	3	383	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1270	2	**510**	0	0	0
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	235		*North-South:*	0
			East-West:	810		*East-West:*	0
			SUM:	1045		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.733			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.733			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	0	110	0	0	**0**
	Left-Through		1			0	
	Through	70	0	180	0	0	0
	Through-Right		1			0	
	Right	200	0	**200**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	400	1	**400**	0	0	0
	Left-Through		0			0	
	Through	1220	3	407	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1010	2	**443**	0	0	0
	Through-Right		1			0	
	Right	320	0	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	200		*North-South:*	0
			East-West:	843		*East-West:*	0
			SUM:	1043		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.732			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.732			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	240	0	240	0	0	**0**
	Left-Through		1			0	
	Through	90	0	**275**	0	0	0
	Through-Right		1			0	
	Right	220	0	275	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	330	1	**330**	0	0	0
	Left-Through		0			0	
	Through	1450	3	483	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1280	2	**520**	0	0	0
	Through-Right		1			0	
	Right	280	0	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	275		*North-South:*	0
			East-West:	850		*East-West:*	0
			SUM:	1125		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.789			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.789			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet
(Circular 212 Method)

I/S #: 200
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

AM

No. of Phases				2				0			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0			
	EB--	0	WB--	3	EB--	0	WB--	0			
ATSAC-1 or ATSAC+ATCS-2?				0				0			
Override Capacity				0				0			

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	340	1	233	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	360	1	**233**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	1230	2	615	0	0	**0**
	Through-Right		1			0	
	Right	650	0	**650**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1550	3	517	0	0	0
	Through-Right		0			0	
	Right	600	1	367	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	233		*North-South:*	0
			East-West:	650		*East-West:*	0
			SUM:	883		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.589			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.589			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #: 200
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

MD

No. of Phases				2				0			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0			
	EB--	0	WB--	3	EB--	0	WB--	0			
ATSAC-1 or ATSAC+ATCS-2?				0				0			
Override Capacity				0				0			

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	420	1	287	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	440	1	**287**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	1130	2	**537**	0	0	**0**
	Through-Right		1			0	
	Right	480	0	480	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1120	3	373	0	0	0
	Through-Right		0			0	
	Right	390	1	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	287		*North-South:*	0
			East-West:	537		*East-West:*	0
			SUM:	824		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.549			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.549			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #: 200
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION
Count Date: **Analyst:** **Date:**

PM

No. of Phases				2				0			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0			
	EB--	0	WB--	3	EB--	0	WB--	0			
ATSAC-1 or ATSAC+ATCS-2?				0				0			
Override Capacity				0				0			

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	460	1	267	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	340	1	**267**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1570	2	**693**	0	0	**0**
	Through-Right		1			0	
	Right	510	0	510	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1440	3	480	0	0	0
	Through-Right		0			0	
	Right	400	1	133	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	267		*North-South:*	0
			East-West:	693		*East-West:*	0
			SUM:	960		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.640			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.640			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	80	1	**80**	0	0	**0**
Left-Through		0			0	
Through	580	2	227	0	0	0
Through-Right		1			0	
Right	100	0	100	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	60	1	60	0	0	0
Left-Through		0			0	
Through	730	3	**243**	0	0	**0**
Through-Right		0			0	
Right	100	1	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	70	1	**70**	0	0	0
Left-Through		0			0	
Through	300	2	150	0	0	**0**
Through-Right		0			0	
Right	100	1	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	190	1	190	0	0	**0**
Left-Through		0			0	
Through	630	1	**355**	0	0	0
Through-Right		1			0	
Right	80	0	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	323		*North-South:*	0
		East-West:	425		*East-West:*	0
		SUM:	748		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.544			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.544			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	170	1	**170**	0	0	**0**
Left-Through		0			0	
Through	860	2	330	0	0	0
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	60	1	60	0	0	0
Left-Through		0			0	
Through	780	3	**260**	0	0	**0**
Through-Right		0			0	
Right	180	1	100	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	80	1	80	0	0	0
Left-Through		0			0	
Through	650	2	**325**	0	0	**0**
Through-Right		0			0	
Right	160	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	200	1	**200**	0	0	**0**
Left-Through		0			0	
Through	560	1	350	0	0	0
Through-Right		1			0	
Right	140	0	140	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	430		*North-South:*	0
		East-West:	525		*East-West:*	0
		SUM:	955		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.695			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.695			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 6
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** ARBOR VITAE STREET/WESTCHESTER P
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	140	1	140	0	0	**0**
Left-Through		0			0	
Through	990	2	**380**	0	0	0
Through-Right		1			0	
Right	150	0	150	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	120	1	**120**	0	0	0
Left-Through		0			0	
Through	720	3	240	0	0	**0**
Through-Right		0			0	
Right	190	1	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	120	1	120	0	0	0
Left-Through		0			0	
Through	900	2	**450**	0	0	**0**
Through-Right		0			0	
Right	130	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	270	1	**270**	0	0	**0**
Left-Through		0			0	
Through	560	1	335	0	0	0
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	500		*North-South:*	0
		East-West:	720		*East-West:*	0
		SUM:	1220		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.887			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.887			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	10	1	10	0	0	**0**
Left-Through		1			0	
Through	40	1	**20**	0	0	0
Through-Right		0			0	
Right	40	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	220	2	**77**	0	0	0
Left-Through		1			0	
Through	20	1	20	0	0	**0**
Through-Right		0			0	
Right	290	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	620	2	**341**	0	0	0
Left-Through		0			0	
Through	1920	4	480	0	0	**0**
Through-Right		0			0	
Right	20	1	15	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	90	1	90	0	0	**0**
Left-Through		0			0	
Through	2570	4	**643**	0	0	0
Through-Right		0			0	
Right	390	1	313	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	97		*North-South:*	0
		East-West:	984		*East-West:*	0
		SUM:	1081		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.786			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.786			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	30	1	**23**	0	0	**0**
Left-Through		1			0	
Through	40	1	23	0	0	0
Through-Right		0			0	
Right	40	1	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	330	2	**115**	0	0	0
Left-Through		1			0	
Through	20	1	20	0	0	**0**
Through-Right		0			0	
Right	530	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	1010	2	**556**	0	0	0
Left-Through		0			0	
Through	2430	4	608	0	0	**0**
Through-Right		0			0	
Right	20	1	9	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	40	1	40	0	0	**0**
Left-Through		0			0	
Through	2556	4	**639**	0	0	0
Through-Right		0			0	
Right	250	1	135	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	138		*North-South:*	0
		East-West:	1195		*East-West:*	0
		SUM:	1333		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.969			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.969			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 7
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	20	1	20	0	0	**0**
Left-Through		1			0	
Through	40	1	20	0	0	0
Through-Right		0			0	
Right	70	1	**45**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	530	2	**186**	0	0	0
Left-Through		1			0	
Through	20	1	20	0	0	**0**
Through-Right		0			0	
Right	440	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	910	2	**501**	0	0	0
Left-Through		0			0	
Through	2260	4	565	0	0	**0**
Through-Right		0			0	
Right	20	1	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	50	1	50	0	0	**0**
Left-Through		0			0	
Through	2340	4	**585**	0	0	0
Through-Right		0			0	
Right	360	1	174	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	231		*North-South:*	0
		East-West:	1086		*East-West:*	0
		SUM:	1317		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.958			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.958			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	70	0	70	0	0	**0**
Left-Through		1			0	
Through	100	0	**170**	0	0	0
Through-Right		0			0	
Right	530	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	120	0	**120**	0	0	0
Left-Through		1			0	
Through	50	0	100	0	0	**0**
Through-Right		1			0	
Right	50	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	20	1	20	0	0	0
Left-Through		0			0	
Through	470	2	**163**	0	0	**0**
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	1010	2	**556**	0	0	**0**
Left-Through		0			0	
Through	920	1	465	0	0	0
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	290		*North-South:*	0
		East-West:	719		*East-West:*	0
		SUM:	1009		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.734			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.734			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	70	0	70	0	0	**0**
Left-Through		1			0	
Through	70	0	**140**	0	0	0
Through-Right		0			0	
Right	700	2	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	30	0	30	0	0	0
Left-Through		1			0	
Through	60	0	**100**	0	0	**0**
Through-Right		1			0	
Right	40	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	40	1	40	0	0	0
Left-Through		0			0	
Through	590	2	**203**	0	0	**0**
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	970	2	**534**	0	0	**0**
Left-Through		0			0	
Through	630	1	325	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	240		*North-South:*	0
		East-West:	737		*East-West:*	0
		SUM:	977		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.711			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.711			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 8
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BOULEVARD **East-West Street:** AIRPORT BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	0	40	0	0	**0**
	Left-Through		1			0	
	Through	80	0	**120**	0	0	0
	Through-Right		0			0	
	Right	720	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	0	50	0	0	0
	Left-Through		1			0	
	Through	60	0	**80**	0	0	**0**
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1120	2	**390**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	840	2	**462**	0	0	**0**
	Left-Through		0			0	
	Through	740	1	380	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	200		North-South:	0
			East-West:	852		East-West:	0
			SUM:	1052		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.765			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.765			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	490	1	315	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	910	1	**480**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	760	1	**415**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	330	1	**330**	0	0	**0**
	Left-Through		0			0	
	Through	1180	1	650	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	590		North-South:	0
			East-West:	745		East-West:	0
			SUM:	1335		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.971			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.971			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	700	1	**545**	0	0	0
	Through-Right		1			0	
	Right	390	0	390	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	860	1	445	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1140	1	**615**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	310	1	**310**	0	0	**0**
	Left-Through		0			0	
	Through	1100	1	585	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	665		North-South:	0
			East-West:	925		East-West:	0
			SUM:	1590		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.156			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.156			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 9
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	80	0	0	**0**
	Left-Through		0			0	
	Through	770	1	**530**	0	0	0
	Through-Right		1			0	
	Right	290	0	290	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	770	1	400	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1430	1	**745**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	1	**230**	0	0	**0**
	Left-Through		0			0	
	Through	910	1	490	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	620		North-South:	0
			East-West:	975		East-West:	0
			SUM:	1595		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.160			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.160			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	240	1	**240**	0	0	**0**
	Left-Through		0			0	
	Through	510	2	255	0	0	0
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	350	1	**230**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	0	0	0
	Left-Through		0			0	
	Through	380	1	235	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	790	1	**420**	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	470		*North-South:*	0
			East-West:	460		*East-West:*	0
			SUM:	930		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.676			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.676			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	580	2	290	0	0	0
	Through-Right		0			0	
	Right	90	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	400	1	**285**	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	520	1	**335**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	510	1	295	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	465		*North-South:*	0
			East-West:	445		*East-West:*	0
			SUM:	910		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.662			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.662			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 10
PROJECT TITLE: LAX SPAS
North-South Street: AVIATIO BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	1	**220**	0	0	**0**
	Left-Through		0			0	
	Through	540	2	270	0	0	0
	Through-Right		0			0	
	Right	120	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	430	1	**365**	0	0	**0**
	Through-Right		1			0	
	Right	300	0	300	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	970	1	**580**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	620	1	330	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	585		*North-South:*	0
			East-West:	740		*East-West:*	0
			SUM:	1325		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.964			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.964			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	330	1	**330**	0	0	**0**
	Left-Through		0			0	
	Through	540	1	295	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	350	1	**282**	0	0	**0**
	Through-Right		1			0	
	Right	214	0	214	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	240	1	205	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	560	2	**280**	0	0	0
	Through-Right		0			0	
	Right	160	1	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	612		*North-South:*	0
			East-West:	340		*East-West:*	0
			SUM:	952		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.635			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.635			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: Analyst: Date:

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	140	1	**140**	0	0	**0**
Left-Through		0			0	
Through	460	1	285	0	0	0
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	1	100	0	0	0
Left-Through		0			0	
Through	360	1	**262**	0	0	**0**
Through-Right		1			0	
Right	164	0	164	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	207	1	**207**	0	0	0
Left-Through		0			0	
Through	430	1	295	0	0	**0**
Through-Right		1			0	
Right	160	0	160	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	70	1	70	0	0	**0**
Left-Through		0			0	
Through	390	2	**195**	0	0	0
Through-Right		0			0	
Right	90	1	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	402		North-South:	0
		East-West:	402		East-West:	0
		SUM:	804		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.536			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.536			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 13
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: ARBOR VITAE STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: Analyst: Date:

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	140	1	**140**	0	0	**0**
Left-Through		0			0	
Through	430	1	330	0	0	0
Through-Right		1			0	
Right	230	0	230	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	150	1	150	0	0	0
Left-Through		0			0	
Through	630	1	**411**	0	0	**0**
Through-Right		1			0	
Right	191	0	191	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	66	1	66	0	0	0
Left-Through		0			0	
Through	700	1	**565**	0	0	**0**
Through-Right		1			0	
Right	430	0	430	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	60	1	**60**	0	0	**0**
Left-Through		0			0	
Through	410	2	205	0	0	0
Through-Right		0			0	
Right	80	1	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	551		North-South:	0
		East-West:	625		East-West:	0
		SUM:	1176		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.784			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.784			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD East-West Street: CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: Analyst: Date:

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	1100	2	**605**	0	0	**0**
Left-Through		0			0	
Through	770	1	425	0	0	0
Through-Right		1			0	
Right	80	0	80	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	2	55	0	0	0
Left-Through		0			0	
Through	390	2	**195**	0	0	**0**
Through-Right		0			0	
Right	190	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	430	1	**430**	0	0	0
Left-Through		0			0	
Through	1530	3	510	0	0	**0**
Through-Right		1			0	
Right	520	0	218	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	190	1	190	0	0	**0**
Left-Through		0			0	
Through	1890	3	**505**	0	0	0
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	800		North-South:	0
		East-West:	935		East-West:	0
		SUM:	1735		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			1.262			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.262			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD East-West Street: CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: Analyst: Date:

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	780	2	**429**	0	0	**0**
Left-Through		0			0	
Through	710	1	410	0	0	0
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	2	55	0	0	0
Left-Through		0			0	
Through	330	2	**165**	0	0	**0**
Through-Right		0			0	
Right	350	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	450	1	**450**	0	0	0
Left-Through		0			0	
Through	2090	3	658	0	0	**0**
Through-Right		1			0	
Right	540	0	540	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	190	1	190	0	0	**0**
Left-Through		0			0	
Through	2066	3	**557**	0	0	0
Through-Right		1			0	
Right	160	0	160	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	594		North-South:	0
		East-West:	1007		East-West:	0
		SUM:	1601		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			1.164			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.164			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 14
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD East-West Street: CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: Analyst: Date:

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	790	2	435	0	0	**0**
	Left-Through		0			0	
	Through	1230	1	**675**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	2	**61**	0	0	0
	Left-Through		0			0	
	Through	530	2	265	0	0	**0**
	Through-Right		0			0	
	Right	260	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	580	1	**580**	0	0	0
	Left-Through		0			0	
	Through	2050	3	663	0	0	**0**
	Through-Right		1			0	
	Right	600	0	600	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1780	3	**483**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	736		North-South:	0
			East-West:	1063		East-West:	0
			SUM:	1799		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.308			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.308			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD East-West Street: IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: Analyst: Date:

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	270	2	149	0	0	**0**
	Left-Through		0			0	
	Through	620	2	**310**	0	0	0
	Through-Right		0			0	
	Right	120	1	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	2	**149**	0	0	0
	Left-Through		0			0	
	Through	480	2	240	0	0	**0**
	Through-Right		0			0	
	Right	250	1	178	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	2	**72**	0	0	0
	Left-Through		0			0	
	Through	260	2	123	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	2	116	0	0	**0**
	Left-Through		0			0	
	Through	1220	3	407	0	0	0
	Through-Right		0			0	
	Right	690	1	**541**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	459		North-South:	0
			East-West:	613		East-West:	0
			SUM:	1072		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.780			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.780			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD East-West Street: IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: Analyst: Date:

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	2	94	0	0	**0**
	Left-Through		0			0	
	Through	450	2	**225**	0	0	0
	Through-Right		0			0	
	Right	110	1	66	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	360	2	**198**	0	0	0
	Left-Through		0			0	
	Through	460	2	230	0	0	**0**
	Through-Right		0			0	
	Right	180	1	42	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	250	2	**138**	0	0	0
	Left-Through		0			0	
	Through	610	2	250	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	2	44	0	0	**0**
	Left-Through		0			0	
	Through	580	3	193	0	0	0
	Through-Right		0			0	
	Right	540	1	**342**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	423		North-South:	0
			East-West:	480		East-West:	0
			SUM:	903		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.657			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.657			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 16
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD East-West Street: IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: Analyst: Date:

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	520	2	**260**	0	0	0
	Through-Right		0			0	
	Right	220	1	82	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	300	2	**165**	0	0	0
	Left-Through		0			0	
	Through	600	2	300	0	0	**0**
	Through-Right		0			0	
	Right	150	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	330	2	182	0	0	0
	Left-Through		0			0	
	Through	1340	2	**547**	0	0	**0**
	Through-Right		1			0	
	Right	300	0	300	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	2	**138**	0	0	**0**
	Left-Through		0			0	
	Through	510	3	170	0	0	0
	Through-Right		0			0	
	Right	600	1	435	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	425		North-South:	0
			East-West:	685		East-West:	0
			SUM:	1110		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.807			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.807			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	30	1	30	0	0	**0**
Left-Through		0			0	
Through	1380	1	**745**	0	0	0
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	120	1	**120**	0	0	0
Left-Through		0			0	
Through	810	1	440	0	0	**0**
Through-Right		1			0	
Right	70	0	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	30	1	30	0	0	0
Left-Through		0			0	
Through	40	0	**60**	0	0	**0**
Through-Right		1			0	
Right	20	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	30	1	30	0	0	**0**
Left-Through		0			0	
Through	50	1	**50**	0	0	0
Through-Right		1			0	
Right	80	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	865		*North-South:*	0
		East-West:	110		*East-West:*	0
		SUM:	975		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.709			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.709			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	60	1	60	0	0	**0**
Left-Through		0			0	
Through	900	1	**515**	0	0	0
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	1	**100**	0	0	0
Left-Through		0			0	
Through	800	1	435	0	0	**0**
Through-Right		1			0	
Right	70	0	70	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	50	1	50	0	0	0
Left-Through		0			0	
Through	60	0	**100**	0	0	**0**
Through-Right		1			0	
Right	40	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	130	1	130	0	0	**0**
Left-Through		0			0	
Through	40	1	40	0	0	0
Through-Right		1			0	
Right	190	0	**140**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	615		*North-South:*	0
		East-West:	240		*East-West:*	0
		SUM:	855		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.622			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.622			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 19
PROJECT TITLE: LAX SPAS
North-South Street: AVIATION BOULEVARD **East-West Street:** 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 2	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	40	1	40	0	0	**0**
Left-Through		0			0	
Through	1020	1	**580**	0	0	0
Through-Right		1			0	
Right	140	0	140	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	190	1	**190**	0	0	0
Left-Through		0			0	
Through	990	1	525	0	0	**0**
Through-Right		1			0	
Right	60	0	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	90	1	90	0	0	0
Left-Through		0			0	
Through	70	0	**110**	0	0	**0**
Through-Right		1			0	
Right	40	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	140	1	**140**	0	0	**0**
Left-Through		0			0	
Through	50	1	50	0	0	0
Through-Right		1			0	
Right	210	0	115	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	770		*North-South:*	0
		East-West:	250		*East-West:*	0
		SUM:	1020		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.742			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.742			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	110	1	**110**	0	0	**0**
Left-Through		0			0	
Through	1370	2	467	0	0	0
Through-Right		1			0	
Right	30	0	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	30	1	30	0	0	0
Left-Through		0			0	
Through	1270	2	**580**	0	0	**0**
Through-Right		1			0	
Right	470	0	470	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	360	1	185	0	0	0
Left-Through		1			0	
Through	10	0	185	0	0	**0**
Through-Right		0			0	
Right	260	1	**205**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	10	0	**30**	0	0	0
Through-Right		0			0	
Right	10	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	690		*North-South:*	0
		East-West:	235		*East-West:*	0
		SUM:	925		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.673			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.673			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	70	1	**70**	0	0	**0**
Left-Through		0			0	
Through	1520	2	513	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	50	1	50	0	0	0
Left-Through		0			0	
Through	1250	2	**593**	0	0	**0**
Through-Right		1			0	
Right	530	0	530	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	370	1	190	0	0	0
Left-Through		1			0	
Through	10	0	190	0	0	**0**
Through-Right		0			0	
Right	260	1	**225**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	10	0	**50**	0	0	0
Through-Right		0			0	
Right	30	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	663		*North-South:*	0
		East-West:	275		*East-West:*	0
		SUM:	938		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.682			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.682			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 21
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BAILI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	190	1	**190**	0	0	**0**
Left-Through		0			0	
Through	1590	2	533	0	0	0
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	40	1	40	0	0	0
Left-Through		0			0	
Through	1730	2	**807**	0	0	**0**
Through-Right		1			0	
Right	690	0	690	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	470	1	**235**	0	0	0
Left-Through		1			0	
Through	0	0	235	0	0	**0**
Through-Right		0			0	
Right	290	1	195	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	10	0	**60**	0	0	0
Through-Right		0			0	
Right	40	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	997		*North-South:*	0
		East-West:	295		*East-West:*	0
		SUM:	1292		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.940			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.940			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2380	4	**595**	0	0	0
Through-Right		0			0	
Right	320	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	2	**11**	0	0	0
Left-Through		0			0	
Through	1870	4	468	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	590	2	**325**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	10	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	606		*North-South:*	0
		East-West:	325		*East-West:*	0
		SUM:	931		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.653			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.653			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1750	4	**438**	0	0	0
Through-Right		0			0	
Right	330	1	137	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	10	2	**6**	0	0	0
Left-Through		0			0	
Through	1670	4	418	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	350	2	**193**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	20	1	14	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	444		*North-South:*	0
		East-West:	193		*East-West:*	0
		SUM:	637		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.447			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.447			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 22
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** BLUFF CREEK DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases			3				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB--	0		NB-- 0 SB--		0
		EB-- 0 WB--	3		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2430	4	**608**	0	0	0
	Through-Right		0			0	
	Right	590	1	265	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	2	**22**	0	0	0
	Left-Through		0			0	
	Through	2370	4	593	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	590	2	**325**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	40	1	18	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	630		North-South:	0
			East-West:	325		East-West:	0
			SUM:	955		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.670			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.670			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--	3		NB-- 0 SB--		0
		EB-- 3 WB--	3		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	2	**11**	0	0	**0**
	Left-Through		0			0	
	Through	20	3	7	0	0	0
	Through-Right		0			0	
	Right	10	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	480	2	264	0	0	0
	Left-Through		0			0	
	Through	20	2	10	0	0	**0**
	Through-Right		0			0	
	Right	700	1	**403**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	540	2	**297**	0	0	0
	Left-Through		0			0	
	Through	950	3	317	0	0	**0**
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	2	11	0	0	**0**
	Left-Through		0			0	
	Through	1020	3	**340**	0	0	0
	Through-Right		0			0	
	Right	370	1	106	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	414		North-South:	0
			East-West:	637		East-West:	0
			SUM:	1051		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.764			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.764			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--	3		NB-- 0 SB--		0
		EB-- 3 WB--	3		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	2	**17**	0	0	**0**
	Left-Through		0			0	
	Through	20	3	7	0	0	0
	Through-Right		0			0	
	Right	30	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	420	2	231	0	0	0
	Left-Through		0			0	
	Through	20	2	10	0	0	**0**
	Through-Right		0			0	
	Right	480	1	**260**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	400	2	**220**	0	0	0
	Left-Through		0			0	
	Through	1000	3	333	0	0	**0**
	Through-Right		0			0	
	Right	20	1	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	2	11	0	0	**0**
	Left-Through		0			0	
	Through	960	3	**320**	0	0	0
	Through-Right		0			0	
	Right	310	1	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	277		North-South:	0
			East-West:	540		East-West:	0
			SUM:	817		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.594			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.594			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 23
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases			4				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB--	3		NB-- 0 SB--		0
		EB-- 3 WB--	3		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0				0
Override Capacity			0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	2	11	0	0	**0**
	Left-Through		0			0	
	Through	20	3	7	0	0	0
	Through-Right		0			0	
	Right	20	1	**17**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	900	2	**495**	0	0	0
	Left-Through		0			0	
	Through	10	2	5	0	0	**0**
	Through-Right		0			0	
	Right	510	1	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	740	2	**407**	0	0	0
	Left-Through		0			0	
	Through	1090	3	363	0	0	**0**
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	2	6	0	0	**0**
	Left-Through		0			0	
	Through	1140	3	**380**	0	0	0
	Through-Right		0			0	
	Right	430	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	512		North-South:	0
			East-West:	787		East-West:	0
			SUM:	1299		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.945			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.945			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0
Override Capacity			0			0			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**	20	1	20	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1140	2	**570**	0	0	0	770	2	**385**	0	0	0
	Through-Right		0			0			0			0	
	Right	210	1	166	0	0	0	140	1	124	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0	160	1	**160**	0	0	0
	Left-Through		0			0			0			0	
	Through	900	2	450	0	0	**0**	830	2	415	0	0	**0**
	Through-Right		0			0			0			0	
	Right	140	1	0	0	0	0	130	1	50	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	320	1	**320**	0	0	0	160	1	**160**	0	0	0
	Left-Through		0			0			0			0	
	Through	840	1	430	0	0	**0**	300	1	160	0	0	**0**
	Through-Right		1			0			1			0	
	Right	20	0	20	0	0	0	20	0	20	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	160	2	88	0	0	**0**	60	2	33	0	0	**0**
	Left-Through		0			0			0			0	
	Through	320	1	**235**	0	0	0	330	1	**265**	0	0	0
	Through-Right		1			0			1			0	
	Right	150	0	150	0	0	0	200	0	200	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES		*North-South:*		710	*North-South:*		0	*North-South:*		545	*North-South:*		0
		East-West:		555	*East-West:*		0	*East-West:*		425	*East-West:*		0
		SUM:		1265	*SUM:*		0	*SUM:*		970	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.888			0.000			0.681			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.888			0.000			0.681			0.000
LEVEL OF SERVICE (LOS):				D			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 24
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0						
	EB-- 0	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?			0			0						
Override Capacity			0			0						

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	1400	2	**700**	0	0	0
	Through-Right		0			0	
	Right	350	1	317	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	1420	2	710	0	0	**0**
	Through-Right		0			0	
	Right	200	1	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	580	1	300	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	2	66	0	0	**0**
	Left-Through		0			0	
	Through	610	1	**400**	0	0	0
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		870	*North-South:*		0
		East-West:		570	*East-West:*		0
		SUM:		1440	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				1.011			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.011			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	2	17	0	0	**0**
	Left-Through		0			0	
	Through	2430	2	**827**	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	2	**88**	0	0	0
	Left-Through		0			0	
	Through	2180	2	733	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	400	2	**200**	0	0	**0**
	Through-Right		1			0	
	Right	200	0	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	**240**	0	0	**0**
	Left-Through		0			0	
	Through	1200	3	400	0	0	0
	Through-Right		0			0	
	Right	280	1	236	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		915	*North-South:*		0
		East-West:		440	*East-West:*		0
		SUM:		1355	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.985			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.985			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	2	99	0	0	**0**
	Left-Through		0			0	
	Through	1530	2	**543**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	2	**94**	0	0	0
	Left-Through		0			0	
	Through	1510	2	517	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	650	2	**273**	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	820	3	273	0	0	0
	Through-Right		0			0	
	Right	170	1	123	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	637		*North-South:*	0
			East-West:	443		*East-West:*	0
			SUM:	1080		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.785			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.785			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTINELA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	2	88	0	0	**0**
	Left-Through		0			0	
	Through	2140	2	**760**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	340	2	**187**	0	0	0
	Left-Through		0			0	
	Through	2100	2	707	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1090	2	**437**	0	0	**0**
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	930	3	310	0	0	0
	Through-Right		0			0	
	Right	160	1	67	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	947		*North-South:*	0
			East-West:	597		*East-West:*	0
			SUM:	1544		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.123			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.123			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	2	**88**	0	0	**0**
	Left-Through		0			0	
	Through	810	2	310	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1270	2	**483**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	460	2	173	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	2	88	0	0	**0**
	Left-Through		0			0	
	Through	1110	2	**373**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	571		*North-South:*	0
			East-West:	503		*East-West:*	0
			SUM:	1074		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.781			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.781			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	2	**99**	0	0	**0**
	Left-Through		0			0	
	Through	880	2	363	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	910	2	**347**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	640	2	243	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	2	99	0	0	**0**
	Left-Through		0			0	
	Through	790	2	**270**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	446		*North-South:*	0
			East-West:	410		*East-West:*	0
			SUM:	856		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.623			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.623			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 27
PROJECT TITLE: LAX SPAS
North-South Street: LA TIEJERA BOULEVARD **East-West Street:** CENTINELA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	1630	2	**650**	0	0	0
	Through-Right		1			0	
	Right	320	0	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1110	2	413	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	910	2	320	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	960	2	**323**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	780		*North-South:*	0
			East-West:	543		*East-West:*	0
			SUM:	1323		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.962			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.962			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	1470	1	**810**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	740	2	370	0	0	**0**
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	1570	3	523	0	0	**0**
	Through-Right		0			0	
	Right	140	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1200	2	**463**	0	0	0
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	910		*North-South:*	0
			East-West:	673		*East-West:*	0
			SUM:	1583		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.151			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.151			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	940	1	**550**	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	760	2	380	0	0	**0**
	Through-Right		0			0	
	Right	110	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	**200**	0	0	0
	Left-Through		0			0	
	Through	1200	3	400	0	0	**0**
	Through-Right		0			0	
	Right	140	1	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	1	200	0	0	**0**
	Left-Through		0			0	
	Through	1350	2	**483**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	690		*North-South:*	0
			East-West:	683		*East-West:*	0
			SUM:	1373		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.999			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.999			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 29
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1300	1	**710**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	1320	2	660	0	0	**0**
	Through-Right		0			0	
	Right	90	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1520	3	**507**	0	0	**0**
	Through-Right		0			0	
	Right	290	1	225	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	1	**230**	0	0	**0**
	Left-Through		0			0	
	Through	1540	2	563	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	870		*North-South:*	0
			East-West:	737		*East-West:*	0
			SUM:	1607		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.169			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.169			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	1390	1	**745**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	870	2	435	0	0	**0**
	Through-Right		0			0	
	Right	120	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	200	0	0	0
	Left-Through		0			0	
	Through	730	2	**365**	0	0	**0**
	Through-Right		0			0	
	Right	60	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	460	2	230	0	0	0
	Through-Right		0			0	
	Right	70	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	825		*North-South:*	0
			East-West:	445		*East-West:*	0
			SUM:	1270		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.847			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.847			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	910	1	**515**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	860	2	430	0	0	**0**
	Through-Right		0			0	
	Right	240	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	240	1	**240**	0	0	0
	Left-Through		0			0	
	Through	520	2	260	0	0	**0**
	Through-Right		0			0	
	Right	80	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	520	2	**260**	0	0	0
	Through-Right		0			0	
	Right	70	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	595		*North-South:*	0
			East-West:	500		*East-West:*	0
			SUM:	1095		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.730			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.730			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 31
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** WASHINGTON PLACE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	1400	1	**785**	0	0	0
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	1460	2	730	0	0	**0**
	Through-Right		0			0	
	Right	180	1	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	830	2	**415**	0	0	**0**
	Through-Right		0			0	
	Right	110	1	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	670	2	335	0	0	0
	Through-Right		0			0	
	Right	80	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	865		*North-South:*	0
			East-West:	565		*East-West:*	0
			SUM:	1430		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.953			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.953			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	790	3	263	0	0	0
	Through-Right		0			0	
	Right	310	1	310	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	400	2	220	0	0	0
	Left-Through		0			0	
	Through	1110	2	**555**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	0	20	0	0	0
	Left-Through		0			0	
	Through	0	0	20	0	0	**0**
	Through-Right		0			0	
	Right	170	1	**170**	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	555		*North-South:*	0
			East-West:	170		*East-West:*	0
			SUM:	725		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.509			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.509			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	710	3	237	0	0	0
	Through-Right		0			0	
	Right	190	1	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	330	2	182	0	0	0
	Left-Through		0			0	
	Through	880	2	**440**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	0	30	0	0	0
	Left-Through		0			0	
	Through	0	0	30	0	0	**0**
	Through-Right		0			0	
	Right	130	1	**130**	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	440		*North-South:*	0
			East-West:	130		*East-West:*	0
			SUM:	570		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.400			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.400			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 32
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** SR-90 EAST BOUND ON/OFF RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1260	3	**420**	0	0	0
	Through-Right		0			0	
	Right	250	1	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	710	2	**391**	0	0	0
	Left-Through		0			0	
	Through	1130	2	565	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	0	30	0	0	0
	Left-Through		0			0	
	Through	0	0	30	0	0	**0**
	Through-Right		0			0	
	Right	90	1	**90**	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	811		*North-South:*	0
			East-West:	90		*East-West:*	0
			SUM:	901		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.632			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.632			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	750	2	375	0	0	0
	Through-Right		0			0	
	Right	50	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1230	2	**413**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	20	0	0	0	0	**0**
	Through-Right		0			0	
	Right	40	0	**40**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
WESTBOUND	Left	350	1	**327**	0	0	**0**
	Left-Through		0			0	
	Through	10	0	327	0	0	0
	Through-Right		0			0	
	Right	620	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	423		*North-South:*	0
			East-West:	367		*East-West:*	0
			SUM:	790		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.554			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.554			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMP
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	**20**	0	0	**0**
	Left-Through		0			0	
	Through	640	2	320	0	0	0
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	980	2	**330**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	20	0	0	0	0	**0**
	Through-Right		0			0	
	Right	20	0	**20**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
WESTBOUND	Left	280	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	20	0	180	0	0	0
	Through-Right		0			0	
	Right	240	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	350		*North-South:*	0
			East-West:	200		*East-West:*	0
			SUM:	550		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.386			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.386			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 33
PROJECT TITLE: LAX SPAS
North-South Street: CENTINELA AVENUE **East-West Street:** STANDFORD/SR-90 WEST BOUND RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 2		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	**0**
	Left-Through		0			0	
	Through	1190	2	**595**	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1540	2	520	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	20	0	0	0	0	**0**
	Through-Right		0			0	
	Right	30	0	**30**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
WESTBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	20	0	**315**	0	0	0
	Through-Right		0			0	
	Right	610	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	595		North-South:	0
			East-West:	345		East-West:	0
			SUM:	940		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.660			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.660			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB-- 0	
		EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	450	1	**450**	0	0	**0**
	Left-Through		0			0	
	Through	370	2	185	0	0	0
	Through-Right		0			0	
	Right	190	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	490	2	**245**	0	0	**0**
	Through-Right		0			0	
	Right	640	2	152	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	**200**	0	0	0
	Left-Through		0			0	
	Through	990	3	330	0	0	**0**
	Through-Right		0			0	
	Right	530	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	1	250	0	0	**0**
	Left-Through		0			0	
	Through	1240	3	413	0	0	0
	Through-Right		1			0	
	Right	580	0	**520**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	695		North-South:	0
			East-West:	720		East-West:	0
			SUM:	1415		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.029			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.029			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB-- 0	
		EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	390	1	**390**	0	0	**0**
	Left-Through		0			0	
	Through	430	2	215	0	0	0
	Through-Right		0			0	
	Right	250	2	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	230	0	0	0
	Left-Through		0			0	
	Through	320	2	160	0	0	**0**
	Through-Right		0			0	
	Right	880	2	**254**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	230	1	230	0	0	0
	Left-Through		0			0	
	Through	1700	3	**567**	0	0	**0**
	Through-Right		0			0	
	Right	590	1	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	1046	3	349	0	0	0
	Through-Right		1			0	
	Right	540	0	425	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	644		North-South:	0
			East-West:	677		East-West:	0
			SUM:	1321		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.961			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.961			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 36
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3		NB-- 0	SB-- 0	
		EB-- 3	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	450	1	**450**	0	0	**0**
	Left-Through		0			0	
	Through	350	2	175	0	0	0
	Through-Right		0			0	
	Right	550	2	233	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	370	1	370	0	0	0
	Left-Through		0			0	
	Through	850	2	**425**	0	0	**0**
	Through-Right		0			0	
	Right	520	2	36	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	250	1	**250**	0	0	0
	Left-Through		0			0	
	Through	1510	3	503	0	0	**0**
	Through-Right		0			0	
	Right	540	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	1000	3	**333**	0	0	0
	Through-Right		1			0	
	Right	450	0	265	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	875		North-South:	0
			East-West:	583		East-West:	0
			SUM:	1458		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.060			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.060			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 1	NB-- 0	SB-- 0		
	EB-- 0	WB-- 2	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	3780	4	**945**	0	0	0
Through-Right		0			0	
Right	100	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	1680	4	420	0	0	**0**
Through-Right		0			0	
Right	160	1	160	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	330	2	182	0	0	**0**
Left-Through		0			0	
Through	50	0	**200**	0	0	0
Through-Right		0			0	
Right	350	1	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	945		*North-South:*	0
		East-West:	200		*East-West:*	0
		SUM:	1145		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.763			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.763			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 1	NB-- 0	SB-- 0		
	EB-- 0	WB-- 2	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	3360	4	**840**	0	0	0
Through-Right		0			0	
Right	110	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	1410	4	353	0	0	**0**
Through-Right		0			0	
Right	200	1	200	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	410	2	**175**	0	0	**0**
Left-Through		0			0	
Through	50	0	175	0	0	0
Through-Right		0			0	
Right	240	1	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	840		*North-South:*	0
		East-West:	175		*East-West:*	0
		SUM:	1015		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.677			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.677			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 38
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 1	NB-- 0	SB-- 0		
	EB-- 0	WB-- 2	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	3830	4	**958**	0	0	0
Through-Right		0			0	
Right	90	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	2680	4	670	0	0	**0**
Through-Right		0			0	
Right	180	1	180	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	610	2	**220**	0	0	**0**
Left-Through		0			0	
Through	20	0	220	0	0	0
Through-Right		0			0	
Right	250	1	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	958		*North-South:*	0
		East-West:	220		*East-West:*	0
		SUM:	1178		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.785			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.785			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	NB-- 0	SB-- 0		
	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	2030	2	**1015**	0	0	0
Through-Right		0			0	
Right	560	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	0	**20**	0	0	0
Left-Through		1			0	
Through	450	1	285	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	410	2	**226**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	10	1	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	1035		*North-South:*	0
		East-West:	226		*East-West:*	0
		SUM:	1261		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.841			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.841			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	780	2	**390**	0	0	0
	Through-Right		0			0	
	Right	240	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	0	**40**	0	0	0
	Left-Through		1			0	
	Through	420	1	330	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	470	2	**259**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	10	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	430		*North-South:*	0
			East-West:	259		*East-West:*	0
			SUM:	689		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.459			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.459			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 41
PROJECT TITLE: LAX SPAS
North-South Street: CULVER BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	890	2	445	0	0	0
	Through-Right		0			0	
	Right	370	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	0	60	0	0	0
	Left-Through		1			0	
	Through	1250	1	**805**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	860	2	**473**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	10	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	805		*North-South:*	0
			East-West:	473		*East-West:*	0
			SUM:	1278		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.852			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.852			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	**30**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	30	0	0	0
	Through-Right		0			0	
	Right	1150	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	1290	1	**650**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	410	1	**410**	0	0	**0**
	Left-Through		0			0	
	Through	410	1	210	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	50		*North-South:*	0
			East-West:	1060		*East-West:*	0
			SUM:	1110		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.779			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.779			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	**30**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	30	0	0	0
	Through-Right		0			0	
	Right	460	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	560	1	**295**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	410	1	**410**	0	0	**0**
	Left-Through		0			0	
	Through	400	1	205	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	50		*North-South:*	0
			East-West:	705		*East-West:*	0
			SUM:	755		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.530			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.530			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 42
PROJECT TITLE: LAX SPAS
North-South Street: NICHOLSON STREET **East-West Street:** CULVER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	0	**50**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	50	0	0	0
	Through-Right		0			0	
	Right	540	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	690	1	**360**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	900	1	**900**	0	0	**0**
	Left-Through		0			0	
	Through	1090	1	550	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	70		*North-South:*	0
			East-West:	1260		*East-West:*	0
			SUM:	1330		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.933			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.933			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	30	1	30	0	0	0
	Through-Right		0			0	
	Right	150	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	30	0	30	0	0	**0**
	Through-Right		0			0	
	Right	20	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	520	2	257	0	0	**0**
	Through-Right		1			0	
	Right	250	0	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	290	2	160	0	0	**0**
	Left-Through		0			0	
	Through	1320	2	**470**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	130		*North-South:*	0
			East-West:	530		*East-West:*	0
			SUM:	660		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.480			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.480			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	**90**	0	0	**0**
	Left-Through		0			0	
	Through	30	1	30	0	0	0
	Through-Right		0			0	
	Right	230	2	66	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**60**	0	0	0
	Left-Through		0			0	
	Through	40	0	60	0	0	**0**
	Through-Right		0			0	
	Right	50	1	10	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	660	2	263	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	2	61	0	0	**0**
	Left-Through		0			0	
	Through	690	2	**247**	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	150		*North-South:*	0
			East-West:	327		*East-West:*	0
			SUM:	477		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.347			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.347			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 47
PROJECT TITLE: LAX SPAS
North-South Street: DOUGLAS STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	40	1	40	0	0	0
	Through-Right		0			0	
	Right	520	2	**236**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	**65**	0	0	0
	Left-Through		0			0	
	Through	40	0	65	0	0	**0**
	Through-Right		0			0	
	Right	50	1	15	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	1340	2	**493**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	2	**50**	0	0	**0**
	Left-Through		0			0	
	Through	790	2	283	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	301		*North-South:*	0
			East-West:	543		*East-West:*	0
			SUM:	844		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.614			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.614			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0
Override Capacity			0			0			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	590	2	**325**	0	0	**0**	610	2	**336**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1980	2	677	0	0	0	1950	2	670	0	0	0
	Through-Right		1			0			1			0	
	Right	50	0	50	0	0	0	60	0	60	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	60	1	60	0	0	0	70	1	70	0	0	0
	Left-Through		0			0			0			0	
	Through	1550	2	**543**	0	0	**0**	1490	2	**540**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	80	0	80	0	0	0	130	0	130	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	80	1	**80**	0	0	0	110	1	**110**	0	0	0
	Left-Through		0			0			0			0	
	Through	20	1	20	0	0	**0**	20	1	20	0	0	**0**
	Through-Right		0			0			0			0	
	Right	670	1	0	0	0	0	540	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	40	0	40	0	0	**0**	50	0	50	0	0	**0**
	Left-Through		1			0			1			0	
	Through	20	0	**70**	0	0	0	20	0	**50**	0	0	0
	Through-Right		1			0			1			0	
	Right	50	0	0	0	0	0	30	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	868		*North-South:*	0		*North-South:*	876		*North-South:*	0
			East-West:	150		*East-West:*	0		*East-West:*	160		*East-West:*	0
			SUM:	1018		*SUM:*	0		*SUM:*	1036		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.714			0.000			0.727			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.714			0.000			0.727			0.000
LEVEL OF SERVICE (LOS):				C			A			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 56
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** FIJI WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0						
	EB-- 1	WB--	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?			0			0						
Override Capacity			0			0						

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	900	2	**495**	0	0	**0**
	Left-Through		0			0	
	Through	2140	2	737	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	1940	2	**703**	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	40	1	40	0	0	**0**
	Through-Right		0			0	
	Right	910	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	0	50	0	0	**0**
	Left-Through		1			0	
	Through	30	0	**60**	0	0	0
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1198		*North-South:*	0
			East-West:	180		*East-West:*	0
			SUM:	1378		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.967			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.967			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	1350	1	**750**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	420	1	215	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	10	0	**30**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	45	0	0	**0**
	Left-Through		1			0	
	Through	10	0	45	0	0	0
	Through-Right		0			0	
	Right	140	1	**80**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	870		*North-South:*	0
			East-West:	110		*East-West:*	0
			SUM:	980		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.688			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.688			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	590	1	**370**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	470	1	245	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	10	0	**30**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	**70**	0	0	**0**
	Left-Through		1			0	
	Through	20	0	70	0	0	0
	Through-Right		0			0	
	Right	90	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		440	North-South:		0
		East-West:		100	East-West:		0
		SUM:		540	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.379			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.379			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 61
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** GRAND AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	770	1	**465**	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	1130	1	570	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	10	0	**30**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**90**	0	0	**0**
	Left-Through		1			0	
	Through	10	0	90	0	0	0
	Through-Right		0			0	
	Right	100	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		605	North-South:		0
		East-West:		120	East-West:		0
		SUM:		725	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.509			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.509			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1800	4	**450**	0	0	0
	Through-Right		0			0	
	Right	920	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	2	**94**	0	0	0
	Left-Through		0			0	
	Through	1000	3	333	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	620	3	**217**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	240	1	146	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		544	North-South:		0
		East-West:		217	East-West:		0
		SUM:		761	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.534			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.534			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1160	4	**290**	0	0	0
	Through-Right		0			0	
	Right	750	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	320	2	**176**	0	0	0
	Left-Through		0			0	
	Through	1200	3	400	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	770	3	**270**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	280	1	104	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		466	North-South:		0
		East-West:		270	East-West:		0
		SUM:		736	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.516			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.516			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 65
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** HOWARD HUGHES PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1590	4	398	0	0	0
	Through-Right		0			0	
	Right	650	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	600	2	330	0	0	0
	Left-Through		0			0	
	Through	2210	3	**737**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	780	3	**273**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	230	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	737		*North-South:*	0
			East-West:	273		*East-West:*	0
			SUM:	1010		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.709			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.709			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	2	**116**	0	0	**0**
	Left-Through		0			0	
	Through	210	1	147	0	0	0
	Through-Right		1			0	
	Right	230	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	2	61	0	0	0
	Left-Through		0			0	
	Through	380	1	**243**	0	0	**0**
	Through-Right		1			0	
	Right	350	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	350	2	**193**	0	0	0
	Left-Through		0			0	
	Through	260	3	87	0	0	**0**
	Through-Right		0			0	
	Right	190	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	2	55	0	0	**0**
	Left-Through		0			0	
	Through	810	3	270	0	0	0
	Through-Right		0			0	
	Right	700	2	**324**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	359		*North-South:*	0
			East-West:	517		*East-West:*	0
			SUM:	876		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.637			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.637			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	2	**83**	0	0	**0**
	Left-Through		0			0	
	Through	250	1	150	0	0	0
	Through-Right		1			0	
	Right	200	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	2	88	0	0	0
	Left-Through		0			0	
	Through	330	1	**183**	0	0	**0**
	Through-Right		1			0	
	Right	220	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	2	**105**	0	0	0
	Left-Through		0			0	
	Through	450	3	150	0	0	**0**
	Through-Right		0			0	
	Right	150	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	2	33	0	0	**0**
	Left-Through		0			0	
	Through	360	3	120	0	0	0
	Through-Right		0			0	
	Right	440	2	**154**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	266		*North-South:*	0
			East-West:	259		*East-West:*	0
			SUM:	525		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.382			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.382			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 67
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	2	44	0	0	**0**
	Left-Through		0			0	
	Through	270	1	270	0	0	0
	Through-Right		1			0	
	Right	590	1	**309**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	520	2	**286**	0	0	0
	Left-Through		0			0	
	Through	520	1	317	0	0	**0**
	Through-Right		1			0	
	Right	430	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	2	116	0	0	0
	Left-Through		0			0	
	Through	1420	3	**473**	0	0	**0**
	Through-Right		0			0	
	Right	220	2	77	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	2	**33**	0	0	**0**
	Left-Through		0			0	
	Through	400	3	133	0	0	0
	Through-Right		0			0	
	Right	420	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	595		*North-South:*	0
			East-West:	506		*East-West:*	0
			SUM:	1101		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.801			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.801			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	300	1	150	0	0	**0**
	Left-Through		1			0	
	Through	0	0	150	0	0	0
	Through-Right		0			0	
	Right	580	1	**489**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1000	2	**500**	0	0	**0**
	Through-Right		0			0	
	Right	190	1	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	330	2	**182**	0	0	**0**
	Left-Through		0			0	
	Through	890	1	450	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	509		North-South:	0
			East-West:	682		East-West:	0
			SUM:	1191		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.866			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.866			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	340	1	170	0	0	**0**
	Left-Through		1			0	
	Through	0	0	170	0	0	0
	Through-Right		0			0	
	Right	360	1	**225**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	720	2	**360**	0	0	**0**
	Through-Right		0			0	
	Right	110	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	490	2	**270**	0	0	**0**
	Left-Through		0			0	
	Through	770	1	390	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	245		North-South:	0
			East-West:	630		East-West:	0
			SUM:	875		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.636			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.636			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 68
PROJECT TITLE: LAX SPAS
North-South Street: MAIN STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	480	1	**240**	0	0	**0**
	Left-Through		1			0	
	Through	0	0	240	0	0	0
	Through-Right		0			0	
	Right	330	1	179	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	0	0	0
	Left-Through		0			0	
	Through	0	0	**20**	0	0	**0**
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	900	2	**450**	0	0	**0**
	Through-Right		0			0	
	Right	370	1	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	550	2	**303**	0	0	**0**
	Left-Through		0			0	
	Through	660	1	335	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	260		North-South:	0
			East-West:	753		East-West:	0
			SUM:	1013		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.737			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.737			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	760	1	**385**	0	0	0
	Left-Through		1			0	
	Through	10	0	385	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	270	2	**149**	0	0	0
	Left-Through		0			0	
	Through	420	1	215	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	280	2	**140**	0	0	0
	Through-Right		0			0	
	Right	910	2	116	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	415		North-South:	0
			East-West:	289		East-West:	0
			SUM:	704		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.512			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.512			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	560	1	**285**	0	0	0
	Left-Through		1			0	
	Through	10	0	285	0	0	**0**
	Through-Right		0			0	
	Right	110	1	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	2	**66**	0	0	0
	Left-Through		0			0	
	Through	260	1	135	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	390	2	**195**	0	0	0
	Through-Right		0			0	
	Right	720	2	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	315		North-South:	0
			East-West:	261		East-West:	0
			SUM:	576		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.419			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.419			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 69
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**30**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	860	1	**435**	0	0	0
	Left-Through		1			0	
	Through	10	0	435	0	0	**0**
	Through-Right		0			0	
	Right	250	1	156	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	2	**94**	0	0	0
	Left-Through		0			0	
	Through	400	1	205	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	390	2	**195**	0	0	0
	Through-Right		0			0	
	Right	750	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	465		North-South:	0
			East-West:	289		East-West:	0
			SUM:	754		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.548			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.548			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1560	3	**520**	0	0	0
	Through-Right		0			0	
	Right	590	2	116	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	620	2	**341**	0	0	0
	Left-Through		0			0	
	Through	2330	3	588	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	360	2	198	0	0	0
	Left-Through		0			0	
	Through	320	3	107	0	0	**0**
	Through-Right		0			0	
	Right	200	1	**145**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	380	2	**209**	0	0	**0**
	Left-Through		0			0	
	Through	220	3	73	0	0	0
	Through-Right		0			0	
	Right	590	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	861		North-South:	0
			East-West:	354		East-West:	0
			SUM:	1215		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.884			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.884			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0		NB-- 0	SB--	0
		EB-- 0	WB-- 3		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	1360	3	**453**	0	0	0
	Through-Right		0			0	
	Right	730	2	303	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	470	2	**259**	0	0	0
	Left-Through		0			0	
	Through	1970	3	500	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	300	2	**165**	0	0	0
	Left-Through		0			0	
	Through	240	3	80	0	0	**0**
	Through-Right		0			0	
	Right	200	1	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	2	99	0	0	**0**
	Left-Through		0			0	
	Through	270	3	**90**	0	0	0
	Through-Right		0			0	
	Right	480	2	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	712		North-South:	0
			East-West:	255		East-West:	0
			SUM:	967		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.703			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.703			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 71
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	170	1	170	0	0	**0**
Left-Through		0			0	
Through	2090	3	**697**	0	0	0
Through-Right		0			0	
Right	1100	2	473	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	540	2	**297**	0	0	0
Left-Through		0			0	
Through	2500	3	633	0	0	**0**
Through-Right		1			0	
Right	30	0	30	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	300	2	165	0	0	0
Left-Through		0			0	
Through	570	3	**190**	0	0	**0**
Through-Right		0			0	
Right	170	1	85	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	240	2	**132**	0	0	**0**
Left-Through		0			0	
Through	300	3	100	0	0	0
Through-Right		0			0	
Right	650	2	61	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	994		*North-South:*	0
		East-West:	322		*East-West:*	0
		SUM:	1316		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.957			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.957			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	10	1	10	0	0	**0**
Left-Through		0			0	
Through	1060	2	**530**	0	0	0
Through-Right		0			0	
Right	610	1	505	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	80	1	**80**	0	0	0
Left-Through		0			0	
Through	360	1	185	0	0	**0**
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	10	1	**10**	0	0	0
Left-Through		0			0	
Through	10	1	10	0	0	**0**
Through-Right		0			0	
Right	10	1	5	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	190	1	**105**	0	0	**0**
Left-Through		1			0	
Through	20	0	105	0	0	0
Through-Right		0			0	
Right	100	1	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	610		*North-South:*	0
		East-West:	115		*East-West:*	0
		SUM:	725		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.527			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.527			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	10	1	10	0	0	**0**
Left-Through		0			0	
Through	360	2	**180**	0	0	0
Through-Right		0			0	
Right	300	1	140	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	100	1	**100**	0	0	0
Left-Through		0			0	
Through	280	1	145	0	0	**0**
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	10	1	10	0	0	0
Left-Through		0			0	
Through	20	1	**20**	0	0	**0**
Through-Right		0			0	
Right	10	1	5	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	280	1	**160**	0	0	**0**
Left-Through		1			0	
Through	40	0	160	0	0	0
Through-Right		0			0	
Right	120	1	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	280		*North-South:*	0
		East-West:	180		*East-West:*	0
		SUM:	460		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.335			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.335			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 72
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	10	1	**10**	0	0	**0**
Left-Through		0			0	
Through	510	2	255	0	0	0
Through-Right		0			0	
Right	280	1	45	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	170	1	170	0	0	0
Left-Through		0			0	
Through	850	1	**430**	0	0	**0**
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	10	1	10	0	0	0
Left-Through		0			0	
Through	40	1	**40**	0	0	**0**
Through-Right		0			0	
Right	10	1	5	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	430	1	**235**	0	0	**0**
Left-Through		1			0	
Through	40	0	235	0	0	0
Through-Right		0			0	
Right	170	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	440		*North-South:*	0
		East-West:	275		*East-West:*	0
		SUM:	715		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.520			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.520			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	40	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	450	1	**413**	0	0	0
	Left-Through		1			0	
	Through	1200	0	413	0	0	**0**
	Through-Right		1			0	
	Right	590	1	413	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	490	2	**233**	0	0	**0**
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	310	2	**171**	0	0	**0**
	Left-Through		0			0	
	Through	940	2	313	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		543	North-South:		0
		East-West:		404	East-West:		0
		SUM:		947	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.689			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.689			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	80	2	28	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	170	0	0	0
	Left-Through		1			0	
	Through	300	0	**300**	0	0	**0**
	Through-Right		1			0	
	Right	270	1	149	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	500	2	**250**	0	0	**0**
	Through-Right		1			0	
	Right	280	0	225	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	2	**33**	0	0	**0**
	Left-Through		0			0	
	Through	610	2	203	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		410	North-South:		0
		East-West:		283	East-West:		0
		SUM:		693	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.504			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.504			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 73
PROJECT TITLE: LAX SPAS
North-South Street: NASH STREET / WB I-105 R/ **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	200	2	77	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	190	0	0	0
	Left-Through		1			0	
	Through	210	0	**210**	0	0	**0**
	Through-Right		1			0	
	Right	310	1	171	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	850	2	**343**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	2	**66**	0	0	**0**
	Left-Through		0			0	
	Through	860	2	287	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		370	North-South:		0
		East-West:		409	East-West:		0
		SUM:		779	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.567			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.567			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	820	2	**451**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	500	2	181	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	280	3	93	0	0	**0**
	Through-Right		0			0	
	Right	350	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	2	94	0	0	**0**
	Left-Through		0			0	
	Through	1270	1	**635**	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		451	North-South:		0
		East-West:		635	East-West:		0
		SUM:		1086	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.762			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.762			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	500	2	275	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	190	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	470	3	157	0	0	0
	Through-Right		0			0	
	Right	470	1	195	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	350	2	193	0	0	0
	Left-Through		0			0	
	Through	490	1	245	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	275		North-South:	0
			East-West:	388		East-West:	0
			SUM:	663		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.465			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.465			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 74
PROJECT TITLE: LAX SPAS
North-South Street: I-105 RAMPS (E/O AVIATION **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	670	2	369	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	250	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1510	3	503	0	0	0
	Through-Right		0			0	
	Right	560	1	191	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	370	2	204	0	0	0
	Left-Through		0			0	
	Through	540	1	270	0	0	0
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	369		North-South:	0
			East-West:	707		East-West:	0
			SUM:	1076		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.755			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.755			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	1950	4	488	0	0	0
	Through-Right		0			0	
	Right	420	1	227	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	490	2	270	0	0	0
	Left-Through		0			0	
	Through	1480	4	370	0	0	0
	Through-Right		0			0	
	Right	290	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	370	2	137	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	350	2	193	0	0	0
	Left-Through		0			0	
	Through	140	2	70	0	0	0
	Through-Right		0			0	
	Right	550	2	33	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	758		North-South:	0
			East-West:	330		East-West:	0
			SUM:	1088		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.791			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.791			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	1520	4	380	0	0	0
	Through-Right		0			0	
	Right	220	1	27	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	530	2	292	0	0	0
	Left-Through		0			0	
	Through	1270	4	318	0	0	0
	Through-Right		0			0	
	Right	280	1	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	130	2	63	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	350	2	193	0	0	0
	Left-Through		0			0	
	Through	160	2	80	0	0	0
	Through-Right		0			0	
	Right	760	2	126	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	672		North-South:	0
			East-West:	256		East-West:	0
			SUM:	928		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.675			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.675			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 78
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	1960	4	**490**	0	0	0
	Through-Right		0			0	
	Right	480	1	216	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	560	2	**308**	0	0	0
	Left-Through		0			0	
	Through	1850	4	463	0	0	**0**
	Through-Right		0			0	
	Right	490	1	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	210	0	0	0
	Left-Through		0			0	
	Through	210	2	**97**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	480	2	**264**	0	0	**0**
	Left-Through		0			0	
	Through	250	2	125	0	0	0
	Through-Right		0			0	
	Right	630	2	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	798		*North-South:*	0
			East-West:	361		*East-West:*	0
			SUM:	1159		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.843			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.843			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**330**	0	0	0
	Through-Right		0			0	
	Right	330	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	300	2	**165**	0	0	0
	Left-Through		0			0	
	Through	810	2	405	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1130	2	**377**	0	0	0
	Through-Right		1			0	
	Right	180	1	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	330		*North-South:*	0
			East-West:	542		*East-West:*	0
			SUM:	872		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.612			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.612			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**160**	0	0	0
	Through-Right		0			0	
	Right	160	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	310	2	**171**	0	0	0
	Left-Through		0			0	
	Through	1110	2	555	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1190	2	**410**	0	0	0
	Through-Right		1			0	
	Right	450	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	160		*North-South:*	0
			East-West:	581		*East-West:*	0
			SUM:	741		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.520			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.520			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 83
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	310	1	310	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**650**	0	0	0
	Through-Right		0			0	
	Right	650	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	240	2	**132**	0	0	0
	Left-Through		0			0	
	Through	1100	2	550	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1440	2	**480**	0	0	0
	Through-Right		1			0	
	Right	190	1	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	650		*North-South:*	0
			East-West:	612		*East-West:*	0
			SUM:	1262		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.886			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.886			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	0	0	**205**	0	0	**0**
	Through-Right		0			0	
	Right	410	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	980	4	245	0	0	**0**
	Through-Right		0			0	
	Right	250	1	**250**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	330	2	**182**	0	0	**0**
	Left-Through		0			0	
	Through	840	2	420	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	205		*North-South:*	0
			East-West:	432		*East-West:*	0
			SUM:	637		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.447			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.447			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	380	1	217	0	0	0
	Left-Through		0			0	
	Through	0	0	**217**	0	0	**0**
	Through-Right		0			0	
	Right	270	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	920	4	230	0	0	**0**
	Through-Right		0			0	
	Right	220	1	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	340	2	187	0	0	**0**
	Left-Through		0			0	
	Through	840	2	**420**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	217		*North-South:*	0
			East-West:	420		*East-West:*	0
			SUM:	637		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.447			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.447			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 84
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	147	0	0	0
	Left-Through		0			0	
	Through	0	0	**147**	0	0	**0**
	Through-Right		0			0	
	Right	290	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1260	4	315	0	0	**0**
	Through-Right		0			0	
	Right	330	1	**330**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	610	2	**336**	0	0	**0**
	Left-Through		0			0	
	Through	1140	2	570	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	147		*North-South:*	0
			East-West:	666		*East-West:*	0
			SUM:	813		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.571			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.571			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2570	2	**927**	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2480	3	827	0	0	**0**
	Through-Right		0			0	
	Right	960	1	680	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	800	3	280	0	0	0
	Left-Through		0			0	
	Through	290	0	**300**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	927		*North-South:*	0
			East-West:	300		*East-West:*	0
			SUM:	1227		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.818			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.818			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1640	2	**617**	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1670	3	557	0	0	**0**
	Through-Right		0			0	
	Right	820	1	547	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	780	3	273	0	0	0
	Left-Through		0			0	
	Through	410	0	**430**	0	0	**0**
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	617		*North-South:*	0
			East-West:	430		*East-West:*	0
			SUM:	1047		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.698			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.698			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 88
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2290	2	**873**	0	0	0
	Through-Right		1			0	
	Right	330	0	330	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2420	3	807	0	0	**0**
	Through-Right		0			0	
	Right	1000	1	618	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1090	3	382	0	0	0
	Left-Through		0			0	
	Through	760	0	**810**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	873		*North-South:*	0
			East-West:	810		*East-West:*	0
			SUM:	1683		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.122			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.122			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	900	1	**485**	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	820	3	273	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	230	1	**200**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	545		*North-South:*	0
			East-West:	200		*East-West:*	0
			SUM:	745		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.497			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.497			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** LENNOX BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	820	1	**470**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	660	3	220	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	180	1	**125**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	580		*North-South:*	0
			East-West:	125		*East-West:*	0
			SUM:	705		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.470			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.470			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 89
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: LENNOX BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: Analyst: Date:

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	860	1	**550**	0	0	0
Through-Right		1			0	
Right	240	0	240	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	260	1	**260**	0	0	0
Left-Through		0			0	
Through	1150	3	383	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	60	1	60	0	0	**0**
Left-Through		0			0	
Through	0	1	0	0	0	0
Through-Right		0			0	
Right	200	1	**70**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	810		North-South:	0
		East-West:	70		East-West:	0
		SUM:	880		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.587			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.587			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: Analyst: Date:

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	330	1	**330**	0	0	**0**
Left-Through		0			0	
Through	960	2	480	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	840	2	**323**	0	0	**0**
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	90	2	**50**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	80	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	**0**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	653		North-South:	0
		East-West:	50		East-West:	0
		SUM:	703		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.469			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.469			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: Analyst: Date:

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	250	1	**250**	0	0	**0**
Left-Through		0			0	
Through	780	2	390	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	740	2	**290**	0	0	**0**
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	180	2	**99**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	180	1	55	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	0	0	**0**	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	540		North-South:	0
		East-West:	99		East-West:	0
		SUM:	639		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.426			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.426			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 94
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD East-West Street: 111TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: Analyst: Date:

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	150	1	**150**	0	0	**0**
Left-Through		0			0	
Through	830	2	415	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	1120	2	**410**	0	0	**0**
Through-Right		1			0	
Right	110	0	110	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	300	2	165	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	280	1	**205**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	**0**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		North-South:	560		North-South:	0
		East-West:	205		East-West:	0
		SUM:	765		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.510			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.510			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	300	2	165	0	0	**0**
	Left-Through		0			0	
	Through	820	1	**410**	0	0	0
	Through-Right		1			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	2	**77**	0	0	0
	Left-Through		0			0	
	Through	580	2	197	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		1			0	
	Through	250	0	**125**	0	0	**0**
	Through-Right		1			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	640	1	**352**	0	0	**0**
	Left-Through		1			0	
	Through	110	0	180	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	487		*North-South:*	0
			East-West:	477		*East-West:*	0
			SUM:	964		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.676			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.676			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	490	2	**270**	0	0	**0**
	Left-Through		0			0	
	Through	570	1	285	0	0	0
	Through-Right		1			0	
	Right	130	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	2	83	0	0	0
	Left-Through		0			0	
	Through	610	2	**207**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	40	0	0	0
	Left-Through		1			0	
	Through	330	0	**165**	0	0	**0**
	Through-Right		1			0	
	Right	150	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	610	1	**336**	0	0	**0**
	Left-Through		1			0	
	Through	240	0	330	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	477		*North-South:*	0
			East-West:	501		*East-West:*	0
			SUM:	978		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.686			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.686			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 96
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	400	2	**220**	0	0	**0**
	Left-Through		0			0	
	Through	670	1	335	0	0	0
	Through-Right		1			0	
	Right	120	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	210	2	116	0	0	0
	Left-Through		0			0	
	Through	1040	2	**350**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		1			0	
	Through	180	0	**107**	0	0	**0**
	Through-Right		1			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	480	1	264	0	0	**0**
	Left-Through		1			0	
	Through	140	0	**310**	0	0	0
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	570		*North-South:*	0
			East-West:	417		*East-West:*	0
			SUM:	987		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.693			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.693			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 97
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	680	1	**360**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	490	2	**270**	0	0	0
	Left-Through		0			0	
	Through	680	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	340	2	**52**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	630		*North-South:*	0
			East-West:	52		*East-West:*	0
			SUM:	682		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.455			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.455			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 97

PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	850	1	**445**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	520	2	**286**	0	0	0
	Left-Through		0			0	
	Through	510	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	190	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	731		*North-South:*	0
			East-West:	0		*East-West:*	0
			SUM:	731		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.487			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.487			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 97

PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (S/O CENTURY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	980	1	**510**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	500	2	**275**	0	0	0
	Left-Through		0			0	
	Through	1040	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	390	2	**78**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	785		*North-South:*	0
			East-West:	78		*East-West:*	0
			SUM:	863		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.575			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.575			0.000
LEVEL OF SERVICE (LOS):				A			A

Notes: SBT is free flow

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 98

PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	1050	2	**525**	0	0	0
	Through-Right		0			0	
	Right	110	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	730	2	243	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	210	1	**130**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	685		*North-South:*	0
			East-West:	130		*East-West:*	0
			SUM:	815		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.593			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.593			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 98

PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0
	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	770	2	**385**	0	0	0
	Through-Right		0			0	
	Right	80	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	720	2	240	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	100	2	55	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	200	1	**95**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	595		*North-South:*	0
			East-West:	95		*East-West:*	0
			SUM:	690		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.502			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.502			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 98
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** SB I-405 RAMPS (N/O IMPERIAL HWY)
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	0	1	0	0	0	**0**
Left-Through		0			0	
Through	840	2	**420**	0	0	0
Through-Right		0			0	
Right	60	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	110	1	**110**	0	0	0
Left-Through		0			0	
Through	1200	2	400	0	0	**0**
Through-Right		1			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	0	0	0	0	0	0
Left-Through		0			0	
Through	0	0	**0**	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
WESTBOUND Left	140	2	**77**	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	110	1	55	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	530		*North-South:*	0
		East-West:	77		*East-West:*	0
		SUM:	607		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.441			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.441			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	130	2	**72**	0	0	**0**
Left-Through		0			0	
Through	1680	2	567	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	30	1	30	0	0	0
Left-Through		0			0	
Through	1360	2	**650**	0	0	**0**
Through-Right		1			0	
Right	590	0	590	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	200	1	**105**	0	0	0
Left-Through		1			0	
Through	10	0	105	0	0	**0**
Through-Right		0			0	
Right	50	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	10	0	**30**	0	0	0
Through-Right		0			0	
Right	10	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	722		*North-South:*	0
		East-West:	135		*East-West:*	0
		SUM:	857		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.623			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.623			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	60	2	33	0	0	**0**
Left-Through		0			0	
Through	1320	2	**443**	0	0	0
Through-Right		1			0	
Right	10	0	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	40	1	**40**	0	0	0
Left-Through		0			0	
Through	970	2	403	0	0	**0**
Through-Right		1			0	
Right	240	0	240	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	160	1	**85**	0	0	0
Left-Through		1			0	
Through	10	0	85	0	0	**0**
Through-Right		0			0	
Right	90	1	57	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	10	0	**30**	0	0	0
Through-Right		0			0	
Right	10	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	483		*North-South:*	0
		East-West:	115		*East-West:*	0
		SUM:	598		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.435			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.435			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 99
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** LA TIJERA BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	20	2	**11**	0	0	**0**
Left-Through		0			0	
Through	1750	2	590	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	50	1	50	0	0	0
Left-Through		0			0	
Through	1700	2	**673**	0	0	**0**
Through-Right		1			0	
Right	320	0	320	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	590	1	**300**	0	0	0
Left-Through		1			0	
Through	10	0	300	0	0	**0**
Through-Right		0			0	
Right	130	1	119	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	10	0	**30**	0	0	0
Through-Right		0			0	
Right	10	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	684		*North-South:*	0
		East-West:	330		*East-West:*	0
		SUM:	1014		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.737			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.737			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	**40**	0	0	**0**
	Left-Through		0			0	
	Through	240	2	120	0	0	0
	Through-Right		0			0	
	Right	70	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	610	2	**305**	0	0	**0**
	Through-Right		0			0	
	Right	330	1	245	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	510	2	255	0	0	**0**
	Through-Right		0			0	
	Right	30	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	240	0	0	**0**
	Left-Through		0			0	
	Through	880	2	**440**	0	0	0
	Through-Right		0			0	
	Right	20	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		345	*North-South:*		0
		East-West:		610	*East-West:*		0
		SUM:		955	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.670			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.670			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	400	2	200	0	0	0
	Through-Right		0			0	
	Right	230	1	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	410	2	**205**	0	0	**0**
	Through-Right		0			0	
	Right	250	1	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	680	2	340	0	0	**0**
	Through-Right		0			0	
	Right	150	1	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	1	230	0	0	**0**
	Left-Through		0			0	
	Through	700	2	**350**	0	0	0
	Through-Right		0			0	
	Right	20	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		335	*North-South:*		0
		East-West:		580	*East-West:*		0
		SUM:		915	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.642			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.642			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 100
PROJECT TITLE: LAX SPAS
North-South Street: LA TIJERA BLVD **East-West Street:** MANCHESTER AVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	720	2	**360**	0	0	0
	Through-Right		0			0	
	Right	380	1	285	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	400	2	200	0	0	**0**
	Through-Right		0			0	
	Right	280	1	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	370	1	**370**	0	0	0
	Left-Through		0			0	
	Through	910	2	455	0	0	**0**
	Through-Right		0			0	
	Right	80	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	700	2	**350**	0	0	0
	Through-Right		0			0	
	Right	20	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		390	*North-South:*		0
		East-West:		720	*East-West:*		0
		SUM:		1110	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.779			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.779			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	1460	3	**487**	0	0	0
	Through-Right		0			0	
	Right	100	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	1240	3	413	0	0	**0**
	Through-Right		0			0	
	Right	210	1	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	200	2	100	0	0	**0**
	Through-Right		0			0	
	Right	90	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	470	1	**275**	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		577	*North-South:*		0
		East-West:		385	*East-West:*		0
		SUM:		962	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.700			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.700			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3		NB-- 0	SB--	0
	EB-- 3	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	110	1	**110**	0	0	**0**
Left-Through		0			0	
Through	1060	3	353	0	0	0
Through-Right		0			0	
Right	230	1	10	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	140	1	140	0	0	0
Left-Through		0			0	
Through	1180	3	**393**	0	0	**0**
Through-Right		0			0	
Right	110	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	110	1	**110**	0	0	0
Left-Through		0			0	
Through	430	2	215	0	0	**0**
Through-Right		0			0	
Right	80	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	220	1	220	0	0	**0**
Left-Through		0			0	
Through	390	1	**335**	0	0	0
Through-Right		1			0	
Right	280	0	280	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	503		*North-South:*	0
		East-West:	445		*East-West:*	0
		SUM:	948		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.689			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.689			0.000
LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 101
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** LA TIJERA BLVD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3		NB-- 0	SB--	0
	EB-- 3	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	100	1	**100**	0	0	**0**
Left-Through		0			0	
Through	1660	3	553	0	0	0
Through-Right		0			0	
Right	130	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	110	1	110	0	0	0
Left-Through		0			0	
Through	1710	3	**570**	0	0	**0**
Through-Right		0			0	
Right	200	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	220	1	220	0	0	0
Left-Through		0			0	
Through	830	2	**415**	0	0	**0**
Through-Right		0			0	
Right	60	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	130	1	**130**	0	0	**0**
Left-Through		0			0	
Through	440	1	280	0	0	0
Through-Right		1			0	
Right	120	0	120	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	670		*North-South:*	0
		East-West:	545		*East-West:*	0
		SUM:	1215		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.884			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.884			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0		NB-- 0	SB--	0
	EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	190	1	190	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	200	1	**200**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	530	1	**530**	0	0	0
Left-Through		0			0	
Through	810	3	270	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1600	3	**475**	0	0	0
Through-Right		1			0	
Right	300	0	300	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	200		*North-South:*	0
		East-West:	1005		*East-West:*	0
		SUM:	1205		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.846			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.846			0.000
LEVEL OF SERVICE (LOS):			D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0		NB-- 0	SB--	0
	EB-- 0	WB-- 0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	330	1	330	0	0	**0**
Left-Through		0			0	
Through	0	0	0	0	0	0
Through-Right		0			0	
Right	370	1	**370**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	0	0	**0**	0	0	0
Left-Through		0			0	
Through	0	0	0	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	570	1	**570**	0	0	0
Left-Through		0			0	
Through	1090	3	363	0	0	**0**
Through-Right		0			0	
Right	0	0	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	0	0	0	0	0	**0**
Left-Through		0			0	
Through	1350	3	**403**	0	0	0
Through-Right		1			0	
Right	260	0	260	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	370		*North-South:*	0
		East-West:	973		*East-West:*	0
		SUM:	1343		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.942			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.942			0.000
LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 102
PROJECT TITLE: LAX SPAS
North-South Street: NB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	340	1	**340**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	320	1	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	304	1	**304**	0	0	0
	Left-Through		0			0	
	Through	2020	3	673	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1370	3	**378**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	340		*North-South:*	0
			East-West:	682		*East-West:*	0
			SUM:	1022		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.717			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.717			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 2		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	0	110	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	460	1	**285**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1230	3	**373**	0	0	**0**
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	**220**	0	0	**0**
	Left-Through		0			0	
	Through	1570	3	523	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	285		*North-South:*	0
			East-West:	593		*East-West:*	0
			SUM:	878		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.616			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.616			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 2		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	0	140	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	440	1	**290**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1520	3	**425**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	300	1	**300**	0	0	**0**
	Left-Through		0			0	
	Through	1380	3	460	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	290		*North-South:*	0
			East-West:	725		*East-West:*	0
			SUM:	1015		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.712			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.712			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 103
PROJECT TITLE: LAX SPAS
North-South Street: SB I-405 RAMPS **East-West Street:** LA TIJERA BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 2		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	0	240	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	490	1	**365**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2150	3	**583**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	1	**210**	0	0	**0**
	Left-Through		0			0	
	Through	1500	3	500	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	365		*North-South:*	0
			East-West:	793		*East-West:*	0
			SUM:	1158		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.813			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.813			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0
Override Capacity			0			0			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	0	**0**	20	1	**20**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	2660	4	**665**	0	0	0	1870	4	468	0	0	0
	Through-Right		0			0			0			0	
	Right	200	1	160	0	0	0	160	1	53	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	310	2	**171**	0	0	0	120	2	66	0	0	0
	Left-Through		0			0			0			0	
	Through	2130	3	710	0	0	**0**	1880	3	**627**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	10	1	0	0	0	0	20	1	10	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	30	1	**30**	0	0	0	20	1	20	0	0	0
	Left-Through		0			0			0			0	
	Through	10	0	30	0	0	**0**	10	0	**30**	0	0	**0**
	Through-Right		1			0			1			0	
	Right	20	0	0	0	0	0	20	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	40	1	40	0	0	**0**	120	1	**107**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	10	0	**55**	0	0	0	10	0	107	0	0	0
	Through-Right		0			0			0			0	
	Right	100	1	0	0	0	0	190	1	0	0	0	0
	Left-Through-Right		1			0			1			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	836		*North-South:*	0		*North-South:*	647		*North-South:*	0
			East-West:	85		*East-West:*	0		*East-West:*	137		*East-West:*	0
			SUM:	921		*SUM:*	0		*SUM:*	784		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.670			0.000			0.570			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.670			0.000			0.570			0.000
LEVEL OF SERVICE (LOS):				B			A			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 104
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** LMU DRIVE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0						
	EB-- 0	WB--	3	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?			0			0						
Override Capacity			0			0						

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	**20**	0	0	**0**
	Left-Through		0			0	
	Through	2690	4	673	0	0	0
	Through-Right		0			0	
	Right	110	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	2	88	0	0	0
	Left-Through		0			0	
	Through	2770	3	**923**	0	0	**0**
	Through-Right		0			0	
	Right	20	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	10	0	**30**	0	0	**0**
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**160**	0	0	0
	Through-Right		0			0	
	Right	310	1	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	943		*North-South:*	0
			East-West:	190		*East-West:*	0
			SUM:	1133		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.824			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.824			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 3	WB--	3	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	1600	3	430	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	1660	2	**570**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	310	1	**310**	0	0	0
	Left-Through		0			0	
	Through	430	2	215	0	0	**0**
	Through-Right		0			0	
	Right	150	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	220	0	0	**0**
	Left-Through		0			0	
	Through	480	2	**240**	0	0	0
	Through-Right		0			0	
	Right	250	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	690		*North-South:*	0
			East-West:	550		*East-West:*	0
			SUM:	1240		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.902			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.902			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1230	3	**343**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	940	2	343	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	260	2	130	0	0	**0**
	Through-Right		0			0	
	Right	90	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	380	2	**190**	0	0	0
	Through-Right		0			0	
	Right	250	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	563		*North-South:*	0
			East-West:	330		*East-West:*	0
			SUM:	893		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.649			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.649			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 105
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	2070	3	**575**	0	0	0
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	1	**270**	0	0	0
	Left-Through		0			0	
	Through	1710	2	617	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	480	2	**240**	0	0	**0**
	Through-Right		0			0	
	Right	110	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	260	1	**260**	0	0	**0**
	Left-Through		0			0	
	Through	490	2	245	0	0	0
	Through-Right		0			0	
	Right	290	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	845		*North-South:*	0
			East-West:	500		*East-West:*	0
			SUM:	1345		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.978			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.978			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	2	39	0	0	**0**
	Left-Through		0			0	
	Through	1810	3	**603**	0	0	0
	Through-Right		0			0	
	Right	200	1	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	200	2	**110**	0	0	0
	Left-Through		0			0	
	Through	1710	3	435	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	80	1	80	0	0	**0**
	Through-Right		0			0	
	Right	190	1	**151**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**100**	0	0	**0**
	Left-Through		1			0	
	Through	30	0	100	0	0	0
	Through-Right		0			0	
	Right	180	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	713		*North-South:*	0
			East-West:	251		*East-West:*	0
			SUM:	964		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.701			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.701			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	2	66	0	0	**0**
	Left-Through		0			0	
	Through	1920	3	**640**	0	0	0
	Through-Right		0			0	
	Right	310	1	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	2	**127**	0	0	0
	Left-Through		0			0	
	Through	1860	3	483	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	70	1	70	0	0	**0**
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	290	1	**170**	0	0	**0**
	Left-Through		1			0	
	Through	50	0	170	0	0	0
	Through-Right		0			0	
	Right	240	1	113	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	767		*North-South:*	0
			East-West:	240		*East-West:*	0
			SUM:	1007		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.732			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.732			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 106
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MAXELLA AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	2	83	0	0	**0**
	Left-Through		0			0	
	Through	2080	3	**693**	0	0	0
	Through-Right		0			0	
	Right	360	1	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	2	**99**	0	0	0
	Left-Through		0			0	
	Through	2150	3	568	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	80	1	**80**	0	0	**0**
	Through-Right		0			0	
	Right	100	1	17	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	300	1	200	0	0	**0**
	Left-Through		1			0	
	Through	100	0	200	0	0	0
	Through-Right		0			0	
	Right	310	1	**211**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	792		*North-South:*	0
			East-West:	291		*East-West:*	0
			SUM:	1083		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.788			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.788			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 2	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	1	**200**	0	0	**0**
	Left-Through		0			0	
	Through	1510	3	503	0	0	0
	Through-Right		0			0	
	Right	350	1	207	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	160	0	0	0
	Left-Through		0			0	
	Through	1410	2	**480**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	640	1	**345**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	260	2	**143**	0	0	**0**
	Left-Through		0			0	
	Through	440	1	260	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	680		*North-South:*	0
			East-West:	488		*East-West:*	0
			SUM:	1168		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.849			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.849			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 2	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1560	3	**520**	0	0	0
	Through-Right		0			0	
	Right	310	1	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	280	1	**280**	0	0	0
	Left-Through		0			0	
	Through	1220	2	440	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	520	1	**320**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	420	2	**231**	0	0	**0**
	Left-Through		0			0	
	Through	500	1	290	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	800		*North-South:*	0
			East-West:	551		*East-West:*	0
			SUM:	1351		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.983			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.983			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 107
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** MINDANAO WAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 2	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	1780	3	**593**	0	0	0
	Through-Right		0			0	
	Right	310	1	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	290	1	**290**	0	0	0
	Left-Through		0			0	
	Through	1600	2	567	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	530	1	**320**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	430	2	**237**	0	0	**0**
	Left-Through		0			0	
	Through	640	1	355	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	883		*North-South:*	0
			East-West:	557		*East-West:*	0
			SUM:	1440		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.047			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.047			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1710	4	**599**	0	0	**0**
	Left-Through		0			0	
	Through	1800	0	0	0	0	0
	Through-Right		0			0	
	Right	260	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1290	4	**323**	0	0	**0**
	Through-Right		0			0	
	Right	20	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	1500	4	**226**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	10	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	922		*North-South:*	0
			East-West:	226		*East-West:*	0
			SUM:	1148		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.765			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.765			0.000
LEVEL OF SERVICE (LOS):				C			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1240	4	**434**	0	0	**0**
	Left-Through		0			0	
	Through	1440	0	0	0	0	0
	Through-Right		0			0	
	Right	200	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1610	4	**403**	0	0	**0**
	Through-Right		0			0	
	Right	40	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	1070	4	**158**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	40	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	837		*North-South:*	0
			East-West:	158		*East-West:*	0
			SUM:	995		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.663			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.663			0.000
LEVEL OF SERVICE (LOS):				B			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 108
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** LINCOLN BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1770	4	**620**	0	0	**0**
	Left-Through		0			0	
	Through	1760	0	0	0	0	0
	Through-Right		0			0	
	Right	300	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2110	4	**528**	0	0	**0**
	Through-Right		0			0	
	Right	30	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	1880	4	348	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	390	1	**390**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1148		*North-South:*	0
			East-West:	390		*East-West:*	0
			SUM:	1538		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.025			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.025			0.000
LEVEL OF SERVICE (LOS):				F			A

Notes: NBT, NBTR is free flow

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 3	WB-- 3	3	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	2	77	0	0	**0**
	Left-Through		0			0	
	Through	1380	1	**760**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	290	2	**160**	0	0	0
	Left-Through		0			0	
	Through	1424	1	747	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	2	39	0	0	0
	Left-Through		0			0	
	Through	880	3	**293**	0	0	**0**
	Through-Right		0			0	
	Right	150	1	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	290	2	**160**	0	0	**0**
	Left-Through		0			0	
	Through	630	2	315	0	0	0
	Through-Right		0			0	
	Right	350	1	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	920		*North-South:*	0
			East-West:	453		*East-West:*	0
			SUM:	1373		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.999			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.999			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	2	121	0	0	**0**
	Left-Through		0			0	
	Through	1480	1	**805**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	2	**149**	0	0	0
	Left-Through		0			0	
	Through	1463	1	787	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	2	**61**	0	0	0
	Left-Through		0			0	
	Through	670	3	223	0	0	**0**
	Through-Right		0			0	
	Right	170	1	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	270	2	149	0	0	**0**
	Left-Through		0			0	
	Through	790	2	**395**	0	0	0
	Through-Right		0			0	
	Right	230	1	81	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	954		North-South:	0
			East-West:	456		East-West:	0
			SUM:	1410		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.025			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.025			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 109
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	1364	1	**752**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	440	2	**242**	0	0	0
	Left-Through		0			0	
	Through	1680	1	880	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	2	**50**	0	0	0
	Left-Through		0			0	
	Through	920	3	307	0	0	**0**
	Through-Right		0			0	
	Right	220	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	310	2	171	0	0	**0**
	Left-Through		0			0	
	Through	990	2	**495**	0	0	0
	Through-Right		0			0	
	Right	300	1	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	994		North-South:	0
			East-West:	545		East-West:	0
			SUM:	1539		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.119			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.119			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	490	2	**270**	0	0	**0**
	Left-Through		0			0	
	Through	1530	2	550	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	260	2	143	0	0	0
	Left-Through		0			0	
	Through	1464	2	**538**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	2	**55**	0	0	0
	Left-Through		0			0	
	Through	680	2	340	0	0	**0**
	Through-Right		0			0	
	Right	520	1	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	2	105	0	0	**0**
	Left-Through		0			0	
	Through	830	2	**415**	0	0	0
	Through-Right		0			0	
	Right	230	1	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	808		North-South:	0
			East-West:	470		East-West:	0
			SUM:	1278		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.929			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.929			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 3	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	580	2	**319**	0	0	**0**
	Left-Through		0			0	
	Through	1390	2	540	0	0	0
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	410	2	226	0	0	0
	Left-Through		0			0	
	Through	1233	2	**471**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	2	77	0	0	0
	Left-Through		0			0	
	Through	670	2	**335**	0	0	**0**
	Through-Right		0			0	
	Right	430	1	111	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	490	2	**270**	0	0	**0**
	Left-Through		0			0	
	Through	970	2	485	0	0	0
	Through-Right		0			0	
	Right	400	1	174	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	790		North-South:	0
			East-West:	605		East-West:	0
			SUM:	1395		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.015			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.015			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 110
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BLVD. **East-West Street:** WASHINGTON BLVD.
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	630	2	**347**	0	0	**0**
	Left-Through		0			0	
	Through	1284	2	495	0	0	0
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	2	149	0	0	0
	Left-Through		0			0	
	Through	1470	2	**537**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	2	72	0	0	0
	Left-Through		0			0	
	Through	800	2	**400**	0	0	**0**
	Through-Right		0			0	
	Right	490	1	143	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	550	2	**303**	0	0	**0**
	Left-Through		0			0	
	Through	720	2	360	0	0	0
	Through-Right		0			0	
	Right	370	1	221	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	884		*North-South:*	0
			East-West:	703		*East-West:*	0
			SUM:	1587		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.154			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.154			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	2060	3	520	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1810	2	**640**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	340	2	**187**	0	0	0
	Left-Through		0			0	
	Through	40	0	80	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		0			0	
	Right	270	1	**150**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	650		*North-South:*	0
			East-West:	337		*East-West:*	0
			SUM:	987		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.718			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.718			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	1660	3	**423**	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	1400	2	523	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	2	94	0	0	0
	Left-Through		0			0	
	Through	60	0	**120**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	**40**	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		0			0	
	Right	200	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	593		*North-South:*	0
			East-West:	160		*East-West:*	0
			SUM:	753		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.548			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.548			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 111
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	2460	3	**625**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	300	1	**300**	0	0	0
	Left-Through		0			0	
	Through	2190	2	810	0	0	**0**
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	2	99	0	0	0
	Left-Through		0			0	
	Through	90	0	**120**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	60	1	60	0	0	0
	Through-Right		0			0	
	Right	180	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	925		*North-South:*	0
			East-West:	180		*East-West:*	0
			SUM:	1105		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.804			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.804			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				3			0			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	0	NB-- 0	SB--	0	NB-- 1	SB--	0	0	NB-- 0	SB--	0	0
	EB-- 0	WB--	3	0	EB-- 0	WB--	0	EB-- 0	WB--	3	0	EB-- 0	WB--	0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0		0
Override Capacity				0			0			0			0		0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**	0	0	0	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1470	3	**490**	0	0	0	1720	3	**573**	0	0	0
	Through-Right		0			0			0			0	
	Right	320	1	0	0	0	0	190	1	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	860	2	**473**	0	0	0	730	2	**402**	0	0	0
	Left-Through		0			0			0			0	
	Through	1240	3	413	0	0	**0**	1490	3	497	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0			0	
	Through	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Through-Right		0			0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	160	2	**88**	0	0	**0**	170	2	**94**	0	0	**0**
	Left-Through		0			0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0			0	
	Right	770	2	0	0	0	0	730	2	0	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	963		*North-South:*	0		*North-South:*	975		*North-South:*	0
			East-West:	88		*East-West:*	0		*East-West:*	94		*East-West:*	0
			SUM:	1051		*SUM:*	0		*SUM:*	1069		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.738			0.000			0.750			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.738			0.000			0.750			0.000
LEVEL OF SERVICE (LOS):				C			A			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 112
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** SR-90 RAMPS
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM											
No. of Phases				3			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	0	NB-- 0	SB--	0						
	EB-- 0	WB--	3	0	EB-- 0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?				0			0						
Override Capacity				0			0						

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1840	3	**613**	0	0	0
	Through-Right		0			0	
	Right	240	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	1000	2	**550**	0	0	0
	Left-Through		0			0	
	Through	1800	3	600	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	2	**138**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	760	2	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1163		*North-South:*	0
			East-West:	138		*East-West:*	0
			SUM:	1301		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.913			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.913			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	790	2	**395**	0	0	0
	Through-Right		0			0	
	Right	140	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	310	1	160	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	70	1	**50**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		0			0	
	Right	350	1	**220**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	525		*North-South:*	0
			East-West:	270		*East-West:*	0
			SUM:	795		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.578			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.578			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	350	2	**175**	0	0	0
	Through-Right		0			0	
	Right	110	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	**50**	0	0	0
	Left-Through		0			0	
	Through	120	1	70	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	230	1	125	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	70	1	70	0	0	0
	Through-Right		0			0	
	Right	250	1	**200**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:* *East-West:* *SUM:*	225 380 605		*North-South:* *East-West:* *SUM:*	0 0 0
VOLUME/CAPACITY *(V/C)* RATIO:				0.440			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.440			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 113
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	470	2	**235**	0	0	0
	Through-Right		0			0	
	Right	170	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	50	1	40	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	270	1	270	0	0	0
	Left-Through		0			0	
	Through	640	1	**335**	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	80	1	80	0	0	0
	Through-Right		0			0	
	Right	200	1	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:* *East-West:* *SUM:*	305 495 800		*North-South:* *East-West:* *SUM:*	0 0 0
VOLUME/CAPACITY *(V/C)* RATIO:				0.582			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.582			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1320	3	**440**	0	0	0
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1270	3	423	0	0	**0**
	Through-Right		0			0	
	Right	130	1	86	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	2	**88**	0	0	0
	Left-Through		0			0	
	Through	550	2	275	0	0	**0**
	Through-Right		0			0	
	Right	100	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	930	1	**630**	0	0	0
	Through-Right		1			0	
	Right	330	0	330	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:* *East-West:* *SUM:*	570 718 1288		*North-South:* *East-West:* *SUM:*	0 0 0
VOLUME/CAPACITY *(V/C)* RATIO:				0.937			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.937			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	1130	3	**377**	0	0	0
	Through-Right		0			0	
	Right	120	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	1100	3	367	0	0	**0**
	Through-Right		0			0	
	Right	250	1	192	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	2	**116**	0	0	0
	Left-Through		0			0	
	Through	700	2	350	0	0	**0**
	Through-Right		0			0	
	Right	90	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	680	1	**470**	0	0	0
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:* *East-West:* *SUM:*	607 586 1193		*North-South:* *East-West:* *SUM:*	0 0 0
VOLUME/CAPACITY *(V/C)* RATIO:				0.868			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.868			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 114
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	1800	3	**600**	0	0	0
	Through-Right		0			0	
	Right	130	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	260	1	**260**	0	0	0
	Left-Through		0			0	
	Through	1780	3	593	0	0	**0**
	Through-Right		0			0	
	Right	280	1	228	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	2	**105**	0	0	0
	Left-Through		0			0	
	Through	900	2	450	0	0	**0**
	Through-Right		0			0	
	Right	90	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	720	1	**455**	0	0	0
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	860		*North-South:*	0
			East-West:	560		*East-West:*	0
			SUM:	1420		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.033			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.033			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	390	2	215	0	0	**0**
	Left-Through		0			0	
	Through	980	1	**980**	0	0	0
	Through-Right		0			0	
	Right	290	1	225	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	250	0	0	0
	Left-Through		0			0	
	Through	500	0	**510**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	510	2	**255**	0	0	**0**
	Through-Right		0			0	
	Right	210	1	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	410	1	260	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1490		*North-South:*	0
			East-West:	385		*East-West:*	0
			SUM:	1875		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.316			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.316			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	250	2	138	0	0	**0**
	Left-Through		0			0	
	Through	700	1	**700**	0	0	0
	Through-Right		0			0	
	Right	200	1	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	310	1	310	0	0	0
	Left-Through		0			0	
	Through	440	0	**480**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	450	2	**225**	0	0	**0**
	Through-Right		0			0	
	Right	170	1	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	540	1	295	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1180		*North-South:*	0
			East-West:	395		*East-West:*	0
			SUM:	1575		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.105			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.105			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 119
PROJECT TITLE: LAX SPAS
North-South Street: OCEAN AVENUE / VIA MARII **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	400	2	220	0	0	**0**
	Left-Through		0			0	
	Through	880	1	**880**	0	0	0
	Through-Right		0			0	
	Right	190	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	460	1	460	0	0	0
	Left-Through		0			0	
	Through	950	0	**990**	0	0	**0**
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	0	0	0
	Left-Through		0			0	
	Through	530	2	265	0	0	**0**
	Through-Right		0			0	
	Right	300	1	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	750	1	**425**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1870		*North-South:*	0
			East-West:	465		*East-West:*	0
			SUM:	2335		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.639			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.639			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 0	SB-- WB--		3 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1000	2	**500**	0	0	0
	Through-Right		0			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	630	2	315	0	0	**0**
	Through-Right		0			0	
	Right	120	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	2	121	0	0	0
	Left-Through		0			0	
	Through	1550	3	**517**	0	0	**0**
	Through-Right		0			0	
	Right	140	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	320	2	**176**	0	0	**0**
	Left-Through		0			0	
	Through	1470	3	490	0	0	0
	Through-Right		0			0	
	Right	210	1	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	660		*North-South:*	0
			East-West:	693		*East-West:*	0
			SUM:	1353		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.949			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.949			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 0	SB-- WB--		3 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	750	2	**375**	0	0	0
	Through-Right		0			0	
	Right	220	1	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	640	2	320	0	0	**0**
	Through-Right		0			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	260	2	**143**	0	0	0
	Left-Through		0			0	
	Through	1290	3	430	0	0	**0**
	Through-Right		0			0	
	Right	130	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	310	2	171	0	0	**0**
	Left-Through		0			0	
	Through	1380	3	**460**	0	0	0
	Through-Right		0			0	
	Right	140	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	515		*North-South:*	0
			East-West:	603		*East-West:*	0
			SUM:	1118		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.785			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.785			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 121
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 0	SB-- WB--		3 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	1160	2	**580**	0	0	0
	Through-Right		0			0	
	Right	220	1	33	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	950	2	475	0	0	**0**
	Through-Right		0			0	
	Right	150	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	280	2	154	0	0	0
	Left-Through		0			0	
	Through	1550	3	**517**	0	0	**0**
	Through-Right		0			0	
	Right	160	1	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	340	2	**187**	0	0	**0**
	Left-Through		0			0	
	Through	1470	3	490	0	0	0
	Through-Right		0			0	
	Right	110	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	800		*North-South:*	0
			East-West:	704		*East-West:*	0
			SUM:	1504		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.055			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.055			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 0	SB-- WB--		0 3	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	580	2	290	0	0	0
	Through-Right		0			0	
	Right	470	1	**338**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	560	2	280	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	2	**132**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	50	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	418		*North-South:*	0
			East-West:	132		*East-West:*	0
			SUM:	550		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.386			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.386			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	410	2	**205**	0	0	0
	Through-Right		0			0	
	Right	270	1	176	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	390	2	195	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	2	**94**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	315		*North-South:*	0
			East-West:	94		*East-West:*	0
			SUM:	409		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.287			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.287			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 123
PROJECT TITLE: LAX SPAS
North-South Street: PERSHING DRIVE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	650	2	**325**	0	0	0
	Through-Right		0			0	
	Right	310	1	123	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	490	2	245	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	340	2	**187**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	130	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	425		*North-South:*	0
			East-West:	187		*East-West:*	0
			SUM:	612		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.429			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.429			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	600	1	**395**	0	0	0
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	490	1	275	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	210	0	0	0
	Left-Through		0			0	
	Through	1580	2	**563**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	500	1	**500**	0	0	**0**
	Left-Through		0			0	
	Through	1200	3	328	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	565		*North-South:*	0
			East-West:	1063		*East-West:*	0
			SUM:	1628		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.184			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.184			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	250	1	**250**	0	0	**0**
	Left-Through		0			0	
	Through	340	1	275	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	340	1	**210**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1310	2	**473**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	370	1	**370**	0	0	**0**
	Left-Through		0			0	
	Through	1270	3	345	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	460		*North-South:*	0
			East-West:	843		*East-West:*	0
			SUM:	1303		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.948			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.948			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 127
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	0	0	0
	Left-Through		0			0	
	Through	640	1	475	0	0	0
	Through-Right		1			0	
	Right	310	0	310	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	670	1	400	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1740	2	640	0	0	0
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	220	0	0	0
	Left-Through		0			0	
	Through	1530	3	415	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	595		North-South:	0
			East-West:	860		East-West:	0
			SUM:	1455		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.058			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.058			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	1290	2	645	0	0	0
	Through-Right		0			0	
	Right	220	1	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	390	2	195	0	0	0
	Through-Right		0			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	1000	3	333	0	0	0
	Through-Right		0			0	
	Right	460	1	370	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	190	0	0	0
	Left-Through		0			0	
	Through	1330	3	443	0	0	0
	Through-Right		0			0	
	Right	50	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	715		North-South:	0
			East-West:	613		East-West:	0
			SUM:	1328		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.966			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.966			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	260	1	260	0	0	0
	Left-Through		0			0	
	Through	920	2	460	0	0	0
	Through-Right		0			0	
	Right	370	1	295	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	500	2	250	0	0	0
	Through-Right		0			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	1140	3	380	0	0	0
	Through-Right		0			0	
	Right	460	1	330	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	1330	3	443	0	0	0
	Through-Right		0			0	
	Right	70	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	540		North-South:	0
			East-West:	623		East-West:	0
			SUM:	1163		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.846			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.846			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 131
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** VENICE BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	330	1	330	0	0	0
	Left-Through		0			0	
	Through	1700	2	850	0	0	0
	Through-Right		0			0	
	Right	410	1	345	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	850	2	425	0	0	0
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	250	1	250	0	0	0
	Left-Through		0			0	
	Through	1630	3	543	0	0	0
	Through-Right		0			0	
	Right	320	1	155	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1420	3	473	0	0	0
	Through-Right		0			0	
	Right	50	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	950		North-South:	0
			East-West:	723		East-West:	0
			SUM:	1673		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				1.217			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.217			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	330	1	330	0	0	**0**
Left-Through		0			0	
Through	1390	3	**463**	0	0	0
Through-Right		0			0	
Right	30	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	220	1	**220**	0	0	0
Left-Through		0			0	
Through	1040	3	347	0	0	**0**
Through-Right		0			0	
Right	60	1	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	20	1	**20**	0	0	0
Left-Through		0			0	
Through	250	1	170	0	0	**0**
Through-Right		1			0	
Right	90	0	90	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	100	1	100	0	0	**0**
Left-Through		0			0	
Through	490	1	**370**	0	0	0
Through-Right		1			0	
Right	250	0	250	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	683		*North-South:*	0
		East-West:	390		*East-West:*	0
		SUM:	1073		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.780			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.780			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	70	1	70	0	0	**0**
Left-Through		0			0	
Through	1300	3	**433**	0	0	0
Through-Right		0			0	
Right	120	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	140	1	**140**	0	0	0
Left-Through		0			0	
Through	1320	3	440	0	0	**0**
Through-Right		0			0	
Right	70	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	70	1	70	0	0	0
Left-Through		0			0	
Through	350	1	**280**	0	0	**0**
Through-Right		1			0	
Right	210	0	210	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	170	1	**170**	0	0	**0**
Left-Through		0			0	
Through	400	1	265	0	0	0
Through-Right		1			0	
Right	130	0	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	573		*North-South:*	0
		East-West:	450		*East-West:*	0
		SUM:	1023		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.744			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.744			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 135
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	500	1	**500**	0	0	**0**
Left-Through		0			0	
Through	1550	3	517	0	0	0
Through-Right		0			0	
Right	100	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	230	1	230	0	0	0
Left-Through		0			0	
Through	1660	3	**553**	0	0	**0**
Through-Right		0			0	
Right	90	1	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	40	1	40	0	0	0
Left-Through		0			0	
Through	500	1	**405**	0	0	**0**
Through-Right		1			0	
Right	310	0	310	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	210	1	**210**	0	0	**0**
Left-Through		0			0	
Through	300	1	255	0	0	0
Through-Right		1			0	
Right	210	0	210	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	1053		*North-South:*	0
		East-West:	615		*East-West:*	0
		SUM:	1668		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.213			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.213			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	40	1	40	0	0	**0**
Left-Through		0			0	
Through	1950	2	**657**	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	70	1	**70**	0	0	0
Left-Through		0			0	
Through	1450	2	557	0	0	**0**
Through-Right		1			0	
Right	220	0	220	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	520	2	**286**	0	0	0
Left-Through		0			0	
Through	70	1	70	0	0	**0**
Through-Right		0			0	
Right	70	1	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	50	1	50	0	0	**0**
Left-Through		0			0	
Through	50	1	50	0	0	0
Through-Right		0			0	
Right	160	1	**125**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	727		*North-South:*	0
		East-West:	411		*East-West:*	0
		SUM:	1138		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.799			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.799			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	1600	2	543	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1570	2	**597**	0	0	**0**
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	240	2	**132**	0	0	0
	Left-Through		0			0	
	Through	50	1	50	0	0	**0**
	Through-Right		0			0	
	Right	80	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	**50**	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		0			0	
	Right	90	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	667		*North-South:*	0
			East-West:	182		*East-West:*	0
			SUM:	849		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.596			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.596			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 136
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 76TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	2010	2	680	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	170	0	0	0
	Left-Through		0			0	
	Through	2420	2	**930**	0	0	**0**
	Through-Right		1			0	
	Right	370	0	370	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	230	2	**127**	0	0	0
	Left-Through		0			0	
	Through	100	1	100	0	0	**0**
	Through-Right		0			0	
	Right	60	1	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	70	1	**70**	0	0	0
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1000		*North-South:*	0
			East-West:	197		*East-West:*	0
			SUM:	1197		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.840			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.840			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	1780	2	**600**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**20**	0	0	0
	Left-Through		0			0	
	Through	1490	3	497	0	0	**0**
	Through-Right		0			0	
	Right	100	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	30	1	30	0	0	**0**
	Through-Right		0			0	
	Right	70	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	90	0	**160**	0	0	0
	Through-Right		1			0	
	Right	70	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	620		*North-South:*	0
			East-West:	290		*East-West:*	0
			SUM:	910		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.607			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.607			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	1580	2	**537**	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	**40**	0	0	0
	Left-Through		0			0	
	Through	1540	3	513	0	0	**0**
	Through-Right		0			0	
	Right	140	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	40	1	40	0	0	**0**
	Through-Right		0			0	
	Right	80	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	40	0	**90**	0	0	0
	Through-Right		1			0	
	Right	50	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	577		*North-South:*	0
			East-West:	190		*East-West:*	0
			SUM:	767		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.511			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.511			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 137
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 79TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	1940	2	660	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	2260	3	**753**	0	0	**0**
	Through-Right		0			0	
	Right	190	1	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	80	1	80	0	0	**0**
	Through-Right		0			0	
	Right	140	1	85	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	60	0	**90**	0	0	0
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	863		*North-South:*	0
			East-West:	200		*East-West:*	0
			SUM:	1063		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.709			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.709			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	0	**0**
	Left-Through		0			0	
	Through	1680	2	**563**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	1550	2	527	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	0	**90**	0	0	0
	Left-Through		0			0	
	Through	80	0	210	0	0	**0**
	Through-Right		0			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	0	0	**0**
	Left-Through		0			0	
	Through	80	0	**160**	0	0	0
	Through-Right		1			0	
	Right	80	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	593		*North-South:*	0
			East-West:	250		*East-West:*	0
			SUM:	843		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.562			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.562			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	**30**	0	0	**0**
	Left-Through		0			0	
	Through	1530	2	517	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	1580	2	**547**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	0	60	0	0	0
	Left-Through		0			0	
	Through	60	0	**160**	0	0	**0**
	Through-Right		0			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	30	0	90	0	0	0
	Through-Right		1			0	
	Right	60	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	577		*North-South:*	0
			East-West:	170		*East-West:*	0
			SUM:	747		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.498			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.498			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 138
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** 83RD STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	1990	2	670	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	2300	2	**783**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	0	30	0	0	0
	Left-Through		0			0	
	Through	110	0	**180**	0	0	**0**
	Through-Right		0			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	**10**	0	0	**0**
	Left-Through		0			0	
	Through	100	0	120	0	0	0
	Through-Right		1			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	843		*North-South:*	0
			East-West:	190		*East-West:*	0
			SUM:	1033		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.689			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.689			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** I-105 WB RAMPS N/O IMPERIAL HIGHWA
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2140	3	**713**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1964	0	0	0	0	**0**
	Through-Right		0			0	
	Right	1380	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	800	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2164	3	**757**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	713		*North-South:*	0
			East-West:	757		*East-West:*	0
			SUM:	1470		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.980			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.980			0.000
LEVEL OF SERVICE (LOS):				E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** I-105 WB RAMPS N/O IMPERIAL HIGHWA
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2010	3	**670**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1693	0	0	0	0	**0**
	Through-Right		0			0	
	Right	1830	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	530	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2313	3	**810**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	670		*North-South:*	0
			East-West:	810		*East-West:*	0
			SUM:	1480		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.987			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.987			0.000
LEVEL OF SERVICE (LOS):				E			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 139
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BOULEVARD **East-West Street:** I-105 WB RAMPS N/O IMPERIAL HIGHWA
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2554	3	**851**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2334	0	0	0	0	**0**
	Through-Right		0			0	
	Right	2050	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	730	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2030	3	**711**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	851		*North-South:*	0
			East-West:	711		*East-West:*	0
			SUM:	1562		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.041			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.041			0.000
LEVEL OF SERVICE (LOS):				F			A

Notes: SBT, SBTR, SBR are free flow

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	800	2	**400**	0	0	0
	Through-Right		0			0	
	Right	30	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	620	3	207	0	0	**0**
	Through-Right		0			0	
	Right	430	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	2	**44**	0	0	0
	Left-Through		0			0	
	Through	80	1	80	0	0	**0**
	Through-Right		0			0	
	Right	60	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		0			0	
	Right	130	1	**80**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	500		*North-South:*	0
			East-West:	124		*East-West:*	0
			SUM:	624		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.454			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.454			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1130	2	**565**	0	0	0
	Through-Right		0			0	
	Right	30	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	820	3	273	0	0	**0**
	Through-Right		0			0	
	Right	440	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	2	**61**	0	0	0
	Left-Through		0			0	
	Through	50	1	50	0	0	**0**
	Through-Right		0			0	
	Right	80	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	50	1	50	0	0	0
	Through-Right		0			0	
	Right	140	1	**95**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	655		*North-South:*	0
			East-West:	156		*East-West:*	0
			SUM:	811		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.590			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.590			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 141
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1190	2	**595**	0	0	0
	Through-Right		0			0	
	Right	30	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	**50**	0	0	0
	Left-Through		0			0	
	Through	650	3	217	0	0	**0**
	Through-Right		0			0	
	Right	570	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	2	**77**	0	0	0
	Left-Through		0			0	
	Through	110	1	110	0	0	**0**
	Through-Right		0			0	
	Right	150	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	0	0	**0**
	Left-Through		0			0	
	Through	80	1	80	0	0	0
	Through-Right		0			0	
	Right	160	1	**135**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	645		*North-South:*	0
			East-West:	212		*East-West:*	0
			SUM:	857		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.623			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.623			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	0	1	0	0	0	**0**
	Through-Right		0			0	
	Right	170	1	**115**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	130	1	65	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	550	1	**290**	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	115		*North-South:*	0
			East-West:	400		*East-West:*	0
			SUM:	515		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.343			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.343			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	0	1	0	0	0	**0**
	Through-Right		0			0	
	Right	270	1	**235**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	180	1	90	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	540	1	**280**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	235		*North-South:*	0
			East-West:	350		*East-West:*	0
			SUM:	585		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.390			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.390			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 142
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	0	1	0	0	0	**0**
	Through-Right		0			0	
	Right	240	1	**200**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	190	1	95	0	0	**0**
	Through-Right		1			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	0	**0**
	Left-Through		0			0	
	Through	740	1	**380**	0	0	0
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	200		*North-South:*	0
			East-West:	460		*East-West:*	0
			SUM:	660		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.440			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.440			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	0	40	0	0	**0**
	Left-Through		1			0	
	Through	40	0	**80**	0	0	0
	Through-Right		0			0	
	Right	70	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	160	1	**160**	0	0	**0**
	Through-Right		0			0	
	Right	90	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	120	1	65	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	140	1	140	0	0	0
	Through-Right		0			0	
	Right	470	2	**169**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	240		*North-South:*	0
			East-West:	269		*East-West:*	0
			SUM:	509		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.357			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.357			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	0	20	0	0	**0**
	Left-Through		1			0	
	Through	180	0	**200**	0	0	0
	Through-Right		0			0	
	Right	40	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	40	1	40	0	0	**0**
	Through-Right		0			0	
	Right	110	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	350	1	**350**	0	0	0
	Left-Through		0			0	
	Through	140	1	85	0	0	**0**
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	140	1	140	0	0	0
	Through-Right		0			0	
	Right	570	2	**214**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	300		*North-South:*	0
			East-West:	564		*East-West:*	0
			SUM:	864		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.606			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.606			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 143
PROJECT TITLE: LAX SPAS
North-South Street: VICKSBURG AVENUE **East-West Street:** 96TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	30	0	0	**0**
	Left-Through		1			0	
	Through	200	0	**230**	0	0	0
	Through-Right		0			0	
	Right	70	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	120	1	**120**	0	0	**0**
	Through-Right		0			0	
	Right	90	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	400	1	**400**	0	0	0
	Left-Through		0			0	
	Through	130	1	75	0	0	**0**
	Through-Right		1			0	
	Right	20	0	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	200	1	200	0	0	0
	Through-Right		0			0	
	Right	690	2	**280**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	350		*North-South:*	0
			East-West:	680		*East-West:*	0
			SUM:	1030		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.723			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.723			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 98TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	860	2	**430**	0	0	0
	Through-Right		0			0	
	Right	100	1	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	440	2	207	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	130	1	130	0	0	**0**
	Through-Right		0			0	
	Right	130	1	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	80	0	**170**	0	0	0
	Through-Right		1			0	
	Right	90	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	570		*North-South:*	0
			East-West:	280		*East-West:*	0
			SUM:	850		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.567			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.567			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 98TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	1100	2	**550**	0	0	0
	Through-Right		0			0	
	Right	120	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	700	2	270	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	70	1	70	0	0	**0**
	Through-Right		0			0	
	Right	120	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	80	0	0	**0**
	Left-Through		0			0	
	Through	130	0	**250**	0	0	0
	Through-Right		1			0	
	Right	120	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	710		*North-South:*	0
			East-West:	380		*East-West:*	0
			SUM:	1090		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.727			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.727			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 144
PROJECT TITLE: LAX SPAS
North-South Street: AIRPORT BOULEVARD **East-West Street:** 98TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	990	2	**495**	0	0	0
	Through-Right		0			0	
	Right	170	1	115	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	710	2	270	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	110	1	110	0	0	**0**
	Through-Right		0			0	
	Right	200	1	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	140	0	**330**	0	0	0
	Through-Right		1			0	
	Right	190	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	575		*North-South:*	0
			East-West:	520		*East-West:*	0
			SUM:	1095		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.730			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.730			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	0	0	**0**
	Left-Through		0			0	
	Through	30	1	**30**	0	0	0
	Through-Right		0			0	
	Right	40	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**20**	0	0	0
	Left-Through		0			0	
	Through	20	1	15	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	**10**	0	0	0
	Left-Through		0			0	
	Through	290	2	145	0	0	**0**
	Through-Right		0			0	
	Right	80	1	65	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	650	2	**325**	0	0	0
	Through-Right		0			0	
	Right	10	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	50		*North-South:*	0
			East-West:	335		*East-West:*	0
			SUM:	385		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.257			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.257			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	20	1	20	0	0	0
	Through-Right		0			0	
	Right	130	1	**45**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	20	1	15	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	570	2	**285**	0	0	**0**
	Through-Right		0			0	
	Right	80	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	590	2	295	0	0	0
	Through-Right		0			0	
	Right	30	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	75		North-South:	0
			East-West:	455		East-West:	0
			SUM:	530		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.353			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.353			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 145
PROJECT TITLE: LAX SPAS
North-South Street: JENNY AVENUE **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	**50**	0	0	**0**
	Left-Through		0			0	
	Through	30	1	30	0	0	0
	Through-Right		0			0	
	Right	90	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	20	1	**15**	0	0	**0**
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	0	0	0
	Left-Through		0			0	
	Through	740	2	**370**	0	0	**0**
	Through-Right		0			0	
	Right	160	1	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	600	2	300	0	0	0
	Through-Right		0			0	
	Right	40	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	65		North-South:	0
			East-West:	480		East-West:	0
			SUM:	545		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.363			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.363			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	0	110	0	0	**0**
	Left-Through		0			0	
	Through	120	0	**310**	0	0	0
	Through-Right		0			0	
	Right	80	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	0	**30**	0	0	0
	Left-Through		0			0	
	Through	120	0	200	0	0	**0**
	Through-Right		0			0	
	Right	50	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	340	1	265	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	720	1	**390**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	340		North-South:	0
			East-West:	450		East-West:	0
			SUM:	790		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.527			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.527			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	0	130	0	0	**0**
	Left-Through		0			0	
	Through	140	0	**430**	0	0	0
	Through-Right		0			0	
	Right	160	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	0	**150**	0	0	0
	Left-Through		0			0	
	Through	130	0	370	0	0	**0**
	Through-Right		0			0	
	Right	90	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	470	1	275	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	540	1	**385**	0	0	0
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	580		North-South:	0
			East-West:	445		East-West:	0
			SUM:	1025		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.683			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.683			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 146
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA EASTWAY **East-West Street:** WESTCHESTER PARKWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	0	20	0	0	**0**
	Left-Through		0			0	
	Through	250	0	**570**	0	0	0
	Through-Right		0			0	
	Right	300	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	0	**150**	0	0	0
	Left-Through		0			0	
	Through	90	0	350	0	0	**0**
	Through-Right		0			0	
	Right	110	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	620	1	370	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	80	0	0	**0**
	Left-Through		0			0	
	Through	740	1	**410**	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	720		*North-South:*	0
			East-West:	470		*East-West:*	0
			SUM:	1190		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.793			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.793			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3330	2	**1123**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	3080	3	785	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**75**	0	0	0
	Left-Through		0			0	
	Through	60	0	75	0	0	**0**
	Through-Right		0			0	
	Right	70	1	70	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	290	1	**200**	0	0	**0**
	Left-Through		1			0	
	Through	110	0	200	0	0	0
	Through-Right		0			0	
	Right	50	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1123		*North-South:*	0
			East-West:	275		*East-West:*	0
			SUM:	1398		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.981			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.981			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2380	2	**807**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2220	3	593	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	**125**	0	0	0
	Left-Through		0			0	
	Through	100	0	125	0	0	**0**
	Through-Right		0			0	
	Right	80	1	80	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	**140**	0	0	**0**
	Left-Through		1			0	
	Through	90	0	140	0	0	0
	Through-Right		0			0	
	Right	40	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	807		*North-South:*	0
			East-West:	265		*East-West:*	0
			SUM:	1072		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.752			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.752			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 148
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** FAIRVIEW BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	3260	2	**1127**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	3100	3	808	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**170**	0	0	0
	Left-Through		0			0	
	Through	160	0	170	0	0	**0**
	Through-Right		0			0	
	Right	80	1	80	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	**190**	0	0	**0**
	Left-Through		1			0	
	Through	140	0	190	0	0	0
	Through-Right		0			0	
	Right	30	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1127		*North-South:*	0
			East-West:	360		*East-West:*	0
			SUM:	1487		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.044			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.044			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	230	0	270	0	0	0
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	260	0	**320**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	560	1	**380**	0	0	**0**
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	650	1	345	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	430		*North-South:*	0
			East-West:	440		*East-West:*	0
			SUM:	870		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.580			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.580			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	170	0	210	0	0	0
	Through-Right		1			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	0	0	0
	Left-Through		0			0	
	Through	190	0	**260**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	560	1	330	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	0	0	**0**
	Left-Through		0			0	
	Through	600	1	**335**	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	360		*North-South:*	0
			East-West:	415		*East-West:*	0
			SUM:	775		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.517			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.517			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 152
PROJECT TITLE: LAX SPAS
North-South Street: DUQUESNE AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	260	0	290	0	0	0
	Through-Right		1			0	
	Right	30	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	0	0	0
	Left-Through		0			0	
	Through	300	0	**380**	0	0	**0**
	Through-Right		1			0	
	Right	80	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	710	1	**435**	0	0	**0**
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	680	1	375	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	480		*North-South:*	0
			East-West:	515		*East-West:*	0
			SUM:	995		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.663			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.663			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	890	2	**445**	0	0	0
	Through-Right		0			0	
	Right	270	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	620	2	310	0	0	**0**
	Through-Right		0			0	
	Right	180	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	760	2	380	0	0	**0**
	Through-Right		0			0	
	Right	120	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	880	2	**440**	0	0	0
	Through-Right		0			0	
	Right	80	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	525		*North-South:*	0
			East-West:	600		*East-West:*	0
			SUM:	1125		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.818			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.818			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	180	1	**180**	0	0	**0**
Left-Through		0			0	
Through	690	2	345	0	0	0
Through-Right		0			0	
Right	220	1	130	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	90	1	90	0	0	0
Left-Through		0			0	
Through	730	2	**365**	0	0	**0**
Through-Right		0			0	
Right	220	1	50	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	170	1	**170**	0	0	0
Left-Through		0			0	
Through	640	2	320	0	0	**0**
Through-Right		0			0	
Right	120	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	90	1	90	0	0	**0**
Left-Through		0			0	
Through	660	2	**330**	0	0	0
Through-Right		0			0	
Right	30	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	545		*North-South:*	0
		East-West:	500		*East-West:*	0
		SUM:	1045		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.760			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.760			0.000
LEVEL OF SERVICE (LOS):			C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 155
PROJECT TITLE: LAX SPAS
North-South Street: OVERLAND AVENUE **East-West Street:** WASHINGTON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 3	NB-- 0	SB-- 0		
	EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	170	1	**170**	0	0	**0**
Left-Through		0			0	
Through	900	2	450	0	0	0
Through-Right		0			0	
Right	340	1	40	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	90	1	90	0	0	0
Left-Through		0			0	
Through	1090	2	**545**	0	0	**0**
Through-Right		0			0	
Right	190	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	190	1	190	0	0	0
Left-Through		0			0	
Through	910	2	**455**	0	0	**0**
Through-Right		0			0	
Right	150	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	300	1	**300**	0	0	**0**
Left-Through		0			0	
Through	750	2	375	0	0	0
Through-Right		0			0	
Right	30	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	715		*North-South:*	0
		East-West:	755		*East-West:*	0
		SUM:	1470		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			1.069			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.069			0.000
LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
	EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	360	1	**360**	0	0	**0**
Left-Through		0			0	
Through	760	1	390	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	1	20	0	0	0
Left-Through		0			0	
Through	610	2	**237**	0	0	**0**
Through-Right		1			0	
Right	100	0	100	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	40	1	**40**	0	0	0
Left-Through		0			0	
Through	10	1	10	0	0	**0**
Through-Right		0			0	
Right	250	1	0	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	10	0	0	**0**
Left-Through		0			0	
Through	10	0	**30**	0	0	0
Through-Right		0			0	
Right	10	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	597		*North-South:*	0
		East-West:	70		*East-West:*	0
		SUM:	667		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.468			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.468			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
	EB-- 3	WB-- 0	EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND Left	190	1	190	0	0	**0**
Left-Through		0			0	
Through	830	1	**425**	0	0	0
Through-Right		1			0	
Right	20	0	20	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
SOUTHBOUND Left	20	1	**20**	0	0	0
Left-Through		0			0	
Through	430	2	163	0	0	**0**
Through-Right		1			0	
Right	60	0	60	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
EASTBOUND Left	80	1	80	0	0	0
Left-Through		0			0	
Through	10	1	10	0	0	**0**
Through-Right		0			0	
Right	340	1	**150**	0	0	0
Left-Through-Right		0			0	
Left-Right		0			0	
WESTBOUND Left	10	0	**10**	0	0	**0**
Left-Through		0			0	
Through	10	0	40	0	0	0
Through-Right		0			0	
Right	20	0	0	0	0	0
Left-Through-Right		1			0	
Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*	445		*North-South:*	0
		East-West:	160		*East-West:*	0
		SUM:	605		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:			0.425			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.425			0.000
LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 157
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** 104TH STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	890	1	450	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	1060	2	**377**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	10	1	10	0	0	**0**
	Through-Right		0			0	
	Right	240	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	0	20	0	0	**0**
	Left-Through		0			0	
	Through	10	0	**40**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	557		*North-South:*	0
			East-West:	110		*East-West:*	0
			SUM:	667		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.468			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.468			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1160	1	**595**	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	0	0	0
	Left-Through		0			0	
	Through	400	2	200	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	0	30	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**40**	0	0	0
	Through-Right		0			0	
	Right	10	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	625		*North-South:*	0
			East-West:	40		*East-West:*	0
			SUM:	665		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.443			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.443			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	420	1	**215**	0	0	0
	Through-Right		1			0	
	Right	10	0	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**20**	0	0	0
	Left-Through		0			0	
	Through	280	2	140	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**30**	0	0	0
	Through-Right		0			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	235		*North-South:*	0
			East-West:	30		*East-West:*	0
			SUM:	265		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.177			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.177			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 158
PROJECT TITLE: LAX SPAS
North-South Street: VISTA DEL MAR **East-West Street:** VATERVIEW STREET
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	610	1	320	0	0	0
	Through-Right		1			0	
	Right	30	0	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	20	0	0	0
	Left-Through		0			0	
	Through	1030	2	**515**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	0	40	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**60**	0	0	0
	Through-Right		0			0	
	Right	20	0	0	0	0	0
	Left-Through-Right		1			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	515		*North-South:*	0
			East-West:	60		*East-West:*	0
			SUM:	575		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.383			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.383			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1650	1	**850**	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	1470	2	735	0	0	**0**
	Through-Right		0			0	
	Right	90	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	230	1	230	0	0	**0**
	Through-Right		0			0	
	Right	140	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	380	1	**380**	0	0	0
	Through-Right		0			0	
	Right	180	1	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	950		North-South:	0
			East-West:	590		East-West:	0
			SUM:	1540		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			1.027			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			1.027			0.000
	LEVEL OF SERVICE (LOS):			F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	1460	1	760	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1590	2	**795**	0	0	**0**
	Through-Right		0			0	
	Right	150	1	35	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	240	1	240	0	0	**0**
	Through-Right		0			0	
	Right	210	1	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	270	1	**270**	0	0	0
	Through-Right		0			0	
	Right	140	1	75	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	935		North-South:	0
			East-West:	500		East-West:	0
			SUM:	1435		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.957			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.957			0.000
	LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 160
PROJECT TITLE: LAX SPAS
North-South Street: LINCOLN BOULEVARD **East-West Street:** ROSE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
	No. of Phases			2			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	1300	1	680	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1730	2	**865**	0	0	**0**
	Through-Right		0			0	
	Right	130	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	380	1	**380**	0	0	**0**
	Through-Right		0			0	
	Right	160	1	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	**60**	0	0	**0**
	Left-Through		0			0	
	Through	220	1	220	0	0	0
	Through-Right		0			0	
	Right	90	1	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	985		North-South:	0
			East-West:	440		East-West:	0
			SUM:	1425		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.950			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.950			0.000
	LEVEL OF SERVICE (LOS):			E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
	No. of Phases			4			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	630	2	315	0	0	0
	Through-Right		0			0	
	Right	100	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	660	1	**360**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	700	2	280	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1070	2	**390**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	480		North-South:	0
			East-West:	480		East-West:	0
			SUM:	960		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.698			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.698			0.000
	LEVEL OF SERVICE (LOS):			B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	160	0	0	**0**
	Left-Through		0			0	
	Through	810	2	**405**	0	0	0
	Through-Right		0			0	
	Right	120	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	520	1	315	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	1040	2	390	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	1100	2	**403**	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	495		*North-South:*	0
			East-West:	553		*East-West:*	0
			SUM:	1048		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.762			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.762			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 161
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	950	2	**475**	0	0	0
	Through-Right		0			0	
	Right	150	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	670	1	400	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	200	0	0	0
	Left-Through		0			0	
	Through	1410	2	**530**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	1220	2	450	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	605		*North-South:*	0
			East-West:	670		*East-West:*	0
			SUM:	1275		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.927			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.927			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	2560	3	**853**	0	0	0
	Through-Right		0			0	
	Right	140	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	2250	3	750	0	0	**0**
	Through-Right		0			0	
	Right	470	1	272	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	360	2	**198**	0	0	0
	Left-Through		0			0	
	Through	340	1	210	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	350	2	193	0	0	**0**
	Left-Through		0			0	
	Through	770	2	**385**	0	0	0
	Through-Right		0			0	
	Right	180	1	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	913		*North-South:*	0
			East-West:	583		*East-West:*	0
			SUM:	1496		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.088			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.088			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	1960	3	**653**	0	0	0
	Through-Right		0			0	
	Right	180	1	48	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	1770	3	590	0	0	**0**
	Through-Right		0			0	
	Right	310	1	134	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	320	2	**176**	0	0	0
	Left-Through		0			0	
	Through	320	1	210	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	2	132	0	0	**0**
	Left-Through		0			0	
	Through	340	2	**170**	0	0	0
	Through-Right		0			0	
	Right	140	1	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	773		*North-South:*	0
			East-West:	346		*East-West:*	0
			SUM:	1119		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.814			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.814			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 163
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	0	0	**0**
	Left-Through		0			0	
	Through	2220	3	740	0	0	0
	Through-Right		0			0	
	Right	380	1	204	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	160	0	0	0
	Left-Through		0			0	
	Through	2660	3	**887**	0	0	**0**
	Through-Right		0			0	
	Right	300	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	620	2	341	0	0	0
	Left-Through		0			0	
	Through	520	1	**330**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	320	2	**176**	0	0	**0**
	Left-Through		0			0	
	Through	310	2	155	0	0	0
	Through-Right		0			0	
	Right	230	1	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	957		*North-South:*	0
			East-West:	506		*East-West:*	0
			SUM:	1463		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.064			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.064			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	370	2	**204**	0	0	**0**
	Left-Through		0			0	
	Through	1520	2	520	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	2	105	0	0	0
	Left-Through		0			0	
	Through	1520	2	**587**	0	0	**0**
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	510	2	255	0	0	**0**
	Through-Right		0			0	
	Right	210	1	6	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	1300	2	**650**	0	0	0
	Through-Right		0			0	
	Right	360	1	255	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	791		*North-South:*	0
			East-West:	770		*East-West:*	0
			SUM:	1561		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.135			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.135			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	2	**99**	0	0	**0**
	Left-Through		0			0	
	Through	1350	2	473	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	2	121	0	0	0
	Left-Through		0			0	
	Through	1470	2	**553**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	200	0	0	0
	Left-Through		0			0	
	Through	650	2	**325**	0	0	**0**
	Through-Right		0			0	
	Right	200	1	101	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	580	2	290	0	0	0
	Through-Right		0			0	
	Right	200	1	79	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	652		*North-South:*	0
			East-West:	495		*East-West:*	0
			SUM:	1147		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.834			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.834			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 165
PROJECT TITLE: LAX SPAS
North-South Street: LA CIENEGA BOULEVARD **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 3	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	2	**83**	0	0	**0**
	Left-Through		0			0	
	Through	1370	2	487	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	370	2	204	0	0	0
	Left-Through		0			0	
	Through	2190	2	**767**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	1070	2	**535**	0	0	**0**
	Through-Right		0			0	
	Right	350	1	267	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	730	2	365	0	0	0
	Through-Right		0			0	
	Right	220	1	16	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	850		*North-South:*	0
			East-West:	715		*East-West:*	0
			SUM:	1565		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.138			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.138			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	2150	2	**737**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	1740	3	580	0	0	**0**
	Through-Right		0			0	
	Right	140	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	710	2	267	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	1040	2	**520**	0	0	0
	Through-Right		0			0	
	Right	450	1	290	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	897		*North-South:*	0
			East-West:	610		*East-West:*	0
			SUM:	1507		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.096			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.096			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1370	2	**473**	0	0	0
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	**250**	0	0	0
	Left-Through		0			0	
	Through	1360	3	453	0	0	**0**
	Through-Right		0			0	
	Right	120	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	610	2	220	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	600	2	**300**	0	0	0
	Through-Right		0			0	
	Right	300	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	723		*North-South:*	0
			East-West:	480		*East-West:*	0
			SUM:	1203		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.875			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.875			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 166
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** RODEO ROAD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1810	2	**643**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	1	**270**	0	0	0
	Left-Through		0			0	
	Through	2180	3	727	0	0	**0**
	Through-Right		0			0	
	Right	160	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	1	190	0	0	0
	Left-Through		0			0	
	Through	1000	2	**353**	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	**220**	0	0	**0**
	Left-Through		0			0	
	Through	720	2	360	0	0	0
	Through-Right		0			0	
	Right	380	1	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	913		*North-South:*	0
			East-West:	573		*East-West:*	0
			SUM:	1486		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.081			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.081			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	390	1	**390**	0	0	**0**
	Left-Through		0			0	
	Through	2290	2	790	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	90	0	0	0
	Left-Through		0			0	
	Through	1720	2	**633**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	**60**	0	0	0
	Left-Through		0			0	
	Through	440	2	220	0	0	**0**
	Through-Right		0			0	
	Right	310	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	1050	1	**545**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1023		*North-South:*	0
			East-West:	605		*East-West:*	0
			SUM:	1628		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.142			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.142			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	320	1	**320**	0	0	**0**
	Left-Through		0			0	
	Through	1440	2	530	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	1340	2	**487**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	330	2	**165**	0	0	**0**
	Through-Right		0			0	
	Right	330	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	340	1	210	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		807	*North-South:*		0
		East-West:		315	*East-West:*		0
		SUM:		1122	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.787			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.787			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 167
PROJECT TITLE: LAX SPAS
North-South Street: LA BREA AVENUE **East-West Street:** JEFFERSON BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 3	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	380	1	**380**	0	0	**0**
	Left-Through		0			0	
	Through	2040	2	753	0	0	0
	Through-Right		1			0	
	Right	220	0	220	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	2010	2	**693**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	900	2	**450**	0	0	**0**
	Through-Right		0			0	
	Right	530	1	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	460	1	265	0	0	0
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		1073	*North-South:*		0
		East-West:		590	*East-West:*		0
		SUM:		1663	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				1.167			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.167			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	1070	2	**370**	0	0	0
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	880	2	363	0	0	**0**
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	980	2	377	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1390	2	**483**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		590	*North-South:*		0
		East-West:		623	*East-West:*		0
		SUM:		1213	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.882			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.882			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	730	2	**263**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	760	2	303	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1010	2	**403**	0	0	**0**
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	910	2	333	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		453	*North-South:*		0
		East-West:		543	*East-West:*		0
		SUM:		996	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.724			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.724			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 168
PROJECT TITLE: LAX SPAS
North-South Street: CRENSHAW BOULEVARD **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	950	2	**337**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	290	1	**290**	0	0	0
	Left-Through		0			0	
	Through	1120	2	420	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	1570	2	**583**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	1050	2	393	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	627		*North-South:*	0
			East-West:	753		*East-West:*	0
			SUM:	1380		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.004			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.004			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	700	1	**457**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	670	1	457	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1030	3	343	0	0	**0**
	Through-Right		0			0	
	Right	390	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1470	2	**590**	0	0	0
	Through-Right		1			0	
	Right	300	0	300	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	457		*North-South:*	0
			East-West:	590		*East-West:*	0
			SUM:	1047		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.698			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.698			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	430	1	**287**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	430	1	287	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1090	3	363	0	0	**0**
	Through-Right		0			0	
	Right	360	1	73	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1210	2	**563**	0	0	0
	Through-Right		1			0	
	Right	480	0	480	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	287		*North-South:*	0
			East-West:	563		*East-West:*	0
			SUM:	850		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.567			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.567			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 170
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY NB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 3	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	470	1	**383**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	680	1	383	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1660	3	553	0	0	**0**
	Through-Right		0			0	
	Right	330	1	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1430	2	**590**	0	0	0
	Through-Right		1			0	
	Right	340	0	340	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	383		*North-South:*	0
			East-West:	590		*East-West:*	0
			SUM:	973		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.649			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.649			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	1	200	0	0	**0**
	Left-Through		0			0	
	Through	820	1	**455**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	1	**240**	0	0	0
	Left-Through		0			0	
	Through	650	1	375	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	1170	2	420	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	1460	2	**527**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	695		*North-South:*	0
			East-West:	647		*East-West:*	0
			SUM:	1342		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.976			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.976			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	610	1	**345**	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	550	1	320	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	100	0	0	0
	Left-Through		0			0	
	Through	930	2	**340**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	890	2	337	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	505		*North-South:*	0
			East-West:	460		*East-West:*	0
			SUM:	965		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.702			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.702			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 171
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	710	1	**410**	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	800	1	460	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1550	2	**560**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	**190**	0	0	**0**
	Left-Through		0			0	
	Through	1200	2	447	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	640		*North-South:*	0
			East-West:	750		*East-West:*	0
			SUM:	1390		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.011			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.011			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	740	1	**435**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	780	1	425	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	970	2	363	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1310	2	**480**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	595		*North-South:*	0
			East-West:	550		*East-West:*	0
			SUM:	1145		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.833			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.833			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	550	1	330	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	630	1	**365**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	690	2	**267**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	**160**	0	0	**0**
	Left-Through		0			0	
	Through	830	2	307	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	495		*North-South:*	0
			East-West:	427		*East-West:*	0
			SUM:	922		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.671			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.671			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 172
PROJECT TITLE: LAX SPAS
North-South Street: WESTERN AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	750	1	430	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	180	0	0	0
	Left-Through		0			0	
	Through	880	1	**490**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	1240	2	**463**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	1	**250**	0	0	**0**
	Left-Through		0			0	
	Through	1100	2	407	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	670		*North-South:*	0
			East-West:	713		*East-West:*	0
			SUM:	1383		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.006			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.006			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	1240	2	**463**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	0	0	0
	Left-Through		0			0	
	Through	700	2	263	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1340	2	**490**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	1280	2	457	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	533		*North-South:*	0
			East-West:	590		*East-West:*	0
			SUM:	1123		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.817			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.817			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	580	2	233	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	550	2	**207**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	1050	2	**390**	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	920	2	337	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	357		*North-South:*	0
			East-West:	560		*East-West:*	0
			SUM:	917		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.667			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.667			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet (Circular 212 Method)

I/S #: 174
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

PM

No. of Phases			4					0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0					0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--			0
	EB-- 0	WB--	0	EB-- 0	WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0					0
Override Capacity			0					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	**190**	0	0	**0**
	Left-Through		0			0	
	Through	980	2	367	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	910	2	**327**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	1440	2	**530**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	1390	2	483	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	517		*North-South:*	0
			East-West:	650		*East-West:*	0
			SUM:	1167		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.849			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.849			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

AM

No. of Phases			4					0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0					0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--			0
	EB-- 0	WB--	0	EB-- 0	WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0					0
Override Capacity			0					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	2	121	0	0	**0**
	Left-Through		0			0	
	Through	1290	2	**470**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	2	**88**	0	0	0
	Left-Through		0			0	
	Through	710	2	270	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	1340	2	477	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	1290	2	**477**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	558		*North-South:*	0
			East-West:	617		*East-West:*	0
			SUM:	1175		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.855			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.855			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

MD

No. of Phases			4					0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0					0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--			0
	EB-- 0	WB--	0	EB-- 0	WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0					0
Override Capacity			0					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	2	88	0	0	**0**
	Left-Through		0			0	
	Through	650	2	**263**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	200	2	**110**	0	0	0
	Left-Through		0			0	
	Through	680	2	273	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	970	2	377	0	0	**0**
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1010	2	**390**	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	373		*North-South:*	0
			East-West:	510		*East-West:*	0
			SUM:	883		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.642			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.642			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet (Circular 212 Method)

I/S #: 175
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

PM

No. of Phases			4					0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0					0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--			0
	EB-- 0	WB--	0	EB-- 0	WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0					0
Override Capacity			0					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	2	121	0	0	**0**
	Left-Through		0			0	
	Through	1110	2	**413**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	2	**149**	0	0	0
	Left-Through		0			0	
	Through	960	2	367	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1440	2	**543**	0	0	**0**
	Through-Right		1			0	
	Right	190	0	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	1270	2	490	0	0	0
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	562		*North-South:*	0
			East-West:	653		*East-West:*	0
			SUM:	1215		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.884			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.884			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	2	110	0	0	**0**
	Left-Through		0			0	
	Through	1380	3	**460**	0	0	0
	Through-Right		0			0	
	Right	150	1	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	2	**72**	0	0	0
	Left-Through		0			0	
	Through	880	2	353	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	1	**160**	0	0	0
	Left-Through		0			0	
	Through	890	2	340	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	1170	2	**433**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	532		*North-South:*	0
			East-West:	593		*East-West:*	0
			SUM:	1125		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.818			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.818			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	2	**121**	0	0	**0**
	Left-Through		0			0	
	Through	700	3	233	0	0	0
	Through-Right		0			0	
	Right	70	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	2	66	0	0	0
	Left-Through		0			0	
	Through	670	2	**290**	0	0	**0**
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	860	2	333	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1020	2	**370**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	411		*North-South:*	0
			East-West:	560		*East-West:*	0
			SUM:	971		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.706			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.706			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 176
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	310	2	**171**	0	0	**0**
	Left-Through		0			0	
	Through	1290	3	430	0	0	0
	Through-Right		0			0	
	Right	120	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	2	94	0	0	0
	Left-Through		0			0	
	Through	1030	2	**397**	0	0	**0**
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	**210**	0	0	0
	Left-Through		0			0	
	Through	1190	2	443	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	1170	2	**410**	0	0	0
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	568		*North-South:*	0
			East-West:	620		*East-West:*	0
			SUM:	1188		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.864			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.864			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	400	2	220	0	0	**0**
	Left-Through		0			0	
	Through	1290	2	**477**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	280	2	**154**	0	0	0
	Left-Through		0			0	
	Through	890	3	297	0	0	**0**
	Through-Right		0			0	
	Right	60	1	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	800	2	**343**	0	0	**0**
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	310	1	**310**	0	0	**0**
	Left-Through		0			0	
	Through	1320	2	510	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	631		*North-South:*	0
			East-West:	653		*East-West:*	0
			SUM:	1284		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.934			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.934			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	400	2	**220**	0	0	**0**
	Left-Through		0			0	
	Through	780	2	320	0	0	0
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	2	94	0	0	0
	Left-Through		0			0	
	Through	610	3	**203**	0	0	**0**
	Through-Right		0			0	
	Right	50	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	580	2	**280**	0	0	**0**
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	580	2	227	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	423		*North-South:*	0
			East-West:	450		*East-West:*	0
			SUM:	873		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.635			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.635			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 177
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	520	2	286	0	0	**0**
	Left-Through		0			0	
	Through	1370	2	**537**	0	0	0
	Through-Right		1			0	
	Right	240	0	240	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	2	**138**	0	0	0
	Left-Through		0			0	
	Through	890	3	297	0	0	**0**
	Through-Right		0			0	
	Right	90	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	0	0	0
	Left-Through		0			0	
	Through	1450	2	**550**	0	0	**0**
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	280	1	**280**	0	0	**0**
	Left-Through		0			0	
	Through	1030	2	380	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	675		*North-South:*	0
			East-West:	830		*East-West:*	0
			SUM:	1505		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.095			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.095			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	0	0	**0**
	Left-Through		0			0	
	Through	1410	2	**500**	0	0	0
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	610	2	233	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	1280	2	453	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	1210	2	**447**	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	650		*North-South:*	0
			East-West:	547		*East-West:*	0
			SUM:	1197		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.871			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.871			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	480	2	217	0	0	0
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	530	2	**223**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	70	1	70	0	0	0
	Left-Through		0			0	
	Through	1130	2	**407**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	940	2	357	0	0	0
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	353		*North-South:*	0
			East-West:	517		*East-West:*	0
			SUM:	870		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.633			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.633			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 178
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	100	1	**100**	0	0	**0**
	Left-Through		0			0	
	Through	780	2	297	0	0	0
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	200	1	200	0	0	0
	Left-Through		0			0	
	Through	1170	2	**447**	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	1410	2	**513**	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	1300	2	460	0	0	0
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	547		*North-South:*	0
			East-West:	643		*East-West:*	0
			SUM:	1190		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.865			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.865			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	220	1	220	0	0	**0**
	Left-Through		0			0	
	Through	1200	2	**450**	0	0	0
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	620	2	233	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1600	2	**557**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	1450	3	483	0	0	0
	Through-Right		0			0	
	Right	370	1	190	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	630		*North-South:*	0
			East-West:	727		*East-West:*	0
			SUM:	1357		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.987			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.987			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	430	2	**190**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0
	Left-Through		0			0	
	Through	480	2	203	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1240	2	**443**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	1	**200**	0	0	**0**
	Left-Through		0			0	
	Through	1160	3	387	0	0	0
	Through-Right		0			0	
	Right	220	1	30	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	380		*North-South:*	0
			East-West:	643		*East-West:*	0
			SUM:	1023		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.744			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.744			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 179
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** MANCHESTER AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
		EB-- 0	WB-- 3	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	200	1	**200**	0	0	**0**
	Left-Through		0			0	
	Through	830	2	323	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	250	0	0	0
	Left-Through		0			0	
	Through	1110	2	**420**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1700	2	**613**	0	0	**0**
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	0	0	**0**
	Left-Through		0			0	
	Through	1450	3	483	0	0	0
	Through-Right		0			0	
	Right	260	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	620		*North-South:*	0
			East-West:	783		*East-West:*	0
			SUM:	1403		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.020			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.020			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 180
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM						MD					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0	NB-- 0	SB--	3	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	3	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0
Override Capacity			0			0			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**	80	1	80	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1040	1	**560**	0	0	0	440	1	**275**	0	0	0
	Through-Right		1			0			1			0	
	Right	80	0	80	0	0	0	110	0	110	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0	150	1	**150**	0	0	0
	Left-Through		0			0			0			0	
	Through	750	2	375	0	0	**0**	450	2	225	0	0	**0**
	Through-Right		0			0			0			0	
	Right	170	1	0	0	0	0	110	1	20	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	170	1	**170**	0	0	0	90	1	**90**	0	0	0
	Left-Through		0			0			0			0	
	Through	980	2	347	0	0	**0**	950	2	340	0	0	**0**
	Through-Right		1			0			1			0	
	Right	60	0	60	0	0	0	70	0	70	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	120	1	120	0	0	**0**	110	1	110	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1290	2	**513**	0	0	0	960	2	**363**	0	0	0
	Through-Right		1			0			1			0	
	Right	250	0	250	0	0	0	130	0	130	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	690		*North-South:*	0		*North-South:*	425		*North-South:*	0
			East-West:	683		*East-West:*	0		*East-West:*	453		*East-West:*	0
			SUM:	1373		*SUM:*	0		*SUM:*	878		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.999			0.000			0.639			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.999			0.000			0.639			0.000
LEVEL OF SERVICE (LOS):				E			A			B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 180
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** CENTURY BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM						AM					
No. of Phases				4			0			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	0	NB-- 3	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0
Override Capacity			0			0			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**	70	1	70	0	0	**0**
	Left-Through		0			0			0			0	
	Through	800	1	**445**	0	0	0	590	2	**295**	0	0	0
	Through-Right		1			0			0			0	
	Right	90	0	90	0	0	0	120	1	40	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
SOUTHBOUND	Left	190	1	**190**	0	0	0	240	1	**240**	0	0	0
	Left-Through		0			0			0			0	
	Through	920	2	460	0	0	**0**	480	1	305	0	0	**0**
	Through-Right		0			0			1			0	
	Right	210	1	70	0	0	0	130	0	130	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
EASTBOUND	Left	140	1	140	0	0	0	100	1	**100**	0	0	0
	Left-Through		0			0			0			0	
	Through	1320	2	**473**	0	0	**0**	1020	2	383	0	0	**0**
	Through-Right		1			0			1			0	
	Right	100	0	100	0	0	0	130	0	130	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**	80	1	80	0	0	**0**
	Left-Through		0			0			0			0	
	Through	1240	2	463	0	0	0	1700	2	**673**	0	0	0
	Through-Right		1			0			1			0	
	Right	150	0	150	0	0	0	320	0	320	0	0	0
	Left-Through-Right		0			0			0			0	
	Left-Right		0			0			0			0	
CRITICAL VOLUMES			*North-South:*	635		*North-South:*	0		*North-South:*	535		*North-South:*	0
			East-West:	603		*East-West:*	0		*East-West:*	773		*East-West:*	0
			SUM:	1238		*SUM:*	0		*SUM:*	1308		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.900			0.000			0.951			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.900			0.000			0.951			0.000
LEVEL OF SERVICE (LOS):				E			A			E			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	310	2	**155**	0	0	0
	Through-Right		0			0	
	Right	110	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	310	1	195	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**90**	0	0	0
	Left-Through		0			0	
	Through	770	2	273	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	0	0	**0**
	Left-Through		0			0	
	Through	710	2	**290**	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	295		*North-South:*	0
			East-West:	380		*East-West:*	0
			SUM:	675		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.491			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.491			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 181
PROJECT TITLE: LAX SPAS
North-South Street: FIGUEROA STREET **East-West Street:** IMPERIAL HIGHWAY
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	630	2	**315**	0	0	0
	Through-Right		0			0	
	Right	120	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	**230**	0	0	0
	Left-Through		0			0	
	Through	480	1	305	0	0	**0**
	Through-Right		1			0	
	Right	130	0	130	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	0	0	0
	Left-Through		0			0	
	Through	1790	2	**630**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	0	0	**0**
	Left-Through		0			0	
	Through	1110	2	457	0	0	0
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	545		*North-South:*	0
			East-West:	740		*East-West:*	0
			SUM:	1285		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.935			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.935			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	180	0	0	**0**
	Left-Through		0			0	
	Through	590	2	**237**	0	0	0
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	690	3	230	0	0	**0**
	Through-Right		0			0	
	Right	110	1	55	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	**110**	0	0	0
	Left-Through		0			0	
	Through	1220	2	447	0	0	**0**
	Through-Right		1			0	
	Right	120	0	120	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	150	0	0	**0**
	Left-Through		0			0	
	Through	1530	2	**570**	0	0	0
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	457		*North-South:*	0
			East-West:	680		*East-West:*	0
			SUM:	1137		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.827			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.827			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	0	0	**0**
	Left-Through		0			0	
	Through	360	2	**167**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	**220**	0	0	0
	Left-Through		0			0	
	Through	400	3	133	0	0	**0**
	Through-Right		0			0	
	Right	100	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	0	0	0
	Left-Through		0			0	
	Through	1070	2	**390**	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	1090	2	417	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	387		*North-South:*	0
			East-West:	540		*East-West:*	0
			SUM:	927		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.674			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.674			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 187
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** ROSECRANS AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	0	0	**0**
	Left-Through		0			0	
	Through	880	2	**363**	0	0	0
	Through-Right		1			0	
	Right	210	0	210	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	242	1	**242**	0	0	0
	Left-Through		0			0	
	Through	840	3	280	0	0	**0**
	Through-Right		0			0	
	Right	120	1	45	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	1400	2	**527**	0	0	**0**
	Through-Right		1			0	
	Right	180	0	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	0	0	**0**
	Left-Through		0			0	
	Through	1330	2	527	0	0	0
	Through-Right		1			0	
	Right	250	0	250	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	605		*North-South:*	0
			East-West:	677		*East-West:*	0
			SUM:	1282		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.932			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.932			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	80	0	0	**0**
	Left-Through		0			0	
	Through	460	3	**153**	0	0	0
	Through-Right		0			0	
	Right	110	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	**180**	0	0	0
	Left-Through		0			0	
	Through	560	3	187	0	0	**0**
	Through-Right		0			0	
	Right	130	1	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	920	2	333	0	0	**0**
	Through-Right		1			0	
	Right	80	0	80	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	0	0	**0**
	Left-Through		0			0	
	Through	1810	2	**650**	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	333		*North-South:*	0
			East-West:	730		*East-West:*	0
			SUM:	1063		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.773			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.773			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	330	3	**110**	0	0	0
	Through-Right		0			0	
	Right	60	1	20	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	**170**	0	0	0
	Left-Through		0			0	
	Through	390	3	130	0	0	**0**
	Through-Right		0			0	
	Right	180	1	155	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	800	2	**290**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	**80**	0	0	**0**
	Left-Through		0			0	
	Through	750	2	297	0	0	0
	Through-Right		1			0	
	Right	140	0	140	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	280		*North-South:*	0
			East-West:	370		*East-West:*	0
			SUM:	650		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.473			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.473			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 191
PROJECT TITLE: LAX SPAS
North-South Street: VERMONT AVENUE **East-West Street:** EL SEGUNDO BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				4			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	0	0	**0**
	Left-Through		0			0	
	Through	720	3	**240**	0	0	0
	Through-Right		0			0	
	Right	80	1	10	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	560	3	187	0	0	**0**
	Through-Right		0			0	
	Right	90	1	15	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	1530	2	**540**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	930	2	363	0	0	0
	Through-Right		1			0	
	Right	160	0	160	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	390		*North-South:*	0
			East-West:	680		*East-West:*	0
			SUM:	1070		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.778			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.778			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Worksheet
(Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	1	210	0	0	**0**
	Left-Through		0			0	
	Through	1260	2	**630**	0	0	0
	Through-Right		0			0	
	Right	200	1	135	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	0	0	0
	Left-Through		0			0	
	Through	450	1	270	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	0	0	0
	Left-Through		0			0	
	Through	820	1	445	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	940	2	**470**	0	0	0
	Through-Right		0			0	
	Right	220	1	180	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		710	*North-South:*		0
		East-West:		610	*East-West:*		0
		SUM:		1320	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.880			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.880			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	MD					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1030	2	**515**	0	0	0
	Through-Right		0			0	
	Right	120	1	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	0	0	0
	Left-Through		0			0	
	Through	560	1	330	0	0	**0**
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	0	0	0
	Left-Through		0			0	
	Through	510	1	**290**	0	0	**0**
	Through-Right		1			0	
	Right	70	0	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	0	0	**0**
	Left-Through		0			0	
	Through	550	2	275	0	0	0
	Through-Right		0			0	
	Right	120	1	70	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		615	*North-South:*		0
		East-West:		430	*East-West:*		0
		SUM:		1045	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.697			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.697			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 194
PROJECT TITLE: LAX SPAS
North-South Street: SEPULVEDA BLVD **East-West Street:** PALMS BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	PM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	0	0	**0**
	Left-Through		0			0	
	Through	1450	2	**725**	0	0	0
	Through-Right		0			0	
	Right	230	1	165	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	0	0	0
	Left-Through		0			0	
	Through	1120	1	645	0	0	**0**
	Through-Right		1			0	
	Right	170	0	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	150	0	0	0
	Left-Through		0			0	
	Through	1140	1	**645**	0	0	**0**
	Through-Right		1			0	
	Right	150	0	150	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	0	0	**0**
	Left-Through		0			0	
	Through	890	2	445	0	0	0
	Through-Right		0			0	
	Right	190	1	125	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		855	*North-South:*		0
		East-West:		775	*East-West:*		0
		SUM:		1630	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				1.087			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.087			0.000
LEVEL OF SERVICE (LOS):				F			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

	AM					
No. of Phases			2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	0	0	**0**
	Left-Through		0			0	
	Through	980	1	**635**	0	0	0
	Through-Right		1			0	
	Right	290	0	290	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	**150**	0	0	0
	Left-Through		0			0	
	Through	350	1	200	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	0	0	0
	Left-Through		0			0	
	Through	640	1	**375**	0	0	**0**
	Through-Right		1			0	
	Right	110	0	110	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	**180**	0	0	**0**
	Left-Through		0			0	
	Through	780	2	390	0	0	0
	Through-Right		0			0	
	Right	410	1	335	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		*North-South:*		785	*North-South:*		0
		East-West:		555	*East-West:*		0
		SUM:		1340	*SUM:*		0
VOLUME/CAPACITY *(V/C)* RATIO:				0.893			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.893			0.000
LEVEL OF SERVICE (LOS):				D			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	0	**0**
	Left-Through		0			0	
	Through	400	1	**250**	0	0	0
	Through-Right		1			0	
	Right	100	0	100	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	0	0	0
	Left-Through		0			0	
	Through	330	1	185	0	0	**0**
	Through-Right		1			0	
	Right	40	0	40	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	0	0	0
	Left-Through		0			0	
	Through	500	1	**275**	0	0	**0**
	Through-Right		1			0	
	Right	50	0	50	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	**120**	0	0	**0**
	Left-Through		0			0	
	Through	500	2	250	0	0	0
	Through-Right		0			0	
	Right	230	1	170	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	370		*North-South:*	0
			East-West:	395		*East-West:*	0
			SUM:	765		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.510			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.510			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 195
PROJECT TITLE: LAX SPAS
North-South Street: SAWTELLE BOULEVARD **East-West Street:** PALMS
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	0	0	**0**
	Left-Through		0			0	
	Through	660	1	**430**	0	0	0
	Through-Right		1			0	
	Right	200	0	200	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	**250**	0	0	0
	Left-Through		0			0	
	Through	890	1	475	0	0	**0**
	Through-Right		1			0	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	0	0	0
	Left-Through		0			0	
	Through	1010	1	**550**	0	0	**0**
	Through-Right		1			0	
	Right	90	0	90	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	1	**200**	0	0	**0**
	Left-Through		0			0	
	Through	860	2	430	0	0	0
	Through-Right		0			0	
	Right	270	1	145	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	680		*North-South:*	0
			East-West:	750		*East-West:*	0
			SUM:	1430		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.953			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.953			0.000
LEVEL OF SERVICE (LOS):				E			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	197	0	0	0
	Left-Through		0			0	
	Through	60	0	0	0	0	**0**
	Through-Right		0			0	
	Right	340	1	**197**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1240	2	**520**	0	0	**0**
	Through-Right		1			0	
	Right	320	0	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	**240**	0	0	**0**
	Left-Through		0			0	
	Through	1120	3	373	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	197		*North-South:*	0
			East-West:	760		*East-West:*	0
			SUM:	957		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.638			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.638			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 EB-- 0	SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	310	1	220	0	0	0
	Left-Through		0			0	
	Through	70	0	0	0	0	**0**
	Through-Right		0			0	
	Right	350	1	**220**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1230	2	**487**	0	0	**0**
	Through-Right		1			0	
	Right	230	0	230	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	260	1	**260**	0	0	**0**
	Left-Through		0			0	
	Through	850	3	283	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	220		*North-South:*	0
			East-West:	747		*East-West:*	0
			SUM:	967		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.645			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.645			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet (Circular 212 Method)

I/S #: 198
PROJECT TITLE: LAX SPAS
North-South Street: FLOWER STREET/I-110 Fwy **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				2			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	240	1	173	0	0	0
	Left-Through		0			0	
	Through	80	0	0	0	0	**0**
	Through-Right		0			0	
	Right	280	1	**173**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1500	2	**593**	0	0	**0**
	Through-Right		1			0	
	Right	280	0	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	1	**230**	0	0	**0**
	Left-Through		0			0	
	Through	1240	3	413	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	173		*North-South:*	0
			East-West:	823		*East-West:*	0
			SUM:	996		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.664			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.664			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		AM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	0	130	0	0	**0**
	Left-Through		1			0	
	Through	180	0	**235**	0	0	0
	Through-Right		1			0	
	Right	160	0	235	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	300	1	**300**	0	0	0
	Left-Through		0			0	
	Through	1150	3	383	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1270	2	**510**	0	0	0
	Through-Right		1			0	
	Right	260	0	260	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	235		*North-South:*	0
			East-West:	810		*East-West:*	0
			SUM:	1045		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.733			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.733			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		MD					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	0	110	0	0	**0**
	Left-Through		1			0	
	Through	70	0	180	0	0	0
	Through-Right		1			0	
	Right	200	0	**200**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	400	1	**400**	0	0	0
	Left-Through		0			0	
	Through	1220	3	407	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1010	2	**443**	0	0	0
	Through-Right		1			0	
	Right	320	0	320	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	200		*North-South:*	0
			East-West:	843		*East-West:*	0
			SUM:	1043		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.732			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.732			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet (Circular 212 Method)

I/S #: 199
PROJECT TITLE: LAX SPAS
North-South Street: GRAND AVENUE/I-110 Fwy N **East-West Street:** FLORENCE AVENUE
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

		PM					
No. of Phases				3			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	240	0	240	0	0	**0**
	Left-Through		1			0	
	Through	90	0	**275**	0	0	0
	Through-Right		1			0	
	Right	220	0	275	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	330	1	**330**	0	0	0
	Left-Through		0			0	
	Through	1450	3	483	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1280	2	**520**	0	0	0
	Through-Right		1			0	
	Right	280	0	280	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	275		*North-South:*	0
			East-West:	850		*East-West:*	0
			SUM:	1125		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.789			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.789			0.000
LEVEL OF SERVICE (LOS):				C			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Level of Service Workheet
(Circular 212 Method)

I/S #: 200
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

AM

No. of Phases				2				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--		0
	EB-- 0	WB--		3	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0				0
Override Capacity				0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	340	1	233	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	360	1	**233**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	1230	2	615	0	0	**0**
	Through-Right		1			0	
	Right	650	0	**650**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1550	3	517	0	0	0
	Through-Right		0			0	
	Right	600	1	367	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	233		*North-South:*	0
			East-West:	650		*East-West:*	0
			SUM:	883		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.589			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.589			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #: 200
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

MD

No. of Phases				2				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--		0
	EB-- 0	WB--		3	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0				0
Override Capacity				0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	420	1	287	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	440	1	**287**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	10	0	0	0	0	0
	Left-Through		0			0	
	Through	1130	2	**537**	0	0	**0**
	Through-Right		1			0	
	Right	480	0	480	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1120	3	373	0	0	0
	Through-Right		0			0	
	Right	390	1	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	287		*North-South:*	0
			East-West:	537		*East-West:*	0
			SUM:	824		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.549			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.549			0.000
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #: 200
PROJECT TITLE: LAX SPAS
North-South Street: 110 FWY SB on/off ramps **East-West Street:** MANCHESTER BOULEVARD
Scenario: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION
Count Date: **Analyst:** **Date:**

PM

No. of Phases				2				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--		0
	EB-- 0	WB--		3	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?				0				0
Override Capacity				0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	460	1	267	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	340	1	**267**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1570	2	**693**	0	0	**0**
	Through-Right		1			0	
	Right	510	0	510	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1440	3	480	0	0	0
	Through-Right		0			0	
	Right	400	1	133	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	267		*North-South:*	0
			East-West:	693		*East-West:*	0
			SUM:	960		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.640			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.640			0.000
LEVEL OF SERVICE (LOS):				B			A

Version: 1i Beta; 8/4/2011

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in "Chapter 4.12.2 Off-Airport Surface Transportation" was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Intersection Capacity Utilization

Project Title: LAX SPAS
Intersection: 1 - ADMIRALTY WAY & BALI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.003	N-S(1):	0.638 *
	TH	2.00	1,030	3,200	0.322	N-S(2):	0.335
	LT	1.00	540	1,600	0.338 *	E-W(1):	0.075
Westbound	RT	1.92	470	3,069	0.000	E-W(2):	0.172 *
	TH	0.08	20	131	0.153 *		
	LT	1.00	80	1,600	0.050	V/C:	0.810
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	2.00	870	3,200	0.300 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.910
	TH	2.00	30	3,200	0.025		
	LT	0.00	30	1,600	0.019 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.009	N-S(1):	0.557 *
	TH	2.00	690	3,200	0.216	N-S(2):	0.241
	LT	1.00	380	1,600	0.238 *	E-W(1):	0.106
Westbound	RT	1.87	430	2,991	0.000	E-W(2):	0.163 *
	TH	0.13	30	209	0.144 *		
	LT	1.00	120	1,600	0.075	V/C:	0.720
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	2.00	830	3,200	0.319 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.820
	TH	2.00	40	3,200	0.031		
	LT	0.00	30	1,600	0.019 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.009	N-S(1):	0.709 *
	TH	2.00	1,170	3,200	0.366	N-S(2):	0.379
	LT	1.00	490	1,600	0.306 *	E-W(1):	0.106
Westbound	RT	1.92	710	3,070	0.000	E-W(2):	0.250 *
	TH	0.08	30	130	0.231 *		
	LT	1.00	130	1,600	0.081	V/C:	0.959
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	2.00	1,080	3,200	0.403 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	1.059
	TH	2.00	30	3,200	0.025		
	LT	0.00	30	1,600	0.019 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 2 - ADMIRALTY WAY & FIJI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:	WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.000	N-S(1):	0.194 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	560	2,880	0.194 *	E-W(1):	0.056
Westbound	RT	1.00	470	1,600	0.000	E-W(2):	0.269 *
	TH	1.00	110	1,600	0.069 *		
	LT	0.00	0	0	0.000	V/C:	0.463
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.563
	TH	2.00	180	3,200	0.056		
	LT	1.00	320	1,600	0.200 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.019	N-S(1):	0.128 *
	TH	0.00	0	0	0.000	N-S(2):	0.019
	LT	2.00	370	2,880	0.128 *	E-W(1):	0.100
Westbound	RT	1.00	390	1,600	0.000	E-W(2):	0.244 *
	TH	1.00	230	1,600	0.144 *		
	LT	0.00	0	0	0.000	V/C:	0.372
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.472
	TH	2.00	320	3,200	0.100		
	LT	1.00	160	1,600	0.100 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	290	1,600	0.063	N-S(1):	0.226 *
	TH	0.00	0	0	0.000	N-S(2):	0.063
	LT	2.00	650	2,880	0.226 *	E-W(1):	0.097
Westbound	RT	1.00	580	1,600	0.000	E-W(2):	0.369 *
	TH	1.00	400	1,600	0.250 *		
	LT	0.00	0	0	0.000	V/C:	0.595
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.695
	TH	2.00	310	3,200	0.097		
	LT	1.00	190	1,600	0.119 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 3 - ADMIRALTY WAY & MINDANAO WAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.003	N-S(1):	0.535 *
	TH	2.00	600	3,200	0.188	N-S(2):	0.201
	LT	1.00	500	1,600	0.313 *	E-W(1):	0.112 *
Westbound	RT	1.00	400	1,600	0.000	E-W(2):	0.000
	TH	0.15	20	246	0.081		
	LT	1.85	240	2,658	0.090 *	V/C:	0.647
Northbound	RT	0.00	240	0	0.000	Lost Time:	0.100
	TH	2.00	470	3,200	0.222 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.747
	TH	2.00	20	3,200	0.022 *		
	LT	0.00	30	1,600	0.019	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.000	N-S(1):	0.437 *
	TH	2.00	480	3,200	0.150	N-S(2):	0.163
	LT	1.00	250	1,600	0.156 *	E-W(1):	0.150 *
Westbound	RT	1.00	360	1,600	0.069	E-W(2):	0.000
	TH	0.34	60	549	0.109		
	LT	1.66	290	2,386	0.122 *	V/C:	0.587
Northbound	RT	0.00	230	0	0.000	Lost Time:	0.100
	TH	2.00	670	3,200	0.281 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.687
	TH	2.00	30	3,200	0.028 *		
	LT	0.00	40	1,600	0.025	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.009	N-S(1):	0.497 *
	TH	2.00	910	3,200	0.284	N-S(2):	0.315
	LT	1.00	300	1,600	0.188 *	E-W(1):	0.175 *
Westbound	RT	1.00	530	1,600	0.144 *	E-W(2):	0.000
	TH	0.41	80	656	0.122		
	LT	1.59	310	2,289	0.135	V/C:	0.672
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	2.00	870	3,200	0.309 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.772
	TH	2.00	40	3,200	0.031 *		
	LT	0.00	30	1,600	0.019	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 4 - PALAWAN WAY & ADMIRALTY WAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.006	N-S(1):	0.213 *
	TH	1.00	50	1,600	0.031	N-S(2):	0.062
	LT	1.00	200	1,600	0.125 *	E-W(1):	0.382 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.341
	TH	2.00	870	3,200	0.291		
	LT	1.00	60	1,600	0.038 *	V/C:	0.595
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	1.00	60	1,600	0.088 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	1.00	30	1,600	0.003	ICU:	0.695
	TH	2.00	1,100	3,200	0.344 *		
	LT	1.00	80	1,600	0.050	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.047	N-S(1):	0.163 *
	TH	1.00	40	1,600	0.025	N-S(2):	0.072
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.244
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.306 *
	TH	2.00	810	3,200	0.275 *		
	LT	1.00	70	1,600	0.044	V/C:	0.469
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	1.00	50	1,600	0.069 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	1.00	50	1,600	0.019	ICU:	0.569
	TH	2.00	640	3,200	0.200		
	LT	1.00	50	1,600	0.031 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	150	1,600	0.078	N-S(1):	0.250 *
	TH	1.00	120	1,600	0.075	N-S(2):	0.103
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.369
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.419 *
	TH	2.00	1,160	3,200	0.388 *		
	LT	1.00	100	1,600	0.063	V/C:	0.669
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	1.00	30	1,600	0.081 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	1.00	30	1,600	0.006	ICU:	0.769
	TH	2.00	980	3,200	0.306		
	LT	1.00	50	1,600	0.031 *	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 5 - VIA MARINA & ADMIRALTY WAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:	NBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.500 *
	TH	3.00	220	4,800	0.046	N-S(2):	0.046
	LT	1.00	510	1,600	0.319 *	E-W(1):	0.101 *
Westbound	RT	2.00	790	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	290	2,880	0.101 *	V/C:	0.601
Northbound	RT	1.00	710	1,600	0.000	Lost Time:	0.100
	TH	2.00	580	3,200	0.181 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.701
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.435 *
	TH	3.00	320	4,800	0.067	N-S(2):	0.067
	LT	1.00	430	1,600	0.269 *	E-W(1):	0.160 *
Westbound	RT	2.00	510	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	460	2,880	0.160 *	V/C:	0.595
Northbound	RT	1.00	390	1,600	0.000	Lost Time:	0.100
	TH	2.00	530	3,200	0.166 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.695
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.603 *
	TH	3.00	390	4,800	0.081	N-S(2):	0.081
	LT	1.00	750	1,600	0.469 *	E-W(1):	0.236 *
Westbound	RT	2.00	700	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	680	2,880	0.236 *	V/C:	0.839
Northbound	RT	1.00	470	1,600	0.000	Lost Time:	0.100
	TH	2.00	430	3,200	0.134 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.939
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 10 - AVIATIO BOULEVARD & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.194
	TH	2.00	380	3,200	0.150 *	N-S(2):	0.300 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.284
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.306 *
	TH	2.00	850	3,200	0.281 *		
	LT	1.00	170	1,600	0.106	V/C:	0.606
Northbound	RT	1.00	120	1,600	0.022	Lost Time:	0.100
	TH	2.00	540	3,200	0.169	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.706
	TH	2.00	480	3,200	0.178		
	LT	1.00	40	1,600	0.025 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.235
	TH	2.00	450	3,200	0.181 *	N-S(2):	0.294 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.351 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.259
	TH	2.00	590	3,200	0.209		
	LT	1.00	140	1,600	0.088 *	V/C:	0.645
Northbound	RT	1.00	160	1,600	0.056	Lost Time:	0.100
	TH	2.00	610	3,200	0.191	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.745
	TH	2.00	690	3,200	0.263 *		
	LT	1.00	80	1,600	0.050	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	230	0	0.000	N-S(1):	0.228
	TH	2.00	430	3,200	0.206 *	N-S(2):	0.344 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.497 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.291
	TH	2.00	690	3,200	0.228		
	LT	1.00	190	1,600	0.119 *	V/C:	0.841
Northbound	RT	1.00	160	1,600	0.041	Lost Time:	0.100
	TH	2.00	590	3,200	0.184	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.941
	TH	2.00	1,020	3,200	0.378 *		
	LT	1.00	100	1,600	0.063	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 11 - INGLEWOOD AVENUE & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.016	N-S(1):	0.188 *
	TH	1.00	100	1,600	0.063 *	N-S(2):	0.000
	LT	1.00	30	1,600	0.019	E-W(1):	0.144
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.237 *
	TH	2.00	620	3,200	0.206 *		
	LT	1.00	60	1,600	0.038	V/C:	0.425
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	1.00	140	1,600	0.125 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.525
	TH	2.00	290	3,200	0.106		
	LT	1.00	50	1,600	0.031 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.025	N-S(1):	0.244 *
	TH	1.00	140	1,600	0.088 *	N-S(2):	0.000
	LT	1.00	40	1,600	0.025	E-W(1):	0.219 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.179
	TH	2.00	410	3,200	0.141		
	LT	1.00	70	1,600	0.044 *	V/C:	0.463
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	1.00	160	1,600	0.156 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.563
	TH	2.00	470	3,200	0.175 *		
	LT	1.00	60	1,600	0.038	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.013	N-S(1):	0.382 *
	TH	1.00	270	1,600	0.169 *	N-S(2):	0.000
	LT	1.00	70	1,600	0.044	E-W(1):	0.315 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.194
	TH	2.00	470	3,200	0.156		
	LT	1.00	90	1,600	0.056 *	V/C:	0.697
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	1.00	220	1,600	0.213 *	ITS:	0.000
	LT	1.00	100	1,600	0.063		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.797
	TH	2.00	720	3,200	0.259 *		
	LT	1.00	60	1,600	0.038	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 12 - LA BREA AVENUE & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.013	N-S(1):	0.186
	TH	3.00	470	4,800	0.098 *	N-S(2):	0.223 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.150 *
Westbound	RT	1.00	70	1,600	0.025	E-W(2):	0.129
	TH	2.00	290	3,200	0.091		
	LT	1.00	50	1,600	0.031 *	V/C:	0.373
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	690	4,800	0.148	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	110	1,600	0.006	ICU:	0.473
	TH	1.00	190	1,600	0.119 *		
	LT	1.00	60	1,600	0.038	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.009	N-S(1):	0.215
	TH	3.00	730	4,800	0.152 *	N-S(2):	0.240 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.213 *
Westbound	RT	1.00	90	1,600	0.019	E-W(2):	0.175
	TH	2.00	340	3,200	0.106		
	LT	1.00	70	1,600	0.044 *	V/C:	0.453
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	3.00	620	4,800	0.140	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	1.00	130	1,600	0.038	ICU:	0.553
	TH	1.00	270	1,600	0.169 *		
	LT	1.00	110	1,600	0.069	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.006	N-S(1):	0.229
	TH	3.00	1,060	4,800	0.221 *	N-S(2):	0.409 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.294 *
Westbound	RT	1.00	90	1,600	0.019	E-W(2):	0.157
	TH	2.00	300	3,200	0.094		
	LT	1.00	70	1,600	0.044 *	V/C:	0.703
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	670	4,800	0.154	ITS:	0.000
	LT	1.00	300	1,600	0.188 *		
Eastbound	RT	1.00	300	1,600	0.094	ICU:	0.803
	TH	1.00	400	1,600	0.250 *		
	LT	1.00	100	1,600	0.063	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 13 - LA CIENEGA BOULEVARD & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.228
	TH	2.00	390	3,200	0.134 *	N-S(2):	0.359 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.232 *
Westbound	RT	1.00	160	1,600	0.100	E-W(2):	0.213
	TH	2.00	560	3,200	0.175		
	LT	1.00	100	1,600	0.063 *	V/C:	0.591
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	2.00	540	3,200	0.184	ITS:	0.000
	LT	1.00	360	1,600	0.225 *		
Eastbound	RT	0.00	270	1,600	0.169 *	ICU:	0.691
	TH	2.00	250	1,600	0.156		
	LT	1.00	60	1,600	0.038	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.257
	TH	2.00	380	3,200	0.144 *	N-S(2):	0.269 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.272 *
Westbound	RT	1.00	90	1,600	0.056	E-W(2):	0.175
	TH	2.00	420	3,200	0.131		
	LT	1.00	70	1,600	0.044 *	V/C:	0.541
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	2.00	510	3,200	0.194	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	300	0	0.000	ICU:	0.641
	TH	2.00	430	3,200	0.228 *		
	LT	1.00	70	1,600	0.044	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	50	0	0.000	N-S(1):	0.316 *
	TH	2.00	630	3,200	0.213	N-S(2):	0.313
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.416 *
Westbound	RT	1.00	80	1,600	0.050	E-W(2):	0.165
	TH	2.00	430	3,200	0.134		
	LT	1.00	60	1,600	0.038 *	V/C:	0.732
Northbound	RT	0.00	230	0	0.000	Lost Time:	0.100
	TH	2.00	480	3,200	0.222 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	0.00	510	0	0.000	ICU:	0.832
	TH	2.00	700	3,200	0.378 *		
	LT	1.00	50	1,600	0.031	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 15 - AVIATION BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	280	1,600	0.175	N-S(1):	0.319
	TH	2.00	750	3,200	0.234 *	N-S(2):	0.352 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.212
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.479 *
	TH	3.00	1,950	4,800	0.423 *		
	LT	2.00	400	2,880	0.139	V/C:	0.831
Northbound	RT	1.00	160	1,600	0.000	Lost Time:	0.100
	TH	2.00	820	3,200	0.256	ITS:	0.000
	LT	2.00	340	2,880	0.118 *		
Eastbound	RT	1.00	70	1,600	0.000	ICU:	0.931
	TH	3.00	350	4,800	0.073		
	LT	1.00	90	1,600	0.056 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.119	N-S(1):	0.210
	TH	2.00	530	3,200	0.166 *	N-S(2):	0.225 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.340
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.356 *
	TH	3.00	1,060	4,800	0.250 *		
	LT	2.00	420	2,880	0.146	V/C:	0.581
Northbound	RT	1.00	210	1,600	0.000	Lost Time:	0.100
	TH	2.00	470	3,200	0.147	ITS:	0.000
	LT	2.00	170	2,880	0.059 *		
Eastbound	RT	1.00	230	1,600	0.114	ICU:	0.681
	TH	3.00	930	4,800	0.194		
	LT	1.00	170	1,600	0.106 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.069	N-S(1):	0.257 *
	TH	2.00	280	3,200	0.088	N-S(2):	0.164
	LT	1.00	70	1,600	0.044 *	E-W(1):	0.529 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.369
	TH	3.00	760	4,800	0.175		
	LT	2.00	250	2,880	0.087 *	V/C:	0.786
Northbound	RT	1.00	340	1,600	0.126	Lost Time:	0.100
	TH	2.00	680	3,200	0.213 *	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	1.00	500	1,600	0.274	ICU:	0.886
	TH	3.00	2,120	4,800	0.442 *		
	LT	1.00	310	1,600	0.194	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 17 - AVIATION BLVD. / FLORENCE AVENUE & MANCHESTER AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	410	1,600	0.256 *	N-S(1):	0.138
	TH	2.00	480	3,200	0.150	N-S(2):	0.406 *
	LT	0.00	0	0	0.000	E-W(1):	0.163
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.369 *
	TH	3.00	980	4,800	0.206 *		
	LT	1.00	40	1,600	0.025	V/C:	0.775
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	2.00	350	3,200	0.138	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.875
	TH	3.00	530	4,800	0.138		
	LT	1.00	260	1,600	0.163 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	390	1,600	0.244 *	N-S(1):	0.188
	TH	2.00	480	3,200	0.150	N-S(2):	0.363 *
	LT	0.00	0	0	0.000	E-W(1):	0.311
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.465 *
	TH	3.00	1,020	4,800	0.215 *		
	LT	1.00	70	1,600	0.044	V/C:	0.828
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	2.00	460	3,200	0.188	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.928
	TH	3.00	1,110	4,800	0.267		
	LT	1.00	400	1,600	0.250 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	250	1,600	0.156	N-S(1):	0.181
	TH	2.00	700	3,200	0.219 *	N-S(2):	0.375 *
	LT	0.00	0	0	0.000	E-W(1):	0.321
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.527 *
	TH	3.00	840	4,800	0.177 *		
	LT	1.00	80	1,600	0.050	V/C:	0.902
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	2.00	440	3,200	0.181	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	0.00	230	0	0.000	ICU:	1.002
	TH	3.00	1,070	4,800	0.271		
	LT	1.00	560	1,600	0.350 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 18 - AVIATION BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	150	1,600	0.066	N-S(1):	0.326 *
	TH	4.00	440	6,400	0.069	N-S(2):	0.218
	LT	2.00	130	2,880	0.045 *	E-W(1):	0.316
Westbound	RT	1.00	520	1,600	0.280	E-W(2):	0.328 *
	TH	4.00	1,920	6,400	0.300 *		
	LT	2.00	510	2,880	0.177	V/C:	0.654
Northbound	RT	1.00	580	1,600	0.185	Lost Time:	0.100
	TH	3.00	1,350	4,800	0.281 *	ITS:	0.000
	LT	2.00	430	2,880	0.149		
Eastbound	RT	1.00	90	1,600	0.000	ICU:	0.754
	TH	4.00	890	6,400	0.139		
	LT	2.00	80	2,880	0.028 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.075	N-S(1):	0.343 *
	TH	4.00	600	6,400	0.094	N-S(2):	0.195
	LT	2.00	430	2,880	0.149 *	E-W(1):	0.391 *
Westbound	RT	1.00	350	1,600	0.069	E-W(2):	0.305
	TH	4.00	1,550	6,400	0.242		
	LT	2.00	430	2,880	0.149 *	V/C:	0.734
Northbound	RT	1.00	550	1,600	0.194 *	Lost Time:	0.100
	TH	3.00	580	4,800	0.121	ITS:	0.000
	LT	2.00	290	2,880	0.101		
Eastbound	RT	1.00	240	1,600	0.049	ICU:	0.834
	TH	4.00	1,550	6,400	0.242 *		
	LT	2.00	180	2,880	0.063	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.054	N-S(1):	0.347 *
	TH	4.00	1,200	6,400	0.188	N-S(2):	0.282
	LT	2.00	540	2,880	0.188 *	E-W(1):	0.488 *
Westbound	RT	1.00	280	1,600	0.000	E-W(2):	0.300
	TH	4.00	1,390	6,400	0.217		
	LT	2.00	460	2,880	0.160 *	V/C:	0.835
Northbound	RT	1.00	510	1,600	0.159 *	Lost Time:	0.100
	TH	3.00	620	4,800	0.129	ITS:	0.000
	LT	2.00	270	2,880	0.094		
Eastbound	RT	1.00	360	1,600	0.131	ICU:	0.935
	TH	4.00	2,100	6,400	0.328 *		
	LT	2.00	240	2,880	0.083	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 20 - AVIATION BOULEVARD & WEST 120TH STREET
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.275 *
	TH	2.00	550	3,200	0.178	N-S(2):	0.209
	LT	1.00	90	1,600	0.056 *	E-W(1):	0.178
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.331 *
	TH	2.00	50	1,600	0.325 *		
	LT	0.00	270	1,600	0.169	V/C:	0.606
Northbound	RT	1.00	60	1,600	0.000	Lost Time:	0.100
	TH	2.00	700	3,200	0.219 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.706
	TH	2.00	10	3,200	0.009		
	LT	0.00	10	1,600	0.006 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.272 *
	TH	2.00	470	3,200	0.153	N-S(2):	0.197
	LT	1.00	130	1,600	0.081 *	E-W(1):	0.100
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.132 *
	TH	2.00	20	1,600	0.119 *		
	LT	0.00	120	1,600	0.075	V/C:	0.404
Northbound	RT	1.00	120	1,600	0.038	Lost Time:	0.100
	TH	2.00	610	3,200	0.191 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	40	1,600	0.025	ICU:	0.504
	TH	2.00	10	1,600	0.019		
	LT	0.00	20	1,600	0.013 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.344 *
	TH	2.00	850	3,200	0.269	N-S(2):	0.282
	LT	1.00	200	1,600	0.125 *	E-W(1):	0.144
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.194 *
	TH	2.00	10	1,600	0.175 *		
	LT	0.00	160	1,600	0.100	V/C:	0.538
Northbound	RT	1.00	290	1,600	0.131	Lost Time:	0.100
	TH	2.00	700	3,200	0.219 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.638
	TH	2.00	60	3,200	0.044		
	LT	0.00	30	1,600	0.019 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 21 - LINCOLN BOULEVARD & BAILI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	470	0	0.000	N-S(1):	0.311
	TH	3.00	1,270	4,800	0.363 *	N-S(2):	0.432 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.151 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	1.00	10	1,600	0.019 *		
	LT	0.00	10	1,600	0.006	V/C:	0.583
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	3.00	1,370	4,800	0.292	ITS:	0.000
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	1.00	250	1,600	0.122	ICU:	0.683
	TH	0.05	10	84	0.119		
	LT	1.95	370	2,804	0.132 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	540	0	0.000	N-S(1):	0.356
	TH	3.00	1,250	4,800	0.373 *	N-S(2):	0.417 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.172 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.000
	TH	1.00	10	1,600	0.031 *		
	LT	0.00	10	1,600	0.006	V/C:	0.589
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	1,540	4,800	0.325	ITS:	0.000
	LT	1.00	70	1,600	0.044 *		
Eastbound	RT	1.00	260	1,600	0.141 *	ICU:	0.689
	TH	0.05	10	84	0.119		
	LT	1.95	370	2,804	0.132	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	690	0	0.000	N-S(1):	0.358
	TH	3.00	1,730	4,800	0.504 *	N-S(2):	0.623 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.201 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.000
	TH	1.00	10	1,600	0.038 *		
	LT	0.00	10	1,600	0.006	V/C:	0.824
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,590	4,800	0.333	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	1.00	290	1,600	0.122	ICU:	0.924
	TH	0.00	0	0	0.000		
	LT	2.00	470	2,880	0.163 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 23 - CENTINELA AVENUE & JEFFERSON BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR, EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	700	1,600	0.250 *	N-S(1):	0.167
	TH	2.00	20	3,200	0.006	N-S(2):	0.257 *
	LT	2.00	470	2,880	0.163	E-W(1):	0.207
Westbound	RT	1.00	370	1,600	0.068	E-W(2):	0.401 *
	TH	3.00	1,020	4,800	0.213 *		
	LT	2.00	20	2,880	0.007	V/C:	0.658
Northbound	RT	1.00	10	1,600	0.003	Lost Time:	0.100
	TH	3.00	20	4,800	0.004	ITS:	0.000
	LT	2.00	20	2,880	0.007 *		
Eastbound	RT	1.00	10	1,600	0.000	ICU:	0.758
	TH	3.00	960	4,800	0.200		
	LT	2.00	540	2,880	0.188 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	480	1,600	0.161 *	N-S(1):	0.161
	TH	2.00	20	3,200	0.006	N-S(2):	0.171 *
	LT	2.00	420	2,880	0.146	E-W(1):	0.215
Westbound	RT	1.00	300	1,600	0.042	E-W(2):	0.341 *
	TH	3.00	970	4,800	0.202 *		
	LT	2.00	20	2,880	0.007	V/C:	0.512
Northbound	RT	1.00	30	1,600	0.015	Lost Time:	0.100
	TH	3.00	20	4,800	0.004	ITS:	0.000
	LT	2.00	30	2,880	0.010 *		
Eastbound	RT	1.00	20	1,600	0.002	ICU:	0.612
	TH	3.00	1,000	4,800	0.208		
	LT	2.00	400	2,880	0.139 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	510	1,600	0.062	N-S(1):	0.320 *
	TH	2.00	10	3,200	0.003	N-S(2):	0.069
	LT	2.00	890	2,880	0.309 *	E-W(1):	0.230
Westbound	RT	1.00	440	1,600	0.000	E-W(2):	0.495 *
	TH	3.00	1,140	4,800	0.238 *		
	LT	2.00	10	2,880	0.003	V/C:	0.815
Northbound	RT	1.00	20	1,600	0.011 *	Lost Time:	0.100
	TH	3.00	20	4,800	0.004	ITS:	0.000
	LT	2.00	20	2,880	0.007		
Eastbound	RT	1.00	10	1,600	0.000	ICU:	0.915
	TH	3.00	1,090	4,800	0.227		
	LT	2.00	740	2,880	0.257 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 25 - LA BREA AVENUE & CENTINELA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	160	1,600	0.059	N-S(1):	0.304
	TH	2.00	740	3,200	0.231 *	N-S(2):	0.406 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.138
Westbound	RT	1.00	280	1,600	0.131	E-W(2):	0.372 *
	TH	2.00	930	3,200	0.291 *		
	LT	1.00	40	1,600	0.025	V/C:	0.778
Northbound	RT	1.00	20	1,600	0.000	Lost Time:	0.100
	TH	2.00	690	3,200	0.216	ITS:	0.000
	LT	1.00	280	1,600	0.175 *		
Eastbound	RT	1.00	110	1,600	0.000	ICU:	0.878
	TH	2.00	360	3,200	0.113		
	LT	1.00	130	1,600	0.081 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	170	1,600	0.050	N-S(1):	0.332
	TH	2.00	760	3,200	0.238 *	N-S(2):	0.363 *
	LT	1.00	230	1,600	0.144	E-W(1):	0.201
Westbound	RT	1.00	150	1,600	0.022	E-W(2):	0.297 *
	TH	2.00	590	3,200	0.184 *		
	LT	1.00	60	1,600	0.038	V/C:	0.660
Northbound	RT	1.00	50	1,600	0.013	Lost Time:	0.100
	TH	2.00	600	3,200	0.188	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	200	1,600	0.063	ICU:	0.760
	TH	2.00	520	3,200	0.163		
	LT	1.00	180	1,600	0.113 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.009	N-S(1):	0.510 *
	TH	2.00	1,020	3,200	0.319	N-S(2):	0.444
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.366 *
Westbound	RT	1.00	220	1,600	0.053	E-W(2):	0.319
	TH	2.00	640	3,200	0.200		
	LT	1.00	70	1,600	0.044 *	V/C:	0.876
Northbound	RT	1.00	50	1,600	0.009	Lost Time:	0.100
	TH	2.00	1,090	3,200	0.341 *	ITS:	0.000
	LT	1.00	200	1,600	0.125		
Eastbound	RT	1.00	230	1,600	0.081	ICU:	0.976
	TH	2.00	1,030	3,200	0.322 *		
	LT	1.00	190	1,600	0.119	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 26 - LA CIENEGA BOULEVARD & CENTINELA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.569 *
	TH	3.00	2,180	4,800	0.458	N-S(2):	0.468
	LT	2.00	150	2,880	0.052 *	E-W(1):	0.281 *
Westbound	RT	1.00	280	1,600	0.149	E-W(2):	0.250
	TH	3.00	1,200	4,800	0.250		
	LT	1.00	240	1,600	0.150 *	V/C:	0.850
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	3.00	2,430	4,800	0.517 *	ITS:	0.000
	LT	2.00	30	2,880	0.010		
Eastbound	RT	0.00	210	1,600	0.131 *	ICU:	0.950
	TH	3.00	390	3,200	0.122		
	LT	0.00	0	0	0.000	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.392 *
	TH	3.00	1,490	4,800	0.319	N-S(2):	0.382
	LT	2.00	170	2,880	0.059 *	E-W(1):	0.273 *
Westbound	RT	1.00	170	1,600	0.077	E-W(2):	0.171
	TH	3.00	820	4,800	0.171		
	LT	1.00	170	1,600	0.106 *	V/C:	0.665
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	3.00	1,510	4,800	0.333 *	ITS:	0.000
	LT	2.00	180	2,880	0.063		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.765
	TH	3.00	630	4,800	0.167 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.594 *
	TH	3.00	2,100	4,800	0.442	N-S(2):	0.498
	LT	2.00	330	2,880	0.115 *	E-W(1):	0.377 *
Westbound	RT	1.00	160	1,600	0.043	E-W(2):	0.194
	TH	3.00	930	4,800	0.194		
	LT	1.00	170	1,600	0.106 *	V/C:	0.971
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	2,160	4,800	0.479 *	ITS:	0.000
	LT	2.00	160	2,880	0.056		
Eastbound	RT	0.00	220	0	0.000	ICU:	1.071
	TH	3.00	1,080	4,800	0.271 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 27 - LA TIEJERA BOULEVARD & CENTINELA BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	180	0	0.000	N-S(1):	0.223
	TH	3.00	1,260	4,800	0.300 *	N-S(2):	0.356 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.164
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.316 *
	TH	3.00	1,120	4,800	0.235 *		
	LT	2.00	160	2,880	0.056	V/C:	0.672
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	830	4,800	0.198	ITS:	0.000
	LT	2.00	160	2,880	0.056 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.772
	TH	3.00	460	4,800	0.108		
	LT	1.00	130	1,600	0.081 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.279
	TH	3.00	920	4,800	0.219 *	N-S(2):	0.282 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.211
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.257 *
	TH	3.00	790	4,800	0.169 *		
	LT	2.00	180	2,880	0.063	V/C:	0.539
Northbound	RT	0.00	200	0	0.000	Lost Time:	0.100
	TH	3.00	900	4,800	0.229	ITS:	0.000
	LT	2.00	180	2,880	0.063 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.639
	TH	3.00	620	4,800	0.148		
	LT	1.00	140	1,600	0.088 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.485 *
	TH	3.00	1,110	4,800	0.258	N-S(2):	0.327
	LT	1.00	130	1,600	0.081 *	E-W(1):	0.266
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.344 *
	TH	3.00	980	4,800	0.206 *		
	LT	2.00	190	2,880	0.066	V/C:	0.829
Northbound	RT	0.00	320	0	0.000	Lost Time:	0.100
	TH	3.00	1,620	4,800	0.404 *	ITS:	0.000
	LT	2.00	200	2,880	0.069		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.929
	TH	3.00	910	4,800	0.200		
	LT	1.00	220	1,600	0.138 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 34 - LA BREA AVENUE / HAWTHORNE BOULEVARD & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.028	N-S(1):	0.217
	TH	3.00	560	4,800	0.117 *	N-S(2):	0.323 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.275
Westbound	RT	0.00	150	0	0.000	E-W(2):	0.356 *
	TH	3.00	1,169	4,800	0.275 *		
	LT	1.00	90	1,600	0.056	V/C:	0.679
Northbound	RT	1.00	60	1,600	0.009	Lost Time:	0.100
	TH	3.00	800	4,800	0.167	ITS:	0.000
	LT	1.00	330	1,600	0.206 *		
Eastbound	RT	0.00	350	1,600	0.219	ICU:	0.779
	TH	3.00	680	3,200	0.213		
	LT	1.00	130	1,600	0.081 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.038	N-S(1):	0.271
	TH	3.00	680	4,800	0.142 *	N-S(2):	0.467 *
	LT	1.00	220	1,600	0.138	E-W(1):	0.381 *
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.313
	TH	3.00	960	4,800	0.225		
	LT	1.00	130	1,600	0.081 *	V/C:	0.848
Northbound	RT	1.00	160	1,600	0.059	Lost Time:	0.100
	TH	3.00	640	4,800	0.133	ITS:	0.000
	LT	1.00	520	1,600	0.325 *		
Eastbound	RT	0.00	410	0	0.000	ICU:	0.948
	TH	3.00	1,030	4,800	0.300 *		
	LT	1.00	140	1,600	0.088	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.016	N-S(1):	0.346
	TH	3.00	1,100	4,800	0.229 *	N-S(2):	0.510 *
	LT	1.00	240	1,600	0.150	E-W(1):	0.458 *
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.377
	TH	3.00	1,120	4,800	0.271		
	LT	1.00	120	1,600	0.075 *	V/C:	0.968
Northbound	RT	1.00	140	1,600	0.050	Lost Time:	0.100
	TH	3.00	940	4,800	0.196	ITS:	0.000
	LT	1.00	450	1,600	0.281 *		
Eastbound	RT	0.00	390	0	0.000	ICU:	1.068
	TH	3.00	1,449	4,800	0.383 *		
	LT	1.00	170	1,600	0.106	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 35 - INGLEWOOD AVENUE & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.194
	TH	1.00	200	1,600	0.188 *	N-S(2):	0.276 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.198
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.373 *
	TH	3.00	1,510	4,800	0.335 *		
	LT	1.00	40	1,600	0.025	V/C:	0.649
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	1.00	190	1,600	0.163	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.749
	TH	3.00	780	4,800	0.173		
	LT	1.00	60	1,600	0.038 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.275
	TH	1.00	230	1,600	0.213 *	N-S(2):	0.276 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.339
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.361 *
	TH	3.00	1,360	4,800	0.298 *		
	LT	1.00	90	1,600	0.056	V/C:	0.637
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	1.00	250	1,600	0.225	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.737
	TH	3.00	1,280	4,800	0.283		
	LT	1.00	100	1,600	0.063 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.357
	TH	1.00	400	1,600	0.313 *	N-S(2):	0.363 *
	LT	1.00	110	1,600	0.069	E-W(1):	0.480 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.390
	TH	3.00	1,370	4,800	0.302		
	LT	1.00	100	1,600	0.063 *	V/C:	0.843
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	1.00	330	1,600	0.288	ITS:	0.000
	LT	1.00	80	1,600	0.050 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.943
	TH	3.00	1,800	4,800	0.417 *		
	LT	1.00	140	1,600	0.088	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 36 - LA CIENEGA BOULEVARD & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	790	3,200	0.122	N-S(1):	0.206
	TH	2.00	490	3,200	0.153 *	N-S(2):	0.359 *
	LT	1.00	130	1,600	0.081	E-W(1):	0.366
Westbound	RT	0.00	530	1,600	0.331 *	E-W(2):	0.456 *
	TH	4.00	1,260	4,800	0.263		
	LT	1.00	250	1,600	0.156	V/C:	0.815
Northbound	RT	2.00	160	3,200	0.000	Lost Time:	0.100
	TH	2.00	400	3,200	0.125	ITS:	0.000
	LT	1.00	330	1,600	0.206 *		
Eastbound	RT	1.00	560	1,600	0.144	ICU:	0.915
	TH	3.00	1,010	4,800	0.210		
	LT	1.00	200	1,600	0.125 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	930	3,200	0.147 *	N-S(1):	0.284
	TH	2.00	360	3,200	0.113	N-S(2):	0.360 *
	LT	1.00	240	1,600	0.150	E-W(1):	0.434 *
Westbound	RT	0.00	380	1,600	0.238	E-W(2):	0.382
	TH	4.00	1,136	4,800	0.237		
	LT	1.00	110	1,600	0.069 *	V/C:	0.794
Northbound	RT	2.00	260	3,200	0.013	Lost Time:	0.100
	TH	2.00	430	3,200	0.134	ITS:	0.000
	LT	1.00	340	1,600	0.213 *		
Eastbound	RT	1.00	550	1,600	0.131	ICU:	0.894
	TH	3.00	1,750	4,800	0.365 *		
	LT	1.00	230	1,600	0.144	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	550	3,200	0.000	N-S(1):	0.425
	TH	2.00	870	3,200	0.272 *	N-S(2):	0.560 *
	LT	1.00	480	1,600	0.300	E-W(1):	0.346
Westbound	RT	0.00	280	0	0.000	E-W(2):	0.389 *
	TH	4.00	1,090	6,400	0.214 *		
	LT	1.00	70	1,600	0.044	V/C:	0.949
Northbound	RT	2.00	540	3,200	0.125	Lost Time:	0.100
	TH	2.00	320	3,200	0.100	ITS:	0.000
	LT	1.00	460	1,600	0.288 *		
Eastbound	RT	1.00	540	1,600	0.050	ICU:	1.049
	TH	3.00	1,450	4,800	0.302		
	LT	1.00	280	1,600	0.175 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 37 - PRAIRIE AVENUE & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.273
	TH	3.00	750	4,800	0.175 *	N-S(2):	0.294 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.173
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.327 *
	TH	3.00	1,170	4,800	0.283 *		
	LT	1.00	50	1,600	0.031	V/C:	0.621
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	3.00	770	4,800	0.179	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.721
	TH	3.00	600	4,800	0.142		
	LT	1.00	70	1,600	0.044 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.342 *
	TH	3.00	720	4,800	0.169	N-S(2):	0.244
	LT	1.00	280	1,600	0.175 *	E-W(1):	0.358 *
Westbound	RT	0.00	300	0	0.000	E-W(2):	0.325
	TH	3.00	990	4,800	0.269		
	LT	1.00	130	1,600	0.081 *	V/C:	0.700
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	690	4,800	0.167 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.800
	TH	3.00	1,180	4,800	0.277 *		
	LT	1.00	90	1,600	0.056	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.413
	TH	3.00	1,130	4,800	0.254 *	N-S(2):	0.467 *
	LT	1.00	280	1,600	0.175	E-W(1):	0.410 *
Westbound	RT	0.00	390	0	0.000	E-W(2):	0.375
	TH	3.00	960	4,800	0.281		
	LT	1.00	130	1,600	0.081 *	V/C:	0.877
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	930	4,800	0.238	ITS:	0.000
	LT	1.00	340	1,600	0.213 *		
Eastbound	RT	0.00	160	0	0.000	ICU:	0.977
	TH	3.00	1,420	4,800	0.329 *		
	LT	1.00	150	1,600	0.094	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 39 - NB I-405 RAMPS & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.081
	TH	0.00	0	0	0.000 *	N-S(2):	0.285 *
	LT	0.00	0	0	0.000	E-W(1):	0.209
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.375 *
	TH	3.00	1,770	4,800	0.375 *		
	LT	0.00	0	0	0.000	V/C:	0.660
Northbound	RT	1.00	130	1,600	0.081	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	820	2,880	0.285 *		
Eastbound	RT	1.64	550	2,627	0.000	ICU:	0.760
	TH	2.36	790	3,773	0.209		
	LT	1.00	0	1,600	0.000 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.106
	TH	0.00	0	0	0.000 *	N-S(2):	0.188 *
	LT	0.00	0	0	0.000	E-W(1):	0.352 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.315
	TH	3.00	1,500	4,800	0.315		
	LT	0.00	0	0	0.000 *	V/C:	0.540
Northbound	RT	1.00	170	1,600	0.106	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	540	2,880	0.188 *		
Eastbound	RT	1.74	980	2,788	0.000	ICU:	0.640
	TH	2.26	1,270	3,612	0.352 *		
	LT	1.00	0	1,600	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.231 *
	TH	0.00	0	0	0.000	N-S(2):	0.128
	LT	0.00	0	0	0.000 *	E-W(1):	0.389 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.321
	TH	3.00	1,530	4,800	0.321		
	LT	0.00	0	0	0.000 *	V/C:	0.620
Northbound	RT	1.00	370	1,600	0.231 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	370	2,880	0.128		
Eastbound	RT	1.16	720	1,851	0.000	ICU:	0.720
	TH	2.84	1,770	4,549	0.389 *		
	LT	1.00	0	1,600	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 46 - DOUGLAS STREET & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.000	N-S(1):	0.198
	TH	2.00	240	3,200	0.075 *	N-S(2):	0.224 *
	LT	2.00	120	2,880	0.042	E-W(1):	0.206
Westbound	RT	1.00	530	1,600	0.310	E-W(2):	0.460 *
	TH	3.00	1,730	4,800	0.360 *		
	LT	2.00	240	2,880	0.083	V/C:	0.684
Northbound	RT	1.00	70	1,600	0.002	Lost Time:	0.100
	TH	2.00	500	3,200	0.156	ITS:	0.000
	LT	2.00	430	2,880	0.149 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.784
	TH	3.00	420	4,800	0.123		
	LT	1.00	160	1,600	0.100 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.003	N-S(1):	0.213 *
	TH	2.00	310	3,200	0.097	N-S(2):	0.170
	LT	2.00	300	2,880	0.104 *	E-W(1):	0.271
Westbound	RT	1.00	370	1,600	0.179	E-W(2):	0.327 *
	TH	3.00	1,060	4,800	0.221 *		
	LT	2.00	120	2,880	0.042	V/C:	0.540
Northbound	RT	1.00	150	1,600	0.073	Lost Time:	0.100
	TH	2.00	350	3,200	0.109 *	ITS:	0.000
	LT	2.00	210	2,880	0.073		
Eastbound	RT	0.00	260	0	0.000	ICU:	0.640
	TH	3.00	840	4,800	0.229		
	LT	1.00	170	1,600	0.106 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.022	N-S(1):	0.358 *
	TH	2.00	790	3,200	0.247	N-S(2):	0.296
	LT	2.00	500	2,880	0.174 *	E-W(1):	0.543 *
Westbound	RT	1.00	180	1,600	0.026	E-W(2):	0.200
	TH	3.00	750	4,800	0.156		
	LT	2.00	130	2,880	0.045 *	V/C:	0.901
Northbound	RT	1.00	330	1,600	0.184	Lost Time:	0.100
	TH	2.00	590	3,200	0.184 *	ITS:	0.000
	LT	2.00	140	2,880	0.049		
Eastbound	RT	0.00	390	0	0.000	ICU:	1.001
	TH	3.00	2,000	4,800	0.498 *		
	LT	1.00	70	1,600	0.044	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 47 - DOUGLAS STREET & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.000	N-S(1):	0.082 *
	TH	1.00	30	1,600	0.019	N-S(2):	0.000
	LT	1.00	30	1,600	0.019 *	E-W(1):	0.267
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.334 *
	TH	3.00	1,330	4,800	0.296 *		
	LT	2.00	300	2,880	0.104	V/C:	0.416
Northbound	RT	2.00	150	3,200	0.000	Lost Time:	0.100
	TH	1.00	30	1,600	0.019	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	260	0	0.000	ICU:	0.516
	TH	3.00	520	4,800	0.163		
	LT	1.00	60	1,600	0.038 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.006	N-S(1):	0.098 *
	TH	0.67	40	1,067	0.038	N-S(2):	0.000
	LT	1.33	80	1,920	0.042 *	E-W(1):	0.203
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.204 *
	TH	3.00	690	4,800	0.154 *		
	LT	2.00	110	2,880	0.038	V/C:	0.302
Northbound	RT	2.00	230	3,200	0.034	Lost Time:	0.100
	TH	1.00	30	1,600	0.019	ITS:	0.000
	LT	1.00	90	1,600	0.056 *		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.402
	TH	3.00	660	4,800	0.165		
	LT	1.00	80	1,600	0.050 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.009	N-S(1):	0.180 *
	TH	0.57	40	914	0.044	N-S(2):	0.000
	LT	1.43	100	2,057	0.049 *	E-W(1):	0.341 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.223
	TH	3.00	800	4,800	0.179		
	LT	2.00	90	2,880	0.031 *	V/C:	0.521
Northbound	RT	2.00	520	3,200	0.131	Lost Time:	0.100
	TH	1.00	40	1,600	0.025	ITS:	0.000
	LT	1.00	210	1,600	0.131 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.621
	TH	3.00	1,350	4,800	0.310 *		
	LT	1.00	70	1,600	0.044	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 48 - DOUGLAS STREET & MARIPOSA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.119
	TH	3.00	300	4,800	0.081 *	N-S(2):	0.294 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.040 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.009 *		
	LT	0.00	10	1,600	0.006	V/C:	0.334
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	3.00	510	4,800	0.113	ITS:	0.000
	LT	1.00	340	1,600	0.213 *		
Eastbound	RT	1.00	170	1,600	0.000	ICU:	0.434
	TH	0.22	10	356	0.028		
	LT	1.78	80	2,560	0.031 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.134
	TH	3.00	360	4,800	0.096 *	N-S(2):	0.215 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.168 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.009 *		
	LT	0.00	10	1,600	0.006	V/C:	0.383
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	540	4,800	0.121	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	1.00	350	1,600	0.159 *	ICU:	0.483
	TH	0.25	20	400	0.050		
	LT	1.75	140	2,520	0.056	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.137
	TH	3.00	610	4,800	0.140 *	N-S(2):	0.278 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.228 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.009 *		
	LT	0.00	10	1,600	0.006	V/C:	0.506
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	620	4,800	0.131	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	1.00	460	1,600	0.219 *	ICU:	0.606
	TH	0.06	10	103	0.097		
	LT	1.94	300	2,787	0.108	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 49 - DOUGLAS STREET & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	120	1,600	0.044	N-S(1):	0.148 *
	TH	1.00	40	1,600	0.025	N-S(2):	0.082
	LT	2.00	120	2,880	0.042 *	E-W(1):	0.199
Westbound	RT	1.00	530	1,600	0.290	E-W(2):	0.432 *
	TH	3.00	1,770	4,800	0.369 *		
	LT	2.00	80	2,880	0.028	V/C:	0.580
Northbound	RT	1.00	20	1,600	0.000	Lost Time:	0.100
	TH	1.00	170	1,600	0.106 *	ITS:	0.000
	LT	1.00	60	1,600	0.038		
Eastbound	RT	1.00	50	1,600	0.013	ICU:	0.680
	TH	3.00	820	4,800	0.171		
	LT	2.00	180	2,880	0.063 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	250	1,600	0.115 *	N-S(1):	0.141
	TH	1.00	80	1,600	0.050	N-S(2):	0.178 *
	LT	2.00	280	2,880	0.097	E-W(1):	0.343
Westbound	RT	1.00	230	1,600	0.047	E-W(2):	0.452 *
	TH	3.00	1,770	4,800	0.369 *		
	LT	2.00	40	2,880	0.014	V/C:	0.630
Northbound	RT	1.00	60	1,600	0.031	Lost Time:	0.100
	TH	1.00	70	1,600	0.044	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	1.00	130	1,600	0.050	ICU:	0.730
	TH	3.00	1,580	4,800	0.329		
	LT	2.00	240	2,880	0.083 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	250	1,600	0.134	N-S(1):	0.185
	TH	1.00	370	1,600	0.231 *	N-S(2):	0.306 *
	LT	2.00	390	2,880	0.135	E-W(1):	0.398 *
Westbound	RT	1.00	190	1,600	0.000	E-W(2):	0.380
	TH	3.00	1,610	4,800	0.335		
	LT	2.00	30	2,880	0.010 *	V/C:	0.704
Northbound	RT	1.00	60	1,600	0.032	Lost Time:	0.100
	TH	1.00	80	1,600	0.050	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	1.00	140	1,600	0.050	ICU:	0.804
	TH	3.00	1,860	4,800	0.388 *		
	LT	2.00	130	2,880	0.045	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 51 - HAWTHORNE BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.019	N-S(1):	0.231
	TH	3.00	790	4,800	0.165 *	N-S(2):	0.252 *
	LT	2.00	280	2,880	0.097	E-W(1):	0.260
Westbound	RT	0.00	240	0	0.000	E-W(2):	0.329 *
	TH	3.00	1,100	4,800	0.279 *		
	LT	1.00	200	1,600	0.125	V/C:	0.581
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	4.00	750	6,400	0.134	ITS:	0.000
	LT	2.00	250	2,880	0.087 *		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.681
	TH	3.00	500	4,800	0.135		
	LT	1.00	80	1,600	0.050 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	120	1,600	0.025	N-S(1):	0.280
	TH	3.00	1,050	4,800	0.219 *	N-S(2):	0.309 *
	LT	2.00	270	2,880	0.094	E-W(1):	0.313 *
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.288
	TH	3.00	700	4,800	0.188		
	LT	1.00	190	1,600	0.119 *	V/C:	0.622
Northbound	RT	0.00	200	0	0.000	Lost Time:	0.100
	TH	4.00	990	6,400	0.186	ITS:	0.000
	LT	2.00	260	2,880	0.090 *		
Eastbound	RT	0.00	270	0	0.000	ICU:	0.722
	TH	3.00	660	4,800	0.194 *		
	LT	1.00	160	1,600	0.100	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.019	N-S(1):	0.383
	TH	3.00	1,870	4,800	0.390 *	N-S(2):	0.463 *
	LT	2.00	440	2,880	0.153	E-W(1):	0.677 *
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.306
	TH	3.00	820	4,800	0.206		
	LT	1.00	150	1,600	0.094 *	V/C:	1.140
Northbound	RT	0.00	250	0	0.000	Lost Time:	0.100
	TH	4.00	1,220	6,400	0.230	ITS:	0.000
	LT	2.00	210	2,880	0.073 *		
Eastbound	RT	0.00	470	0	0.000	ICU:	1.240
	TH	3.00	2,330	4,800	0.583 *		
	LT	1.00	160	1,600	0.100	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 52 - INGLEWOOD AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.181
	TH	2.00	390	3,200	0.150 *	N-S(2):	0.275 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.177
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.317 *
	TH	3.00	1,210	4,800	0.273 *		
	LT	1.00	110	1,600	0.069	V/C:	0.592
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	2.00	420	3,200	0.156	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.692
	TH	3.00	420	4,800	0.108		
	LT	1.00	70	1,600	0.044 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.257
	TH	2.00	530	3,200	0.203 *	N-S(2):	0.341 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.273
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.282 *
	TH	3.00	740	4,800	0.188 *		
	LT	1.00	140	1,600	0.088	V/C:	0.623
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	2.00	500	3,200	0.194	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.723
	TH	3.00	740	4,800	0.185		
	LT	1.00	150	1,600	0.094 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.329
	TH	2.00	780	3,200	0.272 *	N-S(2):	0.353 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.629 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.326
	TH	3.00	740	4,800	0.188		
	LT	1.00	210	1,600	0.131 *	V/C:	0.982
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	720	3,200	0.266	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	290	0	0.000	ICU:	1.082
	TH	3.00	2,100	4,800	0.498 *		
	LT	1.00	220	1,600	0.138	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 53 - LA CIENEGA BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	660	3,200	0.169 *	N-S(1):	0.080
	TH	0.00	0	0	0.000	N-S(2):	0.169 *
	LT	2.00	230	2,880	0.080	E-W(1):	0.119
Westbound	RT	0.00	400	0	0.000	E-W(2):	0.463 *
	TH	3.00	1,640	4,800	0.425 *		
	LT	0.00	0	0	0.000	V/C:	0.632
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.732
	TH	3.00	570	4,800	0.119		
	LT	1.00	60	1,600	0.038 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	460	3,200	0.100	N-S(1):	0.135 *
	TH	0.00	0	0	0.000	N-S(2):	0.100
	LT	2.00	390	2,880	0.135 *	E-W(1):	0.227
Westbound	RT	0.00	350	0	0.000	E-W(2):	0.342 *
	TH	3.00	1,080	4,800	0.298 *		
	LT	0.00	0	0	0.000	V/C:	0.477
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.577
	TH	3.00	1,090	4,800	0.227		
	LT	1.00	70	1,600	0.044 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	580	3,200	0.106	N-S(1):	0.399 *
	TH	0.00	0	0	0.000	N-S(2):	0.106
	LT	2.00	1,150	2,880	0.399 *	E-W(1):	0.525 *
Westbound	RT	0.00	430	1,600	0.269	E-W(2):	0.344
	TH	3.00	560	3,200	0.175		
	LT	0.00	0	0	0.000 *	V/C:	0.924
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.024
	TH	3.00	2,520	4,800	0.525 *		
	LT	1.00	120	1,600	0.075	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 54 - NASH STREET & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.025	N-S(1):	0.072 *
	TH	2.00	160	3,200	0.050	N-S(2):	0.000
	LT	1.00	80	1,600	0.050 *	E-W(1):	0.190
Westbound	RT	0.00	340	0	0.000	E-W(2):	0.427 *
	TH	3.00	1,610	4,800	0.406 *		
	LT	2.00	150	2,880	0.052	V/C:	0.499
Northbound	RT	1.14	40	1,829	0.000	Lost Time:	0.100
	TH	0.86	30	1,371	0.022 *	ITS:	0.000
	LT	2.00	10	2,880	0.003		
Eastbound	RT	1.00	50	1,600	0.030	ICU:	0.599
	TH	3.00	660	4,800	0.138		
	LT	2.00	60	2,880	0.021 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.038	N-S(1):	0.091 *
	TH	1.11	100	1,778	0.056	N-S(2):	0.000
	LT	1.89	170	2,720	0.063 *	E-W(1):	0.239
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.275 *
	TH	3.00	1,110	4,800	0.254 *		
	LT	2.00	70	2,880	0.024	V/C:	0.366
Northbound	RT	1.11	50	1,778	0.004	Lost Time:	0.100
	TH	0.89	40	1,422	0.028 *	ITS:	0.000
	LT	2.00	10	2,880	0.003		
Eastbound	RT	1.00	40	1,600	0.023	ICU:	0.466
	TH	3.00	1,030	4,800	0.215		
	LT	2.00	60	2,880	0.021 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.031	N-S(1):	0.260 *
	TH	1.00	60	1,600	0.038	N-S(2):	0.000
	LT	2.00	550	2,880	0.191 *	E-W(1):	0.354 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.224
	TH	3.00	930	4,800	0.217		
	LT	2.00	30	2,880	0.010 *	V/C:	0.614
Northbound	RT	1.18	130	1,891	0.058	Lost Time:	0.100
	TH	0.82	90	1,309	0.069 *	ITS:	0.000
	LT	2.00	20	2,880	0.007		
Eastbound	RT	1.00	10	1,600	0.003	ICU:	0.714
	TH	3.00	1,650	4,800	0.344 *		
	LT	2.00	20	2,880	0.007	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 55 - SEPULVEDA BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.034	N-S(1):	0.530 *
	TH	4.00	1,070	6,400	0.167	N-S(2):	0.243
	LT	2.00	280	2,880	0.097 *	E-W(1):	0.155
Westbound	RT	1.00	230	1,600	0.095	E-W(2):	0.203 *
	TH	2.00	350	3,200	0.109 *		
	LT	2.00	140	2,880	0.049	V/C:	0.733
Northbound	RT	0.00	240	0	0.000	Lost Time:	0.100
	TH	4.00	2,530	6,400	0.433 *	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	1.00	230	1,600	0.106	ICU:	0.833
	TH	2.00	250	3,200	0.078		
	LT	1.00	150	1,600	0.094 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.022	N-S(1):	0.368
	TH	4.00	1,650	6,400	0.258 *	N-S(2):	0.383 *
	LT	2.00	190	2,880	0.066	E-W(1):	0.377 *
Westbound	RT	1.00	200	1,600	0.092	E-W(2):	0.184
	TH	2.00	330	3,200	0.103		
	LT	2.00	510	2,880	0.177 *	V/C:	0.760
Northbound	RT	0.00	250	0	0.000	Lost Time:	0.100
	TH	4.00	1,680	6,400	0.302	ITS:	0.000
	LT	2.00	360	2,880	0.125 *		
Eastbound	RT	1.00	420	1,600	0.200 *	ICU:	0.860
	TH	2.00	450	3,200	0.141		
	LT	1.00	130	1,600	0.081	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.019	N-S(1):	0.417
	TH	4.00	2,590	6,400	0.405 *	N-S(2):	0.523 *
	LT	2.00	320	2,880	0.111	E-W(1):	0.395 *
Westbound	RT	1.00	320	1,600	0.144	E-W(2):	0.244
	TH	2.00	380	3,200	0.119		
	LT	2.00	570	2,880	0.198 *	V/C:	0.918
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	4.00	1,770	6,400	0.306	ITS:	0.000
	LT	2.00	340	2,880	0.118 *		
Eastbound	RT	1.00	410	1,600	0.197 *	ICU:	1.018
	TH	2.00	450	3,200	0.141		
	LT	1.00	160	1,600	0.100	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 56 - LINCOLN BOULEVARD & FIJI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.463
	TH	3.00	1,550	4,800	0.340 *	N-S(2):	0.545 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.038
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.084 *
	TH	2.00	20	3,200	0.034 *		
	LT	0.00	40	1,600	0.025	V/C:	0.629
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	3.00	1,990	4,800	0.425	ITS:	0.000
	LT	2.00	590	2,880	0.205 *		
Eastbound	RT	1.00	660	1,600	0.000	ICU:	0.729
	TH	1.00	20	1,600	0.013		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.465
	TH	3.00	1,480	4,800	0.335 *	N-S(2):	0.547 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.044
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.100 *
	TH	2.00	20	3,200	0.031 *		
	LT	0.00	50	1,600	0.031	V/C:	0.647
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	3.00	1,960	4,800	0.421	ITS:	0.000
	LT	2.00	610	2,880	0.212 *		
Eastbound	RT	1.00	540	1,600	0.000	ICU:	0.747
	TH	1.00	20	1,600	0.013		
	LT	1.00	110	1,600	0.069 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.498
	TH	3.00	1,930	4,800	0.438 *	N-S(2):	0.751 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.056
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.109 *
	TH	2.00	30	3,200	0.034 *		
	LT	0.00	50	1,600	0.031	V/C:	0.860
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	2,140	4,800	0.460	ITS:	0.000
	LT	2.00	900	2,880	0.313 *		
Eastbound	RT	1.00	920	1,600	0.000	ICU:	0.960
	TH	1.00	40	1,600	0.025		
	LT	1.00	120	1,600	0.075 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 57 - LA BREA AVENUE & FLORENCE AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.322 *
	TH	2.00	730	3,200	0.256	N-S(2):	0.287
	LT	1.00	80	1,600	0.050 *	E-W(1):	0.313
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.363 *
	TH	2.00	910	3,200	0.319 *		
	LT	1.00	280	1,600	0.175	V/C:	0.685
Northbound	RT	1.00	180	1,600	0.025	Lost Time:	0.100
	TH	2.00	870	3,200	0.272 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.785
	TH	2.00	370	3,200	0.138		
	LT	1.00	70	1,600	0.044 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.334 *
	TH	2.00	820	3,200	0.281	N-S(2):	0.312
	LT	1.00	160	1,600	0.100 *	E-W(1):	0.362 *
Westbound	RT	0.00	210	0	0.000	E-W(2):	0.303
	TH	2.00	540	3,200	0.234		
	LT	1.00	290	1,600	0.181 *	V/C:	0.696
Northbound	RT	1.00	180	1,600	0.022	Lost Time:	0.100
	TH	2.00	750	3,200	0.234 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.796
	TH	2.00	520	3,200	0.181 *		
	LT	1.00	110	1,600	0.069	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.457 *
	TH	2.00	1,240	3,200	0.419	N-S(2):	0.432
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.475 *
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.357
	TH	2.00	670	3,200	0.269		
	LT	1.00	200	1,600	0.125 *	V/C:	0.932
Northbound	RT	1.00	330	1,600	0.144	Lost Time:	0.100
	TH	2.00	1,080	3,200	0.338 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	70	0	0.000	ICU:	1.032
	TH	2.00	1,050	3,200	0.350 *		
	LT	1.00	140	1,600	0.088	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 58 - LA CIENEGA BOULEVARD & FLORENCE AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	270	0	0.000	N-S(1):	0.249
	TH	2.00	830	3,200	0.344 *	N-S(2):	0.363 *
	LT	2.00	310	2,880	0.108	E-W(1):	0.344
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.488 *
	TH	2.00	920	3,200	0.300 *		
	LT	1.00	380	1,600	0.238	V/C:	0.851
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	2.00	340	3,200	0.141	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.951
	TH	2.00	320	3,200	0.106		
	LT	1.00	300	1,600	0.188 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	420	0	0.000	N-S(1):	0.277
	TH	2.00	800	3,200	0.381 *	N-S(2):	0.400 *
	LT	2.00	310	2,880	0.108	E-W(1):	0.341
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.516 *
	TH	2.00	590	3,200	0.203 *		
	LT	1.00	300	1,600	0.188	V/C:	0.916
Northbound	RT	0.00	150	0	0.000	Lost Time:	0.100
	TH	2.00	390	3,200	0.169	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	0.00	40	0	0.000	ICU:	1.016
	TH	2.00	450	3,200	0.153		
	LT	1.00	500	1,600	0.313 *	LOS:	F

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	300	0	0.000	N-S(1):	0.452
	TH	2.00	1,210	3,200	0.472 *	N-S(2):	0.485 *
	LT	2.00	590	2,880	0.205	E-W(1):	0.454 *
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.422
	TH	2.00	620	3,200	0.216		
	LT	1.00	340	1,600	0.213 *	V/C:	0.939
Northbound	RT	0.00	220	0	0.000	Lost Time:	0.100
	TH	2.00	570	3,200	0.247	ITS:	0.000
	LT	1.00	20	1,600	0.013 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	1.039
	TH	2.00	750	3,200	0.241 *		
	LT	1.00	330	1,600	0.206	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 59 - NASH STREET & GRAND AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	380	1,600	0.238 *	N-S(1):	0.103
	TH	2.00	190	1,600	0.119	N-S(2):	0.357 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.100 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.000
	TH	1.00	60	1,600	0.056 *		
	LT	1.00	20	1,600	0.013	V/C:	0.457
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	2.00	120	3,200	0.053	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	2.00	30	3,200	0.000	ICU:	0.557
	TH	1.00	70	1,600	0.044		
	LT	1.00	70	1,600	0.044 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.057
	TH	2.00	250	3,200	0.116 *	N-S(2):	0.141 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.175 *
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.000
	TH	1.00	90	1,600	0.069 *		
	LT	1.00	10	1,600	0.006	V/C:	0.316
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	120	3,200	0.044	ITS:	0.000
	LT	1.00	40	1,600	0.025 *		
Eastbound	RT	2.00	110	3,200	0.022	ICU:	0.416
	TH	1.00	60	1,600	0.038		
	LT	1.00	170	1,600	0.106 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.090
	TH	2.00	210	3,200	0.119 *	N-S(2):	0.138 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.288 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.000
	TH	1.00	60	1,600	0.063 *		
	LT	1.00	40	1,600	0.025	V/C:	0.426
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	2.00	160	3,200	0.059	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	2.00	250	3,200	0.069	ICU:	0.526
	TH	1.00	110	1,600	0.069		
	LT	1.00	360	1,600	0.225 *	LOS:	A

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 60 - SEPULVEDA BOULEVARD & GRAND AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	220	0	0.000	N-S(1):	0.593 *
	TH	4.00	1,310	6,400	0.239	N-S(2):	0.333
	LT	1.00	380	1,600	0.238 *	E-W(1):	0.123 *
Westbound	RT	1.00	110	1,600	0.000	E-W(2):	0.000
	TH	2.00	40	3,200	0.013		
	LT	2.00	60	2,880	0.021 *	V/C:	0.716
Northbound	RT	1.00	410	1,600	0.235	Lost Time:	0.100
	TH	4.00	2,270	6,400	0.355 *	ITS:	0.000
	LT	1.00	150	1,600	0.094		
Eastbound	RT	1.02	150	1,636	0.045	ICU:	0.816
	TH	0.95	140	1,527	0.092		
	LT	1.02	150	1,473	0.102 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.369
	TH	4.00	1,600	6,400	0.281 *	N-S(2):	0.437 *
	LT	1.00	210	1,600	0.131	E-W(1):	0.222 *
Westbound	RT	1.00	140	1,600	0.022	E-W(2):	0.000
	TH	2.00	310	3,200	0.097		
	LT	2.00	280	2,880	0.097 *	V/C:	0.659
Northbound	RT	1.00	150	1,600	0.000	Lost Time:	0.100
	TH	4.00	1,520	6,400	0.238	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	1.06	190	1,689	0.034	ICU:	0.759
	TH	0.78	140	1,244	0.113		
	LT	1.17	210	1,680	0.125 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.455
	TH	4.00	2,360	6,400	0.389 *	N-S(2):	0.545 *
	LT	1.00	200	1,600	0.125	E-W(1):	0.309 *
Westbound	RT	1.00	300	1,600	0.125	E-W(2):	0.000
	TH	2.00	240	3,200	0.075		
	LT	2.00	510	2,880	0.177 *	V/C:	0.854
Northbound	RT	1.00	130	1,600	0.000	Lost Time:	0.100
	TH	4.00	2,110	6,400	0.330	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	1.16	220	1,853	0.041	ICU:	0.954
	TH	0.42	80	674	0.119		
	LT	1.42	270	2,046	0.132 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 62 - HAWTHORNE BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	210	1,600	0.097	N-S(1):	0.233
	TH	3.00	750	4,800	0.156 *	N-S(2):	0.246 *
	LT	1.00	170	1,600	0.106	E-W(1):	0.260
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.292 *
	TH	3.00	950	4,800	0.223 *		
	LT	1.00	250	1,600	0.156	V/C:	0.538
Northbound	RT	1.00	200	1,600	0.047	Lost Time:	0.100
	TH	3.00	610	4,800	0.127	ITS:	0.000
	LT	2.00	260	2,880	0.090 *		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.638
	TH	3.00	390	4,800	0.104		
	LT	1.00	110	1,600	0.069 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	160	1,600	0.059	N-S(1):	0.306 *
	TH	3.00	1,080	4,800	0.225	N-S(2):	0.281
	LT	1.00	210	1,600	0.131 *	E-W(1):	0.215 *
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.196
	TH	3.00	430	4,800	0.115		
	LT	1.00	140	1,600	0.088 *	V/C:	0.521
Northbound	RT	1.00	310	1,600	0.150	Lost Time:	0.100
	TH	3.00	840	4,800	0.175 *	ITS:	0.000
	LT	2.00	160	2,880	0.056		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.621
	TH	3.00	530	4,800	0.127 *		
	LT	1.00	130	1,600	0.081	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	160	1,600	0.028	N-S(1):	0.313
	TH	3.00	1,320	4,800	0.275 *	N-S(2):	0.369 *
	LT	1.00	200	1,600	0.125	E-W(1):	0.498 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.265
	TH	3.00	470	4,800	0.121		
	LT	1.00	140	1,600	0.088 *	V/C:	0.867
Northbound	RT	1.00	290	1,600	0.138	Lost Time:	0.100
	TH	3.00	900	4,800	0.188	ITS:	0.000
	LT	2.00	270	2,880	0.094 *		
Eastbound	RT	0.00	230	0	0.000	ICU:	0.967
	TH	3.00	1,740	4,800	0.410 *		
	LT	1.00	230	1,600	0.144	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 63 - HAWTHORNE BOULEVARD & LENNOX BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.252
	TH	3.00	900	4,800	0.196 *	N-S(2):	0.259 *
	LT	1.00	110	1,600	0.069	E-W(1):	0.157 *
Westbound	RT	1.00	180	1,600	0.078	E-W(2):	0.144
	TH	1.00	180	1,600	0.113		
	LT	1.00	70	1,600	0.044 *	V/C:	0.416
Northbound	RT	1.00	60	1,600	0.016	Lost Time:	0.100
	TH	3.00	880	4,800	0.183	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	180	1,600	0.113 *	ICU:	0.516
	TH	2.00	110	1,600	0.069		
	LT	1.00	50	1,600	0.031	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.301
	TH	3.00	1,060	4,800	0.246 *	N-S(2):	0.371 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.165
Westbound	RT	1.00	130	1,600	0.038	E-W(2):	0.175 *
	TH	1.00	200	1,600	0.125 *		
	LT	1.00	90	1,600	0.056	V/C:	0.546
Northbound	RT	1.00	110	1,600	0.041	Lost Time:	0.100
	TH	3.00	1,020	4,800	0.213	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.646
	TH	2.00	220	3,200	0.109		
	LT	1.00	80	1,600	0.050 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.425
	TH	3.00	1,430	4,800	0.315 *	N-S(2):	0.471 *
	LT	1.00	200	1,600	0.125	E-W(1):	0.253
Westbound	RT	1.00	80	1,600	0.000	E-W(2):	0.288 *
	TH	1.00	340	1,600	0.213 *		
	LT	1.00	120	1,600	0.075	V/C:	0.759
Northbound	RT	1.00	130	1,600	0.044	Lost Time:	0.100
	TH	3.00	1,440	4,800	0.300	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.859
	TH	2.00	370	3,200	0.178		
	LT	1.00	120	1,600	0.075 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 64 - HIGHLAND AVENUE/VISTA DEL MAR & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.000	N-S(1):	0.438 *
	TH	1.00	290	1,600	0.181	N-S(2):	0.187
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.182
Westbound	RT	1.00	660	1,600	0.244 *	E-W(2):	0.319 *
	TH	1.00	50	1,600	0.031		
	LT	1.00	70	1,600	0.044	V/C:	0.757
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	2.00	770	3,200	0.269 *	ITS:	0.000
	LT	1.00	10	1,600	0.006		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.857
	TH	1.00	80	1,600	0.138		
	LT	0.00	120	1,600	0.075 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.013	N-S(1):	0.219
	TH	1.00	450	1,600	0.281 *	N-S(2):	0.300 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.169 *
Westbound	RT	1.00	290	1,600	0.131	E-W(2):	0.144
	TH	1.00	70	1,600	0.044		
	LT	1.00	150	1,600	0.094 *	V/C:	0.469
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	2.00	380	3,200	0.169	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.569
	TH	1.00	70	1,600	0.075 *		
	LT	0.00	20	1,600	0.013	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.013	N-S(1):	0.444
	TH	1.00	740	1,600	0.463 *	N-S(2):	0.469 *
	LT	1.00	430	1,600	0.269	E-W(1):	0.175 *
Westbound	RT	1.00	500	1,600	0.044	E-W(2):	0.094
	TH	1.00	110	1,600	0.069		
	LT	1.00	160	1,600	0.100 *	V/C:	0.644
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	430	3,200	0.175	ITS:	0.000
	LT	1.00	10	1,600	0.006 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.744
	TH	1.00	60	1,600	0.075 *		
	LT	0.00	40	1,600	0.025	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 66 - INGELWOOD AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.213
	TH	2.00	320	3,200	0.153 *	N-S(2):	0.322 *
	LT	1.00	110	1,600	0.069	E-W(1):	0.154
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.338 *
	TH	3.00	1,250	4,800	0.288 *		
	LT	1.00	90	1,600	0.056	V/C:	0.660
Northbound	RT	1.00	110	1,600	0.041	Lost Time:	0.100
	TH	1.00	230	1,600	0.144	ITS:	0.000
	LT	1.00	270	1,600	0.169 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.760
	TH	3.00	420	4,800	0.098		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.387 *
	TH	2.00	440	3,200	0.169	N-S(2):	0.244
	LT	1.00	130	1,600	0.081 *	E-W(1):	0.246 *
Westbound	RT	0.00	240	1,600	0.150	E-W(2):	0.238
	TH	3.00	440	3,200	0.138		
	LT	1.00	170	1,600	0.106 *	V/C:	0.633
Northbound	RT	1.00	180	1,600	0.059	Lost Time:	0.100
	TH	1.00	490	1,600	0.306 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.733
	TH	3.00	570	4,800	0.140 *		
	LT	1.00	140	1,600	0.088	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.444 *
	TH	2.00	980	3,200	0.328	N-S(2):	0.403
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.525 *
Westbound	RT	0.00	240	0	0.000	E-W(2):	0.360
	TH	3.00	650	4,800	0.185		
	LT	1.00	150	1,600	0.094 *	V/C:	0.969
Northbound	RT	1.00	180	1,600	0.066	Lost Time:	0.100
	TH	1.00	520	1,600	0.325 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	0.00	160	0	0.000	ICU:	1.069
	TH	3.00	1,910	4,800	0.431 *		
	LT	1.00	280	1,600	0.175	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 67 - LA CIENEGA BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : EBR, WBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.32	330	2,112	0.095	N-S(1):	0.130
	TH	1.68	420	2,688	0.156 *	N-S(2):	0.232 *
	LT	2.00	110	2,880	0.038	E-W(1):	0.095
Westbound	RT	2.00	700	3,200	0.181 *	E-W(2):	0.303 *
	TH	3.00	810	4,800	0.169		
	LT	2.00	100	2,880	0.035	V/C:	0.535
Northbound	RT	1.57	230	2,509	0.074	Lost Time:	0.100
	TH	1.43	210	2,291	0.092	ITS:	0.000
	LT	2.00	220	2,880	0.076 *		
Eastbound	RT	2.00	190	3,200	0.000	ICU:	0.635
	TH	3.00	290	4,800	0.060		
	LT	2.00	350	2,880	0.122 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.18	220	1,886	0.078	N-S(1):	0.164
	TH	1.82	340	2,914	0.117 *	N-S(2):	0.173 *
	LT	2.00	190	2,880	0.066	E-W(1):	0.117
Westbound	RT	2.00	420	3,200	0.065	E-W(2):	0.153 *
	TH	3.00	370	4,800	0.077 *		
	LT	2.00	60	2,880	0.021	V/C:	0.326
Northbound	RT	1.40	220	2,247	0.088	Lost Time:	0.100
	TH	1.60	250	2,553	0.098	ITS:	0.000
	LT	2.00	160	2,880	0.056 *		
Eastbound	RT	2.00	150	3,200	0.000	ICU:	0.426
	TH	3.00	460	4,800	0.096		
	LT	2.00	220	2,880	0.076 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.38	440	2,200	0.160	N-S(1):	0.362 *
	TH	1.63	520	2,600	0.200	N-S(2):	0.231
	LT	2.00	520	2,880	0.181 *	E-W(1):	0.315 *
Westbound	RT	2.00	420	3,200	0.000	E-W(2):	0.163
	TH	3.00	400	4,800	0.083		
	LT	2.00	60	2,880	0.021 *	V/C:	0.677
Northbound	RT	2.00	600	3,200	0.177	Lost Time:	0.100
	TH	1.00	290	1,600	0.181 *	ITS:	0.000
	LT	2.00	90	2,880	0.031		
Eastbound	RT	2.00	220	3,200	0.038	ICU:	0.777
	TH	3.00	1,410	4,800	0.294 *		
	LT	2.00	230	2,880	0.080	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 68 - MAIN STREET & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : Y
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.318 *
	TH	1.00	0	1,600	0.013 *	N-S(2):	0.000
	LT	0.00	10	1,600	0.006	E-W(1):	0.431 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.281
	TH	2.00	890	3,200	0.281		
	LT	2.00	330	2,880	0.115 *	V/C:	0.749
Northbound	RT	1.00	580	1,600	0.305 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	300	2,880	0.104		
Eastbound	RT	1.00	190	1,600	0.119	ICU:	0.849
	TH	2.00	1,010	3,200	0.316 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.147 *
	TH	1.00	0	1,600	0.013 *	N-S(2):	0.000
	LT	0.00	10	1,600	0.006	E-W(1):	0.395 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.244
	TH	2.00	770	3,200	0.244		
	LT	2.00	490	2,880	0.170 *	V/C:	0.542
Northbound	RT	1.00	350	1,600	0.134 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	340	2,880	0.118		
Eastbound	RT	1.00	110	1,600	0.069	ICU:	0.642
	TH	2.00	720	3,200	0.225 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.180 *
	TH	1.00	0	1,600	0.013 *	N-S(2):	0.000
	LT	0.00	10	1,600	0.006	E-W(1):	0.475 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.209
	TH	2.00	660	3,200	0.209		
	LT	2.00	550	2,880	0.191 *	V/C:	0.655
Northbound	RT	1.00	330	1,600	0.111	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	480	2,880	0.167 *		
Eastbound	RT	1.00	370	1,600	0.231	ICU:	0.755
	TH	2.00	910	3,200	0.284 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 70 - PRAIRIE AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : SBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.97	580	3,146	0.128	N-S(1):	0.172
	TH	2.03	600	3,254	0.184 *	N-S(2):	0.295 *
	LT	2.00	140	2,880	0.049	E-W(1):	0.181
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.316 *
	TH	3.00	1,160	4,800	0.260 *		
	LT	1.00	160	1,600	0.100	V/C:	0.611
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	3.00	500	4,800	0.123	ITS:	0.000
	LT	2.00	320	2,880	0.111 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.711
	TH	3.00	340	4,800	0.081		
	LT	1.00	90	1,600	0.056 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.27	400	2,032	0.109	N-S(1):	0.199
	TH	2.73	860	4,368	0.197 *	N-S(2):	0.301 *
	LT	2.00	140	2,880	0.049	E-W(1):	0.196
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.248 *
	TH	3.00	680	4,800	0.160 *		
	LT	1.00	120	1,600	0.075	V/C:	0.549
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	3.00	550	4,800	0.150	ITS:	0.000
	LT	2.00	300	2,880	0.104 *		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.649
	TH	3.00	510	4,800	0.121		
	LT	1.00	140	1,600	0.088 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.25	440	1,997	0.070	N-S(1):	0.317 *
	TH	2.75	970	4,403	0.220	N-S(2):	0.314
	LT	2.00	270	2,880	0.094 *	E-W(1):	0.465 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.333
	TH	3.00	770	4,800	0.183		
	LT	1.00	200	1,600	0.125 *	V/C:	0.782
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	860	4,800	0.223 *	ITS:	0.000
	LT	2.00	270	2,880	0.094		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.882
	TH	3.00	1,450	4,800	0.340 *		
	LT	1.00	240	1,600	0.150	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 71 - SEPULVEDA BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.543 *
	TH	4.00	2,340	6,400	0.369	N-S(2):	0.438
	LT	2.00	640	2,880	0.222 *	E-W(1):	0.216 *
Westbound	RT	2.00	600	3,200	0.000	E-W(2):	0.164
	TH	3.00	220	4,800	0.046		
	LT	2.00	360	2,880	0.125 *	V/C:	0.759
Northbound	RT	2.00	590	3,200	0.059	Lost Time:	0.100
	TH	3.00	1,540	4,800	0.321 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	1.00	200	1,600	0.091 *	ICU:	0.859
	TH	3.00	330	4,800	0.069		
	LT	2.00	340	2,880	0.118	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.451 *
	TH	4.00	1,980	6,400	0.314	N-S(2):	0.414
	LT	2.00	490	2,880	0.170 *	E-W(1):	0.138
Westbound	RT	2.00	490	3,200	0.000	E-W(2):	0.160 *
	TH	3.00	270	4,800	0.056 *		
	LT	2.00	180	2,880	0.063	V/C:	0.611
Northbound	RT	2.00	730	3,200	0.166	Lost Time:	0.100
	TH	3.00	1,350	4,800	0.281 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	1.00	200	1,600	0.075	ICU:	0.711
	TH	3.00	240	4,800	0.050		
	LT	2.00	300	2,880	0.104 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.617 *
	TH	4.00	2,480	6,400	0.392	N-S(2):	0.498
	LT	2.00	530	2,880	0.184 *	E-W(1):	0.206 *
Westbound	RT	2.00	640	3,200	0.016	E-W(2):	0.171
	TH	3.00	300	4,800	0.063		
	LT	2.00	250	2,880	0.087 *	V/C:	0.823
Northbound	RT	2.00	1,100	3,200	0.257	Lost Time:	0.100
	TH	3.00	2,080	4,800	0.433 *	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	1.00	170	1,600	0.053	ICU:	0.923
	TH	3.00	570	4,800	0.119 *		
	LT	2.00	310	2,880	0.108	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 73 - NASH STREET / WB I-105 RAMPS & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	590	1,600	0.369	N-S(1):	0.453 *
	TH	2.00	1,190	3,200	0.372 *	N-S(2):	0.000
	LT	1.00	450	1,600	0.281	E-W(1):	0.263 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.192
	TH	3.00	920	4,800	0.192		
	LT	2.00	320	2,880	0.111 *	V/C:	0.716
Northbound	RT	2.00	40	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	230	0	0.000	ICU:	0.816
	TH	3.00	500	4,800	0.152 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.47	290	2,359	0.123	N-S(1):	0.186 *
	TH	1.53	300	2,441	0.123 *	N-S(2):	0.000
	LT	1.00	160	1,600	0.100	E-W(1):	0.196 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.127
	TH	3.00	610	4,800	0.127		
	LT	2.00	60	2,880	0.021 *	V/C:	0.382
Northbound	RT	2.00	80	3,200	0.015	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	280	1,600	0.175 *	ICU:	0.482
	TH	3.00	500	3,200	0.156		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.75	310	2,794	0.111	N-S(1):	0.223 *
	TH	1.18	210	1,893	0.111	N-S(2):	0.000
	LT	1.07	190	1,541	0.123 *	E-W(1):	0.255 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.183
	TH	3.00	880	4,800	0.183		
	LT	2.00	110	2,880	0.038 *	V/C:	0.478
Northbound	RT	2.00	200	3,200	0.043	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.578
	TH	3.00	860	4,800	0.217 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 75 - I-405 NB RAMPS E/O LA CIENEGA BLVD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR, WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.134
	TH	0.00	0	0	0.000 *	N-S(2):	0.149 *
	LT	0.00	0	0	0.000	E-W(1):	0.104
Westbound	RT	1.22	530	1,949	0.000	E-W(2):	0.272 *
	TH	2.78	1,210	4,451	0.272 *		
	LT	0.00	0	0	0.000	V/C:	0.421
Northbound	RT	0.23	50	372	0.134	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.77	380	2,545	0.149 *		
Eastbound	RT	1.00	130	1,600	0.000	ICU:	0.521
	TH	3.00	500	4,800	0.104		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.125
	TH	0.00	0	0	0.000 *	N-S(2):	0.139 *
	LT	0.00	0	0	0.000	E-W(1):	0.144 *
Westbound	RT	1.00	180	1,600	0.000	E-W(2):	0.119
	TH	3.00	570	4,800	0.119		
	LT	0.00	0	0	0.000 *	V/C:	0.283
Northbound	RT	0.50	100	800	0.125	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.50	300	2,160	0.139 *		
Eastbound	RT	1.00	170	1,600	0.000	ICU:	0.383
	TH	3.00	690	4,800	0.144 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.163 *
	TH	0.00	0	0	0.000	N-S(2):	0.150
	LT	0.00	0	0	0.000 *	E-W(1):	0.440 *
Westbound	RT	1.27	290	2,040	0.000	E-W(2):	0.142
	TH	2.73	620	4,360	0.142		
	LT	0.00	0	0	0.000 *	V/C:	0.603
Northbound	RT	1.00	260	1,600	0.163 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	240	1,600	0.150		
Eastbound	RT	1.00	310	1,600	0.000	ICU:	0.703
	TH	3.00	2,110	4,800	0.440 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 76 - INGLEWOOD AVENUE & LENNOX BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.238
	TH	1.00	270	1,600	0.188 *	N-S(2):	0.263 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.137
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.163 *
	TH	1.00	180	1,600	0.138 *		
	LT	1.00	50	1,600	0.031	V/C:	0.426
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	1.00	250	1,600	0.200	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.526
	TH	1.00	130	1,600	0.106		
	LT	1.00	40	1,600	0.025 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.307 *
	TH	1.00	280	1,600	0.194	N-S(2):	0.263
	LT	1.00	70	1,600	0.044 *	E-W(1):	0.151 *
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.150
	TH	1.00	140	1,600	0.131		
	LT	1.00	60	1,600	0.038 *	V/C:	0.458
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	1.00	300	1,600	0.263 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.558
	TH	1.00	130	1,600	0.113 *		
	LT	1.00	30	1,600	0.019	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.369
	TH	1.00	520	1,600	0.344 *	N-S(2):	0.432 *
	LT	1.00	90	1,600	0.056	E-W(1):	0.326 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.188
	TH	1.00	180	1,600	0.150		
	LT	1.00	100	1,600	0.063 *	V/C:	0.758
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	1.00	360	1,600	0.313	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.858
	TH	1.00	340	1,600	0.263 *		
	LT	1.00	60	1,600	0.038	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 77 - INGELWOOD AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	120	1,600	0.059	N-S(1):	0.113 *
	TH	1.00	80	1,600	0.063	N-S(2):	0.101
	LT	0.00	20	1,600	0.013 *	E-W(1):	0.240
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.453 *
	TH	2.00	1,330	3,200	0.422 *		
	LT	1.00	50	1,600	0.031	V/C:	0.566
Northbound	RT	1.00	80	1,600	0.034	Lost Time:	0.100
	TH	1.00	100	1,600	0.100 *	ITS:	0.000
	LT	0.00	60	1,600	0.038		
Eastbound	RT	1.00	50	1,600	0.013	ICU:	0.666
	TH	2.00	670	3,200	0.209		
	LT	1.00	50	1,600	0.031 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.041	N-S(1):	0.100
	TH	1.00	100	1,600	0.081 *	N-S(2):	0.112 *
	LT	0.00	30	1,600	0.019	E-W(1):	0.366 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.360
	TH	2.00	970	3,200	0.316		
	LT	1.00	80	1,600	0.050 *	V/C:	0.478
Northbound	RT	1.00	60	1,600	0.013	Lost Time:	0.100
	TH	1.00	80	1,600	0.081	ITS:	0.000
	LT	0.00	50	1,600	0.031 *		
Eastbound	RT	1.00	80	1,600	0.034	ICU:	0.578
	TH	2.00	1,010	3,200	0.316 *		
	LT	1.00	70	1,600	0.044	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.034	N-S(1):	0.138
	TH	1.00	180	1,600	0.131 *	N-S(2):	0.175 *
	LT	0.00	30	1,600	0.019	E-W(1):	0.525 *
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.382
	TH	2.00	1,060	3,200	0.338		
	LT	1.00	70	1,600	0.044 *	V/C:	0.700
Northbound	RT	1.00	50	1,600	0.009	Lost Time:	0.100
	TH	1.00	120	1,600	0.119	ITS:	0.000
	LT	0.00	70	1,600	0.044 *		
Eastbound	RT	1.00	120	1,600	0.053	ICU:	0.800
	TH	2.00	1,540	3,200	0.481 *		
	LT	1.00	70	1,600	0.044	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 85 - LA BREA AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.009	N-S(1):	0.300 *
	TH	2.00	680	3,200	0.213	N-S(2):	0.288
	LT	1.00	90	1,600	0.056 *	E-W(1):	0.197
Westbound	RT	1.00	210	1,600	0.103	E-W(2):	0.457 *
	TH	2.00	1,160	3,200	0.363 *		
	LT	1.00	30	1,600	0.019	V/C:	0.757
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	760	3,200	0.244 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	60	1,600	0.000	ICU:	0.857
	TH	2.00	570	3,200	0.178		
	LT	1.00	150	1,600	0.094 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	150	1,600	0.047	N-S(1):	0.313 *
	TH	2.00	690	3,200	0.216	N-S(2):	0.291
	LT	1.00	160	1,600	0.100 *	E-W(1):	0.240
Westbound	RT	1.00	210	1,600	0.081	E-W(2):	0.338 *
	TH	2.00	780	3,200	0.244 *		
	LT	1.00	50	1,600	0.031	V/C:	0.651
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	660	3,200	0.213 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	60	1,600	0.000	ICU:	0.751
	TH	2.00	670	3,200	0.209		
	LT	1.00	150	1,600	0.094 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.000	N-S(1):	0.394
	TH	2.00	1,150	3,200	0.359 *	N-S(2):	0.422 *
	LT	1.00	220	1,600	0.138	E-W(1):	0.429 *
Westbound	RT	1.00	150	1,600	0.025	E-W(2):	0.382
	TH	2.00	940	3,200	0.294		
	LT	1.00	60	1,600	0.038 *	V/C:	0.851
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	780	3,200	0.256	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	1.00	80	1,600	0.019	ICU:	0.951
	TH	2.00	1,250	3,200	0.391 *		
	LT	1.00	140	1,600	0.088	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 87 - LA BREA AVENUE & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	280	0	0.000	N-S(1):	0.201
	TH	3.00	750	4,800	0.215 *	N-S(2):	0.278 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.273
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.573 *
	TH	3.00	1,780	4,800	0.379 *		
	LT	1.00	120	1,600	0.075	V/C:	0.851
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	830	4,800	0.188	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.951
	TH	3.00	880	4,800	0.198		
	LT	1.00	310	1,600	0.194 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	350	1,600	0.219 *	N-S(1):	0.163
	TH	3.00	560	3,200	0.175	N-S(2):	0.288 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.351
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.469 *
	TH	3.00	1,130	4,800	0.244 *		
	LT	1.00	140	1,600	0.088	V/C:	0.757
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	580	4,800	0.144	ITS:	0.000
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.857
	TH	3.00	1,180	4,800	0.263		
	LT	1.00	360	1,600	0.225 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	280	0	0.000	N-S(1):	0.281
	TH	3.00	930	4,800	0.252 *	N-S(2):	0.296 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.598 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.484
	TH	3.00	1,230	4,800	0.265		
	LT	1.00	170	1,600	0.106 *	V/C:	0.894
Northbound	RT	0.00	150	0	0.000	Lost Time:	0.100
	TH	3.00	1,050	4,800	0.250	ITS:	0.000
	LT	1.00	70	1,600	0.044 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.994
	TH	3.00	2,270	4,800	0.492 *		
	LT	1.00	350	1,600	0.219	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 88 - LA CIENEGA BOULEVARD & LA TIJERA BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	960	1,600	0.600 *	N-S(1):	0.577
	TH	3.00	2,470	4,800	0.515	N-S(2):	0.600 *
	LT	0.00	0	0	0.000	E-W(1):	0.194 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.185
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.794
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	3.00	2,580	4,800	0.577	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.894
	TH	1.00	300	1,600	0.194 *		
	LT	3.00	800	4,320	0.185	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	820	1,600	0.513 *	N-S(1):	0.390
	TH	3.00	1,660	4,800	0.346	N-S(2):	0.513 *
	LT	0.00	0	0	0.000	E-W(1):	0.256 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.181
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.769
Northbound	RT	0.00	230	0	0.000	Lost Time:	0.100
	TH	3.00	1,640	4,800	0.390	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.869
	TH	1.00	390	1,600	0.256 *		
	LT	3.00	780	4,320	0.181	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	1,000	1,600	0.625 *	N-S(1):	0.548
	TH	3.00	2,420	4,800	0.504	N-S(2):	0.625 *
	LT	0.00	0	0	0.000	E-W(1):	0.500 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.252
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	1.125
Northbound	RT	0.00	340	0	0.000	Lost Time:	0.100
	TH	3.00	2,290	4,800	0.548	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	1.225
	TH	1.00	750	1,600	0.500 *		
	LT	3.00	1,090	4,320	0.252	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 89 - LA CIENEGA BOULEVARD & LENNOX BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.341 *
	TH	3.00	800	4,800	0.167	N-S(2):	0.167
	LT	1.00	60	1,600	0.038 *	E-W(1):	0.081
Westbound	RT	1.00	240	1,600	0.131 *	E-W(2):	0.131 *
	TH	1.00	0	1,600	0.000		
	LT	1.00	130	1,600	0.081	V/C:	0.472
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	2.00	900	3,200	0.303 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.572
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.353 *
	TH	3.00	630	4,800	0.131	N-S(2):	0.131
	LT	1.00	110	1,600	0.069 *	E-W(1):	0.069 *
Westbound	RT	1.00	150	1,600	0.059	E-W(2):	0.059
	TH	1.00	0	1,600	0.000		
	LT	1.00	110	1,600	0.069 *	V/C:	0.422
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	2.00	800	3,200	0.284 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.522
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.503 *
	TH	3.00	1,150	4,800	0.240	N-S(2):	0.240
	LT	1.00	280	1,600	0.175 *	E-W(1):	0.038 *
Westbound	RT	1.00	200	1,600	0.038 *	E-W(2):	0.038 *
	TH	1.00	0	1,600	0.000		
	LT	1.00	60	1,600	0.038 *	V/C:	0.541
Northbound	RT	0.00	220	0	0.000	Lost Time:	0.100
	TH	2.00	830	3,200	0.328 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.641
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 90 - LA CIENEGA BOULEVARD & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.373 *
	TH	2.85	720	4,557	0.195	N-S(2):	0.000
	LT	1.15	360	1,659	0.217 *	E-W(1):	0.290 *
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.288
	TH	3.00	900	4,800	0.213		
	LT	2.00	570	2,880	0.198 *	V/C:	0.663
Northbound	RT	0.00	240	0	0.000	Lost Time:	0.100
	TH	2.00	260	3,200	0.156 *	ITS:	0.000
	LT	1.00	60	1,600	0.038		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.763
	TH	3.00	390	4,800	0.092 *		
	LT	1.00	120	1,600	0.075	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	220	0	0.000	N-S(1):	0.343 *
	TH	2.48	480	3,965	0.177	N-S(2):	0.000
	LT	1.52	430	2,192	0.196 *	E-W(1):	0.329
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.335 *
	TH	3.00	900	4,800	0.210 *		
	LT	2.00	400	2,880	0.139	V/C:	0.678
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	2.00	330	3,200	0.147 *	ITS:	0.000
	LT	1.00	60	1,600	0.038		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.778
	TH	3.00	820	4,800	0.190		
	LT	1.00	200	1,600	0.125 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.504 *
	TH	2.00	660	3,200	0.231	N-S(2):	0.000
	LT	2.00	830	2,880	0.288 *	E-W(1):	0.350 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.275
	TH	3.00	740	4,800	0.175		
	LT	2.00	360	2,880	0.125 *	V/C:	0.854
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	2.00	550	3,200	0.216 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.954
	TH	3.00	1,000	4,800	0.225 *		
	LT	1.00	160	1,600	0.100	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 91 - LA CIENEGA BOULEVARD NB RAMPS & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.188 *
	TH	0.00	0	0	0.000	N-S(2):	0.132
	LT	0.00	0	0	0.000 *	E-W(1):	0.194
Westbound	RT	1.00	130	1,600	0.081	E-W(2):	0.441 *
	TH	4.00	2,040	6,400	0.319 *		
	LT	0.00	0	0	0.000	V/C:	0.629
Northbound	RT	1.00	300	1,600	0.188 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	380	2,880	0.132		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.729
	TH	3.00	930	4,800	0.194		
	LT	2.00	350	2,880	0.122 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.213 *
	TH	0.00	0	0	0.000	N-S(2):	0.073
	LT	0.00	0	0	0.000 *	E-W(1):	0.254
Westbound	RT	1.00	140	1,600	0.088	E-W(2):	0.327 *
	TH	4.00	1,380	6,400	0.216 *		
	LT	0.00	0	0	0.000	V/C:	0.540
Northbound	RT	1.00	340	1,600	0.213 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	210	2,880	0.073		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.640
	TH	3.00	1,220	4,800	0.254		
	LT	2.00	320	2,880	0.111 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.263 *
	TH	0.00	0	0	0.000	N-S(2):	0.056
	LT	0.00	0	0	0.000 *	E-W(1):	0.421
Westbound	RT	1.00	110	1,600	0.069	E-W(2):	0.483 *
	TH	4.00	1,470	6,400	0.230 *		
	LT	0.00	0	0	0.000	V/C:	0.746
Northbound	RT	1.00	420	1,600	0.263 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	160	2,880	0.056		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.846
	TH	3.00	2,020	4,800	0.421		
	LT	2.00	730	2,880	0.253 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 92 - LA CIENEGA BOULEVARD SB RAMPS & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	680	1,600	0.425 *	N-S(1):	0.028
	TH	0.00	0	0	0.000	N-S(2):	0.425 *
	LT	2.00	80	2,880	0.028	E-W(1):	0.300
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.460 *
	TH	3.00	2,210	4,800	0.460 *		
	LT	1.00	210	1,600	0.131	V/C:	0.885
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.985
	TH	5.00	1,200	8,000	0.169		
	LT	0.00	0	0	0.000 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	470	1,600	0.294 *	N-S(1):	0.035
	TH	0.00	0	0	0.000	N-S(2):	0.294 *
	LT	2.00	100	2,880	0.035	E-W(1):	0.402 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.267
	TH	3.00	1,280	4,800	0.267		
	LT	1.00	310	1,600	0.194 *	V/C:	0.696
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	220	0	0.000	ICU:	0.796
	TH	5.00	1,440	8,000	0.208 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	580	1,600	0.363 *	N-S(1):	0.063
	TH	0.00	0	0	0.000	N-S(2):	0.363 *
	LT	2.00	180	2,880	0.063	E-W(1):	0.511 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.285
	TH	3.00	1,370	4,800	0.285		
	LT	1.00	260	1,600	0.163 *	V/C:	0.874
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	210	0	0.000	ICU:	0.974
	TH	5.00	2,570	8,000	0.348 *		
	LT	0.00	0	0	0.000	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 93 - LA CIENEGA BOULEVARD & STOCKER STREET
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	NBR, WBR, SBT		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.656 *
	TH	2.00	2,340	3,200	0.000	N-S(2):	0.000
	LT	1.00	120	1,600	0.075 *	E-W(1):	0.531 *
Westbound	RT	1.00	140	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	1,530	2,880	0.531 *	V/C:	1.187
Northbound	RT	1.00	880	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,790	4,800	0.581 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.287
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.483 *
	TH	2.00	1,690	3,200	0.000	N-S(2):	0.000
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.274 *
Westbound	RT	1.00	120	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	790	2,880	0.274 *	V/C:	0.757
Northbound	RT	1.00	860	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,810	4,800	0.377 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.857
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.741 *
	TH	2.00	2,690	3,200	0.000	N-S(2):	0.000
	LT	1.00	290	1,600	0.181 *	E-W(1):	0.382 *
Westbound	RT	1.00	120	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	1,100	2,880	0.382 *	V/C:	1.123
Northbound	RT	1.00	1,490	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,690	4,800	0.560 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.223
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 94 - LA CIENEGA BOULEVARD & 111TH STREET
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.291
	TH	3.00	800	4,800	0.194 *	N-S(2):	0.432 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.038 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.470
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	930	3,200	0.291	ITS:	0.000
	LT	1.00	380	1,600	0.238 *		
Eastbound	RT	1.00	140	1,600	0.000	ICU:	0.570
	TH	0.00	0	0	0.000		
	LT	2.00	110	2,880	0.038 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.222
	TH	3.00	680	4,800	0.169 *	N-S(2):	0.363 *
	LT	0.00	0	0	0.000	E-W(1):	0.066
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.076 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.439
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	710	3,200	0.222	ITS:	0.000
	LT	1.00	310	1,600	0.194 *		
Eastbound	RT	1.00	260	1,600	0.066	ICU:	0.539
	TH	0.00	0	0	0.000		
	LT	2.00	220	2,880	0.076 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.253
	TH	3.00	1,080	4,800	0.248 *	N-S(2):	0.373 *
	LT	0.00	0	0	0.000	E-W(1):	0.113 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.094
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.486
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	810	3,200	0.253	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	280	1,600	0.113 *	ICU:	0.586
	TH	0.00	0	0	0.000		
	LT	2.00	270	2,880	0.094	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 95 - LA CIENEGA BOULEVARD & WEST 120TH STREET
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.066 *	N-S(1):	0.087
	TH	2.00	130	3,200	0.041	N-S(2):	0.154 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.175
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.219 *
	TH	2.00	410	3,200	0.188 *		
	LT	1.00	170	1,600	0.106	V/C:	0.373
Northbound	RT	1.00	40	1,600	0.000	Lost Time:	0.100
	TH	2.00	180	3,200	0.056	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.473
	TH	2.00	130	3,200	0.069		
	LT	1.00	50	1,600	0.031 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.022	N-S(1):	0.126 *
	TH	2.00	250	3,200	0.078	N-S(2):	0.103
	LT	1.00	100	1,600	0.063 *	E-W(1):	0.135 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.115
	TH	2.00	210	3,200	0.084		
	LT	1.00	70	1,600	0.044 *	V/C:	0.261
Northbound	RT	1.00	100	1,600	0.041	Lost Time:	0.100
	TH	2.00	200	3,200	0.063 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.361
	TH	2.00	170	3,200	0.091 *		
	LT	1.00	50	1,600	0.031	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.044	N-S(1):	0.506 *
	TH	2.00	710	3,200	0.222	N-S(2):	0.247
	LT	1.00	650	1,600	0.406 *	E-W(1):	0.259 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.159
	TH	2.00	290	3,200	0.109		
	LT	1.00	90	1,600	0.056 *	V/C:	0.765
Northbound	RT	1.00	170	1,600	0.078	Lost Time:	0.100
	TH	2.00	320	3,200	0.100 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.865
	TH	2.00	570	3,200	0.203 *		
	LT	1.00	80	1,600	0.050	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 96 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O CENTURY)
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.330 *
	TH	3.00	570	4,800	0.121	N-S(2):	0.246
	LT	2.00	140	2,880	0.049 *	E-W(1):	0.322 *
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.000
	TH	1.00	120	1,600	0.119		
	LT	2.00	860	2,880	0.299 *	V/C:	0.652
Northbound	RT	1.00	140	1,600	0.000	Lost Time:	0.100
	TH	2.00	900	3,200	0.281 *	ITS:	0.000
	LT	1.00	200	1,600	0.125		
Eastbound	RT	1.09	40	1,745	0.000	ICU:	0.752
	TH	1.91	70	3,055	0.023 *		
	LT	1.00	10	1,600	0.006	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.285 *
	TH	3.00	610	4,800	0.129	N-S(2):	0.254
	LT	2.00	190	2,880	0.066 *	E-W(1):	0.347 *
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.000
	TH	1.00	100	1,600	0.119		
	LT	2.00	890	2,880	0.309 *	V/C:	0.632
Northbound	RT	1.00	130	1,600	0.000	Lost Time:	0.100
	TH	2.00	700	3,200	0.219 *	ITS:	0.000
	LT	1.00	200	1,600	0.125		
Eastbound	RT	1.00	40	1,600	0.000	ICU:	0.732
	TH	2.00	120	3,200	0.038 *		
	LT	1.00	10	1,600	0.006	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.301
	TH	3.00	1,020	4,800	0.215 *	N-S(2):	0.315 *
	LT	2.00	210	2,880	0.073	E-W(1):	0.291 *
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.000
	TH	1.00	70	1,600	0.150		
	LT	2.00	730	2,880	0.253 *	V/C:	0.606
Northbound	RT	1.00	120	1,600	0.000	Lost Time:	0.100
	TH	2.00	730	3,200	0.228	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	1.17	70	1,867	0.000	ICU:	0.706
	TH	1.83	110	2,933	0.038 *		
	LT	1.00	50	1,600	0.031	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 97 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (S/O CENTURY)
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	SBT		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.422 *
	TH	2.00	670	3,200	0.000	N-S(2):	0.000
	LT	2.00	520	2,880	0.181 *	E-W(1):	0.000
Westbound	RT	2.00	170	3,200	0.053 *	E-W(2):	0.053 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.475
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	730	3,200	0.241 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.575
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.459 *
	TH	2.00	530	3,200	0.000	N-S(2):	0.000
	LT	2.00	520	2,880	0.181 *	E-W(1):	0.000
Westbound	RT	2.00	190	3,200	0.059 *	E-W(2):	0.059 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.518
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	850	3,200	0.278 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.618
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.487 *
	TH	2.00	1,060	3,200	0.000	N-S(2):	0.000
	LT	2.00	500	2,880	0.174 *	E-W(1):	0.000
Westbound	RT	2.00	360	3,200	0.113 *	E-W(2):	0.113 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.600
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	960	3,200	0.313 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.700
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 98 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O IMPERIAL HWY)
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.447 *
	TH	3.00	740	4,800	0.154	N-S(2):	0.154
	LT	1.00	180	1,600	0.113 *	E-W(1):	0.081 *
Westbound	RT	1.00	220	1,600	0.081 *	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	200	2,880	0.069	V/C:	0.528
Northbound	RT	1.00	110	1,600	0.069	Lost Time:	0.100
	TH	2.00	1,070	3,200	0.334 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.628
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.379 *
	TH	3.00	750	4,800	0.156	N-S(2):	0.156
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.050 *
Westbound	RT	1.00	190	1,600	0.050 *	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	100	2,880	0.035	V/C:	0.429
Northbound	RT	1.00	80	1,600	0.050	Lost Time:	0.100
	TH	2.00	770	3,200	0.241 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.529
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.347 *
	TH	3.00	1,200	4,800	0.250	N-S(2):	0.250
	LT	1.00	110	1,600	0.069 *	E-W(1):	0.049 *
Westbound	RT	1.00	100	1,600	0.028	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	140	2,880	0.049 *	V/C:	0.396
Northbound	RT	1.00	60	1,600	0.038	Lost Time:	0.100
	TH	2.00	890	3,200	0.278 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.496
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 107 - LINCOLN BOULEVARD & MINDANAO WAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.421 *
	TH	3.00	1,400	4,800	0.298	N-S(2):	0.417
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.313 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.169
	TH	2.00	440	3,200	0.163		
	LT	2.00	270	2,880	0.094 *	V/C:	0.734
Northbound	RT	1.00	350	1,600	0.125	Lost Time:	0.100
	TH	3.00	1,510	4,800	0.315 *	ITS:	0.000
	LT	1.00	190	1,600	0.119		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.834
	TH	2.00	640	3,200	0.219 *		
	LT	0.00	10	1,600	0.006	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.488 *
	TH	3.00	1,240	4,800	0.279	N-S(2):	0.367
	LT	1.00	260	1,600	0.163 *	E-W(1):	0.362 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.187
	TH	2.00	500	3,200	0.181		
	LT	2.00	430	2,880	0.149 *	V/C:	0.850
Northbound	RT	1.00	310	1,600	0.044	Lost Time:	0.100
	TH	3.00	1,560	4,800	0.325 *	ITS:	0.000
	LT	1.00	140	1,600	0.088		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.950
	TH	2.00	550	3,200	0.213 *		
	LT	0.00	10	1,600	0.006	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.559 *
	TH	3.00	1,580	4,800	0.350	N-S(2):	0.450
	LT	1.00	310	1,600	0.194 *	E-W(1):	0.349 *
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.228
	TH	2.00	640	3,200	0.222		
	LT	2.00	430	2,880	0.149 *	V/C:	0.908
Northbound	RT	1.00	310	1,600	0.044	Lost Time:	0.100
	TH	3.00	1,750	4,800	0.365 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	0.00	110	0	0.000	ICU:	1.008
	TH	2.00	520	3,200	0.200 *		
	LT	0.00	10	1,600	0.006	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 115 - ASH AVENUE & MANCHESTER AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.262
	TH	1.00	0	1,600	0.094 *	N-S(2):	0.271 *
	LT	0.00	10	1,600	0.006	E-W(1):	0.269
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.364 *
	TH	3.00	1,630	4,800	0.358 *		
	LT	0.00	80	1,600	0.050	V/C:	0.635
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	1.00	200	1,600	0.256	ITS:	0.000
	LT	2.00	510	2,880	0.177 *		
Eastbound	RT	1.00	240	1,600	0.000	ICU:	0.735
	TH	2.00	700	3,200	0.219		
	LT	1.00	10	1,600	0.006 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.294 *
	TH	1.00	0	1,600	0.056	N-S(2):	0.261
	LT	0.00	10	1,600	0.006 *	E-W(1):	0.322 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.248
	TH	3.00	1,030	4,800	0.235		
	LT	0.00	70	1,600	0.044 *	V/C:	0.616
Northbound	RT	0.00	260	0	0.000	Lost Time:	0.100
	TH	1.00	200	1,600	0.288 *	ITS:	0.000
	LT	2.00	590	2,880	0.205		
Eastbound	RT	1.00	300	1,600	0.000	ICU:	0.716
	TH	2.00	890	3,200	0.278 *		
	LT	1.00	20	1,600	0.013	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.413 *
	TH	1.00	0	1,600	0.063	N-S(2):	0.226
	LT	0.00	20	1,600	0.013 *	E-W(1):	0.559 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.278
	TH	3.00	1,180	4,800	0.265		
	LT	0.00	80	1,600	0.050 *	V/C:	0.972
Northbound	RT	0.00	430	0	0.000	Lost Time:	0.100
	TH	1.00	210	1,600	0.400 *	ITS:	0.000
	LT	2.00	470	2,880	0.163		
Eastbound	RT	1.00	250	1,600	0.000	ICU:	1.072
	TH	2.00	1,630	3,200	0.509 *		
	LT	1.00	20	1,600	0.013	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 116 - NASH STREET & MARIPOSA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	380	0	0.000	N-S(1):	0.097
	TH	2.00	840	3,200	0.381 *	N-S(2):	0.400 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.066
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.172 *
	TH	2.00	280	3,200	0.116 *		
	LT	1.00	30	1,600	0.019	V/C:	0.572
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	150	3,200	0.053	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	1.00	60	1,600	0.028	ICU:	0.672
	TH	2.00	150	3,200	0.047		
	LT	1.00	90	1,600	0.056 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.191 *
	TH	2.00	260	3,200	0.128	N-S(2):	0.147
	LT	1.00	160	1,600	0.100 *	E-W(1):	0.079
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.125 *
	TH	2.00	140	3,200	0.056 *		
	LT	1.00	20	1,600	0.013	V/C:	0.316
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	2.00	260	3,200	0.091 *	ITS:	0.000
	LT	1.00	30	1,600	0.019		
Eastbound	RT	1.00	80	1,600	0.041	ICU:	0.416
	TH	2.00	210	3,200	0.066		
	LT	1.00	110	1,600	0.069 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.219 *
	TH	2.00	450	3,200	0.159	N-S(2):	0.184
	LT	1.00	60	1,600	0.038 *	E-W(1):	0.122
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.238 *
	TH	2.00	150	3,200	0.063 *		
	LT	1.00	10	1,600	0.006	V/C:	0.457
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	2.00	500	3,200	0.181 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	1.00	70	1,600	0.031	ICU:	0.557
	TH	2.00	370	3,200	0.116		
	LT	1.00	280	1,600	0.175 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 117 - SEPULVEDA BOUELVARD & MARIPOSA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.494 *
	TH	4.00	1,950	6,400	0.317	N-S(2):	0.367
	LT	2.00	400	2,880	0.139 *	E-W(1):	0.219 *
Westbound	RT	1.00	110	1,600	0.000	E-W(2):	0.138
	TH	1.00	120	1,600	0.075		
	LT	1.00	120	1,600	0.075 *	V/C:	0.713
Northbound	RT	1.00	140	1,600	0.050	Lost Time:	0.100
	TH	4.00	2,270	6,400	0.355 *	ITS:	0.000
	LT	1.00	80	1,600	0.050		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.813
	TH	1.00	180	1,600	0.144 *		
	LT	1.00	100	1,600	0.063	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.366 *
	TH	4.00	1,710	6,400	0.281	N-S(2):	0.350
	LT	2.00	270	2,880	0.094 *	E-W(1):	0.301 *
Westbound	RT	1.00	180	1,600	0.066	E-W(2):	0.181
	TH	1.00	170	1,600	0.106		
	LT	1.00	220	1,600	0.138 *	V/C:	0.667
Northbound	RT	1.00	150	1,600	0.025	Lost Time:	0.100
	TH	4.00	1,740	6,400	0.272 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.767
	TH	1.00	210	1,600	0.163 *		
	LT	1.00	120	1,600	0.075	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.459
	TH	4.00	2,350	6,400	0.391 *	N-S(2):	0.472 *
	LT	2.00	210	2,880	0.073	E-W(1):	0.269 *
Westbound	RT	1.00	300	1,600	0.151	E-W(2):	0.226
	TH	1.00	210	1,600	0.131		
	LT	1.00	210	1,600	0.131 *	V/C:	0.741
Northbound	RT	1.00	290	1,600	0.116	Lost Time:	0.100
	TH	4.00	2,470	6,400	0.386	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.841
	TH	1.00	170	1,600	0.138 *		
	LT	1.00	120	1,600	0.075	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 119 - OCEAN AVENUE / VIA MARINA & WASHINGTON BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.926 *
	TH	1.00	490	1,600	0.313 *	N-S(2):	0.000
	LT	1.00	250	1,600	0.156	E-W(1):	0.240 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.201
	TH	2.00	410	3,200	0.163		
	LT	1.00	130	1,600	0.081 *	V/C:	1.166
Northbound	RT	1.00	290	1,600	0.141	Lost Time:	0.100
	TH	1.00	980	1,600	0.613 *	ITS:	0.000
	LT	2.00	390	2,880	0.135		
Eastbound	RT	1.00	210	1,600	0.064	ICU:	1.266
	TH	2.00	510	3,200	0.159 *		
	LT	1.00	60	1,600	0.038	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.732 *
	TH	1.00	420	1,600	0.288 *	N-S(2):	0.000
	LT	1.00	340	1,600	0.213	E-W(1):	0.247 *
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.215
	TH	2.00	540	3,200	0.184		
	LT	1.00	170	1,600	0.106 *	V/C:	0.979
Northbound	RT	1.00	200	1,600	0.072	Lost Time:	0.100
	TH	1.00	710	1,600	0.444 *	ITS:	0.000
	LT	2.00	250	2,880	0.087		
Eastbound	RT	1.00	170	1,600	0.063	ICU:	1.079
	TH	2.00	450	3,200	0.141 *		
	LT	1.00	50	1,600	0.031	LOS:	F

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	1.156 *
	TH	1.00	930	1,600	0.606 *	N-S(2):	0.000
	LT	1.00	490	1,600	0.306	E-W(1):	0.266
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.291 *
	TH	2.00	750	3,200	0.266 *		
	LT	1.00	160	1,600	0.100	V/C:	1.447
Northbound	RT	1.00	190	1,600	0.069	Lost Time:	0.100
	TH	1.00	880	1,600	0.550 *	ITS:	0.000
	LT	2.00	400	2,880	0.139		
Eastbound	RT	1.00	300	1,600	0.118	ICU:	1.547
	TH	2.00	530	3,200	0.166		
	LT	1.00	40	1,600	0.025 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 120 - OVERHILL DRIVE & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.019	N-S(1):	0.200 *
	TH	2.00	140	3,200	0.044	N-S(2):	0.094
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.238
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.454 *
	TH	3.00	1,840	4,800	0.404 *		
	LT	1.00	80	1,600	0.050	V/C:	0.654
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	2.00	180	3,200	0.106 *	ITS:	0.000
	LT	1.00	80	1,600	0.050		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.754
	TH	3.00	880	4,800	0.188		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.028	N-S(1):	0.194 *
	TH	2.00	120	3,200	0.038	N-S(2):	0.082
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.398 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.300
	TH	3.00	1,090	4,800	0.244		
	LT	1.00	190	1,600	0.119 *	V/C:	0.592
Northbound	RT	0.00	160	1,600	0.100 *	Lost Time:	0.100
	TH	2.00	120	1,600	0.075	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.692
	TH	3.00	1,300	4,800	0.279 *		
	LT	1.00	90	1,600	0.056	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.016	N-S(1):	0.350 *
	TH	2.00	380	3,200	0.119	N-S(2):	0.182
	LT	1.00	330	1,600	0.206 *	E-W(1):	0.702 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.421
	TH	3.00	1,370	4,800	0.315		
	LT	1.00	290	1,600	0.181 *	V/C:	1.052
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	2.00	300	3,200	0.144 *	ITS:	0.000
	LT	1.00	100	1,600	0.063		
Eastbound	RT	0.00	60	0	0.000	ICU:	1.152
	TH	3.00	2,440	4,800	0.521 *		
	LT	1.00	170	1,600	0.106	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 124 - PRAIRIE AVENUE & WEST 112TH STREET/I-105 OFF RAMP
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.179
	TH	3.00	1,070	4,800	0.223 *	N-S(2):	0.223 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.232 *
Westbound	RT	0.64	70	1,018	0.056	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.36	40	582	0.069 *	V/C:	0.455
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	730	4,800	0.154	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	240	0	0.000	ICU:	0.555
	TH	1.00	20	1,600	0.163 *		
	LT	2.00	300	2,880	0.104	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.165
	TH	3.00	1,040	4,800	0.217 *	N-S(2):	0.217 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.313 *
Westbound	RT	0.50	20	800	0.016	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.50	20	800	0.025 *	V/C:	0.530
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	680	4,800	0.146	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	420	0	0.000	ICU:	0.630
	TH	1.00	40	1,600	0.288 *		
	LT	2.00	510	2,880	0.177	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.327 *
	TH	3.00	1,140	4,800	0.238	N-S(2):	0.238
	LT	1.00	130	1,600	0.081 *	E-W(1):	0.357 *
Westbound	RT	0.71	50	1,143	0.003	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.29	20	457	0.044 *	V/C:	0.684
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	1,140	4,800	0.246 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	430	0	0.000	ICU:	0.784
	TH	1.00	70	1,600	0.313 *		
	LT	2.00	620	2,880	0.215	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 125 - SEPULVEDA BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:	WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.027	N-S(1):	0.542 *
	TH	3.00	1,100	4,800	0.229	N-S(2):	0.316
	LT	2.00	310	2,880	0.108 *	E-W(1):	0.278 *
Westbound	RT	1.00	590	1,600	0.000	E-W(2):	0.167
	TH	2.00	270	3,200	0.084		
	LT	2.00	340	2,880	0.118 *	V/C:	0.820
Northbound	RT	1.00	370	1,600	0.113	Lost Time:	0.100
	TH	4.00	2,779	6,400	0.434 *	ITS:	0.000
	LT	2.00	250	2,880	0.087		
Eastbound	RT	1.00	120	1,600	0.032	ICU:	0.920
	TH	3.00	770	4,800	0.160 *		
	LT	2.00	240	2,880	0.083	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.060	N-S(1):	0.464 *
	TH	3.00	1,670	4,800	0.348	N-S(2):	0.407
	LT	2.00	590	2,880	0.205 *	E-W(1):	0.297 *
Westbound	RT	1.00	700	1,600	0.000	E-W(2):	0.227
	TH	2.00	350	3,200	0.109		
	LT	2.00	550	2,880	0.191 *	V/C:	0.761
Northbound	RT	1.00	470	1,600	0.103	Lost Time:	0.100
	TH	4.00	1,660	6,400	0.259 *	ITS:	0.000
	LT	2.00	170	2,880	0.059		
Eastbound	RT	1.00	130	1,600	0.052	ICU:	0.861
	TH	3.00	510	4,800	0.106 *		
	LT	2.00	340	2,880	0.118	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	460	1,600	0.216	N-S(1):	0.450
	TH	3.00	2,569	4,800	0.535 *	N-S(2):	0.712 *
	LT	2.00	640	2,880	0.222	E-W(1):	0.344 *
Westbound	RT	1.00	860	1,600	0.000	E-W(2):	0.323
	TH	2.00	580	3,200	0.181		
	LT	2.00	450	2,880	0.156 *	V/C:	1.056
Northbound	RT	1.00	490	1,600	0.150	Lost Time:	0.100
	TH	4.00	1,460	6,400	0.228	ITS:	0.000
	LT	2.00	510	2,880	0.177 *		
Eastbound	RT	1.00	300	1,600	0.188 *	ICU:	1.156
	TH	3.00	630	4,800	0.131		
	LT	2.00	410	2,880	0.142	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 140 - WB SR-90 RAMPS & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.059 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.457 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.372
	TH	2.00	1,190	3,200	0.372		
	LT	3.00	1,570	4,320	0.363 *	V/C:	0.516
Northbound	RT	2.00	1,020	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	170	2,880	0.059 *		
Eastbound	RT	1.00	180	1,600	0.000	ICU:	0.616
	TH	3.00	450	4,800	0.094 *		
	LT	1.00	0	1,600	0.000	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.089 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.315 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.284
	TH	2.00	910	3,200	0.284		
	LT	3.00	680	4,320	0.157 *	V/C:	0.404
Northbound	RT	2.00	790	3,200	0.089 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	230	2,880	0.080		
Eastbound	RT	1.00	170	1,600	0.000	ICU:	0.504
	TH	3.00	760	4,800	0.158 *		
	LT	1.00	0	1,600	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.223 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.405 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.322
	TH	2.00	1,030	3,200	0.322		
	LT	3.00	860	4,320	0.199 *	V/C:	0.628
Northbound	RT	2.00	1,350	3,200	0.223 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	250	2,880	0.087		
Eastbound	RT	1.00	240	1,600	0.000	ICU:	0.728
	TH	3.00	990	4,800	0.206 *		
	LT	1.00	0	1,600	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 147 - CRENSHAW BOULEVARD & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.292
	TH	3.00	910	4,800	0.217 *	N-S(2):	0.323 *
	LT	1.00	190	1,600	0.119	E-W(1):	0.225
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.308 *
	TH	3.00	1,119	4,800	0.258 *		
	LT	1.00	90	1,600	0.056	V/C:	0.631
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	3.00	770	4,800	0.173	ITS:	0.000
	LT	1.00	170	1,600	0.106 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.731
	TH	3.00	720	4,800	0.169		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.267
	TH	3.00	860	4,800	0.221 *	N-S(2):	0.315 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.346
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.390 *
	TH	3.00	1,120	4,800	0.246 *		
	LT	1.00	100	1,600	0.063	V/C:	0.705
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	3.00	780	4,800	0.179	ITS:	0.000
	LT	1.00	150	1,600	0.094 *		
Eastbound	RT	0.00	250	0	0.000	ICU:	0.805
	TH	3.00	1,110	4,800	0.283		
	LT	1.00	230	1,600	0.144 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	220	0	0.000	N-S(1):	0.369
	TH	3.00	1,070	4,800	0.269 *	N-S(2):	0.419 *
	LT	1.00	160	1,600	0.100	E-W(1):	0.436 *
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.413
	TH	3.00	1,140	4,800	0.275		
	LT	1.00	140	1,600	0.088 *	V/C:	0.855
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	3.00	1,210	4,800	0.269	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	0.00	220	0	0.000	ICU:	0.955
	TH	3.00	1,449	4,800	0.348 *		
	LT	1.00	220	1,600	0.138	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 148 - LA CIENEGA BOULEVARD & FAIRVIEW BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.710 *
	TH	4.00	3,070	6,400	0.489	N-S(2):	0.489
	LT	0.00	0	0	0.000 *	E-W(1):	0.191 *
Westbound	RT	1.00	50	1,600	0.031	E-W(2):	0.000
	TH	0.55	110	880	0.125		
	LT	1.45	290	2,088	0.139 *	V/C:	0.901
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	3,370	4,800	0.710 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	70	1,600	0.044	ICU:	1.001
	TH	0.80	60	1,280	0.047		
	LT	1.20	90	1,728	0.052 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.504 *
	TH	4.00	2,210	6,400	0.369	N-S(2):	0.369
	LT	0.00	0	0	0.000 *	E-W(1):	0.184 *
Westbound	RT	1.00	40	1,600	0.025	E-W(2):	0.000
	TH	0.64	90	1,029	0.088		
	LT	1.36	190	1,954	0.097 *	V/C:	0.688
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	2,380	4,800	0.504 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	80	1,600	0.050	ICU:	0.788
	TH	0.80	100	1,280	0.078		
	LT	1.20	150	1,728	0.087 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.704 *
	TH	4.00	3,100	6,400	0.505	N-S(2):	0.505
	LT	0.00	0	0	0.000 *	E-W(1):	0.250 *
Westbound	RT	1.00	30	1,600	0.019	E-W(2):	0.000
	TH	0.74	140	1,179	0.119		
	LT	1.26	240	1,819	0.132 *	V/C:	0.954
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	3,260	4,800	0.704 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	80	1,600	0.050	ICU:	1.054
	TH	0.94	160	1,506	0.106		
	LT	1.06	180	1,525	0.118 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 149 - CRENSHAW BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.308 *
	TH	3.00	940	4,800	0.213	N-S(2):	0.288
	LT	1.00	240	1,600	0.150 *	E-W(1):	0.191
Westbound	RT	0.00	250	0	0.000	E-W(2):	0.313 *
	TH	3.00	1,040	4,800	0.269 *		
	LT	1.00	130	1,600	0.081	V/C:	0.621
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	690	4,800	0.158 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.721
	TH	3.00	430	4,800	0.110		
	LT	1.00	70	1,600	0.044 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.377 *
	TH	3.00	930	4,800	0.217	N-S(2):	0.305
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.244
Westbound	RT	0.00	260	0	0.000	E-W(2):	0.269 *
	TH	3.00	610	4,800	0.181 *		
	LT	1.00	160	1,600	0.100	V/C:	0.646
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	890	4,800	0.208 *	ITS:	0.000
	LT	1.00	140	1,600	0.088		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.746
	TH	3.00	520	4,800	0.144		
	LT	1.00	140	1,600	0.088 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.519 *
	TH	3.00	990	4,800	0.233	N-S(2):	0.333
	LT	1.00	340	1,600	0.213 *	E-W(1):	0.429 *
Westbound	RT	0.00	250	0	0.000	E-W(2):	0.334
	TH	3.00	780	4,800	0.215		
	LT	1.00	190	1,600	0.119 *	V/C:	0.948
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	1,350	4,800	0.306 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	0.00	180	0	0.000	ICU:	1.048
	TH	3.00	1,310	4,800	0.310 *		
	LT	1.00	190	1,600	0.119	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 157 - LA CIENEGA BOULEVARD & 104TH STREET
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.269
	TH	3.00	580	4,800	0.142 *	N-S(2):	0.342 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.012
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.044 *
	TH	1.00	10	1,600	0.019 *		
	LT	0.00	10	1,600	0.006	V/C:	0.386
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	800	3,200	0.256	ITS:	0.000
	LT	1.00	320	1,600	0.200 *		
Eastbound	RT	1.00	270	1,600	0.000	ICU:	0.486
	TH	1.00	10	1,600	0.006		
	LT	1.00	40	1,600	0.025 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.279 *
	TH	3.00	390	4,800	0.110	N-S(2):	0.198
	LT	1.00	20	1,600	0.013 *	E-W(1):	0.144 *
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.075
	TH	1.00	10	1,600	0.025		
	LT	0.00	10	1,600	0.006 *	V/C:	0.423
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	830	3,200	0.266 *	ITS:	0.000
	LT	1.00	140	1,600	0.088		
Eastbound	RT	1.00	360	1,600	0.138 *	ICU:	0.523
	TH	1.00	10	1,600	0.006		
	LT	1.00	80	1,600	0.050	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.309
	TH	3.00	1,060	4,800	0.235 *	N-S(2):	0.341 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.063
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.069 *
	TH	1.00	10	1,600	0.025 *		
	LT	0.00	20	1,600	0.013	V/C:	0.410
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	2.00	880	3,200	0.278	ITS:	0.000
	LT	1.00	170	1,600	0.106 *		
Eastbound	RT	1.00	250	1,600	0.050	ICU:	0.510
	TH	1.00	10	1,600	0.006		
	LT	1.00	70	1,600	0.044 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 159 - HINDRY AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.106 *
	TH	1.00	50	1,600	0.056	N-S(2):	0.069
	LT	0.00	40	1,600	0.025 *	E-W(1):	0.294
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.309 *
	TH	2.00	930	3,200	0.303 *		
	LT	1.00	150	1,600	0.094	V/C:	0.415
Northbound	RT	1.00	80	1,600	0.003	Lost Time:	0.100
	TH	1.00	110	1,600	0.081 *	ITS:	0.000
	LT	0.00	20	1,600	0.013		
Eastbound	RT	1.00	40	1,600	0.019	ICU:	0.515
	TH	2.00	640	3,200	0.200		
	LT	1.00	10	1,600	0.006 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.144 *
	TH	1.00	120	1,600	0.106	N-S(2):	0.137
	LT	0.00	50	1,600	0.031 *	E-W(1):	0.469 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.319
	TH	2.00	900	3,200	0.300		
	LT	1.00	160	1,600	0.100 *	V/C:	0.613
Northbound	RT	1.00	260	1,600	0.113 *	Lost Time:	0.100
	TH	1.00	80	1,600	0.081	ITS:	0.000
	LT	0.00	50	1,600	0.031		
Eastbound	RT	1.00	100	1,600	0.047	ICU:	0.713
	TH	2.00	1,180	3,200	0.369 *		
	LT	1.00	30	1,600	0.019	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.013	N-S(1):	0.101
	TH	1.00	110	1,600	0.106 *	N-S(2):	0.131 *
	LT	0.00	60	1,600	0.038	E-W(1):	0.429 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.291
	TH	2.00	860	3,200	0.278		
	LT	1.00	100	1,600	0.063 *	V/C:	0.560
Northbound	RT	1.00	150	1,600	0.063	Lost Time:	0.100
	TH	1.00	60	1,600	0.063	ITS:	0.000
	LT	0.00	40	1,600	0.025 *		
Eastbound	RT	1.00	70	1,600	0.031	ICU:	0.660
	TH	2.00	1,170	3,200	0.366 *		
	LT	1.00	20	1,600	0.013	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 162 - SEPULVEDA BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.572 *
	TH	3.00	1,020	4,800	0.242	N-S(2):	0.317
	LT	2.00	160	2,880	0.056 *	E-W(1):	0.209
Westbound	RT	1.00	170	1,600	0.051	E-W(2):	0.278 *
	TH	2.00	550	3,200	0.172 *		
	LT	1.00	120	1,600	0.075	V/C:	0.850
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	3.00	2,379	4,800	0.516 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	110	1,600	0.031	ICU:	0.950
	TH	2.00	430	3,200	0.134		
	LT	1.00	170	1,600	0.106 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	210	0	0.000	N-S(1):	0.445
	TH	3.00	1,590	4,800	0.375 *	N-S(2):	0.506 *
	LT	2.00	230	2,880	0.080	E-W(1):	0.350
Westbound	RT	1.00	220	1,600	0.058	E-W(2):	0.391 *
	TH	2.00	570	3,200	0.178 *		
	LT	1.00	230	1,600	0.144	V/C:	0.897
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	3.00	1,580	4,800	0.365	ITS:	0.000
	LT	1.00	210	1,600	0.131 *		
Eastbound	RT	1.00	210	1,600	0.066	ICU:	0.997
	TH	2.00	660	3,200	0.206		
	LT	1.00	340	1,600	0.213 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.430
	TH	3.00	2,569	4,800	0.571 *	N-S(2):	0.696 *
	LT	2.00	230	2,880	0.080	E-W(1):	0.397 *
Westbound	RT	1.00	180	1,600	0.033	E-W(2):	0.328
	TH	2.00	590	3,200	0.184		
	LT	1.00	240	1,600	0.150 *	V/C:	1.093
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	3.00	1,500	4,800	0.350	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	80	1,600	0.000	ICU:	1.193
	TH	2.00	790	3,200	0.247 *		
	LT	1.00	230	1,600	0.144	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 164 - CRENSHAW BOULEVARD & MANCHESTER AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.267
	TH	2.00	660	3,200	0.216 *	N-S(2):	0.310 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.322
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.444 *
	TH	2.00	1,100	3,200	0.406 *		
	LT	1.00	200	1,600	0.125	V/C:	0.754
Northbound	RT	0.00	150	0	0.000	Lost Time:	0.100
	TH	3.00	680	4,800	0.173	ITS:	0.000
	LT	1.00	150	1,600	0.094 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.854
	TH	2.00	570	3,200	0.197		
	LT	1.00	60	1,600	0.038 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.288
	TH	2.00	700	3,200	0.238 *	N-S(2):	0.338 *
	LT	1.00	190	1,600	0.119	E-W(1):	0.432 *
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.384
	TH	2.00	890	3,200	0.334		
	LT	1.00	300	1,600	0.188 *	V/C:	0.770
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	600	4,800	0.169	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.870
	TH	2.00	700	3,200	0.244 *		
	LT	1.00	80	1,600	0.050	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.329
	TH	2.00	900	3,200	0.291 *	N-S(2):	0.372 *
	LT	1.00	170	1,600	0.106	E-W(1):	0.594 *
Westbound	RT	0.00	150	0	0.000	E-W(2):	0.478
	TH	2.00	1,140	3,200	0.403		
	LT	1.00	280	1,600	0.175 *	V/C:	0.966
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	860	4,800	0.223	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	1.066
	TH	2.00	1,260	3,200	0.419 *		
	LT	1.00	120	1,600	0.075	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 169 - PRAIRIE AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.479 *
	TH	3.00	650	4,800	0.148	N-S(2):	0.417
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.369
Westbound	RT	1.00	570	1,600	0.288	E-W(2):	0.463 *
	TH	2.00	1,360	3,200	0.425 *		
	LT	1.00	270	1,600	0.169	V/C:	0.942
Northbound	RT	1.00	190	1,600	0.000	Lost Time:	0.100
	TH	2.00	1,090	3,200	0.341 *	ITS:	0.000
	LT	1.00	430	1,600	0.269		
Eastbound	RT	0.00	200	0	0.000	ICU:	1.042
	TH	3.00	760	4,800	0.200		
	LT	2.00	110	2,880	0.038 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.313 *
	TH	3.00	640	4,800	0.148	N-S(2):	0.286
	LT	1.00	180	1,600	0.113 *	E-W(1):	0.313 *
Westbound	RT	1.00	250	1,600	0.100	E-W(2):	0.275
	TH	2.00	780	3,200	0.244		
	LT	1.00	140	1,600	0.088 *	V/C:	0.626
Northbound	RT	1.00	210	1,600	0.044	Lost Time:	0.100
	TH	2.00	640	3,200	0.200 *	ITS:	0.000
	LT	1.00	220	1,600	0.138		
Eastbound	RT	0.00	270	0	0.000	ICU:	0.726
	TH	3.00	810	4,800	0.225 *		
	LT	2.00	90	2,880	0.031	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.388 *
	TH	3.00	970	4,800	0.215	N-S(2):	0.346
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.442 *
Westbound	RT	1.00	270	1,600	0.084	E-W(2):	0.330
	TH	2.00	980	3,200	0.306		
	LT	1.00	160	1,600	0.100 *	V/C:	0.830
Northbound	RT	1.00	180	1,600	0.013	Lost Time:	0.100
	TH	2.00	700	3,200	0.219 *	ITS:	0.000
	LT	1.00	210	1,600	0.131		
Eastbound	RT	0.00	360	0	0.000	ICU:	0.930
	TH	3.00	1,280	4,800	0.342 *		
	LT	2.00	70	2,880	0.024	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 173 - WESTERN AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.341
	TH	3.00	890	4,800	0.221 *	N-S(2):	0.359 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.408 *
Westbound	RT	1.00	230	1,600	0.100	E-W(2):	0.405
	TH	3.00	1,400	4,800	0.292		
	LT	1.00	240	1,600	0.150 *	V/C:	0.767
Northbound	RT	1.00	170	1,600	0.031	Lost Time:	0.100
	TH	2.00	810	3,200	0.253	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	0.00	240	0	0.000	ICU:	0.867
	TH	3.00	1,000	4,800	0.258 *		
	LT	1.00	180	1,600	0.113	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.281 *
	TH	3.00	520	4,800	0.135	N-S(2):	0.266
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.319 *
Westbound	RT	1.00	130	1,600	0.028	E-W(2):	0.246
	TH	3.00	730	4,800	0.152		
	LT	1.00	200	1,600	0.125 *	V/C:	0.600
Northbound	RT	1.00	170	1,600	0.044	Lost Time:	0.100
	TH	2.00	560	3,200	0.175 *	ITS:	0.000
	LT	1.00	210	1,600	0.131		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.700
	TH	3.00	730	4,800	0.194 *		
	LT	1.00	150	1,600	0.094	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.400 *
	TH	3.00	700	4,800	0.177	N-S(2):	0.333
	LT	1.00	210	1,600	0.131 *	E-W(1):	0.536 *
Westbound	RT	1.00	170	1,600	0.041	E-W(2):	0.365
	TH	3.00	1,090	4,800	0.227		
	LT	1.00	190	1,600	0.119 *	V/C:	0.936
Northbound	RT	1.00	160	1,600	0.041	Lost Time:	0.100
	TH	2.00	860	3,200	0.269 *	ITS:	0.000
	LT	1.00	250	1,600	0.156		
Eastbound	RT	0.00	270	0	0.000	ICU:	1.036
	TH	3.00	1,730	4,800	0.417 *		
	LT	1.00	220	1,600	0.138	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 175 - VERMONT AVENUE & MANCHESTER AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.352 *
	TH	3.00	700	4,800	0.167	N-S(2):	0.243
	LT	2.00	160	2,880	0.056 *	E-W(1):	0.361
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.379 *
	TH	3.00	1,290	4,800	0.298 *		
	LT	1.00	100	1,600	0.063	V/C:	0.731
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	1,300	4,800	0.296 *	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.831
	TH	3.00	1,330	4,800	0.298		
	LT	1.00	130	1,600	0.081 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.234 *
	TH	3.00	690	4,800	0.173	N-S(2):	0.229
	LT	2.00	200	2,880	0.069 *	E-W(1):	0.308
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.317 *
	TH	3.00	1,000	4,800	0.242 *		
	LT	1.00	120	1,600	0.075	V/C:	0.551
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	650	4,800	0.165 *	ITS:	0.000
	LT	2.00	160	2,880	0.056		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.651
	TH	3.00	970	4,800	0.233		
	LT	1.00	120	1,600	0.075 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.342 *
	TH	3.00	940	4,800	0.225	N-S(2):	0.315
	LT	2.00	270	2,880	0.094 *	E-W(1):	0.409 *
Westbound	RT	0.00	240	0	0.000	E-W(2):	0.392
	TH	3.00	1,220	4,800	0.304		
	LT	1.00	110	1,600	0.069 *	V/C:	0.751
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	3.00	1,060	4,800	0.248 *	ITS:	0.000
	LT	2.00	260	2,880	0.090		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.851
	TH	3.00	1,430	4,800	0.340 *		
	LT	1.00	140	1,600	0.088	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 176 - VERMONT AVENUE & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	190	0	0.000	N-S(1):	0.337 *
	TH	3.00	890	4,800	0.225	N-S(2):	0.294
	LT	2.00	130	2,880	0.045 *	E-W(1):	0.326
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.363 *
	TH	3.00	1,160	4,800	0.269 *		
	LT	1.00	180	1,600	0.113	V/C:	0.700
Northbound	RT	1.00	150	1,600	0.038	Lost Time:	0.100
	TH	3.00	1,400	4,800	0.292 *	ITS:	0.000
	LT	2.00	200	2,880	0.069		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.800
	TH	3.00	900	4,800	0.213		
	LT	1.00	150	1,600	0.094 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	190	0	0.000	N-S(1):	0.188
	TH	3.00	680	4,800	0.181 *	N-S(2):	0.257 *
	LT	2.00	120	2,880	0.042	E-W(1):	0.283
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.346 *
	TH	3.00	1,030	4,800	0.233 *		
	LT	1.00	120	1,600	0.075	V/C:	0.603
Northbound	RT	1.00	70	1,600	0.006	Lost Time:	0.100
	TH	3.00	700	4,800	0.146	ITS:	0.000
	LT	2.00	220	2,880	0.076 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.703
	TH	3.00	860	4,800	0.208		
	LT	1.00	180	1,600	0.113 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.326
	TH	3.00	1,010	4,800	0.246 *	N-S(2):	0.357 *
	LT	2.00	170	2,880	0.059	E-W(1):	0.365
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.385 *
	TH	3.00	1,160	4,800	0.254 *		
	LT	1.00	140	1,600	0.088	V/C:	0.742
Northbound	RT	1.00	110	1,600	0.025	Lost Time:	0.100
	TH	3.00	1,280	4,800	0.267	ITS:	0.000
	LT	2.00	320	2,880	0.111 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.842
	TH	3.00	1,190	4,800	0.277		
	LT	1.00	210	1,600	0.131 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 177 - VERMONT AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.009	N-S(1):	0.392 *
	TH	3.00	890	4,800	0.185	N-S(2):	0.320
	LT	2.00	270	2,880	0.094 *	E-W(1):	0.403 *
Westbound	RT	0.00	210	0	0.000	E-W(2):	0.386
	TH	3.00	1,310	4,800	0.317		
	LT	1.00	300	1,600	0.188 *	V/C:	0.795
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	1,290	4,800	0.298 *	ITS:	0.000
	LT	2.00	390	2,880	0.135		
Eastbound	RT	0.00	230	0	0.000	ICU:	0.895
	TH	3.00	800	4,800	0.215 *		
	LT	1.00	110	1,600	0.069	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.009	N-S(1):	0.259
	TH	3.00	610	4,800	0.127 *	N-S(2):	0.269 *
	LT	2.00	170	2,880	0.059	E-W(1):	0.283 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.186
	TH	3.00	580	4,800	0.142		
	LT	1.00	170	1,600	0.106 *	V/C:	0.552
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	3.00	780	4,800	0.200	ITS:	0.000
	LT	2.00	410	2,880	0.142 *		
Eastbound	RT	0.00	260	0	0.000	ICU:	0.652
	TH	3.00	590	4,800	0.177 *		
	LT	1.00	70	1,600	0.044	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.013	N-S(1):	0.438 *
	TH	3.00	850	4,800	0.177	N-S(2):	0.333
	LT	2.00	270	2,880	0.094 *	E-W(1):	0.503 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.330
	TH	3.00	1,050	4,800	0.242		
	LT	1.00	260	1,600	0.163 *	V/C:	0.941
Northbound	RT	0.00	240	0	0.000	Lost Time:	0.100
	TH	3.00	1,410	4,800	0.344 *	ITS:	0.000
	LT	2.00	450	2,880	0.156		
Eastbound	RT	0.00	210	0	0.000	ICU:	1.041
	TH	3.00	1,420	4,800	0.340 *		
	LT	1.00	140	1,600	0.088	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 182 - INGLEWOOD AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	150	1,600	0.069	N-S(1):	0.407 *
	TH	2.00	700	3,200	0.219	N-S(2):	0.369
	LT	1.00	230	1,600	0.144 *	E-W(1):	0.304 *
Westbound	RT	1.00	140	1,600	0.016	E-W(2):	0.252
	TH	3.00	970	4,800	0.202		
	LT	1.00	330	1,600	0.206 *	V/C:	0.711
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	2.00	650	3,200	0.263 *	ITS:	0.000
	LT	1.00	240	1,600	0.150		
Eastbound	RT	1.00	70	1,600	0.000	ICU:	0.811
	TH	3.00	470	4,800	0.098 *		
	LT	1.00	80	1,600	0.050	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	210	1,600	0.059	N-S(1):	0.285 *
	TH	2.00	460	3,200	0.144	N-S(2):	0.257
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.282
Westbound	RT	1.00	90	1,600	0.009	E-W(2):	0.315 *
	TH	3.00	820	4,800	0.171 *		
	LT	1.00	180	1,600	0.113	V/C:	0.600
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	2.00	510	3,200	0.191 *	ITS:	0.000
	LT	1.00	180	1,600	0.113		
Eastbound	RT	1.00	150	1,600	0.038	ICU:	0.700
	TH	3.00	810	4,800	0.169		
	LT	1.00	230	1,600	0.144 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.044	N-S(1):	0.444 *
	TH	2.00	800	3,200	0.250	N-S(2):	0.413
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.417 *
Westbound	RT	1.00	140	1,600	0.003	E-W(2):	0.315
	TH	3.00	790	4,800	0.165		
	LT	1.00	160	1,600	0.100 *	V/C:	0.861
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	2.00	700	3,200	0.275 *	ITS:	0.000
	LT	1.00	260	1,600	0.163		
Eastbound	RT	1.00	220	1,600	0.056	ICU:	0.961
	TH	3.00	1,520	4,800	0.317 *		
	LT	1.00	240	1,600	0.150	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 183 - HAWTHORNE BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	260	1,600	0.122	N-S(1):	0.288
	TH	3.00	1,020	4,800	0.213 *	N-S(2):	0.338 *
	LT	2.00	180	2,880	0.063	E-W(1):	0.234
Westbound	RT	0.00	230	0	0.000	E-W(2):	0.364 *
	TH	3.00	1,130	4,800	0.283 *		
	LT	1.00	140	1,600	0.088	V/C:	0.702
Northbound	RT	1.00	170	1,600	0.063	Lost Time:	0.100
	TH	3.00	1,080	4,800	0.225	ITS:	0.000
	LT	2.00	360	2,880	0.125 *		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.802
	TH	3.00	520	4,800	0.146		
	LT	1.00	130	1,600	0.081 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	230	1,600	0.088	N-S(1):	0.278
	TH	3.00	970	4,800	0.202 *	N-S(2):	0.296 *
	LT	2.00	260	2,880	0.090	E-W(1):	0.264
Westbound	RT	0.00	250	0	0.000	E-W(2):	0.328 *
	TH	3.00	780	4,800	0.215 *		
	LT	1.00	130	1,600	0.081	V/C:	0.624
Northbound	RT	1.00	220	1,600	0.097	Lost Time:	0.100
	TH	3.00	900	4,800	0.188	ITS:	0.000
	LT	2.00	270	2,880	0.094 *		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.724
	TH	3.00	690	4,800	0.183		
	LT	1.00	180	1,600	0.113 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.072	N-S(1):	0.417 *
	TH	3.00	1,430	4,800	0.298	N-S(2):	0.416
	LT	2.00	480	2,880	0.167 *	E-W(1):	0.427 *
Westbound	RT	0.00	260	0	0.000	E-W(2):	0.321
	TH	3.00	830	4,800	0.227		
	LT	1.00	170	1,600	0.106 *	V/C:	0.844
Northbound	RT	1.00	180	1,600	0.059	Lost Time:	0.100
	TH	3.00	1,200	4,800	0.250 *	ITS:	0.000
	LT	2.00	340	2,880	0.118		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.944
	TH	3.00	1,340	4,800	0.321 *		
	LT	1.00	150	1,600	0.094	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 184 - PRAIRIE AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	180	0	0.000	N-S(1):	0.296
	TH	3.00	990	4,800	0.244 *	N-S(2):	0.363 *
	LT	1.00	190	1,600	0.119	E-W(1):	0.407
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.413 *
	TH	3.00	1,240	4,800	0.300 *		
	LT	1.00	380	1,600	0.238	V/C:	0.776
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	3.00	680	4,800	0.177	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.876
	TH	3.00	700	4,800	0.169		
	LT	1.00	180	1,600	0.113 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.313
	TH	3.00	670	4,800	0.167 *	N-S(2):	0.317 *
	LT	1.00	260	1,600	0.163	E-W(1):	0.344 *
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.298
	TH	3.00	790	4,800	0.192		
	LT	1.00	240	1,600	0.150 *	V/C:	0.661
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	3.00	550	4,800	0.150	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.761
	TH	3.00	800	4,800	0.194 *		
	LT	1.00	170	1,600	0.106	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.409 *
	TH	3.00	1,060	4,800	0.256	N-S(2):	0.387
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.467 *
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.329
	TH	3.00	900	4,800	0.223		
	LT	1.00	270	1,600	0.169 *	V/C:	0.876
Northbound	RT	0.00	240	0	0.000	Lost Time:	0.100
	TH	3.00	910	4,800	0.240 *	ITS:	0.000
	LT	1.00	210	1,600	0.131		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.976
	TH	3.00	1,230	4,800	0.298 *		
	LT	1.00	170	1,600	0.106	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 185 - CRENSHAW BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.331 *
	TH	3.00	880	4,800	0.217	N-S(2):	0.323
	LT	1.00	160	1,600	0.100 *	E-W(1):	0.330
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.371 *
	TH	3.00	1,130	4,800	0.277 *		
	LT	1.00	180	1,600	0.113	V/C:	0.702
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	1,000	4,800	0.231 *	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.802
	TH	3.00	850	4,800	0.217		
	LT	1.00	150	1,600	0.094 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	210	0	0.000	N-S(1):	0.317 *
	TH	3.00	640	4,800	0.177	N-S(2):	0.290
	LT	1.00	200	1,600	0.125 *	E-W(1):	0.300
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.319 *
	TH	3.00	790	4,800	0.206 *		
	LT	1.00	160	1,600	0.100	V/C:	0.636
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	3.00	740	4,800	0.192 *	ITS:	0.000
	LT	1.00	180	1,600	0.113		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.736
	TH	3.00	790	4,800	0.200		
	LT	1.00	180	1,600	0.113 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	230	0	0.000	N-S(1):	0.352
	TH	3.00	1,090	4,800	0.275 *	N-S(2):	0.394 *
	LT	1.00	210	1,600	0.131	E-W(1):	0.431 *
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.346
	TH	3.00	1,090	4,800	0.265		
	LT	1.00	200	1,600	0.125 *	V/C:	0.825
Northbound	RT	0.00	230	0	0.000	Lost Time:	0.100
	TH	3.00	830	4,800	0.221	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.925
	TH	3.00	1,270	4,800	0.306 *		
	LT	1.00	130	1,600	0.081	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 186 - WESTERN AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.278
	TH	2.00	670	3,200	0.234 *	N-S(2):	0.378 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.309
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.346 *
	TH	3.00	1,230	4,800	0.290 *		
	LT	1.00	110	1,600	0.069	V/C:	0.724
Northbound	RT	1.00	110	1,600	0.034	Lost Time:	0.100
	TH	2.00	730	3,200	0.228	ITS:	0.000
	LT	1.00	230	1,600	0.144 *		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.824
	TH	3.00	1,040	4,800	0.240		
	LT	1.00	90	1,600	0.056 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.260
	TH	2.00	520	3,200	0.197 *	N-S(2):	0.303 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.275 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.265
	TH	3.00	830	4,800	0.202		
	LT	1.00	110	1,600	0.069 *	V/C:	0.578
Northbound	RT	1.00	130	1,600	0.047	Lost Time:	0.100
	TH	2.00	530	3,200	0.166	ITS:	0.000
	LT	1.00	170	1,600	0.106 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.678
	TH	3.00	820	4,800	0.206 *		
	LT	1.00	100	1,600	0.063	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.326
	TH	2.00	790	3,200	0.284 *	N-S(2):	0.403 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.433 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.348
	TH	3.00	1,200	4,800	0.267		
	LT	1.00	160	1,600	0.100 *	V/C:	0.836
Northbound	RT	1.00	160	1,600	0.050	Lost Time:	0.100
	TH	2.00	760	3,200	0.238	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	0.00	240	0	0.000	ICU:	0.936
	TH	3.00	1,360	4,800	0.333 *		
	LT	1.00	130	1,600	0.081	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 187 - VERMONT AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.034	N-S(1):	0.286 *
	TH	3.00	690	4,800	0.144	N-S(2):	0.257
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.377
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.425 *
	TH	3.00	1,530	4,800	0.356 *		
	LT	1.00	150	1,600	0.094	V/C:	0.711
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	590	4,800	0.148 *	ITS:	0.000
	LT	1.00	180	1,600	0.113		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.811
	TH	3.00	1,230	4,800	0.283		
	LT	1.00	110	1,600	0.069 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.028	N-S(1):	0.242 *
	TH	3.00	400	4,800	0.083	N-S(2):	0.189
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.340 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.329
	TH	3.00	1,090	4,800	0.260		
	LT	1.00	150	1,600	0.094 *	V/C:	0.582
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	360	4,800	0.104 *	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.682
	TH	3.00	1,070	4,800	0.246 *		
	LT	1.00	110	1,600	0.069	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	120	1,600	0.028	N-S(1):	0.383 *
	TH	3.00	850	4,800	0.177	N-S(2):	0.296
	LT	1.00	250	1,600	0.156 *	E-W(1):	0.421 *
Westbound	RT	0.00	250	0	0.000	E-W(2):	0.419
	TH	3.00	1,310	4,800	0.325		
	LT	1.00	150	1,600	0.094 *	V/C:	0.804
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	880	4,800	0.227 *	ITS:	0.000
	LT	1.00	190	1,600	0.119		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.904
	TH	3.00	1,400	4,800	0.327 *		
	LT	1.00	150	1,600	0.094	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 188 - PRAIRIE AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.396
	TH	3.00	1,170	4,800	0.269 *	N-S(2):	0.519 *
	LT	1.00	240	1,600	0.150	E-W(1):	0.279
Westbound	RT	0.00	290	0	0.000	E-W(2):	0.404 *
	TH	3.00	1,200	4,800	0.310 *		
	LT	1.00	120	1,600	0.075	V/C:	0.923
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	3.00	1,050	4,800	0.246	ITS:	0.000
	LT	1.00	400	1,600	0.250 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	1.023
	TH	3.00	810	4,800	0.204		
	LT	1.00	150	1,600	0.094 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.288
	TH	3.00	730	4,800	0.175 *	N-S(2):	0.325 *
	LT	1.00	230	1,600	0.144	E-W(1):	0.279 *
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.259
	TH	3.00	710	4,800	0.190		
	LT	1.00	150	1,600	0.094 *	V/C:	0.604
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	580	4,800	0.144	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	0.00	210	0	0.000	ICU:	0.704
	TH	3.00	680	4,800	0.185 *		
	LT	1.00	110	1,600	0.069	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.425 *
	TH	3.00	1,150	4,800	0.269	N-S(2):	0.400
	LT	1.00	290	1,600	0.181 *	E-W(1):	0.485 *
Westbound	RT	0.00	280	0	0.000	E-W(2):	0.360
	TH	3.00	970	4,800	0.260		
	LT	1.00	160	1,600	0.100 *	V/C:	0.910
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	3.00	1,040	4,800	0.244 *	ITS:	0.000
	LT	1.00	210	1,600	0.131		
Eastbound	RT	0.00	360	0	0.000	ICU:	1.010
	TH	3.00	1,490	4,800	0.385 *		
	LT	1.00	160	1,600	0.100	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 189 - CRENSHAW BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	310	1,600	0.097	N-S(1):	0.344
	TH	3.00	900	4,800	0.188 *	N-S(2):	0.369 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.296
Westbound	RT	0.00	280	0	0.000	E-W(2):	0.500 *
	TH	3.00	1,190	4,800	0.306 *		
	LT	1.00	200	1,600	0.125	V/C:	0.869
Northbound	RT	1.00	120	1,600	0.013	Lost Time:	0.100
	TH	3.00	1,200	4,800	0.250	ITS:	0.000
	LT	1.00	290	1,600	0.181 *		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.969
	TH	3.00	710	4,800	0.171		
	LT	1.00	310	1,600	0.194 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	270	1,600	0.059	N-S(1):	0.265 *
	TH	3.00	750	4,800	0.156	N-S(2):	0.250
	LT	1.00	140	1,600	0.088 *	E-W(1):	0.238
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.377 *
	TH	3.00	580	4,800	0.158 *		
	LT	1.00	140	1,600	0.088	V/C:	0.642
Northbound	RT	1.00	120	1,600	0.031	Lost Time:	0.100
	TH	3.00	850	4,800	0.177 *	ITS:	0.000
	LT	1.00	150	1,600	0.094		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.742
	TH	3.00	590	4,800	0.150		
	LT	1.00	350	1,600	0.219 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	230	1,600	0.019	N-S(1):	0.342 *
	TH	3.00	1,250	4,800	0.260	N-S(2):	0.341
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.442
Westbound	RT	0.00	260	0	0.000	E-W(2):	0.456 *
	TH	3.00	730	4,800	0.206 *		
	LT	1.00	180	1,600	0.113	V/C:	0.798
Northbound	RT	1.00	110	1,600	0.013	Lost Time:	0.100
	TH	3.00	980	4,800	0.204 *	ITS:	0.000
	LT	1.00	130	1,600	0.081		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.898
	TH	3.00	1,380	4,800	0.329		
	LT	1.00	400	1,600	0.250 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 190 - WESTERN AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	280	1,600	0.122	N-S(1):	0.238
	TH	2.00	520	3,200	0.163 *	N-S(2):	0.288 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.271
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.464 *
	TH	3.00	1,560	4,800	0.358 *		
	LT	1.00	110	1,600	0.069	V/C:	0.752
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	2.00	570	3,200	0.200	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.852
	TH	3.00	780	4,800	0.202		
	LT	1.00	170	1,600	0.106 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.063	N-S(1):	0.213
	TH	2.00	410	3,200	0.128 *	N-S(2):	0.228 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.227
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.284 *
	TH	3.00	710	4,800	0.171 *		
	LT	1.00	110	1,600	0.069	V/C:	0.512
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	2.00	400	3,200	0.163	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.612
	TH	3.00	630	4,800	0.158		
	LT	1.00	180	1,600	0.113 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.063	N-S(1):	0.316
	TH	2.00	650	3,200	0.203 *	N-S(2):	0.341 *
	LT	1.00	110	1,600	0.069	E-W(1):	0.431 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.379
	TH	3.00	1,000	4,800	0.229		
	LT	1.00	90	1,600	0.056 *	V/C:	0.772
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	660	3,200	0.247	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.872
	TH	3.00	1,600	4,800	0.375 *		
	LT	1.00	240	1,600	0.150	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 191 - VERMONT AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	120	1,600	0.053	N-S(1):	0.215 *
	TH	3.00	570	4,800	0.119	N-S(2):	0.163
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.285
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.448 *
	TH	3.00	1,810	4,800	0.404 *		
	LT	1.00	120	1,600	0.075	V/C:	0.663
Northbound	RT	1.00	110	1,600	0.031	Lost Time:	0.100
	TH	3.00	460	4,800	0.096 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.763
	TH	3.00	930	4,800	0.210		
	LT	1.00	70	1,600	0.044 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.103	N-S(1):	0.175 *
	TH	3.00	390	4,800	0.081	N-S(2):	0.147
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.231 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.216
	TH	3.00	750	4,800	0.185		
	LT	1.00	80	1,600	0.050 *	V/C:	0.406
Northbound	RT	1.00	60	1,600	0.013	Lost Time:	0.100
	TH	3.00	330	4,800	0.069 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.506
	TH	3.00	800	4,800	0.181 *		
	LT	1.00	50	1,600	0.031	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.009	N-S(1):	0.244 *
	TH	3.00	570	4,800	0.119	N-S(2):	0.200
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.426 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.321
	TH	3.00	930	4,800	0.227		
	LT	1.00	140	1,600	0.088 *	V/C:	0.670
Northbound	RT	1.00	80	1,600	0.006	Lost Time:	0.100
	TH	3.00	720	4,800	0.150 *	ITS:	0.000
	LT	1.00	130	1,600	0.081		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.770
	TH	3.00	1,530	4,800	0.338 *		
	LT	1.00	150	1,600	0.094	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 192 - AVIATION BOULEVARD & ARTESIA BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	230	0	0.000	N-S(1):	0.572 *
	TH	2.00	540	3,200	0.241	N-S(2):	0.335
	LT	1.00	180	1,600	0.113 *	E-W(1):	0.313
Westbound	RT	0.00	240	0	0.000	E-W(2):	0.464 *
	TH	2.00	802	3,200	0.326 *		
	LT	1.00	190	1,600	0.119	V/C:	1.036
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	2.00	1,330	3,200	0.459 *	ITS:	0.000
	LT	1.00	150	1,600	0.094		
Eastbound	RT	0.00	60	0	0.000	ICU:	1.136
	TH	2.00	560	3,200	0.194		
	LT	1.00	220	1,600	0.138 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.313
	TH	2.00	650	3,200	0.247 *	N-S(2):	0.316 *
	LT	1.00	180	1,600	0.113	E-W(1):	0.353 *
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.353 *
	TH	2.00	550	3,200	0.228 *		
	LT	1.00	240	1,600	0.150 *	V/C:	0.669
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	2.00	480	3,200	0.200	ITS:	0.000
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.769
	TH	2.00	570	3,200	0.203 *		
	LT	1.00	200	1,600	0.125 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.472
	TH	2.00	1,270	3,200	0.434 *	N-S(2):	0.509 *
	LT	1.00	270	1,600	0.169	E-W(1):	0.475 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.404
	TH	2.00	690	3,200	0.266		
	LT	1.00	290	1,600	0.181 *	V/C:	0.984
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	2.00	790	3,200	0.303	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	1.084
	TH	2.00	800	3,200	0.294 *		
	LT	1.00	220	1,600	0.138	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 193 - AVIATION BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.000	N-S(1):	0.475 *
	TH	2.00	620	3,200	0.194	N-S(2):	0.244
	LT	2.00	100	2,880	0.035 *	E-W(1):	0.282
Westbound	RT	1.00	340	1,600	0.195	E-W(2):	0.407 *
	TH	2.00	780	3,200	0.244 *		
	LT	2.00	290	2,880	0.101	V/C:	0.882
Northbound	RT	0.00	290	0	0.000	Lost Time:	0.100
	TH	3.00	1,820	4,800	0.440 *	ITS:	0.000
	LT	1.00	80	1,600	0.050		
Eastbound	RT	1.00	160	1,600	0.075	ICU:	0.982
	TH	2.00	580	3,200	0.181		
	LT	1.00	260	1,600	0.163 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.075	N-S(1):	0.283
	TH	2.00	760	3,200	0.238 *	N-S(2):	0.363 *
	LT	2.00	150	2,880	0.052	E-W(1):	0.278
Westbound	RT	1.00	150	1,600	0.068	E-W(2):	0.313 *
	TH	2.00	600	3,200	0.188 *		
	LT	2.00	280	2,880	0.097	V/C:	0.676
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	900	4,800	0.231	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	180	1,600	0.050	ICU:	0.776
	TH	2.00	580	3,200	0.181		
	LT	1.00	200	1,600	0.125 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	410	1,600	0.197	N-S(1):	0.319
	TH	2.00	1,320	3,200	0.413 *	N-S(2):	0.532 *
	LT	2.00	300	2,880	0.104	E-W(1):	0.453 *
Westbound	RT	1.00	130	1,600	0.029	E-W(2):	0.335
	TH	2.00	690	3,200	0.216		
	LT	2.00	560	2,880	0.194 *	V/C:	0.985
Northbound	RT	0.00	220	0	0.000	Lost Time:	0.100
	TH	3.00	810	4,800	0.215	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	1.00	210	1,600	0.072	ICU:	1.085
	TH	2.00	830	3,200	0.259 *		
	LT	1.00	190	1,600	0.119	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 196 - PRAIRIE AVENUE & FLORENCE AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.006
	TH	0.00	0	0	0.000 *	N-S(2):	0.278 *
	LT	0.00	0	0	0.000	E-W(1):	0.594 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.406
	TH	3.00	1,950	4,800	0.406		
	LT	1.00	440	1,600	0.275 *	V/C:	0.872
Northbound	RT	1.00	450	1,600	0.006	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	800	2,880	0.278 *		
Eastbound	RT	1.00	510	1,600	0.319 *	ICU:	0.972
	TH	3.00	1,000	4,800	0.208		
	LT	0.00	0	0	0.000	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.000
	TH	0.00	0	0	0.000 *	N-S(2):	0.125 *
	LT	0.00	0	0	0.000	E-W(1):	0.432 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.223
	TH	3.00	1,070	4,800	0.223		
	LT	1.00	310	1,600	0.194 *	V/C:	0.557
Northbound	RT	1.00	310	1,600	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	360	2,880	0.125 *		
Eastbound	RT	1.00	380	1,600	0.238 *	ICU:	0.657
	TH	3.00	990	4,800	0.206		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.106
	TH	0.00	0	0	0.000 *	N-S(2):	0.174 *
	LT	0.00	0	0	0.000	E-W(1):	0.588 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.263
	TH	3.00	1,260	4,800	0.263		
	LT	1.00	320	1,600	0.200 *	V/C:	0.762
Northbound	RT	1.00	490	1,600	0.106	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	500	2,880	0.174 *		
Eastbound	RT	1.00	620	1,600	0.388 *	ICU:	0.862
	TH	3.00	1,770	4,800	0.369		
	LT	0.00	0	0	0.000	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 197 - PRAIRIE AVENUE & LENNOX BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.289
	TH	3.00	1,280	4,800	0.308 *	N-S(2):	0.483 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.081 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.069
	TH	1.00	10	1,600	0.013		
	LT	0.00	0	0	0.000 *	V/C:	0.564
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,350	4,800	0.283	ITS:	0.000
	LT	1.00	280	1,600	0.175 *		
Eastbound	RT	1.00	270	1,600	0.081 *	ICU:	0.664
	TH	0.13	10	200	0.050		
	LT	1.88	150	2,700	0.056	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.241
	TH	3.00	1,030	4,800	0.238 *	N-S(2):	0.382 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.062
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.082 *
	TH	1.00	10	1,600	0.019 *		
	LT	0.00	10	1,600	0.006	V/C:	0.464
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,120	4,800	0.235	ITS:	0.000
	LT	1.00	230	1,600	0.144 *		
Eastbound	RT	1.00	190	1,600	0.047	ICU:	0.564
	TH	0.11	10	178	0.056		
	LT	1.89	170	2,720	0.063 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.355
	TH	3.00	1,520	4,800	0.348 *	N-S(2):	0.536 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.125 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.089
	TH	1.00	10	1,600	0.013		
	LT	0.00	0	0	0.000 *	V/C:	0.661
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,630	4,800	0.342	ITS:	0.000
	LT	1.00	300	1,600	0.188 *		
Eastbound	RT	1.00	350	1,600	0.125 *	ICU:	0.761
	TH	0.09	10	145	0.069		
	LT	1.91	210	2,749	0.076	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 1 - ADMIRALTY WAY & BALI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.003	N-S(1):	0.625 *
	TH	2.00	1,030	3,200	0.322	N-S(2):	0.335
	LT	1.00	520	1,600	0.325 *	E-W(1):	0.075
Westbound	RT	1.92	460	3,067	0.000	E-W(2):	0.169 *
	TH	0.08	20	133	0.150 *		
	LT	1.00	80	1,600	0.050	V/C:	0.794
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	2.00	870	3,200	0.300 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.894
	TH	2.00	30	3,200	0.025		
	LT	0.00	30	1,600	0.019 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.009	N-S(1):	0.544 *
	TH	2.00	690	3,200	0.216	N-S(2):	0.241
	LT	1.00	360	1,600	0.225 *	E-W(1):	0.106
Westbound	RT	1.87	430	2,991	0.000	E-W(2):	0.163 *
	TH	0.13	30	209	0.144 *		
	LT	1.00	120	1,600	0.075	V/C:	0.707
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	2.00	830	3,200	0.319 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.807
	TH	2.00	40	3,200	0.031		
	LT	0.00	30	1,600	0.019 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.009	N-S(1):	0.709 *
	TH	2.00	1,170	3,200	0.366	N-S(2):	0.379
	LT	1.00	490	1,600	0.306 *	E-W(1):	0.100
Westbound	RT	1.92	700	3,068	0.000	E-W(2):	0.247 *
	TH	0.08	30	132	0.228 *		
	LT	1.00	120	1,600	0.075	V/C:	0.956
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	2.00	1,080	3,200	0.403 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	1.056
	TH	2.00	30	3,200	0.025		
	LT	0.00	30	1,600	0.019 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 2 - ADMIRALTY WAY & FIJI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:	WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	160	1,600	0.000	N-S(1):	0.184 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	530	2,880	0.184 *	E-W(1):	0.072
Westbound	RT	1.00	470	1,600	0.000	E-W(2):	0.269 *
	TH	1.00	180	1,600	0.113 *		
	LT	0.00	0	0	0.000	V/C:	0.453
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.553
	TH	2.00	230	3,200	0.072		
	LT	1.00	250	1,600	0.156 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	210	1,600	0.038	N-S(1):	0.128 *
	TH	0.00	0	0	0.000	N-S(2):	0.038
	LT	2.00	370	2,880	0.128 *	E-W(1):	0.119
Westbound	RT	1.00	410	1,600	0.000	E-W(2):	0.232 *
	TH	1.00	220	1,600	0.138 *		
	LT	0.00	0	0	0.000	V/C:	0.360
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.460
	TH	2.00	380	3,200	0.119		
	LT	1.00	150	1,600	0.094 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	290	1,600	0.069	N-S(1):	0.226 *
	TH	0.00	0	0	0.000	N-S(2):	0.069
	LT	2.00	650	2,880	0.226 *	E-W(1):	0.100
Westbound	RT	1.00	600	1,600	0.000	E-W(2):	0.369 *
	TH	1.00	410	1,600	0.256 *		
	LT	0.00	0	0	0.000	V/C:	0.595
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.695
	TH	2.00	320	3,200	0.100		
	LT	1.00	180	1,600	0.113 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 3 - ADMIRALTY WAY & MINDANAO WAY
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.003	N-S(1):	0.513 *
	TH	2.00	570	3,200	0.178	N-S(2):	0.191
	LT	1.00	500	1,600	0.313 *	E-W(1):	0.108 *
Westbound	RT	1.00	400	1,600	0.000	E-W(2):	0.000
	TH	0.17	20	267	0.075		
	LT	1.83	220	2,640	0.083 *	V/C:	0.621
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	2.00	470	3,200	0.200 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.721
	TH	2.00	30	3,200	0.025 *		
	LT	0.00	30	1,600	0.019	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.000	N-S(1):	0.437 *
	TH	2.00	470	3,200	0.147	N-S(2):	0.160
	LT	1.00	250	1,600	0.156 *	E-W(1):	0.160 *
Westbound	RT	1.00	360	1,600	0.069	E-W(2):	0.000
	TH	0.32	60	505	0.119		
	LT	1.68	320	2,425	0.132 *	V/C:	0.597
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	2.00	690	3,200	0.281 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.697
	TH	2.00	30	3,200	0.028 *		
	LT	0.00	40	1,600	0.025	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.009	N-S(1):	0.501 *
	TH	2.00	900	3,200	0.281	N-S(2):	0.312
	LT	1.00	300	1,600	0.188 *	E-W(1):	0.175 *
Westbound	RT	1.00	530	1,600	0.144 *	E-W(2):	0.000
	TH	0.42	80	674	0.119		
	LT	1.58	300	2,274	0.132	V/C:	0.676
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	2.00	890	3,200	0.313 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.776
	TH	2.00	40	3,200	0.031 *		
	LT	0.00	30	1,600	0.019	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 4 - PALAWAN WAY & ADMIRALTY WAY
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.006	N-S(1):	0.207 *
	TH	1.00	50	1,600	0.031	N-S(2):	0.062
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.382 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.334
	TH	2.00	850	3,200	0.284		
	LT	1.00	70	1,600	0.044 *	V/C:	0.589
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	1.00	60	1,600	0.088 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	1.00	30	1,600	0.003	ICU:	0.689
	TH	2.00	1,080	3,200	0.338 *		
	LT	1.00	80	1,600	0.050	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.047	N-S(1):	0.144 *
	TH	1.00	40	1,600	0.025	N-S(2):	0.072
	LT	1.00	120	1,600	0.075 *	E-W(1):	0.238
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.309 *
	TH	2.00	820	3,200	0.278 *		
	LT	1.00	70	1,600	0.044	V/C:	0.453
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	1.00	50	1,600	0.069 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	1.00	50	1,600	0.019	ICU:	0.553
	TH	2.00	620	3,200	0.194		
	LT	1.00	50	1,600	0.031 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	140	1,600	0.072	N-S(1):	0.250 *
	TH	1.00	120	1,600	0.075	N-S(2):	0.100
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.369
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.422 *
	TH	2.00	1,170	3,200	0.391 *		
	LT	1.00	100	1,600	0.063	V/C:	0.672
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	1.00	30	1,600	0.081 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	1.00	30	1,600	0.006	ICU:	0.772
	TH	2.00	980	3,200	0.306		
	LT	1.00	50	1,600	0.031 *	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 5 - VIA MARINA & ADMIRALTY WAY
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:	NBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.488 *
	TH	3.00	220	4,800	0.046	N-S(2):	0.046
	LT	1.00	480	1,600	0.300 *	E-W(1):	0.111 *
Westbound	RT	2.00	780	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	320	2,880	0.111 *	V/C:	0.599
Northbound	RT	1.00	710	1,600	0.000	Lost Time:	0.100
	TH	2.00	600	3,200	0.188 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.699
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.429 *
	TH	3.00	330	4,800	0.069	N-S(2):	0.069
	LT	1.00	420	1,600	0.263 *	E-W(1):	0.160 *
Westbound	RT	2.00	520	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	460	2,880	0.160 *	V/C:	0.589
Northbound	RT	1.00	390	1,600	0.000	Lost Time:	0.100
	TH	2.00	530	3,200	0.166 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.689
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.603 *
	TH	3.00	390	4,800	0.081	N-S(2):	0.081
	LT	1.00	750	1,600	0.469 *	E-W(1):	0.236 *
Westbound	RT	2.00	710	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	680	2,880	0.236 *	V/C:	0.839
Northbound	RT	1.00	470	1,600	0.000	Lost Time:	0.100
	TH	2.00	430	3,200	0.134 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.939
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 10 - AVIATIO BOULEVARD & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.259
	TH	2.00	640	3,200	0.225 *	N-S(2):	0.375 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.142
Westbound	RT	1.00	310	1,600	0.156	E-W(2):	0.294 *
	TH	2.00	860	3,200	0.269 *		
	LT	1.00	100	1,600	0.063	V/C:	0.669
Northbound	RT	1.00	70	1,600	0.013	Lost Time:	0.100
	TH	2.00	590	3,200	0.184	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.769
	TH	3.00	290	4,800	0.079		
	LT	1.00	40	1,600	0.025 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.456 *
	TH	2.00	300	3,200	0.122	N-S(2):	0.235
	LT	1.00	530	1,600	0.331 *	E-W(1):	0.191
Westbound	RT	1.00	490	1,600	0.141	E-W(2):	0.309 *
	TH	2.00	830	3,200	0.259 *		
	LT	1.00	90	1,600	0.056	V/C:	0.765
Northbound	RT	1.00	90	1,600	0.028	Lost Time:	0.100
	TH	2.00	400	3,200	0.125 *	ITS:	0.000
	LT	1.00	180	1,600	0.113		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.865
	TH	3.00	500	4,800	0.135		
	LT	1.00	80	1,600	0.050 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.469 *
	TH	2.00	710	3,200	0.250	N-S(2):	0.388
	LT	1.00	370	1,600	0.231 *	E-W(1):	0.298 *
Westbound	RT	1.00	180	1,600	0.000	E-W(2):	0.232
	TH	2.00	540	3,200	0.169		
	LT	1.00	120	1,600	0.075 *	V/C:	0.767
Northbound	RT	1.00	170	1,600	0.069	Lost Time:	0.100
	TH	2.00	760	3,200	0.238 *	ITS:	0.000
	LT	1.00	220	1,600	0.138		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.867
	TH	3.00	880	4,800	0.223 *		
	LT	1.00	100	1,600	0.063	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 11 - INGLEWOOD AVENUE & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	50	0	0.000	N-S(1):	0.207 *
	TH	1.00	100	1,600	0.094 *	N-S(2):	0.000
	LT	1.00	20	1,600	0.013	E-W(1):	0.160
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.235 *
	TH	2.00	590	3,200	0.197 *		
	LT	1.00	60	1,600	0.038	V/C:	0.442
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	1.00	120	1,600	0.113 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.542
	TH	2.00	350	3,200	0.122		
	LT	1.00	60	1,600	0.038 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.294 *
	TH	1.00	140	1,600	0.138 *	N-S(2):	0.000
	LT	1.00	40	1,600	0.025	E-W(1):	0.278 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.232
	TH	2.00	580	3,200	0.194		
	LT	1.00	70	1,600	0.044 *	V/C:	0.572
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	1.00	150	1,600	0.156 *	ITS:	0.000
	LT	1.00	100	1,600	0.063		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.672
	TH	2.00	670	3,200	0.234 *		
	LT	1.00	60	1,600	0.038	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	50	0	0.000	N-S(1):	0.394 *
	TH	1.00	240	1,600	0.181 *	N-S(2):	0.000
	LT	1.00	70	1,600	0.044	E-W(1):	0.306 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.197
	TH	2.00	480	3,200	0.159		
	LT	1.00	90	1,600	0.056 *	V/C:	0.700
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	1.00	200	1,600	0.213 *	ITS:	0.000
	LT	1.00	100	1,600	0.063		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.800
	TH	2.00	690	3,200	0.250 *		
	LT	1.00	60	1,600	0.038	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 12 - LA BREA AVENUE & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.013	N-S(1):	0.186 *
	TH	3.00	400	4,800	0.083	N-S(2):	0.158
	LT	1.00	60	1,600	0.038 *	E-W(1):	0.175 *
Westbound	RT	1.00	70	1,600	0.025	E-W(2):	0.141
	TH	2.00	330	3,200	0.103		
	LT	1.00	50	1,600	0.031 *	V/C:	0.361
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	690	4,800	0.148 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	90	1,600	0.019	ICU:	0.461
	TH	1.00	230	1,600	0.144 *		
	LT	1.00	60	1,600	0.038	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.009	N-S(1):	0.215
	TH	3.00	720	4,800	0.150 *	N-S(2):	0.238 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.263 *
Westbound	RT	1.00	90	1,600	0.019	E-W(2):	0.197
	TH	2.00	410	3,200	0.128		
	LT	1.00	70	1,600	0.044 *	V/C:	0.501
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	3.00	620	4,800	0.140	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	1.00	130	1,600	0.038	ICU:	0.601
	TH	1.00	350	1,600	0.219 *		
	LT	1.00	110	1,600	0.069	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.006	N-S(1):	0.221
	TH	3.00	1,090	4,800	0.227 *	N-S(2):	0.340 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.319 *
Westbound	RT	1.00	90	1,600	0.019	E-W(2):	0.172
	TH	2.00	350	3,200	0.109		
	LT	1.00	70	1,600	0.044 *	V/C:	0.659
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	630	4,800	0.146	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	1.00	190	1,600	0.063	ICU:	0.759
	TH	1.00	440	1,600	0.275 *		
	LT	1.00	100	1,600	0.063	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 13 - LA CIENEGA BOULEVARD & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	1,050	1,600	0.656 *	N-S(1):	0.122
	TH	2.00	330	1,600	0.206	N-S(2):	1.019 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.344
Westbound	RT	1.00	160	1,600	0.100	E-W(2):	0.571 *
	TH	3.00	550	4,800	0.115 *		
	LT	1.00	100	1,600	0.063	V/C:	1.590
Northbound	RT	1.00	70	1,600	0.013	Lost Time:	0.100
	TH	2.00	250	3,200	0.078	ITS:	0.000
	LT	1.00	580	1,600	0.363 *		
Eastbound	RT	1.00	740	1,600	0.281	ICU:	1.690
	TH	3.00	360	4,800	0.075		
	LT	1.00	730	1,600	0.456 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	1,290	1,600	0.806 *	N-S(1):	0.116
	TH	2.00	140	1,600	0.088	N-S(2):	1.306 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.182
Westbound	RT	1.00	90	1,600	0.056	E-W(2):	0.936 *
	TH	3.00	590	4,800	0.123 *		
	LT	1.00	70	1,600	0.044	V/C:	2.242
Northbound	RT	1.00	120	1,600	0.053	Lost Time:	0.100
	TH	2.00	170	3,200	0.053	ITS:	0.000
	LT	1.00	800	1,600	0.500 *		
Eastbound	RT	1.00	600	1,600	0.125	ICU:	2.342
	TH	3.00	660	4,800	0.138		
	LT	1.00	1,300	1,600	0.813 *	LOS:	F

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	1,080	1,600	0.675 *	N-S(1):	0.225
	TH	2.00	200	1,600	0.125	N-S(2):	1.344 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.182
Westbound	RT	1.00	80	1,600	0.050	E-W(2):	0.815 *
	TH	3.00	460	4,800	0.096 *		
	LT	1.00	60	1,600	0.038	V/C:	2.159
Northbound	RT	1.00	240	1,600	0.131	Lost Time:	0.100
	TH	2.00	360	3,200	0.113	ITS:	0.000
	LT	1.00	1,070	1,600	0.669 *		
Eastbound	RT	1.00	720	1,600	0.116	ICU:	2.259
	TH	3.00	690	4,800	0.144		
	LT	1.00	1,150	1,600	0.719 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 15 - AVIATION BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	210	1,600	0.131	N-S(1):	0.285
	TH	3.00	880	4,800	0.183 *	N-S(2):	0.301 *
	LT	1.00	90	1,600	0.056	E-W(1):	0.185
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.479 *
	TH	3.00	2,000	4,800	0.429 *		
	LT	2.00	310	2,880	0.108	V/C:	0.780
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	3.00	970	4,800	0.229	ITS:	0.000
	LT	2.00	340	2,880	0.118 *		
Eastbound	RT	1.00	70	1,600	0.000	ICU:	0.880
	TH	3.00	370	4,800	0.077		
	LT	1.00	80	1,600	0.050 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	180	1,600	0.113	N-S(1):	0.237 *
	TH	3.00	620	4,800	0.129	N-S(2):	0.198
	LT	1.00	130	1,600	0.081 *	E-W(1):	0.323 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.314
	TH	3.00	920	4,800	0.208		
	LT	2.00	460	2,880	0.160 *	V/C:	0.560
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	3.00	570	4,800	0.156 *	ITS:	0.000
	LT	2.00	200	2,880	0.069		
Eastbound	RT	1.00	220	1,600	0.103	ICU:	0.660
	TH	3.00	780	4,800	0.163 *		
	LT	1.00	170	1,600	0.106	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.044	N-S(1):	0.277 *
	TH	3.00	410	4,800	0.085	N-S(2):	0.158
	LT	1.00	70	1,600	0.044 *	E-W(1):	0.500 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.330
	TH	3.00	720	4,800	0.167		
	LT	2.00	210	2,880	0.073 *	V/C:	0.777
Northbound	RT	0.00	310	0	0.000	Lost Time:	0.100
	TH	3.00	810	4,800	0.233 *	ITS:	0.000
	LT	2.00	210	2,880	0.073		
Eastbound	RT	1.00	500	1,600	0.276	ICU:	0.877
	TH	3.00	2,050	4,800	0.427 *		
	LT	1.00	260	1,600	0.163	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 17 - AVIATION BLVD. / FLORENCE AVENUE & MANCHESTER AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	320	1,600	0.200 *	N-S(1):	0.163
	TH	2.00	500	3,200	0.156	N-S(2):	0.481 *
	LT	0.00	0	0	0.000	E-W(1):	0.186
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.285 *
	TH	3.00	880	4,800	0.185 *		
	LT	1.00	60	1,600	0.038	V/C:	0.766
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	2.00	430	3,200	0.163	ITS:	0.000
	LT	1.00	450	1,600	0.281 *		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.866
	TH	3.00	530	4,800	0.148		
	LT	1.00	160	1,600	0.100 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	240	1,600	0.150 *	N-S(1):	0.122
	TH	2.00	300	3,200	0.094	N-S(2):	0.488 *
	LT	0.00	0	0	0.000	E-W(1):	0.367 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.330
	TH	3.00	910	4,800	0.192		
	LT	1.00	70	1,600	0.044 *	V/C:	0.855
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	2.00	250	3,200	0.122	ITS:	0.000
	LT	1.00	540	1,600	0.338 *		
Eastbound	RT	0.00	440	0	0.000	ICU:	0.955
	TH	3.00	1,110	4,800	0.323 *		
	LT	1.00	220	1,600	0.138	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	200	1,600	0.125	N-S(1):	0.269
	TH	2.00	710	3,200	0.222 *	N-S(2):	0.416 *
	LT	0.00	0	0	0.000	E-W(1):	0.364
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.441 *
	TH	3.00	780	4,800	0.165 *		
	LT	1.00	90	1,600	0.056	V/C:	0.857
Northbound	RT	0.00	150	0	0.000	Lost Time:	0.100
	TH	2.00	710	3,200	0.269	ITS:	0.000
	LT	1.00	310	1,600	0.194 *		
Eastbound	RT	0.00	450	0	0.000	ICU:	0.957
	TH	3.00	1,030	4,800	0.308		
	LT	1.00	442	1,600	0.276 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 18 - AVIATION BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	150	1,600	0.066	N-S(1):	0.319 *
	TH	4.00	520	6,400	0.081	N-S(2):	0.230
	LT	2.00	110	2,880	0.038 *	E-W(1):	0.305
Westbound	RT	1.00	530	1,600	0.293	E-W(2):	0.331 *
	TH	4.00	1,940	6,400	0.303 *		
	LT	2.00	510	2,880	0.177	V/C:	0.650
Northbound	RT	1.00	580	1,600	0.185	Lost Time:	0.100
	TH	3.00	1,350	4,800	0.281 *	ITS:	0.000
	LT	2.00	430	2,880	0.149		
Eastbound	RT	1.00	90	1,600	0.000	ICU:	0.750
	TH	4.00	820	6,400	0.128		
	LT	2.00	80	2,880	0.028 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.075	N-S(1):	0.336 *
	TH	4.00	710	6,400	0.111	N-S(2):	0.212
	LT	2.00	410	2,880	0.142 *	E-W(1):	0.383 *
Westbound	RT	1.00	320	1,600	0.058	E-W(2):	0.305
	TH	4.00	1,550	6,400	0.242		
	LT	2.00	430	2,880	0.149 *	V/C:	0.719
Northbound	RT	1.00	550	1,600	0.194 *	Lost Time:	0.100
	TH	3.00	650	4,800	0.135	ITS:	0.000
	LT	2.00	290	2,880	0.101		
Eastbound	RT	1.00	240	1,600	0.049	ICU:	0.819
	TH	4.00	1,500	6,400	0.234 *		
	LT	2.00	180	2,880	0.063	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.054	N-S(1):	0.340 *
	TH	4.00	1,220	6,400	0.191	N-S(2):	0.285
	LT	2.00	520	2,880	0.181 *	E-W(1):	0.487 *
Westbound	RT	1.00	250	1,600	0.000	E-W(2):	0.303
	TH	4.00	1,410	6,400	0.220		
	LT	2.00	460	2,880	0.160 *	V/C:	0.827
Northbound	RT	1.00	510	1,600	0.159 *	Lost Time:	0.100
	TH	3.00	720	4,800	0.150	ITS:	0.000
	LT	2.00	270	2,880	0.094		
Eastbound	RT	1.00	360	1,600	0.131	ICU:	0.927
	TH	4.00	2,090	6,400	0.327 *		
	LT	2.00	240	2,880	0.083	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 20 - AVIATION BOULEVARD & WEST 120TH STREET
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.297 *
	TH	2.00	720	3,200	0.231	N-S(2):	0.262
	LT	1.00	50	1,600	0.031 *	E-W(1):	0.153
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.269 *
	TH	2.00	50	1,600	0.263 *		
	LT	0.00	230	1,600	0.144	V/C:	0.566
Northbound	RT	1.00	50	1,600	0.000	Lost Time:	0.100
	TH	2.00	850	3,200	0.266 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.666
	TH	2.00	10	3,200	0.009		
	LT	0.00	10	1,600	0.006 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.281 *
	TH	2.00	550	3,200	0.178	N-S(2):	0.222
	LT	1.00	130	1,600	0.081 *	E-W(1):	0.113
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.151 *
	TH	2.00	20	1,600	0.138 *		
	LT	0.00	140	1,600	0.088	V/C:	0.432
Northbound	RT	1.00	110	1,600	0.025	Lost Time:	0.100
	TH	2.00	640	3,200	0.200 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	40	1,600	0.025	ICU:	0.532
	TH	2.00	10	1,600	0.019		
	LT	0.00	20	1,600	0.013 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.385 *
	TH	2.00	980	3,200	0.309	N-S(2):	0.322
	LT	1.00	180	1,600	0.113 *	E-W(1):	0.125
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.163 *
	TH	2.00	10	1,600	0.144 *		
	LT	0.00	130	1,600	0.081	V/C:	0.548
Northbound	RT	1.00	190	1,600	0.078	Lost Time:	0.100
	TH	2.00	870	3,200	0.272 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.648
	TH	2.00	60	3,200	0.044		
	LT	0.00	30	1,600	0.019 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 21 - LINCOLN BOULEVARD & BAILI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	430	0	0.000	N-S(1):	0.311
	TH	3.00	1,260	4,800	0.352 *	N-S(2):	0.427 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.144 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	1.00	10	1,600	0.019 *		
	LT	0.00	10	1,600	0.006	V/C:	0.571
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	3.00	1,370	4,800	0.292	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	1.00	250	1,600	0.119	ICU:	0.671
	TH	0.06	10	89	0.113		
	LT	1.94	350	2,800	0.125 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	520	0	0.000	N-S(1):	0.360
	TH	3.00	1,220	4,800	0.363 *	N-S(2):	0.413 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.162 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.000
	TH	1.00	10	1,600	0.031 *		
	LT	0.00	10	1,600	0.006	V/C:	0.575
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	1,560	4,800	0.329	ITS:	0.000
	LT	1.00	80	1,600	0.050 *		
Eastbound	RT	1.00	250	1,600	0.131 *	ICU:	0.675
	TH	0.05	10	86	0.116		
	LT	1.95	360	2,802	0.128	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	680	0	0.000	N-S(1):	0.365
	TH	3.00	1,730	4,800	0.502 *	N-S(2):	0.615 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.208 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.000
	TH	1.00	10	1,600	0.038 *		
	LT	0.00	10	1,600	0.006	V/C:	0.823
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,620	4,800	0.340	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	1.00	280	1,600	0.119	ICU:	0.923
	TH	0.00	0	0	0.000		
	LT	2.00	490	2,880	0.170 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 23 - CENTINELA AVENUE & JEFFERSON BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR, EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	660	1,600	0.239 *	N-S(1):	0.178
	TH	2.00	20	3,200	0.006	N-S(2):	0.246 *
	LT	2.00	500	2,880	0.174	E-W(1):	0.201
Westbound	RT	1.00	390	1,600	0.070	E-W(2):	0.393 *
	TH	3.00	1,050	4,800	0.219 *		
	LT	2.00	20	2,880	0.007	V/C:	0.639
Northbound	RT	1.00	10	1,600	0.003	Lost Time:	0.100
	TH	3.00	20	4,800	0.004	ITS:	0.000
	LT	2.00	20	2,880	0.007 *		
Eastbound	RT	1.00	10	1,600	0.000	ICU:	0.739
	TH	3.00	930	4,800	0.194		
	LT	2.00	500	2,880	0.174 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	420	1,600	0.131	N-S(1):	0.164 *
	TH	2.00	20	3,200	0.006	N-S(2):	0.141
	LT	2.00	430	2,880	0.149 *	E-W(1):	0.209
Westbound	RT	1.00	300	1,600	0.038	E-W(2):	0.340 *
	TH	3.00	1,000	4,800	0.208 *		
	LT	2.00	20	2,880	0.007	V/C:	0.504
Northbound	RT	1.00	30	1,600	0.015 *	Lost Time:	0.100
	TH	3.00	20	4,800	0.004	ITS:	0.000
	LT	2.00	30	2,880	0.010		
Eastbound	RT	1.00	20	1,600	0.002	ICU:	0.604
	TH	3.00	970	4,800	0.202		
	LT	2.00	380	2,880	0.132 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	450	1,600	0.038	N-S(1):	0.344 *
	TH	2.00	10	3,200	0.003	N-S(2):	0.045
	LT	2.00	960	2,880	0.333 *	E-W(1):	0.224
Westbound	RT	1.00	480	1,600	0.000	E-W(2):	0.476 *
	TH	3.00	1,120	4,800	0.233 *		
	LT	2.00	10	2,880	0.003	V/C:	0.820
Northbound	RT	1.00	20	1,600	0.011 *	Lost Time:	0.100
	TH	3.00	20	4,800	0.004	ITS:	0.000
	LT	2.00	20	2,880	0.007		
Eastbound	RT	1.00	10	1,600	0.000	ICU:	0.920
	TH	3.00	1,060	4,800	0.221		
	LT	2.00	700	2,880	0.243 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 25 - LA BREA AVENUE & CENTINELA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	160	1,600	0.059	N-S(1):	0.310
	TH	2.00	760	3,200	0.238 *	N-S(2):	0.407 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.138
Westbound	RT	1.00	280	1,600	0.131	E-W(2):	0.365 *
	TH	2.00	910	3,200	0.284 *		
	LT	1.00	40	1,600	0.025	V/C:	0.772
Northbound	RT	1.00	20	1,600	0.000	Lost Time:	0.100
	TH	2.00	710	3,200	0.222	ITS:	0.000
	LT	1.00	270	1,600	0.169 *		
Eastbound	RT	1.00	120	1,600	0.000	ICU:	0.872
	TH	2.00	360	3,200	0.113		
	LT	1.00	130	1,600	0.081 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	170	1,600	0.047	N-S(1):	0.341
	TH	2.00	850	3,200	0.266 *	N-S(2):	0.391 *
	LT	1.00	220	1,600	0.138	E-W(1):	0.204
Westbound	RT	1.00	150	1,600	0.025	E-W(2):	0.294 *
	TH	2.00	560	3,200	0.175 *		
	LT	1.00	60	1,600	0.038	V/C:	0.685
Northbound	RT	1.00	50	1,600	0.013	Lost Time:	0.100
	TH	2.00	650	3,200	0.203	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	210	1,600	0.069	ICU:	0.785
	TH	2.00	530	3,200	0.166		
	LT	1.00	190	1,600	0.119 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.003	N-S(1):	0.519 *
	TH	2.00	1,070	3,200	0.334	N-S(2):	0.453
	LT	1.00	280	1,600	0.175 *	E-W(1):	0.360 *
Westbound	RT	1.00	220	1,600	0.050	E-W(2):	0.316
	TH	2.00	630	3,200	0.197		
	LT	1.00	70	1,600	0.044 *	V/C:	0.879
Northbound	RT	1.00	50	1,600	0.009	Lost Time:	0.100
	TH	2.00	1,100	3,200	0.344 *	ITS:	0.000
	LT	1.00	190	1,600	0.119		
Eastbound	RT	1.00	260	1,600	0.103	ICU:	0.979
	TH	2.00	1,010	3,200	0.316 *		
	LT	1.00	190	1,600	0.119	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 26 - LA CIENEGA BOULEVARD & CENTINELA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.609 *
	TH	3.00	2,210	4,800	0.465	N-S(2):	0.479
	LT	2.00	170	2,880	0.059 *	E-W(1):	0.288 *
Westbound	RT	1.00	260	1,600	0.133	E-W(2):	0.250
	TH	3.00	1,200	4,800	0.250		
	LT	1.00	260	1,600	0.163 *	V/C:	0.897
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	2,600	4,800	0.550 *	ITS:	0.000
	LT	2.00	40	2,880	0.014		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.997
	TH	3.00	400	4,800	0.125 *		
	LT	0.00	0	0	0.000	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.429 *
	TH	3.00	1,640	4,800	0.350	N-S(2):	0.426
	LT	2.00	150	2,880	0.052 *	E-W(1):	0.296 *
Westbound	RT	1.00	140	1,600	0.061	E-W(2):	0.175
	TH	3.00	840	4,800	0.175		
	LT	1.00	180	1,600	0.113 *	V/C:	0.725
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	3.00	1,720	4,800	0.377 *	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.825
	TH	3.00	680	4,800	0.183 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.634 *
	TH	3.00	2,170	4,800	0.456	N-S(2):	0.498
	LT	2.00	370	2,880	0.128 *	E-W(1):	0.377 *
Westbound	RT	1.00	170	1,600	0.042	E-W(2):	0.194
	TH	3.00	930	4,800	0.194		
	LT	1.00	160	1,600	0.100 *	V/C:	1.011
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	3.00	2,300	4,800	0.506 *	ITS:	0.000
	LT	2.00	120	2,880	0.042		
Eastbound	RT	0.00	250	0	0.000	ICU:	1.111
	TH	3.00	1,080	4,800	0.277 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 27 - LA TIEJERA BOULEVARD & CENTINELA BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	190	0	0.000	N-S(1):	0.223
	TH	3.00	1,220	4,800	0.294 *	N-S(2):	0.350 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.160
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.312 *
	TH	3.00	1,100	4,800	0.231 *		
	LT	2.00	160	2,880	0.056	V/C:	0.662
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	810	4,800	0.198	ITS:	0.000
	LT	2.00	160	2,880	0.056 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.762
	TH	3.00	440	4,800	0.104		
	LT	1.00	130	1,600	0.081 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.285 *
	TH	3.00	810	4,800	0.194	N-S(2):	0.257
	LT	1.00	80	1,600	0.050 *	E-W(1):	0.236
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.256 *
	TH	3.00	820	4,800	0.175 *		
	LT	2.00	210	2,880	0.073	V/C:	0.541
Northbound	RT	0.00	220	0	0.000	Lost Time:	0.100
	TH	3.00	910	4,800	0.235 *	ITS:	0.000
	LT	2.00	180	2,880	0.063		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.641
	TH	3.00	690	4,800	0.163		
	LT	1.00	130	1,600	0.081 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.482 *
	TH	3.00	990	4,800	0.233	N-S(2):	0.302
	LT	1.00	140	1,600	0.088 *	E-W(1):	0.267
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.333 *
	TH	3.00	960	4,800	0.202 *		
	LT	2.00	200	2,880	0.069	V/C:	0.815
Northbound	RT	0.00	350	0	0.000	Lost Time:	0.100
	TH	3.00	1,540	4,800	0.394 *	ITS:	0.000
	LT	2.00	200	2,880	0.069		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.915
	TH	3.00	900	4,800	0.198		
	LT	1.00	210	1,600	0.131 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 34 - LA BREA AVENUE / HAWTHORNE BOULEVARD & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.028	N-S(1):	0.212 *
	TH	3.00	535	4,800	0.111	N-S(2):	0.198
	LT	1.00	90	1,600	0.056 *	E-W(1):	0.196
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.347 *
	TH	3.00	1,136	4,800	0.266 *		
	LT	1.00	80	1,600	0.050	V/C:	0.559
Northbound	RT	1.00	70	1,600	0.019	Lost Time:	0.100
	TH	3.00	750	4,800	0.156 *	ITS:	0.000
	LT	1.00	139	1,600	0.087		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.659
	TH	3.00	500	4,800	0.146		
	LT	1.00	130	1,600	0.081 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.038	N-S(1):	0.269
	TH	3.00	736	4,800	0.153 *	N-S(2):	0.284 *
	LT	1.00	220	1,600	0.138	E-W(1):	0.283
Westbound	RT	0.00	150	0	0.000	E-W(2):	0.299 *
	TH	3.00	864	4,800	0.211 *		
	LT	1.00	120	1,600	0.075	V/C:	0.583
Northbound	RT	1.00	160	1,600	0.063	Lost Time:	0.100
	TH	3.00	630	4,800	0.131	ITS:	0.000
	LT	1.00	210	1,600	0.131 *		
Eastbound	RT	0.00	240	0	0.000	ICU:	0.683
	TH	3.00	760	4,800	0.208		
	LT	1.00	140	1,600	0.088 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.016	N-S(1):	0.319
	TH	3.00	1,000	4,800	0.208 *	N-S(2):	0.377 *
	LT	1.00	240	1,600	0.150	E-W(1):	0.398 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.346
	TH	3.00	1,013	4,800	0.240		
	LT	1.00	140	1,600	0.088 *	V/C:	0.775
Northbound	RT	1.00	140	1,600	0.044	Lost Time:	0.100
	TH	3.00	810	4,800	0.169	ITS:	0.000
	LT	1.00	270	1,600	0.169 *		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.875
	TH	3.00	1,310	4,800	0.310 *		
	LT	1.00	170	1,600	0.106	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 35 - INGLEWOOD AVENUE & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.200
	TH	1.00	140	1,600	0.194 *	N-S(2):	0.288 *
	LT	1.00	90	1,600	0.056	E-W(1):	0.152
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.356 *
	TH	3.00	1,330	4,800	0.300 *		
	LT	1.00	40	1,600	0.025	V/C:	0.644
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	1.00	170	1,600	0.144	ITS:	0.000
	LT	1.00	150	1,600	0.094 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.744
	TH	3.00	550	4,800	0.127		
	LT	1.00	90	1,600	0.056 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.269
	TH	1.00	170	1,600	0.213 *	N-S(2):	0.294 *
	LT	1.00	130	1,600	0.081	E-W(1):	0.280
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.315 *
	TH	3.00	980	4,800	0.227 *		
	LT	1.00	100	1,600	0.063	V/C:	0.609
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	1.00	210	1,600	0.188	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.709
	TH	3.00	940	4,800	0.217		
	LT	1.00	140	1,600	0.088 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.312
	TH	1.00	360	1,600	0.325 *	N-S(2):	0.394 *
	LT	1.00	130	1,600	0.081	E-W(1):	0.435 *
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.396
	TH	3.00	1,120	4,800	0.258		
	LT	1.00	90	1,600	0.056 *	V/C:	0.829
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	1.00	260	1,600	0.231	ITS:	0.000
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	0.00	240	0	0.000	ICU:	0.929
	TH	3.00	1,580	4,800	0.379 *		
	LT	1.00	220	1,600	0.138	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 36 - LA CIENEGA BOULEVARD & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	620	3,200	0.088	N-S(1):	0.078
	TH	2.00	430	3,200	0.134 *	N-S(2):	0.422 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.455 *
Westbound	RT	0.00	420	1,600	0.263	E-W(2):	0.369
	TH	4.00	810	4,800	0.169		
	LT	1.00	500	1,600	0.313 *	V/C:	0.877
Northbound	RT	2.00	350	3,200	0.000	Lost Time:	0.100
	TH	2.00	10	3,200	0.003	ITS:	0.000
	LT	1.00	460	1,600	0.288 *		
Eastbound	RT	2.00	350	3,200	0.000	ICU:	0.977
	TH	3.00	680	4,800	0.142 *		
	LT	1.00	170	1,600	0.106	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	840	3,200	0.175 *	N-S(1):	0.197
	TH	2.00	320	3,200	0.100	N-S(2):	0.256 *
	LT	1.00	260	1,600	0.163	E-W(1):	0.373
Westbound	RT	0.00	550	1,600	0.344 *	E-W(2):	0.432 *
	TH	4.00	466	4,800	0.097		
	LT	1.00	160	1,600	0.100	V/C:	0.688
Northbound	RT	2.00	410	3,200	0.028	Lost Time:	0.100
	TH	2.00	110	3,200	0.034	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	2.00	520	3,200	0.081	ICU:	0.788
	TH	3.00	1,310	4,800	0.273		
	LT	1.00	140	1,600	0.088 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.71	500	2,735	0.089	N-S(1):	0.400 *
	TH	2.29	670	3,665	0.183	N-S(2):	0.339
	LT	1.00	360	1,600	0.225 *	E-W(1):	0.384
Westbound	RT	0.00	740	1,600	0.463 *	E-W(2):	0.557 *
	TH	4.00	160	4,800	0.033		
	LT	1.00	220	1,600	0.138	V/C:	0.957
Northbound	RT	2.00	1,000	3,200	0.175 *	Lost Time:	0.100
	TH	2.00	60	3,200	0.019	ITS:	0.000
	LT	1.00	250	1,600	0.156		
Eastbound	RT	2.00	520	3,200	0.006	ICU:	1.057
	TH	3.00	1,180	4,800	0.246		
	LT	1.00	150	1,600	0.094 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 37 - PRAIRIE AVENUE & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.286 *
	TH	3.00	690	4,800	0.171	N-S(2):	0.252
	LT	1.00	180	1,600	0.113 *	E-W(1):	0.127
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.292 *
	TH	3.00	990	4,800	0.248 *		
	LT	1.00	50	1,600	0.031	V/C:	0.578
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	3.00	730	4,800	0.173 *	ITS:	0.000
	LT	1.00	130	1,600	0.081		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.678
	TH	3.00	380	4,800	0.096		
	LT	1.00	70	1,600	0.044 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.344 *
	TH	3.00	680	4,800	0.165	N-S(2):	0.240
	LT	1.00	300	1,600	0.188 *	E-W(1):	0.313 *
Westbound	RT	0.00	300	0	0.000	E-W(2):	0.262
	TH	3.00	690	4,800	0.206		
	LT	1.00	150	1,600	0.094 *	V/C:	0.657
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	630	4,800	0.156 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.757
	TH	3.00	910	4,800	0.219 *		
	LT	1.00	90	1,600	0.056	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.438 *
	TH	3.00	1,060	4,800	0.246	N-S(2):	0.377
	LT	1.00	340	1,600	0.213 *	E-W(1):	0.394 *
Westbound	RT	0.00	410	1,600	0.256	E-W(2):	0.356
	TH	3.00	740	3,200	0.231		
	LT	1.00	170	1,600	0.106 *	V/C:	0.832
Northbound	RT	0.00	220	0	0.000	Lost Time:	0.100
	TH	3.00	860	4,800	0.225 *	ITS:	0.000
	LT	1.00	210	1,600	0.131		
Eastbound	RT	0.00	160	0	0.000	ICU:	0.932
	TH	3.00	1,220	4,800	0.288 *		
	LT	1.00	160	1,600	0.100	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 39 - NB I-405 RAMPS & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.081
	TH	0.00	0	0	0.000 *	N-S(2):	0.285 *
	LT	0.00	0	0	0.000	E-W(1):	0.184
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.375 *
	TH	3.00	1,670	4,800	0.375 *		
	LT	0.00	0	0	0.000	V/C:	0.660
Northbound	RT	1.00	130	1,600	0.081	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	820	2,880	0.285 *		
Eastbound	RT	1.97	580	3,146	0.000	ICU:	0.760
	TH	2.03	600	3,254	0.184		
	LT	1.00	0	1,600	0.000 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.106
	TH	0.00	0	0	0.000 *	N-S(2):	0.188 *
	LT	0.00	0	0	0.000	E-W(1):	0.309 *
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.269
	TH	3.00	1,200	4,800	0.269		
	LT	0.00	0	0	0.000 *	V/C:	0.497
Northbound	RT	1.00	170	1,600	0.106	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	540	2,880	0.188 *		
Eastbound	RT	2.00	990	3,200	0.000	ICU:	0.597
	TH	2.00	990	3,200	0.309 *		
	LT	1.00	0	1,600	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.231 *
	TH	0.00	0	0	0.000	N-S(2):	0.128
	LT	0.00	0	0	0.000 *	E-W(1):	0.398 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.296
	TH	3.00	1,360	4,800	0.296		
	LT	0.00	0	0	0.000 *	V/C:	0.629
Northbound	RT	1.00	370	1,600	0.231 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	370	2,880	0.128		
Eastbound	RT	1.40	890	2,234	0.000	ICU:	0.729
	TH	2.60	1,660	4,166	0.398 *		
	LT	1.00	0	1,600	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 46 - DOUGLAS STREET & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.000	N-S(1):	0.195
	TH	2.00	240	3,200	0.075 *	N-S(2):	0.224 *
	LT	2.00	130	2,880	0.045	E-W(1):	0.190
Westbound	RT	1.00	490	1,600	0.284	E-W(2):	0.538 *
	TH	3.00	1,770	4,800	0.369 *		
	LT	2.00	230	2,880	0.080	V/C:	0.762
Northbound	RT	1.00	70	1,600	0.004	Lost Time:	0.100
	TH	2.00	480	3,200	0.150	ITS:	0.000
	LT	2.00	430	2,880	0.149 *		
Eastbound	RT	0.00	160	0	0.000	ICU:	0.862
	TH	3.00	370	4,800	0.110		
	LT	1.00	270	1,600	0.169 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.034	N-S(1):	0.185 *
	TH	2.00	320	3,200	0.100	N-S(2):	0.173
	LT	2.00	220	2,880	0.076 *	E-W(1):	0.250
Westbound	RT	1.00	370	1,600	0.193 *	E-W(2):	0.399 *
	TH	3.00	890	4,800	0.185		
	LT	2.00	120	2,880	0.042	V/C:	0.584
Northbound	RT	1.00	140	1,600	0.067	Lost Time:	0.100
	TH	2.00	350	3,200	0.109 *	ITS:	0.000
	LT	2.00	210	2,880	0.073		
Eastbound	RT	0.00	260	0	0.000	ICU:	0.684
	TH	3.00	740	4,800	0.208		
	LT	1.00	330	1,600	0.206 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.009	N-S(1):	0.350 *
	TH	2.00	810	3,200	0.253	N-S(2):	0.305
	LT	2.00	450	2,880	0.156 *	E-W(1):	0.526 *
Westbound	RT	1.00	180	1,600	0.034	E-W(2):	0.213
	TH	3.00	690	4,800	0.144		
	LT	2.00	140	2,880	0.049 *	V/C:	0.876
Northbound	RT	1.00	330	1,600	0.182	Lost Time:	0.100
	TH	2.00	620	3,200	0.194 *	ITS:	0.000
	LT	2.00	150	2,880	0.052		
Eastbound	RT	0.00	380	0	0.000	ICU:	0.976
	TH	3.00	1,910	4,800	0.477 *		
	LT	1.00	110	1,600	0.069	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 47 - DOUGLAS STREET & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.000	N-S(1):	0.082 *
	TH	1.00	30	1,600	0.019	N-S(2):	0.000
	LT	1.00	30	1,600	0.019 *	E-W(1):	0.242
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.309 *
	TH	3.00	1,220	4,800	0.271 *		
	LT	2.00	270	2,880	0.094	V/C:	0.391
Northbound	RT	2.00	140	3,200	0.000	Lost Time:	0.100
	TH	1.00	30	1,600	0.019	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	230	0	0.000	ICU:	0.491
	TH	3.00	480	4,800	0.148		
	LT	1.00	60	1,600	0.038 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.006	N-S(1):	0.075 *
	TH	0.67	30	1,067	0.028	N-S(2):	0.000
	LT	1.33	60	1,920	0.031 *	E-W(1):	0.166 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.159
	TH	3.00	540	4,800	0.121		
	LT	2.00	90	2,880	0.031 *	V/C:	0.241
Northbound	RT	2.00	180	3,200	0.025	Lost Time:	0.100
	TH	1.00	20	1,600	0.013	ITS:	0.000
	LT	1.00	70	1,600	0.044 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.341
	TH	3.00	550	4,800	0.135 *		
	LT	1.00	60	1,600	0.038	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.009	N-S(1):	0.135 *
	TH	0.60	30	960	0.031	N-S(2):	0.000
	LT	1.40	70	2,016	0.035 *	E-W(1):	0.257 *
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.166
	TH	3.00	600	4,800	0.135		
	LT	2.00	70	2,880	0.024 *	V/C:	0.392
Northbound	RT	2.00	390	3,200	0.098	Lost Time:	0.100
	TH	1.00	30	1,600	0.019	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.492
	TH	3.00	1,020	4,800	0.233 *		
	LT	1.00	50	1,600	0.031	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 48 - DOUGLAS STREET & MARIPOSA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.127
	TH	3.00	290	4,800	0.079 *	N-S(2):	0.273 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.044 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.009 *		
	LT	0.00	10	1,600	0.006	V/C:	0.317
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	3.00	550	4,800	0.121	ITS:	0.000
	LT	1.00	310	1,600	0.194 *		
Eastbound	RT	1.00	190	1,600	0.022	ICU:	0.417
	TH	0.20	10	320	0.031		
	LT	1.80	90	2,592	0.035 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.167
	TH	3.00	500	4,800	0.125 *	N-S(2):	0.225 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.122 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.009 *		
	LT	0.00	10	1,600	0.006	V/C:	0.347
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	700	4,800	0.154	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	1.00	260	1,600	0.113 *	ICU:	0.447
	TH	0.25	20	400	0.050		
	LT	1.75	140	2,520	0.056	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.148
	TH	3.00	620	4,800	0.142 *	N-S(2):	0.267 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.234 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.009 *		
	LT	0.00	10	1,600	0.006	V/C:	0.501
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	670	4,800	0.142	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	460	1,600	0.225 *	ICU:	0.601
	TH	0.07	10	114	0.088		
	LT	1.93	270	2,777	0.097	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 49 - DOUGLAS STREET & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.050	N-S(1):	0.136 *
	TH	1.00	40	1,600	0.025	N-S(2):	0.094
	LT	2.00	120	2,880	0.042 *	E-W(1):	0.186
Westbound	RT	1.00	530	1,600	0.290	E-W(2):	0.434 *
	TH	3.00	1,780	4,800	0.371 *		
	LT	2.00	80	2,880	0.028	V/C:	0.570
Northbound	RT	1.00	20	1,600	0.000	Lost Time:	0.100
	TH	1.00	150	1,600	0.094 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	1.00	50	1,600	0.009	ICU:	0.670
	TH	3.00	760	4,800	0.158		
	LT	2.00	180	2,880	0.063 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	270	1,600	0.127 *	N-S(1):	0.141
	TH	1.00	80	1,600	0.050	N-S(2):	0.190 *
	LT	2.00	280	2,880	0.097	E-W(1):	0.329
Westbound	RT	1.00	240	1,600	0.053	E-W(2):	0.448 *
	TH	3.00	1,750	4,800	0.365 *		
	LT	2.00	40	2,880	0.014	V/C:	0.638
Northbound	RT	1.00	60	1,600	0.031	Lost Time:	0.100
	TH	1.00	70	1,600	0.044	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	1.00	130	1,600	0.050	ICU:	0.738
	TH	3.00	1,510	4,800	0.315		
	LT	2.00	240	2,880	0.083 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	290	1,600	0.153	N-S(1):	0.196
	TH	1.00	360	1,600	0.225 *	N-S(2):	0.300 *
	LT	2.00	420	2,880	0.146	E-W(1):	0.383
Westbound	RT	1.00	190	1,600	0.000	E-W(2):	0.389 *
	TH	3.00	1,600	4,800	0.333 *		
	LT	2.00	30	2,880	0.010	V/C:	0.689
Northbound	RT	1.00	60	1,600	0.032	Lost Time:	0.100
	TH	1.00	80	1,600	0.050	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	1.00	140	1,600	0.050	ICU:	0.789
	TH	3.00	1,790	4,800	0.373		
	LT	2.00	160	2,880	0.056 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 51 - HAWTHORNE BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.019	N-S(1):	0.227
	TH	3.00	850	4,800	0.177 *	N-S(2):	0.278 *
	LT	2.00	270	2,880	0.094	E-W(1):	0.246
Westbound	RT	0.00	290	0	0.000	E-W(2):	0.342 *
	TH	3.00	1,110	4,800	0.292 *		
	LT	1.00	170	1,600	0.106	V/C:	0.620
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	4.00	740	6,400	0.133	ITS:	0.000
	LT	2.00	290	2,880	0.101 *		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.720
	TH	3.00	520	4,800	0.140		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.031	N-S(1):	0.287
	TH	3.00	1,020	4,800	0.213 *	N-S(2):	0.331 *
	LT	2.00	300	2,880	0.104	E-W(1):	0.342 *
Westbound	RT	0.00	220	0	0.000	E-W(2):	0.279
	TH	3.00	640	4,800	0.179		
	LT	1.00	240	1,600	0.150 *	V/C:	0.673
Northbound	RT	0.00	200	0	0.000	Lost Time:	0.100
	TH	4.00	970	6,400	0.183	ITS:	0.000
	LT	2.00	340	2,880	0.118 *		
Eastbound	RT	0.00	280	0	0.000	ICU:	0.773
	TH	3.00	640	4,800	0.192 *		
	LT	1.00	160	1,600	0.100	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.016	N-S(1):	0.374
	TH	3.00	1,910	4,800	0.398 *	N-S(2):	0.499 *
	LT	2.00	430	2,880	0.149	E-W(1):	0.690 *
Westbound	RT	0.00	210	0	0.000	E-W(2):	0.321
	TH	3.00	820	4,800	0.215		
	LT	1.00	150	1,600	0.094 *	V/C:	1.189
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	4.00	1,230	6,400	0.225	ITS:	0.000
	LT	2.00	290	2,880	0.101 *		
Eastbound	RT	0.00	460	0	0.000	ICU:	1.289
	TH	3.00	2,400	4,800	0.596 *		
	LT	1.00	170	1,600	0.106	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 52 - INGLEWOOD AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.178
	TH	2.00	380	3,200	0.147 *	N-S(2):	0.285 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.182
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.330 *
	TH	3.00	1,260	4,800	0.292 *		
	LT	1.00	110	1,600	0.069	V/C:	0.615
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	2.00	410	3,200	0.153	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.715
	TH	3.00	410	4,800	0.113		
	LT	1.00	60	1,600	0.038 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.244
	TH	2.00	570	3,200	0.213 *	N-S(2):	0.376 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.278
Westbound	RT	0.00	220	0	0.000	E-W(2):	0.296 *
	TH	3.00	750	4,800	0.202 *		
	LT	1.00	140	1,600	0.088	V/C:	0.672
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	450	3,200	0.181	ITS:	0.000
	LT	1.00	260	1,600	0.163 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.772
	TH	3.00	740	4,800	0.190		
	LT	1.00	150	1,600	0.094 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.344
	TH	2.00	790	3,200	0.272 *	N-S(2):	0.372 *
	LT	1.00	130	1,600	0.081	E-W(1):	0.623 *
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.344
	TH	3.00	790	4,800	0.206		
	LT	1.00	180	1,600	0.113 *	V/C:	0.995
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	710	3,200	0.263	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	0.00	300	0	0.000	ICU:	1.095
	TH	3.00	2,150	4,800	0.510 *		
	LT	1.00	220	1,600	0.138	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 53 - LA CIENEGA BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : SBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	600	3,200	0.150 *	N-S(1):	0.104
	TH	0.00	0	0	0.000	N-S(2):	0.150 *
	LT	2.00	300	2,880	0.104	E-W(1):	0.106
Westbound	RT	0.00	560	0	0.000	E-W(2):	0.480 *
	TH	3.00	1,560	4,800	0.442 *		
	LT	0.00	0	0	0.000	V/C:	0.630
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.730
	TH	3.00	510	4,800	0.106		
	LT	1.00	60	1,600	0.038 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.92	370	3,075	0.077	N-S(1):	0.134 *
	TH	0.00	0	0	0.000	N-S(2):	0.077
	LT	2.08	400	2,992	0.134 *	E-W(1):	0.219
Westbound	RT	0.00	520	1,600	0.325 *	E-W(2):	0.369 *
	TH	3.00	960	3,200	0.300		
	LT	0.00	0	0	0.000	V/C:	0.503
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.603
	TH	3.00	1,050	4,800	0.219		
	LT	1.00	70	1,600	0.044 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.06	450	1,694	0.191	N-S(1):	0.295 *
	TH	0.00	0	0	0.000	N-S(2):	0.191
	LT	2.94	1,250	4,235	0.295 *	E-W(1):	0.504 *
Westbound	RT	0.00	570	1,600	0.356	E-W(2):	0.431
	TH	3.00	560	3,200	0.175		
	LT	0.00	0	0	0.000 *	V/C:	0.799
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.899
	TH	3.00	2,420	4,800	0.504 *		
	LT	1.00	120	1,600	0.075	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 54 - NASH STREET & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : Y
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.025	N-S(1):	0.072 *
	TH	2.00	160	3,200	0.050	N-S(2):	0.000
	LT	1.00	80	1,600	0.050 *	E-W(1):	0.194
Westbound	RT	0.00	350	0	0.000	E-W(2):	0.436 *
	TH	3.00	1,640	4,800	0.415 *		
	LT	2.00	150	2,880	0.052	V/C:	0.508
Northbound	RT	1.14	40	1,829	0.000	Lost Time:	0.100
	TH	0.86	30	1,371	0.022 *	ITS:	0.000
	LT	2.00	10	2,880	0.003		
Eastbound	RT	1.00	50	1,600	0.030	ICU:	0.608
	TH	3.00	680	4,800	0.142		
	LT	2.00	60	2,880	0.021 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.038	N-S(1):	0.091 *
	TH	1.11	100	1,778	0.056	N-S(2):	0.000
	LT	1.89	170	2,720	0.063 *	E-W(1):	0.251
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.271 *
	TH	3.00	1,090	4,800	0.250 *		
	LT	2.00	70	2,880	0.024	V/C:	0.362
Northbound	RT	1.11	50	1,778	0.004	Lost Time:	0.100
	TH	0.89	40	1,422	0.028 *	ITS:	0.000
	LT	2.00	10	2,880	0.003		
Eastbound	RT	1.00	40	1,600	0.023	ICU:	0.462
	TH	3.00	1,090	4,800	0.227		
	LT	2.00	60	2,880	0.021 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.031	N-S(1):	0.250 *
	TH	1.00	60	1,600	0.038	N-S(2):	0.000
	LT	2.00	520	2,880	0.181 *	E-W(1):	0.358 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.224
	TH	3.00	930	4,800	0.217		
	LT	2.00	30	2,880	0.010 *	V/C:	0.608
Northbound	RT	1.18	130	1,891	0.058	Lost Time:	0.100
	TH	0.82	90	1,309	0.069 *	ITS:	0.000
	LT	2.00	20	2,880	0.007		
Eastbound	RT	1.00	10	1,600	0.003	ICU:	0.708
	TH	3.00	1,670	4,800	0.348 *		
	LT	2.00	20	2,880	0.007	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 55 - SEPULVEDA BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	180	1,600	0.066	N-S(1):	0.521 *
	TH	4.00	1,010	6,400	0.158	N-S(2):	0.234
	LT	2.00	240	2,880	0.083 *	E-W(1):	0.167
Westbound	RT	1.00	240	1,600	0.108 *	E-W(2):	0.202 *
	TH	2.00	340	3,200	0.106		
	LT	2.00	140	2,880	0.049	V/C:	0.723
Northbound	RT	0.00	270	0	0.000	Lost Time:	0.100
	TH	4.00	2,530	6,400	0.438 *	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	1.00	250	1,600	0.118	ICU:	0.823
	TH	2.00	260	3,200	0.081		
	LT	1.00	150	1,600	0.094 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.022	N-S(1):	0.368
	TH	4.00	1,650	6,400	0.258 *	N-S(2):	0.396 *
	LT	2.00	190	2,880	0.066	E-W(1):	0.353 *
Westbound	RT	1.00	200	1,600	0.092	E-W(2):	0.197
	TH	2.00	370	3,200	0.116		
	LT	2.00	450	2,880	0.156 *	V/C:	0.743
Northbound	RT	0.00	330	0	0.000	Lost Time:	0.100
	TH	4.00	1,600	6,400	0.302	ITS:	0.000
	LT	2.00	380	2,880	0.132 *		
Eastbound	RT	1.00	420	1,600	0.197 *	ICU:	0.843
	TH	2.00	490	3,200	0.153		
	LT	1.00	130	1,600	0.081	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.009	N-S(1):	0.421
	TH	4.00	2,600	6,400	0.406 *	N-S(2):	0.528 *
	LT	2.00	310	2,880	0.108	E-W(1):	0.386 *
Westbound	RT	1.00	320	1,600	0.146	E-W(2):	0.252
	TH	2.00	410	3,200	0.128		
	LT	2.00	550	2,880	0.191 *	V/C:	0.914
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	4.00	1,820	6,400	0.313	ITS:	0.000
	LT	2.00	350	2,880	0.122 *		
Eastbound	RT	1.00	410	1,600	0.195 *	ICU:	1.014
	TH	2.00	470	3,200	0.147		
	LT	1.00	170	1,600	0.106	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 56 - LINCOLN BOULEVARD & FIJI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.457
	TH	3.00	1,510	4,800	0.331 *	N-S(2):	0.536 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.044
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.088 *
	TH	2.00	20	3,200	0.038 *		
	LT	0.00	50	1,600	0.031	V/C:	0.624
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	3.00	1,950	4,800	0.419	ITS:	0.000
	LT	2.00	590	2,880	0.205 *		
Eastbound	RT	1.00	690	1,600	0.000	ICU:	0.724
	TH	1.00	20	1,600	0.013		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.471
	TH	3.00	1,430	4,800	0.325 *	N-S(2):	0.540 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.051
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.138 *
	TH	2.00	20	1,600	0.069 *		
	LT	0.00	60	1,600	0.038	V/C:	0.678
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	3.00	1,990	4,800	0.427	ITS:	0.000
	LT	2.00	620	2,880	0.215 *		
Eastbound	RT	1.00	540	1,600	0.000	ICU:	0.778
	TH	1.00	20	1,600	0.013		
	LT	1.00	110	1,600	0.069 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.507
	TH	3.00	1,940	4,800	0.440 *	N-S(2):	0.759 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.063
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.113 *
	TH	2.00	30	3,200	0.038 *		
	LT	0.00	60	1,600	0.038	V/C:	0.872
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	2,180	4,800	0.469	ITS:	0.000
	LT	2.00	920	2,880	0.319 *		
Eastbound	RT	1.00	920	1,600	0.000	ICU:	0.972
	TH	1.00	40	1,600	0.025		
	LT	1.00	120	1,600	0.075 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 57 - LA BREA AVENUE & FLORENCE AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.316 *
	TH	2.00	720	3,200	0.253	N-S(2):	0.297
	LT	1.00	80	1,600	0.050 *	E-W(1):	0.307
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.341 *
	TH	2.00	840	3,200	0.297 *		
	LT	1.00	270	1,600	0.169	V/C:	0.657
Northbound	RT	1.00	190	1,600	0.034	Lost Time:	0.100
	TH	2.00	850	3,200	0.266 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.757
	TH	2.00	350	3,200	0.138		
	LT	1.00	70	1,600	0.044 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.329
	TH	2.00	860	3,200	0.294 *	N-S(2):	0.357 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.353 *
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.278
	TH	2.00	480	3,200	0.209		
	LT	1.00	270	1,600	0.169 *	V/C:	0.710
Northbound	RT	1.00	200	1,600	0.041	Lost Time:	0.100
	TH	2.00	770	3,200	0.241	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.810
	TH	2.00	500	3,200	0.184 *		
	LT	1.00	110	1,600	0.069	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.453 *
	TH	2.00	1,240	3,200	0.419	N-S(2):	0.444
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.466 *
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.332
	TH	2.00	590	3,200	0.244		
	LT	1.00	200	1,600	0.125 *	V/C:	0.919
Northbound	RT	1.00	340	1,600	0.150	Lost Time:	0.100
	TH	2.00	1,070	3,200	0.334 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	0.00	80	0	0.000	ICU:	1.019
	TH	2.00	1,010	3,200	0.341 *		
	LT	1.00	140	1,600	0.088	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 58 - LA CIENEGA BOULEVARD & FLORENCE AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	590	0	0.000	N-S(1):	0.346
	TH	2.00	660	3,200	0.391 *	N-S(2):	0.410 *
	LT	2.00	310	2,880	0.108	E-W(1):	0.522 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.485
	TH	2.00	670	3,200	0.222		
	LT	1.00	700	1,600	0.438 *	V/C:	0.932
Northbound	RT	0.00	310	0	0.000	Lost Time:	0.100
	TH	2.00	450	3,200	0.238	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	1.032
	TH	2.00	250	3,200	0.084 *		
	LT	1.00	420	1,600	0.263	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	610	0	0.000	N-S(1):	0.460
	TH	2.00	1,140	3,200	0.547 *	N-S(2):	0.566 *
	LT	2.00	300	2,880	0.104	E-W(1):	0.490 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.375
	TH	2.00	340	3,200	0.125		
	LT	1.00	570	1,600	0.356 *	V/C:	1.056
Northbound	RT	0.00	290	0	0.000	Lost Time:	0.100
	TH	2.00	850	3,200	0.356	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	0.00	40	0	0.000	ICU:	1.156
	TH	2.00	390	3,200	0.134 *		
	LT	1.00	400	1,600	0.250	LOS:	F

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	690	0	0.000	N-S(1):	0.582 *
	TH	2.00	1,090	3,200	0.556	N-S(2):	0.569
	LT	2.00	580	2,880	0.201 *	E-W(1):	0.613 *
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.578
	TH	2.00	360	3,200	0.134		
	LT	1.00	700	1,600	0.438 *	V/C:	1.195
Northbound	RT	0.00	610	1,600	0.381 *	Lost Time:	0.100
	TH	2.00	470	1,600	0.294	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	1.295
	TH	2.00	540	3,200	0.175 *		
	LT	1.00	710	1,600	0.444	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 59 - NASH STREET & GRAND AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	400	1,600	0.250 *	N-S(1):	0.103
	TH	2.00	190	1,600	0.119	N-S(2):	0.375 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.106 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.000
	TH	1.00	50	1,600	0.050 *		
	LT	1.00	20	1,600	0.013	V/C:	0.481
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	2.00	120	3,200	0.053	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	2.00	30	3,200	0.000	ICU:	0.581
	TH	1.00	90	1,600	0.056 *		
	LT	1.00	70	1,600	0.044	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.057
	TH	2.00	250	3,200	0.119 *	N-S(2):	0.150 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.169 *
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.000
	TH	1.00	80	1,600	0.063 *		
	LT	1.00	10	1,600	0.006	V/C:	0.319
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	120	3,200	0.044	ITS:	0.000
	LT	1.00	50	1,600	0.031 *		
Eastbound	RT	2.00	110	3,200	0.019	ICU:	0.419
	TH	1.00	70	1,600	0.044		
	LT	1.00	170	1,600	0.106 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	220	1,600	0.138 *	N-S(1):	0.090
	TH	2.00	210	1,600	0.131	N-S(2):	0.157 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.319 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.000
	TH	1.00	60	1,600	0.063 *		
	LT	1.00	40	1,600	0.025	V/C:	0.476
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	2.00	160	3,200	0.059	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	2.00	220	3,200	0.059	ICU:	0.576
	TH	1.00	120	1,600	0.075		
	LT	1.00	410	1,600	0.256 *	LOS:	A

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 60 - SEPULVEDA BOULEVARD & GRAND AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	280	0	0.000	N-S(1):	0.613 *
	TH	4.00	1,320	6,400	0.250	N-S(2):	0.325
	LT	1.00	400	1,600	0.250 *	E-W(1):	0.128 *
Westbound	RT	1.00	130	1,600	0.000	E-W(2):	0.000
	TH	2.00	50	3,200	0.016		
	LT	2.00	70	2,880	0.024 *	V/C:	0.741
Northbound	RT	1.00	400	1,600	0.226	Lost Time:	0.100
	TH	4.00	2,320	6,400	0.363 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.841
	TH	1.60	140	2,560	0.094		
	LT	1.40	210	2,016	0.104 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	250	0	0.000	N-S(1):	0.376
	TH	4.00	1,600	6,400	0.289 *	N-S(2):	0.439 *
	LT	1.00	220	1,600	0.138	E-W(1):	0.238 *
Westbound	RT	1.00	160	1,600	0.031	E-W(2):	0.000
	TH	2.00	310	3,200	0.097 *		
	LT	2.00	270	2,880	0.094	V/C:	0.677
Northbound	RT	1.00	150	1,600	0.000	Lost Time:	0.100
	TH	4.00	1,520	6,400	0.238	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.777
	TH	1.72	200	2,754	0.127		
	LT	1.28	260	1,841	0.141 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.461
	TH	4.00	2,390	6,400	0.394 *	N-S(2):	0.538 *
	LT	1.00	200	1,600	0.125	E-W(1):	0.302 *
Westbound	RT	1.00	340	1,600	0.150	E-W(2):	0.000
	TH	2.00	260	3,200	0.081		
	LT	2.00	480	2,880	0.167 *	V/C:	0.840
Northbound	RT	1.00	160	1,600	0.000	Lost Time:	0.100
	TH	4.00	2,150	6,400	0.336	ITS:	0.000
	LT	1.00	230	1,600	0.144 *		
Eastbound	RT	0.00	210	1,600	0.131	ICU:	0.940
	TH	1.41	80	656	0.122		
	LT	1.59	310	2,289	0.135 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 62 - HAWTHORNE BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	140	1,600	0.056	N-S(1):	0.182
	TH	3.00	730	4,800	0.152 *	N-S(2):	0.308 *
	LT	1.00	110	1,600	0.069	E-W(1):	0.273
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.309 *
	TH	3.00	1,060	4,800	0.246 *		
	LT	1.00	220	1,600	0.138	V/C:	0.617
Northbound	RT	1.00	290	1,600	0.113	Lost Time:	0.100
	TH	3.00	500	4,800	0.104	ITS:	0.000
	LT	2.00	450	2,880	0.156 *		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.717
	TH	3.00	530	4,800	0.135		
	LT	1.00	100	1,600	0.063 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	160	1,600	0.063	N-S(1):	0.238
	TH	3.00	1,010	4,800	0.210 *	N-S(2):	0.321 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.251 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.202
	TH	3.00	500	4,800	0.127		
	LT	1.00	140	1,600	0.088 *	V/C:	0.572
Northbound	RT	1.00	310	1,600	0.150	Lost Time:	0.100
	TH	3.00	630	4,800	0.131	ITS:	0.000
	LT	2.00	320	2,880	0.111 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.672
	TH	3.00	680	4,800	0.163 *		
	LT	1.00	120	1,600	0.075	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	160	1,600	0.056	N-S(1):	0.275
	TH	3.00	1,290	4,800	0.269 *	N-S(2):	0.429 *
	LT	1.00	200	1,600	0.125	E-W(1):	0.550 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.230
	TH	3.00	580	4,800	0.142		
	LT	1.00	120	1,600	0.075 *	V/C:	0.979
Northbound	RT	1.00	280	1,600	0.138	Lost Time:	0.100
	TH	3.00	720	4,800	0.150	ITS:	0.000
	LT	2.00	460	2,880	0.160 *		
Eastbound	RT	0.00	320	0	0.000	ICU:	1.079
	TH	3.00	1,960	4,800	0.475 *		
	LT	1.00	140	1,600	0.088	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 63 - HAWTHORNE BOULEVARD & LENNOX BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.219
	TH	3.00	710	4,800	0.154 *	N-S(2):	0.260 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.169 *
Westbound	RT	1.00	200	1,600	0.094	E-W(2):	0.137
	TH	1.00	170	1,600	0.106		
	LT	1.00	80	1,600	0.050 *	V/C:	0.429
Northbound	RT	1.00	60	1,600	0.013	Lost Time:	0.100
	TH	3.00	750	4,800	0.156	ITS:	0.000
	LT	1.00	170	1,600	0.106 *		
Eastbound	RT	0.00	190	1,600	0.119 *	ICU:	0.529
	TH	2.00	110	1,600	0.069		
	LT	1.00	50	1,600	0.031	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.217
	TH	3.00	930	4,800	0.213 *	N-S(2):	0.344 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.172
Westbound	RT	1.00	110	1,600	0.038	E-W(2):	0.188 *
	TH	1.00	220	1,600	0.138 *		
	LT	1.00	90	1,600	0.056	V/C:	0.532
Northbound	RT	1.00	130	1,600	0.053	Lost Time:	0.100
	TH	3.00	740	4,800	0.154	ITS:	0.000
	LT	1.00	210	1,600	0.131 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.632
	TH	2.00	230	3,200	0.116		
	LT	1.00	80	1,600	0.050 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.298
	TH	3.00	1,210	4,800	0.269 *	N-S(2):	0.425 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.285 *
Westbound	RT	1.00	150	1,600	0.056	E-W(2):	0.256
	TH	1.00	290	1,600	0.181		
	LT	1.00	150	1,600	0.094 *	V/C:	0.710
Northbound	RT	1.00	160	1,600	0.053	Lost Time:	0.100
	TH	3.00	1,070	4,800	0.223	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	0.00	210	0	0.000	ICU:	0.810
	TH	2.00	400	3,200	0.191 *		
	LT	1.00	120	1,600	0.075	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 64 - HIGHLAND AVENUE/VISTA DEL MAR & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.000	N-S(1):	0.413 *
	TH	1.00	260	1,600	0.163	N-S(2):	0.169
	LT	1.00	230	1,600	0.144 *	E-W(1):	0.182
Westbound	RT	1.00	630	1,600	0.250 *	E-W(2):	0.325 *
	TH	1.00	50	1,600	0.031		
	LT	1.00	70	1,600	0.044	V/C:	0.738
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	2.00	760	3,200	0.269 *	ITS:	0.000
	LT	1.00	10	1,600	0.006		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.838
	TH	1.00	80	1,600	0.138		
	LT	0.00	120	1,600	0.075 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.013	N-S(1):	0.222
	TH	1.00	440	1,600	0.275 *	N-S(2):	0.294 *
	LT	1.00	90	1,600	0.056	E-W(1):	0.175 *
Westbound	RT	1.00	300	1,600	0.131	E-W(2):	0.144
	TH	1.00	70	1,600	0.044		
	LT	1.00	160	1,600	0.100 *	V/C:	0.469
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	2.00	360	3,200	0.166	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.569
	TH	1.00	70	1,600	0.075 *		
	LT	0.00	20	1,600	0.013	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.013	N-S(1):	0.431
	TH	1.00	730	1,600	0.456 *	N-S(2):	0.462 *
	LT	1.00	410	1,600	0.256	E-W(1):	0.175 *
Westbound	RT	1.00	450	1,600	0.025	E-W(2):	0.094
	TH	1.00	110	1,600	0.069		
	LT	1.00	160	1,600	0.100 *	V/C:	0.637
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	430	3,200	0.175	ITS:	0.000
	LT	1.00	10	1,600	0.006 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.737
	TH	1.00	60	1,600	0.075 *		
	LT	0.00	40	1,600	0.025	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 66 - INGELWOOD AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.200
	TH	2.00	300	3,200	0.147 *	N-S(2):	0.378 *
	LT	1.00	110	1,600	0.069	E-W(1):	0.216
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.367 *
	TH	3.00	1,450	4,800	0.329 *		
	LT	1.00	90	1,600	0.056	V/C:	0.745
Northbound	RT	1.00	110	1,600	0.041	Lost Time:	0.100
	TH	1.00	210	1,600	0.131	ITS:	0.000
	LT	1.00	370	1,600	0.231 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.845
	TH	3.00	690	4,800	0.160		
	LT	1.00	60	1,600	0.038 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.344 *
	TH	2.00	430	3,200	0.163	N-S(2):	0.313
	LT	1.00	120	1,600	0.075 *	E-W(1):	0.298 *
Westbound	RT	0.00	230	0	0.000	E-W(2):	0.263
	TH	3.00	670	4,800	0.188		
	LT	1.00	160	1,600	0.100 *	V/C:	0.642
Northbound	RT	1.00	180	1,600	0.063	Lost Time:	0.100
	TH	1.00	430	1,600	0.269 *	ITS:	0.000
	LT	1.00	240	1,600	0.150		
Eastbound	RT	0.00	210	0	0.000	ICU:	0.742
	TH	3.00	740	4,800	0.198 *		
	LT	1.00	120	1,600	0.075	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.425
	TH	2.00	960	3,200	0.322 *	N-S(2):	0.453 *
	LT	1.00	190	1,600	0.119	E-W(1):	0.584 *
Westbound	RT	0.00	290	0	0.000	E-W(2):	0.438
	TH	3.00	1,000	4,800	0.269		
	LT	1.00	150	1,600	0.094 *	V/C:	1.037
Northbound	RT	1.00	180	1,600	0.066	Lost Time:	0.100
	TH	1.00	490	1,600	0.306	ITS:	0.000
	LT	1.00	210	1,600	0.131 *		
Eastbound	RT	0.00	230	0	0.000	ICU:	1.137
	TH	3.00	2,120	4,800	0.490 *		
	LT	1.00	270	1,600	0.169	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 67 - LA CIENEGA BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : EBR, WBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.58	290	2,531	0.054	N-S(1):	0.147
	TH	1.42	260	2,269	0.115 *	N-S(2):	0.268 *
	LT	2.00	170	2,880	0.059	E-W(1):	0.131
Westbound	RT	2.00	560	3,200	0.116	E-W(2):	0.397 *
	TH	3.00	1,320	4,800	0.275 *		
	LT	2.00	90	2,880	0.031	V/C:	0.665
Northbound	RT	1.36	190	2,171	0.072	Lost Time:	0.100
	TH	1.64	230	2,629	0.088	ITS:	0.000
	LT	2.00	440	2,880	0.153 *		
Eastbound	RT	2.00	480	3,200	0.000	ICU:	0.765
	TH	3.00	480	4,800	0.100		
	LT	2.00	350	2,880	0.122 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.53	220	2,456	0.062	N-S(1):	0.152
	TH	1.47	210	2,344	0.090 *	N-S(2):	0.225 *
	LT	2.00	210	2,880	0.073	E-W(1):	0.159
Westbound	RT	2.00	270	3,200	0.011	E-W(2):	0.248 *
	TH	3.00	920	4,800	0.192 *		
	LT	2.00	50	2,880	0.017	V/C:	0.473
Northbound	RT	1.42	180	2,274	0.070	Lost Time:	0.100
	TH	1.58	200	2,526	0.079	ITS:	0.000
	LT	2.00	390	2,880	0.135 *		
Eastbound	RT	2.00	540	3,200	0.033	ICU:	0.573
	TH	3.00	680	4,800	0.142		
	LT	2.00	160	2,880	0.056 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.24	350	1,976	0.141	N-S(1):	0.400 *
	TH	1.76	500	2,824	0.177	N-S(2):	0.305
	LT	2.00	700	2,880	0.243 *	E-W(1):	0.302 *
Westbound	RT	2.00	380	3,200	0.000	E-W(2):	0.265
	TH	3.00	920	4,800	0.192		
	LT	2.00	50	2,880	0.017 *	V/C:	0.702
Northbound	RT	2.00	530	3,200	0.157 *	Lost Time:	0.100
	TH	1.00	190	1,600	0.119	ITS:	0.000
	LT	2.00	370	2,880	0.128		
Eastbound	RT	2.00	720	3,200	0.097	ICU:	0.802
	TH	3.00	1,370	4,800	0.285 *		
	LT	2.00	210	2,880	0.073	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 68 - MAIN STREET & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : Y
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.318 *
	TH	1.00	0	1,600	0.013 *	N-S(2):	0.000
	LT	0.00	10	1,600	0.006	E-W(1):	0.428 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.344
	TH	2.00	1,090	3,200	0.344		
	LT	2.00	330	2,880	0.115 *	V/C:	0.746
Northbound	RT	1.00	580	1,600	0.305 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	280	2,880	0.097		
Eastbound	RT	1.00	140	1,600	0.088	ICU:	0.846
	TH	2.00	1,000	3,200	0.313 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.114 *
	TH	1.00	0	1,600	0.013 *	N-S(2):	0.000
	LT	0.00	10	1,600	0.006	E-W(1):	0.450 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.325
	TH	2.00	1,030	3,200	0.325		
	LT	2.00	440	2,880	0.153 *	V/C:	0.564
Northbound	RT	1.00	280	1,600	0.099	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	290	2,880	0.101 *		
Eastbound	RT	1.00	80	1,600	0.050	ICU:	0.664
	TH	2.00	950	3,200	0.297 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.159 *
	TH	1.00	0	1,600	0.013 *	N-S(2):	0.000
	LT	0.00	10	1,600	0.006	E-W(1):	0.516 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.241
	TH	2.00	760	3,200	0.241		
	LT	2.00	550	2,880	0.191 *	V/C:	0.675
Northbound	RT	1.00	330	1,600	0.111	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	420	2,880	0.146 *		
Eastbound	RT	1.00	340	1,600	0.213	ICU:	0.775
	TH	2.00	1,040	3,200	0.325 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 70 - PRAIRIE AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : SBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.77	530	2,827	0.131	N-S(1):	0.153
	TH	2.23	670	3,573	0.188 *	N-S(2):	0.299 *
	LT	2.00	110	2,880	0.038	E-W(1):	0.177
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.341 *
	TH	3.00	1,280	4,800	0.285 *		
	LT	1.00	150	1,600	0.094	V/C:	0.640
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	3.00	460	4,800	0.115	ITS:	0.000
	LT	2.00	320	2,880	0.111 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.740
	TH	3.00	350	4,800	0.083		
	LT	1.00	90	1,600	0.056 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.28	390	2,046	0.116	N-S(1):	0.191
	TH	2.72	830	4,354	0.191 *	N-S(2):	0.299 *
	LT	2.00	140	2,880	0.049	E-W(1):	0.198
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.246 *
	TH	3.00	730	4,800	0.171 *		
	LT	1.00	120	1,600	0.075	V/C:	0.545
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	3.00	510	4,800	0.142	ITS:	0.000
	LT	2.00	310	2,880	0.108 *		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.645
	TH	3.00	520	4,800	0.123		
	LT	1.00	120	1,600	0.075 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.22	440	1,956	0.113	N-S(1):	0.276
	TH	2.78	1,000	4,444	0.225 *	N-S(2):	0.319 *
	LT	2.00	190	2,880	0.066	E-W(1):	0.477 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.330
	TH	3.00	930	4,800	0.217		
	LT	1.00	190	1,600	0.119 *	V/C:	0.796
Northbound	RT	0.00	220	0	0.000	Lost Time:	0.100
	TH	3.00	790	4,800	0.210	ITS:	0.000
	LT	2.00	270	2,880	0.094 *		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.896
	TH	3.00	1,540	4,800	0.358 *		
	LT	1.00	180	1,600	0.113	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 71 - SEPULVEDA BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.449
	TH	4.00	2,580	6,400	0.406 *	N-S(2):	0.475 *
	LT	2.00	340	2,880	0.118	E-W(1):	0.209 *
Westbound	RT	2.00	420	3,200	0.013	E-W(2):	0.157
	TH	3.00	220	4,800	0.046		
	LT	2.00	330	2,880	0.115 *	V/C:	0.684
Northbound	RT	2.00	740	3,200	0.117	Lost Time:	0.100
	TH	3.00	1,590	4,800	0.331	ITS:	0.000
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	1.00	180	1,600	0.078	ICU:	0.784
	TH	3.00	450	4,800	0.094 *		
	LT	2.00	320	2,880	0.111	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.368
	TH	4.00	2,210	6,400	0.350 *	N-S(2):	0.450 *
	LT	2.00	240	2,880	0.083	E-W(1):	0.138
Westbound	RT	2.00	390	3,200	0.039	E-W(2):	0.153 *
	TH	3.00	270	4,800	0.056 *		
	LT	2.00	180	2,880	0.063	V/C:	0.603
Northbound	RT	2.00	930	3,200	0.228	Lost Time:	0.100
	TH	3.00	1,370	4,800	0.285	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	1.00	200	1,600	0.075	ICU:	0.703
	TH	3.00	350	4,800	0.073		
	LT	2.00	280	2,880	0.097 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.584 *
	TH	4.00	2,600	6,400	0.411	N-S(2):	0.517
	LT	2.00	410	2,880	0.142 *	E-W(1):	0.225 *
Westbound	RT	2.00	530	3,200	0.023	E-W(2):	0.171
	TH	3.00	300	4,800	0.063		
	LT	2.00	260	2,880	0.090 *	V/C:	0.809
Northbound	RT	2.00	1,250	3,200	0.300	Lost Time:	0.100
	TH	3.00	2,120	4,800	0.442 *	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	1.00	160	1,600	0.047	ICU:	0.909
	TH	3.00	650	4,800	0.135 *		
	LT	2.00	310	2,880	0.108	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 73 - NASH STREET / WB I-105 RAMPS & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	580	1,600	0.363	N-S(1):	0.403 *
	TH	2.00	1,210	3,200	0.378 *	N-S(2):	0.000
	LT	1.00	460	1,600	0.288	E-W(1):	0.280 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.181
	TH	3.00	870	4,800	0.181		
	LT	2.00	410	2,880	0.142 *	V/C:	0.683
Northbound	RT	2.00	60	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	40	1,600	0.025 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.783
	TH	3.00	520	4,800	0.138 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.08	200	1,730	0.116	N-S(1):	0.184 *
	TH	1.84	340	2,941	0.116	N-S(2):	0.000
	LT	1.08	200	1,557	0.128 *	E-W(1):	0.150 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.127
	TH	3.00	610	4,800	0.127		
	LT	2.00	60	2,880	0.021 *	V/C:	0.334
Northbound	RT	2.00	80	3,200	0.015	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	90	1,600	0.056 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.434
	TH	3.00	520	4,800	0.129 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.51	280	2,422	0.116	N-S(1):	0.191 *
	TH	1.14	210	1,816	0.116	N-S(2):	0.000
	LT	1.35	250	1,946	0.128 *	E-W(1):	0.237 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.175
	TH	3.00	840	4,800	0.175		
	LT	2.00	160	2,880	0.056 *	V/C:	0.428
Northbound	RT	2.00	210	3,200	0.038	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.528
	TH	3.00	810	4,800	0.181 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 75 - I-405 NB RAMPS E/O LA CIENEGA BLVD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR, WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.134
	TH	0.00	0	0	0.000 *	N-S(2):	0.149 *
	LT	0.00	0	0	0.000	E-W(1):	0.156
Westbound	RT	1.00	490	1,600	0.000	E-W(2):	0.321 *
	TH	3.00	1,540	4,800	0.321 *		
	LT	0.00	0	0	0.000	V/C:	0.470
Northbound	RT	0.23	50	372	0.134	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.77	380	2,545	0.149 *		
Eastbound	RT	1.00	90	1,600	0.000	ICU:	0.570
	TH	3.00	750	4,800	0.156		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.128
	TH	0.00	0	0	0.000 *	N-S(2):	0.142 *
	LT	0.00	0	0	0.000	E-W(1):	0.194 *
Westbound	RT	1.00	180	1,600	0.000	E-W(2):	0.188
	TH	3.00	900	4,800	0.188		
	LT	0.00	0	0	0.000 *	V/C:	0.336
Northbound	RT	0.49	100	780	0.128	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.51	310	2,178	0.142 *		
Eastbound	RT	1.00	130	1,600	0.000	ICU:	0.436
	TH	3.00	930	4,800	0.194 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.163 *
	TH	0.00	0	0	0.000	N-S(2):	0.156
	LT	0.00	0	0	0.000 *	E-W(1):	0.469 *
Westbound	RT	1.00	240	1,600	0.000	E-W(2):	0.229
	TH	3.00	1,100	4,800	0.229		
	LT	0.00	0	0	0.000 *	V/C:	0.632
Northbound	RT	1.00	260	1,600	0.163 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	250	1,600	0.156		
Eastbound	RT	1.00	250	1,600	0.000	ICU:	0.732
	TH	3.00	2,250	4,800	0.469 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 76 - INGLEWOOD AVENUE & LENNOX BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.244 *
	TH	1.00	240	1,600	0.169	N-S(2):	0.219
	LT	1.00	60	1,600	0.038 *	E-W(1):	0.125
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.187 *
	TH	1.00	250	1,600	0.181 *		
	LT	1.00	40	1,600	0.025	V/C:	0.431
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	1.00	250	1,600	0.206 *	ITS:	0.000
	LT	1.00	80	1,600	0.050		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.531
	TH	1.00	120	1,600	0.100		
	LT	1.00	10	1,600	0.006 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.301 *
	TH	1.00	250	1,600	0.181	N-S(2):	0.212
	LT	1.00	60	1,600	0.038 *	E-W(1):	0.157 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.151
	TH	1.00	160	1,600	0.138		
	LT	1.00	60	1,600	0.038 *	V/C:	0.458
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	1.00	300	1,600	0.263 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.558
	TH	1.00	140	1,600	0.119 *		
	LT	1.00	20	1,600	0.013	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.344
	TH	1.00	500	1,600	0.331 *	N-S(2):	0.419 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.369 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.200
	TH	1.00	210	1,600	0.156		
	LT	1.00	110	1,600	0.069 *	V/C:	0.788
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	1.00	340	1,600	0.300	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.888
	TH	1.00	380	1,600	0.300 *		
	LT	1.00	70	1,600	0.044	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 77 - INGELWOOD AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.047	N-S(1):	0.107 *
	TH	1.00	90	1,600	0.075	N-S(2):	0.100
	LT	0.00	30	1,600	0.019 *	E-W(1):	0.222
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.444 *
	TH	2.00	1,260	3,200	0.400 *		
	LT	1.00	50	1,600	0.031	V/C:	0.551
Northbound	RT	1.00	90	1,600	0.041	Lost Time:	0.100
	TH	1.00	100	1,600	0.088 *	ITS:	0.000
	LT	0.00	40	1,600	0.025		
Eastbound	RT	1.00	50	1,600	0.019	ICU:	0.651
	TH	2.00	610	3,200	0.191		
	LT	1.00	70	1,600	0.044 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.041	N-S(1):	0.150 *
	TH	1.00	130	1,600	0.106	N-S(2):	0.137
	LT	0.00	40	1,600	0.025 *	E-W(1):	0.334
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.335 *
	TH	2.00	900	3,200	0.291 *		
	LT	1.00	80	1,600	0.050	V/C:	0.485
Northbound	RT	1.00	70	1,600	0.019	Lost Time:	0.100
	TH	1.00	150	1,600	0.125 *	ITS:	0.000
	LT	0.00	50	1,600	0.031		
Eastbound	RT	1.00	90	1,600	0.041	ICU:	0.585
	TH	2.00	910	3,200	0.284		
	LT	1.00	70	1,600	0.044 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.034	N-S(1):	0.169
	TH	1.00	200	1,600	0.144 *	N-S(2):	0.182 *
	LT	0.00	30	1,600	0.019	E-W(1):	0.516 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.357
	TH	2.00	960	3,200	0.313		
	LT	1.00	100	1,600	0.063 *	V/C:	0.698
Northbound	RT	1.00	60	1,600	0.006	Lost Time:	0.100
	TH	1.00	180	1,600	0.150	ITS:	0.000
	LT	0.00	60	1,600	0.038 *		
Eastbound	RT	1.00	100	1,600	0.044	ICU:	0.798
	TH	2.00	1,450	3,200	0.453 *		
	LT	1.00	70	1,600	0.044	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 85 - LA BREA AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.022	N-S(1):	0.294 *
	TH	2.00	630	3,200	0.197	N-S(2):	0.272
	LT	1.00	90	1,600	0.056 *	E-W(1):	0.238
Westbound	RT	1.00	190	1,600	0.091	E-W(2):	0.488 *
	TH	2.00	1,260	3,200	0.394 *		
	LT	1.00	30	1,600	0.019	V/C:	0.782
Northbound	RT	1.00	20	1,600	0.003	Lost Time:	0.100
	TH	2.00	760	3,200	0.238 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	60	1,600	0.000	ICU:	0.882
	TH	2.00	700	3,200	0.219		
	LT	1.00	150	1,600	0.094 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	180	1,600	0.053	N-S(1):	0.319 *
	TH	2.00	700	3,200	0.219	N-S(2):	0.294
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.281
Westbound	RT	1.00	210	1,600	0.078	E-W(2):	0.419 *
	TH	2.00	960	3,200	0.300 *		
	LT	1.00	50	1,600	0.031	V/C:	0.738
Northbound	RT	1.00	20	1,600	0.000	Lost Time:	0.100
	TH	2.00	680	3,200	0.213 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	60	1,600	0.000	ICU:	0.838
	TH	2.00	800	3,200	0.250		
	LT	1.00	190	1,600	0.119 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.000	N-S(1):	0.366
	TH	2.00	1,140	3,200	0.356 *	N-S(2):	0.419 *
	LT	1.00	220	1,600	0.138	E-W(1):	0.463 *
Westbound	RT	1.00	140	1,600	0.019	E-W(2):	0.444
	TH	2.00	1,080	3,200	0.338		
	LT	1.00	60	1,600	0.038 *	V/C:	0.882
Northbound	RT	1.00	40	1,600	0.006	Lost Time:	0.100
	TH	2.00	730	3,200	0.228	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	1.00	80	1,600	0.019	ICU:	0.982
	TH	2.00	1,360	3,200	0.425 *		
	LT	1.00	170	1,600	0.106	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 87 - LA BREA AVENUE & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	290	0	0.000	N-S(1):	0.203
	TH	3.00	740	4,800	0.215 *	N-S(2):	0.278 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.275
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.575 *
	TH	3.00	1,760	4,800	0.375 *		
	LT	1.00	120	1,600	0.075	V/C:	0.853
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	840	4,800	0.190	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.953
	TH	3.00	890	4,800	0.200		
	LT	1.00	320	1,600	0.200 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	300	0	0.000	N-S(1):	0.169
	TH	3.00	660	4,800	0.200 *	N-S(2):	0.269 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.361
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.527 *
	TH	3.00	1,200	4,800	0.258 *		
	LT	1.00	140	1,600	0.088	V/C:	0.796
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	610	4,800	0.150	ITS:	0.000
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.896
	TH	3.00	1,230	4,800	0.273		
	LT	1.00	430	1,600	0.269 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	260	0	0.000	N-S(1):	0.285
	TH	3.00	970	4,800	0.256 *	N-S(2):	0.300 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.600 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.471
	TH	3.00	1,230	4,800	0.265		
	LT	1.00	160	1,600	0.100 *	V/C:	0.900
Northbound	RT	0.00	150	0	0.000	Lost Time:	0.100
	TH	3.00	1,070	4,800	0.254	ITS:	0.000
	LT	1.00	70	1,600	0.044 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	1.000
	TH	3.00	2,310	4,800	0.500 *		
	LT	1.00	330	1,600	0.206	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 88 - LA CIENEGA BOULEVARD & LA TIJERA BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	960	1,600	0.600	N-S(1):	0.608 *
	TH	3.00	2,480	4,800	0.517	N-S(2):	0.600
	LT	0.00	0	0	0.000 *	E-W(1):	0.194 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.185
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.802
Northbound	RT	0.00	220	0	0.000	Lost Time:	0.100
	TH	3.00	2,700	4,800	0.608 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.902
	TH	1.00	300	1,600	0.194 *		
	LT	3.00	800	4,320	0.185	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	820	1,600	0.513 *	N-S(1):	0.429
	TH	3.00	1,660	4,800	0.346	N-S(2):	0.513 *
	LT	0.00	0	0	0.000	E-W(1):	0.256 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.181
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.769
Northbound	RT	0.00	280	0	0.000	Lost Time:	0.100
	TH	3.00	1,780	4,800	0.429	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.869
	TH	1.00	390	1,600	0.256 *		
	LT	3.00	780	4,320	0.181	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	1,000	1,600	0.625 *	N-S(1):	0.567
	TH	3.00	2,420	4,800	0.504	N-S(2):	0.625 *
	LT	0.00	0	0	0.000	E-W(1):	0.494 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.252
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	1.119
Northbound	RT	0.00	370	0	0.000	Lost Time:	0.100
	TH	3.00	2,350	4,800	0.567	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	1.219
	TH	1.00	740	1,600	0.494 *		
	LT	3.00	1,090	4,320	0.252	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 89 - LA CIENEGA BOULEVARD & LENNOX BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.266 *
	TH	3.00	510	4,800	0.106	N-S(2):	0.106
	LT	1.00	70	1,600	0.044 *	E-W(1):	0.045
Westbound	RT	1.00	240	1,600	0.128 *	E-W(2):	0.131 *
	TH	0.00	0	0	0.000		
	LT	2.00	130	2,880	0.045	V/C:	0.397
Northbound	RT	1.00	60	1,600	0.038	Lost Time:	0.100
	TH	2.00	710	3,200	0.222 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.497
	TH	0.00	0	0	0.000		
	LT	2.00	10	2,880	0.003 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.238 *
	TH	3.00	460	4,800	0.096	N-S(2):	0.096
	LT	1.00	110	1,600	0.069 *	E-W(1):	0.038 *
Westbound	RT	1.00	70	1,600	0.009	E-W(2):	0.012
	TH	0.00	0	0	0.000		
	LT	2.00	110	2,880	0.038 *	V/C:	0.276
Northbound	RT	1.00	80	1,600	0.050	Lost Time:	0.100
	TH	2.00	540	3,200	0.169 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.376
	TH	0.00	0	0	0.000 *		
	LT	2.00	10	2,880	0.003	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.357 *
	TH	3.00	910	4,800	0.190	N-S(2):	0.190
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.021
Westbound	RT	1.00	220	1,600	0.053 *	E-W(2):	0.056 *
	TH	0.00	0	0	0.000		
	LT	2.00	60	2,880	0.021	V/C:	0.413
Northbound	RT	1.00	300	1,600	0.188 *	Lost Time:	0.100
	TH	2.00	510	3,200	0.159	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.513
	TH	0.00	0	0	0.000		
	LT	2.00	10	2,880	0.003 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 90 - LA CIENEGA BOULEVARD & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	210	0	0.000	N-S(1):	0.378
	TH	2.00	940	3,200	0.359 *	N-S(2):	0.397 *
	LT	2.00	260	2,880	0.090	E-W(1):	0.351 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.315
	TH	3.00	860	4,800	0.202		
	LT	2.00	700	2,880	0.243 *	V/C:	0.748
Northbound	RT	0.00	320	0	0.000	Lost Time:	0.100
	TH	2.00	600	3,200	0.288	ITS:	0.000
	LT	1.00	60	1,600	0.038 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.848
	TH	3.00	470	4,800	0.108 *		
	LT	1.00	180	1,600	0.113	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	290	0	0.000	N-S(1):	0.531 *
	TH	2.00	1,210	3,200	0.469	N-S(2):	0.507
	LT	2.00	280	2,880	0.097 *	E-W(1):	0.420 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.279
	TH	3.00	840	4,800	0.198		
	LT	2.00	550	2,880	0.191 *	V/C:	0.951
Northbound	RT	0.00	340	0	0.000	Lost Time:	0.100
	TH	2.00	1,050	3,200	0.434 *	ITS:	0.000
	LT	1.00	60	1,600	0.038		
Eastbound	RT	0.00	90	0	0.000	ICU:	1.051
	TH	3.00	1,010	4,800	0.229 *		
	LT	1.00	130	1,600	0.081	LOS:	F

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	180	0	0.000	N-S(1):	0.577 *
	TH	2.00	1,000	3,200	0.369	N-S(2):	0.400
	LT	2.00	670	2,880	0.233 *	E-W(1):	0.436 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.244
	TH	3.00	620	4,800	0.150		
	LT	2.00	570	2,880	0.198 *	V/C:	1.013
Northbound	RT	0.00	260	0	0.000	Lost Time:	0.100
	TH	2.00	840	3,200	0.344 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	80	0	0.000	ICU:	1.113
	TH	3.00	1,060	4,800	0.238 *		
	LT	1.00	150	1,600	0.094	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 91 - LA CIENEGA BOULEVARD NB RAMPS & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.213 *
	TH	0.00	0	0	0.000	N-S(2):	0.132
	LT	0.00	0	0	0.000 *	E-W(1):	0.192
Westbound	RT	1.00	130	1,600	0.081	E-W(2):	0.434 *
	TH	4.00	2,020	6,400	0.316 *		
	LT	0.00	0	0	0.000	V/C:	0.647
Northbound	RT	1.00	340	1,600	0.213 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	380	2,880	0.132		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.747
	TH	3.00	920	4,800	0.192		
	LT	2.00	340	2,880	0.118 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.269 *
	TH	0.00	0	0	0.000	N-S(2):	0.049
	LT	0.00	0	0	0.000 *	E-W(1):	0.254
Westbound	RT	1.00	140	1,600	0.088	E-W(2):	0.335 *
	TH	4.00	1,410	6,400	0.220 *		
	LT	0.00	0	0	0.000	V/C:	0.604
Northbound	RT	1.00	430	1,600	0.269 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	140	2,880	0.049		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.704
	TH	3.00	1,220	4,800	0.254		
	LT	2.00	330	2,880	0.115 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.275 *
	TH	0.00	0	0	0.000	N-S(2):	0.059
	LT	0.00	0	0	0.000 *	E-W(1):	0.419
Westbound	RT	1.00	110	1,600	0.069	E-W(2):	0.478 *
	TH	4.00	1,440	6,400	0.225 *		
	LT	0.00	0	0	0.000	V/C:	0.753
Northbound	RT	1.00	440	1,600	0.275 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	170	2,880	0.059		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.853
	TH	3.00	2,010	4,800	0.419		
	LT	2.00	730	2,880	0.253 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 92 - LA CIENEGA BOULEVARD SB RAMPS & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	680	1,600	0.425 *	N-S(1):	0.028
	TH	0.00	0	0	0.000	N-S(2):	0.425 *
	LT	2.00	80	2,880	0.028	E-W(1):	0.294
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.458 *
	TH	3.00	2,200	4,800	0.458 *		
	LT	1.00	200	1,600	0.125	V/C:	0.883
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.983
	TH	5.00	1,180	8,000	0.169		
	LT	0.00	0	0	0.000 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	470	1,600	0.294 *	N-S(1):	0.035
	TH	0.00	0	0	0.000	N-S(2):	0.294 *
	LT	2.00	100	2,880	0.035	E-W(1):	0.386 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.263
	TH	3.00	1,260	4,800	0.263		
	LT	1.00	290	1,600	0.181 *	V/C:	0.680
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.780
	TH	5.00	1,450	8,000	0.205 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	590	1,600	0.369 *	N-S(1):	0.063
	TH	0.00	0	0	0.000	N-S(2):	0.369 *
	LT	2.00	180	2,880	0.063	E-W(1):	0.509 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.281
	TH	3.00	1,350	4,800	0.281		
	LT	1.00	260	1,600	0.163 *	V/C:	0.878
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	210	0	0.000	ICU:	0.978
	TH	5.00	2,560	8,000	0.346 *		
	LT	0.00	0	0	0.000	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 93 - LA CIENEGA BOULEVARD & STOCKER STREET
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	NBR, WBR, SBT		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.663 *
	TH	2.00	2,360	3,200	0.000	N-S(2):	0.000
	LT	1.00	120	1,600	0.075 *	E-W(1):	0.521 *
Westbound	RT	1.00	130	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	1,500	2,880	0.521 *	V/C:	1.184
Northbound	RT	1.00	900	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,820	4,800	0.588 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.284
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.496 *
	TH	2.00	1,720	3,200	0.000	N-S(2):	0.000
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.281 *
Westbound	RT	1.00	110	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	810	2,880	0.281 *	V/C:	0.777
Northbound	RT	1.00	920	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,870	4,800	0.390 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.877
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.750 *
	TH	2.00	2,720	3,200	0.000	N-S(2):	0.000
	LT	1.00	290	1,600	0.181 *	E-W(1):	0.372 *
Westbound	RT	1.00	120	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	1,070	2,880	0.372 *	V/C:	1.122
Northbound	RT	1.00	1,490	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,730	4,800	0.569 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.222
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 94 - LA CIENEGA BOULEVARD & 111TH STREET
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.158
	TH	3.00	550	4,800	0.148 *	N-S(2):	0.411 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.056 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.467
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	760	4,800	0.158	ITS:	0.000
	LT	1.00	420	1,600	0.263 *		
Eastbound	RT	2.00	80	3,200	0.000	ICU:	0.567
	TH	0.00	0	0	0.000		
	LT	2.00	160	2,880	0.056 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.102
	TH	3.00	620	4,800	0.156 *	N-S(2):	0.325 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.056 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.381
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	490	4,800	0.102	ITS:	0.000
	LT	1.00	270	1,600	0.169 *		
Eastbound	RT	2.00	180	3,200	0.000	ICU:	0.481
	TH	0.00	0	0	0.000		
	LT	2.00	160	2,880	0.056 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.119
	TH	3.00	860	4,800	0.204 *	N-S(2):	0.304 *
	LT	0.00	0	0	0.000	E-W(1):	0.038
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.181 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.485
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	570	4,800	0.119	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	2.00	280	3,200	0.038	ICU:	0.585
	TH	0.00	0	0	0.000		
	LT	2.00	520	2,880	0.181 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 95 - LA CIENEGA BOULEVARD & WEST 120TH STREET
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.047	N-S(1):	0.157 *
	TH	2.00	170	3,200	0.053	N-S(2):	0.141
	LT	1.00	140	1,600	0.088 *	E-W(1):	0.150
Westbound	RT	0.00	350	1,600	0.219 *	E-W(2):	0.250 *
	TH	2.00	310	1,600	0.194		
	LT	1.00	160	1,600	0.100	V/C:	0.407
Northbound	RT	1.00	40	1,600	0.000	Lost Time:	0.100
	TH	2.00	220	3,200	0.069 *	ITS:	0.000
	LT	1.00	140	1,600	0.088		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.507
	TH	2.00	80	3,200	0.050		
	LT	1.00	50	1,600	0.031 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.019	N-S(1):	0.181 *
	TH	2.00	290	3,200	0.091	N-S(2):	0.116
	LT	1.00	130	1,600	0.081 *	E-W(1):	0.134 *
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.125
	TH	2.00	230	3,200	0.100		
	LT	1.00	80	1,600	0.050 *	V/C:	0.315
Northbound	RT	1.00	90	1,600	0.031	Lost Time:	0.100
	TH	2.00	320	3,200	0.100 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.415
	TH	2.00	160	3,200	0.084 *		
	LT	1.00	40	1,600	0.025	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.050	N-S(1):	0.581 *
	TH	2.00	730	3,200	0.228	N-S(2):	0.266
	LT	1.00	730	1,600	0.456 *	E-W(1):	0.247 *
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.151
	TH	2.00	190	3,200	0.113		
	LT	1.00	80	1,600	0.050 *	V/C:	0.828
Northbound	RT	1.00	170	1,600	0.081	Lost Time:	0.100
	TH	2.00	400	3,200	0.125 *	ITS:	0.000
	LT	1.00	60	1,600	0.038		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.928
	TH	2.00	550	3,200	0.197 *		
	LT	1.00	60	1,600	0.038	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 96 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O CENTURY)
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.283 *
	TH	3.00	510	4,800	0.106	N-S(2):	0.106
	LT	1.00	200	1,600	0.125 *	E-W(1):	0.306 *
Westbound	RT	0.16	70	255	0.213	E-W(2):	0.213
	TH	0.00	0	0	0.000		
	LT	1.84	810	2,651	0.306 *	V/C:	0.589
Northbound	RT	1.00	140	1,600	0.088	Lost Time:	0.100
	TH	3.00	760	4,800	0.158 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.689
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.317 *
	TH	3.00	540	4,800	0.113	N-S(2):	0.113
	LT	1.00	300	1,600	0.188 *	E-W(1):	0.306 *
Westbound	RT	0.20	90	327	0.181	E-W(2):	0.181
	TH	0.00	0	0	0.000		
	LT	1.80	790	2,585	0.306 *	V/C:	0.623
Northbound	RT	1.00	130	1,600	0.081	Lost Time:	0.100
	TH	3.00	620	4,800	0.129 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.723
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.316 *
	TH	3.00	830	4,800	0.173	N-S(2):	0.173
	LT	1.00	210	1,600	0.131 *	E-W(1):	0.271 *
Westbound	RT	0.44	170	697	0.178	E-W(2):	0.178
	TH	0.00	0	0	0.000		
	LT	1.56	610	2,252	0.271 *	V/C:	0.587
Northbound	RT	1.00	110	1,600	0.069	Lost Time:	0.100
	TH	3.00	890	4,800	0.185 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.687
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 97 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (S/O CENTURY)
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	SBT		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.270 *
	TH	3.00	720	4,800	0.000	N-S(2):	0.000
	LT	2.00	430	2,880	0.149 *	E-W(1):	0.000
Westbound	RT	2.00	290	3,200	0.091 *	E-W(2):	0.091 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.361
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	540	4,800	0.121 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.461
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.302 *
	TH	3.00	450	4,800	0.000	N-S(2):	0.000
	LT	2.00	520	2,880	0.181 *	E-W(1):	0.000
Westbound	RT	2.00	190	3,200	0.059 *	E-W(2):	0.059 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.361
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	540	4,800	0.121 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.461
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.357 *
	TH	3.00	1,110	4,800	0.000	N-S(2):	0.000
	LT	2.00	500	2,880	0.174 *	E-W(1):	0.000
Westbound	RT	2.00	490	3,200	0.153 *	E-W(2):	0.153 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.510
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	840	4,800	0.183 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.610
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 98 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O IMPERIAL HWY)
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.372 *
	TH	3.00	410	4,800	0.085	N-S(2):	0.085
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.103 *
Westbound	RT	1.00	240	1,600	0.103 *	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	200	2,880	0.069	V/C:	0.475
Northbound	RT	1.00	110	1,600	0.069	Lost Time:	0.100
	TH	2.00	890	3,200	0.278 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.575
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.257 *
	TH	3.00	540	4,800	0.113	N-S(2):	0.113
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.066 *
Westbound	RT	1.00	180	1,600	0.066 *	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	100	2,880	0.035	V/C:	0.323
Northbound	RT	1.00	80	1,600	0.050	Lost Time:	0.100
	TH	2.00	520	3,200	0.163 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.423
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.257 *
	TH	3.00	970	4,800	0.202	N-S(2):	0.202
	LT	1.00	110	1,600	0.069 *	E-W(1):	0.045 *
Westbound	RT	1.00	110	1,600	0.034	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	130	2,880	0.045 *	V/C:	0.302
Northbound	RT	1.00	60	1,600	0.038	Lost Time:	0.100
	TH	2.00	600	3,200	0.188 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.402
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 107 - LINCOLN BOULEVARD & MINDANAO WAY
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.444 *
	TH	3.00	1,350	4,800	0.288	N-S(2):	0.394
	LT	1.00	210	1,600	0.131 *	E-W(1):	0.300 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.165
	TH	2.00	430	3,200	0.159		
	LT	2.00	270	2,880	0.094 *	V/C:	0.744
Northbound	RT	1.00	340	1,600	0.119	Lost Time:	0.100
	TH	3.00	1,500	4,800	0.313 *	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.844
	TH	2.00	600	3,200	0.206 *		
	LT	0.00	10	1,600	0.006	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.494 *
	TH	3.00	1,160	4,800	0.263	N-S(2):	0.344
	LT	1.00	260	1,600	0.163 *	E-W(1):	0.346 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.187
	TH	2.00	500	3,200	0.181		
	LT	2.00	430	2,880	0.149 *	V/C:	0.840
Northbound	RT	1.00	310	1,600	0.044	Lost Time:	0.100
	TH	3.00	1,590	4,800	0.331 *	ITS:	0.000
	LT	1.00	130	1,600	0.081		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.940
	TH	2.00	500	3,200	0.197 *		
	LT	0.00	10	1,600	0.006	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.552 *
	TH	3.00	1,600	4,800	0.354	N-S(2):	0.460
	LT	1.00	290	1,600	0.181 *	E-W(1):	0.353 *
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.228
	TH	2.00	640	3,200	0.222		
	LT	2.00	440	2,880	0.153 *	V/C:	0.905
Northbound	RT	1.00	320	1,600	0.047	Lost Time:	0.100
	TH	3.00	1,780	4,800	0.371 *	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	0.00	110	0	0.000	ICU:	1.005
	TH	2.00	520	3,200	0.200 *		
	LT	0.00	10	1,600	0.006	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 115 - ASH AVENUE & MANCHESTER AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.225
	TH	1.00	0	1,600	0.094 *	N-S(2):	0.337 *
	LT	0.00	10	1,600	0.006	E-W(1):	0.253
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.351 *
	TH	3.00	1,520	4,800	0.338 *		
	LT	0.00	90	1,600	0.056	V/C:	0.688
Northbound	RT	1.00	210	1,600	0.103	Lost Time:	0.100
	TH	0.57	200	914	0.219	ITS:	0.000
	LT	1.43	500	2,057	0.243 *		
Eastbound	RT	1.00	250	1,600	0.000	ICU:	0.788
	TH	2.00	630	3,200	0.197		
	LT	1.00	20	1,600	0.013 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.234
	TH	1.00	0	1,600	0.056 *	N-S(2):	0.309 *
	LT	0.00	10	1,600	0.006	E-W(1):	0.319 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.244
	TH	3.00	960	4,800	0.231		
	LT	0.00	120	1,600	0.075 *	V/C:	0.628
Northbound	RT	1.00	290	1,600	0.144	Lost Time:	0.100
	TH	0.55	200	877	0.228	ITS:	0.000
	LT	1.45	530	2,091	0.253 *		
Eastbound	RT	1.00	320	1,600	0.000	ICU:	0.728
	TH	2.00	780	3,200	0.244 *		
	LT	1.00	20	1,600	0.013	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.246
	TH	1.00	0	1,600	0.063 *	N-S(2):	0.322 *
	LT	0.00	20	1,600	0.013	E-W(1):	0.528 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.253
	TH	3.00	1,050	4,800	0.240		
	LT	0.00	90	1,600	0.056 *	V/C:	0.850
Northbound	RT	1.15	430	1,843	0.205	Lost Time:	0.100
	TH	0.56	210	900	0.233	ITS:	0.000
	LT	1.29	480	1,851	0.259 *		
Eastbound	RT	1.00	260	1,600	0.000	ICU:	0.950
	TH	2.00	1,510	3,200	0.472 *		
	LT	1.00	20	1,600	0.013	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 116 - NASH STREET & MARIPOSA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	340	0	0.000	N-S(1):	0.084
	TH	2.00	860	3,200	0.375 *	N-S(2):	0.394 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.078
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.165 *
	TH	2.00	330	3,200	0.109 *		
	LT	1.00	30	1,600	0.019	V/C:	0.559
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	150	3,200	0.053	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	1.00	60	1,600	0.028	ICU:	0.659
	TH	2.00	190	3,200	0.059		
	LT	1.00	90	1,600	0.056 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.107
	TH	2.00	290	3,200	0.144 *	N-S(2):	0.163 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.097
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.125 *
	TH	2.00	150	3,200	0.056 *		
	LT	1.00	20	1,600	0.013	V/C:	0.288
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	2.00	250	3,200	0.088	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	1.00	80	1,600	0.041	ICU:	0.388
	TH	2.00	270	3,200	0.084		
	LT	1.00	110	1,600	0.069 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.241 *
	TH	2.00	500	3,200	0.175	N-S(2):	0.200
	LT	1.00	70	1,600	0.044 *	E-W(1):	0.109
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.213 *
	TH	2.00	150	3,200	0.050 *		
	LT	1.00	10	1,600	0.006	V/C:	0.454
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	2.00	550	3,200	0.197 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	1.00	70	1,600	0.031	ICU:	0.554
	TH	2.00	330	3,200	0.103		
	LT	1.00	260	1,600	0.163 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 117 - SEPULVEDA BOUELVARD & MARIPOSA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.512 *
	TH	4.00	2,080	6,400	0.345	N-S(2):	0.395
	LT	2.00	370	2,880	0.128 *	E-W(1):	0.194 *
Westbound	RT	1.00	90	1,600	0.000	E-W(2):	0.126
	TH	1.00	100	1,600	0.063		
	LT	1.00	100	1,600	0.063 *	V/C:	0.706
Northbound	RT	1.00	130	1,600	0.050	Lost Time:	0.100
	TH	4.00	2,460	6,400	0.384 *	ITS:	0.000
	LT	1.00	80	1,600	0.050		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.806
	TH	1.00	160	1,600	0.131 *		
	LT	1.00	100	1,600	0.063	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.374
	TH	4.00	1,850	6,400	0.309 *	N-S(2):	0.378 *
	LT	2.00	230	2,880	0.080	E-W(1):	0.301 *
Westbound	RT	1.00	150	1,600	0.054	E-W(2):	0.201
	TH	1.00	180	1,600	0.113		
	LT	1.00	220	1,600	0.138 *	V/C:	0.679
Northbound	RT	1.00	140	1,600	0.019	Lost Time:	0.100
	TH	4.00	1,880	6,400	0.294	ITS:	0.000
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.779
	TH	1.00	210	1,600	0.163 *		
	LT	1.00	140	1,600	0.088	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	210	0	0.000	N-S(1):	0.480
	TH	4.00	2,360	6,400	0.402 *	N-S(2):	0.483 *
	LT	2.00	180	2,880	0.063	E-W(1):	0.306 *
Westbound	RT	1.00	250	1,600	0.125	E-W(2):	0.206
	TH	1.00	210	1,600	0.131		
	LT	1.00	240	1,600	0.150 *	V/C:	0.789
Northbound	RT	1.00	240	1,600	0.075	Lost Time:	0.100
	TH	4.00	2,670	6,400	0.417	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.889
	TH	1.00	200	1,600	0.156 *		
	LT	1.00	120	1,600	0.075	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 119 - OCEAN AVENUE / VIA MARINA & WASHINGTON BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.919 *
	TH	1.00	490	1,600	0.313 *	N-S(2):	0.000
	LT	1.00	220	1,600	0.138	E-W(1):	0.240 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.201
	TH	2.00	410	3,200	0.163		
	LT	1.00	130	1,600	0.081 *	V/C:	1.159
Northbound	RT	1.00	290	1,600	0.141	Lost Time:	0.100
	TH	1.00	970	1,600	0.606 *	ITS:	0.000
	LT	2.00	390	2,880	0.135		
Eastbound	RT	1.00	210	1,600	0.064	ICU:	1.259
	TH	2.00	510	3,200	0.159 *		
	LT	1.00	60	1,600	0.038	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.738 *
	TH	1.00	430	1,600	0.294 *	N-S(2):	0.000
	LT	1.00	300	1,600	0.188	E-W(1):	0.247 *
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.215
	TH	2.00	540	3,200	0.184		
	LT	1.00	170	1,600	0.106 *	V/C:	0.985
Northbound	RT	1.00	200	1,600	0.072	Lost Time:	0.100
	TH	1.00	710	1,600	0.444 *	ITS:	0.000
	LT	2.00	250	2,880	0.087		
Eastbound	RT	1.00	170	1,600	0.063	ICU:	1.085
	TH	2.00	450	3,200	0.141 *		
	LT	1.00	50	1,600	0.031	LOS:	F

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	1.156 *
	TH	1.00	930	1,600	0.606 *	N-S(2):	0.000
	LT	1.00	480	1,600	0.300	E-W(1):	0.266
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.284 *
	TH	2.00	740	3,200	0.259 *		
	LT	1.00	160	1,600	0.100	V/C:	1.440
Northbound	RT	1.00	190	1,600	0.069	Lost Time:	0.100
	TH	1.00	880	1,600	0.550 *	ITS:	0.000
	LT	2.00	400	2,880	0.139		
Eastbound	RT	1.00	300	1,600	0.118	ICU:	1.540
	TH	2.00	530	3,200	0.166		
	LT	1.00	40	1,600	0.025 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 120 - OVERHILL DRIVE & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.019	N-S(1):	0.201 *
	TH	2.00	140	3,200	0.044	N-S(2):	0.094
	LT	1.00	140	1,600	0.088 *	E-W(1):	0.240
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.450 *
	TH	3.00	1,820	4,800	0.400 *		
	LT	1.00	80	1,600	0.050	V/C:	0.651
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	2.00	190	3,200	0.113 *	ITS:	0.000
	LT	1.00	80	1,600	0.050		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.751
	TH	3.00	890	4,800	0.190		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.028	N-S(1):	0.213 *
	TH	2.00	120	3,200	0.038	N-S(2):	0.082
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.409 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.314
	TH	3.00	1,160	4,800	0.258		
	LT	1.00	190	1,600	0.119 *	V/C:	0.622
Northbound	RT	0.00	190	1,600	0.119 *	Lost Time:	0.100
	TH	2.00	120	1,600	0.075	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.722
	TH	3.00	1,350	4,800	0.290 *		
	LT	1.00	90	1,600	0.056	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.016	N-S(1):	0.344 *
	TH	2.00	390	3,200	0.122	N-S(2):	0.185
	LT	1.00	320	1,600	0.200 *	E-W(1):	0.708 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.419
	TH	3.00	1,360	4,800	0.313		
	LT	1.00	290	1,600	0.181 *	V/C:	1.052
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	2.00	300	3,200	0.144 *	ITS:	0.000
	LT	1.00	100	1,600	0.063		
Eastbound	RT	0.00	60	0	0.000	ICU:	1.152
	TH	3.00	2,470	4,800	0.527 *		
	LT	1.00	170	1,600	0.106	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 124 - PRAIRIE AVENUE & WEST 112TH STREET/I-105 OFF RAMP
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.182
	TH	3.00	930	4,800	0.194 *	N-S(2):	0.194 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.263 *
Westbound	RT	0.20	30	320	0.075	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.80	120	1,280	0.094 *	V/C:	0.457
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	680	4,800	0.144	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	250	0	0.000	ICU:	0.557
	TH	1.00	20	1,600	0.169 *		
	LT	2.00	300	2,880	0.104	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.144
	TH	3.00	980	4,800	0.204 *	N-S(2):	0.204 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.319 *
Westbound	RT	0.40	20	640	0.025	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.60	30	960	0.031 *	V/C:	0.523
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	610	4,800	0.131	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	420	0	0.000	ICU:	0.623
	TH	1.00	40	1,600	0.288 *		
	LT	2.00	510	2,880	0.177	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.300 *
	TH	3.00	1,050	4,800	0.219	N-S(2):	0.219
	LT	1.00	130	1,600	0.081 *	E-W(1):	0.382 *
Westbound	RT	0.18	20	291	0.028	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.82	90	1,309	0.069 *	V/C:	0.682
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	3.00	1,000	4,800	0.219 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	430	0	0.000	ICU:	0.782
	TH	1.00	70	1,600	0.313 *		
	LT	2.00	620	2,880	0.215	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 125 - SEPULVEDA BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:	WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	120	1,600	0.032	N-S(1):	0.547 *
	TH	3.00	1,070	4,800	0.223	N-S(2):	0.303
	LT	2.00	310	2,880	0.108 *	E-W(1):	0.281 *
Westbound	RT	1.00	600	1,600	0.000	E-W(2):	0.171
	TH	2.00	270	3,200	0.084		
	LT	2.00	360	2,880	0.125 *	V/C:	0.828
Northbound	RT	1.00	380	1,600	0.113	Lost Time:	0.100
	TH	4.00	2,809	6,400	0.439 *	ITS:	0.000
	LT	2.00	230	2,880	0.080		
Eastbound	RT	1.00	110	1,600	0.029	ICU:	0.928
	TH	3.00	750	4,800	0.156 *		
	LT	2.00	250	2,880	0.087	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	210	1,600	0.067	N-S(1):	0.455 *
	TH	3.00	1,640	4,800	0.342	N-S(2):	0.398
	LT	2.00	560	2,880	0.194 *	E-W(1):	0.300 *
Westbound	RT	1.00	700	1,600	0.000	E-W(2):	0.237
	TH	2.00	350	3,200	0.109		
	LT	2.00	560	2,880	0.194 *	V/C:	0.755
Northbound	RT	1.00	470	1,600	0.099	Lost Time:	0.100
	TH	4.00	1,670	6,400	0.261 *	ITS:	0.000
	LT	2.00	160	2,880	0.056		
Eastbound	RT	1.00	130	1,600	0.053	ICU:	0.855
	TH	3.00	510	4,800	0.106 *		
	LT	2.00	370	2,880	0.128	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	480	1,600	0.222	N-S(1):	0.456
	TH	3.00	2,539	4,800	0.529 *	N-S(2):	0.703 *
	LT	2.00	640	2,880	0.222	E-W(1):	0.351 *
Westbound	RT	1.00	840	1,600	0.000	E-W(2):	0.337
	TH	2.00	580	3,200	0.181		
	LT	2.00	490	2,880	0.170 *	V/C:	1.054
Northbound	RT	1.00	480	1,600	0.130	Lost Time:	0.100
	TH	4.00	1,500	6,400	0.234	ITS:	0.000
	LT	2.00	500	2,880	0.174 *		
Eastbound	RT	1.00	290	1,600	0.181 *	ICU:	1.154
	TH	3.00	630	4,800	0.131		
	LT	2.00	450	2,880	0.156	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 140 - WB SR-90 RAMPS & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.045 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.460 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.369
	TH	2.00	1,180	3,200	0.369		
	LT	3.00	1,590	4,320	0.368 *	V/C:	0.505
Northbound	RT	2.00	1,050	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	130	2,880	0.045 *		
Eastbound	RT	1.00	180	1,600	0.000	ICU:	0.605
	TH	3.00	440	4,800	0.092 *		
	LT	1.00	0	1,600	0.000	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.092 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.313 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.284
	TH	2.00	910	3,200	0.284		
	LT	3.00	670	4,320	0.155 *	V/C:	0.405
Northbound	RT	2.00	790	3,200	0.092 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	230	2,880	0.080		
Eastbound	RT	1.00	170	1,600	0.000	ICU:	0.505
	TH	3.00	760	4,800	0.158 *		
	LT	1.00	0	1,600	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.229 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.403 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.319
	TH	2.00	1,020	3,200	0.319		
	LT	3.00	860	4,320	0.199 *	V/C:	0.632
Northbound	RT	2.00	1,370	3,200	0.229 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	210	2,880	0.073		
Eastbound	RT	1.00	240	1,600	0.000	ICU:	0.732
	TH	3.00	980	4,800	0.204 *		
	LT	1.00	0	1,600	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 147 - CRENSHAW BOULEVARD & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.314
	TH	3.00	840	4,800	0.202 *	N-S(2):	0.321 *
	LT	1.00	250	1,600	0.156	E-W(1):	0.223
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.290 *
	TH	3.00	1,020	4,800	0.240 *		
	LT	1.00	130	1,600	0.081	V/C:	0.611
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	3.00	700	4,800	0.158	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.711
	TH	3.00	600	4,800	0.142		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	210	0	0.000	N-S(1):	0.273
	TH	3.00	810	4,800	0.213 *	N-S(2):	0.319 *
	LT	1.00	160	1,600	0.100	E-W(1):	0.316
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.358 *
	TH	3.00	860	4,800	0.208 *		
	LT	1.00	130	1,600	0.081	V/C:	0.677
Northbound	RT	0.00	150	0	0.000	Lost Time:	0.100
	TH	3.00	680	4,800	0.173	ITS:	0.000
	LT	1.00	170	1,600	0.106 *		
Eastbound	RT	0.00	280	0	0.000	ICU:	0.777
	TH	3.00	850	4,800	0.235		
	LT	1.00	240	1,600	0.150 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	220	0	0.000	N-S(1):	0.348
	TH	3.00	1,060	4,800	0.267 *	N-S(2):	0.411 *
	LT	1.00	160	1,600	0.100	E-W(1):	0.400
Westbound	RT	0.00	310	0	0.000	E-W(2):	0.421 *
	TH	3.00	1,050	4,800	0.283 *		
	LT	1.00	110	1,600	0.069	V/C:	0.832
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	1,050	4,800	0.248	ITS:	0.000
	LT	1.00	230	1,600	0.144 *		
Eastbound	RT	0.00	260	0	0.000	ICU:	0.932
	TH	3.00	1,330	4,800	0.331		
	LT	1.00	220	1,600	0.138 *	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 148 - LA CIENEGA BOULEVARD & FAIRVIEW BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.729 *
	TH	4.00	3,080	6,400	0.491	N-S(2):	0.491
	LT	0.00	0	0	0.000 *	E-W(1):	0.191 *
Westbound	RT	1.00	50	1,600	0.031	E-W(2):	0.000
	TH	0.55	110	880	0.125		
	LT	1.45	290	2,088	0.139 *	V/C:	0.920
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	3,460	4,800	0.729 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	70	1,600	0.044	ICU:	1.020
	TH	0.80	60	1,280	0.047		
	LT	1.20	90	1,728	0.052 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.533 *
	TH	4.00	2,210	6,400	0.369	N-S(2):	0.369
	LT	0.00	0	0	0.000 *	E-W(1):	0.184 *
Westbound	RT	1.00	50	1,600	0.031	E-W(2):	0.000
	TH	0.64	90	1,029	0.088		
	LT	1.36	190	1,954	0.097 *	V/C:	0.717
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	2,520	4,800	0.533 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	80	1,600	0.050	ICU:	0.817
	TH	0.80	100	1,280	0.078		
	LT	1.20	150	1,728	0.087 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.717 *
	TH	4.00	3,100	6,400	0.505	N-S(2):	0.505
	LT	0.00	0	0	0.000 *	E-W(1):	0.250 *
Westbound	RT	1.00	30	1,600	0.019	E-W(2):	0.000
	TH	0.74	140	1,179	0.119		
	LT	1.26	240	1,819	0.132 *	V/C:	0.967
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	3,320	4,800	0.717 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	80	1,600	0.050	ICU:	1.067
	TH	0.94	160	1,506	0.106		
	LT	1.06	180	1,525	0.118 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 149 - CRENSHAW BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.290 *
	TH	3.00	900	4,800	0.204	N-S(2):	0.279
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.209
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.307 *
	TH	3.00	1,120	4,800	0.263 *		
	LT	1.00	150	1,600	0.094	V/C:	0.597
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	660	4,800	0.152 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.697
	TH	3.00	440	4,800	0.115		
	LT	1.00	70	1,600	0.044 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.348 *
	TH	3.00	910	4,800	0.213	N-S(2):	0.301
	LT	1.00	230	1,600	0.144 *	E-W(1):	0.248
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.261 *
	TH	3.00	630	4,800	0.173 *		
	LT	1.00	170	1,600	0.106	V/C:	0.609
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	870	4,800	0.204 *	ITS:	0.000
	LT	1.00	140	1,600	0.088		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.709
	TH	3.00	510	4,800	0.142		
	LT	1.00	140	1,600	0.088 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.475 *
	TH	3.00	960	4,800	0.227	N-S(2):	0.327
	LT	1.00	280	1,600	0.175 *	E-W(1):	0.444 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.310
	TH	3.00	870	4,800	0.210		
	LT	1.00	200	1,600	0.125 *	V/C:	0.919
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	1,320	4,800	0.300 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	0.00	180	0	0.000	ICU:	1.019
	TH	3.00	1,350	4,800	0.319 *		
	LT	1.00	160	1,600	0.100	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 157 - LA CIENEGA BOULEVARD & 104TH STREET
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.138
	TH	3.00	620	4,800	0.150 *	N-S(2):	0.319 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.012
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.057 *
	TH	1.00	10	1,600	0.019 *		
	LT	0.00	10	1,600	0.006	V/C:	0.376
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	580	4,800	0.125	ITS:	0.000
	LT	1.00	270	1,600	0.169 *		
Eastbound	RT	1.00	100	1,600	0.000	ICU:	0.476
	TH	1.00	10	1,600	0.006		
	LT	1.00	60	1,600	0.038 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.123
	TH	3.00	390	4,800	0.094 *	N-S(2):	0.169 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.025
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.138 *
	TH	1.00	10	1,600	0.025 *		
	LT	0.00	10	1,600	0.006	V/C:	0.307
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	510	4,800	0.110	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	1.00	150	1,600	0.019	ICU:	0.407
	TH	1.00	10	1,600	0.006		
	LT	1.00	180	1,600	0.113 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	180	0	0.000	N-S(1):	0.175
	TH	3.00	970	4,800	0.240 *	N-S(2):	0.290 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.076
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.119 *
	TH	1.00	10	1,600	0.025 *		
	LT	0.00	20	1,600	0.013	V/C:	0.409
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	680	4,800	0.144	ITS:	0.000
	LT	1.00	80	1,600	0.050 *		
Eastbound	RT	1.00	180	1,600	0.063	ICU:	0.509
	TH	1.00	10	1,600	0.006		
	LT	1.00	150	1,600	0.094 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 159 - HINDRY AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.157 *
	TH	1.00	100	1,600	0.081	N-S(2):	0.094
	LT	0.00	30	1,600	0.019 *	E-W(1):	0.335 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.287
	TH	2.00	860	3,200	0.281		
	LT	1.00	220	1,600	0.138 *	V/C:	0.492
Northbound	RT	1.00	210	1,600	0.063	Lost Time:	0.100
	TH	1.00	200	1,600	0.138 *	ITS:	0.000
	LT	0.00	20	1,600	0.013		
Eastbound	RT	1.00	60	1,600	0.031	ICU:	0.592
	TH	2.00	630	3,200	0.197 *		
	LT	1.00	10	1,600	0.006	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.250
	TH	1.00	350	1,600	0.244 *	N-S(2):	0.282 *
	LT	0.00	40	1,600	0.025	E-W(1):	0.507 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.275
	TH	2.00	790	3,200	0.256		
	LT	1.00	220	1,600	0.138 *	V/C:	0.789
Northbound	RT	1.00	330	1,600	0.138	Lost Time:	0.100
	TH	1.00	300	1,600	0.225	ITS:	0.000
	LT	0.00	60	1,600	0.038 *		
Eastbound	RT	1.00	110	1,600	0.050	ICU:	0.889
	TH	2.00	1,180	3,200	0.369 *		
	LT	1.00	30	1,600	0.019	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.013	N-S(1):	0.151
	TH	1.00	230	1,600	0.181 *	N-S(2):	0.225 *
	LT	0.00	60	1,600	0.038	E-W(1):	0.487 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.241
	TH	2.00	700	3,200	0.228		
	LT	1.00	210	1,600	0.131 *	V/C:	0.712
Northbound	RT	1.00	180	1,600	0.047	Lost Time:	0.100
	TH	1.00	110	1,600	0.113	ITS:	0.000
	LT	0.00	70	1,600	0.044 *		
Eastbound	RT	1.00	70	1,600	0.022	ICU:	0.812
	TH	2.00	1,140	3,200	0.356 *		
	LT	1.00	20	1,600	0.013	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 162 - SEPULVEDA BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.581 *
	TH	3.00	1,000	4,800	0.238	N-S(2):	0.313
	LT	2.00	160	2,880	0.056 *	E-W(1):	0.209
Westbound	RT	1.00	170	1,600	0.051	E-W(2):	0.275 *
	TH	2.00	560	3,200	0.175 *		
	LT	1.00	120	1,600	0.075	V/C:	0.856
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	3.00	2,420	4,800	0.525 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	100	1,600	0.025	ICU:	0.956
	TH	2.00	430	3,200	0.134		
	LT	1.00	160	1,600	0.100 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	210	0	0.000	N-S(1):	0.436
	TH	3.00	1,560	4,800	0.369 *	N-S(2):	0.500 *
	LT	2.00	220	2,880	0.076	E-W(1):	0.350
Westbound	RT	1.00	220	1,600	0.061	E-W(2):	0.388 *
	TH	2.00	560	3,200	0.175 *		
	LT	1.00	230	1,600	0.144	V/C:	0.888
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	3.00	1,560	4,800	0.360	ITS:	0.000
	LT	1.00	210	1,600	0.131 *		
Eastbound	RT	1.00	210	1,600	0.066	ICU:	0.988
	TH	2.00	660	3,200	0.206		
	LT	1.00	340	1,600	0.213 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.427
	TH	3.00	2,600	4,800	0.577 *	N-S(2):	0.702 *
	LT	2.00	240	2,880	0.083	E-W(1):	0.397 *
Westbound	RT	1.00	210	1,600	0.048	E-W(2):	0.322
	TH	2.00	570	3,200	0.178		
	LT	1.00	240	1,600	0.150 *	V/C:	1.099
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	3.00	1,470	4,800	0.344	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	80	1,600	0.000	ICU:	1.199
	TH	2.00	790	3,200	0.247 *		
	LT	1.00	230	1,600	0.144	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 164 - CRENSHAW BOULEVARD & MANCHESTER AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.304 *
	TH	2.00	620	3,200	0.203	N-S(2):	0.297
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.400
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.429 *
	TH	2.00	1,110	3,200	0.391 *		
	LT	1.00	330	1,600	0.206	V/C:	0.733
Northbound	RT	0.00	240	0	0.000	Lost Time:	0.100
	TH	3.00	710	4,800	0.198 *	ITS:	0.000
	LT	1.00	150	1,600	0.094		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.833
	TH	2.00	560	3,200	0.194		
	LT	1.00	60	1,600	0.038 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.300
	TH	2.00	720	3,200	0.244 *	N-S(2):	0.344 *
	LT	1.00	190	1,600	0.119	E-W(1):	0.478 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.394
	TH	2.00	940	3,200	0.344		
	LT	1.00	360	1,600	0.225 *	V/C:	0.822
Northbound	RT	0.00	260	0	0.000	Lost Time:	0.100
	TH	3.00	610	4,800	0.181	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.922
	TH	2.00	720	3,200	0.253 *		
	LT	1.00	80	1,600	0.050	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.354
	TH	2.00	870	3,200	0.281 *	N-S(2):	0.362 *
	LT	1.00	170	1,600	0.106	E-W(1):	0.631 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.469
	TH	2.00	1,120	3,200	0.394		
	LT	1.00	370	1,600	0.231 *	V/C:	0.993
Northbound	RT	0.00	360	0	0.000	Lost Time:	0.100
	TH	3.00	830	4,800	0.248	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	1.093
	TH	2.00	1,200	3,200	0.400 *		
	LT	1.00	120	1,600	0.075	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 169 - PRAIRIE AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.463 *
	TH	3.00	650	4,800	0.148	N-S(2):	0.361
	LT	1.00	200	1,600	0.125 *	E-W(1):	0.362
Westbound	RT	1.00	550	1,600	0.281	E-W(2):	0.482 *
	TH	2.00	1,420	3,200	0.444 *		
	LT	1.00	250	1,600	0.156	V/C:	0.945
Northbound	RT	1.00	220	1,600	0.000	Lost Time:	0.100
	TH	2.00	1,080	3,200	0.338 *	ITS:	0.000
	LT	1.00	340	1,600	0.213		
Eastbound	RT	0.00	250	0	0.000	ICU:	1.045
	TH	3.00	740	4,800	0.206		
	LT	2.00	110	2,880	0.038 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.294
	TH	3.00	600	4,800	0.140 *	N-S(2):	0.309 *
	LT	1.00	180	1,600	0.113	E-W(1):	0.384 *
Westbound	RT	1.00	250	1,600	0.100	E-W(2):	0.256
	TH	2.00	720	3,200	0.225		
	LT	1.00	270	1,600	0.169 *	V/C:	0.693
Northbound	RT	1.00	300	1,600	0.019	Lost Time:	0.100
	TH	2.00	580	3,200	0.181	ITS:	0.000
	LT	1.00	270	1,600	0.169 *		
Eastbound	RT	0.00	290	0	0.000	ICU:	0.793
	TH	3.00	740	4,800	0.215 *		
	LT	2.00	90	2,880	0.031	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.385 *
	TH	3.00	960	4,800	0.213	N-S(2):	0.338
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.444 *
Westbound	RT	1.00	230	1,600	0.059	E-W(2):	0.337
	TH	2.00	1,000	3,200	0.313		
	LT	1.00	170	1,600	0.106 *	V/C:	0.829
Northbound	RT	1.00	190	1,600	0.013	Lost Time:	0.100
	TH	2.00	690	3,200	0.216 *	ITS:	0.000
	LT	1.00	200	1,600	0.125		
Eastbound	RT	0.00	330	0	0.000	ICU:	0.929
	TH	3.00	1,290	4,800	0.338 *		
	LT	2.00	70	2,880	0.024	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 173 - WESTERN AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.335
	TH	3.00	880	4,800	0.217 *	N-S(2):	0.355 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.402
Westbound	RT	1.00	230	1,600	0.100	E-W(2):	0.405 *
	TH	3.00	1,400	4,800	0.292 *		
	LT	1.00	240	1,600	0.150	V/C:	0.760
Northbound	RT	1.00	170	1,600	0.031	Lost Time:	0.100
	TH	2.00	790	3,200	0.247	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	0.00	240	0	0.000	ICU:	0.860
	TH	3.00	970	4,800	0.252		
	LT	1.00	180	1,600	0.113 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.263
	TH	3.00	530	4,800	0.140 *	N-S(2):	0.271 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.319 *
Westbound	RT	1.00	130	1,600	0.038	E-W(2):	0.252
	TH	3.00	760	4,800	0.158		
	LT	1.00	200	1,600	0.125 *	V/C:	0.590
Northbound	RT	1.00	170	1,600	0.044	Lost Time:	0.100
	TH	2.00	560	3,200	0.175	ITS:	0.000
	LT	1.00	210	1,600	0.131 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.690
	TH	3.00	730	4,800	0.194 *		
	LT	1.00	150	1,600	0.094	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.376 *
	TH	3.00	680	4,800	0.171	N-S(2):	0.327
	LT	1.00	180	1,600	0.113 *	E-W(1):	0.540 *
Westbound	RT	1.00	170	1,600	0.050	E-W(2):	0.344
	TH	3.00	1,080	4,800	0.225		
	LT	1.00	190	1,600	0.119 *	V/C:	0.916
Northbound	RT	1.00	160	1,600	0.041	Lost Time:	0.100
	TH	2.00	840	3,200	0.263 *	ITS:	0.000
	LT	1.00	250	1,600	0.156		
Eastbound	RT	0.00	270	0	0.000	ICU:	1.016
	TH	3.00	1,750	4,800	0.421 *		
	LT	1.00	190	1,600	0.119	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 175 - VERMONT AVENUE & MANCHESTER AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.350 *
	TH	3.00	717	4,800	0.170	N-S(2):	0.260
	LT	2.00	143	2,880	0.050 *	E-W(1):	0.389 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.387
	TH	3.00	1,340	4,800	0.308		
	LT	1.00	130	1,600	0.081 *	V/C:	0.739
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	1,320	4,800	0.300 *	ITS:	0.000
	LT	2.00	260	2,880	0.090		
Eastbound	RT	0.00	84	0	0.000	ICU:	0.839
	TH	3.00	1,394	4,800	0.308 *		
	LT	1.00	126	1,600	0.079	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.224 *
	TH	3.00	670	4,800	0.173	N-S(2):	0.218
	LT	2.00	170	2,880	0.059 *	E-W(1):	0.329
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.344 *
	TH	3.00	1,130	4,800	0.269 *		
	LT	1.00	120	1,600	0.075	V/C:	0.568
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	650	4,800	0.165 *	ITS:	0.000
	LT	2.00	130	2,880	0.045		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.668
	TH	3.00	1,090	4,800	0.254		
	LT	1.00	120	1,600	0.075 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.351 *
	TH	3.00	970	4,800	0.231	N-S(2):	0.290
	LT	2.00	230	2,880	0.080 *	E-W(1):	0.407 *
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.403
	TH	3.00	1,380	4,800	0.315		
	LT	1.00	110	1,600	0.069 *	V/C:	0.758
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	3.00	1,170	4,800	0.271 *	ITS:	0.000
	LT	2.00	170	2,880	0.059		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.858
	TH	3.00	1,490	4,800	0.338 *		
	LT	1.00	140	1,600	0.088	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 176 - VERMONT AVENUE & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.319 *
	TH	3.00	830	4,800	0.196	N-S(2):	0.283
	LT	2.00	160	2,880	0.056 *	E-W(1):	0.330
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.371 *
	TH	3.00	1,170	4,800	0.271 *		
	LT	1.00	180	1,600	0.113	V/C:	0.690
Northbound	RT	1.00	140	1,600	0.031	Lost Time:	0.100
	TH	3.00	1,260	4,800	0.263 *	ITS:	0.000
	LT	2.00	250	2,880	0.087		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.790
	TH	3.00	870	4,800	0.217		
	LT	1.00	160	1,600	0.100 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.169
	TH	3.00	560	4,800	0.148 *	N-S(2):	0.252 *
	LT	2.00	160	2,880	0.056	E-W(1):	0.256
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.317 *
	TH	3.00	890	4,800	0.204 *		
	LT	1.00	120	1,600	0.075	V/C:	0.569
Northbound	RT	1.00	70	1,600	0.006	Lost Time:	0.100
	TH	3.00	540	4,800	0.113	ITS:	0.000
	LT	2.00	300	2,880	0.104 *		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.669
	TH	3.00	680	4,800	0.181		
	LT	1.00	180	1,600	0.113 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	190	0	0.000	N-S(1):	0.303
	TH	3.00	900	4,800	0.227 *	N-S(2):	0.359 *
	LT	2.00	170	2,880	0.059	E-W(1):	0.383 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.344
	TH	3.00	1,090	4,800	0.250		
	LT	1.00	170	1,600	0.106 *	V/C:	0.742
Northbound	RT	1.00	110	1,600	0.016	Lost Time:	0.100
	TH	3.00	1,170	4,800	0.244	ITS:	0.000
	LT	2.00	380	2,880	0.132 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.842
	TH	3.00	1,130	4,800	0.277 *		
	LT	1.00	150	1,600	0.094	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 177 - VERMONT AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.009	N-S(1):	0.390 *
	TH	3.00	890	4,800	0.185	N-S(2):	0.320
	LT	2.00	270	2,880	0.094 *	E-W(1):	0.409 *
Westbound	RT	0.00	210	0	0.000	E-W(2):	0.388
	TH	3.00	1,320	4,800	0.319		
	LT	1.00	310	1,600	0.194 *	V/C:	0.799
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	1,280	4,800	0.296 *	ITS:	0.000
	LT	2.00	390	2,880	0.135		
Eastbound	RT	0.00	230	0	0.000	ICU:	0.899
	TH	3.00	800	4,800	0.215 *		
	LT	1.00	110	1,600	0.069	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.009	N-S(1):	0.256
	TH	3.00	640	4,800	0.133 *	N-S(2):	0.279 *
	LT	2.00	160	2,880	0.056	E-W(1):	0.284 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.186
	TH	3.00	580	4,800	0.142		
	LT	1.00	180	1,600	0.113 *	V/C:	0.563
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	3.00	790	4,800	0.200	ITS:	0.000
	LT	2.00	420	2,880	0.146 *		
Eastbound	RT	0.00	230	0	0.000	ICU:	0.663
	TH	3.00	590	4,800	0.171 *		
	LT	1.00	70	1,600	0.044	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.019	N-S(1):	0.416 *
	TH	3.00	900	4,800	0.188	N-S(2):	0.372
	LT	2.00	240	2,880	0.083 *	E-W(1):	0.526 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.330
	TH	3.00	1,050	4,800	0.242		
	LT	1.00	300	1,600	0.188 *	V/C:	0.942
Northbound	RT	0.00	230	0	0.000	Lost Time:	0.100
	TH	3.00	1,370	4,800	0.333 *	ITS:	0.000
	LT	2.00	530	2,880	0.184		
Eastbound	RT	0.00	200	0	0.000	ICU:	1.042
	TH	3.00	1,420	4,800	0.338 *		
	LT	1.00	140	1,600	0.088	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 182 - INGLEWOOD AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	150	1,600	0.069	N-S(1):	0.419 *
	TH	2.00	710	3,200	0.222	N-S(2):	0.378
	LT	1.00	240	1,600	0.150 *	E-W(1):	0.296 *
Westbound	RT	1.00	130	1,600	0.006	E-W(2):	0.258
	TH	3.00	1,000	4,800	0.208		
	LT	1.00	330	1,600	0.206 *	V/C:	0.715
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	2.00	670	3,200	0.269 *	ITS:	0.000
	LT	1.00	250	1,600	0.156		
Eastbound	RT	1.00	70	1,600	0.000	ICU:	0.815
	TH	3.00	430	4,800	0.090 *		
	LT	1.00	80	1,600	0.050	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	200	1,600	0.050	N-S(1):	0.276 *
	TH	2.00	430	3,200	0.134	N-S(2):	0.234
	LT	1.00	140	1,600	0.088 *	E-W(1):	0.290
Westbound	RT	1.00	80	1,600	0.006	E-W(2):	0.325 *
	TH	3.00	840	4,800	0.175 *		
	LT	1.00	200	1,600	0.125	V/C:	0.601
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	2.00	500	3,200	0.188 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	1.00	140	1,600	0.038	ICU:	0.701
	TH	3.00	790	4,800	0.165		
	LT	1.00	240	1,600	0.150 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.044	N-S(1):	0.444 *
	TH	2.00	810	3,200	0.253	N-S(2):	0.409
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.417 *
Westbound	RT	1.00	160	1,600	0.016	E-W(2):	0.321
	TH	3.00	820	4,800	0.171		
	LT	1.00	160	1,600	0.100 *	V/C:	0.861
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	2.00	700	3,200	0.275 *	ITS:	0.000
	LT	1.00	250	1,600	0.156		
Eastbound	RT	1.00	220	1,600	0.059	ICU:	0.961
	TH	3.00	1,520	4,800	0.317 *		
	LT	1.00	240	1,600	0.150	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 183 - HAWTHORNE BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	260	1,600	0.119	N-S(1):	0.300
	TH	3.00	1,010	4,800	0.210 *	N-S(2):	0.332 *
	LT	2.00	200	2,880	0.069	E-W(1):	0.229
Westbound	RT	0.00	230	0	0.000	E-W(2):	0.373 *
	TH	3.00	1,140	4,800	0.285 *		
	LT	1.00	130	1,600	0.081	V/C:	0.705
Northbound	RT	1.00	170	1,600	0.066	Lost Time:	0.100
	TH	3.00	1,110	4,800	0.231	ITS:	0.000
	LT	2.00	350	2,880	0.122 *		
Eastbound	RT	0.00	210	0	0.000	ICU:	0.805
	TH	3.00	500	4,800	0.148		
	LT	1.00	140	1,600	0.088 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	230	1,600	0.088	N-S(1):	0.284
	TH	3.00	960	4,800	0.200 *	N-S(2):	0.290 *
	LT	2.00	260	2,880	0.090	E-W(1):	0.275
Westbound	RT	0.00	250	0	0.000	E-W(2):	0.328 *
	TH	3.00	780	4,800	0.215 *		
	LT	1.00	130	1,600	0.081	V/C:	0.618
Northbound	RT	1.00	200	1,600	0.084	Lost Time:	0.100
	TH	3.00	930	4,800	0.194	ITS:	0.000
	LT	2.00	260	2,880	0.090 *		
Eastbound	RT	0.00	230	0	0.000	ICU:	0.718
	TH	3.00	700	4,800	0.194		
	LT	1.00	180	1,600	0.113 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.072	N-S(1):	0.420
	TH	3.00	1,470	4,800	0.306 *	N-S(2):	0.428 *
	LT	2.00	490	2,880	0.170	E-W(1):	0.415 *
Westbound	RT	0.00	290	0	0.000	E-W(2):	0.338
	TH	3.00	880	4,800	0.244		
	LT	1.00	140	1,600	0.088 *	V/C:	0.843
Northbound	RT	1.00	180	1,600	0.069	Lost Time:	0.100
	TH	3.00	1,200	4,800	0.250	ITS:	0.000
	LT	2.00	350	2,880	0.122 *		
Eastbound	RT	0.00	210	0	0.000	ICU:	0.943
	TH	3.00	1,360	4,800	0.327 *		
	LT	1.00	150	1,600	0.094	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 184 - PRAIRIE AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	190	0	0.000	N-S(1):	0.296
	TH	3.00	980	4,800	0.244 *	N-S(2):	0.369 *
	LT	1.00	190	1,600	0.119	E-W(1):	0.405
Westbound	RT	0.00	210	0	0.000	E-W(2):	0.417 *
	TH	3.00	1,250	4,800	0.304 *		
	LT	1.00	380	1,600	0.238	V/C:	0.786
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	3.00	660	4,800	0.177	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.886
	TH	3.00	680	4,800	0.167		
	LT	1.00	180	1,600	0.113 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.313
	TH	3.00	670	4,800	0.167 *	N-S(2):	0.317 *
	LT	1.00	260	1,600	0.163	E-W(1):	0.344 *
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.284
	TH	3.00	780	4,800	0.190		
	LT	1.00	240	1,600	0.150 *	V/C:	0.661
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	3.00	560	4,800	0.150	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.761
	TH	3.00	810	4,800	0.194 *		
	LT	1.00	150	1,600	0.094	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	180	0	0.000	N-S(1):	0.404
	TH	3.00	1,050	4,800	0.256 *	N-S(2):	0.406 *
	LT	1.00	270	1,600	0.169	E-W(1):	0.469 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.338
	TH	3.00	890	4,800	0.219		
	LT	1.00	280	1,600	0.175 *	V/C:	0.875
Northbound	RT	0.00	250	0	0.000	Lost Time:	0.100
	TH	3.00	880	4,800	0.235	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.975
	TH	3.00	1,230	4,800	0.294 *		
	LT	1.00	190	1,600	0.119	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 185 - CRENSHAW BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.329 *
	TH	3.00	870	4,800	0.215	N-S(2):	0.328
	LT	1.00	160	1,600	0.100 *	E-W(1):	0.328
Westbound	RT	0.00	210	0	0.000	E-W(2):	0.379 *
	TH	3.00	1,130	4,800	0.279 *		
	LT	1.00	180	1,600	0.113	V/C:	0.708
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	980	4,800	0.229 *	ITS:	0.000
	LT	1.00	180	1,600	0.113		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.808
	TH	3.00	830	4,800	0.215		
	LT	1.00	160	1,600	0.100 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	220	0	0.000	N-S(1):	0.323 *
	TH	3.00	620	4,800	0.175	N-S(2):	0.288
	LT	1.00	210	1,600	0.131 *	E-W(1):	0.298
Westbound	RT	0.00	210	0	0.000	E-W(2):	0.319 *
	TH	3.00	780	4,800	0.206 *		
	LT	1.00	160	1,600	0.100	V/C:	0.642
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	3.00	730	4,800	0.192 *	ITS:	0.000
	LT	1.00	180	1,600	0.113		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.742
	TH	3.00	770	4,800	0.198		
	LT	1.00	180	1,600	0.113 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	230	0	0.000	N-S(1):	0.355
	TH	3.00	1,090	4,800	0.275 *	N-S(2):	0.394 *
	LT	1.00	220	1,600	0.138	E-W(1):	0.431 *
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.353
	TH	3.00	1,090	4,800	0.265		
	LT	1.00	200	1,600	0.125 *	V/C:	0.825
Northbound	RT	0.00	220	0	0.000	Lost Time:	0.100
	TH	3.00	820	4,800	0.217	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.925
	TH	3.00	1,270	4,800	0.306 *		
	LT	1.00	140	1,600	0.088	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 186 - WESTERN AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.275
	TH	2.00	670	3,200	0.234 *	N-S(2):	0.378 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.307
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.346 *
	TH	3.00	1,230	4,800	0.290 *		
	LT	1.00	110	1,600	0.069	V/C:	0.724
Northbound	RT	1.00	110	1,600	0.034	Lost Time:	0.100
	TH	2.00	720	3,200	0.225	ITS:	0.000
	LT	1.00	230	1,600	0.144 *		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.824
	TH	3.00	1,030	4,800	0.238		
	LT	1.00	90	1,600	0.056 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.260
	TH	2.00	510	3,200	0.194 *	N-S(2):	0.300 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.273 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.263
	TH	3.00	820	4,800	0.200		
	LT	1.00	110	1,600	0.069 *	V/C:	0.573
Northbound	RT	1.00	130	1,600	0.047	Lost Time:	0.100
	TH	2.00	530	3,200	0.166	ITS:	0.000
	LT	1.00	170	1,600	0.106 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.673
	TH	3.00	810	4,800	0.204 *		
	LT	1.00	100	1,600	0.063	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.326
	TH	2.00	800	3,200	0.288 *	N-S(2):	0.413 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.423 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.348
	TH	3.00	1,200	4,800	0.267		
	LT	1.00	160	1,600	0.100 *	V/C:	0.836
Northbound	RT	1.00	160	1,600	0.050	Lost Time:	0.100
	TH	2.00	760	3,200	0.238	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	220	0	0.000	ICU:	0.936
	TH	3.00	1,330	4,800	0.323 *		
	LT	1.00	130	1,600	0.081	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 187 - VERMONT AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.034	N-S(1):	0.296 *
	TH	3.00	680	4,800	0.142	N-S(2):	0.255
	LT	1.00	240	1,600	0.150 *	E-W(1):	0.377
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.427 *
	TH	3.00	1,540	4,800	0.358 *		
	LT	1.00	150	1,600	0.094	V/C:	0.723
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	580	4,800	0.146 *	ITS:	0.000
	LT	1.00	180	1,600	0.113		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.823
	TH	3.00	1,230	4,800	0.283		
	LT	1.00	110	1,600	0.069 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.028	N-S(1):	0.242 *
	TH	3.00	390	4,800	0.081	N-S(2):	0.187
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.338 *
Westbound	RT	0.00	150	0	0.000	E-W(2):	0.327
	TH	3.00	1,090	4,800	0.258		
	LT	1.00	150	1,600	0.094 *	V/C:	0.580
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	360	4,800	0.104 *	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.680
	TH	3.00	1,060	4,800	0.244 *		
	LT	1.00	110	1,600	0.069	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.034	N-S(1):	0.366 *
	TH	3.00	830	4,800	0.173	N-S(2):	0.279
	LT	1.00	250	1,600	0.156 *	E-W(1):	0.423
Westbound	RT	0.00	260	0	0.000	E-W(2):	0.432 *
	TH	3.00	1,360	4,800	0.338 *		
	LT	1.00	150	1,600	0.094	V/C:	0.798
Northbound	RT	0.00	200	0	0.000	Lost Time:	0.100
	TH	3.00	810	4,800	0.210 *	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.898
	TH	3.00	1,400	4,800	0.329		
	LT	1.00	150	1,600	0.094 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 188 - PRAIRIE AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.388
	TH	3.00	1,200	4,800	0.277 *	N-S(2):	0.546 *
	LT	1.00	230	1,600	0.144	E-W(1):	0.288
Westbound	RT	0.00	320	0	0.000	E-W(2):	0.411 *
	TH	3.00	1,200	4,800	0.317 *		
	LT	1.00	120	1,600	0.075	V/C:	0.957
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	3.00	1,040	4,800	0.244	ITS:	0.000
	LT	1.00	430	1,600	0.269 *		
Eastbound	RT	0.00	180	0	0.000	ICU:	1.057
	TH	3.00	840	4,800	0.213		
	LT	1.00	150	1,600	0.094 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.280
	TH	3.00	710	4,800	0.171 *	N-S(2):	0.327 *
	LT	1.00	220	1,600	0.138	E-W(1):	0.284 *
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.259
	TH	3.00	710	4,800	0.190		
	LT	1.00	150	1,600	0.094 *	V/C:	0.611
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	570	4,800	0.142	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	0.00	230	0	0.000	ICU:	0.711
	TH	3.00	680	4,800	0.190 *		
	LT	1.00	110	1,600	0.069	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	190	0	0.000	N-S(1):	0.433 *
	TH	3.00	1,130	4,800	0.275	N-S(2):	0.406
	LT	1.00	290	1,600	0.181 *	E-W(1):	0.492 *
Westbound	RT	0.00	260	0	0.000	E-W(2):	0.367
	TH	3.00	1,020	4,800	0.267		
	LT	1.00	160	1,600	0.100 *	V/C:	0.925
Northbound	RT	0.00	150	0	0.000	Lost Time:	0.100
	TH	3.00	1,060	4,800	0.252 *	ITS:	0.000
	LT	1.00	210	1,600	0.131		
Eastbound	RT	0.00	390	0	0.000	ICU:	1.025
	TH	3.00	1,490	4,800	0.392 *		
	LT	1.00	160	1,600	0.100	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 189 - CRENSHAW BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	300	1,600	0.091	N-S(1):	0.342
	TH	3.00	920	4,800	0.192 *	N-S(2):	0.373 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.292
Westbound	RT	0.00	290	0	0.000	E-W(2):	0.502 *
	TH	3.00	1,190	4,800	0.308 *		
	LT	1.00	190	1,600	0.119	V/C:	0.875
Northbound	RT	1.00	110	1,600	0.009	Lost Time:	0.100
	TH	3.00	1,190	4,800	0.248	ITS:	0.000
	LT	1.00	290	1,600	0.181 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.975
	TH	3.00	730	4,800	0.173		
	LT	1.00	310	1,600	0.194 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	260	1,600	0.053	N-S(1):	0.269 *
	TH	3.00	750	4,800	0.156	N-S(2):	0.259
	LT	1.00	140	1,600	0.088 *	E-W(1):	0.238
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.379 *
	TH	3.00	590	4,800	0.160 *		
	LT	1.00	140	1,600	0.088	V/C:	0.648
Northbound	RT	1.00	100	1,600	0.019	Lost Time:	0.100
	TH	3.00	870	4,800	0.181 *	ITS:	0.000
	LT	1.00	150	1,600	0.094		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.748
	TH	3.00	590	4,800	0.150		
	LT	1.00	350	1,600	0.219 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	230	1,600	0.022	N-S(1):	0.338
	TH	3.00	1,270	4,800	0.265 *	N-S(2):	0.340 *
	LT	1.00	220	1,600	0.138	E-W(1):	0.423
Westbound	RT	0.00	280	0	0.000	E-W(2):	0.459 *
	TH	3.00	750	4,800	0.215 *		
	LT	1.00	150	1,600	0.094	V/C:	0.799
Northbound	RT	1.00	120	1,600	0.028	Lost Time:	0.100
	TH	3.00	960	4,800	0.200	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	210	0	0.000	ICU:	0.899
	TH	3.00	1,370	4,800	0.329		
	LT	1.00	390	1,600	0.244 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 190 - WESTERN AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	280	1,600	0.122	N-S(1):	0.241
	TH	2.00	520	3,200	0.163 *	N-S(2):	0.288 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.269
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.466 *
	TH	3.00	1,570	4,800	0.360 *		
	LT	1.00	110	1,600	0.069	V/C:	0.754
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	2.00	560	3,200	0.197	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.854
	TH	3.00	770	4,800	0.200		
	LT	1.00	170	1,600	0.106 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.063	N-S(1):	0.213
	TH	2.00	410	3,200	0.128 *	N-S(2):	0.228 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.225
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.286 *
	TH	3.00	720	4,800	0.173 *		
	LT	1.00	110	1,600	0.069	V/C:	0.514
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	2.00	400	3,200	0.163	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.614
	TH	3.00	620	4,800	0.156		
	LT	1.00	180	1,600	0.113 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.063	N-S(1):	0.313
	TH	2.00	640	3,200	0.200 *	N-S(2):	0.344 *
	LT	1.00	110	1,600	0.069	E-W(1):	0.427 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.381
	TH	3.00	1,010	4,800	0.231		
	LT	1.00	90	1,600	0.056 *	V/C:	0.771
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	650	3,200	0.244	ITS:	0.000
	LT	1.00	230	1,600	0.144 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.871
	TH	3.00	1,580	4,800	0.371 *		
	LT	1.00	240	1,600	0.150	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 191 - VERMONT AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.063	N-S(1):	0.209 *
	TH	3.00	570	4,800	0.119	N-S(2):	0.163
	LT	1.00	180	1,600	0.113 *	E-W(1):	0.282
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.444 *
	TH	3.00	1,810	4,800	0.406 *		
	LT	1.00	110	1,600	0.069	V/C:	0.653
Northbound	RT	1.00	110	1,600	0.034	Lost Time:	0.100
	TH	3.00	460	4,800	0.096 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.753
	TH	3.00	940	4,800	0.213		
	LT	1.00	60	1,600	0.038 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	180	1,600	0.097	N-S(1):	0.175 *
	TH	3.00	390	4,800	0.081	N-S(2):	0.141
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.231 *
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.219
	TH	3.00	770	4,800	0.188		
	LT	1.00	80	1,600	0.050 *	V/C:	0.406
Northbound	RT	1.00	60	1,600	0.013	Lost Time:	0.100
	TH	3.00	330	4,800	0.069 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.506
	TH	3.00	800	4,800	0.181 *		
	LT	1.00	50	1,600	0.031	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.016	N-S(1):	0.242 *
	TH	3.00	570	4,800	0.119	N-S(2):	0.207
	LT	1.00	140	1,600	0.088 *	E-W(1):	0.428 *
Westbound	RT	0.00	150	0	0.000	E-W(2):	0.308
	TH	3.00	940	4,800	0.227		
	LT	1.00	140	1,600	0.088 *	V/C:	0.670
Northbound	RT	1.00	80	1,600	0.006	Lost Time:	0.100
	TH	3.00	740	4,800	0.154 *	ITS:	0.000
	LT	1.00	140	1,600	0.088		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.770
	TH	3.00	1,540	4,800	0.340 *		
	LT	1.00	130	1,600	0.081	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 192 - AVIATION BOULEVARD & ARTESIA BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	230	0	0.000	N-S(1):	0.553 *
	TH	2.00	550	3,200	0.244	N-S(2):	0.338
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.313
Westbound	RT	0.00	240	0	0.000	E-W(2):	0.479 *
	TH	2.00	850	3,200	0.341 *		
	LT	1.00	190	1,600	0.119	V/C:	1.032
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	2.00	1,330	3,200	0.459 *	ITS:	0.000
	LT	1.00	150	1,600	0.094		
Eastbound	RT	0.00	60	0	0.000	ICU:	1.132
	TH	2.00	560	3,200	0.194		
	LT	1.00	220	1,600	0.138 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.326 *
	TH	2.00	660	3,200	0.250	N-S(2):	0.319
	LT	1.00	180	1,600	0.113 *	E-W(1):	0.350 *
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.341
	TH	2.00	540	3,200	0.222		
	LT	1.00	240	1,600	0.150 *	V/C:	0.676
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	2.00	510	3,200	0.213 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.776
	TH	2.00	560	3,200	0.200 *		
	LT	1.00	190	1,600	0.119	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.482
	TH	2.00	1,270	3,200	0.434 *	N-S(2):	0.509 *
	LT	1.00	270	1,600	0.169	E-W(1):	0.475 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.388
	TH	2.00	680	3,200	0.263		
	LT	1.00	290	1,600	0.181 *	V/C:	0.984
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	2.00	820	3,200	0.313	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	1.084
	TH	2.00	800	3,200	0.294 *		
	LT	1.00	200	1,600	0.125	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 193 - AVIATION BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.000	N-S(1):	0.475 *
	TH	2.00	620	3,200	0.194	N-S(2):	0.250
	LT	2.00	100	2,880	0.035 *	E-W(1):	0.282
Westbound	RT	1.00	340	1,600	0.195	E-W(2):	0.407 *
	TH	2.00	780	3,200	0.244 *		
	LT	2.00	290	2,880	0.101	V/C:	0.882
Northbound	RT	0.00	290	0	0.000	Lost Time:	0.100
	TH	3.00	1,820	4,800	0.440 *	ITS:	0.000
	LT	1.00	90	1,600	0.056		
Eastbound	RT	1.00	160	1,600	0.072	ICU:	0.982
	TH	2.00	580	3,200	0.181		
	LT	1.00	260	1,600	0.163 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.075	N-S(1):	0.281
	TH	2.00	760	3,200	0.238 *	N-S(2):	0.369 *
	LT	2.00	150	2,880	0.052	E-W(1):	0.272
Westbound	RT	1.00	150	1,600	0.068	E-W(2):	0.306 *
	TH	2.00	580	3,200	0.181 *		
	LT	2.00	270	2,880	0.094	V/C:	0.675
Northbound	RT	0.00	200	0	0.000	Lost Time:	0.100
	TH	3.00	900	4,800	0.229	ITS:	0.000
	LT	1.00	210	1,600	0.131 *		
Eastbound	RT	1.00	180	1,600	0.047	ICU:	0.775
	TH	2.00	570	3,200	0.178		
	LT	1.00	200	1,600	0.125 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	410	1,600	0.197	N-S(1):	0.317
	TH	2.00	1,320	3,200	0.413 *	N-S(2):	0.551 *
	LT	2.00	300	2,880	0.104	E-W(1):	0.438 *
Westbound	RT	1.00	130	1,600	0.029	E-W(2):	0.328
	TH	2.00	670	3,200	0.209		
	LT	2.00	560	2,880	0.194 *	V/C:	0.989
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	810	4,800	0.213	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	1.00	210	1,600	0.063	ICU:	1.089
	TH	2.00	780	3,200	0.244 *		
	LT	1.00	190	1,600	0.119	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 196 - PRAIRIE AVENUE & FLORENCE AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.019
	TH	0.00	0	0	0.000 *	N-S(2):	0.271 *
	LT	0.00	0	0	0.000	E-W(1):	0.594 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.415
	TH	3.00	1,990	4,800	0.415		
	LT	1.00	440	1,600	0.275 *	V/C:	0.865
Northbound	RT	1.00	470	1,600	0.019	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	780	2,880	0.271 *		
Eastbound	RT	1.00	510	1,600	0.319 *	ICU:	0.965
	TH	3.00	1,080	4,800	0.225		
	LT	0.00	0	0	0.000	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.019
	TH	0.00	0	0	0.000 *	N-S(2):	0.122 *
	LT	0.00	0	0	0.000	E-W(1):	0.462 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.248
	TH	3.00	1,190	4,800	0.248		
	LT	1.00	330	1,600	0.206 *	V/C:	0.584
Northbound	RT	1.00	360	1,600	0.019	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	350	2,880	0.122 *		
Eastbound	RT	1.00	360	1,600	0.225	ICU:	0.684
	TH	3.00	1,230	4,800	0.256 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.100
	TH	0.00	0	0	0.000 *	N-S(2):	0.174 *
	LT	0.00	0	0	0.000	E-W(1):	0.585 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.269
	TH	3.00	1,290	4,800	0.269		
	LT	1.00	320	1,600	0.200 *	V/C:	0.759
Northbound	RT	1.00	480	1,600	0.100	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	500	2,880	0.174 *		
Eastbound	RT	1.00	610	1,600	0.381	ICU:	0.859
	TH	3.00	1,850	4,800	0.385 *		
	LT	0.00	0	0	0.000	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 197 - PRAIRIE AVENUE & LENNOX BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	180	0	0.000	N-S(1):	0.269
	TH	3.00	1,200	4,800	0.288 *	N-S(2):	0.482 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.059
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.069 *
	TH	1.00	10	1,600	0.013 *		
	LT	0.00	0	0	0.000	V/C:	0.551
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,250	4,800	0.263	ITS:	0.000
	LT	1.00	310	1,600	0.194 *		
Eastbound	RT	1.00	250	1,600	0.059	ICU:	0.651
	TH	0.13	10	200	0.050		
	LT	1.88	150	2,700	0.056 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.227
	TH	3.00	970	4,800	0.227 *	N-S(2):	0.371 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.065
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.085 *
	TH	1.00	10	1,600	0.019 *		
	LT	0.00	10	1,600	0.006	V/C:	0.456
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,050	4,800	0.221	ITS:	0.000
	LT	1.00	230	1,600	0.144 *		
Eastbound	RT	1.00	160	1,600	0.028	ICU:	0.556
	TH	0.11	10	168	0.059		
	LT	1.89	180	2,728	0.066 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.311
	TH	3.00	1,430	4,800	0.325 *	N-S(2):	0.531 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.084
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.089 *
	TH	1.00	10	1,600	0.013 *		
	LT	0.00	0	0	0.000	V/C:	0.620
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,420	4,800	0.298	ITS:	0.000
	LT	1.00	330	1,600	0.206 *		
Eastbound	RT	1.00	300	1,600	0.084	ICU:	0.720
	TH	0.09	10	145	0.069		
	LT	1.91	210	2,749	0.076 *	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 1 - ADMIRALTY WAY & BALI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.003	N-S(1):	0.638 *
	TH	2.00	1,030	3,200	0.322	N-S(2):	0.335
	LT	1.00	540	1,600	0.338 *	E-W(1):	0.075
Westbound	RT	1.92	470	3,069	0.000	E-W(2):	0.172 *
	TH	0.08	20	131	0.153 *		
	LT	1.00	80	1,600	0.050	V/C:	0.810
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	2.00	870	3,200	0.300 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.910
	TH	2.00	30	3,200	0.025		
	LT	0.00	30	1,600	0.019 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.009	N-S(1):	0.550 *
	TH	2.00	690	3,200	0.216	N-S(2):	0.241
	LT	1.00	370	1,600	0.231 *	E-W(1):	0.106
Westbound	RT	1.87	440	2,996	0.000	E-W(2):	0.166 *
	TH	0.13	30	204	0.147 *		
	LT	1.00	120	1,600	0.075	V/C:	0.716
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	2.00	830	3,200	0.319 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.816
	TH	2.00	40	3,200	0.031		
	LT	0.00	30	1,600	0.019 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.011	N-S(1):	0.712 *
	TH	2.00	1,170	3,200	0.366	N-S(2):	0.379
	LT	1.00	495	1,600	0.309 *	E-W(1):	0.102
Westbound	RT	1.92	710	3,070	0.000	E-W(2):	0.247 *
	TH	0.08	30	130	0.231 *		
	LT	1.00	130	1,600	0.081	V/C:	0.959
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	2.00	1,080	3,200	0.403 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	13	0	0.000	ICU:	1.059
	TH	2.00	28	3,200	0.021		
	LT	0.00	25	1,600	0.016 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 2 - ADMIRALTY WAY & FIJI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:	WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.000	N-S(1):	0.194 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	560	2,880	0.194 *	E-W(1):	0.053
Westbound	RT	1.00	470	1,600	0.000	E-W(2):	0.263 *
	TH	1.00	110	1,600	0.069 *		
	LT	0.00	0	0	0.000	V/C:	0.457
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.557
	TH	2.00	170	3,200	0.053		
	LT	1.00	310	1,600	0.194 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.019	N-S(1):	0.128 *
	TH	0.00	0	0	0.000	N-S(2):	0.019
	LT	2.00	370	2,880	0.128 *	E-W(1):	0.100
Westbound	RT	1.00	390	1,600	0.000	E-W(2):	0.244 *
	TH	1.00	230	1,600	0.144 *		
	LT	0.00	0	0	0.000	V/C:	0.372
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.472
	TH	2.00	320	3,200	0.100		
	LT	1.00	160	1,600	0.100 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	290	1,600	0.063	N-S(1):	0.226 *
	TH	0.00	0	0	0.000	N-S(2):	0.063
	LT	2.00	650	2,880	0.226 *	E-W(1):	0.097
Westbound	RT	1.00	580	1,600	0.000	E-W(2):	0.369 *
	TH	1.00	400	1,600	0.250 *		
	LT	0.00	0	0	0.000	V/C:	0.595
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.695
	TH	2.00	310	3,200	0.097		
	LT	1.00	190	1,600	0.119 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 3 - ADMIRALTY WAY & MINDANAO WAY
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.003	N-S(1):	0.532 *
	TH	2.00	600	3,200	0.188	N-S(2):	0.201
	LT	1.00	500	1,600	0.313 *	E-W(1):	0.109 *
Westbound	RT	1.00	400	1,600	0.000	E-W(2):	0.000
	TH	0.16	20	256	0.078		
	LT	1.84	230	2,650	0.087 *	V/C:	0.641
Northbound	RT	0.00	230	0	0.000	Lost Time:	0.100
	TH	2.00	470	3,200	0.219 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.741
	TH	2.00	20	3,200	0.022 *		
	LT	0.00	30	1,600	0.019	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.000	N-S(1):	0.437 *
	TH	2.00	490	3,200	0.153	N-S(2):	0.166
	LT	1.00	250	1,600	0.156 *	E-W(1):	0.153 *
Westbound	RT	1.00	360	1,600	0.069	E-W(2):	0.000
	TH	0.33	60	533	0.113		
	LT	1.67	300	2,400	0.125 *	V/C:	0.590
Northbound	RT	0.00	230	0	0.000	Lost Time:	0.100
	TH	2.00	670	3,200	0.281 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.690
	TH	2.00	30	3,200	0.028 *		
	LT	0.00	40	1,600	0.025	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.009	N-S(1):	0.497 *
	TH	2.00	900	3,200	0.281	N-S(2):	0.312
	LT	1.00	300	1,600	0.188 *	E-W(1):	0.175 *
Westbound	RT	1.00	530	1,600	0.144 *	E-W(2):	0.000
	TH	0.42	80	674	0.119		
	LT	1.58	300	2,274	0.132	V/C:	0.672
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	2.00	870	3,200	0.309 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.772
	TH	2.00	40	3,200	0.031 *		
	LT	0.00	30	1,600	0.019	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 4 - PALAWAN WAY & ADMIRALTY WAY
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.000	N-S(1):	0.213 *
	TH	1.00	50	1,600	0.031	N-S(2):	0.062
	LT	1.00	200	1,600	0.125 *	E-W(1):	0.382 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.341
	TH	2.00	870	3,200	0.291		
	LT	1.00	60	1,600	0.038 *	V/C:	0.595
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	1.00	60	1,600	0.088 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	1.00	30	1,600	0.003	ICU:	0.695
	TH	2.00	1,100	3,200	0.344 *		
	LT	1.00	80	1,600	0.050	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.047	N-S(1):	0.163 *
	TH	1.00	40	1,600	0.025	N-S(2):	0.072
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.244
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.309 *
	TH	2.00	820	3,200	0.278 *		
	LT	1.00	70	1,600	0.044	V/C:	0.472
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	1.00	50	1,600	0.069 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	1.00	50	1,600	0.019	ICU:	0.572
	TH	2.00	640	3,200	0.200		
	LT	1.00	50	1,600	0.031 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	140	1,600	0.072	N-S(1):	0.250 *
	TH	1.00	120	1,600	0.075	N-S(2):	0.100
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.372
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.415 *
	TH	2.00	1,150	3,200	0.384 *		
	LT	1.00	100	1,600	0.063	V/C:	0.665
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	1.00	30	1,600	0.081 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	1.00	30	1,600	0.006	ICU:	0.765
	TH	2.00	990	3,200	0.309		
	LT	1.00	50	1,600	0.031 *	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 5 - VIA MARINA & ADMIRALTY WAY
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:	NBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.497 *
	TH	3.00	220	4,800	0.046	N-S(2):	0.046
	LT	1.00	500	1,600	0.313 *	E-W(1):	0.104 *
Westbound	RT	2.00	800	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	300	2,880	0.104 *	V/C:	0.601
Northbound	RT	1.00	710	1,600	0.000	Lost Time:	0.100
	TH	2.00	590	3,200	0.184 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.701
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.435 *
	TH	3.00	320	4,800	0.067	N-S(2):	0.067
	LT	1.00	430	1,600	0.269 *	E-W(1):	0.160 *
Westbound	RT	2.00	520	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	460	2,880	0.160 *	V/C:	0.595
Northbound	RT	1.00	390	1,600	0.000	Lost Time:	0.100
	TH	2.00	530	3,200	0.166 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.695
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.603 *
	TH	3.00	390	4,800	0.081	N-S(2):	0.081
	LT	1.00	750	1,600	0.469 *	E-W(1):	0.236 *
Westbound	RT	2.00	700	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	680	2,880	0.236 *	V/C:	0.839
Northbound	RT	1.00	470	1,600	0.000	Lost Time:	0.100
	TH	2.00	430	3,200	0.134 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.939
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 10 - AVIATIO BOULEVARD & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.172
	TH	2.00	400	3,200	0.156 *	N-S(2):	0.306 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.310 *
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.303
	TH	2.00	840	3,200	0.278		
	LT	1.00	260	1,600	0.163 *	V/C:	0.616
Northbound	RT	1.00	150	1,600	0.013	Lost Time:	0.100
	TH	2.00	470	3,200	0.147	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.716
	TH	2.00	380	3,200	0.147 *		
	LT	1.00	40	1,600	0.025	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	180	0	0.000	N-S(1):	0.216
	TH	2.00	320	3,200	0.156 *	N-S(2):	0.269 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.319 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.231
	TH	2.00	500	3,200	0.181		
	LT	1.00	180	1,600	0.113 *	V/C:	0.588
Northbound	RT	1.00	300	1,600	0.131	Lost Time:	0.100
	TH	2.00	550	3,200	0.172	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.688
	TH	2.00	510	3,200	0.206 *		
	LT	1.00	80	1,600	0.050	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	240	0	0.000	N-S(1):	0.257
	TH	2.00	430	3,200	0.209 *	N-S(2):	0.347 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.441 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.328
	TH	2.00	670	3,200	0.222		
	LT	1.00	230	1,600	0.144 *	V/C:	0.788
Northbound	RT	1.00	200	1,600	0.053	Lost Time:	0.100
	TH	2.00	680	3,200	0.213	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.888
	TH	2.00	760	3,200	0.297 *		
	LT	1.00	170	1,600	0.106	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 11 - INGLEWOOD AVENUE & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.013	N-S(1):	0.182 *
	TH	1.00	100	1,600	0.063 *	N-S(2):	0.000
	LT	1.00	20	1,600	0.013	E-W(1):	0.134
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.225 *
	TH	2.00	600	3,200	0.200 *		
	LT	1.00	50	1,600	0.031	V/C:	0.407
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	1.00	130	1,600	0.119 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.507
	TH	2.00	280	3,200	0.103		
	LT	1.00	40	1,600	0.025 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.034	N-S(1):	0.238 *
	TH	1.00	140	1,600	0.088 *	N-S(2):	0.000
	LT	1.00	40	1,600	0.025	E-W(1):	0.216 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.141
	TH	2.00	350	3,200	0.122		
	LT	1.00	80	1,600	0.050 *	V/C:	0.454
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	1.00	150	1,600	0.150 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.554
	TH	2.00	440	3,200	0.166 *		
	LT	1.00	30	1,600	0.019	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.022	N-S(1):	0.369 *
	TH	1.00	270	1,600	0.169 *	N-S(2):	0.000
	LT	1.00	70	1,600	0.044	E-W(1):	0.326 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.165
	TH	2.00	400	3,200	0.134		
	LT	1.00	100	1,600	0.063 *	V/C:	0.695
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	1.00	210	1,600	0.200 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.795
	TH	2.00	730	3,200	0.263 *		
	LT	1.00	50	1,600	0.031	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 12 - LA BREA AVENUE & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.013	N-S(1):	0.186
	TH	3.00	470	4,800	0.098 *	N-S(2):	0.217 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.150 *
Westbound	RT	1.00	70	1,600	0.025	E-W(2):	0.132
	TH	2.00	300	3,200	0.094		
	LT	1.00	50	1,600	0.031 *	V/C:	0.367
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	690	4,800	0.148	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	1.00	100	1,600	0.003	ICU:	0.467
	TH	1.00	190	1,600	0.119 *		
	LT	1.00	60	1,600	0.038	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.009	N-S(1):	0.213
	TH	3.00	740	4,800	0.154 *	N-S(2):	0.242 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.219 *
Westbound	RT	1.00	90	1,600	0.019	E-W(2):	0.178
	TH	2.00	350	3,200	0.109		
	LT	1.00	70	1,600	0.044 *	V/C:	0.461
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	3.00	610	4,800	0.138	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	1.00	130	1,600	0.038	ICU:	0.561
	TH	1.00	280	1,600	0.175 *		
	LT	1.00	110	1,600	0.069	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.006	N-S(1):	0.229
	TH	3.00	1,050	4,800	0.219 *	N-S(2):	0.388 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.294 *
Westbound	RT	1.00	90	1,600	0.019	E-W(2):	0.160
	TH	2.00	310	3,200	0.097		
	LT	1.00	70	1,600	0.044 *	V/C:	0.682
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	670	4,800	0.154	ITS:	0.000
	LT	1.00	270	1,600	0.169 *		
Eastbound	RT	1.00	300	1,600	0.103	ICU:	0.782
	TH	1.00	400	1,600	0.250 *		
	LT	1.00	100	1,600	0.063	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 13 - LA CIENEGA BOULEVARD & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.228
	TH	2.00	330	3,200	0.116 *	N-S(2):	0.335 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.201
Westbound	RT	1.00	160	1,600	0.100	E-W(2):	0.216 *
	TH	2.00	570	3,200	0.178 *		
	LT	1.00	100	1,600	0.063	V/C:	0.551
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	2.00	540	3,200	0.184	ITS:	0.000
	LT	1.00	350	1,600	0.219 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.651
	TH	2.00	240	3,200	0.138		
	LT	1.00	60	1,600	0.038 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.254
	TH	2.00	380	3,200	0.144 *	N-S(2):	0.263 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.238 *
Westbound	RT	1.00	90	1,600	0.056	E-W(2):	0.160
	TH	2.00	370	3,200	0.116		
	LT	1.00	70	1,600	0.044 *	V/C:	0.501
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	2.00	500	3,200	0.191	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	0.00	210	0	0.000	ICU:	0.601
	TH	2.00	410	3,200	0.194 *		
	LT	1.00	70	1,600	0.044	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	50	0	0.000	N-S(1):	0.297
	TH	2.00	630	3,200	0.213 *	N-S(2):	0.332 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.407 *
Westbound	RT	1.00	80	1,600	0.050	E-W(2):	0.153
	TH	2.00	390	3,200	0.122		
	LT	1.00	60	1,600	0.038 *	V/C:	0.739
Northbound	RT	0.00	230	0	0.000	Lost Time:	0.100
	TH	2.00	420	3,200	0.203	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	0.00	490	0	0.000	ICU:	0.839
	TH	2.00	690	3,200	0.369 *		
	LT	1.00	50	1,600	0.031	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 15 - AVIATION BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	320	1,600	0.200	N-S(1):	0.297
	TH	2.00	720	3,200	0.225 *	N-S(2):	0.343 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.212 *
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.485 *
	TH	3.00	1,940	4,800	0.429 *		
	LT	2.00	400	2,880	0.139	V/C:	0.828
Northbound	RT	1.00	170	1,600	0.000	Lost Time:	0.100
	TH	2.00	790	3,200	0.247	ITS:	0.000
	LT	2.00	340	2,880	0.118 *		
Eastbound	RT	1.00	70	1,600	0.000	ICU:	0.928
	TH	3.00	350	4,800	0.073		
	LT	1.00	90	1,600	0.056 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	200	1,600	0.125	N-S(1):	0.219
	TH	2.00	530	3,200	0.166 *	N-S(2):	0.229 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.347
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.348 *
	TH	3.00	1,040	4,800	0.242 *		
	LT	2.00	430	2,880	0.149	V/C:	0.577
Northbound	RT	1.00	200	1,600	0.000	Lost Time:	0.100
	TH	2.00	500	3,200	0.156	ITS:	0.000
	LT	2.00	180	2,880	0.063 *		
Eastbound	RT	1.00	230	1,600	0.113	ICU:	0.677
	TH	3.00	950	4,800	0.198		
	LT	1.00	170	1,600	0.106 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.063	N-S(1):	0.260 *
	TH	2.00	270	3,200	0.084	N-S(2):	0.160
	LT	1.00	70	1,600	0.044 *	E-W(1):	0.531 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.371
	TH	3.00	770	4,800	0.177		
	LT	2.00	250	2,880	0.087 *	V/C:	0.791
Northbound	RT	1.00	330	1,600	0.119	Lost Time:	0.100
	TH	2.00	690	3,200	0.216 *	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	1.00	500	1,600	0.274	ICU:	0.891
	TH	3.00	2,130	4,800	0.444 *		
	LT	1.00	310	1,600	0.194	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 17 - AVIATION BLVD. / FLORENCE AVENUE & MANCHESTER AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	380	1,600	0.238 *	N-S(1):	0.119
	TH	2.00	480	3,200	0.150	N-S(2):	0.407 *
	LT	0.00	0	0	0.000	E-W(1):	0.158
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.369 *
	TH	3.00	890	4,800	0.188 *		
	LT	1.00	40	1,600	0.025	V/C:	0.776
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	2.00	300	3,200	0.119	ITS:	0.000
	LT	1.00	270	1,600	0.169 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.876
	TH	3.00	540	4,800	0.133		
	LT	1.00	290	1,600	0.181 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	470	1,600	0.294 *	N-S(1):	0.166
	TH	2.00	400	3,200	0.125	N-S(2):	0.419 *
	LT	0.00	0	0	0.000	E-W(1):	0.311
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.430 *
	TH	3.00	910	4,800	0.192 *		
	LT	1.00	60	1,600	0.038	V/C:	0.849
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	2.00	390	3,200	0.166	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.949
	TH	3.00	1,140	4,800	0.273		
	LT	1.00	380	1,600	0.238 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	380	1,600	0.238 *	N-S(1):	0.194
	TH	2.00	610	3,200	0.191	N-S(2):	0.407 *
	LT	0.00	0	0	0.000	E-W(1):	0.323
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.463 *
	TH	3.00	710	4,800	0.150 *		
	LT	1.00	80	1,600	0.050	V/C:	0.870
Northbound	RT	0.00	150	0	0.000	Lost Time:	0.100
	TH	2.00	470	3,200	0.194	ITS:	0.000
	LT	1.00	270	1,600	0.169 *		
Eastbound	RT	0.00	270	0	0.000	ICU:	0.970
	TH	3.00	1,040	4,800	0.273		
	LT	1.00	500	1,600	0.313 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 18 - AVIATION BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	150	1,600	0.066	N-S(1):	0.326 *
	TH	4.00	440	6,400	0.069	N-S(2):	0.218
	LT	2.00	130	2,880	0.045 *	E-W(1):	0.316
Westbound	RT	1.00	540	1,600	0.292	E-W(2):	0.331 *
	TH	4.00	1,940	6,400	0.303 *		
	LT	2.00	510	2,880	0.177	V/C:	0.657
Northbound	RT	1.00	580	1,600	0.185	Lost Time:	0.100
	TH	3.00	1,350	4,800	0.281 *	ITS:	0.000
	LT	2.00	430	2,880	0.149		
Eastbound	RT	1.00	90	1,600	0.000	ICU:	0.757
	TH	4.00	890	6,400	0.139		
	LT	2.00	80	2,880	0.028 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.075	N-S(1):	0.343 *
	TH	4.00	600	6,400	0.094	N-S(2):	0.195
	LT	2.00	430	2,880	0.149 *	E-W(1):	0.391 *
Westbound	RT	1.00	380	1,600	0.088	E-W(2):	0.304
	TH	4.00	1,540	6,400	0.241		
	LT	2.00	430	2,880	0.149 *	V/C:	0.734
Northbound	RT	1.00	550	1,600	0.194 *	Lost Time:	0.100
	TH	3.00	580	4,800	0.121	ITS:	0.000
	LT	2.00	290	2,880	0.101		
Eastbound	RT	1.00	240	1,600	0.049	ICU:	0.834
	TH	4.00	1,550	6,400	0.242 *		
	LT	2.00	180	2,880	0.063	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.054	N-S(1):	0.350 *
	TH	4.00	1,200	6,400	0.188	N-S(2):	0.282
	LT	2.00	550	2,880	0.191 *	E-W(1):	0.483 *
Westbound	RT	1.00	290	1,600	0.000	E-W(2):	0.297
	TH	4.00	1,370	6,400	0.214		
	LT	2.00	460	2,880	0.160 *	V/C:	0.833
Northbound	RT	1.00	510	1,600	0.159 *	Lost Time:	0.100
	TH	3.00	620	4,800	0.129	ITS:	0.000
	LT	2.00	270	2,880	0.094		
Eastbound	RT	1.00	360	1,600	0.131	ICU:	0.933
	TH	4.00	2,070	6,400	0.323 *		
	LT	2.00	240	2,880	0.083	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 20 - AVIATION BOULEVARD & WEST 120TH STREET
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.294 *
	TH	2.00	460	3,200	0.150	N-S(2):	0.181
	LT	1.00	90	1,600	0.056 *	E-W(1):	0.222
Westbound	RT	0.00	220	0	0.000	E-W(2):	0.387 *
	TH	2.00	50	1,600	0.381 *		
	LT	0.00	340	1,600	0.213	V/C:	0.681
Northbound	RT	1.00	60	1,600	0.000	Lost Time:	0.100
	TH	2.00	760	3,200	0.238 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.781
	TH	2.00	10	3,200	0.009		
	LT	0.00	10	1,600	0.006 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.272 *
	TH	2.00	490	3,200	0.159	N-S(2):	0.203
	LT	1.00	120	1,600	0.075 *	E-W(1):	0.094
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.126 *
	TH	2.00	20	1,600	0.113 *		
	LT	0.00	110	1,600	0.069	V/C:	0.398
Northbound	RT	1.00	120	1,600	0.041	Lost Time:	0.100
	TH	2.00	630	3,200	0.197 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	40	1,600	0.025	ICU:	0.498
	TH	2.00	10	1,600	0.019		
	LT	0.00	20	1,600	0.013 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.350 *
	TH	2.00	830	3,200	0.263	N-S(2):	0.276
	LT	1.00	210	1,600	0.131 *	E-W(1):	0.150
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.200 *
	TH	2.00	10	1,600	0.181 *		
	LT	0.00	170	1,600	0.106	V/C:	0.550
Northbound	RT	1.00	290	1,600	0.128	Lost Time:	0.100
	TH	2.00	700	3,200	0.219 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.650
	TH	2.00	60	3,200	0.044		
	LT	0.00	30	1,600	0.019 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 21 - LINCOLN BOULEVARD & BAILI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	460	0	0.000	N-S(1):	0.311
	TH	3.00	1,270	4,800	0.360 *	N-S(2):	0.435 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.151 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	1.00	10	1,600	0.019 *		
	LT	0.00	10	1,600	0.006	V/C:	0.586
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	3.00	1,370	4,800	0.292	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	1.00	250	1,600	0.119	ICU:	0.686
	TH	0.05	10	84	0.119		
	LT	1.95	370	2,804	0.132 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	540	0	0.000	N-S(1):	0.356
	TH	3.00	1,270	4,800	0.377 *	N-S(2):	0.421 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.166 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.000
	TH	1.00	10	1,600	0.031 *		
	LT	0.00	10	1,600	0.006	V/C:	0.587
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	1,540	4,800	0.325	ITS:	0.000
	LT	1.00	70	1,600	0.044 *		
Eastbound	RT	1.00	250	1,600	0.134	ICU:	0.687
	TH	0.05	10	82	0.122		
	LT	1.95	380	2,806	0.135 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	690	0	0.000	N-S(1):	0.358
	TH	3.00	1,730	4,800	0.504 *	N-S(2):	0.623 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.201 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.000
	TH	1.00	10	1,600	0.038 *		
	LT	0.00	10	1,600	0.006	V/C:	0.824
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,590	4,800	0.333	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	1.00	300	1,600	0.128	ICU:	0.924
	TH	0.00	0	0	0.000		
	LT	2.00	470	2,880	0.163 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 23 - CENTINELA AVENUE & JEFFERSON BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR, EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	700	1,600	0.250 *	N-S(1):	0.167
	TH	2.00	20	3,200	0.006	N-S(2):	0.257 *
	LT	2.00	470	2,880	0.163	E-W(1):	0.205
Westbound	RT	1.00	380	1,600	0.074	E-W(2):	0.401 *
	TH	3.00	1,020	4,800	0.213 *		
	LT	2.00	20	2,880	0.007	V/C:	0.658
Northbound	RT	1.00	10	1,600	0.003	Lost Time:	0.100
	TH	3.00	20	4,800	0.004	ITS:	0.000
	LT	2.00	20	2,880	0.007 *		
Eastbound	RT	1.00	10	1,600	0.000	ICU:	0.758
	TH	3.00	950	4,800	0.198		
	LT	2.00	540	2,880	0.188 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	480	1,600	0.158 *	N-S(1):	0.161
	TH	2.00	20	3,200	0.006	N-S(2):	0.168 *
	LT	2.00	420	2,880	0.146	E-W(1):	0.213
Westbound	RT	1.00	300	1,600	0.042	E-W(2):	0.344 *
	TH	3.00	970	4,800	0.202 *		
	LT	2.00	20	2,880	0.007	V/C:	0.512
Northbound	RT	1.00	30	1,600	0.015	Lost Time:	0.100
	TH	3.00	20	4,800	0.004	ITS:	0.000
	LT	2.00	30	2,880	0.010 *		
Eastbound	RT	1.00	20	1,600	0.002	ICU:	0.612
	TH	3.00	990	4,800	0.206		
	LT	2.00	410	2,880	0.142 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	510	1,600	0.065	N-S(1):	0.324 *
	TH	2.00	10	3,200	0.003	N-S(2):	0.072
	LT	2.00	900	2,880	0.313 *	E-W(1):	0.228
Westbound	RT	1.00	440	1,600	0.000	E-W(2):	0.491 *
	TH	3.00	1,140	4,800	0.238 *		
	LT	2.00	10	2,880	0.003	V/C:	0.815
Northbound	RT	1.00	20	1,600	0.011 *	Lost Time:	0.100
	TH	3.00	20	4,800	0.004	ITS:	0.000
	LT	2.00	20	2,880	0.007		
Eastbound	RT	1.00	10	1,600	0.000	ICU:	0.915
	TH	3.00	1,080	4,800	0.225		
	LT	2.00	730	2,880	0.253 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 25 - LA BREA AVENUE & CENTINELA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.310
	TH	2.00	730	3,200	0.281 *	N-S(2):	0.444 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.141
Westbound	RT	1.00	280	1,600	0.131	E-W(2):	0.372 *
	TH	2.00	930	3,200	0.291 *		
	LT	1.00	40	1,600	0.025	V/C:	0.816
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	690	3,200	0.222	ITS:	0.000
	LT	1.00	260	1,600	0.163 *		
Eastbound	RT	1.00	110	1,600	0.000	ICU:	0.916
	TH	2.00	370	3,200	0.116		
	LT	1.00	130	1,600	0.081 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.338
	TH	2.00	760	3,200	0.291 *	N-S(2):	0.416 *
	LT	1.00	220	1,600	0.138	E-W(1):	0.201
Westbound	RT	1.00	150	1,600	0.025	E-W(2):	0.297 *
	TH	2.00	590	3,200	0.184 *		
	LT	1.00	60	1,600	0.038	V/C:	0.713
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	2.00	590	3,200	0.200	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	210	1,600	0.069	ICU:	0.813
	TH	2.00	520	3,200	0.163		
	LT	1.00	180	1,600	0.113 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.522 *
	TH	2.00	1,020	3,200	0.353	N-S(2):	0.472
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.369 *
Westbound	RT	1.00	210	1,600	0.047	E-W(2):	0.316
	TH	2.00	630	3,200	0.197		
	LT	1.00	70	1,600	0.044 *	V/C:	0.891
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	2.00	1,080	3,200	0.353 *	ITS:	0.000
	LT	1.00	190	1,600	0.119		
Eastbound	RT	1.00	230	1,600	0.084	ICU:	0.991
	TH	2.00	1,040	3,200	0.325 *		
	LT	1.00	190	1,600	0.119	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 26 - LA CIENEGA BOULEVARD & CENTINELA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.569 *
	TH	3.00	2,170	4,800	0.456	N-S(2):	0.470
	LT	2.00	150	2,880	0.052 *	E-W(1):	0.281 *
Westbound	RT	1.00	260	1,600	0.136	E-W(2):	0.252
	TH	3.00	1,210	4,800	0.252		
	LT	1.00	240	1,600	0.150 *	V/C:	0.850
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	3.00	2,430	4,800	0.517 *	ITS:	0.000
	LT	2.00	40	2,880	0.014		
Eastbound	RT	0.00	210	1,600	0.131 *	ICU:	0.950
	TH	3.00	390	3,200	0.122		
	LT	0.00	0	0	0.000	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.392 *
	TH	3.00	1,460	4,800	0.313	N-S(2):	0.369
	LT	2.00	170	2,880	0.059 *	E-W(1):	0.273 *
Westbound	RT	1.00	180	1,600	0.083	E-W(2):	0.169
	TH	3.00	810	4,800	0.169		
	LT	1.00	170	1,600	0.106 *	V/C:	0.665
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	3.00	1,510	4,800	0.333 *	ITS:	0.000
	LT	2.00	160	2,880	0.056		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.765
	TH	3.00	630	4,800	0.167 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.592 *
	TH	3.00	2,100	4,800	0.442	N-S(2):	0.501
	LT	2.00	330	2,880	0.115 *	E-W(1):	0.378 *
Westbound	RT	1.00	150	1,600	0.036	E-W(2):	0.192
	TH	3.00	920	4,800	0.192		
	LT	1.00	160	1,600	0.100 *	V/C:	0.970
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	2,150	4,800	0.477 *	ITS:	0.000
	LT	2.00	170	2,880	0.059		
Eastbound	RT	0.00	220	0	0.000	ICU:	1.070
	TH	3.00	1,115	4,800	0.278 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 27 - LA TIEJERA BOULEVARD & CENTINELA BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	190	0	0.000	N-S(1):	0.227
	TH	3.00	1,230	4,800	0.296 *	N-S(2):	0.352 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.167
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.310 *
	TH	3.00	1,090	4,800	0.229 *		
	LT	2.00	170	2,880	0.059	V/C:	0.662
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	3.00	840	4,800	0.202	ITS:	0.000
	LT	2.00	160	2,880	0.056 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.762
	TH	3.00	460	4,800	0.108		
	LT	1.00	130	1,600	0.081 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.277
	TH	3.00	1,000	4,800	0.235 *	N-S(2):	0.298 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.207
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.253 *
	TH	3.00	770	4,800	0.165 *		
	LT	2.00	170	2,880	0.059	V/C:	0.551
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	880	4,800	0.227	ITS:	0.000
	LT	2.00	180	2,880	0.063 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.651
	TH	3.00	620	4,800	0.148		
	LT	1.00	140	1,600	0.088 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.485 *
	TH	3.00	1,150	4,800	0.267	N-S(2):	0.336
	LT	1.00	130	1,600	0.081 *	E-W(1):	0.266
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.342 *
	TH	3.00	970	4,800	0.204 *		
	LT	2.00	190	2,880	0.066	V/C:	0.827
Northbound	RT	0.00	320	0	0.000	Lost Time:	0.100
	TH	3.00	1,620	4,800	0.404 *	ITS:	0.000
	LT	2.00	200	2,880	0.069		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.927
	TH	3.00	910	4,800	0.200		
	LT	1.00	220	1,600	0.138 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 34 - LA BREA AVENUE / HAWTHORNE BOULEVARD & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.028	N-S(1):	0.210
	TH	3.00	550	4,800	0.115 *	N-S(2):	0.315 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.275
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.354 *
	TH	3.00	1,149	4,800	0.273 *		
	LT	1.00	90	1,600	0.056	V/C:	0.669
Northbound	RT	1.00	60	1,600	0.009	Lost Time:	0.100
	TH	3.00	770	4,800	0.160	ITS:	0.000
	LT	1.00	320	1,600	0.200 *		
Eastbound	RT	0.00	350	1,600	0.219	ICU:	0.769
	TH	3.00	670	3,200	0.209		
	LT	1.00	130	1,600	0.081 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.038	N-S(1):	0.269
	TH	3.00	690	4,800	0.144 *	N-S(2):	0.457 *
	LT	1.00	220	1,600	0.138	E-W(1):	0.360 *
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.301
	TH	3.00	900	4,800	0.213		
	LT	1.00	130	1,600	0.081 *	V/C:	0.817
Northbound	RT	1.00	160	1,600	0.059	Lost Time:	0.100
	TH	3.00	630	4,800	0.131	ITS:	0.000
	LT	1.00	500	1,600	0.313 *		
Eastbound	RT	0.00	340	0	0.000	ICU:	0.917
	TH	3.00	1,000	4,800	0.279 *		
	LT	1.00	140	1,600	0.088	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.016	N-S(1):	0.336
	TH	3.00	1,100	4,800	0.229 *	N-S(2):	0.517 *
	LT	1.00	230	1,600	0.144	E-W(1):	0.462 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.369
	TH	3.00	1,100	4,800	0.263		
	LT	1.00	130	1,600	0.081 *	V/C:	0.979
Northbound	RT	1.00	140	1,600	0.047	Lost Time:	0.100
	TH	3.00	920	4,800	0.192	ITS:	0.000
	LT	1.00	460	1,600	0.288 *		
Eastbound	RT	0.00	380	0	0.000	ICU:	1.079
	TH	3.00	1,449	4,800	0.381 *		
	LT	1.00	170	1,600	0.106	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 35 - INGLEWOOD AVENUE & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.187
	TH	1.00	190	1,600	0.181 *	N-S(2):	0.269 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.208
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.371 *
	TH	3.00	1,510	4,800	0.333 *		
	LT	1.00	50	1,600	0.031	V/C:	0.640
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	1.00	180	1,600	0.156	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.740
	TH	3.00	810	4,800	0.177		
	LT	1.00	60	1,600	0.038 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.275 *
	TH	1.00	220	1,600	0.206	N-S(2):	0.269
	LT	1.00	80	1,600	0.050 *	E-W(1):	0.331
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.357 *
	TH	3.00	1,340	4,800	0.294 *		
	LT	1.00	90	1,600	0.056	V/C:	0.632
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	1.00	240	1,600	0.225 *	ITS:	0.000
	LT	1.00	100	1,600	0.063		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.732
	TH	3.00	1,240	4,800	0.275		
	LT	1.00	100	1,600	0.063 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.350 *
	TH	1.00	400	1,600	0.306	N-S(2):	0.350 *
	LT	1.00	110	1,600	0.069 *	E-W(1):	0.482 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.411
	TH	3.00	1,440	4,800	0.317		
	LT	1.00	100	1,600	0.063 *	V/C:	0.832
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	1.00	320	1,600	0.281 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	210	0	0.000	ICU:	0.932
	TH	3.00	1,800	4,800	0.419 *		
	LT	1.00	150	1,600	0.094	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 36 - LA CIENEGA BOULEVARD & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	770	3,200	0.078	N-S(1):	0.181
	TH	2.00	520	3,200	0.163 *	N-S(2):	0.382 *
	LT	1.00	130	1,600	0.081	E-W(1):	0.371
Westbound	RT	0.00	380	0	0.000	E-W(2):	0.443 *
	TH	4.00	1,410	6,400	0.280 *		
	LT	1.00	250	1,600	0.156	V/C:	0.825
Northbound	RT	2.00	160	3,200	0.000	Lost Time:	0.100
	TH	2.00	320	3,200	0.100	ITS:	0.000
	LT	1.00	350	1,600	0.219 *		
Eastbound	RT	1.00	570	1,600	0.138	ICU:	0.925
	TH	3.00	1,030	4,800	0.215		
	LT	1.00	260	1,600	0.163 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	920	3,200	0.138 *	N-S(1):	0.257
	TH	2.00	410	3,200	0.128	N-S(2):	0.351 *
	LT	1.00	230	1,600	0.144	E-W(1):	0.425 *
Westbound	RT	0.00	240	0	0.000	E-W(2):	0.387
	TH	4.00	1,276	6,400	0.237		
	LT	1.00	110	1,600	0.069 *	V/C:	0.776
Northbound	RT	2.00	260	3,200	0.013	Lost Time:	0.100
	TH	2.00	360	3,200	0.113	ITS:	0.000
	LT	1.00	340	1,600	0.213 *		
Eastbound	RT	1.00	680	1,600	0.213	ICU:	0.876
	TH	3.00	1,710	4,800	0.356 *		
	LT	1.00	240	1,600	0.150	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	530	3,200	0.000	N-S(1):	0.419
	TH	2.00	920	3,200	0.288 *	N-S(2):	0.594 *
	LT	1.00	470	1,600	0.294	E-W(1):	0.352
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.508 *
	TH	4.00	1,240	6,400	0.220 *		
	LT	1.00	70	1,600	0.044	V/C:	1.102
Northbound	RT	2.00	540	3,200	0.125	Lost Time:	0.100
	TH	2.00	280	3,200	0.088	ITS:	0.000
	LT	1.00	490	1,600	0.306 *		
Eastbound	RT	1.00	520	1,600	0.019	ICU:	1.202
	TH	3.00	1,480	4,800	0.308		
	LT	1.00	460	1,600	0.288 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 37 - PRAIRIE AVENUE & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.271
	TH	3.00	750	4,800	0.175 *	N-S(2):	0.288 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.171
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.325 *
	TH	3.00	1,160	4,800	0.281 *		
	LT	1.00	50	1,600	0.031	V/C:	0.613
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	3.00	760	4,800	0.177	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.713
	TH	3.00	590	4,800	0.140		
	LT	1.00	70	1,600	0.044 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.340 *
	TH	3.00	710	4,800	0.167	N-S(2):	0.248
	LT	1.00	280	1,600	0.175 *	E-W(1):	0.354 *
Westbound	RT	0.00	300	0	0.000	E-W(2):	0.312
	TH	3.00	930	4,800	0.256		
	LT	1.00	130	1,600	0.081 *	V/C:	0.694
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	670	4,800	0.165 *	ITS:	0.000
	LT	1.00	130	1,600	0.081		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.794
	TH	3.00	1,160	4,800	0.273 *		
	LT	1.00	90	1,600	0.056	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.408
	TH	3.00	1,130	4,800	0.254 *	N-S(2):	0.467 *
	LT	1.00	280	1,600	0.175	E-W(1):	0.406 *
Westbound	RT	0.00	400	0	0.000	E-W(2):	0.367
	TH	3.00	910	4,800	0.273		
	LT	1.00	130	1,600	0.081 *	V/C:	0.873
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	910	4,800	0.233	ITS:	0.000
	LT	1.00	340	1,600	0.213 *		
Eastbound	RT	0.00	160	0	0.000	ICU:	0.973
	TH	3.00	1,400	4,800	0.325 *		
	LT	1.00	150	1,600	0.094	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 39 - NB I-405 RAMPS & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.081
	TH	0.00	0	0	0.000 *	N-S(2):	0.285 *
	LT	0.00	0	0	0.000	E-W(1):	0.209
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.375 *
	TH	3.00	1,770	4,800	0.375 *		
	LT	0.00	0	0	0.000	V/C:	0.660
Northbound	RT	1.00	130	1,600	0.081	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	820	2,880	0.285 *		
Eastbound	RT	1.58	530	2,531	0.000	ICU:	0.760
	TH	2.42	810	3,869	0.209		
	LT	1.00	0	1,600	0.000 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.106
	TH	0.00	0	0	0.000 *	N-S(2):	0.188 *
	LT	0.00	0	0	0.000	E-W(1):	0.344 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.310
	TH	3.00	1,480	4,800	0.310		
	LT	0.00	0	0	0.000 *	V/C:	0.532
Northbound	RT	1.00	170	1,600	0.106	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	540	2,880	0.188 *		
Eastbound	RT	1.76	970	2,822	0.000	ICU:	0.632
	TH	2.24	1,230	3,578	0.344 *		
	LT	1.00	0	1,600	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.231 *
	TH	0.00	0	0	0.000	N-S(2):	0.128
	LT	0.00	0	0	0.000 *	E-W(1):	0.389 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.331
	TH	3.00	1,580	4,800	0.331		
	LT	0.00	0	0	0.000 *	V/C:	0.620
Northbound	RT	1.00	370	1,600	0.231 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	370	2,880	0.128		
Eastbound	RT	1.16	720	1,851	0.000	ICU:	0.720
	TH	2.84	1,770	4,549	0.389 *		
	LT	1.00	0	1,600	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 46 - DOUGLAS STREET & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.000	N-S(1):	0.198
	TH	2.00	240	3,200	0.075 *	N-S(2):	0.231 *
	LT	2.00	120	2,880	0.042	E-W(1):	0.206
Westbound	RT	1.00	490	1,600	0.285	E-W(2):	0.466 *
	TH	3.00	1,730	4,800	0.360 *		
	LT	2.00	240	2,880	0.083	V/C:	0.697
Northbound	RT	1.00	70	1,600	0.002	Lost Time:	0.100
	TH	2.00	500	3,200	0.156	ITS:	0.000
	LT	2.00	450	2,880	0.156 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.797
	TH	3.00	420	4,800	0.123		
	LT	1.00	170	1,600	0.106 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.009	N-S(1):	0.220 *
	TH	2.00	300	3,200	0.094	N-S(2):	0.167
	LT	2.00	320	2,880	0.111 *	E-W(1):	0.269
Westbound	RT	1.00	370	1,600	0.176	E-W(2):	0.313 *
	TH	3.00	1,050	4,800	0.219 *		
	LT	2.00	110	2,880	0.038	V/C:	0.533
Northbound	RT	1.00	150	1,600	0.075	Lost Time:	0.100
	TH	2.00	350	3,200	0.109 *	ITS:	0.000
	LT	2.00	210	2,880	0.073		
Eastbound	RT	0.00	270	0	0.000	ICU:	0.633
	TH	3.00	840	4,800	0.231		
	LT	1.00	150	1,600	0.094 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.022	N-S(1):	0.361 *
	TH	2.00	790	3,200	0.247	N-S(2):	0.296
	LT	2.00	490	2,880	0.170 *	E-W(1):	0.553 *
Westbound	RT	1.00	180	1,600	0.027	E-W(2):	0.200
	TH	3.00	750	4,800	0.156		
	LT	2.00	130	2,880	0.045 *	V/C:	0.914
Northbound	RT	1.00	330	1,600	0.184	Lost Time:	0.100
	TH	2.00	610	3,200	0.191 *	ITS:	0.000
	LT	2.00	140	2,880	0.049		
Eastbound	RT	0.00	400	0	0.000	ICU:	1.014
	TH	3.00	2,040	4,800	0.508 *		
	LT	1.00	70	1,600	0.044	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 47 - DOUGLAS STREET & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.000	N-S(1):	0.082 *
	TH	1.00	30	1,600	0.019	N-S(2):	0.000
	LT	1.00	30	1,600	0.019 *	E-W(1):	0.259
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.326 *
	TH	3.00	1,290	4,800	0.288 *		
	LT	2.00	290	2,880	0.101	V/C:	0.408
Northbound	RT	2.00	140	3,200	0.000	Lost Time:	0.100
	TH	1.00	30	1,600	0.019	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	250	0	0.000	ICU:	0.508
	TH	3.00	510	4,800	0.158		
	LT	1.00	60	1,600	0.038 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.006	N-S(1):	0.105 *
	TH	0.67	40	1,067	0.038	N-S(2):	0.000
	LT	1.33	80	1,920	0.042 *	E-W(1):	0.211 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.210
	TH	3.00	710	4,800	0.160		
	LT	2.00	120	2,880	0.042 *	V/C:	0.316
Northbound	RT	2.00	240	3,200	0.033	Lost Time:	0.100
	TH	1.00	30	1,600	0.019	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.416
	TH	3.00	680	4,800	0.169 *		
	LT	1.00	80	1,600	0.050	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.009	N-S(1):	0.187 *
	TH	0.57	40	914	0.044	N-S(2):	0.000
	LT	1.43	100	2,057	0.049 *	E-W(1):	0.344 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.223
	TH	3.00	800	4,800	0.179		
	LT	2.00	90	2,880	0.031 *	V/C:	0.531
Northbound	RT	2.00	520	3,200	0.131	Lost Time:	0.100
	TH	1.00	40	1,600	0.025	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.631
	TH	3.00	1,360	4,800	0.313 *		
	LT	1.00	70	1,600	0.044	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 48 - DOUGLAS STREET & MARIPOSA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.116
	TH	3.00	290	4,800	0.077 *	N-S(2):	0.283 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.040 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.009 *		
	LT	0.00	10	1,600	0.006	V/C:	0.323
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	3.00	500	4,800	0.110	ITS:	0.000
	LT	1.00	330	1,600	0.206 *		
Eastbound	RT	1.00	180	1,600	0.009	ICU:	0.423
	TH	0.22	10	356	0.028		
	LT	1.78	80	2,560	0.031 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.130
	TH	3.00	360	4,800	0.096 *	N-S(2):	0.209 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.172 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.009 *		
	LT	0.00	10	1,600	0.006	V/C:	0.381
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	520	4,800	0.117	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	1.00	350	1,600	0.163 *	ICU:	0.481
	TH	0.25	20	400	0.050		
	LT	1.75	140	2,520	0.056	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.131
	TH	3.00	600	4,800	0.138 *	N-S(2):	0.276 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.222 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.009 *		
	LT	0.00	10	1,600	0.006	V/C:	0.498
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	590	4,800	0.125	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	1.00	450	1,600	0.213 *	ICU:	0.598
	TH	0.06	10	103	0.097		
	LT	1.94	300	2,787	0.108	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 49 - DOUGLAS STREET & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	120	1,600	0.044	N-S(1):	0.148 *
	TH	1.00	40	1,600	0.025	N-S(2):	0.082
	LT	2.00	120	2,880	0.042 *	E-W(1):	0.201
Westbound	RT	1.00	550	1,600	0.302	E-W(2):	0.432 *
	TH	3.00	1,770	4,800	0.369 *		
	LT	2.00	80	2,880	0.028	V/C:	0.580
Northbound	RT	1.00	20	1,600	0.000	Lost Time:	0.100
	TH	1.00	170	1,600	0.106 *	ITS:	0.000
	LT	1.00	60	1,600	0.038		
Eastbound	RT	1.00	50	1,600	0.013	ICU:	0.680
	TH	3.00	830	4,800	0.173		
	LT	2.00	180	2,880	0.063 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	250	1,600	0.115 *	N-S(1):	0.145
	TH	1.00	80	1,600	0.050	N-S(2):	0.178 *
	LT	2.00	290	2,880	0.101	E-W(1):	0.343
Westbound	RT	1.00	240	1,600	0.049	E-W(2):	0.448 *
	TH	3.00	1,750	4,800	0.365 *		
	LT	2.00	40	2,880	0.014	V/C:	0.626
Northbound	RT	1.00	60	1,600	0.031	Lost Time:	0.100
	TH	1.00	70	1,600	0.044	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	1.00	130	1,600	0.050	ICU:	0.726
	TH	3.00	1,580	4,800	0.329		
	LT	2.00	240	2,880	0.083 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	260	1,600	0.140	N-S(1):	0.173
	TH	1.00	370	1,600	0.231 *	N-S(2):	0.306 *
	LT	2.00	390	2,880	0.135	E-W(1):	0.395 *
Westbound	RT	1.00	200	1,600	0.000	E-W(2):	0.378
	TH	3.00	1,600	4,800	0.333		
	LT	2.00	30	2,880	0.010 *	V/C:	0.701
Northbound	RT	1.00	60	1,600	0.032	Lost Time:	0.100
	TH	1.00	60	1,600	0.038	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	1.00	140	1,600	0.050	ICU:	0.801
	TH	3.00	1,850	4,800	0.385 *		
	LT	2.00	130	2,880	0.045	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 51 - HAWTHORNE BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.013	N-S(1):	0.225
	TH	3.00	790	4,800	0.165 *	N-S(2):	0.262 *
	LT	2.00	270	2,880	0.094	E-W(1):	0.256
Westbound	RT	0.00	260	0	0.000	E-W(2):	0.331 *
	TH	3.00	1,090	4,800	0.281 *		
	LT	1.00	200	1,600	0.125	V/C:	0.593
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	4.00	730	6,400	0.131	ITS:	0.000
	LT	2.00	280	2,880	0.097 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.693
	TH	3.00	490	4,800	0.131		
	LT	1.00	80	1,600	0.050 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	120	1,600	0.025	N-S(1):	0.281
	TH	3.00	1,040	4,800	0.217 *	N-S(2):	0.325 *
	LT	2.00	280	2,880	0.097	E-W(1):	0.325 *
Westbound	RT	0.00	210	0	0.000	E-W(2):	0.283
	TH	3.00	670	4,800	0.183		
	LT	1.00	210	1,600	0.131 *	V/C:	0.650
Northbound	RT	0.00	200	0	0.000	Lost Time:	0.100
	TH	4.00	980	6,400	0.184	ITS:	0.000
	LT	2.00	310	2,880	0.108 *		
Eastbound	RT	0.00	270	0	0.000	ICU:	0.750
	TH	3.00	660	4,800	0.194 *		
	LT	1.00	160	1,600	0.100	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.019	N-S(1):	0.383
	TH	3.00	1,870	4,800	0.390 *	N-S(2):	0.466 *
	LT	2.00	450	2,880	0.156	E-W(1):	0.679 *
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.304
	TH	3.00	810	4,800	0.204		
	LT	1.00	150	1,600	0.094 *	V/C:	1.145
Northbound	RT	0.00	220	0	0.000	Lost Time:	0.100
	TH	4.00	1,230	6,400	0.227	ITS:	0.000
	LT	2.00	220	2,880	0.076 *		
Eastbound	RT	0.00	470	0	0.000	ICU:	1.245
	TH	3.00	2,340	4,800	0.585 *		
	LT	1.00	160	1,600	0.100	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 52 - INGLEWOOD AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.181
	TH	2.00	400	3,200	0.156 *	N-S(2):	0.281 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.173
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.319 *
	TH	3.00	1,230	4,800	0.275 *		
	LT	1.00	110	1,600	0.069	V/C:	0.600
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	2.00	420	3,200	0.156	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.700
	TH	3.00	410	4,800	0.104		
	LT	1.00	70	1,600	0.044 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.251
	TH	2.00	530	3,200	0.200 *	N-S(2):	0.350 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.273
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.284 *
	TH	3.00	730	4,800	0.190 *		
	LT	1.00	140	1,600	0.088	V/C:	0.634
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	2.00	480	3,200	0.188	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.734
	TH	3.00	740	4,800	0.185		
	LT	1.00	150	1,600	0.094 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.325
	TH	2.00	800	3,200	0.278 *	N-S(2):	0.353 *
	LT	1.00	90	1,600	0.056	E-W(1):	0.633 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.321
	TH	3.00	750	4,800	0.190		
	LT	1.00	210	1,600	0.131 *	V/C:	0.986
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	730	3,200	0.269	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	290	0	0.000	ICU:	1.086
	TH	3.00	2,120	4,800	0.502 *		
	LT	1.00	210	1,600	0.131	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 53 - LA CIENEGA BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	670	3,200	0.172 *	N-S(1):	0.076
	TH	0.00	0	0	0.000	N-S(2):	0.172 *
	LT	2.00	220	2,880	0.076	E-W(1):	0.115
Westbound	RT	0.00	390	0	0.000	E-W(2):	0.469 *
	TH	3.00	1,680	4,800	0.431 *		
	LT	0.00	0	0	0.000	V/C:	0.641
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.741
	TH	3.00	550	4,800	0.115		
	LT	1.00	60	1,600	0.038 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	460	3,200	0.100	N-S(1):	0.135 *
	TH	0.00	0	0	0.000	N-S(2):	0.100
	LT	2.00	390	2,880	0.135 *	E-W(1):	0.223
Westbound	RT	0.00	380	0	0.000	E-W(2):	0.342 *
	TH	3.00	1,050	4,800	0.298 *		
	LT	0.00	0	0	0.000	V/C:	0.477
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.577
	TH	3.00	1,070	4,800	0.223		
	LT	1.00	70	1,600	0.044 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	590	3,200	0.109	N-S(1):	0.396 *
	TH	0.00	0	0	0.000	N-S(2):	0.109
	LT	2.00	1,140	2,880	0.396 *	E-W(1):	0.525 *
Westbound	RT	0.00	430	1,600	0.269	E-W(2):	0.344
	TH	3.00	560	3,200	0.175		
	LT	0.00	0	0	0.000 *	V/C:	0.921
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.021
	TH	3.00	2,520	4,800	0.525 *		
	LT	1.00	120	1,600	0.075	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 54 - NASH STREET & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.025	N-S(1):	0.072 *
	TH	2.00	160	3,200	0.050	N-S(2):	0.000
	LT	1.00	80	1,600	0.050 *	E-W(1):	0.192
Westbound	RT	0.00	360	0	0.000	E-W(2):	0.431 *
	TH	3.00	1,610	4,800	0.410 *		
	LT	2.00	150	2,880	0.052	V/C:	0.503
Northbound	RT	1.14	40	1,829	0.000	Lost Time:	0.100
	TH	0.86	30	1,371	0.022 *	ITS:	0.000
	LT	2.00	10	2,880	0.003		
Eastbound	RT	1.00	50	1,600	0.030	ICU:	0.603
	TH	3.00	670	4,800	0.140		
	LT	2.00	60	2,880	0.021 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.038	N-S(1):	0.091 *
	TH	1.11	100	1,778	0.056	N-S(2):	0.000
	LT	1.89	170	2,720	0.063 *	E-W(1):	0.237
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.275 *
	TH	3.00	1,110	4,800	0.254 *		
	LT	2.00	70	2,880	0.024	V/C:	0.366
Northbound	RT	1.11	50	1,778	0.004	Lost Time:	0.100
	TH	0.89	40	1,422	0.028 *	ITS:	0.000
	LT	2.00	10	2,880	0.003		
Eastbound	RT	1.00	40	1,600	0.023	ICU:	0.466
	TH	3.00	1,020	4,800	0.213		
	LT	2.00	60	2,880	0.021 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.031	N-S(1):	0.257 *
	TH	1.00	60	1,600	0.038	N-S(2):	0.000
	LT	2.00	540	2,880	0.188 *	E-W(1):	0.356 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.224
	TH	3.00	930	4,800	0.217		
	LT	2.00	30	2,880	0.010 *	V/C:	0.613
Northbound	RT	1.18	130	1,891	0.058	Lost Time:	0.100
	TH	0.82	90	1,309	0.069 *	ITS:	0.000
	LT	2.00	20	2,880	0.007		
Eastbound	RT	1.00	10	1,600	0.003	ICU:	0.713
	TH	3.00	1,660	4,800	0.346 *		
	LT	2.00	20	2,880	0.007	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 55 - SEPULVEDA BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.038	N-S(1):	0.530 *
	TH	4.00	1,060	6,400	0.166	N-S(2):	0.246
	LT	2.00	280	2,880	0.097 *	E-W(1):	0.153
Westbound	RT	1.00	230	1,600	0.095	E-W(2):	0.197 *
	TH	2.00	350	3,200	0.109 *		
	LT	2.00	140	2,880	0.049	V/C:	0.727
Northbound	RT	0.00	240	0	0.000	Lost Time:	0.100
	TH	4.00	2,530	6,400	0.433 *	ITS:	0.000
	LT	2.00	230	2,880	0.080		
Eastbound	RT	1.00	230	1,600	0.104	ICU:	0.827
	TH	2.00	250	3,200	0.078		
	LT	1.00	140	1,600	0.088 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.022	N-S(1):	0.368
	TH	4.00	1,650	6,400	0.258 *	N-S(2):	0.383 *
	LT	2.00	190	2,880	0.066	E-W(1):	0.374 *
Westbound	RT	1.00	200	1,600	0.092	E-W(2):	0.184
	TH	2.00	330	3,200	0.103		
	LT	2.00	500	2,880	0.174 *	V/C:	0.757
Northbound	RT	0.00	240	0	0.000	Lost Time:	0.100
	TH	4.00	1,690	6,400	0.302	ITS:	0.000
	LT	2.00	360	2,880	0.125 *		
Eastbound	RT	1.00	420	1,600	0.200 *	ICU:	0.857
	TH	2.00	440	3,200	0.138		
	LT	1.00	130	1,600	0.081	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.019	N-S(1):	0.413
	TH	4.00	2,600	6,400	0.406 *	N-S(2):	0.524 *
	LT	2.00	310	2,880	0.108	E-W(1):	0.389 *
Westbound	RT	1.00	320	1,600	0.146	E-W(2):	0.246
	TH	2.00	380	3,200	0.119		
	LT	2.00	570	2,880	0.198 *	V/C:	0.913
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	4.00	1,770	6,400	0.305	ITS:	0.000
	LT	2.00	340	2,880	0.118 *		
Eastbound	RT	1.00	400	1,600	0.191 *	ICU:	1.013
	TH	2.00	450	3,200	0.141		
	LT	1.00	160	1,600	0.100	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 56 - LINCOLN BOULEVARD & FIJI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.463
	TH	3.00	1,540	4,800	0.338 *	N-S(2):	0.543 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.038
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.084 *
	TH	2.00	20	3,200	0.034 *		
	LT	0.00	40	1,600	0.025	V/C:	0.627
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	3.00	1,990	4,800	0.425	ITS:	0.000
	LT	2.00	590	2,880	0.205 *		
Eastbound	RT	1.00	660	1,600	0.000	ICU:	0.727
	TH	1.00	20	1,600	0.013		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.465
	TH	3.00	1,490	4,800	0.338 *	N-S(2):	0.550 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.044
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.100 *
	TH	2.00	20	3,200	0.031 *		
	LT	0.00	50	1,600	0.031	V/C:	0.650
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	3.00	1,960	4,800	0.421	ITS:	0.000
	LT	2.00	610	2,880	0.212 *		
Eastbound	RT	1.00	540	1,600	0.000	ICU:	0.750
	TH	1.00	20	1,600	0.013		
	LT	1.00	110	1,600	0.069 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.496
	TH	3.00	1,930	4,800	0.438 *	N-S(2):	0.751 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.056
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.109 *
	TH	2.00	30	3,200	0.034 *		
	LT	0.00	50	1,600	0.031	V/C:	0.860
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	2,130	4,800	0.458	ITS:	0.000
	LT	2.00	900	2,880	0.313 *		
Eastbound	RT	1.00	920	1,600	0.000	ICU:	0.960
	TH	1.00	40	1,600	0.025		
	LT	1.00	120	1,600	0.075 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 57 - LA BREA AVENUE & FLORENCE AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.319 *
	TH	2.00	730	3,200	0.256	N-S(2):	0.287
	LT	1.00	80	1,600	0.050 *	E-W(1):	0.294
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.350 *
	TH	2.00	870	3,200	0.306 *		
	LT	1.00	250	1,600	0.156	V/C:	0.669
Northbound	RT	1.00	180	1,600	0.034	Lost Time:	0.100
	TH	2.00	860	3,200	0.269 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.769
	TH	2.00	370	3,200	0.138		
	LT	1.00	70	1,600	0.044 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.331 *
	TH	2.00	820	3,200	0.281	N-S(2):	0.312
	LT	1.00	160	1,600	0.100 *	E-W(1):	0.366 *
Westbound	RT	0.00	220	0	0.000	E-W(2):	0.307
	TH	2.00	540	3,200	0.238		
	LT	1.00	300	1,600	0.188 *	V/C:	0.697
Northbound	RT	1.00	180	1,600	0.019	Lost Time:	0.100
	TH	2.00	740	3,200	0.231 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.797
	TH	2.00	520	3,200	0.178 *		
	LT	1.00	110	1,600	0.069	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.453 *
	TH	2.00	1,240	3,200	0.419	N-S(2):	0.432
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.475 *
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.347
	TH	2.00	660	3,200	0.266		
	LT	1.00	210	1,600	0.131 *	V/C:	0.928
Northbound	RT	1.00	320	1,600	0.134	Lost Time:	0.100
	TH	2.00	1,070	3,200	0.334 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	70	0	0.000	ICU:	1.028
	TH	2.00	1,030	3,200	0.344 *		
	LT	1.00	130	1,600	0.081	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 58 - LA CIENEGA BOULEVARD & FLORENCE AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	270	0	0.000	N-S(1):	0.261
	TH	2.00	830	3,200	0.344 *	N-S(2):	0.363 *
	LT	2.00	310	2,880	0.108	E-W(1):	0.338
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.447 *
	TH	2.00	890	3,200	0.291 *		
	LT	1.00	350	1,600	0.219	V/C:	0.810
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	2.00	400	3,200	0.153	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.910
	TH	2.00	360	3,200	0.119		
	LT	1.00	250	1,600	0.156 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	320	0	0.000	N-S(1):	0.307
	TH	2.00	850	3,200	0.366 *	N-S(2):	0.385 *
	LT	2.00	300	2,880	0.104	E-W(1):	0.319
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.472 *
	TH	2.00	650	3,200	0.222 *		
	LT	1.00	250	1,600	0.156	V/C:	0.857
Northbound	RT	0.00	150	0	0.000	Lost Time:	0.100
	TH	2.00	500	3,200	0.203	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.957
	TH	2.00	480	3,200	0.163		
	LT	1.00	400	1,600	0.250 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	280	0	0.000	N-S(1):	0.457
	TH	2.00	1,210	3,200	0.466 *	N-S(2):	0.479 *
	LT	2.00	580	2,880	0.201	E-W(1):	0.450 *
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.410
	TH	2.00	640	3,200	0.222		
	LT	1.00	320	1,600	0.200 *	V/C:	0.929
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	2.00	630	3,200	0.256	ITS:	0.000
	LT	1.00	20	1,600	0.013 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	1.029
	TH	2.00	780	3,200	0.250 *		
	LT	1.00	300	1,600	0.188	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 59 - NASH STREET & GRAND AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	330	1,600	0.206 *	N-S(1):	0.103
	TH	2.00	190	1,600	0.119	N-S(2):	0.337 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.113 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.000
	TH	1.00	50	1,600	0.050 *		
	LT	1.00	20	1,600	0.013	V/C:	0.450
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	2.00	120	3,200	0.053	ITS:	0.000
	LT	1.00	210	1,600	0.131 *		
Eastbound	RT	2.00	30	3,200	0.000	ICU:	0.550
	TH	1.00	70	1,600	0.044		
	LT	1.00	100	1,600	0.063 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.057
	TH	2.00	250	3,200	0.119 *	N-S(2):	0.138 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.178 *
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.000
	TH	1.00	84	1,600	0.065 *		
	LT	1.00	10	1,600	0.006	V/C:	0.316
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	120	3,200	0.044	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	2.00	110	3,200	0.025	ICU:	0.416
	TH	1.00	60	1,600	0.038		
	LT	1.00	180	1,600	0.113 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.090
	TH	2.00	210	3,200	0.113 *	N-S(2):	0.132 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.282 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.000
	TH	1.00	60	1,600	0.063 *		
	LT	1.00	40	1,600	0.025	V/C:	0.414
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	2.00	160	3,200	0.059	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	2.00	250	3,200	0.069	ICU:	0.514
	TH	1.00	110	1,600	0.069		
	LT	1.00	350	1,600	0.219 *	LOS:	A

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 60 - SEPULVEDA BOULEVARD & GRAND AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	220	0	0.000	N-S(1):	0.591 *
	TH	4.00	1,320	6,400	0.241	N-S(2):	0.341
	LT	1.00	380	1,600	0.238 *	E-W(1):	0.121 *
Westbound	RT	1.00	110	1,600	0.000	E-W(2):	0.000
	TH	2.00	40	3,200	0.013		
	LT	2.00	60	2,880	0.021 *	V/C:	0.712
Northbound	RT	1.00	400	1,600	0.229	Lost Time:	0.100
	TH	4.00	2,260	6,400	0.353 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.812
	TH	1.88	140	3,014	0.090		
	LT	1.12	160	1,607	0.100 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.351
	TH	4.00	1,600	6,400	0.281 *	N-S(2):	0.431 *
	LT	1.00	180	1,600	0.113	E-W(1):	0.224 *
Westbound	RT	1.00	140	1,600	0.031	E-W(2):	0.000
	TH	2.00	300	3,200	0.094		
	LT	2.00	290	2,880	0.101 *	V/C:	0.655
Northbound	RT	1.00	150	1,600	0.000	Lost Time:	0.100
	TH	4.00	1,520	6,400	0.238	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	0.00	196	1,600	0.123 *	ICU:	0.755
	TH	1.76	130	1,224	0.106		
	LT	1.24	210	1,779	0.118	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.455
	TH	4.00	2,360	6,400	0.389 *	N-S(2):	0.539 *
	LT	1.00	200	1,600	0.125	E-W(1):	0.315 *
Westbound	RT	1.00	310	1,600	0.131	E-W(2):	0.000
	TH	2.00	240	3,200	0.075		
	LT	2.00	510	2,880	0.177 *	V/C:	0.854
Northbound	RT	1.00	130	1,600	0.000	Lost Time:	0.100
	TH	4.00	2,110	6,400	0.330	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	0.00	220	1,600	0.138 *	ICU:	0.954
	TH	1.46	80	731	0.109		
	LT	1.54	270	2,222	0.122	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 62 - HAWTHORNE BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.084	N-S(1):	0.217
	TH	3.00	800	4,800	0.167 *	N-S(2):	0.264 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.252
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.298 *
	TH	3.00	980	4,800	0.229 *		
	LT	1.00	240	1,600	0.150	V/C:	0.562
Northbound	RT	1.00	200	1,600	0.050	Lost Time:	0.100
	TH	3.00	590	4,800	0.123	ITS:	0.000
	LT	2.00	280	2,880	0.097 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.662
	TH	3.00	400	4,800	0.102		
	LT	1.00	110	1,600	0.069 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	160	1,600	0.059	N-S(1):	0.273
	TH	3.00	1,080	4,800	0.225 *	N-S(2):	0.288 *
	LT	1.00	160	1,600	0.100	E-W(1):	0.221 *
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.200
	TH	3.00	450	4,800	0.119		
	LT	1.00	130	1,600	0.081 *	V/C:	0.509
Northbound	RT	1.00	310	1,600	0.153	Lost Time:	0.100
	TH	3.00	830	4,800	0.173	ITS:	0.000
	LT	2.00	180	2,880	0.063 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.609
	TH	3.00	580	4,800	0.140 *		
	LT	1.00	130	1,600	0.081	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	160	1,600	0.041	N-S(1):	0.321
	TH	3.00	1,360	4,800	0.283 *	N-S(2):	0.373 *
	LT	1.00	200	1,600	0.125	E-W(1):	0.500 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.246
	TH	3.00	500	4,800	0.127		
	LT	1.00	130	1,600	0.081 *	V/C:	0.873
Northbound	RT	1.00	280	1,600	0.134	Lost Time:	0.100
	TH	3.00	940	4,800	0.196	ITS:	0.000
	LT	2.00	260	2,880	0.090 *		
Eastbound	RT	0.00	210	0	0.000	ICU:	0.973
	TH	3.00	1,800	4,800	0.419 *		
	LT	1.00	190	1,600	0.119	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 63 - HAWTHORNE BOULEVARD & LENNOX BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.240
	TH	3.00	920	4,800	0.200 *	N-S(2):	0.263 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.163 *
Westbound	RT	1.00	170	1,600	0.075	E-W(2):	0.150
	TH	1.00	190	1,600	0.119		
	LT	1.00	70	1,600	0.044 *	V/C:	0.426
Northbound	RT	1.00	60	1,600	0.016	Lost Time:	0.100
	TH	3.00	850	4,800	0.177	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	190	1,600	0.119 *	ICU:	0.526
	TH	2.00	110	1,600	0.069		
	LT	1.00	50	1,600	0.031	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.300
	TH	3.00	1,010	4,800	0.231 *	N-S(2):	0.362 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.165
Westbound	RT	1.00	120	1,600	0.028	E-W(2):	0.181 *
	TH	1.00	210	1,600	0.131 *		
	LT	1.00	90	1,600	0.056	V/C:	0.543
Northbound	RT	1.00	110	1,600	0.041	Lost Time:	0.100
	TH	3.00	990	4,800	0.206	ITS:	0.000
	LT	1.00	210	1,600	0.131 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.643
	TH	2.00	210	3,200	0.109		
	LT	1.00	80	1,600	0.050 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.417
	TH	3.00	1,440	4,800	0.317 *	N-S(2):	0.473 *
	LT	1.00	190	1,600	0.119	E-W(1):	0.253
Westbound	RT	1.00	80	1,600	0.000	E-W(2):	0.275 *
	TH	1.00	320	1,600	0.200 *		
	LT	1.00	120	1,600	0.075	V/C:	0.748
Northbound	RT	1.00	130	1,600	0.044	Lost Time:	0.100
	TH	3.00	1,430	4,800	0.298	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.848
	TH	2.00	380	3,200	0.178		
	LT	1.00	120	1,600	0.075 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 64 - HIGHLAND AVENUE/VISTA DEL MAR & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.000	N-S(1):	0.438 *
	TH	1.00	290	1,600	0.181	N-S(2):	0.187
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.182
Westbound	RT	1.00	660	1,600	0.244 *	E-W(2):	0.319 *
	TH	1.00	50	1,600	0.031		
	LT	1.00	70	1,600	0.044	V/C:	0.757
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	2.00	770	3,200	0.269 *	ITS:	0.000
	LT	1.00	10	1,600	0.006		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.857
	TH	1.00	80	1,600	0.138		
	LT	0.00	120	1,600	0.075 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.013	N-S(1):	0.225
	TH	1.00	460	1,600	0.288 *	N-S(2):	0.307 *
	LT	1.00	90	1,600	0.056	E-W(1):	0.169 *
Westbound	RT	1.00	280	1,600	0.119	E-W(2):	0.132
	TH	1.00	70	1,600	0.044		
	LT	1.00	150	1,600	0.094 *	V/C:	0.476
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	2.00	380	3,200	0.169	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.576
	TH	1.00	70	1,600	0.075 *		
	LT	0.00	20	1,600	0.013	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.013	N-S(1):	0.438
	TH	1.00	750	1,600	0.469 *	N-S(2):	0.475 *
	LT	1.00	420	1,600	0.263	E-W(1):	0.175 *
Westbound	RT	1.00	490	1,600	0.044	E-W(2):	0.094
	TH	1.00	110	1,600	0.069		
	LT	1.00	160	1,600	0.100 *	V/C:	0.650
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	430	3,200	0.175	ITS:	0.000
	LT	1.00	10	1,600	0.006 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.750
	TH	1.00	60	1,600	0.075 *		
	LT	0.00	40	1,600	0.025	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 66 - INGELWOOD AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.200
	TH	2.00	340	3,200	0.159 *	N-S(2):	0.353 *
	LT	1.00	110	1,600	0.069	E-W(1):	0.159
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.344 *
	TH	3.00	1,250	4,800	0.294 *		
	LT	1.00	100	1,600	0.063	V/C:	0.697
Northbound	RT	1.00	110	1,600	0.038	Lost Time:	0.100
	TH	1.00	210	1,600	0.131	ITS:	0.000
	LT	1.00	310	1,600	0.194 *		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.797
	TH	3.00	420	4,800	0.096		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.387 *
	TH	2.00	450	3,200	0.172	N-S(2):	0.253
	LT	1.00	130	1,600	0.081 *	E-W(1):	0.256 *
Westbound	RT	0.00	230	0	0.000	E-W(2):	0.240
	TH	3.00	500	4,800	0.152		
	LT	1.00	170	1,600	0.106 *	V/C:	0.643
Northbound	RT	1.00	180	1,600	0.059	Lost Time:	0.100
	TH	1.00	490	1,600	0.306 *	ITS:	0.000
	LT	1.00	130	1,600	0.081		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.743
	TH	3.00	620	4,800	0.150 *		
	LT	1.00	140	1,600	0.088	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.457 *
	TH	2.00	980	3,200	0.328	N-S(2):	0.416
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.529 *
Westbound	RT	0.00	250	0	0.000	E-W(2):	0.361
	TH	3.00	670	4,800	0.192		
	LT	1.00	150	1,600	0.094 *	V/C:	0.986
Northbound	RT	1.00	180	1,600	0.066	Lost Time:	0.100
	TH	1.00	540	1,600	0.338 *	ITS:	0.000
	LT	1.00	140	1,600	0.088		
Eastbound	RT	0.00	160	0	0.000	ICU:	1.086
	TH	3.00	1,930	4,800	0.435 *		
	LT	1.00	270	1,600	0.169	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 67 - LA CIENEGA BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.12	310	1,793	0.112	N-S(1):	0.122
	TH	1.88	520	3,007	0.173 *	N-S(2):	0.267 *
	LT	2.00	80	2,880	0.028	E-W(1):	0.098
Westbound	RT	2.00	760	3,200	0.210 *	E-W(2):	0.332 *
	TH	3.00	790	4,800	0.165		
	LT	2.00	100	2,880	0.035	V/C:	0.599
Northbound	RT	1.53	230	2,453	0.076	Lost Time:	0.100
	TH	1.47	220	2,347	0.094	ITS:	0.000
	LT	2.00	270	2,880	0.094 *		
Eastbound	RT	2.00	190	3,200	0.000	ICU:	0.699
	TH	3.00	300	4,800	0.063		
	LT	2.00	350	2,880	0.122 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.33	270	2,125	0.094	N-S(1):	0.185
	TH	1.67	340	2,675	0.127 *	N-S(2):	0.190 *
	LT	2.00	250	2,880	0.087	E-W(1):	0.131
Westbound	RT	2.00	470	3,200	0.060	E-W(2):	0.149 *
	TH	3.00	400	4,800	0.083 *		
	LT	2.00	60	2,880	0.021	V/C:	0.339
Northbound	RT	1.28	200	2,043	0.088	Lost Time:	0.100
	TH	1.72	270	2,757	0.098	ITS:	0.000
	LT	2.00	180	2,880	0.063 *		
Eastbound	RT	2.00	150	3,200	0.000	ICU:	0.439
	TH	3.00	530	4,800	0.110		
	LT	2.00	190	2,880	0.066 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.31	420	2,100	0.153	N-S(1):	0.382 *
	TH	1.69	540	2,700	0.200	N-S(2):	0.238
	LT	2.00	580	2,880	0.201 *	E-W(1):	0.311 *
Westbound	RT	2.00	430	3,200	0.000	E-W(2):	0.184
	TH	3.00	430	4,800	0.090		
	LT	2.00	60	2,880	0.021 *	V/C:	0.693
Northbound	RT	2.00	590	3,200	0.174	Lost Time:	0.100
	TH	1.00	290	1,600	0.181 *	ITS:	0.000
	LT	2.00	110	2,880	0.038		
Eastbound	RT	2.00	240	3,200	0.037	ICU:	0.793
	TH	3.00	1,390	4,800	0.290 *		
	LT	2.00	270	2,880	0.094	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 68 - MAIN STREET & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.316 *
	TH	1.00	0	1,600	0.013 *	N-S(2):	0.000
	LT	0.00	10	1,600	0.006	E-W(1):	0.437 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.259
	TH	2.00	820	3,200	0.259		
	LT	2.00	340	2,880	0.118 *	V/C:	0.753
Northbound	RT	1.00	580	1,600	0.303 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	320	2,880	0.111		
Eastbound	RT	1.00	190	1,600	0.119	ICU:	0.853
	TH	2.00	1,020	3,200	0.319 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.147 *
	TH	1.00	0	1,600	0.013 *	N-S(2):	0.000
	LT	0.00	10	1,600	0.006	E-W(1):	0.395 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.241
	TH	2.00	760	3,200	0.241		
	LT	2.00	490	2,880	0.170 *	V/C:	0.542
Northbound	RT	1.00	350	1,600	0.134 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	340	2,880	0.118		
Eastbound	RT	1.00	110	1,600	0.069	ICU:	0.642
	TH	2.00	720	3,200	0.225 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.180 *
	TH	1.00	0	1,600	0.013 *	N-S(2):	0.000
	LT	0.00	10	1,600	0.006	E-W(1):	0.472 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.213
	TH	2.00	670	3,200	0.213		
	LT	2.00	550	2,880	0.191 *	V/C:	0.652
Northbound	RT	1.00	330	1,600	0.111	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	480	2,880	0.167 *		
Eastbound	RT	1.00	370	1,600	0.231	ICU:	0.752
	TH	2.00	900	3,200	0.281 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 70 - PRAIRIE AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.98	610	3,174	0.136	N-S(1):	0.165
	TH	2.02	620	3,226	0.192 *	N-S(2):	0.303 *
	LT	2.00	120	2,880	0.042	E-W(1):	0.181
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.323 *
	TH	3.00	1,180	4,800	0.267 *		
	LT	1.00	160	1,600	0.100	V/C:	0.626
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	3.00	500	4,800	0.123	ITS:	0.000
	LT	2.00	320	2,880	0.111 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.726
	TH	3.00	340	4,800	0.081		
	LT	1.00	90	1,600	0.056 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.28	400	2,048	0.114	N-S(1):	0.197
	TH	2.72	850	4,352	0.195 *	N-S(2):	0.299 *
	LT	2.00	140	2,880	0.049	E-W(1):	0.198
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.248 *
	TH	3.00	710	4,800	0.167 *		
	LT	1.00	120	1,600	0.075	V/C:	0.547
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	3.00	550	4,800	0.148	ITS:	0.000
	LT	2.00	300	2,880	0.104 *		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.647
	TH	3.00	520	4,800	0.123		
	LT	1.00	130	1,600	0.081 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.24	440	1,983	0.078	N-S(1):	0.320 *
	TH	2.76	980	4,417	0.222	N-S(2):	0.316
	LT	2.00	280	2,880	0.097 *	E-W(1):	0.465 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.332
	TH	3.00	790	4,800	0.188		
	LT	1.00	200	1,600	0.125 *	V/C:	0.785
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	860	4,800	0.223 *	ITS:	0.000
	LT	2.00	270	2,880	0.094		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.885
	TH	3.00	1,450	4,800	0.340 *		
	LT	1.00	230	1,600	0.144	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 71 - SEPULVEDA BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.554 *
	TH	4.00	2,340	6,400	0.369	N-S(2):	0.438
	LT	2.00	670	2,880	0.233 *	E-W(1):	0.219 *
Westbound	RT	2.00	580	3,200	0.000	E-W(2):	0.171
	TH	3.00	220	4,800	0.046		
	LT	2.00	350	2,880	0.122 *	V/C:	0.773
Northbound	RT	2.00	590	3,200	0.063	Lost Time:	0.100
	TH	3.00	1,540	4,800	0.321 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	1.00	210	1,600	0.097 *	ICU:	0.873
	TH	3.00	320	4,800	0.067		
	LT	2.00	360	2,880	0.125	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.466 *
	TH	4.00	1,930	6,400	0.306	N-S(2):	0.406
	LT	2.00	520	2,880	0.181 *	E-W(1):	0.141
Westbound	RT	2.00	430	3,200	0.000	E-W(2):	0.160 *
	TH	3.00	270	4,800	0.056 *		
	LT	2.00	190	2,880	0.066	V/C:	0.626
Northbound	RT	2.00	730	3,200	0.162	Lost Time:	0.100
	TH	3.00	1,370	4,800	0.285 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	1.00	200	1,600	0.075	ICU:	0.726
	TH	3.00	240	4,800	0.050		
	LT	2.00	300	2,880	0.104 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.619 *
	TH	4.00	2,500	6,400	0.395	N-S(2):	0.501
	LT	2.00	520	2,880	0.181 *	E-W(1):	0.200 *
Westbound	RT	2.00	680	3,200	0.032	E-W(2):	0.171
	TH	3.00	300	4,800	0.063		
	LT	2.00	240	2,880	0.083 *	V/C:	0.819
Northbound	RT	2.00	1,100	3,200	0.260	Lost Time:	0.100
	TH	3.00	2,100	4,800	0.438 *	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	1.00	180	1,600	0.059	ICU:	0.919
	TH	3.00	560	4,800	0.117 *		
	LT	2.00	310	2,880	0.108	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 73 - NASH STREET / WB I-105 RAMPS & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	580	1,600	0.363	N-S(1):	0.456 *
	TH	2.00	1,200	3,200	0.375 *	N-S(2):	0.000
	LT	1.00	460	1,600	0.288	E-W(1):	0.249 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.190
	TH	3.00	910	4,800	0.190		
	LT	2.00	280	2,880	0.097 *	V/C:	0.705
Northbound	RT	2.00	30	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	240	0	0.000	ICU:	0.805
	TH	3.00	490	4,800	0.152 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.20	220	1,920	0.115	N-S(1):	0.178 *
	TH	1.80	330	2,880	0.115 *	N-S(2):	0.000
	LT	1.00	170	1,600	0.106	E-W(1):	0.215 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.127
	TH	3.00	610	4,800	0.127		
	LT	2.00	60	2,880	0.021 *	V/C:	0.393
Northbound	RT	2.00	80	3,200	0.015	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	310	1,600	0.194 *	ICU:	0.493
	TH	3.00	490	3,200	0.153		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.72	310	2,756	0.113	N-S(1):	0.244 *
	TH	1.17	210	1,867	0.113	N-S(2):	0.000
	LT	1.11	200	1,600	0.125 *	E-W(1):	0.255 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.181
	TH	3.00	870	4,800	0.181		
	LT	2.00	130	2,880	0.045 *	V/C:	0.499
Northbound	RT	2.00	200	3,200	0.040	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	0.00	160	0	0.000	ICU:	0.599
	TH	3.00	850	4,800	0.210 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 75 - I-405 NB RAMPS E/O LA CIENEGA BLVD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR, WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.134
	TH	0.00	0	0	0.000 *	N-S(2):	0.149 *
	LT	0.00	0	0	0.000	E-W(1):	0.100
Westbound	RT	1.22	540	1,953	0.000	E-W(2):	0.277 *
	TH	2.78	1,230	4,447	0.277 *		
	LT	0.00	0	0	0.000	V/C:	0.426
Northbound	RT	0.23	50	372	0.134	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.77	380	2,545	0.149 *		
Eastbound	RT	1.00	140	1,600	0.000	ICU:	0.526
	TH	3.00	480	4,800	0.100		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.131
	TH	0.00	0	0	0.000 *	N-S(2):	0.146 *
	LT	0.00	0	0	0.000	E-W(1):	0.156 *
Westbound	RT	1.00	180	1,600	0.000	E-W(2):	0.131
	TH	3.00	630	4,800	0.131		
	LT	0.00	0	0	0.000 *	V/C:	0.302
Northbound	RT	0.48	100	762	0.131	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.52	320	2,194	0.146 *		
Eastbound	RT	1.00	230	1,600	0.000	ICU:	0.402
	TH	3.00	750	4,800	0.156 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.163 *
	TH	0.00	0	0	0.000	N-S(2):	0.156
	LT	0.00	0	0	0.000 *	E-W(1):	0.442 *
Westbound	RT	1.23	290	1,974	0.000	E-W(2):	0.147
	TH	2.77	650	4,426	0.147		
	LT	0.00	0	0	0.000 *	V/C:	0.605
Northbound	RT	1.00	260	1,600	0.163 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	250	1,600	0.156		
Eastbound	RT	1.00	330	1,600	0.000	ICU:	0.705
	TH	3.00	2,120	4,800	0.442 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 76 - INGLEWOOD AVENUE & LENNOX BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.238
	TH	1.00	270	1,600	0.188 *	N-S(2):	0.269 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.137
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.169 *
	TH	1.00	190	1,600	0.144 *		
	LT	1.00	50	1,600	0.031	V/C:	0.438
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	1.00	250	1,600	0.200	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.538
	TH	1.00	130	1,600	0.106		
	LT	1.00	40	1,600	0.025 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.300 *
	TH	1.00	280	1,600	0.194	N-S(2):	0.275
	LT	1.00	70	1,600	0.044 *	E-W(1):	0.138
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.163 *
	TH	1.00	140	1,600	0.138 *		
	LT	1.00	60	1,600	0.038	V/C:	0.463
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	1.00	290	1,600	0.256 *	ITS:	0.000
	LT	1.00	130	1,600	0.081		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.563
	TH	1.00	110	1,600	0.100		
	LT	1.00	40	1,600	0.025 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.356
	TH	1.00	520	1,600	0.344 *	N-S(2):	0.450 *
	LT	1.00	90	1,600	0.056	E-W(1):	0.338 *
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.194
	TH	1.00	170	1,600	0.150		
	LT	1.00	100	1,600	0.063 *	V/C:	0.788
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	1.00	340	1,600	0.300	ITS:	0.000
	LT	1.00	170	1,600	0.106 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.888
	TH	1.00	350	1,600	0.275 *		
	LT	1.00	70	1,600	0.044	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 77 - INGELWOOD AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.053	N-S(1):	0.101 *
	TH	1.00	80	1,600	0.063	N-S(2):	0.088
	LT	0.00	20	1,600	0.013 *	E-W(1):	0.237
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.456 *
	TH	2.00	1,340	3,200	0.425 *		
	LT	1.00	50	1,600	0.031	V/C:	0.557
Northbound	RT	1.00	100	1,600	0.047	Lost Time:	0.100
	TH	1.00	100	1,600	0.088 *	ITS:	0.000
	LT	0.00	40	1,600	0.025		
Eastbound	RT	1.00	50	1,600	0.019	ICU:	0.657
	TH	2.00	660	3,200	0.206		
	LT	1.00	50	1,600	0.031 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.047	N-S(1):	0.107
	TH	1.00	100	1,600	0.081 *	N-S(2):	0.112 *
	LT	0.00	30	1,600	0.019	E-W(1):	0.363 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.357
	TH	2.00	970	3,200	0.313		
	LT	1.00	80	1,600	0.050 *	V/C:	0.475
Northbound	RT	1.00	70	1,600	0.019	Lost Time:	0.100
	TH	1.00	90	1,600	0.088	ITS:	0.000
	LT	0.00	50	1,600	0.031 *		
Eastbound	RT	1.00	80	1,600	0.034	ICU:	0.575
	TH	2.00	1,000	3,200	0.313 *		
	LT	1.00	70	1,600	0.044	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.041	N-S(1):	0.132
	TH	1.00	180	1,600	0.131 *	N-S(2):	0.175 *
	LT	0.00	30	1,600	0.019	E-W(1):	0.519 *
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.369
	TH	2.00	1,020	3,200	0.325		
	LT	1.00	70	1,600	0.044 *	V/C:	0.694
Northbound	RT	1.00	40	1,600	0.003	Lost Time:	0.100
	TH	1.00	110	1,600	0.113	ITS:	0.000
	LT	0.00	70	1,600	0.044 *		
Eastbound	RT	1.00	120	1,600	0.053	ICU:	0.794
	TH	2.00	1,520	3,200	0.475 *		
	LT	1.00	70	1,600	0.044	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 85 - LA BREA AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.009	N-S(1):	0.297 *
	TH	2.00	680	3,200	0.213	N-S(2):	0.288
	LT	1.00	90	1,600	0.056 *	E-W(1):	0.197
Westbound	RT	1.00	200	1,600	0.097	E-W(2):	0.460 *
	TH	2.00	1,170	3,200	0.366 *		
	LT	1.00	30	1,600	0.019	V/C:	0.757
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	750	3,200	0.241 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	60	1,600	0.000	ICU:	0.857
	TH	2.00	570	3,200	0.178		
	LT	1.00	150	1,600	0.094 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	150	1,600	0.044	N-S(1):	0.313 *
	TH	2.00	700	3,200	0.219	N-S(2):	0.294
	LT	1.00	160	1,600	0.100 *	E-W(1):	0.234
Westbound	RT	1.00	200	1,600	0.075	E-W(2):	0.350 *
	TH	2.00	800	3,200	0.250 *		
	LT	1.00	50	1,600	0.031	V/C:	0.663
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	660	3,200	0.213 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	60	1,600	0.000	ICU:	0.763
	TH	2.00	650	3,200	0.203		
	LT	1.00	160	1,600	0.100 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.000	N-S(1):	0.388
	TH	2.00	1,150	3,200	0.359 *	N-S(2):	0.422 *
	LT	1.00	220	1,600	0.138	E-W(1):	0.429 *
Westbound	RT	1.00	150	1,600	0.025	E-W(2):	0.376
	TH	2.00	920	3,200	0.288		
	LT	1.00	60	1,600	0.038 *	V/C:	0.851
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	760	3,200	0.250	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	1.00	80	1,600	0.019	ICU:	0.951
	TH	2.00	1,250	3,200	0.391 *		
	LT	1.00	140	1,600	0.088	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 87 - LA BREA AVENUE & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	280	0	0.000	N-S(1):	0.201
	TH	3.00	740	4,800	0.213 *	N-S(2):	0.276 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.273
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.569 *
	TH	3.00	1,760	4,800	0.375 *		
	LT	1.00	120	1,600	0.075	V/C:	0.845
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	830	4,800	0.188	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.945
	TH	3.00	880	4,800	0.198		
	LT	1.00	310	1,600	0.194 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	370	1,600	0.231 *	N-S(1):	0.163
	TH	3.00	570	3,200	0.178	N-S(2):	0.300 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.348
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.463 *
	TH	3.00	1,130	4,800	0.244 *		
	LT	1.00	140	1,600	0.088	V/C:	0.763
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	580	4,800	0.144	ITS:	0.000
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.863
	TH	3.00	1,170	4,800	0.260		
	LT	1.00	350	1,600	0.219 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	300	0	0.000	N-S(1):	0.281
	TH	3.00	930	4,800	0.256 *	N-S(2):	0.300 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.598 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.482
	TH	3.00	1,220	4,800	0.263		
	LT	1.00	170	1,600	0.106 *	V/C:	0.898
Northbound	RT	0.00	150	0	0.000	Lost Time:	0.100
	TH	3.00	1,050	4,800	0.250	ITS:	0.000
	LT	1.00	70	1,600	0.044 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.998
	TH	3.00	2,270	4,800	0.492 *		
	LT	1.00	350	1,600	0.219	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 88 - LA CIENEGA BOULEVARD & LA TIJERA BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	960	1,600	0.600 *	N-S(1):	0.573
	TH	3.00	2,440	4,800	0.508	N-S(2):	0.600 *
	LT	0.00	0	0	0.000	E-W(1):	0.200 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.185
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.800
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	3.00	2,560	4,800	0.573	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.900
	TH	1.00	310	1,600	0.200 *		
	LT	3.00	800	4,320	0.185	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	820	1,600	0.513 *	N-S(1):	0.390
	TH	3.00	1,690	4,800	0.352	N-S(2):	0.513 *
	LT	0.00	0	0	0.000	E-W(1):	0.250 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.181
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.763
Northbound	RT	0.00	230	0	0.000	Lost Time:	0.100
	TH	3.00	1,640	4,800	0.390	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.863
	TH	1.00	380	1,600	0.250 *		
	LT	3.00	780	4,320	0.181	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	1,000	1,600	0.625 *	N-S(1):	0.544
	TH	3.00	2,440	4,800	0.508	N-S(2):	0.625 *
	LT	0.00	0	0	0.000	E-W(1):	0.506 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.252
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	1.131
Northbound	RT	0.00	330	0	0.000	Lost Time:	0.100
	TH	3.00	2,280	4,800	0.544	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	1.231
	TH	1.00	760	1,600	0.506 *		
	LT	3.00	1,090	4,320	0.252	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 89 - LA CIENEGA BOULEVARD & LENNOX BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.304 *
	TH	3.00	770	4,800	0.160	N-S(2):	0.160
	LT	1.00	60	1,600	0.038 *	E-W(1):	0.081
Westbound	RT	1.00	300	1,600	0.169 *	E-W(2):	0.169 *
	TH	1.00	0	1,600	0.000		
	LT	1.00	130	1,600	0.081	V/C:	0.473
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	2.00	790	3,200	0.266 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.573
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.322 *
	TH	3.00	640	4,800	0.133	N-S(2):	0.133
	LT	1.00	100	1,600	0.063 *	E-W(1):	0.050
Westbound	RT	1.00	190	1,600	0.088	E-W(2):	0.088 *
	TH	1.00	0	1,600	0.000		
	LT	1.00	80	1,600	0.050	V/C:	0.410
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	2.00	730	3,200	0.259 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.510
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.482 *
	TH	3.00	1,100	4,800	0.229	N-S(2):	0.229
	LT	1.00	300	1,600	0.188 *	E-W(1):	0.038
Westbound	RT	1.00	230	1,600	0.050 *	E-W(2):	0.050 *
	TH	1.00	0	1,600	0.000		
	LT	1.00	60	1,600	0.038	V/C:	0.532
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	2.00	730	3,200	0.294 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.632
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 90 - LA CIENEGA BOULEVARD & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.370 *
	TH	2.80	660	4,475	0.192	N-S(2):	0.000
	LT	1.20	370	1,733	0.214 *	E-W(1):	0.279 *
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.264
	TH	3.00	800	4,800	0.208		
	LT	2.00	550	2,880	0.191 *	V/C:	0.649
Northbound	RT	0.00	240	0	0.000	Lost Time:	0.100
	TH	2.00	260	3,200	0.156 *	ITS:	0.000
	LT	1.00	60	1,600	0.038		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.749
	TH	3.00	370	4,800	0.088 *		
	LT	1.00	90	1,600	0.056	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	180	0	0.000	N-S(1):	0.341 *
	TH	2.50	520	4,000	0.175	N-S(2):	0.000
	LT	1.50	420	2,160	0.194 *	E-W(1):	0.318
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.335 *
	TH	3.00	780	4,800	0.185 *		
	LT	2.00	400	2,880	0.139	V/C:	0.676
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	2.00	330	3,200	0.147 *	ITS:	0.000
	LT	1.00	60	1,600	0.038		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.776
	TH	3.00	770	4,800	0.179		
	LT	1.00	240	1,600	0.150 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.480 *
	TH	2.00	650	3,200	0.228	N-S(2):	0.000
	LT	2.00	840	2,880	0.292 *	E-W(1):	0.345 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.269
	TH	3.00	640	4,800	0.163		
	LT	2.00	350	2,880	0.122 *	V/C:	0.825
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	2.00	480	3,200	0.188 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.925
	TH	3.00	990	4,800	0.223 *		
	LT	1.00	170	1,600	0.106	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 91 - LA CIENEGA BOULEVARD NB RAMPS & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.181 *
	TH	0.00	0	0	0.000	N-S(2):	0.132
	LT	0.00	0	0	0.000 *	E-W(1):	0.196
Westbound	RT	1.00	130	1,600	0.081	E-W(2):	0.436 *
	TH	4.00	2,010	6,400	0.314 *		
	LT	0.00	0	0	0.000	V/C:	0.617
Northbound	RT	1.00	290	1,600	0.181 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	380	2,880	0.132		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.717
	TH	3.00	940	4,800	0.196		
	LT	2.00	350	2,880	0.122 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.206 *
	TH	0.00	0	0	0.000	N-S(2):	0.073
	LT	0.00	0	0	0.000 *	E-W(1):	0.254
Westbound	RT	1.00	140	1,600	0.088	E-W(2):	0.327 *
	TH	4.00	1,380	6,400	0.216 *		
	LT	0.00	0	0	0.000	V/C:	0.533
Northbound	RT	1.00	330	1,600	0.206 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	210	2,880	0.073		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.633
	TH	3.00	1,220	4,800	0.254		
	LT	2.00	320	2,880	0.111 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.263 *
	TH	0.00	0	0	0.000	N-S(2):	0.059
	LT	0.00	0	0	0.000 *	E-W(1):	0.421
Westbound	RT	1.00	110	1,600	0.069	E-W(2):	0.483 *
	TH	4.00	1,470	6,400	0.230 *		
	LT	0.00	0	0	0.000	V/C:	0.746
Northbound	RT	1.00	420	1,600	0.263 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	170	2,880	0.059		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.846
	TH	3.00	2,020	4,800	0.421		
	LT	2.00	730	2,880	0.253 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 92 - LA CIENEGA BOULEVARD SB RAMPS & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	700	1,600	0.438 *	N-S(1):	0.031
	TH	0.00	0	0	0.000	N-S(2):	0.438 *
	LT	2.00	90	2,880	0.031	E-W(1):	0.295
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.456 *
	TH	3.00	2,190	4,800	0.456 *		
	LT	1.00	200	1,600	0.125	V/C:	0.894
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.994
	TH	5.00	1,210	8,000	0.170		
	LT	0.00	0	0	0.000 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	460	1,600	0.288 *	N-S(1):	0.035
	TH	0.00	0	0	0.000	N-S(2):	0.288 *
	LT	2.00	100	2,880	0.035	E-W(1):	0.396 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.269
	TH	3.00	1,290	4,800	0.269		
	LT	1.00	300	1,600	0.188 *	V/C:	0.684
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	220	0	0.000	ICU:	0.784
	TH	5.00	1,440	8,000	0.208 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	580	1,600	0.363 *	N-S(1):	0.063
	TH	0.00	0	0	0.000	N-S(2):	0.363 *
	LT	2.00	180	2,880	0.063	E-W(1):	0.511 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.288
	TH	3.00	1,380	4,800	0.288		
	LT	1.00	260	1,600	0.163 *	V/C:	0.874
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	210	0	0.000	ICU:	0.974
	TH	5.00	2,570	8,000	0.348 *		
	LT	0.00	0	0	0.000	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 93 - LA CIENEGA BOULEVARD & STOCKER STREET
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements: NBR, WBR, SBT

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.658 *
	TH	2.00	2,340	3,200	0.000	N-S(2): 0.000
	LT	1.00	120	1,600	0.075 *	E-W(1): 0.528 *
Westbound	RT	1.00	130	1,600	0.000	E-W(2): 0.000
	TH	0.00	0	0	0.000	
	LT	2.00	1,520	2,880	0.528 *	V/C: 1.186
Northbound	RT	1.00	870	1,600	0.000	Lost Time: 0.100
	TH	3.00	2,800	4,800	0.583 *	ITS: 0.000
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 1.286
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.485 *
	TH	2.00	1,680	3,200	0.000	N-S(2): 0.000
	LT	1.00	170	1,600	0.106 *	E-W(1): 0.288 *
Westbound	RT	1.00	120	1,600	0.000	E-W(2): 0.000
	TH	0.00	0	0	0.000	
	LT	2.00	830	2,880	0.288 *	V/C: 0.773
Northbound	RT	1.00	850	1,600	0.000	Lost Time: 0.100
	TH	3.00	1,820	4,800	0.379 *	ITS: 0.000
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.873
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.748 *
	TH	2.00	2,670	3,200	0.000	N-S(2): 0.000
	LT	1.00	290	1,600	0.181 *	E-W(1): 0.389 *
Westbound	RT	1.00	110	1,600	0.000	E-W(2): 0.000
	TH	0.00	0	0	0.000	
	LT	2.00	1,120	2,880	0.389 *	V/C: 1.137
Northbound	RT	1.00	1,460	1,600	0.000	Lost Time: 0.100
	TH	3.00	2,720	4,800	0.567 *	ITS: 0.000
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 1.237
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 94 - LA CIENEGA BOULEVARD & 111TH STREET
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	130	0	0.000	N-S(1): 0.250
	TH	3.00	850	4,800	0.204 *	N-S(2): 0.592 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.042 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.634
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	800	3,200	0.250	ITS: 0.000
	LT	1.00	620	1,600	0.388 *	
Eastbound	RT	1.00	190	1,600	0.000	ICU: 0.734
	TH	0.00	0	0	0.000	
	LT	2.00	120	2,880	0.042 *	LOS: C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	180	0	0.000	N-S(1): 0.194
	TH	3.00	570	4,800	0.156 *	N-S(2): 0.431 *
	LT	0.00	0	0	0.000	E-W(1): 0.113 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.083
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.544
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	620	3,200	0.194	ITS: 0.000
	LT	1.00	440	1,600	0.275 *	
Eastbound	RT	1.00	400	1,600	0.113 *	ICU: 0.644
	TH	0.00	0	0	0.000	
	LT	2.00	240	2,880	0.083	LOS: B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	160	0	0.000	N-S(1): 0.244
	TH	3.00	960	4,800	0.233 *	N-S(2): 0.408 *
	LT	0.00	0	0	0.000	E-W(1): 0.156 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.076
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.564
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	780	3,200	0.244	ITS: 0.000
	LT	1.00	280	1,600	0.175 *	
Eastbound	RT	1.00	390	1,600	0.156 *	ICU: 0.664
	TH	0.00	0	0	0.000	
	LT	2.00	220	2,880	0.076	LOS: B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 95 - LA CIENEGA BOULEVARD & WEST 120TH STREET
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	170	1,600	0.088 *	N-S(1): 0.094
	TH	2.00	180	3,200	0.056	N-S(2): 0.151 *
	LT	1.00	50	1,600	0.031	E-W(1): 0.150
Westbound	RT	0.00	190	0	0.000	E-W(2): 0.244 *
	TH	2.00	470	3,200	0.206 *	
	LT	1.00	130	1,600	0.081	V/C: 0.395
Northbound	RT	1.00	40	1,600	0.000	Lost Time: 0.100
	TH	2.00	200	3,200	0.063	ITS: 0.000
	LT	1.00	100	1,600	0.063 *	
Eastbound	RT	0.00	90	0	0.000	ICU: 0.495
	TH	2.00	130	3,200	0.069	
	LT	1.00	60	1,600	0.038 *	LOS: A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	60	1,600	0.019	N-S(1): 0.138 *
	TH	2.00	250	3,200	0.078	N-S(2): 0.103
	LT	1.00	100	1,600	0.063 *	E-W(1): 0.138 *
Westbound	RT	0.00	60	0	0.000	E-W(2): 0.129
	TH	2.00	230	3,200	0.091	
	LT	1.00	80	1,600	0.050 *	V/C: 0.276
Northbound	RT	1.00	100	1,600	0.038	Lost Time: 0.100
	TH	2.00	240	3,200	0.075 *	ITS: 0.000
	LT	1.00	40	1,600	0.025	
Eastbound	RT	0.00	110	0	0.000	ICU: 0.376
	TH	2.00	170	3,200	0.088 *	
	LT	1.00	60	1,600	0.038	LOS: A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	120	1,600	0.047	N-S(1): 0.500 *
	TH	2.00	730	3,200	0.228	N-S(2): 0.253
	LT	1.00	640	1,600	0.400 *	E-W(1): 0.253 *
Westbound	RT	0.00	60	0	0.000	E-W(2): 0.162
	TH	2.00	280	3,200	0.106	
	LT	1.00	80	1,600	0.050 *	V/C: 0.753
Northbound	RT	1.00	170	1,600	0.081	Lost Time: 0.100
	TH	2.00	320	3,200	0.100 *	ITS: 0.000
	LT	1.00	40	1,600	0.025	
Eastbound	RT	0.00	80	0	0.000	ICU: 0.853
	TH	2.00	570	3,200	0.203 *	
	LT	1.00	90	1,600	0.056	LOS: D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 96 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O CENTURY)
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.354 *
	TH	2.00	530	3,200	0.166	N-S(2): 0.166
	LT	1.00	140	1,600	0.088 *	E-W(1): 0.347 *
Westbound	RT	0.14	70	224	0.269	E-W(2): 0.269
	TH	0.00	0	0	0.000	
	LT	1.86	930	2,678	0.347 *	V/C: 0.701
Northbound	RT	1.00	140	1,600	0.088	Lost Time: 0.100
	TH	2.00	850	3,200	0.266 *	ITS: 0.000
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.801
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.325 *
	TH	2.00	600	3,200	0.188	N-S(2): 0.188
	LT	1.00	150	1,600	0.094 *	E-W(1): 0.372 *
Westbound	RT	0.17	90	269	0.288	E-W(2): 0.288
	TH	0.00	0	0	0.000	
	LT	1.83	980	2,638	0.372 *	V/C: 0.697
Northbound	RT	1.00	130	1,600	0.081	Lost Time: 0.100
	TH	2.00	740	3,200	0.231 *	ITS: 0.000
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.797
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.369 *
	TH	2.00	1,040	3,200	0.325	N-S(2): 0.325
	LT	1.00	210	1,600	0.131 *	E-W(1): 0.333 *
Westbound	RT	0.35	170	567	0.234	E-W(2): 0.234
	TH	0.00	0	0	0.000	
	LT	1.65	790	2,370	0.333 *	V/C: 0.702
Northbound	RT	1.00	240	1,600	0.150	Lost Time: 0.100
	TH	2.00	760	3,200	0.238 *	ITS: 0.000
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.802
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 97 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (S/O CENTURY)
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	SBT		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.413 *
	TH	2.00	680	3,200	0.000	N-S(2):	0.000
	LT	2.00	560	2,880	0.194 *	E-W(1):	0.000
Westbound	RT	2.00	140	3,200	0.044 *	E-W(2):	0.044 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.457
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	660	3,200	0.219 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.557
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.488 *
	TH	2.00	560	3,200	0.000	N-S(2):	0.000
	LT	2.00	660	2,880	0.229 *	E-W(1):	0.000
Westbound	RT	2.00	190	3,200	0.059 *	E-W(2):	0.059 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.547
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	790	3,200	0.259 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.647
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.477 *
	TH	2.00	1,050	3,200	0.000	N-S(2):	0.000
	LT	2.00	500	2,880	0.174 *	E-W(1):	0.000
Westbound	RT	2.00	360	3,200	0.113 *	E-W(2):	0.113 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.590
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	930	3,200	0.303 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.690
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 98 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O IMPERIAL HWY)
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.469 *
	TH	3.00	820	4,800	0.171	N-S(2):	0.171
	LT	1.00	200	1,600	0.125 *	E-W(1):	0.125 *
Westbound	RT	1.00	300	1,600	0.125 *	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	200	2,880	0.069	V/C:	0.594
Northbound	RT	1.00	110	1,600	0.069	Lost Time:	0.100
	TH	2.00	1,100	3,200	0.344 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.694
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.391 *
	TH	3.00	790	4,800	0.165	N-S(2):	0.165
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.050 *
Westbound	RT	1.00	190	1,600	0.050 *	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	100	2,880	0.035	V/C:	0.441
Northbound	RT	1.00	80	1,600	0.050	Lost Time:	0.100
	TH	2.00	810	3,200	0.253 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.541
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.366 *
	TH	3.00	1,210	4,800	0.252	N-S(2):	0.252
	LT	1.00	110	1,600	0.069 *	E-W(1):	0.069 *
Westbound	RT	1.00	90	1,600	0.022	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	200	2,880	0.069 *	V/C:	0.435
Northbound	RT	1.00	60	1,600	0.038	Lost Time:	0.100
	TH	2.00	950	3,200	0.297 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.535
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 107 - LINCOLN BOULEVARD & MINDANAO WAY
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.428 *
	TH	3.00	1,380	4,800	0.294	N-S(2):	0.413
	LT	1.00	180	1,600	0.113 *	E-W(1):	0.307 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.163
	TH	2.00	440	3,200	0.163		
	LT	2.00	270	2,880	0.094 *	V/C:	0.735
Northbound	RT	1.00	350	1,600	0.125	Lost Time:	0.100
	TH	3.00	1,510	4,800	0.315 *	ITS:	0.000
	LT	1.00	190	1,600	0.119		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.835
	TH	2.00	630	3,200	0.213 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.490 *
	TH	3.00	1,240	4,800	0.279	N-S(2):	0.360
	LT	1.00	260	1,600	0.163 *	E-W(1):	0.362 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.187
	TH	2.00	500	3,200	0.181		
	LT	2.00	430	2,880	0.149 *	V/C:	0.852
Northbound	RT	1.00	310	1,600	0.044	Lost Time:	0.100
	TH	3.00	1,570	4,800	0.327 *	ITS:	0.000
	LT	1.00	130	1,600	0.081		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.952
	TH	2.00	550	3,200	0.213 *		
	LT	0.00	10	1,600	0.006	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.555 *
	TH	3.00	1,590	4,800	0.352	N-S(2):	0.452
	LT	1.00	295	1,600	0.184 *	E-W(1):	0.352 *
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.228
	TH	2.00	640	3,200	0.222		
	LT	2.00	430	2,880	0.149 *	V/C:	0.907
Northbound	RT	1.00	310	1,600	0.044	Lost Time:	0.100
	TH	3.00	1,780	4,800	0.371 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	0.00	110	0	0.000	ICU:	1.007
	TH	2.00	530	3,200	0.203 *		
	LT	0.00	10	1,600	0.006	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 115 - ASH AVENUE & MANCHESTER AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.225
	TH	1.00	0	1,600	0.094 *	N-S(2):	0.337 *
	LT	0.00	10	1,600	0.006	E-W(1):	0.266
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.360 *
	TH	3.00	1,610	4,800	0.354 *		
	LT	0.00	80	1,600	0.050	V/C:	0.697
Northbound	RT	1.00	220	1,600	0.113	Lost Time:	0.100
	TH	0.57	200	914	0.219	ITS:	0.000
	LT	1.43	500	2,057	0.243 *		
Eastbound	RT	1.00	240	1,600	0.000	ICU:	0.797
	TH	2.00	690	3,200	0.216		
	LT	1.00	10	1,600	0.006 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.240
	TH	1.00	0	1,600	0.056 *	N-S(2):	0.316 *
	LT	0.00	10	1,600	0.006	E-W(1):	0.310 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.251
	TH	3.00	1,050	4,800	0.238		
	LT	0.00	60	1,600	0.038 *	V/C:	0.626
Northbound	RT	1.00	280	1,600	0.156	Lost Time:	0.100
	TH	0.53	200	853	0.234	ITS:	0.000
	LT	1.47	550	2,112	0.260 *		
Eastbound	RT	1.00	300	1,600	0.000	ICU:	0.726
	TH	2.00	870	3,200	0.272 *		
	LT	1.00	20	1,600	0.013	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.242
	TH	1.00	0	1,600	0.063 *	N-S(2):	0.318 *
	LT	0.00	20	1,600	0.013	E-W(1):	0.547 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.271
	TH	3.00	1,160	4,800	0.258		
	LT	0.00	70	1,600	0.044 *	V/C:	0.865
Northbound	RT	1.17	430	1,876	0.207	Lost Time:	0.100
	TH	0.57	210	916	0.229	ITS:	0.000
	LT	1.25	460	1,807	0.255 *		
Eastbound	RT	1.00	250	1,600	0.000	ICU:	0.965
	TH	2.00	1,610	3,200	0.503 *		
	LT	1.00	20	1,600	0.013	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 116 - NASH STREET & MARIPOSA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	370	0	0.000	N-S(1):	0.103
	TH	2.00	800	3,200	0.366 *	N-S(2):	0.385 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.066
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.165 *
	TH	2.00	260	3,200	0.109 *		
	LT	1.00	30	1,600	0.019	V/C:	0.550
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	150	3,200	0.053	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	1.00	60	1,600	0.028	ICU:	0.650
	TH	2.00	150	3,200	0.047		
	LT	1.00	90	1,600	0.056 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.204 *
	TH	2.00	270	3,200	0.128	N-S(2):	0.147
	LT	1.00	180	1,600	0.113 *	E-W(1):	0.079
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.125 *
	TH	2.00	130	3,200	0.056 *		
	LT	1.00	20	1,600	0.013	V/C:	0.329
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	2.00	260	3,200	0.091 *	ITS:	0.000
	LT	1.00	30	1,600	0.019		
Eastbound	RT	1.00	80	1,600	0.041	ICU:	0.429
	TH	2.00	210	3,200	0.066		
	LT	1.00	110	1,600	0.069 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.209 *
	TH	2.00	430	3,200	0.156	N-S(2):	0.181
	LT	1.00	50	1,600	0.031 *	E-W(1):	0.125
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.229 *
	TH	2.00	140	3,200	0.066 *		
	LT	1.00	10	1,600	0.006	V/C:	0.438
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	2.00	490	3,200	0.178 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	1.00	70	1,600	0.031	ICU:	0.538
	TH	2.00	380	3,200	0.119		
	LT	1.00	260	1,600	0.163 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 117 - SEPULVEDA BOUELVARD & MARIPOSA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.497 *
	TH	4.00	1,920	6,400	0.313	N-S(2):	0.363
	LT	2.00	410	2,880	0.142 *	E-W(1):	0.213 *
Westbound	RT	1.00	90	1,600	0.000	E-W(2):	0.132
	TH	1.00	110	1,600	0.069		
	LT	1.00	120	1,600	0.075 *	V/C:	0.710
Northbound	RT	1.00	150	1,600	0.056	Lost Time:	0.100
	TH	4.00	2,270	6,400	0.355 *	ITS:	0.000
	LT	1.00	80	1,600	0.050		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.810
	TH	1.00	170	1,600	0.138 *		
	LT	1.00	100	1,600	0.063	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.367 *
	TH	4.00	1,710	6,400	0.283	N-S(2):	0.352
	LT	2.00	270	2,880	0.094 *	E-W(1):	0.294 *
Westbound	RT	1.00	170	1,600	0.059	E-W(2):	0.175
	TH	1.00	160	1,600	0.100		
	LT	1.00	210	1,600	0.131 *	V/C:	0.661
Northbound	RT	1.00	150	1,600	0.028	Lost Time:	0.100
	TH	4.00	1,750	6,400	0.273 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.761
	TH	1.00	210	1,600	0.163 *		
	LT	1.00	120	1,600	0.075	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.459
	TH	4.00	2,350	6,400	0.391 *	N-S(2):	0.472 *
	LT	2.00	210	2,880	0.073	E-W(1):	0.275 *
Westbound	RT	1.00	310	1,600	0.157	E-W(2):	0.232
	TH	1.00	210	1,600	0.131		
	LT	1.00	210	1,600	0.131 *	V/C:	0.747
Northbound	RT	1.00	290	1,600	0.116	Lost Time:	0.100
	TH	4.00	2,470	6,400	0.386	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.847
	TH	1.00	180	1,600	0.144 *		
	LT	1.00	120	1,600	0.075	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 119 - OCEAN AVENUE / VIA MARINA & WASHINGTON BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.932 *
	TH	1.00	490	1,600	0.313 *	N-S(2):	0.000
	LT	1.00	250	1,600	0.156	E-W(1):	0.240 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.201
	TH	2.00	410	3,200	0.163		
	LT	1.00	130	1,600	0.081 *	V/C:	1.172
Northbound	RT	1.00	290	1,600	0.141	Lost Time:	0.100
	TH	1.00	990	1,600	0.619 *	ITS:	0.000
	LT	2.00	390	2,880	0.135		
Eastbound	RT	1.00	210	1,600	0.064	ICU:	1.272
	TH	2.00	510	3,200	0.159 *		
	LT	1.00	60	1,600	0.038	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.744 *
	TH	1.00	440	1,600	0.300 *	N-S(2):	0.000
	LT	1.00	300	1,600	0.188	E-W(1):	0.247 *
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.215
	TH	2.00	540	3,200	0.184		
	LT	1.00	170	1,600	0.106 *	V/C:	0.991
Northbound	RT	1.00	200	1,600	0.072	Lost Time:	0.100
	TH	1.00	710	1,600	0.444 *	ITS:	0.000
	LT	2.00	250	2,880	0.087		
Eastbound	RT	1.00	170	1,600	0.063	ICU:	1.091
	TH	2.00	450	3,200	0.141 *		
	LT	1.00	50	1,600	0.031	LOS:	F

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	1.150 *
	TH	1.00	930	1,600	0.606 *	N-S(2):	0.000
	LT	1.00	500	1,600	0.313	E-W(1):	0.266
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.288 *
	TH	2.00	740	3,200	0.263 *		
	LT	1.00	160	1,600	0.100	V/C:	1.438
Northbound	RT	1.00	190	1,600	0.069	Lost Time:	0.100
	TH	1.00	870	1,600	0.544 *	ITS:	0.000
	LT	2.00	400	2,880	0.139		
Eastbound	RT	1.00	300	1,600	0.118	ICU:	1.538
	TH	2.00	530	3,200	0.166		
	LT	1.00	40	1,600	0.025 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 120 - OVERHILL DRIVE & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.019	N-S(1):	0.200 *
	TH	2.00	130	3,200	0.041	N-S(2):	0.091
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.238
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.450 *
	TH	3.00	1,820	4,800	0.400 *		
	LT	1.00	80	1,600	0.050	V/C:	0.650
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	2.00	180	3,200	0.106 *	ITS:	0.000
	LT	1.00	80	1,600	0.050		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.750
	TH	3.00	880	4,800	0.188		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.028	N-S(1):	0.188 *
	TH	2.00	120	3,200	0.038	N-S(2):	0.082
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.402 *
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.302
	TH	3.00	1,090	4,800	0.246		
	LT	1.00	200	1,600	0.125 *	V/C:	0.590
Northbound	RT	0.00	150	1,600	0.094 *	Lost Time:	0.100
	TH	2.00	120	1,600	0.075	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.690
	TH	3.00	1,290	4,800	0.277 *		
	LT	1.00	90	1,600	0.056	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.009	N-S(1):	0.375 *
	TH	2.00	370	3,200	0.116	N-S(2):	0.179
	LT	1.00	370	1,600	0.231 *	E-W(1):	0.678 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.444
	TH	3.00	1,420	4,800	0.325		
	LT	1.00	260	1,600	0.163 *	V/C:	1.053
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	2.00	300	3,200	0.144 *	ITS:	0.000
	LT	1.00	100	1,600	0.063		
Eastbound	RT	0.00	80	0	0.000	ICU:	1.153
	TH	3.00	2,390	4,800	0.515 *		
	LT	1.00	190	1,600	0.119	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 124 - PRAIRIE AVENUE & WEST 112TH STREET/I-105 OFF RAMP
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.185
	TH	3.00	1,090	4,800	0.227 *	N-S(2):	0.227 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.232 *
Westbound	RT	0.55	60	873	0.053	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.45	50	727	0.069 *	V/C:	0.459
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	730	4,800	0.154	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	240	0	0.000	ICU:	0.559
	TH	1.00	20	1,600	0.163 *		
	LT	2.00	300	2,880	0.104	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.163
	TH	3.00	1,030	4,800	0.215 *	N-S(2):	0.215 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.313 *
Westbound	RT	0.50	20	800	0.016	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.50	20	800	0.025 *	V/C:	0.528
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	670	4,800	0.144	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	420	0	0.000	ICU:	0.628
	TH	1.00	40	1,600	0.288 *		
	LT	2.00	510	2,880	0.177	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.325 *
	TH	3.00	1,150	4,800	0.240	N-S(2):	0.240
	LT	1.00	130	1,600	0.081 *	E-W(1):	0.357 *
Westbound	RT	0.57	40	914	0.003	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.43	30	686	0.044 *	V/C:	0.682
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	3.00	1,120	4,800	0.244 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	430	0	0.000	ICU:	0.782
	TH	1.00	70	1,600	0.313 *		
	LT	2.00	620	2,880	0.215	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 125 - SEPULVEDA BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:	WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.021	N-S(1):	0.545 *
	TH	3.00	1,090	4,800	0.227	N-S(2):	0.310
	LT	2.00	310	2,880	0.108 *	E-W(1):	0.278 *
Westbound	RT	1.00	590	1,600	0.000	E-W(2):	0.167
	TH	2.00	270	3,200	0.084		
	LT	2.00	340	2,880	0.118 *	V/C:	0.823
Northbound	RT	1.00	360	1,600	0.107	Lost Time:	0.100
	TH	4.00	2,799	6,400	0.437 *	ITS:	0.000
	LT	2.00	240	2,880	0.083		
Eastbound	RT	1.00	110	1,600	0.027	ICU:	0.923
	TH	3.00	770	4,800	0.160 *		
	LT	2.00	240	2,880	0.083	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	200	1,600	0.066	N-S(1):	0.469 *
	TH	3.00	1,670	4,800	0.348	N-S(2):	0.407
	LT	2.00	600	2,880	0.208 *	E-W(1):	0.294 *
Westbound	RT	1.00	700	1,600	0.000	E-W(2):	0.227
	TH	2.00	350	3,200	0.109		
	LT	2.00	540	2,880	0.188 *	V/C:	0.763
Northbound	RT	1.00	460	1,600	0.100	Lost Time:	0.100
	TH	4.00	1,670	6,400	0.261 *	ITS:	0.000
	LT	2.00	170	2,880	0.059		
Eastbound	RT	1.00	130	1,600	0.052	ICU:	0.863
	TH	3.00	510	4,800	0.106 *		
	LT	2.00	340	2,880	0.118	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	460	1,600	0.216	N-S(1):	0.449
	TH	3.00	2,589	4,800	0.539 *	N-S(2):	0.725 *
	LT	2.00	640	2,880	0.222	E-W(1):	0.328 *
Westbound	RT	1.00	860	1,600	0.000	E-W(2):	0.323
	TH	2.00	580	3,200	0.181		
	LT	2.00	440	2,880	0.153 *	V/C:	1.053
Northbound	RT	1.00	490	1,600	0.153	Lost Time:	0.100
	TH	4.00	1,450	6,400	0.227	ITS:	0.000
	LT	2.00	535	2,880	0.186 *		
Eastbound	RT	1.00	280	1,600	0.175 *	ICU:	1.153
	TH	3.00	630	4,800	0.131		
	LT	2.00	410	2,880	0.142	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 140 - WB SR-90 RAMPS & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.056 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.457 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.369
	TH	2.00	1,180	3,200	0.369		
	LT	3.00	1,570	4,320	0.363 *	V/C:	0.513
Northbound	RT	2.00	1,030	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	160	2,880	0.056 *		
Eastbound	RT	1.00	180	1,600	0.000	ICU:	0.613
	TH	3.00	450	4,800	0.094 *		
	LT	1.00	0	1,600	0.000	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.089 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.315 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.284
	TH	2.00	910	3,200	0.284		
	LT	3.00	680	4,320	0.157 *	V/C:	0.404
Northbound	RT	2.00	790	3,200	0.089 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	230	2,880	0.080		
Eastbound	RT	1.00	170	1,600	0.000	ICU:	0.504
	TH	3.00	760	4,800	0.158 *		
	LT	1.00	0	1,600	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.220 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.409 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.319
	TH	2.00	1,020	3,200	0.319		
	LT	3.00	860	4,320	0.199 *	V/C:	0.629
Northbound	RT	2.00	1,340	3,200	0.220 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	250	2,880	0.087		
Eastbound	RT	1.00	240	1,600	0.000	ICU:	0.729
	TH	3.00	1,010	4,800	0.210 *		
	LT	1.00	0	1,600	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 147 - CRENSHAW BOULEVARD & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.290
	TH	3.00	900	4,800	0.215 *	N-S(2):	0.321 *
	LT	1.00	190	1,600	0.119	E-W(1):	0.221
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.306 *
	TH	3.00	1,109	4,800	0.256 *		
	LT	1.00	90	1,600	0.056	V/C:	0.627
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	3.00	760	4,800	0.171	ITS:	0.000
	LT	1.00	170	1,600	0.106 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.727
	TH	3.00	700	4,800	0.165		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.258
	TH	3.00	850	4,800	0.219 *	N-S(2):	0.313 *
	LT	1.00	130	1,600	0.081	E-W(1):	0.340
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.382 *
	TH	3.00	1,060	4,800	0.238 *		
	LT	1.00	100	1,600	0.063	V/C:	0.695
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	3.00	750	4,800	0.177	ITS:	0.000
	LT	1.00	150	1,600	0.094 *		
Eastbound	RT	0.00	250	0	0.000	ICU:	0.795
	TH	3.00	1,080	4,800	0.277		
	LT	1.00	230	1,600	0.144 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	220	0	0.000	N-S(1):	0.360
	TH	3.00	1,070	4,800	0.269 *	N-S(2):	0.425 *
	LT	1.00	160	1,600	0.100	E-W(1):	0.425 *
Westbound	RT	0.00	230	0	0.000	E-W(2):	0.406
	TH	3.00	1,090	4,800	0.275		
	LT	1.00	130	1,600	0.081 *	V/C:	0.850
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	3.00	1,170	4,800	0.260	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	0.00	220	0	0.000	ICU:	0.950
	TH	3.00	1,429	4,800	0.344 *		
	LT	1.00	210	1,600	0.131	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 148 - LA CIENEGA BOULEVARD & FAIRVIEW BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.700 *
	TH	4.00	3,040	6,400	0.484	N-S(2):	0.484
	LT	0.00	0	0	0.000 *	E-W(1):	0.191 *
Westbound	RT	1.00	50	1,600	0.031	E-W(2):	0.000
	TH	0.55	110	880	0.125		
	LT	1.45	290	2,088	0.139 *	V/C:	0.891
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	3,320	4,800	0.700 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	70	1,600	0.044	ICU:	0.991
	TH	0.80	60	1,280	0.047		
	LT	1.20	90	1,728	0.052 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.504 *
	TH	4.00	2,240	6,400	0.373	N-S(2):	0.373
	LT	0.00	0	0	0.000 *	E-W(1):	0.184 *
Westbound	RT	1.00	40	1,600	0.025	E-W(2):	0.000
	TH	0.64	90	1,029	0.088		
	LT	1.36	190	1,954	0.097 *	V/C:	0.688
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	2,380	4,800	0.504 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	80	1,600	0.050	ICU:	0.788
	TH	0.80	100	1,280	0.078		
	LT	1.20	150	1,728	0.087 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.702 *
	TH	4.00	3,120	6,400	0.508	N-S(2):	0.508
	LT	0.00	0	0	0.000 *	E-W(1):	0.250 *
Westbound	RT	1.00	30	1,600	0.019	E-W(2):	0.000
	TH	0.74	140	1,179	0.119		
	LT	1.26	240	1,819	0.132 *	V/C:	0.952
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	3,250	4,800	0.702 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	80	1,600	0.050	ICU:	1.052
	TH	0.94	160	1,506	0.106		
	LT	1.06	180	1,525	0.118 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 149 - CRENSHAW BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.316 *
	TH	3.00	930	4,800	0.210	N-S(2):	0.285
	LT	1.00	250	1,600	0.156 *	E-W(1):	0.194
Westbound	RT	0.00	230	0	0.000	E-W(2):	0.315 *
	TH	3.00	1,070	4,800	0.271 *		
	LT	1.00	130	1,600	0.081	V/C:	0.631
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	700	4,800	0.160 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.731
	TH	3.00	420	4,800	0.113		
	LT	1.00	70	1,600	0.044 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.379 *
	TH	3.00	930	4,800	0.217	N-S(2):	0.305
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.244
Westbound	RT	0.00	240	0	0.000	E-W(2):	0.271 *
	TH	3.00	640	4,800	0.183 *		
	LT	1.00	160	1,600	0.100	V/C:	0.650
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	900	4,800	0.210 *	ITS:	0.000
	LT	1.00	140	1,600	0.088		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.750
	TH	3.00	520	4,800	0.144		
	LT	1.00	140	1,600	0.088 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.512 *
	TH	3.00	1,000	4,800	0.235	N-S(2):	0.335
	LT	1.00	330	1,600	0.206 *	E-W(1):	0.434 *
Westbound	RT	0.00	240	0	0.000	E-W(2):	0.326
	TH	3.00	780	4,800	0.213		
	LT	1.00	190	1,600	0.119 *	V/C:	0.946
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	1,350	4,800	0.306 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	0.00	180	0	0.000	ICU:	1.046
	TH	3.00	1,330	4,800	0.315 *		
	LT	1.00	180	1,600	0.113	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 157 - LA CIENEGA BOULEVARD & 104TH STREET
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.247
	TH	3.00	540	4,800	0.135 *	N-S(2):	0.348 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.012
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.044 *
	TH	1.00	10	1,600	0.019 *		
	LT	0.00	10	1,600	0.006	V/C:	0.392
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	730	3,200	0.234	ITS:	0.000
	LT	1.00	340	1,600	0.213 *		
Eastbound	RT	1.00	280	1,600	0.000	ICU:	0.492
	TH	1.00	10	1,600	0.006		
	LT	1.00	40	1,600	0.025 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.254 *
	TH	3.00	480	4,800	0.115	N-S(2):	0.240
	LT	1.00	20	1,600	0.013 *	E-W(1):	0.050
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.081 *
	TH	1.00	10	1,600	0.025 *		
	LT	0.00	10	1,600	0.006	V/C:	0.335
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	750	3,200	0.241 *	ITS:	0.000
	LT	1.00	200	1,600	0.125		
Eastbound	RT	1.00	270	1,600	0.044	ICU:	0.435
	TH	1.00	10	1,600	0.006		
	LT	1.00	90	1,600	0.056 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.297
	TH	3.00	1,030	4,800	0.229 *	N-S(2):	0.310 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.088 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.075
	TH	1.00	10	1,600	0.025		
	LT	0.00	20	1,600	0.013 *	V/C:	0.398
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	2.00	840	3,200	0.266	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	1.00	250	1,600	0.075 *	ICU:	0.498
	TH	1.00	10	1,600	0.006		
	LT	1.00	80	1,600	0.050	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 159 - HINDRY AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.082 *
	TH	1.00	20	1,600	0.031	N-S(2):	0.050
	LT	0.00	30	1,600	0.019 *	E-W(1):	0.319 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.281
	TH	2.00	840	3,200	0.275		
	LT	1.00	190	1,600	0.119 *	V/C:	0.401
Northbound	RT	1.00	50	1,600	0.000	Lost Time:	0.100
	TH	1.00	70	1,600	0.063 *	ITS:	0.000
	LT	0.00	30	1,600	0.019		
Eastbound	RT	1.00	40	1,600	0.016	ICU:	0.501
	TH	2.00	640	3,200	0.200 *		
	LT	1.00	10	1,600	0.006	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.138 *
	TH	1.00	20	1,600	0.038	N-S(2):	0.063
	LT	0.00	40	1,600	0.025 *	E-W(1):	0.434 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.278
	TH	2.00	770	3,200	0.259		
	LT	1.00	120	1,600	0.075 *	V/C:	0.572
Northbound	RT	1.00	240	1,600	0.113 *	Lost Time:	0.100
	TH	1.00	40	1,600	0.050	ITS:	0.000
	LT	0.00	40	1,600	0.025		
Eastbound	RT	1.00	150	1,600	0.081	ICU:	0.672
	TH	2.00	1,150	3,200	0.359 *		
	LT	1.00	30	1,600	0.019	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.013	N-S(1):	0.100 *
	TH	1.00	40	1,600	0.075 *	N-S(2):	0.100 *
	LT	0.00	80	1,600	0.050 *	E-W(1):	0.463 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.251
	TH	2.00	730	3,200	0.238		
	LT	1.00	160	1,600	0.100 *	V/C:	0.563
Northbound	RT	1.00	110	1,600	0.019	Lost Time:	0.100
	TH	1.00	40	1,600	0.050 *	ITS:	0.000
	LT	0.00	40	1,600	0.025 *		
Eastbound	RT	1.00	60	1,600	0.025	ICU:	0.663
	TH	2.00	1,160	3,200	0.363 *		
	LT	1.00	20	1,600	0.013	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 162 - SEPULVEDA BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.579 *
	TH	3.00	1,020	4,800	0.242	N-S(2):	0.317
	LT	2.00	160	2,880	0.056 *	E-W(1):	0.209
Westbound	RT	1.00	170	1,600	0.051	E-W(2):	0.272 *
	TH	2.00	550	3,200	0.172 *		
	LT	1.00	120	1,600	0.075	V/C:	0.851
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	3.00	2,410	4,800	0.523 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	110	1,600	0.031	ICU:	0.951
	TH	2.00	430	3,200	0.134		
	LT	1.00	160	1,600	0.100 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	210	0	0.000	N-S(1):	0.445
	TH	3.00	1,580	4,800	0.373 *	N-S(2):	0.504 *
	LT	2.00	230	2,880	0.080	E-W(1):	0.350
Westbound	RT	1.00	230	1,600	0.064	E-W(2):	0.391 *
	TH	2.00	570	3,200	0.178 *		
	LT	1.00	230	1,600	0.144	V/C:	0.895
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	3.00	1,580	4,800	0.365	ITS:	0.000
	LT	1.00	210	1,600	0.131 *		
Eastbound	RT	1.00	210	1,600	0.066	ICU:	0.995
	TH	2.00	660	3,200	0.206		
	LT	1.00	340	1,600	0.213 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.428
	TH	3.00	2,600	4,800	0.577 *	N-S(2):	0.702 *
	LT	2.00	230	2,880	0.080	E-W(1):	0.397 *
Westbound	RT	1.00	180	1,600	0.033	E-W(2):	0.328
	TH	2.00	590	3,200	0.184		
	LT	1.00	240	1,600	0.150 *	V/C:	1.099
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	3.00	1,490	4,800	0.348	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	90	1,600	0.000	ICU:	1.199
	TH	2.00	790	3,200	0.247 *		
	LT	1.00	230	1,600	0.144	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 164 - CRENSHAW BOULEVARD & MANCHESTER AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.265
	TH	2.00	650	3,200	0.213 *	N-S(2):	0.307 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.322
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.441 *
	TH	2.00	1,100	3,200	0.403 *		
	LT	1.00	200	1,600	0.125	V/C:	0.748
Northbound	RT	0.00	150	0	0.000	Lost Time:	0.100
	TH	3.00	670	4,800	0.171	ITS:	0.000
	LT	1.00	150	1,600	0.094 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.848
	TH	2.00	570	3,200	0.197		
	LT	1.00	60	1,600	0.038 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.286
	TH	2.00	700	3,200	0.238 *	N-S(2):	0.338 *
	LT	1.00	190	1,600	0.119	E-W(1):	0.429 *
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.378
	TH	2.00	870	3,200	0.328		
	LT	1.00	300	1,600	0.188 *	V/C:	0.767
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	590	4,800	0.167	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.867
	TH	2.00	690	3,200	0.241 *		
	LT	1.00	80	1,600	0.050	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.327
	TH	2.00	890	3,200	0.288 *	N-S(2):	0.369 *
	LT	1.00	170	1,600	0.106	E-W(1):	0.588 *
Westbound	RT	0.00	150	0	0.000	E-W(2):	0.478
	TH	2.00	1,140	3,200	0.403		
	LT	1.00	270	1,600	0.169 *	V/C:	0.957
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	850	4,800	0.221	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	1.057
	TH	2.00	1,260	3,200	0.419 *		
	LT	1.00	120	1,600	0.075	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 169 - PRAIRIE AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.476 *
	TH	3.00	650	4,800	0.148	N-S(2):	0.404
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.365
Westbound	RT	1.00	570	1,600	0.288	E-W(2):	0.466 *
	TH	2.00	1,370	3,200	0.428 *		
	LT	1.00	260	1,600	0.163	V/C:	0.942
Northbound	RT	1.00	190	1,600	0.000	Lost Time:	0.100
	TH	2.00	1,080	3,200	0.338 *	ITS:	0.000
	LT	1.00	410	1,600	0.256		
Eastbound	RT	0.00	200	0	0.000	ICU:	1.042
	TH	3.00	770	4,800	0.202		
	LT	2.00	110	2,880	0.038 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.303 *
	TH	3.00	640	4,800	0.148	N-S(2):	0.286
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.313 *
Westbound	RT	1.00	240	1,600	0.097	E-W(2):	0.272
	TH	2.00	770	3,200	0.241		
	LT	1.00	140	1,600	0.088 *	V/C:	0.616
Northbound	RT	1.00	200	1,600	0.038	Lost Time:	0.100
	TH	2.00	630	3,200	0.197 *	ITS:	0.000
	LT	1.00	220	1,600	0.138		
Eastbound	RT	0.00	270	0	0.000	ICU:	0.716
	TH	3.00	810	4,800	0.225 *		
	LT	2.00	90	2,880	0.031	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.388 *
	TH	3.00	960	4,800	0.213	N-S(2):	0.344
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.440 *
Westbound	RT	1.00	260	1,600	0.078	E-W(2):	0.333
	TH	2.00	990	3,200	0.309		
	LT	1.00	160	1,600	0.100 *	V/C:	0.828
Northbound	RT	1.00	200	1,600	0.025	Lost Time:	0.100
	TH	2.00	700	3,200	0.219 *	ITS:	0.000
	LT	1.00	210	1,600	0.131		
Eastbound	RT	0.00	370	0	0.000	ICU:	0.928
	TH	3.00	1,260	4,800	0.340 *		
	LT	2.00	70	2,880	0.024	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 173 - WESTERN AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.341
	TH	3.00	890	4,800	0.219 *	N-S(2):	0.357 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.408 *
Westbound	RT	1.00	230	1,600	0.100	E-W(2):	0.400
	TH	3.00	1,410	4,800	0.294		
	LT	1.00	240	1,600	0.150 *	V/C:	0.765
Northbound	RT	1.00	170	1,600	0.031	Lost Time:	0.100
	TH	2.00	810	3,200	0.253	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	0.00	240	0	0.000	ICU:	0.865
	TH	3.00	1,000	4,800	0.258 *		
	LT	1.00	170	1,600	0.106	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.281 *
	TH	3.00	510	4,800	0.133	N-S(2):	0.264
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.319 *
Westbound	RT	1.00	130	1,600	0.028	E-W(2):	0.242
	TH	3.00	740	4,800	0.154		
	LT	1.00	200	1,600	0.125 *	V/C:	0.600
Northbound	RT	1.00	170	1,600	0.044	Lost Time:	0.100
	TH	2.00	560	3,200	0.175 *	ITS:	0.000
	LT	1.00	210	1,600	0.131		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.700
	TH	3.00	730	4,800	0.194 *		
	LT	1.00	140	1,600	0.088	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.388 *
	TH	3.00	700	4,800	0.177	N-S(2):	0.333
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.540 *
Westbound	RT	1.00	170	1,600	0.047	E-W(2):	0.363
	TH	3.00	1,080	4,800	0.225		
	LT	1.00	190	1,600	0.119 *	V/C:	0.928
Northbound	RT	1.00	160	1,600	0.041	Lost Time:	0.100
	TH	2.00	860	3,200	0.269 *	ITS:	0.000
	LT	1.00	250	1,600	0.156		
Eastbound	RT	0.00	270	0	0.000	ICU:	1.028
	TH	3.00	1,750	4,800	0.421 *		
	LT	1.00	220	1,600	0.138	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 175 - VERMONT AVENUE & MANCHESTER AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.344 *
	TH	3.00	710	4,800	0.169	N-S(2):	0.249
	LT	2.00	150	2,880	0.052 *	E-W(1):	0.359
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.378 *
	TH	3.00	1,250	4,800	0.290 *		
	LT	1.00	100	1,600	0.063	V/C:	0.722
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	1,280	4,800	0.292 *	ITS:	0.000
	LT	2.00	230	2,880	0.080		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.822
	TH	3.00	1,330	4,800	0.296		
	LT	1.00	140	1,600	0.088 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.231 *
	TH	3.00	680	4,800	0.171	N-S(2):	0.220
	LT	2.00	190	2,880	0.066 *	E-W(1):	0.308
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.319 *
	TH	3.00	1,010	4,800	0.244 *		
	LT	1.00	120	1,600	0.075	V/C:	0.550
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	650	4,800	0.165 *	ITS:	0.000
	LT	2.00	140	2,880	0.049		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.650
	TH	3.00	970	4,800	0.233		
	LT	1.00	120	1,600	0.075 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.355 *
	TH	3.00	920	4,800	0.221	N-S(2):	0.301
	LT	2.00	290	2,880	0.101 *	E-W(1):	0.409 *
Westbound	RT	0.00	210	0	0.000	E-W(2):	0.390
	TH	3.00	1,240	4,800	0.302		
	LT	1.00	110	1,600	0.069 *	V/C:	0.764
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	3.00	1,090	4,800	0.254 *	ITS:	0.000
	LT	2.00	230	2,880	0.080		
Eastbound	RT	0.00	220	0	0.000	ICU:	0.864
	TH	3.00	1,410	4,800	0.340 *		
	LT	1.00	140	1,600	0.088	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 176 - VERMONT AVENUE & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	220	0	0.000	N-S(1):	0.341 *
	TH	3.00	870	4,800	0.227	N-S(2):	0.296
	LT	2.00	130	2,880	0.045 *	E-W(1):	0.330
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.359 *
	TH	3.00	1,140	4,800	0.265 *		
	LT	1.00	180	1,600	0.113	V/C:	0.700
Northbound	RT	1.00	140	1,600	0.031	Lost Time:	0.100
	TH	3.00	1,420	4,800	0.296 *	ITS:	0.000
	LT	2.00	200	2,880	0.069		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.800
	TH	3.00	900	4,800	0.217		
	LT	1.00	150	1,600	0.094 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.182
	TH	3.00	660	4,800	0.179 *	N-S(2):	0.262 *
	LT	2.00	120	2,880	0.042	E-W(1):	0.281
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.336 *
	TH	3.00	980	4,800	0.223 *		
	LT	1.00	120	1,600	0.075	V/C:	0.598
Northbound	RT	1.00	70	1,600	0.006	Lost Time:	0.100
	TH	3.00	670	4,800	0.140	ITS:	0.000
	LT	2.00	240	2,880	0.083 *		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.698
	TH	3.00	840	4,800	0.206		
	LT	1.00	180	1,600	0.113 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	190	0	0.000	N-S(1):	0.324
	TH	3.00	990	4,800	0.246 *	N-S(2):	0.361 *
	LT	2.00	170	2,880	0.059	E-W(1):	0.367
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.381 *
	TH	3.00	1,170	4,800	0.256 *		
	LT	1.00	140	1,600	0.088	V/C:	0.742
Northbound	RT	1.00	110	1,600	0.025	Lost Time:	0.100
	TH	3.00	1,270	4,800	0.265	ITS:	0.000
	LT	2.00	330	2,880	0.115 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.842
	TH	3.00	1,200	4,800	0.279		
	LT	1.00	200	1,600	0.125 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 177 - VERMONT AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.009	N-S(1):	0.394 *
	TH	3.00	900	4,800	0.188	N-S(2):	0.320
	LT	2.00	270	2,880	0.094 *	E-W(1):	0.407 *
Westbound	RT	0.00	210	0	0.000	E-W(2):	0.388
	TH	3.00	1,320	4,800	0.319		
	LT	1.00	300	1,600	0.188 *	V/C:	0.801
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	1,300	4,800	0.300 *	ITS:	0.000
	LT	2.00	380	2,880	0.132		
Eastbound	RT	0.00	240	0	0.000	ICU:	0.901
	TH	3.00	810	4,800	0.219 *		
	LT	1.00	110	1,600	0.069	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.009	N-S(1):	0.259
	TH	3.00	620	4,800	0.129 *	N-S(2):	0.268 *
	LT	2.00	170	2,880	0.059	E-W(1):	0.281 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.186
	TH	3.00	580	4,800	0.142		
	LT	1.00	170	1,600	0.106 *	V/C:	0.549
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	3.00	780	4,800	0.200	ITS:	0.000
	LT	2.00	400	2,880	0.139 *		
Eastbound	RT	0.00	250	0	0.000	ICU:	0.649
	TH	3.00	590	4,800	0.175 *		
	LT	1.00	70	1,600	0.044	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.019	N-S(1):	0.427 *
	TH	3.00	910	4,800	0.190	N-S(2):	0.367
	LT	2.00	240	2,880	0.083 *	E-W(1):	0.515 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.323
	TH	3.00	1,020	4,800	0.235		
	LT	1.00	270	1,600	0.169 *	V/C:	0.942
Northbound	RT	0.00	250	0	0.000	Lost Time:	0.100
	TH	3.00	1,400	4,800	0.344 *	ITS:	0.000
	LT	2.00	510	2,880	0.177		
Eastbound	RT	0.00	190	0	0.000	ICU:	1.042
	TH	3.00	1,470	4,800	0.346 *		
	LT	1.00	140	1,600	0.088	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 182 - INGLEWOOD AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	150	1,600	0.069	N-S(1):	0.407 *
	TH	2.00	710	3,200	0.222	N-S(2):	0.385
	LT	1.00	230	1,600	0.144 *	E-W(1):	0.311 *
Westbound	RT	1.00	150	1,600	0.022	E-W(2):	0.250
	TH	3.00	960	4,800	0.200		
	LT	1.00	340	1,600	0.213 *	V/C:	0.718
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	2.00	650	3,200	0.263 *	ITS:	0.000
	LT	1.00	260	1,600	0.163		
Eastbound	RT	1.00	70	1,600	0.000	ICU:	0.818
	TH	3.00	470	4,800	0.098 *		
	LT	1.00	80	1,600	0.050	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	210	1,600	0.059	N-S(1):	0.288 *
	TH	2.00	450	3,200	0.141	N-S(2):	0.279
	LT	1.00	155	1,600	0.097 *	E-W(1):	0.282
Westbound	RT	1.00	80	1,600	0.002	E-W(2):	0.313 *
	TH	3.00	810	4,800	0.169 *		
	LT	1.00	180	1,600	0.113	V/C:	0.601
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	2.00	510	3,200	0.191 *	ITS:	0.000
	LT	1.00	220	1,600	0.138		
Eastbound	RT	1.00	150	1,600	0.025	ICU:	0.701
	TH	3.00	810	4,800	0.169		
	LT	1.00	230	1,600	0.144 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.044	N-S(1):	0.447 *
	TH	2.00	800	3,200	0.250	N-S(2):	0.438
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.413 *
Westbound	RT	1.00	130	1,600	0.000	E-W(2):	0.319
	TH	3.00	810	4,800	0.169		
	LT	1.00	160	1,600	0.100 *	V/C:	0.860
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	2.00	710	3,200	0.278 *	ITS:	0.000
	LT	1.00	300	1,600	0.188		
Eastbound	RT	1.00	270	1,600	0.075	ICU:	0.960
	TH	3.00	1,500	4,800	0.313 *		
	LT	1.00	240	1,600	0.150	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 183 - HAWTHORNE BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	270	1,600	0.128	N-S(1):	0.288
	TH	3.00	1,020	4,800	0.213 *	N-S(2):	0.338 *
	LT	2.00	180	2,880	0.063	E-W(1):	0.225
Westbound	RT	0.00	250	0	0.000	E-W(2):	0.369 *
	TH	3.00	1,130	4,800	0.288 *		
	LT	1.00	130	1,600	0.081	V/C:	0.707
Northbound	RT	1.00	170	1,600	0.066	Lost Time:	0.100
	TH	3.00	1,080	4,800	0.225	ITS:	0.000
	LT	2.00	360	2,880	0.125 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.807
	TH	3.00	520	4,800	0.144		
	LT	1.00	130	1,600	0.081 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	230	1,600	0.088	N-S(1):	0.278
	TH	3.00	970	4,800	0.202 *	N-S(2):	0.289 *
	LT	2.00	260	2,880	0.090	E-W(1):	0.262
Westbound	RT	0.00	270	0	0.000	E-W(2):	0.326 *
	TH	3.00	750	4,800	0.213 *		
	LT	1.00	130	1,600	0.081	V/C:	0.615
Northbound	RT	1.00	230	1,600	0.103	Lost Time:	0.100
	TH	3.00	900	4,800	0.188	ITS:	0.000
	LT	2.00	250	2,880	0.087 *		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.715
	TH	3.00	690	4,800	0.181		
	LT	1.00	180	1,600	0.113 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.072	N-S(1):	0.430 *
	TH	3.00	1,440	4,800	0.300	N-S(2):	0.415
	LT	2.00	495	2,880	0.172 *	E-W(1):	0.415 *
Westbound	RT	0.00	260	0	0.000	E-W(2):	0.321
	TH	3.00	830	4,800	0.227		
	LT	1.00	150	1,600	0.094 *	V/C:	0.845
Northbound	RT	1.00	180	1,600	0.066	Lost Time:	0.100
	TH	3.00	1,240	4,800	0.258 *	ITS:	0.000
	LT	2.00	330	2,880	0.115		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.945
	TH	3.00	1,340	4,800	0.321 *		
	LT	1.00	150	1,600	0.094	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 184 - PRAIRIE AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	190	0	0.000	N-S(1):	0.294
	TH	3.00	980	4,800	0.244 *	N-S(2):	0.369 *
	LT	1.00	190	1,600	0.119	E-W(1):	0.413
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.419 *
	TH	3.00	1,240	4,800	0.300 *		
	LT	1.00	390	1,600	0.244	V/C:	0.788
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	3.00	670	4,800	0.175	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.888
	TH	3.00	700	4,800	0.169		
	LT	1.00	190	1,600	0.119 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.304
	TH	3.00	670	4,800	0.167 *	N-S(2):	0.317 *
	LT	1.00	250	1,600	0.156	E-W(1):	0.346 *
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.292
	TH	3.00	800	4,800	0.192		
	LT	1.00	240	1,600	0.150 *	V/C:	0.663
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	3.00	550	4,800	0.148	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.763
	TH	3.00	820	4,800	0.196 *		
	LT	1.00	160	1,600	0.100	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.419 *
	TH	3.00	1,070	4,800	0.258	N-S(2):	0.389
	LT	1.00	280	1,600	0.175 *	E-W(1):	0.456 *
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.333
	TH	3.00	920	4,800	0.227		
	LT	1.00	252	1,600	0.158 *	V/C:	0.875
Northbound	RT	0.00	260	0	0.000	Lost Time:	0.100
	TH	3.00	910	4,800	0.244 *	ITS:	0.000
	LT	1.00	210	1,600	0.131		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.975
	TH	3.00	1,230	4,800	0.298 *		
	LT	1.00	170	1,600	0.106	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 185 - CRENSHAW BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.339 *
	TH	3.00	880	4,800	0.215	N-S(2):	0.328
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.332
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.373 *
	TH	3.00	1,140	4,800	0.279 *		
	LT	1.00	180	1,600	0.113	V/C:	0.712
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	1,010	4,800	0.233 *	ITS:	0.000
	LT	1.00	180	1,600	0.113		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.812
	TH	3.00	850	4,800	0.219		
	LT	1.00	150	1,600	0.094 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	210	0	0.000	N-S(1):	0.321 *
	TH	3.00	630	4,800	0.175	N-S(2):	0.288
	LT	1.00	210	1,600	0.131 *	E-W(1):	0.298
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.325 *
	TH	3.00	790	4,800	0.206 *		
	LT	1.00	160	1,600	0.100	V/C:	0.646
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	3.00	730	4,800	0.190 *	ITS:	0.000
	LT	1.00	180	1,600	0.113		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.746
	TH	3.00	780	4,800	0.198		
	LT	1.00	190	1,600	0.119 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	240	0	0.000	N-S(1):	0.354
	TH	3.00	1,050	4,800	0.269 *	N-S(2):	0.382 *
	LT	1.00	210	1,600	0.131	E-W(1):	0.442 *
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.344
	TH	3.00	1,080	4,800	0.263		
	LT	1.00	220	1,600	0.138 *	V/C:	0.824
Northbound	RT	0.00	230	0	0.000	Lost Time:	0.100
	TH	3.00	840	4,800	0.223	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	0.00	210	0	0.000	ICU:	0.924
	TH	3.00	1,250	4,800	0.304 *		
	LT	1.00	130	1,600	0.081	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 186 - WESTERN AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.281
	TH	2.00	680	3,200	0.238 *	N-S(2):	0.382 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.305
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.348 *
	TH	3.00	1,240	4,800	0.292 *		
	LT	1.00	100	1,600	0.063	V/C:	0.730
Northbound	RT	1.00	100	1,600	0.031	Lost Time:	0.100
	TH	2.00	740	3,200	0.231	ITS:	0.000
	LT	1.00	230	1,600	0.144 *		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.830
	TH	3.00	1,040	4,800	0.242		
	LT	1.00	90	1,600	0.056 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.260
	TH	2.00	520	3,200	0.197 *	N-S(2):	0.303 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.275 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.263
	TH	3.00	820	4,800	0.200		
	LT	1.00	110	1,600	0.069 *	V/C:	0.578
Northbound	RT	1.00	130	1,600	0.047	Lost Time:	0.100
	TH	2.00	530	3,200	0.166	ITS:	0.000
	LT	1.00	170	1,600	0.106 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.678
	TH	3.00	820	4,800	0.206 *		
	LT	1.00	100	1,600	0.063	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.326
	TH	2.00	790	3,200	0.284 *	N-S(2):	0.409 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.427 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.346
	TH	3.00	1,190	4,800	0.265		
	LT	1.00	160	1,600	0.100 *	V/C:	0.836
Northbound	RT	1.00	160	1,600	0.050	Lost Time:	0.100
	TH	2.00	760	3,200	0.238	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	240	0	0.000	ICU:	0.936
	TH	3.00	1,330	4,800	0.327 *		
	LT	1.00	130	1,600	0.081	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 187 - VERMONT AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.034	N-S(1):	0.286 *
	TH	3.00	690	4,800	0.144	N-S(2):	0.257
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.381
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.427 *
	TH	3.00	1,540	4,800	0.358 *		
	LT	1.00	160	1,600	0.100	V/C:	0.713
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	590	4,800	0.148 *	ITS:	0.000
	LT	1.00	180	1,600	0.113		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.813
	TH	3.00	1,230	4,800	0.281		
	LT	1.00	110	1,600	0.069 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.028	N-S(1):	0.242 *
	TH	3.00	400	4,800	0.083	N-S(2):	0.189
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.340 *
Westbound	RT	0.00	150	0	0.000	E-W(2):	0.327
	TH	3.00	1,090	4,800	0.258		
	LT	1.00	150	1,600	0.094 *	V/C:	0.582
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	360	4,800	0.104 *	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.682
	TH	3.00	1,070	4,800	0.246 *		
	LT	1.00	110	1,600	0.069	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	120	1,600	0.028	N-S(1):	0.380 *
	TH	3.00	850	4,800	0.177	N-S(2):	0.296
	LT	1.00	242	1,600	0.151 *	E-W(1):	0.421
Westbound	RT	0.00	250	0	0.000	E-W(2):	0.423 *
	TH	3.00	1,330	4,800	0.329 *		
	LT	1.00	150	1,600	0.094	V/C:	0.803
Northbound	RT	0.00	200	0	0.000	Lost Time:	0.100
	TH	3.00	900	4,800	0.229 *	ITS:	0.000
	LT	1.00	190	1,600	0.119		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.903
	TH	3.00	1,400	4,800	0.327		
	LT	1.00	150	1,600	0.094 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 188 - PRAIRIE AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.396
	TH	3.00	1,180	4,800	0.271 *	N-S(2):	0.521 *
	LT	1.00	240	1,600	0.150	E-W(1):	0.277
Westbound	RT	0.00	290	0	0.000	E-W(2):	0.407 *
	TH	3.00	1,210	4,800	0.313 *		
	LT	1.00	120	1,600	0.075	V/C:	0.928
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	3.00	1,050	4,800	0.246	ITS:	0.000
	LT	1.00	400	1,600	0.250 *		
Eastbound	RT	0.00	160	0	0.000	ICU:	1.028
	TH	3.00	810	4,800	0.202		
	LT	1.00	150	1,600	0.094 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.288
	TH	3.00	730	4,800	0.175 *	N-S(2):	0.325 *
	LT	1.00	230	1,600	0.144	E-W(1):	0.282 *
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.259
	TH	3.00	710	4,800	0.190		
	LT	1.00	150	1,600	0.094 *	V/C:	0.607
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	3.00	590	4,800	0.144	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	0.00	210	0	0.000	ICU:	0.707
	TH	3.00	690	4,800	0.188 *		
	LT	1.00	110	1,600	0.069	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.425 *
	TH	3.00	1,160	4,800	0.271	N-S(2):	0.402
	LT	1.00	290	1,600	0.181 *	E-W(1):	0.483 *
Westbound	RT	0.00	270	0	0.000	E-W(2):	0.358
	TH	3.00	970	4,800	0.258		
	LT	1.00	160	1,600	0.100 *	V/C:	0.908
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	3.00	1,040	4,800	0.244 *	ITS:	0.000
	LT	1.00	210	1,600	0.131		
Eastbound	RT	0.00	350	0	0.000	ICU:	1.008
	TH	3.00	1,490	4,800	0.383 *		
	LT	1.00	160	1,600	0.100	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 189 - CRENSHAW BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	300	1,600	0.091	N-S(1):	0.336
	TH	3.00	920	4,800	0.192 *	N-S(2):	0.367 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.284
Westbound	RT	0.00	280	0	0.000	E-W(2):	0.502 *
	TH	3.00	1,200	4,800	0.308 *		
	LT	1.00	180	1,600	0.113	V/C:	0.869
Northbound	RT	1.00	130	1,600	0.025	Lost Time:	0.100
	TH	3.00	1,190	4,800	0.248	ITS:	0.000
	LT	1.00	280	1,600	0.175 *		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.969
	TH	3.00	710	4,800	0.171		
	LT	1.00	310	1,600	0.194 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	270	1,600	0.063	N-S(1):	0.267 *
	TH	3.00	760	4,800	0.158	N-S(2):	0.252
	LT	1.00	140	1,600	0.088 *	E-W(1):	0.242
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.373 *
	TH	3.00	590	4,800	0.160 *		
	LT	1.00	140	1,600	0.088	V/C:	0.640
Northbound	RT	1.00	120	1,600	0.031	Lost Time:	0.100
	TH	3.00	860	4,800	0.179 *	ITS:	0.000
	LT	1.00	150	1,600	0.094		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.740
	TH	3.00	610	4,800	0.154		
	LT	1.00	340	1,600	0.213 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	230	1,600	0.019	N-S(1):	0.339 *
	TH	3.00	1,254	4,800	0.261	N-S(2):	0.336
	LT	1.00	216	1,600	0.135 *	E-W(1):	0.448
Westbound	RT	0.00	250	0	0.000	E-W(2):	0.454 *
	TH	3.00	730	4,800	0.204 *		
	LT	1.00	190	1,600	0.119	V/C:	0.793
Northbound	RT	1.00	100	1,600	0.003	Lost Time:	0.100
	TH	3.00	980	4,800	0.204 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.893
	TH	3.00	1,380	4,800	0.329		
	LT	1.00	400	1,600	0.250 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 190 - WESTERN AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	280	1,600	0.122	N-S(1):	0.235
	TH	2.00	530	3,200	0.166 *	N-S(2):	0.291 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.271
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.466 *
	TH	3.00	1,570	4,800	0.360 *		
	LT	1.00	110	1,600	0.069	V/C:	0.757
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	2.00	560	3,200	0.197	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.857
	TH	3.00	780	4,800	0.202		
	LT	1.00	170	1,600	0.106 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.063	N-S(1):	0.213
	TH	2.00	420	3,200	0.131 *	N-S(2):	0.231 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.227
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.286 *
	TH	3.00	720	4,800	0.173 *		
	LT	1.00	110	1,600	0.069	V/C:	0.517
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	2.00	400	3,200	0.163	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.617
	TH	3.00	630	4,800	0.158		
	LT	1.00	180	1,600	0.113 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.063	N-S(1):	0.313
	TH	2.00	650	3,200	0.203 *	N-S(2):	0.341 *
	LT	1.00	110	1,600	0.069	E-W(1):	0.431 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.379
	TH	3.00	1,000	4,800	0.229		
	LT	1.00	90	1,600	0.056 *	V/C:	0.772
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	650	3,200	0.244	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.872
	TH	3.00	1,600	4,800	0.375 *		
	LT	1.00	240	1,600	0.150	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 191 - VERMONT AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	120	1,600	0.050	N-S(1):	0.213 *
	TH	3.00	560	4,800	0.117	N-S(2):	0.167
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.285
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.458 *
	TH	3.00	1,820	4,800	0.408 *		
	LT	1.00	120	1,600	0.075	V/C:	0.671
Northbound	RT	1.00	110	1,600	0.031	Lost Time:	0.100
	TH	3.00	450	4,800	0.094 *	ITS:	0.000
	LT	1.00	80	1,600	0.050		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.771
	TH	3.00	930	4,800	0.210		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	180	1,600	0.097	N-S(1):	0.182 *
	TH	3.00	380	4,800	0.079	N-S(2):	0.141
	LT	1.00	180	1,600	0.113 *	E-W(1):	0.233 *
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.219
	TH	3.00	770	4,800	0.188		
	LT	1.00	80	1,600	0.050 *	V/C:	0.415
Northbound	RT	1.00	60	1,600	0.013	Lost Time:	0.100
	TH	3.00	330	4,800	0.069 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.515
	TH	3.00	810	4,800	0.183 *		
	LT	1.00	50	1,600	0.031	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.009	N-S(1):	0.246 *
	TH	3.00	550	4,800	0.115	N-S(2):	0.190
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.426 *
Westbound	RT	0.00	150	0	0.000	E-W(2):	0.317
	TH	3.00	920	4,800	0.223		
	LT	1.00	140	1,600	0.088 *	V/C:	0.672
Northbound	RT	1.00	80	1,600	0.006	Lost Time:	0.100
	TH	3.00	730	4,800	0.152 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.772
	TH	3.00	1,530	4,800	0.338 *		
	LT	1.00	150	1,600	0.094	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 192 - AVIATION BOULEVARD & ARTESIA BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	230	0	0.000	N-S(1):	0.572 *
	TH	2.00	540	3,200	0.241	N-S(2):	0.331
	LT	1.00	180	1,600	0.113 *	E-W(1):	0.313
Westbound	RT	0.00	240	0	0.000	E-W(2):	0.464 *
	TH	2.00	802	3,200	0.326 *		
	LT	1.00	190	1,600	0.119	V/C:	1.036
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	2.00	1,330	3,200	0.459 *	ITS:	0.000
	LT	1.00	144	1,600	0.090		
Eastbound	RT	0.00	60	0	0.000	ICU:	1.136
	TH	2.00	560	3,200	0.194		
	LT	1.00	220	1,600	0.138 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.313
	TH	2.00	660	3,200	0.250 *	N-S(2):	0.319 *
	LT	1.00	180	1,600	0.113	E-W(1):	0.353 *
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.353 *
	TH	2.00	550	3,200	0.228 *		
	LT	1.00	240	1,600	0.150 *	V/C:	0.672
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	2.00	480	3,200	0.200	ITS:	0.000
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.772
	TH	2.00	570	3,200	0.203 *		
	LT	1.00	200	1,600	0.125 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.469
	TH	2.00	1,270	3,200	0.434 *	N-S(2):	0.509 *
	LT	1.00	270	1,600	0.169	E-W(1):	0.475 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.404
	TH	2.00	690	3,200	0.266		
	LT	1.00	290	1,600	0.181 *	V/C:	0.984
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	2.00	780	3,200	0.300	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	1.084
	TH	2.00	800	3,200	0.294 *		
	LT	1.00	220	1,600	0.138	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 193 - AVIATION BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.000	N-S(1):	0.475 *
	TH	2.00	620	3,200	0.194	N-S(2):	0.244
	LT	2.00	100	2,880	0.035 *	E-W(1):	0.282
Westbound	RT	1.00	340	1,600	0.195	E-W(2):	0.407 *
	TH	2.00	780	3,200	0.244 *		
	LT	2.00	290	2,880	0.101	V/C:	0.882
Northbound	RT	0.00	290	0	0.000	Lost Time:	0.100
	TH	3.00	1,820	4,800	0.440 *	ITS:	0.000
	LT	1.00	80	1,600	0.050		
Eastbound	RT	1.00	160	1,600	0.075	ICU:	0.982
	TH	2.00	580	3,200	0.181		
	LT	1.00	260	1,600	0.163 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.075	N-S(1):	0.283
	TH	2.00	760	3,200	0.238 *	N-S(2):	0.363 *
	LT	2.00	150	2,880	0.052	E-W(1):	0.275
Westbound	RT	1.00	150	1,600	0.068	E-W(2):	0.313 *
	TH	2.00	600	3,200	0.188 *		
	LT	2.00	270	2,880	0.094	V/C:	0.676
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	900	4,800	0.231	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	190	1,600	0.056	ICU:	0.776
	TH	2.00	580	3,200	0.181		
	LT	1.00	200	1,600	0.125 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	410	1,600	0.197	N-S(1):	0.319
	TH	2.00	1,320	3,200	0.413 *	N-S(2):	0.532 *
	LT	2.00	300	2,880	0.104	E-W(1):	0.454 *
Westbound	RT	1.00	130	1,600	0.029	E-W(2):	0.335
	TH	2.00	690	3,200	0.216		
	LT	2.00	570	2,880	0.198 *	V/C:	0.986
Northbound	RT	0.00	220	0	0.000	Lost Time:	0.100
	TH	3.00	810	4,800	0.215	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	1.00	210	1,600	0.072	ICU:	1.086
	TH	2.00	820	3,200	0.256 *		
	LT	1.00	190	1,600	0.119	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 196 - PRAIRIE AVENUE & FLORENCE AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR, EBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.002
	TH	0.00	0	0	0.000 *	N-S(2):	0.281 *
	LT	0.00	0	0	0.000	E-W(1):	0.592 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.400
	TH	3.00	1,920	4,800	0.400		
	LT	1.00	447	1,600	0.279 *	V/C:	0.873
Northbound	RT	1.00	450	1,600	0.002	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	810	2,880	0.281 *		
Eastbound	RT	1.00	500	1,600	0.313 *	ICU:	0.973
	TH	3.00	1,010	4,800	0.210		
	LT	0.00	0	0	0.000	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.000
	TH	0.00	0	0	0.000 *	N-S(2):	0.125 *
	LT	0.00	0	0	0.000	E-W(1):	0.438 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.223
	TH	3.00	1,070	4,800	0.223		
	LT	1.00	320	1,600	0.200 *	V/C:	0.563
Northbound	RT	1.00	310	1,600	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	360	2,880	0.125 *		
Eastbound	RT	1.00	380	1,600	0.238 *	ICU:	0.663
	TH	3.00	980	4,800	0.204		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.106
	TH	0.00	0	0	0.000 *	N-S(2):	0.170 *
	LT	0.00	0	0	0.000	E-W(1):	0.588 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.263
	TH	3.00	1,260	4,800	0.263		
	LT	1.00	320	1,600	0.200 *	V/C:	0.758
Northbound	RT	1.00	490	1,600	0.106	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	490	2,880	0.170 *		
Eastbound	RT	1.00	620	1,600	0.388 *	ICU:	0.858
	TH	3.00	1,760	4,800	0.367		
	LT	0.00	0	0	0.000	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 197 - PRAIRIE AVENUE & LENNOX BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.285
	TH	3.00	1,320	4,800	0.310 *	N-S(2):	0.510 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.063
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.065 *
	TH	1.00	10	1,600	0.013 *		
	LT	0.00	0	0	0.000	V/C:	0.575
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,330	4,800	0.279	ITS:	0.000
	LT	1.00	320	1,600	0.200 *		
Eastbound	RT	1.00	260	1,600	0.063	ICU:	0.675
	TH	0.13	10	213	0.047		
	LT	1.87	140	2,688	0.052 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.241
	TH	3.00	1,020	4,800	0.235 *	N-S(2):	0.379 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.059
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.078 *
	TH	1.00	10	1,600	0.019 *		
	LT	0.00	10	1,600	0.006	V/C:	0.457
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,120	4,800	0.235	ITS:	0.000
	LT	1.00	230	1,600	0.144 *		
Eastbound	RT	1.00	190	1,600	0.047	ICU:	0.557
	TH	0.12	10	188	0.053		
	LT	1.88	160	2,711	0.059 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.353
	TH	3.00	1,520	4,800	0.346 *	N-S(2):	0.521 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.138 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.086
	TH	1.00	10	1,600	0.013		
	LT	0.00	0	0	0.000 *	V/C:	0.659
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,620	4,800	0.340	ITS:	0.000
	LT	1.00	280	1,600	0.175 *		
Eastbound	RT	1.00	360	1,600	0.138 *	ICU:	0.759
	TH	0.10	10	152	0.066		
	LT	1.90	200	2,743	0.073	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 1 - ADMIRALTY WAY & BALI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.003	N-S(1):	0.638 *
	TH	2.00	1,030	3,200	0.322	N-S(2):	0.335
	LT	1.00	540	1,600	0.338 *	E-W(1):	0.075
Westbound	RT	1.92	460	3,067	0.000	E-W(2):	0.169 *
	TH	0.08	20	133	0.150 *		
	LT	1.00	80	1,600	0.050	V/C:	0.807
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	2.00	870	3,200	0.300 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.907
	TH	2.00	30	3,200	0.025		
	LT	0.00	30	1,600	0.019 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.009	N-S(1):	0.557 *
	TH	2.00	690	3,200	0.216	N-S(2):	0.241
	LT	1.00	380	1,600	0.238 *	E-W(1):	0.106
Westbound	RT	1.87	440	2,996	0.000	E-W(2):	0.166 *
	TH	0.13	30	204	0.147 *		
	LT	1.00	120	1,600	0.075	V/C:	0.723
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	2.00	830	3,200	0.319 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.823
	TH	2.00	40	3,200	0.031		
	LT	0.00	30	1,600	0.019 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.009	N-S(1):	0.709 *
	TH	2.00	1,170	3,200	0.366	N-S(2):	0.379
	LT	1.00	490	1,600	0.306 *	E-W(1):	0.106
Westbound	RT	1.92	710	3,070	0.000	E-W(2):	0.250 *
	TH	0.08	30	130	0.231 *		
	LT	1.00	130	1,600	0.081	V/C:	0.959
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	2.00	1,080	3,200	0.403 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	1.059
	TH	2.00	30	3,200	0.025		
	LT	0.00	30	1,600	0.019 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 2 - ADMIRALTY WAY & FIJI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:	WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.000	N-S(1):	0.194 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	560	2,880	0.194 *	E-W(1):	0.059
Westbound	RT	1.00	470	1,600	0.000	E-W(2):	0.257 *
	TH	1.00	110	1,600	0.069 *		
	LT	0.00	0	0	0.000	V/C:	0.451
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.551
	TH	2.00	190	3,200	0.059		
	LT	1.00	300	1,600	0.188 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.019	N-S(1):	0.128 *
	TH	0.00	0	0	0.000	N-S(2):	0.019
	LT	2.00	370	2,880	0.128 *	E-W(1):	0.100
Westbound	RT	1.00	390	1,600	0.000	E-W(2):	0.244 *
	TH	1.00	230	1,600	0.144 *		
	LT	0.00	0	0	0.000	V/C:	0.372
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.472
	TH	2.00	320	3,200	0.100		
	LT	1.00	160	1,600	0.100 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	290	1,600	0.063	N-S(1):	0.226 *
	TH	0.00	0	0	0.000	N-S(2):	0.063
	LT	2.00	650	2,880	0.226 *	E-W(1):	0.091
Westbound	RT	1.00	580	1,600	0.000	E-W(2):	0.369 *
	TH	1.00	400	1,600	0.250 *		
	LT	0.00	0	0	0.000	V/C:	0.595
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.695
	TH	2.00	290	3,200	0.091		
	LT	1.00	190	1,600	0.119 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 3 - ADMIRALTY WAY & MINDANAO WAY
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.003	N-S(1):	0.532 *
	TH	2.00	590	3,200	0.184	N-S(2):	0.197
	LT	1.00	500	1,600	0.313 *	E-W(1):	0.112 *
Westbound	RT	1.00	400	1,600	0.000	E-W(2):	0.000
	TH	0.15	20	246	0.081		
	LT	1.85	240	2,658	0.090 *	V/C:	0.644
Northbound	RT	0.00	230	0	0.000	Lost Time:	0.100
	TH	2.00	470	3,200	0.219 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.744
	TH	2.00	20	3,200	0.022 *		
	LT	0.00	30	1,600	0.019	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.000	N-S(1):	0.434 *
	TH	2.00	480	3,200	0.150	N-S(2):	0.163
	LT	1.00	250	1,600	0.156 *	E-W(1):	0.153 *
Westbound	RT	1.00	360	1,600	0.069	E-W(2):	0.000
	TH	0.33	60	533	0.113		
	LT	1.67	300	2,400	0.125 *	V/C:	0.587
Northbound	RT	0.00	220	0	0.000	Lost Time:	0.100
	TH	2.00	670	3,200	0.278 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.687
	TH	2.00	30	3,200	0.028 *		
	LT	0.00	40	1,600	0.025	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.009	N-S(1):	0.501 *
	TH	2.00	910	3,200	0.284	N-S(2):	0.315
	LT	1.00	300	1,600	0.188 *	E-W(1):	0.175 *
Westbound	RT	1.00	530	1,600	0.144 *	E-W(2):	0.000
	TH	0.41	80	656	0.122		
	LT	1.59	310	2,289	0.135	V/C:	0.676
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	870	3,200	0.313 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.776
	TH	2.00	40	3,200	0.031 *		
	LT	0.00	30	1,600	0.019	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 4 - PALAWAN WAY & ADMIRALTY WAY
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.006	N-S(1):	0.207 *
	TH	1.00	50	1,600	0.031	N-S(2):	0.062
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.385 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.338
	TH	2.00	860	3,200	0.288		
	LT	1.00	60	1,600	0.038 *	V/C:	0.592
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	1.00	60	1,600	0.088 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	1.00	30	1,600	0.003	ICU:	0.692
	TH	2.00	1,110	3,200	0.347 *		
	LT	1.00	80	1,600	0.050	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.047	N-S(1):	0.163 *
	TH	1.00	40	1,600	0.025	N-S(2):	0.072
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.244
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.303 *
	TH	2.00	800	3,200	0.272 *		
	LT	1.00	70	1,600	0.044	V/C:	0.466
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	1.00	50	1,600	0.069 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	1.00	50	1,600	0.019	ICU:	0.566
	TH	2.00	640	3,200	0.200		
	LT	1.00	50	1,600	0.031 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	140	1,600	0.072	N-S(1):	0.244 *
	TH	1.00	120	1,600	0.075	N-S(2):	0.100
	LT	1.00	260	1,600	0.163 *	E-W(1):	0.369
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.419 *
	TH	2.00	1,160	3,200	0.388 *		
	LT	1.00	100	1,600	0.063	V/C:	0.663
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	1.00	30	1,600	0.081 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	1.00	30	1,600	0.006	ICU:	0.763
	TH	2.00	980	3,200	0.306		
	LT	1.00	50	1,600	0.031 *	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 5 - VIA MARINA & ADMIRALTY WAY
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:	NBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.503 *
	TH	3.00	220	4,800	0.046	N-S(2):	0.046
	LT	1.00	510	1,600	0.319 *	E-W(1):	0.101 *
Westbound	RT	2.00	790	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	290	2,880	0.101 *	V/C:	0.604
Northbound	RT	1.00	700	1,600	0.000	Lost Time:	0.100
	TH	2.00	590	3,200	0.184 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.704
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.435 *
	TH	3.00	320	4,800	0.067	N-S(2):	0.067
	LT	1.00	430	1,600	0.269 *	E-W(1):	0.160 *
Westbound	RT	2.00	500	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	460	2,880	0.160 *	V/C:	0.595
Northbound	RT	1.00	390	1,600	0.000	Lost Time:	0.100
	TH	2.00	530	3,200	0.166 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.695
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.603 *
	TH	3.00	390	4,800	0.081	N-S(2):	0.081
	LT	1.00	750	1,600	0.469 *	E-W(1):	0.236 *
Westbound	RT	2.00	700	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	680	2,880	0.236 *	V/C:	0.839
Northbound	RT	1.00	470	1,600	0.000	Lost Time:	0.100
	TH	2.00	430	3,200	0.134 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.939
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 10 - AVIATIO BOULEVARD & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.184
	TH	2.00	350	3,200	0.144 *	N-S(2):	0.294 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.235
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.288 *
	TH	2.00	790	3,200	0.263 *		
	LT	1.00	140	1,600	0.088	V/C:	0.582
Northbound	RT	1.00	70	1,600	0.000	Lost Time:	0.100
	TH	2.00	510	3,200	0.159	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.682
	TH	2.00	380	3,200	0.147		
	LT	1.00	40	1,600	0.025 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.225
	TH	2.00	400	3,200	0.178 *	N-S(2):	0.291 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.278 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.234
	TH	2.00	510	3,200	0.184		
	LT	1.00	110	1,600	0.069 *	V/C:	0.569
Northbound	RT	1.00	90	1,600	0.022	Lost Time:	0.100
	TH	2.00	580	3,200	0.181	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.669
	TH	2.00	520	3,200	0.209 *		
	LT	1.00	80	1,600	0.050	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	300	0	0.000	N-S(1):	0.213
	TH	2.00	430	3,200	0.228 *	N-S(2):	0.366 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.463 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.269
	TH	2.00	620	3,200	0.206		
	LT	1.00	160	1,600	0.100 *	V/C:	0.829
Northbound	RT	1.00	120	1,600	0.025	Lost Time:	0.100
	TH	2.00	540	3,200	0.169	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.929
	TH	2.00	970	3,200	0.363 *		
	LT	1.00	100	1,600	0.063	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 11 - INGLEWOOD AVENUE & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.019	N-S(1):	0.194 *
	TH	1.00	110	1,600	0.069 *	N-S(2):	0.000
	LT	1.00	30	1,600	0.019	E-W(1):	0.141
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.228 *
	TH	2.00	610	3,200	0.203 *		
	LT	1.00	60	1,600	0.038	V/C:	0.422
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	1.00	140	1,600	0.125 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.522
	TH	2.00	280	3,200	0.103		
	LT	1.00	40	1,600	0.025 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.025	N-S(1):	0.244 *
	TH	1.00	140	1,600	0.088 *	N-S(2):	0.000
	LT	1.00	40	1,600	0.025	E-W(1):	0.219 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.172
	TH	2.00	390	3,200	0.134		
	LT	1.00	70	1,600	0.044 *	V/C:	0.463
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	1.00	160	1,600	0.156 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.563
	TH	2.00	470	3,200	0.175 *		
	LT	1.00	60	1,600	0.038	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.019	N-S(1):	0.388 *
	TH	1.00	280	1,600	0.175 *	N-S(2):	0.000
	LT	1.00	70	1,600	0.044	E-W(1):	0.322 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.188
	TH	2.00	450	3,200	0.150		
	LT	1.00	100	1,600	0.063 *	V/C:	0.710
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	1.00	220	1,600	0.213 *	ITS:	0.000
	LT	1.00	100	1,600	0.063		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.810
	TH	2.00	720	3,200	0.259 *		
	LT	1.00	60	1,600	0.038	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 12 - LA BREA AVENUE & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.013	N-S(1):	0.186
	TH	3.00	470	4,800	0.098 *	N-S(2):	0.223 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.150 *
Westbound	RT	1.00	70	1,600	0.025	E-W(2):	0.132
	TH	2.00	300	3,200	0.094		
	LT	1.00	50	1,600	0.031 *	V/C:	0.373
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	690	4,800	0.148	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	110	1,600	0.006	ICU:	0.473
	TH	1.00	190	1,600	0.119 *		
	LT	1.00	60	1,600	0.038	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.009	N-S(1):	0.213
	TH	3.00	730	4,800	0.152 *	N-S(2):	0.240 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.213 *
Westbound	RT	1.00	90	1,600	0.019	E-W(2):	0.175
	TH	2.00	340	3,200	0.106		
	LT	1.00	70	1,600	0.044 *	V/C:	0.453
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	3.00	610	4,800	0.138	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	1.00	130	1,600	0.038	ICU:	0.553
	TH	1.00	270	1,600	0.169 *		
	LT	1.00	110	1,600	0.069	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.006	N-S(1):	0.229
	TH	3.00	1,060	4,800	0.221 *	N-S(2):	0.402 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.300 *
Westbound	RT	1.00	90	1,600	0.019	E-W(2):	0.157
	TH	2.00	300	3,200	0.094		
	LT	1.00	70	1,600	0.044 *	V/C:	0.702
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	670	4,800	0.154	ITS:	0.000
	LT	1.00	290	1,600	0.181 *		
Eastbound	RT	1.00	300	1,600	0.097	ICU:	0.802
	TH	1.00	410	1,600	0.256 *		
	LT	1.00	100	1,600	0.063	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 13 - LA CIENEGA BOULEVARD & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	214	0	0.000	N-S(1):	0.228
	TH	2.00	350	3,200	0.176 *	N-S(2):	0.382 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.191
Westbound	RT	1.00	160	1,600	0.100	E-W(2):	0.213 *
	TH	2.00	560	3,200	0.175 *		
	LT	1.00	100	1,600	0.063	V/C:	0.595
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	2.00	540	3,200	0.184	ITS:	0.000
	LT	1.00	330	1,600	0.206 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.695
	TH	2.00	240	3,200	0.128		
	LT	1.00	60	1,600	0.038 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	164	0	0.000	N-S(1):	0.241
	TH	2.00	360	3,200	0.164 *	N-S(2):	0.252 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.228
Westbound	RT	1.00	90	1,600	0.056	E-W(2):	0.251 *
	TH	2.00	390	3,200	0.122 *		
	LT	1.00	70	1,600	0.044	V/C:	0.503
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	2.00	460	3,200	0.178	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	0.00	160	0	0.000	ICU:	0.603
	TH	2.00	430	3,200	0.184		
	LT	1.00	207	1,600	0.129 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	191	0	0.000	N-S(1):	0.300
	TH	2.00	630	3,200	0.257 *	N-S(2):	0.345 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.391 *
Westbound	RT	1.00	80	1,600	0.050	E-W(2):	0.169
	TH	2.00	410	3,200	0.128		
	LT	1.00	60	1,600	0.038 *	V/C:	0.736
Northbound	RT	0.00	230	0	0.000	Lost Time:	0.100
	TH	2.00	430	3,200	0.206	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	0.00	430	0	0.000	ICU:	0.836
	TH	2.00	700	3,200	0.353 *		
	LT	1.00	66	1,600	0.041	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 15 - AVIATION BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	270	1,600	0.169	N-S(1):	0.322
	TH	2.00	740	3,200	0.231 *	N-S(2):	0.349 *
	LT	1.00	110	1,600	0.069	E-W(1):	0.210
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.479 *
	TH	3.00	1,940	4,800	0.423 *		
	LT	2.00	400	2,880	0.139	V/C:	0.828
Northbound	RT	1.00	170	1,600	0.000	Lost Time:	0.100
	TH	2.00	810	3,200	0.253	ITS:	0.000
	LT	2.00	340	2,880	0.118 *		
Eastbound	RT	1.00	70	1,600	0.000	ICU:	0.928
	TH	3.00	340	4,800	0.071		
	LT	1.00	90	1,600	0.056 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.119	N-S(1):	0.207
	TH	2.00	530	3,200	0.166 *	N-S(2):	0.229 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.343
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.348 *
	TH	3.00	1,030	4,800	0.242 *		
	LT	2.00	430	2,880	0.149	V/C:	0.577
Northbound	RT	1.00	200	1,600	0.000	Lost Time:	0.100
	TH	2.00	460	3,200	0.144	ITS:	0.000
	LT	2.00	180	2,880	0.063 *		
Eastbound	RT	1.00	230	1,600	0.113	ICU:	0.677
	TH	3.00	930	4,800	0.194		
	LT	1.00	170	1,600	0.106 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.069	N-S(1):	0.260 *
	TH	2.00	280	3,200	0.088	N-S(2):	0.164
	LT	1.00	70	1,600	0.044 *	E-W(1):	0.527 *
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.371
	TH	3.00	760	4,800	0.177		
	LT	2.00	240	2,880	0.083 *	V/C:	0.787
Northbound	RT	1.00	340	1,600	0.129	Lost Time:	0.100
	TH	2.00	690	3,200	0.216 *	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	1.00	500	1,600	0.274	ICU:	0.887
	TH	3.00	2,130	4,800	0.444 *		
	LT	1.00	310	1,600	0.194	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 17 - AVIATION BLVD. / FLORENCE AVENUE & MANCHESTER AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	440	1,600	0.275 *	N-S(1):	0.128
	TH	2.00	420	3,200	0.131	N-S(2):	0.438 *
	LT	0.00	0	0	0.000	E-W(1):	0.158
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.350 *
	TH	3.00	950	4,800	0.200 *		
	LT	1.00	40	1,600	0.025	V/C:	0.788
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	2.00	330	3,200	0.128	ITS:	0.000
	LT	1.00	260	1,600	0.163 *		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.888
	TH	3.00	520	4,800	0.133		
	LT	1.00	240	1,600	0.150 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	410	1,600	0.256 *	N-S(1):	0.175
	TH	2.00	430	3,200	0.134	N-S(2):	0.375 *
	LT	0.00	0	0	0.000	E-W(1):	0.315
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.435 *
	TH	3.00	970	4,800	0.204 *		
	LT	1.00	80	1,600	0.050	V/C:	0.810
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	2.00	420	3,200	0.175	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.910
	TH	3.00	1,100	4,800	0.265		
	LT	1.00	370	1,600	0.231 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	230	1,600	0.144	N-S(1):	0.172
	TH	2.00	680	3,200	0.213 *	N-S(2):	0.369 *
	LT	0.00	0	0	0.000	E-W(1):	0.317
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.533 *
	TH	3.00	830	4,800	0.177 *		
	LT	1.00	80	1,600	0.050	V/C:	0.902
Northbound	RT	0.00	150	0	0.000	Lost Time:	0.100
	TH	2.00	400	3,200	0.172	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	0.00	230	0	0.000	ICU:	1.002
	TH	3.00	1,050	4,800	0.267		
	LT	1.00	570	1,600	0.356 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 18 - AVIATION BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	150	1,600	0.066	N-S(1):	0.326 *
	TH	4.00	440	6,400	0.069	N-S(2):	0.218
	LT	2.00	130	2,880	0.045 *	E-W(1):	0.315
Westbound	RT	1.00	530	1,600	0.286	E-W(2):	0.326 *
	TH	4.00	1,910	6,400	0.298 *		
	LT	2.00	510	2,880	0.177	V/C:	0.652
Northbound	RT	1.00	580	1,600	0.185	Lost Time:	0.100
	TH	3.00	1,350	4,800	0.281 *	ITS:	0.000
	LT	2.00	430	2,880	0.149		
Eastbound	RT	1.00	90	1,600	0.000	ICU:	0.752
	TH	4.00	880	6,400	0.138		
	LT	2.00	80	2,880	0.028 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.075	N-S(1):	0.343 *
	TH	4.00	600	6,400	0.094	N-S(2):	0.195
	LT	2.00	430	2,880	0.149 *	E-W(1):	0.390 *
Westbound	RT	1.00	350	1,600	0.069	E-W(2):	0.307
	TH	4.00	1,560	6,400	0.244		
	LT	2.00	430	2,880	0.149 *	V/C:	0.733
Northbound	RT	1.00	550	1,600	0.194 *	Lost Time:	0.100
	TH	3.00	580	4,800	0.121	ITS:	0.000
	LT	2.00	290	2,880	0.101		
Eastbound	RT	1.00	240	1,600	0.049	ICU:	0.833
	TH	4.00	1,540	6,400	0.241 *		
	LT	2.00	180	2,880	0.063	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.054	N-S(1):	0.347 *
	TH	4.00	1,200	6,400	0.188	N-S(2):	0.282
	LT	2.00	540	2,880	0.188 *	E-W(1):	0.485 *
Westbound	RT	1.00	290	1,600	0.000	E-W(2):	0.297
	TH	4.00	1,370	6,400	0.214		
	LT	2.00	460	2,880	0.160 *	V/C:	0.832
Northbound	RT	1.00	510	1,600	0.159 *	Lost Time:	0.100
	TH	3.00	620	4,800	0.129	ITS:	0.000
	LT	2.00	270	2,880	0.094		
Eastbound	RT	1.00	360	1,600	0.131	ICU:	0.932
	TH	4.00	2,080	6,400	0.325 *		
	LT	2.00	240	2,880	0.083	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 20 - AVIATION BOULEVARD & WEST 120TH STREET
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.275 *
	TH	2.00	550	3,200	0.178	N-S(2):	0.209
	LT	1.00	90	1,600	0.056 *	E-W(1):	0.178
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.325 *
	TH	2.00	50	1,600	0.319 *		
	LT	0.00	270	1,600	0.169	V/C:	0.600
Northbound	RT	1.00	60	1,600	0.000	Lost Time:	0.100
	TH	2.00	700	3,200	0.219 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.700
	TH	2.00	10	3,200	0.009		
	LT	0.00	10	1,600	0.006 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.269 *
	TH	2.00	460	3,200	0.150	N-S(2):	0.194
	LT	1.00	140	1,600	0.088 *	E-W(1):	0.106
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.132 *
	TH	2.00	20	1,600	0.119 *		
	LT	0.00	130	1,600	0.081	V/C:	0.401
Northbound	RT	1.00	120	1,600	0.034	Lost Time:	0.100
	TH	2.00	580	3,200	0.181 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	40	1,600	0.025	ICU:	0.501
	TH	2.00	10	1,600	0.019		
	LT	0.00	20	1,600	0.013 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.350 *
	TH	2.00	850	3,200	0.269	N-S(2):	0.282
	LT	1.00	210	1,600	0.131 *	E-W(1):	0.144
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.200 *
	TH	2.00	10	1,600	0.181 *		
	LT	0.00	160	1,600	0.100	V/C:	0.550
Northbound	RT	1.00	280	1,600	0.125	Lost Time:	0.100
	TH	2.00	700	3,200	0.219 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.650
	TH	2.00	60	3,200	0.044		
	LT	0.00	30	1,600	0.019 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 21 - LINCOLN BOULEVARD & BAILI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	470	0	0.000	N-S(1):	0.311
	TH	3.00	1,270	4,800	0.363 *	N-S(2):	0.432 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.147 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	1.00	10	1,600	0.019 *		
	LT	0.00	10	1,600	0.006	V/C:	0.579
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	3.00	1,370	4,800	0.292	ITS:	0.000
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	1.00	260	1,600	0.128	ICU:	0.679
	TH	0.05	10	86	0.116		
	LT	1.95	360	2,802	0.128 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	530	0	0.000	N-S(1):	0.352
	TH	3.00	1,250	4,800	0.371 *	N-S(2):	0.415 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.172 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.000
	TH	1.00	10	1,600	0.031 *		
	LT	0.00	10	1,600	0.006	V/C:	0.587
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	1,520	4,800	0.321	ITS:	0.000
	LT	1.00	70	1,600	0.044 *		
Eastbound	RT	1.00	260	1,600	0.141 *	ICU:	0.687
	TH	0.05	10	84	0.119		
	LT	1.95	370	2,804	0.132	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	690	0	0.000	N-S(1):	0.358
	TH	3.00	1,730	4,800	0.504 *	N-S(2):	0.623 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.201 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.000
	TH	1.00	10	1,600	0.038 *		
	LT	0.00	10	1,600	0.006	V/C:	0.824
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,590	4,800	0.333	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	1.00	290	1,600	0.122	ICU:	0.924
	TH	0.00	0	0	0.000		
	LT	2.00	470	2,880	0.163 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 23 - CENTINELA AVENUE & JEFFERSON BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR, EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	700	1,600	0.250 *	N-S(1):	0.171
	TH	2.00	20	3,200	0.006	N-S(2):	0.257 *
	LT	2.00	480	2,880	0.167	E-W(1):	0.205
Westbound	RT	1.00	370	1,600	0.065	E-W(2):	0.401 *
	TH	3.00	1,020	4,800	0.213 *		
	LT	2.00	20	2,880	0.007	V/C:	0.658
Northbound	RT	1.00	10	1,600	0.003	Lost Time:	0.100
	TH	3.00	20	4,800	0.004	ITS:	0.000
	LT	2.00	20	2,880	0.007 *		
Eastbound	RT	1.00	10	1,600	0.000	ICU:	0.758
	TH	3.00	950	4,800	0.198		
	LT	2.00	540	2,880	0.188 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	480	1,600	0.161 *	N-S(1):	0.161
	TH	2.00	20	3,200	0.006	N-S(2):	0.171 *
	LT	2.00	420	2,880	0.146	E-W(1):	0.215
Westbound	RT	1.00	310	1,600	0.048	E-W(2):	0.339 *
	TH	3.00	960	4,800	0.200 *		
	LT	2.00	20	2,880	0.007	V/C:	0.510
Northbound	RT	1.00	30	1,600	0.015	Lost Time:	0.100
	TH	3.00	20	4,800	0.004	ITS:	0.000
	LT	2.00	30	2,880	0.010 *		
Eastbound	RT	1.00	20	1,600	0.002	ICU:	0.610
	TH	3.00	1,000	4,800	0.208		
	LT	2.00	400	2,880	0.139 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	510	1,600	0.062	N-S(1):	0.324 *
	TH	2.00	10	3,200	0.003	N-S(2):	0.069
	LT	2.00	900	2,880	0.313 *	E-W(1):	0.230
Westbound	RT	1.00	430	1,600	0.000	E-W(2):	0.495 *
	TH	3.00	1,140	4,800	0.238 *		
	LT	2.00	10	2,880	0.003	V/C:	0.819
Northbound	RT	1.00	20	1,600	0.011 *	Lost Time:	0.100
	TH	3.00	20	4,800	0.004	ITS:	0.000
	LT	2.00	20	2,880	0.007		
Eastbound	RT	1.00	10	1,600	0.000	ICU:	0.919
	TH	3.00	1,090	4,800	0.227		
	LT	2.00	740	2,880	0.257 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 25 - LA BREA AVENUE & CENTINELA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	170	1,600	0.066	N-S(1):	0.304
	TH	2.00	740	3,200	0.231 *	N-S(2):	0.406 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.141
Westbound	RT	1.00	280	1,600	0.131	E-W(2):	0.372 *
	TH	2.00	930	3,200	0.291 *		
	LT	1.00	40	1,600	0.025	V/C:	0.778
Northbound	RT	1.00	20	1,600	0.000	Lost Time:	0.100
	TH	2.00	690	3,200	0.216	ITS:	0.000
	LT	1.00	280	1,600	0.175 *		
Eastbound	RT	1.00	110	1,600	0.000	ICU:	0.878
	TH	2.00	370	3,200	0.116		
	LT	1.00	130	1,600	0.081 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	170	1,600	0.050	N-S(1):	0.329
	TH	2.00	770	3,200	0.241 *	N-S(2):	0.366 *
	LT	1.00	220	1,600	0.138	E-W(1):	0.204
Westbound	RT	1.00	150	1,600	0.025	E-W(2):	0.297 *
	TH	2.00	590	3,200	0.184 *		
	LT	1.00	60	1,600	0.038	V/C:	0.663
Northbound	RT	1.00	50	1,600	0.013	Lost Time:	0.100
	TH	2.00	610	3,200	0.191	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	200	1,600	0.063	ICU:	0.763
	TH	2.00	530	3,200	0.166		
	LT	1.00	180	1,600	0.113 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.006	N-S(1):	0.509 *
	TH	2.00	1,030	3,200	0.322	N-S(2):	0.447
	LT	1.00	280	1,600	0.175 *	E-W(1):	0.366 *
Westbound	RT	1.00	210	1,600	0.044	E-W(2):	0.325
	TH	2.00	640	3,200	0.200		
	LT	1.00	70	1,600	0.044 *	V/C:	0.875
Northbound	RT	1.00	50	1,600	0.009	Lost Time:	0.100
	TH	2.00	1,070	3,200	0.334 *	ITS:	0.000
	LT	1.00	200	1,600	0.125		
Eastbound	RT	1.00	230	1,600	0.081	ICU:	0.975
	TH	2.00	1,030	3,200	0.322 *		
	LT	1.00	200	1,600	0.125	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 26 - LA CIENEGA BOULEVARD & CENTINELA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.573 *
	TH	3.00	2,180	4,800	0.458	N-S(2):	0.468
	LT	2.00	160	2,880	0.056 *	E-W(1):	0.275 *
Westbound	RT	1.00	280	1,600	0.147	E-W(2):	0.250
	TH	3.00	1,200	4,800	0.250		
	LT	1.00	240	1,600	0.150 *	V/C:	0.848
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	3.00	2,430	4,800	0.517 *	ITS:	0.000
	LT	2.00	30	2,880	0.010		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.948
	TH	3.00	400	4,800	0.125 *		
	LT	0.00	0	0	0.000	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.399 *
	TH	3.00	1,510	4,800	0.323	N-S(2):	0.386
	LT	2.00	170	2,880	0.059 *	E-W(1):	0.277 *
Westbound	RT	1.00	170	1,600	0.077	E-W(2):	0.171
	TH	3.00	820	4,800	0.171		
	LT	1.00	170	1,600	0.106 *	V/C:	0.676
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	3.00	1,530	4,800	0.340 *	ITS:	0.000
	LT	2.00	180	2,880	0.063		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.776
	TH	3.00	650	4,800	0.171 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.593 *
	TH	3.00	2,100	4,800	0.442	N-S(2):	0.498
	LT	2.00	340	2,880	0.118 *	E-W(1):	0.373 *
Westbound	RT	1.00	160	1,600	0.041	E-W(2):	0.194
	TH	3.00	930	4,800	0.194		
	LT	1.00	160	1,600	0.100 *	V/C:	0.966
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	2,140	4,800	0.475 *	ITS:	0.000
	LT	2.00	160	2,880	0.056		
Eastbound	RT	0.00	220	0	0.000	ICU:	1.066
	TH	3.00	1,090	4,800	0.273 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 27 - LA TIEJERA BOULEVARD & CENTINELA BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	180	0	0.000	N-S(1):	0.219
	TH	3.00	1,270	4,800	0.302 *	N-S(2):	0.358 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.164
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.314 *
	TH	3.00	1,110	4,800	0.233 *		
	LT	2.00	160	2,880	0.056	V/C:	0.672
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	810	4,800	0.194	ITS:	0.000
	LT	2.00	160	2,880	0.056 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.772
	TH	3.00	460	4,800	0.108		
	LT	1.00	130	1,600	0.081 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.277
	TH	3.00	910	4,800	0.217 *	N-S(2):	0.280 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.215
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.257 *
	TH	3.00	790	4,800	0.169 *		
	LT	2.00	180	2,880	0.063	V/C:	0.537
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	880	4,800	0.227	ITS:	0.000
	LT	2.00	180	2,880	0.063 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.637
	TH	3.00	640	4,800	0.152		
	LT	1.00	140	1,600	0.088 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.487 *
	TH	3.00	1,110	4,800	0.258	N-S(2):	0.327
	LT	1.00	130	1,600	0.081 *	E-W(1):	0.269
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.340 *
	TH	3.00	960	4,800	0.202 *		
	LT	2.00	200	2,880	0.069	V/C:	0.827
Northbound	RT	0.00	320	0	0.000	Lost Time:	0.100
	TH	3.00	1,630	4,800	0.406 *	ITS:	0.000
	LT	2.00	200	2,880	0.069		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.927
	TH	3.00	910	4,800	0.200		
	LT	1.00	220	1,600	0.138 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 34 - LA BREA AVENUE / HAWTHORNE BOULEVARD & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.028	N-S(1):	0.221
	TH	3.00	550	4,800	0.115 *	N-S(2):	0.334 *
	LT	1.00	90	1,600	0.056	E-W(1):	0.275
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.356 *
	TH	3.00	1,159	4,800	0.275 *		
	LT	1.00	90	1,600	0.056	V/C:	0.690
Northbound	RT	1.00	60	1,600	0.009	Lost Time:	0.100
	TH	3.00	790	4,800	0.165	ITS:	0.000
	LT	1.00	350	1,600	0.219 *		
Eastbound	RT	0.00	350	1,600	0.219	ICU:	0.790
	TH	3.00	660	3,200	0.206		
	LT	1.00	130	1,600	0.081 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.038	N-S(1):	0.269
	TH	3.00	680	4,800	0.142 *	N-S(2):	0.480 *
	LT	1.00	220	1,600	0.138	E-W(1):	0.379 *
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.315
	TH	3.00	970	4,800	0.227		
	LT	1.00	130	1,600	0.081 *	V/C:	0.859
Northbound	RT	1.00	160	1,600	0.059	Lost Time:	0.100
	TH	3.00	630	4,800	0.131	ITS:	0.000
	LT	1.00	540	1,600	0.338 *		
Eastbound	RT	0.00	420	0	0.000	ICU:	0.959
	TH	3.00	1,010	4,800	0.298 *		
	LT	1.00	140	1,600	0.088	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.016	N-S(1):	0.344
	TH	3.00	1,100	4,800	0.229 *	N-S(2):	0.523 *
	LT	1.00	240	1,600	0.150	E-W(1):	0.460 *
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.377
	TH	3.00	1,130	4,800	0.271		
	LT	1.00	130	1,600	0.081 *	V/C:	0.983
Northbound	RT	1.00	140	1,600	0.047	Lost Time:	0.100
	TH	3.00	930	4,800	0.194	ITS:	0.000
	LT	1.00	470	1,600	0.294 *		
Eastbound	RT	0.00	380	0	0.000	ICU:	1.083
	TH	3.00	1,439	4,800	0.379 *		
	LT	1.00	170	1,600	0.106	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 35 - INGLEWOOD AVENUE & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.194
	TH	1.00	200	1,600	0.188 *	N-S(2):	0.276 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.190
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.378 *
	TH	3.00	1,530	4,800	0.340 *		
	LT	1.00	40	1,600	0.025	V/C:	0.654
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	1.00	190	1,600	0.163	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.754
	TH	3.00	740	4,800	0.165		
	LT	1.00	60	1,600	0.038 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.281 *
	TH	1.00	220	1,600	0.206	N-S(2):	0.275
	LT	1.00	80	1,600	0.050 *	E-W(1):	0.308
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.319 *
	TH	3.00	1,160	4,800	0.256 *		
	LT	1.00	90	1,600	0.056	V/C:	0.600
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	1.00	250	1,600	0.231 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.700
	TH	3.00	1,130	4,800	0.252		
	LT	1.00	100	1,600	0.063 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.363 *
	TH	1.00	410	1,600	0.313 *	N-S(2):	0.363 *
	LT	1.00	120	1,600	0.075 *	E-W(1):	0.466 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.413
	TH	3.00	1,450	4,800	0.319		
	LT	1.00	90	1,600	0.056 *	V/C:	0.829
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	1.00	330	1,600	0.288 *	ITS:	0.000
	LT	1.00	80	1,600	0.050 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.929
	TH	3.00	1,770	4,800	0.410 *		
	LT	1.00	150	1,600	0.094	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 36 - LA CIENEGA BOULEVARD & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	640	3,200	0.075	N-S(1):	0.191
	TH	2.00	490	3,200	0.153 *	N-S(2):	0.434 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.362
Westbound	RT	0.00	580	1,600	0.363 *	E-W(2):	0.488 *
	TH	4.00	1,240	4,800	0.258		
	LT	1.00	250	1,600	0.156	V/C:	0.922
Northbound	RT	2.00	190	3,200	0.000	Lost Time:	0.100
	TH	2.00	370	3,200	0.116	ITS:	0.000
	LT	1.00	450	1,600	0.281 *		
Eastbound	RT	1.00	530	1,600	0.050	ICU:	1.022
	TH	3.00	990	4,800	0.206		
	LT	1.00	200	1,600	0.125 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	880	3,200	0.131 *	N-S(1):	0.278
	TH	2.00	320	3,200	0.100	N-S(2):	0.375 *
	LT	1.00	230	1,600	0.144	E-W(1):	0.423
Westbound	RT	0.00	540	1,600	0.338 *	E-W(2):	0.482 *
	TH	4.00	1,046	4,800	0.218		
	LT	1.00	110	1,600	0.069	V/C:	0.857
Northbound	RT	2.00	250	3,200	0.009	Lost Time:	0.100
	TH	2.00	430	3,200	0.134	ITS:	0.000
	LT	1.00	390	1,600	0.244 *		
Eastbound	RT	1.00	590	1,600	0.125	ICU:	0.957
	TH	3.00	1,700	4,800	0.354		
	LT	1.00	230	1,600	0.144 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	520	3,200	0.006	N-S(1):	0.359
	TH	2.00	850	3,200	0.266 *	N-S(2):	0.547 *
	LT	1.00	370	1,600	0.231	E-W(1):	0.359
Westbound	RT	0.00	450	1,600	0.281 *	E-W(2):	0.437 *
	TH	4.00	1,000	4,800	0.208		
	LT	1.00	70	1,600	0.044	V/C:	0.984
Northbound	RT	2.00	550	3,200	0.128	Lost Time:	0.100
	TH	2.00	350	3,200	0.109	ITS:	0.000
	LT	1.00	450	1,600	0.281 *		
Eastbound	RT	1.00	540	1,600	0.056	ICU:	1.084
	TH	3.00	1,510	4,800	0.315		
	LT	1.00	250	1,600	0.156 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 37 - PRAIRIE AVENUE & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.273
	TH	3.00	750	4,800	0.175 *	N-S(2):	0.300 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.169
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.325 *
	TH	3.00	1,160	4,800	0.281 *		
	LT	1.00	50	1,600	0.031	V/C:	0.625
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	3.00	770	4,800	0.179	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.725
	TH	3.00	580	4,800	0.138		
	LT	1.00	70	1,600	0.044 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.340 *
	TH	3.00	730	4,800	0.171	N-S(2):	0.252
	LT	1.00	280	1,600	0.175 *	E-W(1):	0.354 *
Westbound	RT	0.00	300	0	0.000	E-W(2):	0.325
	TH	3.00	990	4,800	0.269		
	LT	1.00	130	1,600	0.081 *	V/C:	0.694
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	680	4,800	0.165 *	ITS:	0.000
	LT	1.00	130	1,600	0.081		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.794
	TH	3.00	1,160	4,800	0.273 *		
	LT	1.00	90	1,600	0.056	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.410
	TH	3.00	1,130	4,800	0.254 *	N-S(2):	0.473 *
	LT	1.00	280	1,600	0.175	E-W(1):	0.406 *
Westbound	RT	0.00	390	0	0.000	E-W(2):	0.373
	TH	3.00	950	4,800	0.279		
	LT	1.00	130	1,600	0.081 *	V/C:	0.879
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	920	4,800	0.235	ITS:	0.000
	LT	1.00	350	1,600	0.219 *		
Eastbound	RT	0.00	160	0	0.000	ICU:	0.979
	TH	3.00	1,400	4,800	0.325 *		
	LT	1.00	150	1,600	0.094	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 39 - NB I-405 RAMPS & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.081
	TH	0.00	0	0	0.000 *	N-S(2):	0.285 *
	LT	0.00	0	0	0.000	E-W(1):	0.203
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.377 *
	TH	3.00	1,790	4,800	0.377 *		
	LT	0.00	0	0	0.000	V/C:	0.662
Northbound	RT	1.00	130	1,600	0.081	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	820	2,880	0.285 *		
Eastbound	RT	1.69	550	2,708	0.000	ICU:	0.762
	TH	2.31	750	3,692	0.203		
	LT	1.00	0	1,600	0.000 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.106
	TH	0.00	0	0	0.000 *	N-S(2):	0.188 *
	LT	0.00	0	0	0.000	E-W(1):	0.339 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.329
	TH	3.00	1,570	4,800	0.329		
	LT	0.00	0	0	0.000 *	V/C:	0.527
Northbound	RT	1.00	170	1,600	0.106	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	540	2,880	0.188 *		
Eastbound	RT	1.77	960	2,831	0.000	ICU:	0.627
	TH	2.23	1,210	3,569	0.339 *		
	LT	1.00	0	1,600	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.231 *
	TH	0.00	0	0	0.000	N-S(2):	0.128
	LT	0.00	0	0	0.000 *	E-W(1):	0.383 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.335
	TH	3.00	1,600	4,800	0.335		
	LT	0.00	0	0	0.000 *	V/C:	0.614
Northbound	RT	1.00	370	1,600	0.231	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	370	2,880	0.128		
Eastbound	RT	1.18	720	1,881	0.000	ICU:	0.714
	TH	2.82	1,730	4,519	0.383 *		
	LT	1.00	0	1,600	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 46 - DOUGLAS STREET & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.000	N-S(1):	0.198
	TH	2.00	240	3,200	0.075 *	N-S(2):	0.224 *
	LT	2.00	120	2,880	0.042	E-W(1):	0.204
Westbound	RT	1.00	520	1,600	0.304	E-W(2):	0.458 *
	TH	3.00	1,720	4,800	0.358 *		
	LT	2.00	240	2,880	0.083	V/C:	0.682
Northbound	RT	1.00	70	1,600	0.002	Lost Time:	0.100
	TH	2.00	500	3,200	0.156	ITS:	0.000
	LT	2.00	430	2,880	0.149 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.782
	TH	3.00	410	4,800	0.121		
	LT	1.00	160	1,600	0.100 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.009	N-S(1):	0.213 *
	TH	2.00	310	3,200	0.097	N-S(2):	0.170
	LT	2.00	300	2,880	0.104 *	E-W(1):	0.269
Westbound	RT	1.00	370	1,600	0.179	E-W(2):	0.315 *
	TH	3.00	1,060	4,800	0.221 *		
	LT	2.00	110	2,880	0.038	V/C:	0.528
Northbound	RT	1.00	140	1,600	0.068	Lost Time:	0.100
	TH	2.00	350	3,200	0.109 *	ITS:	0.000
	LT	2.00	210	2,880	0.073		
Eastbound	RT	0.00	260	0	0.000	ICU:	0.628
	TH	3.00	850	4,800	0.231		
	LT	1.00	150	1,600	0.094 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.022	N-S(1):	0.361 *
	TH	2.00	790	3,200	0.247	N-S(2):	0.296
	LT	2.00	510	2,880	0.177 *	E-W(1):	0.545 *
Westbound	RT	1.00	180	1,600	0.024	E-W(2):	0.198
	TH	3.00	740	4,800	0.154		
	LT	2.00	140	2,880	0.049 *	V/C:	0.906
Northbound	RT	1.00	330	1,600	0.182	Lost Time:	0.100
	TH	2.00	590	3,200	0.184 *	ITS:	0.000
	LT	2.00	140	2,880	0.049		
Eastbound	RT	0.00	390	0	0.000	ICU:	1.006
	TH	3.00	1,990	4,800	0.496 *		
	LT	1.00	70	1,600	0.044	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 47 - DOUGLAS STREET & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.000	N-S(1):	0.082 *
	TH	1.00	30	1,600	0.019	N-S(2):	0.000
	LT	1.00	30	1,600	0.019 *	E-W(1):	0.261
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.332 *
	TH	3.00	1,320	4,800	0.294 *		
	LT	2.00	290	2,880	0.101	V/C:	0.414
Northbound	RT	2.00	150	3,200	0.000	Lost Time:	0.100
	TH	1.00	30	1,600	0.019	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	250	0	0.000	ICU:	0.514
	TH	3.00	520	4,800	0.160		
	LT	1.00	60	1,600	0.038 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.006	N-S(1):	0.098 *
	TH	0.67	40	1,067	0.038	N-S(2):	0.000
	LT	1.33	80	1,920	0.042 *	E-W(1):	0.203
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.204 *
	TH	3.00	690	4,800	0.154 *		
	LT	2.00	110	2,880	0.038	V/C:	0.302
Northbound	RT	2.00	230	3,200	0.034	Lost Time:	0.100
	TH	1.00	30	1,600	0.019	ITS:	0.000
	LT	1.00	90	1,600	0.056 *		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.402
	TH	3.00	660	4,800	0.165		
	LT	1.00	80	1,600	0.050 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.009	N-S(1):	0.176 *
	TH	0.62	40	985	0.041	N-S(2):	0.000
	LT	1.38	90	1,994	0.045 *	E-W(1):	0.339 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.221
	TH	3.00	790	4,800	0.177		
	LT	2.00	90	2,880	0.031 *	V/C:	0.515
Northbound	RT	2.00	520	3,200	0.131	Lost Time:	0.100
	TH	1.00	40	1,600	0.025	ITS:	0.000
	LT	1.00	210	1,600	0.131 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.615
	TH	3.00	1,340	4,800	0.308 *		
	LT	1.00	70	1,600	0.044	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 48 - DOUGLAS STREET & MARIPOSA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.119
	TH	3.00	290	4,800	0.081 *	N-S(2):	0.294 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.037 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.009 *		
	LT	0.00	10	1,600	0.006	V/C:	0.331
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	3.00	510	4,800	0.113	ITS:	0.000
	LT	1.00	340	1,600	0.213 *		
Eastbound	RT	1.00	170	1,600	0.000	ICU:	0.431
	TH	0.25	10	400	0.025		
	LT	1.75	70	2,520	0.028 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.128
	TH	3.00	360	4,800	0.096 *	N-S(2):	0.215 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.162 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.009 *		
	LT	0.00	10	1,600	0.006	V/C:	0.377
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	510	4,800	0.115	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	1.00	340	1,600	0.153 *	ICU:	0.477
	TH	0.25	20	400	0.050		
	LT	1.75	140	2,520	0.056	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.137
	TH	3.00	600	4,800	0.138 *	N-S(2):	0.276 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.228 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.009 *		
	LT	0.00	10	1,600	0.006	V/C:	0.504
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	620	4,800	0.131	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	1.00	460	1,600	0.219 *	ICU:	0.604
	TH	0.07	10	107	0.094		
	LT	1.93	290	2,784	0.104	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 49 - DOUGLAS STREET & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.050	N-S(1):	0.148 *
	TH	1.00	40	1,600	0.025	N-S(2):	0.088
	LT	2.00	120	2,880	0.042 *	E-W(1):	0.199
Westbound	RT	1.00	540	1,600	0.296	E-W(2):	0.430 *
	TH	3.00	1,760	4,800	0.367 *		
	LT	2.00	80	2,880	0.028	V/C:	0.578
Northbound	RT	1.00	20	1,600	0.000	Lost Time:	0.100
	TH	1.00	170	1,600	0.106 *	ITS:	0.000
	LT	1.00	60	1,600	0.038		
Eastbound	RT	1.00	50	1,600	0.013	ICU:	0.678
	TH	3.00	820	4,800	0.171		
	LT	2.00	180	2,880	0.063 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	250	1,600	0.115 *	N-S(1):	0.145
	TH	1.00	80	1,600	0.050	N-S(2):	0.178 *
	LT	2.00	290	2,880	0.101	E-W(1):	0.343
Westbound	RT	1.00	240	1,600	0.049	E-W(2):	0.450 *
	TH	3.00	1,760	4,800	0.367 *		
	LT	2.00	40	2,880	0.014	V/C:	0.628
Northbound	RT	1.00	60	1,600	0.031	Lost Time:	0.100
	TH	1.00	70	1,600	0.044	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	1.00	130	1,600	0.050	ICU:	0.728
	TH	3.00	1,580	4,800	0.329		
	LT	2.00	240	2,880	0.083 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	260	1,600	0.140	N-S(1):	0.185
	TH	1.00	370	1,600	0.231 *	N-S(2):	0.309 *
	LT	2.00	390	2,880	0.135	E-W(1):	0.398 *
Westbound	RT	1.00	190	1,600	0.000	E-W(2):	0.378
	TH	3.00	1,600	4,800	0.333		
	LT	2.00	30	2,880	0.010 *	V/C:	0.707
Northbound	RT	1.00	60	1,600	0.032	Lost Time:	0.100
	TH	1.00	80	1,600	0.050	ITS:	0.000
	LT	1.00	125	1,600	0.078 *		
Eastbound	RT	1.00	140	1,600	0.048	ICU:	0.807
	TH	3.00	1,860	4,800	0.388 *		
	LT	2.00	130	2,880	0.045	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 51 - HAWTHORNE BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.013	N-S(1):	0.230
	TH	3.00	790	4,800	0.165 *	N-S(2):	0.252 *
	LT	2.00	270	2,880	0.094	E-W(1):	0.258
Westbound	RT	0.00	230	0	0.000	E-W(2):	0.327 *
	TH	3.00	1,100	4,800	0.277 *		
	LT	1.00	200	1,600	0.125	V/C:	0.579
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	4.00	760	6,400	0.136	ITS:	0.000
	LT	2.00	250	2,880	0.087 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.679
	TH	3.00	500	4,800	0.133		
	LT	1.00	80	1,600	0.050 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	120	1,600	0.025	N-S(1):	0.282
	TH	3.00	1,040	4,800	0.217 *	N-S(2):	0.311 *
	LT	2.00	270	2,880	0.094	E-W(1):	0.319 *
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.285
	TH	3.00	690	4,800	0.185		
	LT	1.00	200	1,600	0.125 *	V/C:	0.630
Northbound	RT	0.00	200	0	0.000	Lost Time:	0.100
	TH	4.00	1,000	6,400	0.188	ITS:	0.000
	LT	2.00	270	2,880	0.094 *		
Eastbound	RT	0.00	270	0	0.000	ICU:	0.730
	TH	3.00	660	4,800	0.194 *		
	LT	1.00	160	1,600	0.100	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.019	N-S(1):	0.379
	TH	3.00	1,880	4,800	0.392 *	N-S(2):	0.465 *
	LT	2.00	430	2,880	0.149	E-W(1):	0.677 *
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.306
	TH	3.00	820	4,800	0.206		
	LT	1.00	150	1,600	0.094 *	V/C:	1.142
Northbound	RT	0.00	240	0	0.000	Lost Time:	0.100
	TH	4.00	1,230	6,400	0.230	ITS:	0.000
	LT	2.00	210	2,880	0.073 *		
Eastbound	RT	0.00	450	0	0.000	ICU:	1.242
	TH	3.00	2,350	4,800	0.583 *		
	LT	1.00	160	1,600	0.100	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 52 - INGLEWOOD AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.181
	TH	2.00	380	3,200	0.150 *	N-S(2):	0.275 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.177
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.315 *
	TH	3.00	1,200	4,800	0.271 *		
	LT	1.00	110	1,600	0.069	V/C:	0.590
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	2.00	420	3,200	0.156	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.690
	TH	3.00	420	4,800	0.108		
	LT	1.00	70	1,600	0.044 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.269
	TH	2.00	530	3,200	0.203 *	N-S(2):	0.328 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.273
Westbound	RT	0.00	150	0	0.000	E-W(2):	0.282 *
	TH	3.00	750	4,800	0.188 *		
	LT	1.00	140	1,600	0.088	V/C:	0.610
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	530	3,200	0.206	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.710
	TH	3.00	740	4,800	0.185		
	LT	1.00	150	1,600	0.094 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.326
	TH	2.00	790	3,200	0.272 *	N-S(2):	0.353 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.627 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.326
	TH	3.00	740	4,800	0.188		
	LT	1.00	210	1,600	0.131 *	V/C:	0.980
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	710	3,200	0.263	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	290	0	0.000	ICU:	1.080
	TH	3.00	2,090	4,800	0.496 *		
	LT	1.00	220	1,600	0.138	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 53 - LA CIENEGA BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	670	3,200	0.172 *	N-S(1):	0.080
	TH	0.00	0	0	0.000	N-S(2):	0.172 *
	LT	2.00	230	2,880	0.080	E-W(1):	0.121
Westbound	RT	0.00	410	0	0.000	E-W(2):	0.463 *
	TH	3.00	1,630	4,800	0.425 *		
	LT	0.00	0	0	0.000	V/C:	0.635
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.735
	TH	3.00	580	4,800	0.121		
	LT	1.00	60	1,600	0.038 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	450	3,200	0.097	N-S(1):	0.139 *
	TH	0.00	0	0	0.000	N-S(2):	0.097
	LT	2.00	400	2,880	0.139 *	E-W(1):	0.227
Westbound	RT	0.00	360	0	0.000	E-W(2):	0.340 *
	TH	3.00	1,060	4,800	0.296 *		
	LT	0.00	0	0	0.000	V/C:	0.479
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.579
	TH	3.00	1,090	4,800	0.227		
	LT	1.00	70	1,600	0.044 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	590	3,200	0.109	N-S(1):	0.396 *
	TH	0.00	0	0	0.000	N-S(2):	0.109
	LT	2.00	1,140	2,880	0.396 *	E-W(1):	0.527 *
Westbound	RT	0.00	440	1,600	0.275	E-W(2):	0.350
	TH	3.00	560	3,200	0.175		
	LT	0.00	0	0	0.000 *	V/C:	0.923
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.023
	TH	3.00	2,530	4,800	0.527 *		
	LT	1.00	120	1,600	0.075	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 54 - NASH STREET & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.025	N-S(1):	0.072 *
	TH	2.00	160	3,200	0.050	N-S(2):	0.000
	LT	1.00	80	1,600	0.050 *	E-W(1):	0.187
Westbound	RT	0.00	340	0	0.000	E-W(2):	0.427 *
	TH	3.00	1,610	4,800	0.406 *		
	LT	2.00	150	2,880	0.052	V/C:	0.499
Northbound	RT	1.14	40	1,829	0.000	Lost Time:	0.100
	TH	0.86	30	1,371	0.022 *	ITS:	0.000
	LT	2.00	10	2,880	0.003		
Eastbound	RT	1.00	50	1,600	0.030	ICU:	0.599
	TH	3.00	650	4,800	0.135		
	LT	2.00	60	2,880	0.021 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.038	N-S(1):	0.091 *
	TH	1.11	100	1,778	0.056	N-S(2):	0.000
	LT	1.89	170	2,720	0.063 *	E-W(1):	0.237
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.277 *
	TH	3.00	1,120	4,800	0.256 *		
	LT	2.00	70	2,880	0.024	V/C:	0.368
Northbound	RT	1.11	50	1,778	0.004	Lost Time:	0.100
	TH	0.89	40	1,422	0.028 *	ITS:	0.000
	LT	2.00	10	2,880	0.003		
Eastbound	RT	1.00	40	1,600	0.023	ICU:	0.468
	TH	3.00	1,020	4,800	0.213		
	LT	2.00	60	2,880	0.021 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.031	N-S(1):	0.257 *
	TH	1.00	60	1,600	0.038	N-S(2):	0.000
	LT	2.00	540	2,880	0.188 *	E-W(1):	0.354 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.222
	TH	3.00	920	4,800	0.215		
	LT	2.00	30	2,880	0.010 *	V/C:	0.611
Northbound	RT	1.18	130	1,891	0.058	Lost Time:	0.100
	TH	0.82	90	1,309	0.069 *	ITS:	0.000
	LT	2.00	20	2,880	0.007		
Eastbound	RT	1.00	10	1,600	0.003	ICU:	0.711
	TH	3.00	1,650	4,800	0.344 *		
	LT	2.00	20	2,880	0.007	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 55 - SEPULVEDA BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.038	N-S(1):	0.527 *
	TH	4.00	1,060	6,400	0.166	N-S(2):	0.242
	LT	2.00	270	2,880	0.094 *	E-W(1):	0.155
Westbound	RT	1.00	240	1,600	0.103	E-W(2):	0.194 *
	TH	2.00	340	3,200	0.106 *		
	LT	2.00	140	2,880	0.049	V/C:	0.721
Northbound	RT	0.00	240	0	0.000	Lost Time:	0.100
	TH	4.00	2,530	6,400	0.433 *	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	1.00	230	1,600	0.106	ICU:	0.821
	TH	2.00	250	3,200	0.078		
	LT	1.00	140	1,600	0.088 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.022	N-S(1):	0.368
	TH	4.00	1,650	6,400	0.258 *	N-S(2):	0.383 *
	LT	2.00	190	2,880	0.066	E-W(1):	0.377 *
Westbound	RT	1.00	200	1,600	0.092	E-W(2):	0.184
	TH	2.00	330	3,200	0.103		
	LT	2.00	510	2,880	0.177 *	V/C:	0.760
Northbound	RT	0.00	240	0	0.000	Lost Time:	0.100
	TH	4.00	1,690	6,400	0.302	ITS:	0.000
	LT	2.00	360	2,880	0.125 *		
Eastbound	RT	1.00	420	1,600	0.200 *	ICU:	0.860
	TH	2.00	440	3,200	0.138		
	LT	1.00	130	1,600	0.081	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.016	N-S(1):	0.416
	TH	4.00	2,590	6,400	0.405 *	N-S(2):	0.527 *
	LT	2.00	320	2,880	0.111	E-W(1):	0.387 *
Westbound	RT	1.00	320	1,600	0.144	E-W(2):	0.250
	TH	2.00	370	3,200	0.116		
	LT	2.00	570	2,880	0.198 *	V/C:	0.914
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	4.00	1,770	6,400	0.305	ITS:	0.000
	LT	2.00	350	2,880	0.122 *		
Eastbound	RT	1.00	400	1,600	0.189 *	ICU:	1.014
	TH	2.00	450	3,200	0.141		
	LT	1.00	170	1,600	0.106	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 56 - LINCOLN BOULEVARD & FIJI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.461
	TH	3.00	1,550	4,800	0.340 *	N-S(2):	0.545 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.038
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.084 *
	TH	2.00	20	3,200	0.034 *		
	LT	0.00	40	1,600	0.025	V/C:	0.629
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	3.00	1,980	4,800	0.423	ITS:	0.000
	LT	2.00	590	2,880	0.205 *		
Eastbound	RT	1.00	670	1,600	0.000	ICU:	0.729
	TH	1.00	20	1,600	0.013		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.463
	TH	3.00	1,490	4,800	0.338 *	N-S(2):	0.550 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.044
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.100 *
	TH	2.00	20	3,200	0.031 *		
	LT	0.00	50	1,600	0.031	V/C:	0.650
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	3.00	1,950	4,800	0.419	ITS:	0.000
	LT	2.00	610	2,880	0.212 *		
Eastbound	RT	1.00	540	1,600	0.000	ICU:	0.750
	TH	1.00	20	1,600	0.013		
	LT	1.00	110	1,600	0.069 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.498
	TH	3.00	1,940	4,800	0.440 *	N-S(2):	0.753 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.056
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.109 *
	TH	2.00	30	3,200	0.034 *		
	LT	0.00	50	1,600	0.031	V/C:	0.862
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	2,140	4,800	0.460	ITS:	0.000
	LT	2.00	900	2,880	0.313 *		
Eastbound	RT	1.00	910	1,600	0.000	ICU:	0.962
	TH	1.00	40	1,600	0.025		
	LT	1.00	120	1,600	0.075 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 57 - LA BREA AVENUE & FLORENCE AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.322 *
	TH	2.00	740	3,200	0.259	N-S(2):	0.290
	LT	1.00	80	1,600	0.050 *	E-W(1):	0.319
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.366 *
	TH	2.00	920	3,200	0.322 *		
	LT	1.00	290	1,600	0.181	V/C:	0.688
Northbound	RT	1.00	160	1,600	0.009	Lost Time:	0.100
	TH	2.00	870	3,200	0.272 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.788
	TH	2.00	370	3,200	0.138		
	LT	1.00	70	1,600	0.044 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.340 *
	TH	2.00	810	3,200	0.278	N-S(2):	0.322
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.359 *
Westbound	RT	0.00	210	0	0.000	E-W(2):	0.300
	TH	2.00	530	3,200	0.231		
	LT	1.00	290	1,600	0.181 *	V/C:	0.699
Northbound	RT	1.00	160	1,600	0.009	Lost Time:	0.100
	TH	2.00	750	3,200	0.234 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.799
	TH	2.00	520	3,200	0.178 *		
	LT	1.00	110	1,600	0.069	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.457 *
	TH	2.00	1,260	3,200	0.425	N-S(2):	0.438
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.484 *
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.350
	TH	2.00	670	3,200	0.269		
	LT	1.00	210	1,600	0.131 *	V/C:	0.941
Northbound	RT	1.00	330	1,600	0.141	Lost Time:	0.100
	TH	2.00	1,080	3,200	0.338 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	80	0	0.000	ICU:	1.041
	TH	2.00	1,050	3,200	0.353 *		
	LT	1.00	130	1,600	0.081	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 58 - LA CIENEGA BOULEVARD & FLORENCE AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	270	0	0.000	N-S(1):	0.258
	TH	2.00	810	3,200	0.338 *	N-S(2):	0.357 *
	LT	2.00	310	2,880	0.108	E-W(1):	0.372
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.463 *
	TH	2.00	900	3,200	0.294 *		
	LT	1.00	430	1,600	0.269	V/C:	0.820
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	2.00	380	3,200	0.150	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.920
	TH	2.00	310	3,200	0.103		
	LT	1.00	270	1,600	0.169 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	460	0	0.000	N-S(1):	0.301
	TH	2.00	860	3,200	0.413 *	N-S(2):	0.432 *
	LT	2.00	300	2,880	0.104	E-W(1):	0.391
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.462 *
	TH	2.00	520	3,200	0.181 *		
	LT	1.00	380	1,600	0.238	V/C:	0.894
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	2.00	470	3,200	0.197	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.994
	TH	2.00	450	3,200	0.153		
	LT	1.00	450	1,600	0.281 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	320	0	0.000	N-S(1):	0.457
	TH	2.00	1,220	3,200	0.481 *	N-S(2):	0.494 *
	LT	2.00	580	2,880	0.201	E-W(1):	0.453 *
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.419
	TH	2.00	590	3,200	0.206		
	LT	1.00	350	1,600	0.219 *	V/C:	0.947
Northbound	RT	0.00	260	0	0.000	Lost Time:	0.100
	TH	2.00	560	3,200	0.256	ITS:	0.000
	LT	1.00	20	1,600	0.013 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	1.047
	TH	2.00	730	3,200	0.234 *		
	LT	1.00	340	1,600	0.213	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 59 - NASH STREET & GRAND AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	390	1,600	0.244 *	N-S(1):	0.103
	TH	2.00	190	1,600	0.119	N-S(2):	0.357 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.100 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.000
	TH	1.00	60	1,600	0.056 *		
	LT	1.00	20	1,600	0.013	V/C:	0.457
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	2.00	120	3,200	0.053	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	2.00	30	3,200	0.000	ICU:	0.557
	TH	1.00	70	1,600	0.044		
	LT	1.00	70	1,600	0.044 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.057
	TH	2.00	250	3,200	0.116 *	N-S(2):	0.135 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.182 *
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.000
	TH	1.00	90	1,600	0.069 *		
	LT	1.00	10	1,600	0.006	V/C:	0.317
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	120	3,200	0.044	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	2.00	110	3,200	0.025	ICU:	0.417
	TH	1.00	60	1,600	0.038		
	LT	1.00	180	1,600	0.113 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.090
	TH	2.00	210	3,200	0.116 *	N-S(2):	0.135 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.281 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.000
	TH	1.00	50	1,600	0.056 *		
	LT	1.00	40	1,600	0.025	V/C:	0.416
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	2.00	160	3,200	0.059	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	2.00	250	3,200	0.069	ICU:	0.516
	TH	1.00	120	1,600	0.075		
	LT	1.00	360	1,600	0.225 *	LOS:	A

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 60 - SEPULVEDA BOULEVARD & GRAND AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	220	0	0.000	N-S(1):	0.589 *
	TH	4.00	1,320	6,400	0.241	N-S(2):	0.335
	LT	1.00	370	1,600	0.231 *	E-W(1):	0.125 *
Westbound	RT	1.00	100	1,600	0.000	E-W(2):	0.000
	TH	2.00	50	3,200	0.016		
	LT	2.00	70	2,880	0.024 *	V/C:	0.714
Northbound	RT	1.00	400	1,600	0.226	Lost Time:	0.100
	TH	4.00	2,290	6,400	0.358 *	ITS:	0.000
	LT	1.00	150	1,600	0.094		
Eastbound	RT	1.00	130	1,600	0.034	ICU:	0.814
	TH	0.97	140	1,545	0.091		
	LT	1.03	150	1,490	0.101 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.363
	TH	4.00	1,600	6,400	0.281 *	N-S(2):	0.437 *
	LT	1.00	200	1,600	0.125	E-W(1):	0.222 *
Westbound	RT	1.00	140	1,600	0.025	E-W(2):	0.000
	TH	2.00	310	3,200	0.097 *		
	LT	2.00	270	2,880	0.094	V/C:	0.659
Northbound	RT	1.00	150	1,600	0.000	Lost Time:	0.100
	TH	4.00	1,520	6,400	0.238	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	1.06	190	1,689	0.034	ICU:	0.759
	TH	0.78	140	1,244	0.113		
	LT	1.17	210	1,680	0.125 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.456
	TH	4.00	2,360	6,400	0.389 *	N-S(2):	0.545 *
	LT	1.00	200	1,600	0.125	E-W(1):	0.309 *
Westbound	RT	1.00	300	1,600	0.125	E-W(2):	0.000
	TH	2.00	240	3,200	0.075		
	LT	2.00	510	2,880	0.177 *	V/C:	0.854
Northbound	RT	1.00	130	1,600	0.000	Lost Time:	0.100
	TH	4.00	2,120	6,400	0.331	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	1.16	220	1,853	0.041	ICU:	0.954
	TH	0.42	80	674	0.119		
	LT	1.42	270	2,046	0.132 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 62 - HAWTHORNE BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	200	1,600	0.091	N-S(1):	0.244 *
	TH	3.00	740	4,800	0.154	N-S(2):	0.241
	LT	1.00	180	1,600	0.113 *	E-W(1):	0.263
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.292 *
	TH	3.00	950	4,800	0.223 *		
	LT	1.00	260	1,600	0.163	V/C:	0.536
Northbound	RT	1.00	200	1,600	0.044	Lost Time:	0.100
	TH	3.00	630	4,800	0.131 *	ITS:	0.000
	LT	2.00	250	2,880	0.087		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.636
	TH	3.00	390	4,800	0.100		
	LT	1.00	110	1,600	0.069 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	160	1,600	0.059	N-S(1):	0.329 *
	TH	3.00	1,070	4,800	0.223	N-S(2):	0.282
	LT	1.00	240	1,600	0.150 *	E-W(1):	0.209 *
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.196
	TH	3.00	430	4,800	0.115		
	LT	1.00	140	1,600	0.088 *	V/C:	0.538
Northbound	RT	1.00	310	1,600	0.150	Lost Time:	0.100
	TH	3.00	860	4,800	0.179 *	ITS:	0.000
	LT	2.00	170	2,880	0.059		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.638
	TH	3.00	490	4,800	0.121 *		
	LT	1.00	130	1,600	0.081	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	160	1,600	0.022	N-S(1):	0.316
	TH	3.00	1,310	4,800	0.273 *	N-S(2):	0.370 *
	LT	1.00	210	1,600	0.131	E-W(1):	0.523 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.273
	TH	3.00	450	4,800	0.117		
	LT	1.00	190	1,600	0.119 *	V/C:	0.893
Northbound	RT	1.00	280	1,600	0.116	Lost Time:	0.100
	TH	3.00	890	4,800	0.185	ITS:	0.000
	LT	2.00	280	2,880	0.097 *		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.993
	TH	3.00	1,760	4,800	0.404 *		
	LT	1.00	250	1,600	0.156	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 63 - HAWTHORNE BOULEVARD & LENNOX BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.251
	TH	3.00	910	4,800	0.198 *	N-S(2):	0.261 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.157 *
Westbound	RT	1.00	160	1,600	0.069	E-W(2):	0.150
	TH	1.00	190	1,600	0.119		
	LT	1.00	70	1,600	0.044 *	V/C:	0.418
Northbound	RT	1.00	60	1,600	0.016	Lost Time:	0.100
	TH	3.00	900	4,800	0.188	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	180	1,600	0.113 *	ICU:	0.518
	TH	2.00	110	1,600	0.069		
	LT	1.00	50	1,600	0.031	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.298
	TH	3.00	1,090	4,800	0.252 *	N-S(2):	0.371 *
	LT	1.00	130	1,600	0.081	E-W(1):	0.169
Westbound	RT	1.00	120	1,600	0.034	E-W(2):	0.181 *
	TH	1.00	210	1,600	0.131 *		
	LT	1.00	90	1,600	0.056	V/C:	0.552
Northbound	RT	1.00	110	1,600	0.041	Lost Time:	0.100
	TH	3.00	1,040	4,800	0.217	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.652
	TH	2.00	230	3,200	0.113		
	LT	1.00	80	1,600	0.050 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.415
	TH	3.00	1,450	4,800	0.319 *	N-S(2):	0.475 *
	LT	1.00	180	1,600	0.113	E-W(1):	0.253
Westbound	RT	1.00	80	1,600	0.000	E-W(2):	0.288 *
	TH	1.00	340	1,600	0.213 *		
	LT	1.00	120	1,600	0.075	V/C:	0.763
Northbound	RT	1.00	130	1,600	0.044	Lost Time:	0.100
	TH	3.00	1,450	4,800	0.302	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.863
	TH	2.00	380	3,200	0.178		
	LT	1.00	120	1,600	0.075 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 64 - HIGHLAND AVENUE/VISTA DEL MAR & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.000	N-S(1):	0.438 *
	TH	1.00	280	1,600	0.175	N-S(2):	0.181
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.182
Westbound	RT	1.00	660	1,600	0.244 *	E-W(2):	0.319 *
	TH	1.00	50	1,600	0.031		
	LT	1.00	70	1,600	0.044	V/C:	0.757
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	2.00	770	3,200	0.269 *	ITS:	0.000
	LT	1.00	10	1,600	0.006		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.857
	TH	1.00	80	1,600	0.138		
	LT	0.00	120	1,600	0.075 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.013	N-S(1):	0.219
	TH	1.00	450	1,600	0.281 *	N-S(2):	0.300 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.169 *
Westbound	RT	1.00	290	1,600	0.131	E-W(2):	0.144
	TH	1.00	70	1,600	0.044		
	LT	1.00	150	1,600	0.094 *	V/C:	0.469
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	2.00	380	3,200	0.169	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.569
	TH	1.00	70	1,600	0.075 *		
	LT	0.00	20	1,600	0.013	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.013	N-S(1):	0.444
	TH	1.00	740	1,600	0.463 *	N-S(2):	0.469 *
	LT	1.00	430	1,600	0.269	E-W(1):	0.175 *
Westbound	RT	1.00	490	1,600	0.038	E-W(2):	0.094
	TH	1.00	110	1,600	0.069		
	LT	1.00	160	1,600	0.100 *	V/C:	0.644
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	430	3,200	0.175	ITS:	0.000
	LT	1.00	10	1,600	0.006 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.744
	TH	1.00	60	1,600	0.075 *		
	LT	0.00	40	1,600	0.025	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 66 - INGELWOOD AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.213
	TH	2.00	320	3,200	0.153 *	N-S(2):	0.328 *
	LT	1.00	110	1,600	0.069	E-W(1):	0.150
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.335 *
	TH	3.00	1,240	4,800	0.285 *		
	LT	1.00	90	1,600	0.056	V/C:	0.663
Northbound	RT	1.00	110	1,600	0.041	Lost Time:	0.100
	TH	1.00	230	1,600	0.144	ITS:	0.000
	LT	1.00	280	1,600	0.175 *		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.763
	TH	3.00	410	4,800	0.094		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.401 *
	TH	2.00	440	3,200	0.172	N-S(2):	0.247
	LT	1.00	140	1,600	0.088 *	E-W(1):	0.235
Westbound	RT	0.00	240	1,600	0.150 *	E-W(2):	0.238 *
	TH	3.00	440	3,200	0.138		
	LT	1.00	170	1,600	0.106	V/C:	0.639
Northbound	RT	1.00	180	1,600	0.059	Lost Time:	0.100
	TH	1.00	500	1,600	0.313 *	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.739
	TH	3.00	520	4,800	0.129		
	LT	1.00	140	1,600	0.088 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.438 *
	TH	2.00	980	3,200	0.328	N-S(2):	0.416
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.523 *
Westbound	RT	0.00	250	0	0.000	E-W(2):	0.360
	TH	3.00	640	4,800	0.185		
	LT	1.00	150	1,600	0.094 *	V/C:	0.961
Northbound	RT	1.00	180	1,600	0.066	Lost Time:	0.100
	TH	1.00	510	1,600	0.319 *	ITS:	0.000
	LT	1.00	140	1,600	0.088		
Eastbound	RT	0.00	150	0	0.000	ICU:	1.061
	TH	3.00	1,910	4,800	0.429 *		
	LT	1.00	280	1,600	0.175	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 67 - LA CIENEGA BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.44	350	2,301	0.091	N-S(1):	0.130
	TH	1.56	380	2,499	0.152 *	N-S(2):	0.225 *
	LT	2.00	110	2,880	0.038	E-W(1):	0.089
Westbound	RT	2.00	700	3,200	0.181 *	E-W(2):	0.303 *
	TH	3.00	810	4,800	0.169		
	LT	2.00	100	2,880	0.035	V/C:	0.528
Northbound	RT	1.57	230	2,509	0.074	Lost Time:	0.100
	TH	1.43	210	2,291	0.092	ITS:	0.000
	LT	2.00	210	2,880	0.073 *		
Eastbound	RT	2.00	190	3,200	0.000	ICU:	0.628
	TH	3.00	260	4,800	0.054		
	LT	2.00	350	2,880	0.122 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.20	220	1,920	0.082	N-S(1):	0.150
	TH	1.80	330	2,880	0.115 *	N-S(2):	0.167 *
	LT	2.00	160	2,880	0.056	E-W(1):	0.115
Westbound	RT	2.00	440	3,200	0.082 *	E-W(2):	0.148 *
	TH	3.00	360	4,800	0.075		
	LT	2.00	60	2,880	0.021	V/C:	0.315
Northbound	RT	1.33	200	2,133	0.083	Lost Time:	0.100
	TH	1.67	250	2,667	0.094	ITS:	0.000
	LT	2.00	150	2,880	0.052 *		
Eastbound	RT	2.00	150	3,200	0.000	ICU:	0.415
	TH	3.00	450	4,800	0.094		
	LT	2.00	190	2,880	0.066 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.36	430	2,173	0.161	N-S(1):	0.355 *
	TH	1.64	520	2,627	0.198	N-S(2):	0.226
	LT	2.00	520	2,880	0.181 *	E-W(1):	0.317 *
Westbound	RT	2.00	420	3,200	0.000	E-W(2):	0.156
	TH	3.00	400	4,800	0.083		
	LT	2.00	60	2,880	0.021 *	V/C:	0.672
Northbound	RT	2.00	590	3,200	0.174 *	Lost Time:	0.100
	TH	1.00	270	1,600	0.169	ITS:	0.000
	LT	2.00	80	2,880	0.028		
Eastbound	RT	2.00	220	3,200	0.041	ICU:	0.772
	TH	3.00	1,420	4,800	0.296 *		
	LT	2.00	210	2,880	0.073	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 68 - MAIN STREET & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.318 *
	TH	1.00	0	1,600	0.013 *	N-S(2):	0.000
	LT	0.00	10	1,600	0.006	E-W(1):	0.428 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.281
	TH	2.00	890	3,200	0.281		
	LT	2.00	330	2,880	0.115 *	V/C:	0.746
Northbound	RT	1.00	580	1,600	0.305 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	300	2,880	0.104		
Eastbound	RT	1.00	190	1,600	0.119	ICU:	0.846
	TH	2.00	1,000	3,200	0.313 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.153 *
	TH	1.00	0	1,600	0.013 *	N-S(2):	0.000
	LT	0.00	10	1,600	0.006	E-W(1):	0.395 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.244
	TH	2.00	770	3,200	0.244		
	LT	2.00	490	2,880	0.170 *	V/C:	0.548
Northbound	RT	1.00	360	1,600	0.140 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	340	2,880	0.118		
Eastbound	RT	1.00	110	1,600	0.069	ICU:	0.648
	TH	2.00	720	3,200	0.225 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.180 *
	TH	1.00	0	1,600	0.013 *	N-S(2):	0.000
	LT	0.00	10	1,600	0.006	E-W(1):	0.472 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.209
	TH	2.00	660	3,200	0.209		
	LT	2.00	550	2,880	0.191 *	V/C:	0.652
Northbound	RT	1.00	330	1,600	0.111	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	480	2,880	0.167 *		
Eastbound	RT	1.00	370	1,600	0.231	ICU:	0.752
	TH	2.00	900	3,200	0.281 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 70 - PRAIRIE AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.98	590	3,173	0.130	N-S(1):	0.165
	TH	2.02	600	3,227	0.186 *	N-S(2):	0.297 *
	LT	2.00	120	2,880	0.042	E-W(1):	0.183
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.316 *
	TH	3.00	1,160	4,800	0.260 *		
	LT	1.00	160	1,600	0.100	V/C:	0.613
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	3.00	500	4,800	0.123	ITS:	0.000
	LT	2.00	320	2,880	0.111 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.713
	TH	3.00	350	4,800	0.083		
	LT	1.00	90	1,600	0.056 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.30	410	2,083	0.109	N-S(1):	0.197
	TH	2.70	850	4,317	0.197 *	N-S(2):	0.298 *
	LT	2.00	140	2,880	0.049	E-W(1):	0.198
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.248 *
	TH	3.00	680	4,800	0.160 *		
	LT	1.00	120	1,600	0.075	V/C:	0.546
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	3.00	550	4,800	0.148	ITS:	0.000
	LT	2.00	290	2,880	0.101 *		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.646
	TH	3.00	520	4,800	0.123		
	LT	1.00	140	1,600	0.088 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.24	440	1,983	0.072	N-S(1):	0.311
	TH	2.76	980	4,417	0.222 *	N-S(2):	0.319 *
	LT	2.00	260	2,880	0.090	E-W(1):	0.463 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.331
	TH	3.00	760	4,800	0.181		
	LT	1.00	190	1,600	0.119 *	V/C:	0.782
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	850	4,800	0.221	ITS:	0.000
	LT	2.00	280	2,880	0.097 *		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.882
	TH	3.00	1,470	4,800	0.344 *		
	LT	1.00	240	1,600	0.150	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 71 - SEPULVEDA BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.540 *
	TH	4.00	2,330	6,400	0.367	N-S(2):	0.436
	LT	2.00	620	2,880	0.215 *	E-W(1):	0.223 *
Westbound	RT	2.00	590	3,200	0.000	E-W(2):	0.171
	TH	3.00	220	4,800	0.046		
	LT	2.00	380	2,880	0.132 *	V/C:	0.763
Northbound	RT	2.00	590	3,200	0.052	Lost Time:	0.100
	TH	3.00	1,560	4,800	0.325 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	1.00	200	1,600	0.091 *	ICU:	0.863
	TH	3.00	320	4,800	0.067		
	LT	2.00	360	2,880	0.125	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.446 *
	TH	4.00	1,970	6,400	0.313	N-S(2):	0.413
	LT	2.00	470	2,880	0.163 *	E-W(1):	0.138
Westbound	RT	2.00	480	3,200	0.000	E-W(2):	0.160 *
	TH	3.00	270	4,800	0.056 *		
	LT	2.00	180	2,880	0.063	V/C:	0.606
Northbound	RT	2.00	730	3,200	0.166	Lost Time:	0.100
	TH	3.00	1,360	4,800	0.283 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	1.00	200	1,600	0.075	ICU:	0.706
	TH	3.00	240	4,800	0.050		
	LT	2.00	300	2,880	0.104 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.623 *
	TH	4.00	2,500	6,400	0.395	N-S(2):	0.501
	LT	2.00	540	2,880	0.188 *	E-W(1):	0.202 *
Westbound	RT	2.00	650	3,200	0.016	E-W(2):	0.167
	TH	3.00	300	4,800	0.063		
	LT	2.00	240	2,880	0.083 *	V/C:	0.825
Northbound	RT	2.00	1,100	3,200	0.260	Lost Time:	0.100
	TH	3.00	2,090	4,800	0.435 *	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	1.00	170	1,600	0.053	ICU:	0.925
	TH	3.00	570	4,800	0.119 *		
	LT	2.00	300	2,880	0.104	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 73 - NASH STREET / WB I-105 RAMPS & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	590	1,600	0.369	N-S(1):	0.456 *
	TH	2.00	1,200	3,200	0.375 *	N-S(2):	0.000
	LT	1.00	450	1,600	0.281	E-W(1):	0.254 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.196
	TH	3.00	940	4,800	0.196		
	LT	2.00	310	2,880	0.108 *	V/C:	0.710
Northbound	RT	2.00	40	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	210	0	0.000	ICU:	0.810
	TH	3.00	490	4,800	0.146 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.42	270	2,274	0.119	N-S(1):	0.188 *
	TH	1.58	300	2,526	0.119 *	N-S(2):	0.000
	LT	1.00	170	1,600	0.106	E-W(1):	0.196 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.127
	TH	3.00	610	4,800	0.127		
	LT	2.00	60	2,880	0.021 *	V/C:	0.384
Northbound	RT	2.00	80	3,200	0.015	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	0.00	280	1,600	0.175 *	ICU:	0.484
	TH	3.00	500	3,200	0.156		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.75	310	2,794	0.111	N-S(1):	0.223 *
	TH	1.18	210	1,893	0.111	N-S(2):	0.000
	LT	1.07	190	1,541	0.123 *	E-W(1):	0.257 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.179
	TH	3.00	860	4,800	0.179		
	LT	2.00	120	2,880	0.042 *	V/C:	0.480
Northbound	RT	2.00	200	3,200	0.042	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.580
	TH	3.00	850	4,800	0.215 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 75 - I-405 NB RAMPS E/O LA CIENEGA BLVD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR, WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.131
	TH	0.00	0	0	0.000 *	N-S(2):	0.146 *
	LT	0.00	0	0	0.000	E-W(1):	0.100
Westbound	RT	1.23	530	1,961	0.000	E-W(2):	0.270 *
	TH	2.77	1,200	4,439	0.270 *		
	LT	0.00	0	0	0.000	V/C:	0.416
Northbound	RT	0.24	50	381	0.131	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.76	370	2,537	0.146 *		
Eastbound	RT	1.00	130	1,600	0.000	ICU:	0.516
	TH	3.00	480	4,800	0.100		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.128
	TH	0.00	0	0	0.000 *	N-S(2):	0.142 *
	LT	0.00	0	0	0.000	E-W(1):	0.133 *
Westbound	RT	1.00	180	1,600	0.000	E-W(2):	0.119
	TH	3.00	570	4,800	0.119		
	LT	0.00	0	0	0.000 *	V/C:	0.275
Northbound	RT	0.49	100	780	0.128	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.51	310	2,178	0.142 *		
Eastbound	RT	1.00	160	1,600	0.000	ICU:	0.375
	TH	3.00	640	4,800	0.133 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.163 *
	TH	0.00	0	0	0.000	N-S(2):	0.156
	LT	0.00	0	0	0.000 *	E-W(1):	0.440 *
Westbound	RT	1.27	290	2,040	0.000	E-W(2):	0.142
	TH	2.73	620	4,360	0.142		
	LT	0.00	0	0	0.000 *	V/C:	0.603
Northbound	RT	1.00	260	1,600	0.163 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	250	1,600	0.156		
Eastbound	RT	1.00	320	1,600	0.000	ICU:	0.703
	TH	3.00	2,110	4,800	0.440 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 76 - INGLEWOOD AVENUE & LENNOX BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.244
	TH	1.00	260	1,600	0.181 *	N-S(2):	0.256 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.137
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.169 *
	TH	1.00	190	1,600	0.144 *		
	LT	1.00	50	1,600	0.031	V/C:	0.425
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	1.00	260	1,600	0.206	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.525
	TH	1.00	130	1,600	0.106		
	LT	1.00	40	1,600	0.025 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.301 *
	TH	1.00	290	1,600	0.200	N-S(2):	0.288
	LT	1.00	60	1,600	0.038 *	E-W(1):	0.157 *
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.156
	TH	1.00	140	1,600	0.131		
	LT	1.00	60	1,600	0.038 *	V/C:	0.458
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	1.00	300	1,600	0.263 *	ITS:	0.000
	LT	1.00	140	1,600	0.088		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.558
	TH	1.00	140	1,600	0.119 *		
	LT	1.00	40	1,600	0.025	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.369
	TH	1.00	530	1,600	0.350 *	N-S(2):	0.438 *
	LT	1.00	90	1,600	0.056	E-W(1):	0.332 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.200
	TH	1.00	190	1,600	0.156		
	LT	1.00	100	1,600	0.063 *	V/C:	0.770
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	1.00	360	1,600	0.313	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.870
	TH	1.00	350	1,600	0.269 *		
	LT	1.00	70	1,600	0.044	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 77 - INGELWOOD AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	120	1,600	0.059	N-S(1):	0.119 *
	TH	1.00	80	1,600	0.063	N-S(2):	0.101
	LT	0.00	20	1,600	0.013 *	E-W(1):	0.244
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.456 *
	TH	2.00	1,340	3,200	0.425 *		
	LT	1.00	50	1,600	0.031	V/C:	0.575
Northbound	RT	1.00	80	1,600	0.034	Lost Time:	0.100
	TH	1.00	110	1,600	0.106 *	ITS:	0.000
	LT	0.00	60	1,600	0.038		
Eastbound	RT	1.00	50	1,600	0.013	ICU:	0.675
	TH	2.00	680	3,200	0.213		
	LT	1.00	50	1,600	0.031 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.041	N-S(1):	0.113
	TH	1.00	110	1,600	0.094 *	N-S(2):	0.125 *
	LT	0.00	40	1,600	0.025	E-W(1):	0.372 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.350
	TH	2.00	950	3,200	0.306		
	LT	1.00	80	1,600	0.050 *	V/C:	0.497
Northbound	RT	1.00	60	1,600	0.013	Lost Time:	0.100
	TH	1.00	90	1,600	0.088	ITS:	0.000
	LT	0.00	50	1,600	0.031 *		
Eastbound	RT	1.00	80	1,600	0.034	ICU:	0.597
	TH	2.00	1,030	3,200	0.322 *		
	LT	1.00	70	1,600	0.044	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.034	N-S(1):	0.144
	TH	1.00	180	1,600	0.131 *	N-S(2):	0.175 *
	LT	0.00	30	1,600	0.019	E-W(1):	0.528 *
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.382
	TH	2.00	1,060	3,200	0.338		
	LT	1.00	70	1,600	0.044 *	V/C:	0.703
Northbound	RT	1.00	50	1,600	0.009	Lost Time:	0.100
	TH	1.00	130	1,600	0.125	ITS:	0.000
	LT	0.00	70	1,600	0.044 *		
Eastbound	RT	1.00	120	1,600	0.053	ICU:	0.803
	TH	2.00	1,550	3,200	0.484 *		
	LT	1.00	70	1,600	0.044	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 85 - LA BREA AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.009	N-S(1):	0.303 *
	TH	2.00	680	3,200	0.213	N-S(2):	0.288
	LT	1.00	90	1,600	0.056 *	E-W(1):	0.191
Westbound	RT	1.00	200	1,600	0.097	E-W(2):	0.457 *
	TH	2.00	1,160	3,200	0.363 *		
	LT	1.00	30	1,600	0.019	V/C:	0.760
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	2.00	760	3,200	0.247 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	60	1,600	0.000	ICU:	0.860
	TH	2.00	550	3,200	0.172		
	LT	1.00	150	1,600	0.094 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	150	1,600	0.044	N-S(1):	0.313 *
	TH	2.00	690	3,200	0.216	N-S(2):	0.291
	LT	1.00	160	1,600	0.100 *	E-W(1):	0.240
Westbound	RT	1.00	220	1,600	0.088	E-W(2):	0.344 *
	TH	2.00	780	3,200	0.244 *		
	LT	1.00	50	1,600	0.031	V/C:	0.657
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	660	3,200	0.213 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	60	1,600	0.000	ICU:	0.757
	TH	2.00	670	3,200	0.209		
	LT	1.00	160	1,600	0.100 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.000	N-S(1):	0.394
	TH	2.00	1,170	3,200	0.366 *	N-S(2):	0.429 *
	LT	1.00	220	1,600	0.138	E-W(1):	0.432 *
Westbound	RT	1.00	150	1,600	0.025	E-W(2):	0.388
	TH	2.00	960	3,200	0.300		
	LT	1.00	60	1,600	0.038 *	V/C:	0.861
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	780	3,200	0.256	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	1.00	80	1,600	0.019	ICU:	0.961
	TH	2.00	1,260	3,200	0.394 *		
	LT	1.00	140	1,600	0.088	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 87 - LA BREA AVENUE & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	290	0	0.000	N-S(1):	0.201
	TH	3.00	750	4,800	0.217 *	N-S(2):	0.280 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.279
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.575 *
	TH	3.00	1,790	4,800	0.381 *		
	LT	1.00	130	1,600	0.081	V/C:	0.855
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	830	4,800	0.188	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.955
	TH	3.00	880	4,800	0.198		
	LT	1.00	310	1,600	0.194 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	370	1,600	0.231 *	N-S(1):	0.165
	TH	3.00	560	3,200	0.175	N-S(2):	0.300 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.351
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.471 *
	TH	3.00	1,140	4,800	0.246 *		
	LT	1.00	140	1,600	0.088	V/C:	0.771
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	590	4,800	0.146	ITS:	0.000
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.871
	TH	3.00	1,180	4,800	0.263		
	LT	1.00	360	1,600	0.225 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	280	0	0.000	N-S(1):	0.281
	TH	3.00	930	4,800	0.252 *	N-S(2):	0.296 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.600 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.484
	TH	3.00	1,230	4,800	0.265		
	LT	1.00	170	1,600	0.106 *	V/C:	0.896
Northbound	RT	0.00	150	0	0.000	Lost Time:	0.100
	TH	3.00	1,050	4,800	0.250	ITS:	0.000
	LT	1.00	70	1,600	0.044 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.996
	TH	3.00	2,280	4,800	0.494 *		
	LT	1.00	350	1,600	0.219	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 88 - LA CIENEGA BOULEVARD & LA TIJERA BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	960	1,600	0.600 *	N-S(1):	0.579
	TH	3.00	2,480	4,800	0.517	N-S(2):	0.600 *
	LT	0.00	0	0	0.000	E-W(1):	0.188 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.185
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.788
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	2,570	4,800	0.579	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.888
	TH	1.00	290	1,600	0.188 *		
	LT	3.00	800	4,320	0.185	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	820	1,600	0.513 *	N-S(1):	0.385
	TH	3.00	1,670	4,800	0.348	N-S(2):	0.513 *
	LT	0.00	0	0	0.000	E-W(1):	0.269 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.181
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.782
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	1,640	4,800	0.385	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.882
	TH	1.00	410	1,600	0.269 *		
	LT	3.00	780	4,320	0.181	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	1,000	1,600	0.625 *	N-S(1):	0.546
	TH	3.00	2,420	4,800	0.504	N-S(2):	0.625 *
	LT	0.00	0	0	0.000	E-W(1):	0.506 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.252
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	1.131
Northbound	RT	0.00	330	0	0.000	Lost Time:	0.100
	TH	3.00	2,290	4,800	0.546	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	1.231
	TH	1.00	760	1,600	0.506 *		
	LT	3.00	1,090	4,320	0.252	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 89 - LA CIENEGA BOULEVARD & LENNOX BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.341 *
	TH	3.00	820	4,800	0.171	N-S(2):	0.171
	LT	1.00	60	1,600	0.038 *	E-W(1):	0.081
Westbound	RT	1.00	230	1,600	0.125 *	E-W(2):	0.125 *
	TH	1.00	0	1,600	0.000		
	LT	1.00	130	1,600	0.081	V/C:	0.466
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	2.00	900	3,200	0.303 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.566
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.363 *
	TH	3.00	660	4,800	0.138	N-S(2):	0.138
	LT	1.00	110	1,600	0.069 *	E-W(1):	0.069
Westbound	RT	1.00	180	1,600	0.078 *	E-W(2):	0.078 *
	TH	1.00	0	1,600	0.000		
	LT	1.00	110	1,600	0.069	V/C:	0.441
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	2.00	820	3,200	0.294 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.541
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.507 *
	TH	3.00	1,150	4,800	0.240	N-S(2):	0.240
	LT	1.00	260	1,600	0.163 *	E-W(1):	0.038
Westbound	RT	1.00	200	1,600	0.044 *	E-W(2):	0.044 *
	TH	1.00	0	1,600	0.000		
	LT	1.00	60	1,600	0.038	V/C:	0.551
Northbound	RT	0.00	240	0	0.000	Lost Time:	0.100
	TH	2.00	860	3,200	0.344 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.651
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 90 - LA CIENEGA BOULEVARD & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	180	0	0.000	N-S(1):	0.284
	TH	2.00	750	3,200	0.291 *	N-S(2):	0.329 *
	LT	2.00	360	2,880	0.125	E-W(1):	0.288
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.313 *
	TH	3.00	880	4,800	0.213 *		
	LT	2.00	560	2,880	0.194	V/C:	0.642
Northbound	RT	0.00	250	0	0.000	Lost Time:	0.100
	TH	2.00	260	3,200	0.159	ITS:	0.000
	LT	1.00	60	1,600	0.038 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.742
	TH	3.00	400	4,800	0.094		
	LT	1.00	160	1,600	0.100 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	270	0	0.000	N-S(1):	0.347 *
	TH	2.00	520	3,200	0.247	N-S(2):	0.285
	LT	2.00	470	2,880	0.163 *	E-W(1):	0.340 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.296
	TH	3.00	830	4,800	0.196		
	LT	2.00	420	2,880	0.146 *	V/C:	0.687
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	2.00	400	3,200	0.184 *	ITS:	0.000
	LT	1.00	60	1,600	0.038		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.787
	TH	3.00	840	4,800	0.194 *		
	LT	1.00	160	1,600	0.100	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.518 *
	TH	2.00	690	3,200	0.241	N-S(2):	0.272
	LT	2.00	860	2,880	0.299 *	E-W(1):	0.351 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.265
	TH	3.00	720	4,800	0.171		
	LT	2.00	370	2,880	0.128 *	V/C:	0.869
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	2.00	580	3,200	0.219 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.969
	TH	3.00	990	4,800	0.223 *		
	LT	1.00	150	1,600	0.094	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 91 - LA CIENEGA BOULEVARD NB RAMPS & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.181 *
	TH	0.00	0	0	0.000	N-S(2):	0.132
	LT	0.00	0	0	0.000 *	E-W(1):	0.194
Westbound	RT	1.00	130	1,600	0.081	E-W(2):	0.441 *
	TH	4.00	2,040	6,400	0.319 *		
	LT	0.00	0	0	0.000	V/C:	0.622
Northbound	RT	1.00	290	1,600	0.181 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	380	2,880	0.132		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.722
	TH	3.00	930	4,800	0.194		
	LT	2.00	350	2,880	0.122 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.213 *
	TH	0.00	0	0	0.000	N-S(2):	0.073
	LT	0.00	0	0	0.000 *	E-W(1):	0.254
Westbound	RT	1.00	140	1,600	0.088	E-W(2):	0.327 *
	TH	4.00	1,380	6,400	0.216 *		
	LT	0.00	0	0	0.000	V/C:	0.540
Northbound	RT	1.00	340	1,600	0.213 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	210	2,880	0.073		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.640
	TH	3.00	1,220	4,800	0.254		
	LT	2.00	320	2,880	0.111 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.269 *
	TH	0.00	0	0	0.000	N-S(2):	0.056
	LT	0.00	0	0	0.000 *	E-W(1):	0.421
Westbound	RT	1.00	110	1,600	0.069	E-W(2):	0.481 *
	TH	4.00	1,460	6,400	0.228 *		
	LT	0.00	0	0	0.000	V/C:	0.750
Northbound	RT	1.00	430	1,600	0.269 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	160	2,880	0.056		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.850
	TH	3.00	2,020	4,800	0.421		
	LT	2.00	730	2,880	0.253 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 92 - LA CIENEGA BOULEVARD SB RAMPS & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	710	1,600	0.444 *	N-S(1):	0.028
	TH	0.00	0	0	0.000	N-S(2):	0.444 *
	LT	2.00	80	2,880	0.028	E-W(1):	0.301
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.460 *
	TH	3.00	2,210	4,800	0.460 *		
	LT	1.00	210	1,600	0.131	V/C:	0.904
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	160	0	0.000	ICU:	1.004
	TH	5.00	1,200	8,000	0.170		
	LT	0.00	0	0	0.000 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	520	1,600	0.325 *	N-S(1):	0.035
	TH	0.00	0	0	0.000	N-S(2):	0.325 *
	LT	2.00	100	2,880	0.035	E-W(1):	0.408 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.265
	TH	3.00	1,270	4,800	0.265		
	LT	1.00	320	1,600	0.200 *	V/C:	0.733
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	220	0	0.000	ICU:	0.833
	TH	5.00	1,440	8,000	0.208 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	650	1,600	0.406 *	N-S(1):	0.063
	TH	0.00	0	0	0.000	N-S(2):	0.406 *
	LT	2.00	180	2,880	0.063	E-W(1):	0.512 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.283
	TH	3.00	1,360	4,800	0.283		
	LT	1.00	260	1,600	0.163 *	V/C:	0.918
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	220	0	0.000	ICU:	1.018
	TH	5.00	2,570	8,000	0.349 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 93 - LA CIENEGA BOULEVARD & STOCKER STREET
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements: NBR, WBR, SBT

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.656 *
	TH	2.00	2,340	3,200	0.000	N-S(2):	0.000
	LT	1.00	120	1,600	0.075 *	E-W(1):	0.531 *
Westbound	RT	1.00	130	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	1,530	2,880	0.531 *	V/C:	1.187
Northbound	RT	1.00	870	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,790	4,800	0.581 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.287
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.485 *
	TH	2.00	1,680	3,200	0.000	N-S(2):	0.000
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.278 *
Westbound	RT	1.00	120	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	800	2,880	0.278 *	V/C:	0.763
Northbound	RT	1.00	850	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,820	4,800	0.379 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.863
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.741 *
	TH	2.00	2,680	3,200	0.000	N-S(2):	0.000
	LT	1.00	290	1,600	0.181 *	E-W(1):	0.382 *
Westbound	RT	1.00	130	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	1,100	2,880	0.382 *	V/C:	1.123
Northbound	RT	1.00	1,490	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,690	4,800	0.560 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.223
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 94 - LA CIENEGA BOULEVARD & 111TH STREET
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.300
	TH	3.00	840	4,800	0.202 *	N-S(2):	0.408 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.031 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.439
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	960	3,200	0.300	ITS:	0.000
	LT	1.00	330	1,600	0.206 *		
Eastbound	RT	1.00	80	1,600	0.000	ICU:	0.539
	TH	0.00	0	0	0.000		
	LT	2.00	90	2,880	0.031 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.244
	TH	3.00	740	4,800	0.181 *	N-S(2):	0.337 *
	LT	0.00	0	0	0.000	E-W(1):	0.034
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.063 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.400
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	780	3,200	0.244	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	1.00	180	1,600	0.034	ICU:	0.500
	TH	0.00	0	0	0.000		
	LT	2.00	180	2,880	0.063 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.259
	TH	3.00	1,120	4,800	0.256 *	N-S(2):	0.350 *
	LT	0.00	0	0	0.000	E-W(1):	0.128 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.104
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.478
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	830	3,200	0.259	ITS:	0.000
	LT	1.00	150	1,600	0.094 *		
Eastbound	RT	1.00	280	1,600	0.128 *	ICU:	0.578
	TH	0.00	0	0	0.000		
	LT	2.00	300	2,880	0.104	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 95 - LA CIENEGA BOULEVARD & WEST 120TH STREET
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	140	1,600	0.072 *	N-S(1):	0.087
	TH	2.00	120	3,200	0.038	N-S(2):	0.160 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.179
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.219 *
	TH	2.00	400	3,200	0.188 *		
	LT	1.00	180	1,600	0.113	V/C:	0.379
Northbound	RT	1.00	40	1,600	0.000	Lost Time:	0.100
	TH	2.00	180	3,200	0.056	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.479
	TH	2.00	120	3,200	0.066		
	LT	1.00	50	1,600	0.031 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.025	N-S(1):	0.129 *
	TH	2.00	250	3,200	0.078	N-S(2):	0.103
	LT	1.00	100	1,600	0.063 *	E-W(1):	0.138 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.109
	TH	2.00	210	3,200	0.084		
	LT	1.00	70	1,600	0.044 *	V/C:	0.267
Northbound	RT	1.00	100	1,600	0.041	Lost Time:	0.100
	TH	2.00	210	3,200	0.066 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.367
	TH	2.00	170	3,200	0.094 *		
	LT	1.00	40	1,600	0.025	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.041	N-S(1):	0.525 *
	TH	2.00	690	3,200	0.216	N-S(2):	0.260
	LT	1.00	690	1,600	0.431 *	E-W(1):	0.269 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.159
	TH	2.00	270	3,200	0.103		
	LT	1.00	110	1,600	0.069 *	V/C:	0.794
Northbound	RT	1.00	170	1,600	0.072	Lost Time:	0.100
	TH	2.00	300	3,200	0.094 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.894
	TH	2.00	560	3,200	0.200 *		
	LT	1.00	90	1,600	0.056	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 96 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O CENTURY)
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : Y
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.305 *
	TH	3.00	580	4,800	0.123	N-S(2):	0.227
	LT	2.00	140	2,880	0.049 *	E-W(1):	0.300 *
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.000
	TH	1.00	110	1,600	0.113		
	LT	2.00	640	2,880	0.222 *	V/C:	0.605
Northbound	RT	1.00	140	1,600	0.000	Lost Time:	0.100
	TH	2.00	820	3,200	0.256 *	ITS:	0.000
	LT	2.00	300	2,880	0.104		
Eastbound	RT	1.00	80	1,600	0.000	ICU:	0.705
	TH	2.00	250	3,200	0.078 *		
	LT	1.00	10	1,600	0.006	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.230
	TH	3.00	610	4,800	0.129 *	N-S(2):	0.299 *
	LT	2.00	150	2,880	0.052	E-W(1):	0.321 *
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.000
	TH	1.05	240	1,685	0.196		
	LT	1.95	610	2,803	0.218 *	V/C:	0.620
Northbound	RT	1.00	130	1,600	0.000	Lost Time:	0.100
	TH	2.00	570	3,200	0.178	ITS:	0.000
	LT	2.00	490	2,880	0.170 *		
Eastbound	RT	1.00	150	1,600	0.009	ICU:	0.720
	TH	2.00	330	3,200	0.103 *		
	LT	1.00	40	1,600	0.025	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.282
	TH	3.00	1,040	4,800	0.219 *	N-S(2):	0.358 *
	LT	2.00	210	2,880	0.073	E-W(1):	0.250 *
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.000
	TH	1.18	140	1,884	0.165		
	LT	1.82	480	2,625	0.183 *	V/C:	0.608
Northbound	RT	1.00	120	1,600	0.000	Lost Time:	0.100
	TH	2.00	670	3,200	0.209	ITS:	0.000
	LT	2.00	400	2,880	0.139 *		
Eastbound	RT	1.31	140	2,100	0.000	ICU:	0.708
	TH	1.69	180	2,700	0.067 *		
	LT	1.00	60	1,600	0.038	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 97 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (S/O CENTURY)
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	SBT		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.395 *
	TH	2.00	680	3,200	0.000	N-S(2):	0.000
	LT	2.00	490	2,880	0.170 *	E-W(1):	0.000
Westbound	RT	2.00	340	3,200	0.106 *	E-W(2):	0.106 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.501
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	680	3,200	0.225 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.601
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.459 *
	TH	2.00	510	3,200	0.000	N-S(2):	0.000
	LT	2.00	520	2,880	0.181 *	E-W(1):	0.000
Westbound	RT	2.00	190	3,200	0.059 *	E-W(2):	0.059 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.518
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	850	3,200	0.278 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.618
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.493 *
	TH	2.00	1,040	3,200	0.000	N-S(2):	0.000
	LT	2.00	500	2,880	0.174 *	E-W(1):	0.000
Westbound	RT	2.00	390	3,200	0.122 *	E-W(2):	0.122 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.615
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	980	3,200	0.319 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.715
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 98 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O IMPERIAL HWY)
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.428 *
	TH	3.00	730	4,800	0.152	N-S(2):	0.152
	LT	1.00	160	1,600	0.100 *	E-W(1):	0.081 *
Westbound	RT	1.00	210	1,600	0.081 *	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	200	2,880	0.069	V/C:	0.509
Northbound	RT	1.00	110	1,600	0.069	Lost Time:	0.100
	TH	2.00	1,050	3,200	0.328 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.609
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.372 *
	TH	3.00	720	4,800	0.150	N-S(2):	0.150
	LT	1.00	210	1,600	0.131 *	E-W(1):	0.059 *
Westbound	RT	1.00	200	1,600	0.059 *	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	100	2,880	0.035	V/C:	0.431
Northbound	RT	1.00	80	1,600	0.050	Lost Time:	0.100
	TH	2.00	770	3,200	0.241 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.531
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.332 *
	TH	3.00	1,200	4,800	0.250	N-S(2):	0.250
	LT	1.00	110	1,600	0.069 *	E-W(1):	0.049 *
Westbound	RT	1.00	110	1,600	0.034	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	140	2,880	0.049 *	V/C:	0.381
Northbound	RT	1.00	60	1,600	0.038	Lost Time:	0.100
	TH	2.00	840	3,200	0.263 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.481
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 107 - LINCOLN BOULEVARD & MINDANAO WAY
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.415
	TH	3.00	1,410	4,800	0.300 *	N-S(2):	0.425 *
	LT	1.00	160	1,600	0.100	E-W(1):	0.306 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.163
	TH	2.00	440	3,200	0.163		
	LT	2.00	260	2,880	0.090 *	V/C:	0.731
Northbound	RT	1.00	350	1,600	0.128	Lost Time:	0.100
	TH	3.00	1,510	4,800	0.315	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.831
	TH	2.00	640	3,200	0.216 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.500 *
	TH	3.00	1,220	4,800	0.275	N-S(2):	0.356
	LT	1.00	280	1,600	0.175 *	E-W(1):	0.349 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.187
	TH	2.00	500	3,200	0.181		
	LT	2.00	420	2,880	0.146 *	V/C:	0.849
Northbound	RT	1.00	310	1,600	0.048	Lost Time:	0.100
	TH	3.00	1,560	4,800	0.325 *	ITS:	0.000
	LT	1.00	130	1,600	0.081		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.949
	TH	2.00	520	3,200	0.203 *		
	LT	0.00	10	1,600	0.006	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.552 *
	TH	3.00	1,600	4,800	0.354	N-S(2):	0.442
	LT	1.00	290	1,600	0.181 *	E-W(1):	0.352 *
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.228
	TH	2.00	640	3,200	0.222		
	LT	2.00	430	2,880	0.149 *	V/C:	0.904
Northbound	RT	1.00	310	1,600	0.044	Lost Time:	0.100
	TH	3.00	1,780	4,800	0.371 *	ITS:	0.000
	LT	1.00	140	1,600	0.088		
Eastbound	RT	0.00	110	0	0.000	ICU:	1.004
	TH	2.00	530	3,200	0.203 *		
	LT	0.00	10	1,600	0.006	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 115 - ASH AVENUE & MANCHESTER AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.262
	TH	1.00	0	1,600	0.094 *	N-S(2):	0.271 *
	LT	0.00	10	1,600	0.006	E-W(1):	0.269
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.364 *
	TH	3.00	1,630	4,800	0.358 *		
	LT	0.00	80	1,600	0.050	V/C:	0.635
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	1.00	200	1,600	0.256	ITS:	0.000
	LT	2.00	510	2,880	0.177 *		
Eastbound	RT	1.00	240	1,600	0.000	ICU:	0.735
	TH	2.00	700	3,200	0.219		
	LT	1.00	10	1,600	0.006 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.300 *
	TH	1.00	0	1,600	0.056	N-S(2):	0.254
	LT	0.00	10	1,600	0.006 *	E-W(1):	0.344 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.246
	TH	3.00	1,000	4,800	0.233		
	LT	0.00	90	1,600	0.056 *	V/C:	0.644
Northbound	RT	0.00	270	0	0.000	Lost Time:	0.100
	TH	1.00	200	1,600	0.294 *	ITS:	0.000
	LT	2.00	570	2,880	0.198		
Eastbound	RT	1.00	300	1,600	0.000	ICU:	0.744
	TH	2.00	920	3,200	0.288 *		
	LT	1.00	20	1,600	0.013	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.413 *
	TH	1.00	0	1,600	0.063	N-S(2):	0.230
	LT	0.00	20	1,600	0.013 *	E-W(1):	0.557 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.278
	TH	3.00	1,190	4,800	0.265		
	LT	0.00	70	1,600	0.044 *	V/C:	0.970
Northbound	RT	0.00	430	0	0.000	Lost Time:	0.100
	TH	1.00	210	1,600	0.400 *	ITS:	0.000
	LT	2.00	480	2,880	0.167		
Eastbound	RT	1.00	250	1,600	0.000	ICU:	1.070
	TH	2.00	1,640	3,200	0.513 *		
	LT	1.00	20	1,600	0.013	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 116 - NASH STREET & MARIPOSA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	370	0	0.000	N-S(1):	0.097
	TH	2.00	850	3,200	0.381 *	N-S(2):	0.400 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.072
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.169 *
	TH	2.00	280	3,200	0.113 *		
	LT	1.00	40	1,600	0.025	V/C:	0.569
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	150	3,200	0.053	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	1.00	60	1,600	0.028	ICU:	0.669
	TH	2.00	150	3,200	0.047		
	LT	1.00	90	1,600	0.056 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.185 *
	TH	2.00	260	3,200	0.128	N-S(2):	0.147
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.079
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.128 *
	TH	2.00	140	3,200	0.059 *		
	LT	1.00	20	1,600	0.013	V/C:	0.313
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	2.00	260	3,200	0.091 *	ITS:	0.000
	LT	1.00	30	1,600	0.019		
Eastbound	RT	1.00	80	1,600	0.041	ICU:	0.413
	TH	2.00	210	3,200	0.066		
	LT	1.00	110	1,600	0.069 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.225 *
	TH	2.00	440	3,200	0.156	N-S(2):	0.181
	LT	1.00	70	1,600	0.044 *	E-W(1):	0.122
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.232 *
	TH	2.00	150	3,200	0.063 *		
	LT	1.00	10	1,600	0.006	V/C:	0.457
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	2.00	500	3,200	0.181 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	1.00	70	1,600	0.031	ICU:	0.557
	TH	2.00	370	3,200	0.116		
	LT	1.00	270	1,600	0.169 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 117 - SEPULVEDA BOUELVARD & MARIPOSA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.497 *
	TH	4.00	1,950	6,400	0.317	N-S(2):	0.367
	LT	2.00	400	2,880	0.139 *	E-W(1):	0.219 *
Westbound	RT	1.00	120	1,600	0.006	E-W(2):	0.132
	TH	1.00	110	1,600	0.069		
	LT	1.00	120	1,600	0.075 *	V/C:	0.716
Northbound	RT	1.00	140	1,600	0.050	Lost Time:	0.100
	TH	4.00	2,290	6,400	0.358 *	ITS:	0.000
	LT	1.00	80	1,600	0.050		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.816
	TH	1.00	180	1,600	0.144 *		
	LT	1.00	100	1,600	0.063	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.366 *
	TH	4.00	1,710	6,400	0.281	N-S(2):	0.350
	LT	2.00	270	2,880	0.094 *	E-W(1):	0.301 *
Westbound	RT	1.00	180	1,600	0.066	E-W(2):	0.181
	TH	1.00	170	1,600	0.106		
	LT	1.00	220	1,600	0.138 *	V/C:	0.667
Northbound	RT	1.00	150	1,600	0.025	Lost Time:	0.100
	TH	4.00	1,740	6,400	0.272 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.767
	TH	1.00	210	1,600	0.163 *		
	LT	1.00	120	1,600	0.075	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.459
	TH	4.00	2,350	6,400	0.392 *	N-S(2):	0.473 *
	LT	2.00	210	2,880	0.073	E-W(1):	0.269 *
Westbound	RT	1.00	310	1,600	0.157	E-W(2):	0.232
	TH	1.00	210	1,600	0.131		
	LT	1.00	200	1,600	0.125 *	V/C:	0.742
Northbound	RT	1.00	300	1,600	0.125	Lost Time:	0.100
	TH	4.00	2,470	6,400	0.386	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.842
	TH	1.00	170	1,600	0.144 *		
	LT	1.00	120	1,600	0.075	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 119 - OCEAN AVENUE / VIA MARINA & WASHINGTON BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.932 *
	TH	1.00	500	1,600	0.319 *	N-S(2):	0.000
	LT	1.00	250	1,600	0.156	E-W(1):	0.240 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.201
	TH	2.00	410	3,200	0.163		
	LT	1.00	130	1,600	0.081 *	V/C:	1.172
Northbound	RT	1.00	290	1,600	0.141	Lost Time:	0.100
	TH	1.00	980	1,600	0.613 *	ITS:	0.000
	LT	2.00	390	2,880	0.135		
Eastbound	RT	1.00	210	1,600	0.064	ICU:	1.272
	TH	2.00	510	3,200	0.159 *		
	LT	1.00	60	1,600	0.038	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.738 *
	TH	1.00	440	1,600	0.300 *	N-S(2):	0.000
	LT	1.00	310	1,600	0.194	E-W(1):	0.247 *
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.215
	TH	2.00	540	3,200	0.184		
	LT	1.00	170	1,600	0.106 *	V/C:	0.985
Northbound	RT	1.00	200	1,600	0.072	Lost Time:	0.100
	TH	1.00	700	1,600	0.438 *	ITS:	0.000
	LT	2.00	250	2,880	0.087		
Eastbound	RT	1.00	170	1,600	0.063	ICU:	1.085
	TH	2.00	450	3,200	0.141 *		
	LT	1.00	50	1,600	0.031	LOS:	F

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	1.169 *
	TH	1.00	950	1,600	0.619 *	N-S(2):	0.000
	LT	1.00	460	1,600	0.288	E-W(1):	0.266
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.291 *
	TH	2.00	750	3,200	0.266 *		
	LT	1.00	160	1,600	0.100	V/C:	1.460
Northbound	RT	1.00	190	1,600	0.069	Lost Time:	0.100
	TH	1.00	880	1,600	0.550 *	ITS:	0.000
	LT	2.00	400	2,880	0.139		
Eastbound	RT	1.00	300	1,600	0.118	ICU:	1.560
	TH	2.00	530	3,200	0.166		
	LT	1.00	40	1,600	0.025 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 120 - OVERHILL DRIVE & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.019	N-S(1):	0.206 *
	TH	2.00	130	3,200	0.041	N-S(2):	0.091
	LT	1.00	160	1,600	0.100 *	E-W(1):	0.244
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.454 *
	TH	3.00	1,840	4,800	0.404 *		
	LT	1.00	90	1,600	0.056	V/C:	0.660
Northbound	RT	0.00	150	0	0.000	Lost Time:	0.100
	TH	2.00	190	3,200	0.106 *	ITS:	0.000
	LT	1.00	80	1,600	0.050		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.760
	TH	3.00	880	4,800	0.188		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.028	N-S(1):	0.194 *
	TH	2.00	120	3,200	0.038	N-S(2):	0.082
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.404 *
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.304
	TH	3.00	1,100	4,800	0.248		
	LT	1.00	200	1,600	0.125 *	V/C:	0.598
Northbound	RT	0.00	160	1,600	0.100 *	Lost Time:	0.100
	TH	2.00	120	1,600	0.075	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.698
	TH	3.00	1,300	4,800	0.279 *		
	LT	1.00	90	1,600	0.056	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.009	N-S(1):	0.369 *
	TH	2.00	380	3,200	0.119	N-S(2):	0.182
	LT	1.00	360	1,600	0.225 *	E-W(1):	0.686 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.440
	TH	3.00	1,400	4,800	0.321		
	LT	1.00	270	1,600	0.169 *	V/C:	1.055
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	2.00	300	3,200	0.144 *	ITS:	0.000
	LT	1.00	100	1,600	0.063		
Eastbound	RT	0.00	60	0	0.000	ICU:	1.155
	TH	3.00	2,420	4,800	0.517 *		
	LT	1.00	190	1,600	0.119	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 124 - PRAIRIE AVENUE & WEST 112TH STREET/I-105 OFF RAMP
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : Y
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.185
	TH	3.00	1,100	4,800	0.229 *	N-S(2):	0.229 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.226 *
Westbound	RT	0.70	70	1,120	0.047	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.30	30	480	0.063 *	V/C:	0.455
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	730	4,800	0.154	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	240	0	0.000	ICU:	0.555
	TH	1.00	20	1,600	0.163 *		
	LT	2.00	300	2,880	0.104	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.163
	TH	3.00	1,040	4,800	0.217 *	N-S(2):	0.217 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.313 *
Westbound	RT	0.50	20	800	0.016	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.50	20	800	0.025 *	V/C:	0.530
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	670	4,800	0.144	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	420	0	0.000	ICU:	0.630
	TH	1.00	40	1,600	0.288 *		
	LT	2.00	510	2,880	0.177	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.323 *
	TH	3.00	1,150	4,800	0.240	N-S(2):	0.240
	LT	1.00	120	1,600	0.075 *	E-W(1):	0.351 *
Westbound	RT	0.50	30	800	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.50	30	800	0.038 *	V/C:	0.674
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	3.00	1,140	4,800	0.248 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	430	0	0.000	ICU:	0.774
	TH	1.00	70	1,600	0.313 *		
	LT	2.00	620	2,880	0.215	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 125 - SEPULVEDA BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : NBR,
FF Movements: WBR,

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.027	N-S(1):	0.540 *
	TH	3.00	1,100	4,800	0.229	N-S(2):	0.316
	LT	2.00	300	2,880	0.104 *	E-W(1):	0.278 *
Westbound	RT	1.00	590	1,600	0.000	E-W(2):	0.167
	TH	2.00	270	3,200	0.084		
	LT	2.00	340	2,880	0.118 *	V/C:	0.818
Northbound	RT	1.00	370	1,600	0.113	Lost Time:	0.100
	TH	4.00	2,789	6,400	0.436 *	ITS:	0.000
	LT	2.00	250	2,880	0.087		
Eastbound	RT	1.00	120	1,600	0.032	ICU:	0.918
	TH	3.00	770	4,800	0.160 *		
	LT	2.00	240	2,880	0.083	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.060	N-S(1):	0.466 *
	TH	3.00	1,670	4,800	0.348	N-S(2):	0.404
	LT	2.00	590	2,880	0.205 *	E-W(1):	0.294 *
Westbound	RT	1.00	700	1,600	0.000	E-W(2):	0.227
	TH	2.00	350	3,200	0.109		
	LT	2.00	540	2,880	0.188 *	V/C:	0.760
Northbound	RT	1.00	470	1,600	0.106	Lost Time:	0.100
	TH	4.00	1,670	6,400	0.261 *	ITS:	0.000
	LT	2.00	160	2,880	0.056		
Eastbound	RT	1.00	130	1,600	0.053	ICU:	0.860
	TH	3.00	510	4,800	0.106 *		
	LT	2.00	340	2,880	0.118	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	460	1,600	0.216	N-S(1):	0.447
	TH	3.00	2,579	4,800	0.537 *	N-S(2):	0.725 *
	LT	2.00	630	2,880	0.219	E-W(1):	0.328 *
Westbound	RT	1.00	860	1,600	0.000	E-W(2):	0.323
	TH	2.00	580	3,200	0.181		
	LT	2.00	440	2,880	0.153 *	V/C:	1.053
Northbound	RT	1.00	500	1,600	0.160	Lost Time:	0.100
	TH	4.00	1,460	6,400	0.228	ITS:	0.000
	LT	2.00	540	2,880	0.188 *		
Eastbound	RT	1.00	280	1,600	0.175 *	ICU:	1.153
	TH	3.00	630	4,800	0.131		
	LT	2.00	410	2,880	0.142	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 140 - WB SR-90 RAMPS & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : NBR,
FF Movements: EBR,

N-S Split Phase : Y
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.063 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.459 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.372
	TH	2.00	1,190	3,200	0.372		
	LT	3.00	1,570	4,320	0.363 *	V/C:	0.522
Northbound	RT	2.00	1,020	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	180	2,880	0.063 *		
Eastbound	RT	1.00	180	1,600	0.000	ICU:	0.622
	TH	3.00	460	4,800	0.096 *		
	LT	1.00	0	1,600	0.000	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.089 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.317 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.284
	TH	2.00	910	3,200	0.284		
	LT	3.00	680	4,320	0.157 *	V/C:	0.406
Northbound	RT	2.00	790	3,200	0.089 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	230	2,880	0.080		
Eastbound	RT	1.00	170	1,600	0.000	ICU:	0.506
	TH	3.00	770	4,800	0.160 *		
	LT	1.00	0	1,600	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.220 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.409 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.322
	TH	2.00	1,030	3,200	0.322		
	LT	3.00	860	4,320	0.199 *	V/C:	0.629
Northbound	RT	2.00	1,340	3,200	0.220 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	250	2,880	0.087		
Eastbound	RT	1.00	240	1,600	0.000	ICU:	0.729
	TH	3.00	1,010	4,800	0.210 *		
	LT	1.00	0	1,600	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 147 - CRENSHAW BOULEVARD & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.298
	TH	3.00	900	4,800	0.215 *	N-S(2):	0.321 *
	LT	1.00	200	1,600	0.125	E-W(1):	0.219
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.302 *
	TH	3.00	1,089	4,800	0.252 *		
	LT	1.00	90	1,600	0.056	V/C:	0.623
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	3.00	770	4,800	0.173	ITS:	0.000
	LT	1.00	170	1,600	0.106 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.723
	TH	3.00	700	4,800	0.163		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.271
	TH	3.00	860	4,800	0.221 *	N-S(2):	0.315 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.350
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.390 *
	TH	3.00	1,120	4,800	0.246 *		
	LT	1.00	110	1,600	0.069	V/C:	0.705
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	3.00	770	4,800	0.177	ITS:	0.000
	LT	1.00	150	1,600	0.094 *		
Eastbound	RT	0.00	250	0	0.000	ICU:	0.805
	TH	3.00	1,100	4,800	0.281		
	LT	1.00	230	1,600	0.144 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	220	0	0.000	N-S(1):	0.375
	TH	3.00	1,070	4,800	0.269 *	N-S(2):	0.425 *
	LT	1.00	170	1,600	0.106	E-W(1):	0.448 *
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.404
	TH	3.00	1,120	4,800	0.273		
	LT	1.00	160	1,600	0.100 *	V/C:	0.873
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	3.00	1,210	4,800	0.269	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	0.00	220	0	0.000	ICU:	0.973
	TH	3.00	1,449	4,800	0.348 *		
	LT	1.00	210	1,600	0.131	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 148 - LA CIENEGA BOULEVARD & FAIRVIEW BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : Y
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.702 *
	TH	4.00	3,080	6,400	0.491	N-S(2):	0.491
	LT	0.00	0	0	0.000 *	E-W(1):	0.191 *
Westbound	RT	1.00	50	1,600	0.031	E-W(2):	0.000
	TH	0.55	110	880	0.125		
	LT	1.45	290	2,088	0.139 *	V/C:	0.893
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	3,330	4,800	0.702 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	70	1,600	0.044	ICU:	0.993
	TH	0.80	60	1,280	0.047		
	LT	1.20	90	1,728	0.052 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.504 *
	TH	4.00	2,220	6,400	0.370	N-S(2):	0.370
	LT	0.00	0	0	0.000 *	E-W(1):	0.184 *
Westbound	RT	1.00	40	1,600	0.025	E-W(2):	0.000
	TH	0.64	90	1,029	0.088		
	LT	1.36	190	1,954	0.097 *	V/C:	0.688
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	2,380	4,800	0.504 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	80	1,600	0.050	ICU:	0.788
	TH	0.80	100	1,280	0.078		
	LT	1.20	150	1,728	0.087 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.704 *
	TH	4.00	3,100	6,400	0.505	N-S(2):	0.505
	LT	0.00	0	0	0.000 *	E-W(1):	0.250 *
Westbound	RT	1.00	30	1,600	0.019	E-W(2):	0.000
	TH	0.74	140	1,179	0.119		
	LT	1.26	240	1,819	0.132 *	V/C:	0.954
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	3,260	4,800	0.704 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	80	1,600	0.050	ICU:	1.054
	TH	0.94	160	1,506	0.106		
	LT	1.06	180	1,525	0.118 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 149 - CRENSHAW BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.302 *
	TH	3.00	940	4,800	0.213	N-S(2):	0.294
	LT	1.00	230	1,600	0.144 *	E-W(1):	0.201
Westbound	RT	0.00	250	0	0.000	E-W(2):	0.313 *
	TH	3.00	1,040	4,800	0.269 *		
	LT	1.00	140	1,600	0.088	V/C:	0.615
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	690	4,800	0.158 *	ITS:	0.000
	LT	1.00	130	1,600	0.081		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.715
	TH	3.00	440	4,800	0.113		
	LT	1.00	70	1,600	0.044 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.377 *
	TH	3.00	920	4,800	0.215	N-S(2):	0.303
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.242
Westbound	RT	0.00	260	0	0.000	E-W(2):	0.271 *
	TH	3.00	620	4,800	0.183 *		
	LT	1.00	160	1,600	0.100	V/C:	0.648
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	890	4,800	0.208 *	ITS:	0.000
	LT	1.00	140	1,600	0.088		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.748
	TH	3.00	510	4,800	0.142		
	LT	1.00	140	1,600	0.088 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.504 *
	TH	3.00	1,000	4,800	0.235	N-S(2):	0.335
	LT	1.00	320	1,600	0.200 *	E-W(1):	0.426 *
Westbound	RT	0.00	270	0	0.000	E-W(2):	0.323
	TH	3.00	770	4,800	0.217		
	LT	1.00	180	1,600	0.113 *	V/C:	0.930
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	1,340	4,800	0.304 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	0.00	170	0	0.000	ICU:	1.030
	TH	3.00	1,330	4,800	0.313 *		
	LT	1.00	170	1,600	0.106	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 157 - LA CIENEGA BOULEVARD & 104TH STREET
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : EBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.257
	TH	3.00	610	4,800	0.148 *	N-S(2):	0.373 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.012
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.044 *
	TH	1.00	10	1,600	0.019 *		
	LT	0.00	10	1,600	0.006	V/C:	0.417
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	760	3,200	0.244	ITS:	0.000
	LT	1.00	360	1,600	0.225 *		
Eastbound	RT	1.00	250	1,600	0.000	ICU:	0.517
	TH	1.00	10	1,600	0.006		
	LT	1.00	40	1,600	0.025 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.279 *
	TH	3.00	430	4,800	0.102	N-S(2):	0.221
	LT	1.00	20	1,600	0.013 *	E-W(1):	0.100 *
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.075
	TH	1.00	10	1,600	0.025		
	LT	0.00	10	1,600	0.006 *	V/C:	0.379
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	830	3,200	0.266 *	ITS:	0.000
	LT	1.00	190	1,600	0.119		
Eastbound	RT	1.00	340	1,600	0.094 *	ICU:	0.479
	TH	1.00	10	1,600	0.006		
	LT	1.00	80	1,600	0.050	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.312
	TH	3.00	1,060	4,800	0.235 *	N-S(2):	0.348 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.051
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.069 *
	TH	1.00	10	1,600	0.025 *		
	LT	0.00	20	1,600	0.013	V/C:	0.417
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	2.00	890	3,200	0.281	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	1.00	240	1,600	0.038	ICU:	0.517
	TH	1.00	10	1,600	0.006		
	LT	1.00	70	1,600	0.044 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 159 - HINDRY AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.094 *
	TH	1.00	60	1,600	0.063	N-S(2):	0.076
	LT	0.00	40	1,600	0.025 *	E-W(1):	0.309 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.303
	TH	2.00	910	3,200	0.297		
	LT	1.00	170	1,600	0.106 *	V/C:	0.403
Northbound	RT	1.00	130	1,600	0.028	Lost Time:	0.100
	TH	1.00	90	1,600	0.069 *	ITS:	0.000
	LT	0.00	20	1,600	0.013		
Eastbound	RT	1.00	40	1,600	0.019	ICU:	0.503
	TH	2.00	650	3,200	0.203 *		
	LT	1.00	10	1,600	0.006	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.156 *
	TH	1.00	150	1,600	0.125 *	N-S(2):	0.156 *
	LT	0.00	50	1,600	0.031 *	E-W(1):	0.469 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.307
	TH	2.00	860	3,200	0.288		
	LT	1.00	160	1,600	0.100 *	V/C:	0.625
Northbound	RT	1.00	230	1,600	0.094	Lost Time:	0.100
	TH	1.00	150	1,600	0.125 *	ITS:	0.000
	LT	0.00	50	1,600	0.031 *		
Eastbound	RT	1.00	100	1,600	0.047	ICU:	0.725
	TH	2.00	1,180	3,200	0.369 *		
	LT	1.00	30	1,600	0.019	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.013	N-S(1):	0.107
	TH	1.00	130	1,600	0.119 *	N-S(2):	0.144 *
	LT	0.00	60	1,600	0.038	E-W(1):	0.429 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.288
	TH	2.00	850	3,200	0.275		
	LT	1.00	100	1,600	0.063 *	V/C:	0.573
Northbound	RT	1.00	130	1,600	0.050	Lost Time:	0.100
	TH	1.00	70	1,600	0.069	ITS:	0.000
	LT	0.00	40	1,600	0.025 *		
Eastbound	RT	1.00	60	1,600	0.025	ICU:	0.673
	TH	2.00	1,170	3,200	0.366 *		
	LT	1.00	20	1,600	0.013	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 162 - SEPULVEDA BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.572 *
	TH	3.00	1,010	4,800	0.240	N-S(2):	0.315
	LT	2.00	160	2,880	0.056 *	E-W(1):	0.209
Westbound	RT	1.00	170	1,600	0.051	E-W(2):	0.278 *
	TH	2.00	550	3,200	0.172 *		
	LT	1.00	120	1,600	0.075	V/C:	0.850
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	3.00	2,379	4,800	0.516 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	110	1,600	0.031	ICU:	0.950
	TH	2.00	430	3,200	0.134		
	LT	1.00	170	1,600	0.106 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	210	0	0.000	N-S(1):	0.445
	TH	3.00	1,590	4,800	0.375 *	N-S(2):	0.506 *
	LT	2.00	230	2,880	0.080	E-W(1):	0.350
Westbound	RT	1.00	220	1,600	0.058	E-W(2):	0.391 *
	TH	2.00	570	3,200	0.178 *		
	LT	1.00	230	1,600	0.144	V/C:	0.897
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	3.00	1,580	4,800	0.365	ITS:	0.000
	LT	1.00	210	1,600	0.131 *		
Eastbound	RT	1.00	210	1,600	0.066	ICU:	0.997
	TH	2.00	660	3,200	0.206		
	LT	1.00	340	1,600	0.213 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.430
	TH	3.00	2,569	4,800	0.571 *	N-S(2):	0.696 *
	LT	2.00	230	2,880	0.080	E-W(1):	0.397 *
Westbound	RT	1.00	180	1,600	0.033	E-W(2):	0.328
	TH	2.00	590	3,200	0.184		
	LT	1.00	240	1,600	0.150 *	V/C:	1.093
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	3.00	1,500	4,800	0.350	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	80	1,600	0.000	ICU:	1.193
	TH	2.00	790	3,200	0.247 *		
	LT	1.00	230	1,600	0.144	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 164 - CRENSHAW BOULEVARD & MANCHESTER AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.263
	TH	2.00	660	3,200	0.216 *	N-S(2):	0.310 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.319
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.447 *
	TH	2.00	1,110	3,200	0.409 *		
	LT	1.00	200	1,600	0.125	V/C:	0.757
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	3.00	670	4,800	0.175	ITS:	0.000
	LT	1.00	150	1,600	0.094 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.857
	TH	2.00	560	3,200	0.194		
	LT	1.00	60	1,600	0.038 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.294
	TH	2.00	700	3,200	0.238 *	N-S(2):	0.338 *
	LT	1.00	200	1,600	0.125	E-W(1):	0.435 *
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.378
	TH	2.00	870	3,200	0.328		
	LT	1.00	310	1,600	0.194 *	V/C:	0.773
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	600	4,800	0.169	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.873
	TH	2.00	690	3,200	0.241 *		
	LT	1.00	80	1,600	0.050	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.329
	TH	2.00	900	3,200	0.291 *	N-S(2):	0.372 *
	LT	1.00	170	1,600	0.106	E-W(1):	0.594 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.481
	TH	2.00	1,160	3,200	0.406		
	LT	1.00	280	1,600	0.175 *	V/C:	0.966
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	860	4,800	0.223	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	1.066
	TH	2.00	1,260	3,200	0.419 *		
	LT	1.00	120	1,600	0.075	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 169 - PRAIRIE AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.479 *
	TH	3.00	640	4,800	0.146	N-S(2):	0.415
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.375
Westbound	RT	1.00	570	1,600	0.288	E-W(2):	0.469 *
	TH	2.00	1,380	3,200	0.431 *		
	LT	1.00	280	1,600	0.175	V/C:	0.948
Northbound	RT	1.00	190	1,600	0.000	Lost Time:	0.100
	TH	2.00	1,090	3,200	0.341 *	ITS:	0.000
	LT	1.00	430	1,600	0.269		
Eastbound	RT	0.00	210	0	0.000	ICU:	1.048
	TH	3.00	750	4,800	0.200		
	LT	2.00	110	2,880	0.038 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.313 *
	TH	3.00	640	4,800	0.148	N-S(2):	0.292
	LT	1.00	180	1,600	0.113 *	E-W(1):	0.319 *
Westbound	RT	1.00	250	1,600	0.100	E-W(2):	0.269
	TH	2.00	760	3,200	0.238		
	LT	1.00	150	1,600	0.094 *	V/C:	0.632
Northbound	RT	1.00	210	1,600	0.038	Lost Time:	0.100
	TH	2.00	640	3,200	0.200 *	ITS:	0.000
	LT	1.00	230	1,600	0.144		
Eastbound	RT	0.00	290	0	0.000	ICU:	0.732
	TH	3.00	790	4,800	0.225 *		
	LT	2.00	90	2,880	0.031	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.397 *
	TH	3.00	970	4,800	0.215	N-S(2):	0.346
	LT	1.00	280	1,600	0.175 *	E-W(1):	0.444 *
Westbound	RT	1.00	260	1,600	0.075	E-W(2):	0.340
	TH	2.00	1,010	3,200	0.316		
	LT	1.00	160	1,600	0.100 *	V/C:	0.841
Northbound	RT	1.00	180	1,600	0.013	Lost Time:	0.100
	TH	2.00	710	3,200	0.222 *	ITS:	0.000
	LT	1.00	210	1,600	0.131		
Eastbound	RT	0.00	380	0	0.000	ICU:	0.941
	TH	3.00	1,270	4,800	0.344 *		
	LT	2.00	70	2,880	0.024	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 173 - WESTERN AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.341
	TH	3.00	890	4,800	0.221 *	N-S(2):	0.359 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.404
Westbound	RT	1.00	230	1,600	0.100	E-W(2):	0.405 *
	TH	3.00	1,400	4,800	0.292 *		
	LT	1.00	240	1,600	0.150	V/C:	0.764
Northbound	RT	1.00	170	1,600	0.031	Lost Time:	0.100
	TH	2.00	810	3,200	0.253	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	0.00	240	0	0.000	ICU:	0.864
	TH	3.00	980	4,800	0.254		
	LT	1.00	180	1,600	0.113 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.281 *
	TH	3.00	520	4,800	0.135	N-S(2):	0.266
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.315 *
Westbound	RT	1.00	140	1,600	0.034	E-W(2):	0.246
	TH	3.00	730	4,800	0.152		
	LT	1.00	200	1,600	0.125 *	V/C:	0.596
Northbound	RT	1.00	170	1,600	0.044	Lost Time:	0.100
	TH	2.00	560	3,200	0.175 *	ITS:	0.000
	LT	1.00	210	1,600	0.131		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.696
	TH	3.00	710	4,800	0.190 *		
	LT	1.00	150	1,600	0.094	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.407 *
	TH	3.00	700	4,800	0.175	N-S(2):	0.331
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.534 *
Westbound	RT	1.00	170	1,600	0.038	E-W(2):	0.365
	TH	3.00	1,090	4,800	0.227		
	LT	1.00	190	1,600	0.119 *	V/C:	0.941
Northbound	RT	1.00	160	1,600	0.041	Lost Time:	0.100
	TH	2.00	860	3,200	0.269 *	ITS:	0.000
	LT	1.00	250	1,600	0.156		
Eastbound	RT	0.00	270	0	0.000	ICU:	1.041
	TH	3.00	1,720	4,800	0.415 *		
	LT	1.00	220	1,600	0.138	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 175 - VERMONT AVENUE & MANCHESTER AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.350 *
	TH	3.00	710	4,800	0.169	N-S(2):	0.245
	LT	2.00	160	2,880	0.056 *	E-W(1):	0.361
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.386 *
	TH	3.00	1,290	4,800	0.298 *		
	LT	1.00	100	1,600	0.063	V/C:	0.736
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	1,290	4,800	0.294 *	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.836
	TH	3.00	1,340	4,800	0.298		
	LT	1.00	140	1,600	0.088 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.234 *
	TH	3.00	680	4,800	0.171	N-S(2):	0.227
	LT	2.00	200	2,880	0.069 *	E-W(1):	0.310
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.319 *
	TH	3.00	1,010	4,800	0.244 *		
	LT	1.00	120	1,600	0.075	V/C:	0.553
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	650	4,800	0.165 *	ITS:	0.000
	LT	2.00	160	2,880	0.056		
Eastbound	RT	0.00	160	0	0.000	ICU:	0.653
	TH	3.00	970	4,800	0.235		
	LT	1.00	120	1,600	0.075 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.352 *
	TH	3.00	960	4,800	0.229	N-S(2):	0.305
	LT	2.00	270	2,880	0.094 *	E-W(1):	0.409 *
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.394
	TH	3.00	1,270	4,800	0.306		
	LT	1.00	110	1,600	0.069 *	V/C:	0.761
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	3.00	1,110	4,800	0.258 *	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.861
	TH	3.00	1,440	4,800	0.340 *		
	LT	1.00	140	1,600	0.088	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 176 - VERMONT AVENUE & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	180	0	0.000	N-S(1):	0.333 *
	TH	3.00	880	4,800	0.221	N-S(2):	0.290
	LT	2.00	130	2,880	0.045 *	E-W(1):	0.326
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.371 *
	TH	3.00	1,170	4,800	0.271 *		
	LT	1.00	180	1,600	0.113	V/C:	0.704
Northbound	RT	1.00	150	1,600	0.038	Lost Time:	0.100
	TH	3.00	1,380	4,800	0.288 *	ITS:	0.000
	LT	2.00	200	2,880	0.069		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.804
	TH	3.00	890	4,800	0.213		
	LT	1.00	160	1,600	0.100 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.188
	TH	3.00	670	4,800	0.181 *	N-S(2):	0.257 *
	LT	2.00	120	2,880	0.042	E-W(1):	0.283
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.350 *
	TH	3.00	1,020	4,800	0.231 *		
	LT	1.00	120	1,600	0.075	V/C:	0.607
Northbound	RT	1.00	70	1,600	0.006	Lost Time:	0.100
	TH	3.00	700	4,800	0.146	ITS:	0.000
	LT	2.00	220	2,880	0.076 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.707
	TH	3.00	860	4,800	0.208		
	LT	1.00	190	1,600	0.119 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.328
	TH	3.00	1,030	4,800	0.248 *	N-S(2):	0.356 *
	LT	2.00	170	2,880	0.059	E-W(1):	0.365
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.387 *
	TH	3.00	1,170	4,800	0.256 *		
	LT	1.00	140	1,600	0.088	V/C:	0.743
Northbound	RT	1.00	120	1,600	0.031	Lost Time:	0.100
	TH	3.00	1,290	4,800	0.269	ITS:	0.000
	LT	2.00	310	2,880	0.108 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.843
	TH	3.00	1,190	4,800	0.277		
	LT	1.00	210	1,600	0.131 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 177 - VERMONT AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.003	N-S(1):	0.395 *
	TH	3.00	890	4,800	0.185	N-S(2):	0.324
	LT	2.00	280	2,880	0.097 *	E-W(1):	0.409 *
Westbound	RT	0.00	210	0	0.000	E-W(2):	0.388
	TH	3.00	1,320	4,800	0.319		
	LT	1.00	310	1,600	0.194 *	V/C:	0.804
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	1,290	4,800	0.298 *	ITS:	0.000
	LT	2.00	400	2,880	0.139		
Eastbound	RT	0.00	230	0	0.000	ICU:	0.904
	TH	3.00	800	4,800	0.215 *		
	LT	1.00	110	1,600	0.069	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.009	N-S(1):	0.259
	TH	3.00	610	4,800	0.127 *	N-S(2):	0.266 *
	LT	2.00	170	2,880	0.059	E-W(1):	0.281 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.186
	TH	3.00	580	4,800	0.142		
	LT	1.00	170	1,600	0.106 *	V/C:	0.547
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	3.00	780	4,800	0.200	ITS:	0.000
	LT	2.00	400	2,880	0.139 *		
Eastbound	RT	0.00	260	0	0.000	ICU:	0.647
	TH	3.00	580	4,800	0.175 *		
	LT	1.00	70	1,600	0.044	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.013	N-S(1):	0.422 *
	TH	3.00	890	4,800	0.185	N-S(2):	0.366
	LT	2.00	250	2,880	0.087 *	E-W(1):	0.519 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.326
	TH	3.00	1,030	4,800	0.238		
	LT	1.00	280	1,600	0.175 *	V/C:	0.941
Northbound	RT	0.00	240	0	0.000	Lost Time:	0.100
	TH	3.00	1,370	4,800	0.335 *	ITS:	0.000
	LT	2.00	520	2,880	0.181		
Eastbound	RT	0.00	200	0	0.000	ICU:	1.041
	TH	3.00	1,450	4,800	0.344 *		
	LT	1.00	140	1,600	0.088	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 182 - INGLEWOOD AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	150	1,600	0.069	N-S(1):	0.403 *
	TH	2.00	700	3,200	0.219	N-S(2):	0.382
	LT	1.00	230	1,600	0.144 *	E-W(1):	0.304 *
Westbound	RT	1.00	150	1,600	0.022	E-W(2):	0.250
	TH	3.00	960	4,800	0.200		
	LT	1.00	330	1,600	0.206 *	V/C:	0.707
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	2.00	640	3,200	0.259 *	ITS:	0.000
	LT	1.00	260	1,600	0.163		
Eastbound	RT	1.00	70	1,600	0.000	ICU:	0.807
	TH	3.00	470	4,800	0.098 *		
	LT	1.00	80	1,600	0.050	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	210	1,600	0.061	N-S(1):	0.284 *
	TH	2.00	460	3,200	0.144	N-S(2):	0.257
	LT	1.00	130	1,600	0.081 *	E-W(1):	0.282
Westbound	RT	1.00	80	1,600	0.009	E-W(2):	0.314 *
	TH	3.00	830	4,800	0.173 *		
	LT	1.00	180	1,600	0.113	V/C:	0.598
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	2.00	550	3,200	0.203 *	ITS:	0.000
	LT	1.00	180	1,600	0.113		
Eastbound	RT	1.00	150	1,600	0.038	ICU:	0.698
	TH	3.00	810	4,800	0.169		
	LT	1.00	226	1,600	0.141 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.044	N-S(1):	0.441 *
	TH	2.00	790	3,200	0.247	N-S(2):	0.403
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.419 *
Westbound	RT	1.00	140	1,600	0.003	E-W(2):	0.315
	TH	3.00	790	4,800	0.165		
	LT	1.00	170	1,600	0.106 *	V/C:	0.860
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	2.00	690	3,200	0.272 *	ITS:	0.000
	LT	1.00	250	1,600	0.156		
Eastbound	RT	1.00	220	1,600	0.059	ICU:	0.960
	TH	3.00	1,500	4,800	0.313 *		
	LT	1.00	240	1,600	0.150	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 183 - HAWTHORNE BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	260	1,600	0.122	N-S(1):	0.286
	TH	3.00	1,030	4,800	0.215 *	N-S(2):	0.343 *
	LT	2.00	180	2,880	0.063	E-W(1):	0.225
Westbound	RT	0.00	250	0	0.000	E-W(2):	0.371 *
	TH	3.00	1,140	4,800	0.290 *		
	LT	1.00	130	1,600	0.081	V/C:	0.714
Northbound	RT	1.00	170	1,600	0.066	Lost Time:	0.100
	TH	3.00	1,070	4,800	0.223	ITS:	0.000
	LT	2.00	370	2,880	0.128 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.814
	TH	3.00	520	4,800	0.144		
	LT	1.00	130	1,600	0.081 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	230	1,600	0.088	N-S(1):	0.278
	TH	3.00	970	4,800	0.202 *	N-S(2):	0.292 *
	LT	2.00	260	2,880	0.090	E-W(1):	0.262
Westbound	RT	0.00	260	0	0.000	E-W(2):	0.328 *
	TH	3.00	770	4,800	0.215 *		
	LT	1.00	130	1,600	0.081	V/C:	0.620
Northbound	RT	1.00	230	1,600	0.103	Lost Time:	0.100
	TH	3.00	900	4,800	0.188	ITS:	0.000
	LT	2.00	260	2,880	0.090 *		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.720
	TH	3.00	680	4,800	0.181		
	LT	1.00	180	1,600	0.113 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.072	N-S(1):	0.406
	TH	3.00	1,470	4,800	0.306 *	N-S(2):	0.431 *
	LT	2.00	460	2,880	0.160	E-W(1):	0.413 *
Westbound	RT	0.00	280	0	0.000	E-W(2):	0.325
	TH	3.00	830	4,800	0.231		
	LT	1.00	150	1,600	0.094 *	V/C:	0.844
Northbound	RT	1.00	180	1,600	0.066	Lost Time:	0.100
	TH	3.00	1,180	4,800	0.246	ITS:	0.000
	LT	2.00	360	2,880	0.125 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.944
	TH	3.00	1,330	4,800	0.319 *		
	LT	1.00	150	1,600	0.094	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 184 - PRAIRIE AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	180	0	0.000	N-S(1):	0.294
	TH	3.00	990	4,800	0.244 *	N-S(2):	0.369 *
	LT	1.00	190	1,600	0.119	E-W(1):	0.407
Westbound	RT	0.00	210	0	0.000	E-W(2):	0.421 *
	TH	3.00	1,240	4,800	0.302 *		
	LT	1.00	380	1,600	0.238	V/C:	0.790
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	3.00	670	4,800	0.175	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.890
	TH	3.00	700	4,800	0.169		
	LT	1.00	190	1,600	0.119 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.309
	TH	3.00	680	4,800	0.169 *	N-S(2):	0.325 *
	LT	1.00	260	1,600	0.163	E-W(1):	0.344 *
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.298
	TH	3.00	790	4,800	0.192		
	LT	1.00	240	1,600	0.150 *	V/C:	0.669
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	3.00	540	4,800	0.146	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.769
	TH	3.00	810	4,800	0.194 *		
	LT	1.00	170	1,600	0.106	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.410 *
	TH	3.00	1,060	4,800	0.254	N-S(2):	0.392
	LT	1.00	280	1,600	0.175 *	E-W(1):	0.467 *
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.327
	TH	3.00	890	4,800	0.221		
	LT	1.00	280	1,600	0.175 *	V/C:	0.877
Northbound	RT	0.00	250	0	0.000	Lost Time:	0.100
	TH	3.00	880	4,800	0.235 *	ITS:	0.000
	LT	1.00	220	1,600	0.138		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.977
	TH	3.00	1,210	4,800	0.292 *		
	LT	1.00	170	1,600	0.106	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 185 - CRENSHAW BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.339 *
	TH	3.00	880	4,800	0.215	N-S(2):	0.321
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.328
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.377 *
	TH	3.00	1,140	4,800	0.277 *		
	LT	1.00	180	1,600	0.113	V/C:	0.716
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	1,010	4,800	0.233 *	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.816
	TH	3.00	840	4,800	0.215		
	LT	1.00	160	1,600	0.100 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.323 *
	TH	3.00	630	4,800	0.173	N-S(2):	0.286
	LT	1.00	210	1,600	0.131 *	E-W(1):	0.300
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.325 *
	TH	3.00	790	4,800	0.206 *		
	LT	1.00	160	1,600	0.100	V/C:	0.648
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	3.00	740	4,800	0.192 *	ITS:	0.000
	LT	1.00	180	1,600	0.113		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.748
	TH	3.00	790	4,800	0.200		
	LT	1.00	190	1,600	0.119 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	230	0	0.000	N-S(1):	0.371
	TH	3.00	1,050	4,800	0.267 *	N-S(2):	0.373 *
	LT	1.00	240	1,600	0.150	E-W(1):	0.450 *
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.344
	TH	3.00	1,080	4,800	0.263		
	LT	1.00	230	1,600	0.144 *	V/C:	0.823
Northbound	RT	0.00	220	0	0.000	Lost Time:	0.100
	TH	3.00	840	4,800	0.221	ITS:	0.000
	LT	1.00	170	1,600	0.106 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.923
	TH	3.00	1,270	4,800	0.306 *		
	LT	1.00	130	1,600	0.081	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 186 - WESTERN AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.278
	TH	2.00	680	3,200	0.238 *	N-S(2):	0.382 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.309
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.346 *
	TH	3.00	1,230	4,800	0.290 *		
	LT	1.00	110	1,600	0.069	V/C:	0.728
Northbound	RT	1.00	110	1,600	0.034	Lost Time:	0.100
	TH	2.00	730	3,200	0.228	ITS:	0.000
	LT	1.00	230	1,600	0.144 *		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.828
	TH	3.00	1,040	4,800	0.240		
	LT	1.00	90	1,600	0.056 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.260
	TH	2.00	510	3,200	0.194 *	N-S(2):	0.300 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.275 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.263
	TH	3.00	820	4,800	0.200		
	LT	1.00	110	1,600	0.069 *	V/C:	0.575
Northbound	RT	1.00	130	1,600	0.047	Lost Time:	0.100
	TH	2.00	530	3,200	0.166	ITS:	0.000
	LT	1.00	170	1,600	0.106 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.675
	TH	3.00	820	4,800	0.206 *		
	LT	1.00	100	1,600	0.063	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.338
	TH	2.00	770	3,200	0.278 *	N-S(2):	0.403 *
	LT	1.00	160	1,600	0.100	E-W(1):	0.431 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.348
	TH	3.00	1,200	4,800	0.267		
	LT	1.00	160	1,600	0.100 *	V/C:	0.834
Northbound	RT	1.00	160	1,600	0.050	Lost Time:	0.100
	TH	2.00	760	3,200	0.238	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	230	0	0.000	ICU:	0.934
	TH	3.00	1,360	4,800	0.331 *		
	LT	1.00	130	1,600	0.081	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 187 - VERMONT AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.034	N-S(1):	0.286 *
	TH	3.00	690	4,800	0.144	N-S(2):	0.257
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.373
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.425 *
	TH	3.00	1,530	4,800	0.356 *		
	LT	1.00	150	1,600	0.094	V/C:	0.711
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	590	4,800	0.148 *	ITS:	0.000
	LT	1.00	180	1,600	0.113		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.811
	TH	3.00	1,220	4,800	0.279		
	LT	1.00	110	1,600	0.069 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.028	N-S(1):	0.242 *
	TH	3.00	400	4,800	0.083	N-S(2):	0.189
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.338 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.329
	TH	3.00	1,090	4,800	0.260		
	LT	1.00	150	1,600	0.094 *	V/C:	0.580
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	360	4,800	0.104 *	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.680
	TH	3.00	1,070	4,800	0.244 *		
	LT	1.00	110	1,600	0.069	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	120	1,600	0.028	N-S(1):	0.378 *
	TH	3.00	840	4,800	0.175	N-S(2):	0.294
	LT	1.00	242	1,600	0.151 *	E-W(1):	0.423 *
Westbound	RT	0.00	250	0	0.000	E-W(2):	0.423 *
	TH	3.00	1,330	4,800	0.329 *		
	LT	1.00	150	1,600	0.094 *	V/C:	0.801
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	880	4,800	0.227 *	ITS:	0.000
	LT	1.00	190	1,600	0.119		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.901
	TH	3.00	1,400	4,800	0.329 *		
	LT	1.00	150	1,600	0.094 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 188 - PRAIRIE AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.404
	TH	3.00	1,160	4,800	0.267 *	N-S(2):	0.523 *
	LT	1.00	250	1,600	0.156	E-W(1):	0.275
Westbound	RT	0.00	300	0	0.000	E-W(2):	0.404 *
	TH	3.00	1,190	4,800	0.310 *		
	LT	1.00	120	1,600	0.075	V/C:	0.927
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	3.00	1,060	4,800	0.248	ITS:	0.000
	LT	1.00	410	1,600	0.256 *		
Eastbound	RT	0.00	160	0	0.000	ICU:	1.027
	TH	3.00	800	4,800	0.200		
	LT	1.00	150	1,600	0.094 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.288
	TH	3.00	730	4,800	0.175 *	N-S(2):	0.325 *
	LT	1.00	230	1,600	0.144	E-W(1):	0.279 *
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.259
	TH	3.00	710	4,800	0.190		
	LT	1.00	150	1,600	0.094 *	V/C:	0.604
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	3.00	590	4,800	0.144	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	0.00	210	0	0.000	ICU:	0.704
	TH	3.00	680	4,800	0.185 *		
	LT	1.00	110	1,600	0.069	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.423 *
	TH	3.00	1,150	4,800	0.267	N-S(2):	0.398
	LT	1.00	290	1,600	0.181 *	E-W(1):	0.485 *
Westbound	RT	0.00	280	0	0.000	E-W(2):	0.360
	TH	3.00	970	4,800	0.260		
	LT	1.00	160	1,600	0.100 *	V/C:	0.908
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	1,040	4,800	0.242 *	ITS:	0.000
	LT	1.00	210	1,600	0.131		
Eastbound	RT	0.00	350	0	0.000	ICU:	1.008
	TH	3.00	1,500	4,800	0.385 *		
	LT	1.00	160	1,600	0.100	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 189 - CRENSHAW BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	310	1,600	0.094	N-S(1):	0.336
	TH	3.00	910	4,800	0.190 *	N-S(2):	0.371 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.288
Westbound	RT	0.00	290	0	0.000	E-W(2):	0.504 *
	TH	3.00	1,170	4,800	0.304 *		
	LT	1.00	190	1,600	0.119	V/C:	0.875
Northbound	RT	1.00	130	1,600	0.022	Lost Time:	0.100
	TH	3.00	1,190	4,800	0.248	ITS:	0.000
	LT	1.00	290	1,600	0.181 *		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.975
	TH	3.00	700	4,800	0.169		
	LT	1.00	320	1,600	0.200 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	270	1,600	0.059	N-S(1):	0.265 *
	TH	3.00	760	4,800	0.158	N-S(2):	0.252
	LT	1.00	140	1,600	0.088 *	E-W(1):	0.238
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.377 *
	TH	3.00	580	4,800	0.158 *		
	LT	1.00	140	1,600	0.088	V/C:	0.642
Northbound	RT	1.00	120	1,600	0.031	Lost Time:	0.100
	TH	3.00	850	4,800	0.177 *	ITS:	0.000
	LT	1.00	150	1,600	0.094		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.742
	TH	3.00	590	4,800	0.150		
	LT	1.00	350	1,600	0.219 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	230	1,600	0.019	N-S(1):	0.342 *
	TH	3.00	1,240	4,800	0.258	N-S(2):	0.333
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.442
Westbound	RT	0.00	250	0	0.000	E-W(2):	0.454 *
	TH	3.00	730	4,800	0.204 *		
	LT	1.00	180	1,600	0.113	V/C:	0.796
Northbound	RT	1.00	100	1,600	0.006	Lost Time:	0.100
	TH	3.00	980	4,800	0.204 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.896
	TH	3.00	1,380	4,800	0.329		
	LT	1.00	400	1,600	0.250 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 190 - WESTERN AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	280	1,600	0.122	N-S(1):	0.235
	TH	2.00	520	3,200	0.163 *	N-S(2):	0.288 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.269
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.464 *
	TH	3.00	1,560	4,800	0.358 *		
	LT	1.00	110	1,600	0.069	V/C:	0.752
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	2.00	560	3,200	0.197	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.852
	TH	3.00	770	4,800	0.200		
	LT	1.00	170	1,600	0.106 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.063	N-S(1):	0.213
	TH	2.00	410	3,200	0.128 *	N-S(2):	0.228 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.227
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.286 *
	TH	3.00	720	4,800	0.173 *		
	LT	1.00	110	1,600	0.069	V/C:	0.514
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	2.00	400	3,200	0.163	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.614
	TH	3.00	630	4,800	0.158		
	LT	1.00	180	1,600	0.113 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.063	N-S(1):	0.313
	TH	2.00	650	3,200	0.203 *	N-S(2):	0.341 *
	LT	1.00	110	1,600	0.069	E-W(1):	0.431 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.379
	TH	3.00	1,000	4,800	0.229		
	LT	1.00	90	1,600	0.056 *	V/C:	0.772
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	650	3,200	0.244	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.872
	TH	3.00	1,600	4,800	0.375 *		
	LT	1.00	240	1,600	0.150	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 191 - VERMONT AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.056	N-S(1):	0.209 *
	TH	3.00	560	4,800	0.117	N-S(2):	0.167
	LT	1.00	180	1,600	0.113 *	E-W(1):	0.283
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.456 *
	TH	3.00	1,810	4,800	0.406 *		
	LT	1.00	120	1,600	0.075	V/C:	0.665
Northbound	RT	1.00	110	1,600	0.031	Lost Time:	0.100
	TH	3.00	460	4,800	0.096 *	ITS:	0.000
	LT	1.00	80	1,600	0.050		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.765
	TH	3.00	920	4,800	0.208		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	180	1,600	0.097	N-S(1):	0.175 *
	TH	3.00	390	4,800	0.081	N-S(2):	0.141
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.231 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.216
	TH	3.00	750	4,800	0.185		
	LT	1.00	80	1,600	0.050 *	V/C:	0.406
Northbound	RT	1.00	60	1,600	0.013	Lost Time:	0.100
	TH	3.00	330	4,800	0.069 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.506
	TH	3.00	800	4,800	0.181 *		
	LT	1.00	50	1,600	0.031	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.009	N-S(1):	0.244 *
	TH	3.00	560	4,800	0.117	N-S(2):	0.205
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.426 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.321
	TH	3.00	930	4,800	0.227		
	LT	1.00	140	1,600	0.088 *	V/C:	0.670
Northbound	RT	1.00	80	1,600	0.006	Lost Time:	0.100
	TH	3.00	720	4,800	0.150 *	ITS:	0.000
	LT	1.00	140	1,600	0.088		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.770
	TH	3.00	1,530	4,800	0.338 *		
	LT	1.00	150	1,600	0.094	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 192 - AVIATION BOULEVARD & ARTESIA BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	230	0	0.000	N-S(1):	0.572 *
	TH	2.00	540	3,200	0.241	N-S(2):	0.335
	LT	1.00	180	1,600	0.113 *	E-W(1):	0.313
Westbound	RT	0.00	240	0	0.000	E-W(2):	0.466 *
	TH	2.00	810	3,200	0.328 *		
	LT	1.00	190	1,600	0.119	V/C:	1.038
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	2.00	1,330	3,200	0.459 *	ITS:	0.000
	LT	1.00	150	1,600	0.094		
Eastbound	RT	0.00	60	0	0.000	ICU:	1.138
	TH	2.00	560	3,200	0.194		
	LT	1.00	220	1,600	0.138 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.313
	TH	2.00	650	3,200	0.247 *	N-S(2):	0.316 *
	LT	1.00	180	1,600	0.113	E-W(1):	0.353 *
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.353 *
	TH	2.00	550	3,200	0.228 *		
	LT	1.00	240	1,600	0.150 *	V/C:	0.669
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	2.00	480	3,200	0.200	ITS:	0.000
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.769
	TH	2.00	570	3,200	0.203 *		
	LT	1.00	200	1,600	0.125 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.469
	TH	2.00	1,270	3,200	0.434 *	N-S(2):	0.509 *
	LT	1.00	270	1,600	0.169	E-W(1):	0.475 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.404
	TH	2.00	690	3,200	0.266		
	LT	1.00	290	1,600	0.181 *	V/C:	0.984
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	2.00	780	3,200	0.300	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	1.084
	TH	2.00	800	3,200	0.294 *		
	LT	1.00	220	1,600	0.138	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 193 - AVIATION BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.000	N-S(1):	0.475 *
	TH	2.00	620	3,200	0.194	N-S(2):	0.244
	LT	2.00	100	2,880	0.035 *	E-W(1):	0.282
Westbound	RT	1.00	340	1,600	0.195	E-W(2):	0.404 *
	TH	2.00	770	3,200	0.241 *		
	LT	2.00	290	2,880	0.101	V/C:	0.879
Northbound	RT	0.00	290	0	0.000	Lost Time:	0.100
	TH	3.00	1,820	4,800	0.440 *	ITS:	0.000
	LT	1.00	80	1,600	0.050		
Eastbound	RT	1.00	160	1,600	0.075	ICU:	0.979
	TH	2.00	580	3,200	0.181		
	LT	1.00	260	1,600	0.163 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.075	N-S(1):	0.283
	TH	2.00	760	3,200	0.238 *	N-S(2):	0.363 *
	LT	2.00	150	2,880	0.052	E-W(1):	0.278
Westbound	RT	1.00	150	1,600	0.068	E-W(2):	0.313 *
	TH	2.00	600	3,200	0.188 *		
	LT	2.00	280	2,880	0.097	V/C:	0.676
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	900	4,800	0.231	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	180	1,600	0.050	ICU:	0.776
	TH	2.00	580	3,200	0.181		
	LT	1.00	200	1,600	0.125 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	410	1,600	0.197	N-S(1):	0.319
	TH	2.00	1,320	3,200	0.413 *	N-S(2):	0.532 *
	LT	2.00	300	2,880	0.104	E-W(1):	0.457 *
Westbound	RT	1.00	130	1,600	0.029	E-W(2):	0.335
	TH	2.00	690	3,200	0.216		
	LT	2.00	570	2,880	0.198 *	V/C:	0.989
Northbound	RT	0.00	220	0	0.000	Lost Time:	0.100
	TH	3.00	810	4,800	0.215	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	1.00	210	1,600	0.072	ICU:	1.089
	TH	2.00	830	3,200	0.259 *		
	LT	1.00	190	1,600	0.119	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 196 - PRAIRIE AVENUE & FLORENCE AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.013
	TH	0.00	0	0	0.000 *	N-S(2):	0.281 *
	LT	0.00	0	0	0.000	E-W(1):	0.588 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.410
	TH	3.00	1,970	4,800	0.410		
	LT	1.00	440	1,600	0.275 *	V/C:	0.869
Northbound	RT	1.00	460	1,600	0.013	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	810	2,880	0.281 *		
Eastbound	RT	1.00	500	1,600	0.313 *	ICU:	0.969
	TH	3.00	1,010	4,800	0.210		
	LT	0.00	0	0	0.000	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.000
	TH	0.00	0	0	0.000 *	N-S(2):	0.128 *
	LT	0.00	0	0	0.000	E-W(1):	0.444 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.227
	TH	3.00	1,090	4,800	0.227		
	LT	1.00	320	1,600	0.200 *	V/C:	0.572
Northbound	RT	1.00	310	1,600	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	370	2,880	0.128 *		
Eastbound	RT	1.00	390	1,600	0.244 *	ICU:	0.672
	TH	3.00	1,010	4,800	0.210		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.113
	TH	0.00	0	0	0.000 *	N-S(2):	0.174 *
	LT	0.00	0	0	0.000	E-W(1):	0.594 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.267
	TH	3.00	1,280	4,800	0.267		
	LT	1.00	320	1,600	0.200 *	V/C:	0.768
Northbound	RT	1.00	500	1,600	0.113	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	500	2,880	0.174 *		
Eastbound	RT	1.00	630	1,600	0.394 *	ICU:	0.868
	TH	3.00	1,770	4,800	0.369		
	LT	0.00	0	0	0.000	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 197 - PRAIRIE AVENUE & LENNOX BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.291
	TH	3.00	1,280	4,800	0.308 *	N-S(2):	0.477 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.078 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.069
	TH	1.00	10	1,600	0.013		
	LT	0.00	0	0	0.000 *	V/C:	0.555
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,360	4,800	0.285	ITS:	0.000
	LT	1.00	270	1,600	0.169 *		
Eastbound	RT	1.00	260	1,600	0.078 *	ICU:	0.655
	TH	0.13	10	200	0.050		
	LT	1.88	150	2,700	0.056	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.244
	TH	3.00	1,040	4,800	0.240 *	N-S(2):	0.384 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.059
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.078 *
	TH	1.00	10	1,600	0.019 *		
	LT	0.00	10	1,600	0.006	V/C:	0.462
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,130	4,800	0.238	ITS:	0.000
	LT	1.00	230	1,600	0.144 *		
Eastbound	RT	1.00	180	1,600	0.041	ICU:	0.562
	TH	0.12	10	188	0.053		
	LT	1.88	160	2,711	0.059 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.355
	TH	3.00	1,530	4,800	0.350 *	N-S(2):	0.538 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.125 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.089
	TH	1.00	10	1,600	0.013		
	LT	0.00	0	0	0.000 *	V/C:	0.663
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,630	4,800	0.342	ITS:	0.000
	LT	1.00	300	1,600	0.188 *		
Eastbound	RT	1.00	350	1,600	0.125 *	ICU:	0.763
	TH	0.09	10	145	0.069		
	LT	1.91	210	2,749	0.076	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 1 - ADMIRALTY WAY & BALI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.003	N-S(1):	0.638 *
	TH	2.00	1,030	3,200	0.322	N-S(2):	0.335
	LT	1.00	540	1,600	0.338 *	E-W(1):	0.075
Westbound	RT	1.92	460	3,067	0.000	E-W(2):	0.169 *
	TH	0.08	20	133	0.150 *		
	LT	1.00	80	1,600	0.050	V/C:	0.807
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	2.00	870	3,200	0.300 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.907
	TH	2.00	30	3,200	0.025		
	LT	0.00	30	1,600	0.019 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.009	N-S(1):	0.557 *
	TH	2.00	690	3,200	0.216	N-S(2):	0.241
	LT	1.00	380	1,600	0.238 *	E-W(1):	0.106
Westbound	RT	1.87	440	2,996	0.000	E-W(2):	0.166 *
	TH	0.13	30	204	0.147 *		
	LT	1.00	120	1,600	0.075	V/C:	0.723
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	2.00	830	3,200	0.319 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.823
	TH	2.00	40	3,200	0.031		
	LT	0.00	30	1,600	0.019 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.009	N-S(1):	0.709 *
	TH	2.00	1,170	3,200	0.366	N-S(2):	0.379
	LT	1.00	490	1,600	0.306 *	E-W(1):	0.106
Westbound	RT	1.92	710	3,070	0.000	E-W(2):	0.250 *
	TH	0.08	30	130	0.231 *		
	LT	1.00	130	1,600	0.081	V/C:	0.959
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	2.00	1,080	3,200	0.403 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	1.059
	TH	2.00	30	3,200	0.025		
	LT	0.00	30	1,600	0.019 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 2 - ADMIRALTY WAY & FIJI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:	WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.000	N-S(1):	0.194 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	560	2,880	0.194 *	E-W(1):	0.059
Westbound	RT	1.00	470	1,600	0.000	E-W(2):	0.257 *
	TH	1.00	110	1,600	0.069 *		
	LT	0.00	0	0	0.000	V/C:	0.451
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.551
	TH	2.00	190	3,200	0.059		
	LT	1.00	300	1,600	0.188 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.019	N-S(1):	0.128 *
	TH	0.00	0	0	0.000	N-S(2):	0.019
	LT	2.00	370	2,880	0.128 *	E-W(1):	0.100
Westbound	RT	1.00	390	1,600	0.000	E-W(2):	0.244 *
	TH	1.00	230	1,600	0.144 *		
	LT	0.00	0	0	0.000	V/C:	0.372
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.472
	TH	2.00	320	3,200	0.100		
	LT	1.00	160	1,600	0.100 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	290	1,600	0.063	N-S(1):	0.226 *
	TH	0.00	0	0	0.000	N-S(2):	0.063
	LT	2.00	650	2,880	0.226 *	E-W(1):	0.091
Westbound	RT	1.00	580	1,600	0.000	E-W(2):	0.369 *
	TH	1.00	400	1,600	0.250 *		
	LT	0.00	0	0	0.000	V/C:	0.595
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.695
	TH	2.00	290	3,200	0.091		
	LT	1.00	190	1,600	0.119 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 3 - ADMIRALTY WAY & MINDANAO WAY
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.003	N-S(1):	0.532 *
	TH	2.00	590	3,200	0.184	N-S(2):	0.197
	LT	1.00	500	1,600	0.313 *	E-W(1):	0.112 *
Westbound	RT	1.00	400	1,600	0.000	E-W(2):	0.000
	TH	0.15	20	246	0.081		
	LT	1.85	240	2,658	0.090 *	V/C:	0.644
Northbound	RT	0.00	230	0	0.000	Lost Time:	0.100
	TH	2.00	470	3,200	0.219 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.744
	TH	2.00	20	3,200	0.022 *		
	LT	0.00	30	1,600	0.019	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.000	N-S(1):	0.434 *
	TH	2.00	480	3,200	0.150	N-S(2):	0.163
	LT	1.00	250	1,600	0.156 *	E-W(1):	0.153 *
Westbound	RT	1.00	360	1,600	0.069	E-W(2):	0.000
	TH	0.33	60	533	0.113		
	LT	1.67	300	2,400	0.125 *	V/C:	0.587
Northbound	RT	0.00	220	0	0.000	Lost Time:	0.100
	TH	2.00	670	3,200	0.278 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.687
	TH	2.00	30	3,200	0.028 *		
	LT	0.00	40	1,600	0.025	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.009	N-S(1):	0.501 *
	TH	2.00	910	3,200	0.284	N-S(2):	0.315
	LT	1.00	300	1,600	0.188 *	E-W(1):	0.175 *
Westbound	RT	1.00	530	1,600	0.144 *	E-W(2):	0.000
	TH	0.41	80	656	0.122		
	LT	1.59	310	2,289	0.135	V/C:	0.676
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	870	3,200	0.313 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.776
	TH	2.00	40	3,200	0.031 *		
	LT	0.00	30	1,600	0.019	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 4 - PALAWAN WAY & ADMIRALTY WAY
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.006	N-S(1):	0.207 *
	TH	1.00	50	1,600	0.031	N-S(2):	0.062
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.385 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.338
	TH	2.00	860	3,200	0.288		
	LT	1.00	60	1,600	0.038 *	V/C:	0.592
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	1.00	60	1,600	0.088 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	1.00	30	1,600	0.003	ICU:	0.692
	TH	2.00	1,110	3,200	0.347 *		
	LT	1.00	80	1,600	0.050	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.047	N-S(1):	0.163 *
	TH	1.00	40	1,600	0.025	N-S(2):	0.072
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.244
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.303 *
	TH	2.00	800	3,200	0.272 *		
	LT	1.00	70	1,600	0.044	V/C:	0.466
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	1.00	50	1,600	0.069 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	1.00	50	1,600	0.019	ICU:	0.566
	TH	2.00	640	3,200	0.200		
	LT	1.00	50	1,600	0.031 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	140	1,600	0.072	N-S(1):	0.244 *
	TH	1.00	120	1,600	0.075	N-S(2):	0.100
	LT	1.00	260	1,600	0.163 *	E-W(1):	0.369
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.419 *
	TH	2.00	1,160	3,200	0.388 *		
	LT	1.00	100	1,600	0.063	V/C:	0.663
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	1.00	30	1,600	0.081 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	1.00	30	1,600	0.006	ICU:	0.763
	TH	2.00	980	3,200	0.306		
	LT	1.00	50	1,600	0.031 *	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 5 - VIA MARINA & ADMIRALTY WAY
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:	NBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.503 *
	TH	3.00	220	4,800	0.046	N-S(2):	0.046
	LT	1.00	510	1,600	0.319 *	E-W(1):	0.101 *
Westbound	RT	2.00	790	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	290	2,880	0.101 *	V/C:	0.604
Northbound	RT	1.00	700	1,600	0.000	Lost Time:	0.100
	TH	2.00	590	3,200	0.184 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.704
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.435 *
	TH	3.00	320	4,800	0.067	N-S(2):	0.067
	LT	1.00	430	1,600	0.269 *	E-W(1):	0.160 *
Westbound	RT	2.00	500	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	460	2,880	0.160 *	V/C:	0.595
Northbound	RT	1.00	390	1,600	0.000	Lost Time:	0.100
	TH	2.00	530	3,200	0.166 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.695
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.603 *
	TH	3.00	390	4,800	0.081	N-S(2):	0.081
	LT	1.00	750	1,600	0.469 *	E-W(1):	0.236 *
Westbound	RT	2.00	700	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	680	2,880	0.236 *	V/C:	0.839
Northbound	RT	1.00	470	1,600	0.000	Lost Time:	0.100
	TH	2.00	430	3,200	0.134 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.939
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 10 - AVIATIO BOULEVARD & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.184
	TH	2.00	350	3,200	0.144 *	N-S(2):	0.294 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.235
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.288 *
	TH	2.00	790	3,200	0.263 *		
	LT	1.00	140	1,600	0.088	V/C:	0.582
Northbound	RT	1.00	70	1,600	0.000	Lost Time:	0.100
	TH	2.00	510	3,200	0.159	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.682
	TH	2.00	380	3,200	0.147		
	LT	1.00	40	1,600	0.025 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.225
	TH	2.00	400	3,200	0.178 *	N-S(2):	0.291 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.278 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.234
	TH	2.00	510	3,200	0.184		
	LT	1.00	110	1,600	0.069 *	V/C:	0.569
Northbound	RT	1.00	90	1,600	0.022	Lost Time:	0.100
	TH	2.00	580	3,200	0.181	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.669
	TH	2.00	520	3,200	0.209 *		
	LT	1.00	80	1,600	0.050	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	300	0	0.000	N-S(1):	0.213
	TH	2.00	430	3,200	0.228 *	N-S(2):	0.366 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.463 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.269
	TH	2.00	620	3,200	0.206		
	LT	1.00	160	1,600	0.100 *	V/C:	0.829
Northbound	RT	1.00	120	1,600	0.025	Lost Time:	0.100
	TH	2.00	540	3,200	0.169	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.929
	TH	2.00	970	3,200	0.363 *		
	LT	1.00	100	1,600	0.063	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 11 - INGLEWOOD AVENUE & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.019	N-S(1):	0.194 *
	TH	1.00	110	1,600	0.069 *	N-S(2):	0.000
	LT	1.00	30	1,600	0.019	E-W(1):	0.141
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.228 *
	TH	2.00	610	3,200	0.203 *		
	LT	1.00	60	1,600	0.038	V/C:	0.422
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	1.00	140	1,600	0.125 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.522
	TH	2.00	280	3,200	0.103		
	LT	1.00	40	1,600	0.025 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.025	N-S(1):	0.244 *
	TH	1.00	140	1,600	0.088 *	N-S(2):	0.000
	LT	1.00	40	1,600	0.025	E-W(1):	0.219 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.172
	TH	2.00	390	3,200	0.134		
	LT	1.00	70	1,600	0.044 *	V/C:	0.463
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	1.00	160	1,600	0.156 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.563
	TH	2.00	470	3,200	0.175 *		
	LT	1.00	60	1,600	0.038	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.019	N-S(1):	0.388 *
	TH	1.00	280	1,600	0.175 *	N-S(2):	0.000
	LT	1.00	70	1,600	0.044	E-W(1):	0.322 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.188
	TH	2.00	450	3,200	0.150		
	LT	1.00	100	1,600	0.063 *	V/C:	0.710
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	1.00	220	1,600	0.213 *	ITS:	0.000
	LT	1.00	100	1,600	0.063		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.810
	TH	2.00	720	3,200	0.259 *		
	LT	1.00	60	1,600	0.038	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 12 - LA BREA AVENUE & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.013	N-S(1):	0.186
	TH	3.00	470	4,800	0.098 *	N-S(2):	0.223 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.150 *
Westbound	RT	1.00	70	1,600	0.025	E-W(2):	0.132
	TH	2.00	300	3,200	0.094		
	LT	1.00	50	1,600	0.031 *	V/C:	0.373
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	690	4,800	0.148	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	110	1,600	0.006	ICU:	0.473
	TH	1.00	190	1,600	0.119 *		
	LT	1.00	60	1,600	0.038	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.009	N-S(1):	0.213
	TH	3.00	730	4,800	0.152 *	N-S(2):	0.240 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.213 *
Westbound	RT	1.00	90	1,600	0.019	E-W(2):	0.175
	TH	2.00	340	3,200	0.106		
	LT	1.00	70	1,600	0.044 *	V/C:	0.453
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	3.00	610	4,800	0.138	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	1.00	130	1,600	0.038	ICU:	0.553
	TH	1.00	270	1,600	0.169 *		
	LT	1.00	110	1,600	0.069	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.006	N-S(1):	0.229
	TH	3.00	1,060	4,800	0.221 *	N-S(2):	0.402 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.300 *
Westbound	RT	1.00	90	1,600	0.019	E-W(2):	0.157
	TH	2.00	300	3,200	0.094		
	LT	1.00	70	1,600	0.044 *	V/C:	0.702
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	670	4,800	0.154	ITS:	0.000
	LT	1.00	290	1,600	0.181 *		
Eastbound	RT	1.00	300	1,600	0.097	ICU:	0.802
	TH	1.00	410	1,600	0.256 *		
	LT	1.00	100	1,600	0.063	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 13 - LA CIENEGA BOULEVARD & ARBOR VITAE STREET
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	214	0	0.000	N-S(1):	0.228
	TH	2.00	350	3,200	0.176 *	N-S(2):	0.382 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.191
Westbound	RT	1.00	160	1,600	0.100	E-W(2):	0.213 *
	TH	2.00	560	3,200	0.175 *		
	LT	1.00	100	1,600	0.063	V/C:	0.595
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	2.00	540	3,200	0.184	ITS:	0.000
	LT	1.00	330	1,600	0.206 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.695
	TH	2.00	240	3,200	0.128		
	LT	1.00	60	1,600	0.038 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	164	0	0.000	N-S(1):	0.241
	TH	2.00	360	3,200	0.164 *	N-S(2):	0.252 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.228
Westbound	RT	1.00	90	1,600	0.056	E-W(2):	0.251 *
	TH	2.00	390	3,200	0.122 *		
	LT	1.00	70	1,600	0.044	V/C:	0.503
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	2.00	460	3,200	0.178	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	0.00	160	0	0.000	ICU:	0.603
	TH	2.00	430	3,200	0.184		
	LT	1.00	207	1,600	0.129 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	191	0	0.000	N-S(1):	0.300
	TH	2.00	630	3,200	0.257 *	N-S(2):	0.345 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.391 *
Westbound	RT	1.00	80	1,600	0.050	E-W(2):	0.169
	TH	2.00	410	3,200	0.128		
	LT	1.00	60	1,600	0.038 *	V/C:	0.736
Northbound	RT	0.00	230	0	0.000	Lost Time:	0.100
	TH	2.00	430	3,200	0.206	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	0.00	430	0	0.000	ICU:	0.836
	TH	2.00	700	3,200	0.353 *		
	LT	1.00	66	1,600	0.041	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 15 - AVIATION BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : NBR,
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	270	1,600	0.169	N-S(1):	0.322
	TH	2.00	740	3,200	0.231 *	N-S(2):	0.349 *
	LT	1.00	110	1,600	0.069	E-W(1):	0.210
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.479 *
	TH	3.00	1,940	4,800	0.423 *		
	LT	2.00	400	2,880	0.139	V/C:	0.828
Northbound	RT	1.00	170	1,600	0.000	Lost Time:	0.100
	TH	2.00	810	3,200	0.253	ITS:	0.000
	LT	2.00	340	2,880	0.118 *		
Eastbound	RT	1.00	70	1,600	0.000	ICU:	0.928
	TH	3.00	340	4,800	0.071		
	LT	1.00	90	1,600	0.056 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.119	N-S(1):	0.207
	TH	2.00	530	3,200	0.166 *	N-S(2):	0.229 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.343
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.348 *
	TH	3.00	1,030	4,800	0.242 *		
	LT	2.00	430	2,880	0.149	V/C:	0.577
Northbound	RT	1.00	200	1,600	0.000	Lost Time:	0.100
	TH	2.00	460	3,200	0.144	ITS:	0.000
	LT	2.00	180	2,880	0.063 *		
Eastbound	RT	1.00	230	1,600	0.113	ICU:	0.677
	TH	3.00	930	4,800	0.194		
	LT	1.00	170	1,600	0.106 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.069	N-S(1):	0.260 *
	TH	2.00	280	3,200	0.088	N-S(2):	0.164
	LT	1.00	70	1,600	0.044 *	E-W(1):	0.527 *
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.371
	TH	3.00	760	4,800	0.177		
	LT	2.00	240	2,880	0.083 *	V/C:	0.787
Northbound	RT	1.00	340	1,600	0.129	Lost Time:	0.100
	TH	2.00	690	3,200	0.216 *	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	1.00	500	1,600	0.274	ICU:	0.887
	TH	3.00	2,130	4,800	0.444 *		
	LT	1.00	310	1,600	0.194	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 17 - AVIATION BLVD. / FLORENCE AVENUE & MANCHESTER AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements :
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	440	1,600	0.275 *	N-S(1):	0.128
	TH	2.00	420	3,200	0.131	N-S(2):	0.438 *
	LT	0.00	0	0	0.000	E-W(1):	0.158
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.350 *
	TH	3.00	950	4,800	0.200 *		
	LT	1.00	40	1,600	0.025	V/C:	0.788
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	2.00	330	3,200	0.128	ITS:	0.000
	LT	1.00	260	1,600	0.163 *		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.888
	TH	3.00	520	4,800	0.133		
	LT	1.00	240	1,600	0.150 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	410	1,600	0.256 *	N-S(1):	0.175
	TH	2.00	430	3,200	0.134	N-S(2):	0.375 *
	LT	0.00	0	0	0.000	E-W(1):	0.315
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.435 *
	TH	3.00	970	4,800	0.204 *		
	LT	1.00	80	1,600	0.050	V/C:	0.810
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	2.00	420	3,200	0.175	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.910
	TH	3.00	1,100	4,800	0.265		
	LT	1.00	370	1,600	0.231 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	230	1,600	0.144	N-S(1):	0.172
	TH	2.00	680	3,200	0.213 *	N-S(2):	0.369 *
	LT	0.00	0	0	0.000	E-W(1):	0.317
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.533 *
	TH	3.00	830	4,800	0.177 *		
	LT	1.00	80	1,600	0.050	V/C:	0.902
Northbound	RT	0.00	150	0	0.000	Lost Time:	0.100
	TH	2.00	400	3,200	0.172	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	0.00	230	0	0.000	ICU:	1.002
	TH	3.00	1,050	4,800	0.267		
	LT	1.00	570	1,600	0.356 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 18 - AVIATION BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
Left Lane: 1600 vph
Double Lt Penalty: 10 %
ITS: 0 %
OLA Movements : NBR, SBR, EBR, WBR,
FF Movements:

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10
V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	150	1,600	0.066	N-S(1):	0.326 *
	TH	4.00	440	6,400	0.069	N-S(2):	0.218
	LT	2.00	130	2,880	0.045 *	E-W(1):	0.315
Westbound	RT	1.00	530	1,600	0.286	E-W(2):	0.326 *
	TH	4.00	1,910	6,400	0.298 *		
	LT	2.00	510	2,880	0.177	V/C:	0.652
Northbound	RT	1.00	580	1,600	0.185	Lost Time:	0.100
	TH	3.00	1,350	4,800	0.281 *	ITS:	0.000
	LT	2.00	430	2,880	0.149		
Eastbound	RT	1.00	90	1,600	0.000	ICU:	0.752
	TH	4.00	880	6,400	0.138		
	LT	2.00	80	2,880	0.028 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.075	N-S(1):	0.343 *
	TH	4.00	600	6,400	0.094	N-S(2):	0.195
	LT	2.00	430	2,880	0.149 *	E-W(1):	0.390 *
Westbound	RT	1.00	350	1,600	0.069	E-W(2):	0.307
	TH	4.00	1,560	6,400	0.244		
	LT	2.00	430	2,880	0.149 *	V/C:	0.733
Northbound	RT	1.00	550	1,600	0.194 *	Lost Time:	0.100
	TH	3.00	580	4,800	0.121	ITS:	0.000
	LT	2.00	290	2,880	0.101		
Eastbound	RT	1.00	240	1,600	0.049	ICU:	0.833
	TH	4.00	1,540	6,400	0.241 *		
	LT	2.00	180	2,880	0.063	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.054	N-S(1):	0.347 *
	TH	4.00	1,200	6,400	0.188	N-S(2):	0.282
	LT	2.00	540	2,880	0.188 *	E-W(1):	0.485 *
Westbound	RT	1.00	290	1,600	0.000	E-W(2):	0.297
	TH	4.00	1,370	6,400	0.214		
	LT	2.00	460	2,880	0.160 *	V/C:	0.832
Northbound	RT	1.00	510	1,600	0.159 *	Lost Time:	0.100
	TH	3.00	620	4,800	0.129	ITS:	0.000
	LT	2.00	270	2,880	0.094		
Eastbound	RT	1.00	360	1,600	0.131	ICU:	0.932
	TH	4.00	2,080	6,400	0.325 *		
	LT	2.00	240	2,880	0.083	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 20 - AVIATION BOULEVARD & WEST 120TH STREET
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.275 *
	TH	2.00	550	3,200	0.178	N-S(2):	0.209
	LT	1.00	90	1,600	0.056 *	E-W(1):	0.178
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.325 *
	TH	2.00	50	1,600	0.319 *		
	LT	0.00	270	1,600	0.169	V/C:	0.600
Northbound	RT	1.00	60	1,600	0.000	Lost Time:	0.100
	TH	2.00	700	3,200	0.219 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.700
	TH	2.00	10	3,200	0.009		
	LT	0.00	10	1,600	0.006 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.269 *
	TH	2.00	460	3,200	0.150	N-S(2):	0.194
	LT	1.00	140	1,600	0.088 *	E-W(1):	0.106
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.132 *
	TH	2.00	20	1,600	0.119 *		
	LT	0.00	130	1,600	0.081	V/C:	0.401
Northbound	RT	1.00	120	1,600	0.034	Lost Time:	0.100
	TH	2.00	580	3,200	0.181 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	40	1,600	0.025	ICU:	0.501
	TH	2.00	10	1,600	0.019		
	LT	0.00	20	1,600	0.013 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.350 *
	TH	2.00	850	3,200	0.269	N-S(2):	0.282
	LT	1.00	210	1,600	0.131 *	E-W(1):	0.144
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.200 *
	TH	2.00	10	1,600	0.181 *		
	LT	0.00	160	1,600	0.100	V/C:	0.550
Northbound	RT	1.00	280	1,600	0.125	Lost Time:	0.100
	TH	2.00	700	3,200	0.219 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.650
	TH	2.00	60	3,200	0.044		
	LT	0.00	30	1,600	0.019 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 21 - LINCOLN BOULEVARD & BAILI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	470	0	0.000	N-S(1):	0.311
	TH	3.00	1,270	4,800	0.363 *	N-S(2):	0.432 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.147 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	1.00	10	1,600	0.019 *		
	LT	0.00	10	1,600	0.006	V/C:	0.579
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	3.00	1,370	4,800	0.292	ITS:	0.000
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	1.00	260	1,600	0.128	ICU:	0.679
	TH	0.05	10	86	0.116		
	LT	1.95	360	2,802	0.128 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	530	0	0.000	N-S(1):	0.352
	TH	3.00	1,250	4,800	0.371 *	N-S(2):	0.415 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.172 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.000
	TH	1.00	10	1,600	0.031 *		
	LT	0.00	10	1,600	0.006	V/C:	0.587
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	1,520	4,800	0.321	ITS:	0.000
	LT	1.00	70	1,600	0.044 *		
Eastbound	RT	1.00	260	1,600	0.141 *	ICU:	0.687
	TH	0.05	10	84	0.119		
	LT	1.95	370	2,804	0.132	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	690	0	0.000	N-S(1):	0.358
	TH	3.00	1,730	4,800	0.504 *	N-S(2):	0.623 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.201 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.000
	TH	1.00	10	1,600	0.038 *		
	LT	0.00	10	1,600	0.006	V/C:	0.824
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,590	4,800	0.333	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	1.00	290	1,600	0.122	ICU:	0.924
	TH	0.00	0	0	0.000		
	LT	2.00	470	2,880	0.163 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 23 - CENTINELA AVENUE & JEFFERSON BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR, EBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	700	1,600	0.250 *	N-S(1):	0.171
	TH	2.00	20	3,200	0.006	N-S(2):	0.257 *
	LT	2.00	480	2,880	0.167	E-W(1):	0.205
Westbound	RT	1.00	370	1,600	0.065	E-W(2):	0.401 *
	TH	3.00	1,020	4,800	0.213 *		
	LT	2.00	20	2,880	0.007	V/C:	0.658
Northbound	RT	1.00	10	1,600	0.003	Lost Time:	0.100
	TH	3.00	20	4,800	0.004	ITS:	0.000
	LT	2.00	20	2,880	0.007 *		
Eastbound	RT	1.00	10	1,600	0.000	ICU:	0.758
	TH	3.00	950	4,800	0.198		
	LT	2.00	540	2,880	0.188 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	480	1,600	0.161 *	N-S(1):	0.161
	TH	2.00	20	3,200	0.006	N-S(2):	0.171 *
	LT	2.00	420	2,880	0.146	E-W(1):	0.215
Westbound	RT	1.00	310	1,600	0.048	E-W(2):	0.339 *
	TH	3.00	960	4,800	0.200 *		
	LT	2.00	20	2,880	0.007	V/C:	0.510
Northbound	RT	1.00	30	1,600	0.015	Lost Time:	0.100
	TH	3.00	20	4,800	0.004	ITS:	0.000
	LT	2.00	30	2,880	0.010 *		
Eastbound	RT	1.00	20	1,600	0.002	ICU:	0.610
	TH	3.00	1,000	4,800	0.208		
	LT	2.00	400	2,880	0.139 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	510	1,600	0.062	N-S(1):	0.324 *
	TH	2.00	10	3,200	0.003	N-S(2):	0.069
	LT	2.00	900	2,880	0.313 *	E-W(1):	0.230
Westbound	RT	1.00	430	1,600	0.000	E-W(2):	0.495 *
	TH	3.00	1,140	4,800	0.238 *		
	LT	2.00	10	2,880	0.003	V/C:	0.819
Northbound	RT	1.00	20	1,600	0.011 *	Lost Time:	0.100
	TH	3.00	20	4,800	0.004	ITS:	0.000
	LT	2.00	20	2,880	0.007		
Eastbound	RT	1.00	10	1,600	0.000	ICU:	0.919
	TH	3.00	1,090	4,800	0.227		
	LT	2.00	740	2,880	0.257 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 25 - LA BREA AVENUE & CENTINELA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	170	1,600	0.066	N-S(1):	0.304
	TH	2.00	740	3,200	0.231 *	N-S(2):	0.406 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.141
Westbound	RT	1.00	280	1,600	0.131	E-W(2):	0.372 *
	TH	2.00	930	3,200	0.291 *		
	LT	1.00	40	1,600	0.025	V/C:	0.778
Northbound	RT	1.00	20	1,600	0.000	Lost Time:	0.100
	TH	2.00	690	3,200	0.216	ITS:	0.000
	LT	1.00	280	1,600	0.175 *		
Eastbound	RT	1.00	110	1,600	0.000	ICU:	0.878
	TH	2.00	370	3,200	0.116		
	LT	1.00	130	1,600	0.081 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	170	1,600	0.050	N-S(1):	0.329
	TH	2.00	770	3,200	0.241 *	N-S(2):	0.366 *
	LT	1.00	220	1,600	0.138	E-W(1):	0.204
Westbound	RT	1.00	150	1,600	0.025	E-W(2):	0.297 *
	TH	2.00	590	3,200	0.184 *		
	LT	1.00	60	1,600	0.038	V/C:	0.663
Northbound	RT	1.00	50	1,600	0.013	Lost Time:	0.100
	TH	2.00	610	3,200	0.191	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	200	1,600	0.063	ICU:	0.763
	TH	2.00	530	3,200	0.166		
	LT	1.00	180	1,600	0.113 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.006	N-S(1):	0.509 *
	TH	2.00	1,030	3,200	0.322	N-S(2):	0.447
	LT	1.00	280	1,600	0.175 *	E-W(1):	0.366 *
Westbound	RT	1.00	210	1,600	0.044	E-W(2):	0.325
	TH	2.00	640	3,200	0.200		
	LT	1.00	70	1,600	0.044 *	V/C:	0.875
Northbound	RT	1.00	50	1,600	0.009	Lost Time:	0.100
	TH	2.00	1,070	3,200	0.334 *	ITS:	0.000
	LT	1.00	200	1,600	0.125		
Eastbound	RT	1.00	230	1,600	0.081	ICU:	0.975
	TH	2.00	1,030	3,200	0.322 *		
	LT	1.00	200	1,600	0.125	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 26 - LA CIENEGA BOULEVARD & CENTINELA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.573 *
	TH	3.00	2,180	4,800	0.458	N-S(2):	0.468
	LT	2.00	160	2,880	0.056 *	E-W(1):	0.275 *
Westbound	RT	1.00	280	1,600	0.147	E-W(2):	0.250
	TH	3.00	1,200	4,800	0.250		
	LT	1.00	240	1,600	0.150 *	V/C:	0.848
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	3.00	2,430	4,800	0.517 *	ITS:	0.000
	LT	2.00	30	2,880	0.010		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.948
	TH	3.00	400	4,800	0.125 *		
	LT	0.00	0	0	0.000	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.399 *
	TH	3.00	1,510	4,800	0.323	N-S(2):	0.386
	LT	2.00	170	2,880	0.059 *	E-W(1):	0.277 *
Westbound	RT	1.00	170	1,600	0.077	E-W(2):	0.171
	TH	3.00	820	4,800	0.171		
	LT	1.00	170	1,600	0.106 *	V/C:	0.676
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	3.00	1,530	4,800	0.340 *	ITS:	0.000
	LT	2.00	180	2,880	0.063		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.776
	TH	3.00	650	4,800	0.171 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.593 *
	TH	3.00	2,100	4,800	0.442	N-S(2):	0.498
	LT	2.00	340	2,880	0.118 *	E-W(1):	0.373 *
Westbound	RT	1.00	160	1,600	0.041	E-W(2):	0.194
	TH	3.00	930	4,800	0.194		
	LT	1.00	160	1,600	0.100 *	V/C:	0.966
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	2,140	4,800	0.475 *	ITS:	0.000
	LT	2.00	160	2,880	0.056		
Eastbound	RT	0.00	220	0	0.000	ICU:	1.066
	TH	3.00	1,090	4,800	0.273 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 27 - LA TIEJERA BOULEVARD & CENTINELA BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	180	0	0.000	N-S(1):	0.219
	TH	3.00	1,270	4,800	0.302 *	N-S(2):	0.358 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.164
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.314 *
	TH	3.00	1,110	4,800	0.233 *		
	LT	2.00	160	2,880	0.056	V/C:	0.672
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	810	4,800	0.194	ITS:	0.000
	LT	2.00	160	2,880	0.056 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.772
	TH	3.00	460	4,800	0.108		
	LT	1.00	130	1,600	0.081 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.277
	TH	3.00	910	4,800	0.217 *	N-S(2):	0.280 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.215
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.257 *
	TH	3.00	790	4,800	0.169 *		
	LT	2.00	180	2,880	0.063	V/C:	0.537
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	880	4,800	0.227	ITS:	0.000
	LT	2.00	180	2,880	0.063 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.637
	TH	3.00	640	4,800	0.152		
	LT	1.00	140	1,600	0.088 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.487 *
	TH	3.00	1,110	4,800	0.258	N-S(2):	0.327
	LT	1.00	130	1,600	0.081 *	E-W(1):	0.269
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.340 *
	TH	3.00	960	4,800	0.202 *		
	LT	2.00	200	2,880	0.069	V/C:	0.827
Northbound	RT	0.00	320	0	0.000	Lost Time:	0.100
	TH	3.00	1,630	4,800	0.406 *	ITS:	0.000
	LT	2.00	200	2,880	0.069		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.927
	TH	3.00	910	4,800	0.200		
	LT	1.00	220	1,600	0.138 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 34 - LA BREA AVENUE / HAWTHORNE BOULEVARD & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.028	N-S(1):	0.221
	TH	3.00	550	4,800	0.115 *	N-S(2):	0.334 *
	LT	1.00	90	1,600	0.056	E-W(1):	0.275
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.356 *
	TH	3.00	1,159	4,800	0.275 *		
	LT	1.00	90	1,600	0.056	V/C:	0.690
Northbound	RT	1.00	60	1,600	0.009	Lost Time:	0.100
	TH	3.00	790	4,800	0.165	ITS:	0.000
	LT	1.00	350	1,600	0.219 *		
Eastbound	RT	0.00	350	1,600	0.219	ICU:	0.790
	TH	3.00	660	3,200	0.206		
	LT	1.00	130	1,600	0.081 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.038	N-S(1):	0.269
	TH	3.00	680	4,800	0.142 *	N-S(2):	0.480 *
	LT	1.00	220	1,600	0.138	E-W(1):	0.379 *
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.315
	TH	3.00	970	4,800	0.227		
	LT	1.00	130	1,600	0.081 *	V/C:	0.859
Northbound	RT	1.00	160	1,600	0.059	Lost Time:	0.100
	TH	3.00	630	4,800	0.131	ITS:	0.000
	LT	1.00	540	1,600	0.338 *		
Eastbound	RT	0.00	420	0	0.000	ICU:	0.959
	TH	3.00	1,010	4,800	0.298 *		
	LT	1.00	140	1,600	0.088	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.016	N-S(1):	0.344
	TH	3.00	1,100	4,800	0.229 *	N-S(2):	0.523 *
	LT	1.00	240	1,600	0.150	E-W(1):	0.460 *
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.377
	TH	3.00	1,130	4,800	0.271		
	LT	1.00	130	1,600	0.081 *	V/C:	0.983
Northbound	RT	1.00	140	1,600	0.047	Lost Time:	0.100
	TH	3.00	930	4,800	0.194	ITS:	0.000
	LT	1.00	470	1,600	0.294 *		
Eastbound	RT	0.00	380	0	0.000	ICU:	1.083
	TH	3.00	1,439	4,800	0.379 *		
	LT	1.00	170	1,600	0.106	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 35 - INGLEWOOD AVENUE & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.194
	TH	1.00	200	1,600	0.188 *	N-S(2):	0.276 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.190
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.378 *
	TH	3.00	1,530	4,800	0.340 *		
	LT	1.00	40	1,600	0.025	V/C:	0.654
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	1.00	190	1,600	0.163	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.754
	TH	3.00	740	4,800	0.165		
	LT	1.00	60	1,600	0.038 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.281 *
	TH	1.00	220	1,600	0.206	N-S(2):	0.275
	LT	1.00	80	1,600	0.050 *	E-W(1):	0.329
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.373 *
	TH	3.00	1,420	4,800	0.310 *		
	LT	1.00	90	1,600	0.056	V/C:	0.654
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	1.00	250	1,600	0.231 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.754
	TH	3.00	1,230	4,800	0.273		
	LT	1.00	100	1,600	0.063 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.363 *
	TH	1.00	410	1,600	0.313 *	N-S(2):	0.363 *
	LT	1.00	120	1,600	0.075 *	E-W(1):	0.466 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.413
	TH	3.00	1,450	4,800	0.319		
	LT	1.00	90	1,600	0.056 *	V/C:	0.829
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	1.00	330	1,600	0.288 *	ITS:	0.000
	LT	1.00	80	1,600	0.050 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.929
	TH	3.00	1,770	4,800	0.410 *		
	LT	1.00	150	1,600	0.094	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 36 - LA CIENEGA BOULEVARD & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	640	3,200	0.075	N-S(1):	0.191
	TH	2.00	490	3,200	0.153 *	N-S(2):	0.434 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.362
Westbound	RT	0.00	580	1,600	0.363 *	E-W(2):	0.488 *
	TH	4.00	1,240	4,800	0.258		
	LT	1.00	250	1,600	0.156	V/C:	0.922
Northbound	RT	2.00	190	3,200	0.000	Lost Time:	0.100
	TH	2.00	370	3,200	0.116	ITS:	0.000
	LT	1.00	450	1,600	0.281 *		
Eastbound	RT	1.00	530	1,600	0.050	ICU:	1.022
	TH	3.00	990	4,800	0.206		
	LT	1.00	200	1,600	0.125 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	880	3,200	0.131 *	N-S(1):	0.278
	TH	2.00	320	3,200	0.100	N-S(2):	0.375 *
	LT	1.00	230	1,600	0.144	E-W(1):	0.423
Westbound	RT	0.00	540	1,600	0.338 *	E-W(2):	0.482 *
	TH	4.00	1,046	4,800	0.218		
	LT	1.00	110	1,600	0.069	V/C:	0.857
Northbound	RT	2.00	250	3,200	0.009	Lost Time:	0.100
	TH	2.00	430	3,200	0.134	ITS:	0.000
	LT	1.00	390	1,600	0.244 *		
Eastbound	RT	1.00	590	1,600	0.125	ICU:	0.957
	TH	3.00	1,700	4,800	0.354		
	LT	1.00	230	1,600	0.144 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	520	3,200	0.006	N-S(1):	0.359
	TH	2.00	850	3,200	0.266 *	N-S(2):	0.547 *
	LT	1.00	370	1,600	0.231	E-W(1):	0.359
Westbound	RT	0.00	450	1,600	0.281 *	E-W(2):	0.437 *
	TH	4.00	1,000	4,800	0.208		
	LT	1.00	70	1,600	0.044	V/C:	0.984
Northbound	RT	2.00	550	3,200	0.128	Lost Time:	0.100
	TH	2.00	350	3,200	0.109	ITS:	0.000
	LT	1.00	450	1,600	0.281 *		
Eastbound	RT	1.00	540	1,600	0.056	ICU:	1.084
	TH	3.00	1,510	4,800	0.315		
	LT	1.00	250	1,600	0.156 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 37 - PRAIRIE AVENUE & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.273
	TH	3.00	750	4,800	0.175 *	N-S(2):	0.300 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.169
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.325 *
	TH	3.00	1,160	4,800	0.281 *		
	LT	1.00	50	1,600	0.031	V/C:	0.625
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	3.00	770	4,800	0.179	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.725
	TH	3.00	580	4,800	0.138		
	LT	1.00	70	1,600	0.044 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.340 *
	TH	3.00	730	4,800	0.171	N-S(2):	0.252
	LT	1.00	280	1,600	0.175 *	E-W(1):	0.354 *
Westbound	RT	0.00	300	0	0.000	E-W(2):	0.325
	TH	3.00	990	4,800	0.269		
	LT	1.00	130	1,600	0.081 *	V/C:	0.694
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	680	4,800	0.165 *	ITS:	0.000
	LT	1.00	130	1,600	0.081		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.794
	TH	3.00	1,160	4,800	0.273 *		
	LT	1.00	90	1,600	0.056	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.410
	TH	3.00	1,130	4,800	0.254 *	N-S(2):	0.473 *
	LT	1.00	280	1,600	0.175	E-W(1):	0.406 *
Westbound	RT	0.00	390	0	0.000	E-W(2):	0.373
	TH	3.00	950	4,800	0.279		
	LT	1.00	130	1,600	0.081 *	V/C:	0.879
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	920	4,800	0.235	ITS:	0.000
	LT	1.00	350	1,600	0.219 *		
Eastbound	RT	0.00	160	0	0.000	ICU:	0.979
	TH	3.00	1,400	4,800	0.325 *		
	LT	1.00	150	1,600	0.094	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 39 - NB I-405 RAMPS & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.081
	TH	0.00	0	0	0.000 *	N-S(2):	0.285 *
	LT	0.00	0	0	0.000	E-W(1):	0.203
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.377 *
	TH	3.00	1,790	4,800	0.377 *		
	LT	0.00	0	0	0.000	V/C:	0.662
Northbound	RT	1.00	130	1,600	0.081	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	820	2,880	0.285 *		
Eastbound	RT	1.69	550	2,708	0.000	ICU:	0.762
	TH	2.31	750	3,692	0.203		
	LT	1.00	0	1,600	0.000 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.106
	TH	0.00	0	0	0.000 *	N-S(2):	0.188 *
	LT	0.00	0	0	0.000	E-W(1):	0.339 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.329
	TH	3.00	1,570	4,800	0.329		
	LT	0.00	0	0	0.000 *	V/C:	0.527
Northbound	RT	1.00	170	1,600	0.106	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	540	2,880	0.188 *		
Eastbound	RT	1.77	960	2,831	0.000	ICU:	0.627
	TH	2.23	1,210	3,569	0.339 *		
	LT	1.00	0	1,600	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.231 *
	TH	0.00	0	0	0.000	N-S(2):	0.128
	LT	0.00	0	0	0.000 *	E-W(1):	0.383 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.335
	TH	3.00	1,600	4,800	0.335		
	LT	0.00	0	0	0.000 *	V/C:	0.614
Northbound	RT	1.00	370	1,600	0.231	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	370	2,880	0.128		
Eastbound	RT	1.18	720	1,881	0.000	ICU:	0.714
	TH	2.82	1,730	4,519	0.383 *		
	LT	1.00	0	1,600	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 46 - DOUGLAS STREET & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.000	N-S(1):	0.198
	TH	2.00	240	3,200	0.075 *	N-S(2):	0.224 *
	LT	2.00	120	2,880	0.042	E-W(1):	0.204
Westbound	RT	1.00	520	1,600	0.304	E-W(2):	0.458 *
	TH	3.00	1,720	4,800	0.358 *		
	LT	2.00	240	2,880	0.083	V/C:	0.682
Northbound	RT	1.00	70	1,600	0.002	Lost Time:	0.100
	TH	2.00	500	3,200	0.156	ITS:	0.000
	LT	2.00	430	2,880	0.149 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.782
	TH	3.00	410	4,800	0.121		
	LT	1.00	160	1,600	0.100 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.009	N-S(1):	0.213 *
	TH	2.00	310	3,200	0.097	N-S(2):	0.170
	LT	2.00	300	2,880	0.104 *	E-W(1):	0.269
Westbound	RT	1.00	370	1,600	0.179	E-W(2):	0.315 *
	TH	3.00	1,060	4,800	0.221 *		
	LT	2.00	110	2,880	0.038	V/C:	0.528
Northbound	RT	1.00	140	1,600	0.068	Lost Time:	0.100
	TH	2.00	350	3,200	0.109 *	ITS:	0.000
	LT	2.00	210	2,880	0.073		
Eastbound	RT	0.00	260	0	0.000	ICU:	0.628
	TH	3.00	850	4,800	0.231		
	LT	1.00	150	1,600	0.094 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.022	N-S(1):	0.361 *
	TH	2.00	790	3,200	0.247	N-S(2):	0.296
	LT	2.00	510	2,880	0.177 *	E-W(1):	0.545 *
Westbound	RT	1.00	180	1,600	0.024	E-W(2):	0.198
	TH	3.00	740	4,800	0.154		
	LT	2.00	140	2,880	0.049 *	V/C:	0.906
Northbound	RT	1.00	330	1,600	0.182	Lost Time:	0.100
	TH	2.00	590	3,200	0.184 *	ITS:	0.000
	LT	2.00	140	2,880	0.049		
Eastbound	RT	0.00	390	0	0.000	ICU:	1.006
	TH	3.00	1,990	4,800	0.496 *		
	LT	1.00	70	1,600	0.044	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 47 - DOUGLAS STREET & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.000	N-S(1):	0.082 *
	TH	1.00	30	1,600	0.019	N-S(2):	0.000
	LT	1.00	30	1,600	0.019 *	E-W(1):	0.261
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.332 *
	TH	3.00	1,320	4,800	0.294 *		
	LT	2.00	290	2,880	0.101	V/C:	0.414
Northbound	RT	2.00	150	3,200	0.000	Lost Time:	0.100
	TH	1.00	30	1,600	0.019	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	250	0	0.000	ICU:	0.514
	TH	3.00	520	4,800	0.160		
	LT	1.00	60	1,600	0.038 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.006	N-S(1):	0.098 *
	TH	0.67	40	1,067	0.038	N-S(2):	0.000
	LT	1.33	80	1,920	0.042 *	E-W(1):	0.203
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.204 *
	TH	3.00	690	4,800	0.154 *		
	LT	2.00	110	2,880	0.038	V/C:	0.302
Northbound	RT	2.00	230	3,200	0.034	Lost Time:	0.100
	TH	1.00	30	1,600	0.019	ITS:	0.000
	LT	1.00	90	1,600	0.056 *		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.402
	TH	3.00	660	4,800	0.165		
	LT	1.00	80	1,600	0.050 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.009	N-S(1):	0.176 *
	TH	0.62	40	985	0.041	N-S(2):	0.000
	LT	1.38	90	1,994	0.045 *	E-W(1):	0.339 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.221
	TH	3.00	790	4,800	0.177		
	LT	2.00	90	2,880	0.031 *	V/C:	0.515
Northbound	RT	2.00	520	3,200	0.131	Lost Time:	0.100
	TH	1.00	40	1,600	0.025	ITS:	0.000
	LT	1.00	210	1,600	0.131 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.615
	TH	3.00	1,340	4,800	0.308 *		
	LT	1.00	70	1,600	0.044	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 48 - DOUGLAS STREET & MARIPOSA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.119
	TH	3.00	290	4,800	0.081 *	N-S(2):	0.294 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.037 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.009 *		
	LT	0.00	10	1,600	0.006	V/C:	0.331
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	3.00	510	4,800	0.113	ITS:	0.000
	LT	1.00	340	1,600	0.213 *		
Eastbound	RT	1.00	170	1,600	0.000	ICU:	0.431
	TH	0.25	10	400	0.025		
	LT	1.75	70	2,520	0.028 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.128
	TH	3.00	360	4,800	0.096 *	N-S(2):	0.215 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.162 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.009 *		
	LT	0.00	10	1,600	0.006	V/C:	0.377
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	510	4,800	0.115	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	1.00	340	1,600	0.153 *	ICU:	0.477
	TH	0.25	20	400	0.050		
	LT	1.75	140	2,520	0.056	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.137
	TH	3.00	600	4,800	0.138 *	N-S(2):	0.276 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.228 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.000
	TH	2.00	10	3,200	0.009 *		
	LT	0.00	10	1,600	0.006	V/C:	0.504
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	620	4,800	0.131	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	1.00	460	1,600	0.219 *	ICU:	0.604
	TH	0.07	10	107	0.094		
	LT	1.93	290	2,784	0.104	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 49 - DOUGLAS STREET & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.050	N-S(1):	0.148 *
	TH	1.00	40	1,600	0.025	N-S(2):	0.088
	LT	2.00	120	2,880	0.042 *	E-W(1):	0.199
Westbound	RT	1.00	540	1,600	0.296	E-W(2):	0.430 *
	TH	3.00	1,760	4,800	0.367 *		
	LT	2.00	80	2,880	0.028	V/C:	0.578
Northbound	RT	1.00	20	1,600	0.000	Lost Time:	0.100
	TH	1.00	170	1,600	0.106 *	ITS:	0.000
	LT	1.00	60	1,600	0.038		
Eastbound	RT	1.00	50	1,600	0.013	ICU:	0.678
	TH	3.00	820	4,800	0.171		
	LT	2.00	180	2,880	0.063 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	250	1,600	0.115 *	N-S(1):	0.145
	TH	1.00	80	1,600	0.050	N-S(2):	0.178 *
	LT	2.00	290	2,880	0.101	E-W(1):	0.343
Westbound	RT	1.00	240	1,600	0.049	E-W(2):	0.450 *
	TH	3.00	1,760	4,800	0.367 *		
	LT	2.00	40	2,880	0.014	V/C:	0.628
Northbound	RT	1.00	60	1,600	0.031	Lost Time:	0.100
	TH	1.00	70	1,600	0.044	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	1.00	130	1,600	0.050	ICU:	0.728
	TH	3.00	1,580	4,800	0.329		
	LT	2.00	240	2,880	0.083 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	260	1,600	0.140	N-S(1):	0.185
	TH	1.00	370	1,600	0.231 *	N-S(2):	0.309 *
	LT	2.00	390	2,880	0.135	E-W(1):	0.398 *
Westbound	RT	1.00	190	1,600	0.000	E-W(2):	0.378
	TH	3.00	1,600	4,800	0.333		
	LT	2.00	30	2,880	0.010 *	V/C:	0.707
Northbound	RT	1.00	60	1,600	0.032	Lost Time:	0.100
	TH	1.00	80	1,600	0.050	ITS:	0.000
	LT	1.00	125	1,600	0.078 *		
Eastbound	RT	1.00	140	1,600	0.048	ICU:	0.807
	TH	3.00	1,860	4,800	0.388 *		
	LT	2.00	130	2,880	0.045	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 51 - HAWTHORNE BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.013	N-S(1):	0.230
	TH	3.00	790	4,800	0.165 *	N-S(2):	0.252 *
	LT	2.00	270	2,880	0.094	E-W(1):	0.258
Westbound	RT	0.00	230	0	0.000	E-W(2):	0.327 *
	TH	3.00	1,100	4,800	0.277 *		
	LT	1.00	200	1,600	0.125	V/C:	0.579
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	4.00	760	6,400	0.136	ITS:	0.000
	LT	2.00	250	2,880	0.087 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.679
	TH	3.00	500	4,800	0.133		
	LT	1.00	80	1,600	0.050 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	120	1,600	0.025	N-S(1):	0.282
	TH	3.00	1,040	4,800	0.217 *	N-S(2):	0.311 *
	LT	2.00	270	2,880	0.094	E-W(1):	0.319 *
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.285
	TH	3.00	690	4,800	0.185		
	LT	1.00	200	1,600	0.125 *	V/C:	0.630
Northbound	RT	0.00	200	0	0.000	Lost Time:	0.100
	TH	4.00	1,000	6,400	0.188	ITS:	0.000
	LT	2.00	270	2,880	0.094 *		
Eastbound	RT	0.00	270	0	0.000	ICU:	0.730
	TH	3.00	660	4,800	0.194 *		
	LT	1.00	160	1,600	0.100	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.019	N-S(1):	0.379
	TH	3.00	1,880	4,800	0.392 *	N-S(2):	0.465 *
	LT	2.00	430	2,880	0.149	E-W(1):	0.677 *
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.306
	TH	3.00	820	4,800	0.206		
	LT	1.00	150	1,600	0.094 *	V/C:	1.142
Northbound	RT	0.00	240	0	0.000	Lost Time:	0.100
	TH	4.00	1,230	6,400	0.230	ITS:	0.000
	LT	2.00	210	2,880	0.073 *		
Eastbound	RT	0.00	450	0	0.000	ICU:	1.242
	TH	3.00	2,350	4,800	0.583 *		
	LT	1.00	160	1,600	0.100	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 52 - INGLEWOOD AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.181
	TH	2.00	380	3,200	0.150 *	N-S(2):	0.275 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.177
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.315 *
	TH	3.00	1,200	4,800	0.271 *		
	LT	1.00	110	1,600	0.069	V/C:	0.590
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	2.00	420	3,200	0.156	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.690
	TH	3.00	420	4,800	0.108		
	LT	1.00	70	1,600	0.044 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.269
	TH	2.00	530	3,200	0.203 *	N-S(2):	0.328 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.273
Westbound	RT	0.00	150	0	0.000	E-W(2):	0.282 *
	TH	3.00	750	4,800	0.188 *		
	LT	1.00	140	1,600	0.088	V/C:	0.610
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	530	3,200	0.206	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.710
	TH	3.00	740	4,800	0.185		
	LT	1.00	150	1,600	0.094 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.326
	TH	2.00	790	3,200	0.272 *	N-S(2):	0.353 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.627 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.326
	TH	3.00	740	4,800	0.188		
	LT	1.00	210	1,600	0.131 *	V/C:	0.980
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	710	3,200	0.263	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	290	0	0.000	ICU:	1.080
	TH	3.00	2,090	4,800	0.496 *		
	LT	1.00	220	1,600	0.138	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 53 - LA CIENEGA BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	670	3,200	0.172 *	N-S(1):	0.080
	TH	0.00	0	0	0.000	N-S(2):	0.172 *
	LT	2.00	230	2,880	0.080	E-W(1):	0.121
Westbound	RT	0.00	410	0	0.000	E-W(2):	0.463 *
	TH	3.00	1,630	4,800	0.425 *		
	LT	0.00	0	0	0.000	V/C:	0.635
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.735
	TH	3.00	580	4,800	0.121		
	LT	1.00	60	1,600	0.038 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	450	3,200	0.097	N-S(1):	0.139 *
	TH	0.00	0	0	0.000	N-S(2):	0.097
	LT	2.00	400	2,880	0.139 *	E-W(1):	0.227
Westbound	RT	0.00	360	0	0.000	E-W(2):	0.340 *
	TH	3.00	1,060	4,800	0.296 *		
	LT	0.00	0	0	0.000	V/C:	0.479
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.579
	TH	3.00	1,090	4,800	0.227		
	LT	1.00	70	1,600	0.044 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	590	3,200	0.109	N-S(1):	0.396 *
	TH	0.00	0	0	0.000	N-S(2):	0.109
	LT	2.00	1,140	2,880	0.396 *	E-W(1):	0.527 *
Westbound	RT	0.00	440	1,600	0.275	E-W(2):	0.350
	TH	3.00	560	3,200	0.175		
	LT	0.00	0	0	0.000 *	V/C:	0.923
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.023
	TH	3.00	2,530	4,800	0.527 *		
	LT	1.00	120	1,600	0.075	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 54 - NASH STREET & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.025	N-S(1):	0.072 *
	TH	2.00	160	3,200	0.050	N-S(2):	0.000
	LT	1.00	80	1,600	0.050 *	E-W(1):	0.187
Westbound	RT	0.00	340	0	0.000	E-W(2):	0.427 *
	TH	3.00	1,610	4,800	0.406 *		
	LT	2.00	150	2,880	0.052	V/C:	0.499
Northbound	RT	1.14	40	1,829	0.000	Lost Time:	0.100
	TH	0.86	30	1,371	0.022 *	ITS:	0.000
	LT	2.00	10	2,880	0.003		
Eastbound	RT	1.00	50	1,600	0.030	ICU:	0.599
	TH	3.00	650	4,800	0.135		
	LT	2.00	60	2,880	0.021 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.038	N-S(1):	0.091 *
	TH	1.11	100	1,778	0.056	N-S(2):	0.000
	LT	1.89	170	2,720	0.063 *	E-W(1):	0.237
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.277 *
	TH	3.00	1,120	4,800	0.256 *		
	LT	2.00	70	2,880	0.024	V/C:	0.368
Northbound	RT	1.11	50	1,778	0.004	Lost Time:	0.100
	TH	0.89	40	1,422	0.028 *	ITS:	0.000
	LT	2.00	10	2,880	0.003		
Eastbound	RT	1.00	40	1,600	0.023	ICU:	0.468
	TH	3.00	1,020	4,800	0.213		
	LT	2.00	60	2,880	0.021 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.031	N-S(1):	0.257 *
	TH	1.00	60	1,600	0.038	N-S(2):	0.000
	LT	2.00	540	2,880	0.188 *	E-W(1):	0.354 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.222
	TH	3.00	920	4,800	0.215		
	LT	2.00	30	2,880	0.010 *	V/C:	0.611
Northbound	RT	1.18	130	1,891	0.058	Lost Time:	0.100
	TH	0.82	90	1,309	0.069 *	ITS:	0.000
	LT	2.00	20	2,880	0.007		
Eastbound	RT	1.00	10	1,600	0.003	ICU:	0.711
	TH	3.00	1,650	4,800	0.344 *		
	LT	2.00	20	2,880	0.007	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 55 - SEPULVEDA BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.038	N-S(1):	0.527 *
	TH	4.00	1,060	6,400	0.166	N-S(2):	0.242
	LT	2.00	270	2,880	0.094 *	E-W(1):	0.155
Westbound	RT	1.00	240	1,600	0.103	E-W(2):	0.194 *
	TH	2.00	340	3,200	0.106 *		
	LT	2.00	140	2,880	0.049	V/C:	0.721
Northbound	RT	0.00	240	0	0.000	Lost Time:	0.100
	TH	4.00	2,530	6,400	0.433 *	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	1.00	230	1,600	0.106	ICU:	0.821
	TH	2.00	250	3,200	0.078		
	LT	1.00	140	1,600	0.088 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.022	N-S(1):	0.368
	TH	4.00	1,650	6,400	0.258 *	N-S(2):	0.383 *
	LT	2.00	190	2,880	0.066	E-W(1):	0.377 *
Westbound	RT	1.00	200	1,600	0.092	E-W(2):	0.184
	TH	2.00	330	3,200	0.103		
	LT	2.00	510	2,880	0.177 *	V/C:	0.760
Northbound	RT	0.00	240	0	0.000	Lost Time:	0.100
	TH	4.00	1,690	6,400	0.302	ITS:	0.000
	LT	2.00	360	2,880	0.125 *		
Eastbound	RT	1.00	420	1,600	0.200 *	ICU:	0.860
	TH	2.00	440	3,200	0.138		
	LT	1.00	130	1,600	0.081	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.016	N-S(1):	0.416
	TH	4.00	2,590	6,400	0.405 *	N-S(2):	0.527 *
	LT	2.00	320	2,880	0.111	E-W(1):	0.387 *
Westbound	RT	1.00	320	1,600	0.144	E-W(2):	0.250
	TH	2.00	370	3,200	0.116		
	LT	2.00	570	2,880	0.198 *	V/C:	0.914
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	4.00	1,770	6,400	0.305	ITS:	0.000
	LT	2.00	350	2,880	0.122 *		
Eastbound	RT	1.00	400	1,600	0.189 *	ICU:	1.014
	TH	2.00	450	3,200	0.141		
	LT	1.00	170	1,600	0.106	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 56 - LINCOLN BOULEVARD & FIJI WAY
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.461
	TH	3.00	1,550	4,800	0.340 *	N-S(2):	0.545 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.038
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.084 *
	TH	2.00	20	3,200	0.034 *		
	LT	0.00	40	1,600	0.025	V/C:	0.629
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	3.00	1,980	4,800	0.423	ITS:	0.000
	LT	2.00	590	2,880	0.205 *		
Eastbound	RT	1.00	670	1,600	0.000	ICU:	0.729
	TH	1.00	20	1,600	0.013		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.463
	TH	3.00	1,490	4,800	0.338 *	N-S(2):	0.550 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.044
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.100 *
	TH	2.00	20	3,200	0.031 *		
	LT	0.00	50	1,600	0.031	V/C:	0.650
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	3.00	1,950	4,800	0.419	ITS:	0.000
	LT	2.00	610	2,880	0.212 *		
Eastbound	RT	1.00	540	1,600	0.000	ICU:	0.750
	TH	1.00	20	1,600	0.013		
	LT	1.00	110	1,600	0.069 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.498
	TH	3.00	1,940	4,800	0.440 *	N-S(2):	0.753 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.056
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.109 *
	TH	2.00	30	3,200	0.034 *		
	LT	0.00	50	1,600	0.031	V/C:	0.862
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	2,140	4,800	0.460	ITS:	0.000
	LT	2.00	900	2,880	0.313 *		
Eastbound	RT	1.00	910	1,600	0.000	ICU:	0.962
	TH	1.00	40	1,600	0.025		
	LT	1.00	120	1,600	0.075 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 57 - LA BREA AVENUE & FLORENCE AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.322 *
	TH	2.00	740	3,200	0.259	N-S(2):	0.290
	LT	1.00	80	1,600	0.050 *	E-W(1):	0.319
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.366 *
	TH	2.00	920	3,200	0.322 *		
	LT	1.00	290	1,600	0.181	V/C:	0.688
Northbound	RT	1.00	160	1,600	0.009	Lost Time:	0.100
	TH	2.00	870	3,200	0.272 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.788
	TH	2.00	370	3,200	0.138		
	LT	1.00	70	1,600	0.044 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.340 *
	TH	2.00	810	3,200	0.278	N-S(2):	0.322
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.359 *
Westbound	RT	0.00	210	0	0.000	E-W(2):	0.300
	TH	2.00	530	3,200	0.231		
	LT	1.00	290	1,600	0.181 *	V/C:	0.699
Northbound	RT	1.00	160	1,600	0.009	Lost Time:	0.100
	TH	2.00	750	3,200	0.234 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.799
	TH	2.00	520	3,200	0.178 *		
	LT	1.00	110	1,600	0.069	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.457 *
	TH	2.00	1,260	3,200	0.425	N-S(2):	0.438
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.484 *
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.350
	TH	2.00	670	3,200	0.269		
	LT	1.00	210	1,600	0.131 *	V/C:	0.941
Northbound	RT	1.00	330	1,600	0.141	Lost Time:	0.100
	TH	2.00	1,080	3,200	0.338 *	ITS:	0.000
	LT	1.00	20	1,600	0.013		
Eastbound	RT	0.00	80	0	0.000	ICU:	1.041
	TH	2.00	1,050	3,200	0.353 *		
	LT	1.00	130	1,600	0.081	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 58 - LA CIENEGA BOULEVARD & FLORENCE AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	270	0	0.000	N-S(1):	0.258
	TH	2.00	810	3,200	0.338 *	N-S(2):	0.357 *
	LT	2.00	310	2,880	0.108	E-W(1):	0.372
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.463 *
	TH	2.00	900	3,200	0.294 *		
	LT	1.00	430	1,600	0.269	V/C:	0.820
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	2.00	380	3,200	0.150	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.920
	TH	2.00	310	3,200	0.103		
	LT	1.00	270	1,600	0.169 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	460	0	0.000	N-S(1):	0.301
	TH	2.00	860	3,200	0.413 *	N-S(2):	0.432 *
	LT	2.00	300	2,880	0.104	E-W(1):	0.391
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.462 *
	TH	2.00	520	3,200	0.181 *		
	LT	1.00	380	1,600	0.238	V/C:	0.894
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	2.00	470	3,200	0.197	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.994
	TH	2.00	450	3,200	0.153		
	LT	1.00	450	1,600	0.281 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	320	0	0.000	N-S(1):	0.457
	TH	2.00	1,220	3,200	0.481 *	N-S(2):	0.494 *
	LT	2.00	580	2,880	0.201	E-W(1):	0.453 *
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.419
	TH	2.00	590	3,200	0.206		
	LT	1.00	350	1,600	0.219 *	V/C:	0.947
Northbound	RT	0.00	260	0	0.000	Lost Time:	0.100
	TH	2.00	560	3,200	0.256	ITS:	0.000
	LT	1.00	20	1,600	0.013 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	1.047
	TH	2.00	730	3,200	0.234 *		
	LT	1.00	340	1,600	0.213	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 59 - NASH STREET & GRAND AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	390	1,600	0.244 *	N-S(1):	0.103
	TH	2.00	190	1,600	0.119	N-S(2):	0.357 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.100 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.000
	TH	1.00	60	1,600	0.056 *		
	LT	1.00	20	1,600	0.013	V/C:	0.457
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	2.00	120	3,200	0.053	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	2.00	30	3,200	0.000	ICU:	0.557
	TH	1.00	70	1,600	0.044		
	LT	1.00	70	1,600	0.044 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.057
	TH	2.00	250	3,200	0.116 *	N-S(2):	0.135 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.182 *
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.000
	TH	1.00	90	1,600	0.069 *		
	LT	1.00	10	1,600	0.006	V/C:	0.317
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	120	3,200	0.044	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	2.00	110	3,200	0.025	ICU:	0.417
	TH	1.00	60	1,600	0.038		
	LT	1.00	180	1,600	0.113 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.090
	TH	2.00	210	3,200	0.116 *	N-S(2):	0.135 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.281 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.000
	TH	1.00	50	1,600	0.056 *		
	LT	1.00	40	1,600	0.025	V/C:	0.416
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	2.00	160	3,200	0.059	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	2.00	250	3,200	0.069	ICU:	0.516
	TH	1.00	120	1,600	0.075		
	LT	1.00	360	1,600	0.225 *	LOS:	A

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 60 - SEPULVEDA BOULEVARD & GRAND AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	220	0	0.000	N-S(1):	0.589 *
	TH	4.00	1,320	6,400	0.241	N-S(2):	0.335
	LT	1.00	370	1,600	0.231 *	E-W(1):	0.125 *
Westbound	RT	1.00	100	1,600	0.000	E-W(2):	0.000
	TH	2.00	50	3,200	0.016		
	LT	2.00	70	2,880	0.024 *	V/C:	0.714
Northbound	RT	1.00	400	1,600	0.226	Lost Time:	0.100
	TH	4.00	2,290	6,400	0.358 *	ITS:	0.000
	LT	1.00	150	1,600	0.094		
Eastbound	RT	1.00	130	1,600	0.034	ICU:	0.814
	TH	0.97	140	1,545	0.091		
	LT	1.03	150	1,490	0.101 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.363
	TH	4.00	1,600	6,400	0.281 *	N-S(2):	0.437 *
	LT	1.00	200	1,600	0.125	E-W(1):	0.222 *
Westbound	RT	1.00	140	1,600	0.025	E-W(2):	0.000
	TH	2.00	310	3,200	0.097 *		
	LT	2.00	270	2,880	0.094	V/C:	0.659
Northbound	RT	1.00	150	1,600	0.000	Lost Time:	0.100
	TH	4.00	1,520	6,400	0.238	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	1.06	190	1,689	0.034	ICU:	0.759
	TH	0.78	140	1,244	0.113		
	LT	1.17	210	1,680	0.125 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.456
	TH	4.00	2,360	6,400	0.389 *	N-S(2):	0.545 *
	LT	1.00	200	1,600	0.125	E-W(1):	0.309 *
Westbound	RT	1.00	300	1,600	0.125	E-W(2):	0.000
	TH	2.00	240	3,200	0.075		
	LT	2.00	510	2,880	0.177 *	V/C:	0.854
Northbound	RT	1.00	130	1,600	0.000	Lost Time:	0.100
	TH	4.00	2,120	6,400	0.331	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	1.16	220	1,853	0.041	ICU:	0.954
	TH	0.42	80	674	0.119		
	LT	1.42	270	2,046	0.132 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 62 - HAWTHORNE BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	200	1,600	0.091	N-S(1):	0.244 *
	TH	3.00	740	4,800	0.154	N-S(2):	0.241
	LT	1.00	180	1,600	0.113 *	E-W(1):	0.263
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.292 *
	TH	3.00	950	4,800	0.223 *		
	LT	1.00	260	1,600	0.163	V/C:	0.536
Northbound	RT	1.00	200	1,600	0.044	Lost Time:	0.100
	TH	3.00	630	4,800	0.131 *	ITS:	0.000
	LT	2.00	250	2,880	0.087		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.636
	TH	3.00	390	4,800	0.100		
	LT	1.00	110	1,600	0.069 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	160	1,600	0.059	N-S(1):	0.329 *
	TH	3.00	1,070	4,800	0.223	N-S(2):	0.282
	LT	1.00	240	1,600	0.150 *	E-W(1):	0.209 *
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.196
	TH	3.00	430	4,800	0.115		
	LT	1.00	140	1,600	0.088 *	V/C:	0.538
Northbound	RT	1.00	310	1,600	0.150	Lost Time:	0.100
	TH	3.00	860	4,800	0.179 *	ITS:	0.000
	LT	2.00	170	2,880	0.059		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.638
	TH	3.00	490	4,800	0.121 *		
	LT	1.00	130	1,600	0.081	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	160	1,600	0.022	N-S(1):	0.316
	TH	3.00	1,310	4,800	0.273 *	N-S(2):	0.370 *
	LT	1.00	210	1,600	0.131	E-W(1):	0.523 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.273
	TH	3.00	450	4,800	0.117		
	LT	1.00	190	1,600	0.119 *	V/C:	0.893
Northbound	RT	1.00	280	1,600	0.116	Lost Time:	0.100
	TH	3.00	890	4,800	0.185	ITS:	0.000
	LT	2.00	280	2,880	0.097 *		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.993
	TH	3.00	1,760	4,800	0.404 *		
	LT	1.00	250	1,600	0.156	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 63 - HAWTHORNE BOULEVARD & LENNOX BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.251
	TH	3.00	910	4,800	0.198 *	N-S(2):	0.261 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.157 *
Westbound	RT	1.00	160	1,600	0.069	E-W(2):	0.150
	TH	1.00	190	1,600	0.119		
	LT	1.00	70	1,600	0.044 *	V/C:	0.418
Northbound	RT	1.00	60	1,600	0.016	Lost Time:	0.100
	TH	3.00	900	4,800	0.188	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	180	1,600	0.113 *	ICU:	0.518
	TH	2.00	110	1,600	0.069		
	LT	1.00	50	1,600	0.031	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.298
	TH	3.00	1,090	4,800	0.252 *	N-S(2):	0.371 *
	LT	1.00	130	1,600	0.081	E-W(1):	0.169
Westbound	RT	1.00	120	1,600	0.034	E-W(2):	0.181 *
	TH	1.00	210	1,600	0.131 *		
	LT	1.00	90	1,600	0.056	V/C:	0.552
Northbound	RT	1.00	110	1,600	0.041	Lost Time:	0.100
	TH	3.00	1,040	4,800	0.217	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.652
	TH	2.00	230	3,200	0.113		
	LT	1.00	80	1,600	0.050 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.415
	TH	3.00	1,450	4,800	0.319 *	N-S(2):	0.475 *
	LT	1.00	180	1,600	0.113	E-W(1):	0.253
Westbound	RT	1.00	80	1,600	0.000	E-W(2):	0.288 *
	TH	1.00	340	1,600	0.213 *		
	LT	1.00	120	1,600	0.075	V/C:	0.763
Northbound	RT	1.00	130	1,600	0.044	Lost Time:	0.100
	TH	3.00	1,450	4,800	0.302	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.863
	TH	2.00	380	3,200	0.178		
	LT	1.00	120	1,600	0.075 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 64 - HIGHLAND AVENUE/VISTA DEL MAR & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.000	N-S(1):	0.438 *
	TH	1.00	280	1,600	0.175	N-S(2):	0.181
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.182
Westbound	RT	1.00	660	1,600	0.244 *	E-W(2):	0.319 *
	TH	1.00	50	1,600	0.031		
	LT	1.00	70	1,600	0.044	V/C:	0.757
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	2.00	770	3,200	0.269 *	ITS:	0.000
	LT	1.00	10	1,600	0.006		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.857
	TH	1.00	80	1,600	0.138		
	LT	0.00	120	1,600	0.075 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.013	N-S(1):	0.219
	TH	1.00	450	1,600	0.281 *	N-S(2):	0.300 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.169 *
Westbound	RT	1.00	290	1,600	0.131	E-W(2):	0.144
	TH	1.00	70	1,600	0.044		
	LT	1.00	150	1,600	0.094 *	V/C:	0.469
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	2.00	380	3,200	0.169	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.569
	TH	1.00	70	1,600	0.075 *		
	LT	0.00	20	1,600	0.013	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	40	1,600	0.013	N-S(1):	0.444
	TH	1.00	740	1,600	0.463 *	N-S(2):	0.469 *
	LT	1.00	430	1,600	0.269	E-W(1):	0.175 *
Westbound	RT	1.00	490	1,600	0.038	E-W(2):	0.094
	TH	1.00	110	1,600	0.069		
	LT	1.00	160	1,600	0.100 *	V/C:	0.644
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	430	3,200	0.175	ITS:	0.000
	LT	1.00	10	1,600	0.006 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.744
	TH	1.00	60	1,600	0.075 *		
	LT	0.00	40	1,600	0.025	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 66 - INGELWOOD AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.213
	TH	2.00	320	3,200	0.153 *	N-S(2):	0.328 *
	LT	1.00	110	1,600	0.069	E-W(1):	0.150
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.335 *
	TH	3.00	1,240	4,800	0.285 *		
	LT	1.00	90	1,600	0.056	V/C:	0.663
Northbound	RT	1.00	110	1,600	0.041	Lost Time:	0.100
	TH	1.00	230	1,600	0.144	ITS:	0.000
	LT	1.00	280	1,600	0.175 *		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.763
	TH	3.00	410	4,800	0.094		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.401 *
	TH	2.00	440	3,200	0.172	N-S(2):	0.247
	LT	1.00	140	1,600	0.088 *	E-W(1):	0.235
Westbound	RT	0.00	240	1,600	0.150 *	E-W(2):	0.238 *
	TH	3.00	440	3,200	0.138		
	LT	1.00	170	1,600	0.106	V/C:	0.639
Northbound	RT	1.00	180	1,600	0.059	Lost Time:	0.100
	TH	1.00	500	1,600	0.313 *	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.739
	TH	3.00	520	4,800	0.129		
	LT	1.00	140	1,600	0.088 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.438 *
	TH	2.00	980	3,200	0.328	N-S(2):	0.416
	LT	1.00	190	1,600	0.119 *	E-W(1):	0.523 *
Westbound	RT	0.00	250	0	0.000	E-W(2):	0.360
	TH	3.00	640	4,800	0.185		
	LT	1.00	150	1,600	0.094 *	V/C:	0.961
Northbound	RT	1.00	180	1,600	0.066	Lost Time:	0.100
	TH	1.00	510	1,600	0.319 *	ITS:	0.000
	LT	1.00	140	1,600	0.088		
Eastbound	RT	0.00	150	0	0.000	ICU:	1.061
	TH	3.00	1,910	4,800	0.429 *		
	LT	1.00	280	1,600	0.175	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 67 - LA CIENEGA BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : EBR, WBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.44	350	2,301	0.091	N-S(1):	0.130
	TH	1.56	380	2,499	0.152 *	N-S(2):	0.225 *
	LT	2.00	110	2,880	0.038	E-W(1):	0.089
Westbound	RT	2.00	700	3,200	0.181 *	E-W(2):	0.303 *
	TH	3.00	810	4,800	0.169		
	LT	2.00	100	2,880	0.035	V/C:	0.528
Northbound	RT	1.57	230	2,509	0.074	Lost Time:	0.100
	TH	1.43	210	2,291	0.092	ITS:	0.000
	LT	2.00	210	2,880	0.073 *		
Eastbound	RT	2.00	190	3,200	0.000	ICU:	0.628
	TH	3.00	260	4,800	0.054		
	LT	2.00	350	2,880	0.122 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.20	220	1,920	0.082	N-S(1):	0.150
	TH	1.80	330	2,880	0.115 *	N-S(2):	0.167 *
	LT	2.00	160	2,880	0.056	E-W(1):	0.115
Westbound	RT	2.00	440	3,200	0.082 *	E-W(2):	0.148 *
	TH	3.00	360	4,800	0.075		
	LT	2.00	60	2,880	0.021	V/C:	0.315
Northbound	RT	1.33	200	2,133	0.083	Lost Time:	0.100
	TH	1.67	250	2,667	0.094	ITS:	0.000
	LT	2.00	150	2,880	0.052 *		
Eastbound	RT	2.00	150	3,200	0.000	ICU:	0.415
	TH	3.00	450	4,800	0.094		
	LT	2.00	190	2,880	0.066 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.36	430	2,173	0.161	N-S(1):	0.355 *
	TH	1.64	520	2,627	0.198	N-S(2):	0.226
	LT	2.00	520	2,880	0.181 *	E-W(1):	0.317 *
Westbound	RT	2.00	420	3,200	0.000	E-W(2):	0.156
	TH	3.00	400	4,800	0.083		
	LT	2.00	60	2,880	0.021 *	V/C:	0.672
Northbound	RT	2.00	590	3,200	0.174 *	Lost Time:	0.100
	TH	1.00	270	1,600	0.169	ITS:	0.000
	LT	2.00	80	2,880	0.028		
Eastbound	RT	2.00	220	3,200	0.041	ICU:	0.772
	TH	3.00	1,420	4,800	0.296 *		
	LT	2.00	210	2,880	0.073	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 68 - MAIN STREET & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : Y
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.318 *
	TH	1.00	0	1,600	0.013 *	N-S(2):	0.000
	LT	0.00	10	1,600	0.006	E-W(1):	0.428 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.281
	TH	2.00	890	3,200	0.281		
	LT	2.00	330	2,880	0.115 *	V/C:	0.746
Northbound	RT	1.00	580	1,600	0.305 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	300	2,880	0.104		
Eastbound	RT	1.00	190	1,600	0.119	ICU:	0.846
	TH	2.00	1,000	3,200	0.313 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.153 *
	TH	1.00	0	1,600	0.013 *	N-S(2):	0.000
	LT	0.00	10	1,600	0.006	E-W(1):	0.395 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.244
	TH	2.00	770	3,200	0.244		
	LT	2.00	490	2,880	0.170 *	V/C:	0.548
Northbound	RT	1.00	360	1,600	0.140 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	340	2,880	0.118		
Eastbound	RT	1.00	110	1,600	0.069	ICU:	0.648
	TH	2.00	720	3,200	0.225 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.180 *
	TH	1.00	0	1,600	0.013 *	N-S(2):	0.000
	LT	0.00	10	1,600	0.006	E-W(1):	0.472 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.209
	TH	2.00	660	3,200	0.209		
	LT	2.00	550	2,880	0.191 *	V/C:	0.652
Northbound	RT	1.00	330	1,600	0.111	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	480	2,880	0.167 *		
Eastbound	RT	1.00	370	1,600	0.231	ICU:	0.752
	TH	2.00	900	3,200	0.281 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 70 - PRAIRIE AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : SBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.98	590	3,173	0.130	N-S(1):	0.165
	TH	2.02	600	3,227	0.186 *	N-S(2):	0.297 *
	LT	2.00	120	2,880	0.042	E-W(1):	0.183
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.316 *
	TH	3.00	1,160	4,800	0.260 *		
	LT	1.00	160	1,600	0.100	V/C:	0.613
Northbound	RT	0.00	90	0	0.000	Lost Time:	0.100
	TH	3.00	500	4,800	0.123	ITS:	0.000
	LT	2.00	320	2,880	0.111 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.713
	TH	3.00	350	4,800	0.083		
	LT	1.00	90	1,600	0.056 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.30	410	2,083	0.109	N-S(1):	0.197
	TH	2.70	850	4,317	0.197 *	N-S(2):	0.298 *
	LT	2.00	140	2,880	0.049	E-W(1):	0.198
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.248 *
	TH	3.00	680	4,800	0.160 *		
	LT	1.00	120	1,600	0.075	V/C:	0.546
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	3.00	550	4,800	0.148	ITS:	0.000
	LT	2.00	290	2,880	0.101 *		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.646
	TH	3.00	520	4,800	0.123		
	LT	1.00	140	1,600	0.088 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.24	440	1,983	0.072	N-S(1):	0.311
	TH	2.76	980	4,417	0.222 *	N-S(2):	0.319 *
	LT	2.00	260	2,880	0.090	E-W(1):	0.463 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.331
	TH	3.00	760	4,800	0.181		
	LT	1.00	190	1,600	0.119 *	V/C:	0.782
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	850	4,800	0.221	ITS:	0.000
	LT	2.00	280	2,880	0.097 *		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.882
	TH	3.00	1,470	4,800	0.344 *		
	LT	1.00	240	1,600	0.150	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 71 - SEPULVEDA BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.540 *
	TH	4.00	2,330	6,400	0.367	N-S(2):	0.436
	LT	2.00	620	2,880	0.215 *	E-W(1):	0.223 *
Westbound	RT	2.00	590	3,200	0.000	E-W(2):	0.171
	TH	3.00	220	4,800	0.046		
	LT	2.00	380	2,880	0.132 *	V/C:	0.763
Northbound	RT	2.00	590	3,200	0.052	Lost Time:	0.100
	TH	3.00	1,560	4,800	0.325 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	1.00	200	1,600	0.091 *	ICU:	0.863
	TH	3.00	320	4,800	0.067		
	LT	2.00	360	2,880	0.125	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.446 *
	TH	4.00	1,970	6,400	0.313	N-S(2):	0.413
	LT	2.00	470	2,880	0.163 *	E-W(1):	0.138
Westbound	RT	2.00	480	3,200	0.000	E-W(2):	0.160 *
	TH	3.00	270	4,800	0.056 *		
	LT	2.00	180	2,880	0.063	V/C:	0.606
Northbound	RT	2.00	730	3,200	0.166	Lost Time:	0.100
	TH	3.00	1,360	4,800	0.283 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	1.00	200	1,600	0.075	ICU:	0.706
	TH	3.00	240	4,800	0.050		
	LT	2.00	300	2,880	0.104 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.623 *
	TH	4.00	2,500	6,400	0.395	N-S(2):	0.501
	LT	2.00	540	2,880	0.188 *	E-W(1):	0.202 *
Westbound	RT	2.00	650	3,200	0.016	E-W(2):	0.167
	TH	3.00	300	4,800	0.063		
	LT	2.00	240	2,880	0.083 *	V/C:	0.825
Northbound	RT	2.00	1,100	3,200	0.260	Lost Time:	0.100
	TH	3.00	2,090	4,800	0.435 *	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	1.00	170	1,600	0.053	ICU:	0.925
	TH	3.00	570	4,800	0.119 *		
	LT	2.00	300	2,880	0.104	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 73 - NASH STREET / WB I-105 RAMPS & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	590	1,600	0.369	N-S(1):	0.456 *
	TH	2.00	1,200	3,200	0.375 *	N-S(2):	0.000
	LT	1.00	450	1,600	0.281	E-W(1):	0.254 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.196
	TH	3.00	940	4,800	0.196		
	LT	2.00	310	2,880	0.108 *	V/C:	0.710
Northbound	RT	2.00	40	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	210	0	0.000	ICU:	0.810
	TH	3.00	490	4,800	0.146 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.42	270	2,274	0.119	N-S(1):	0.188 *
	TH	1.58	300	2,526	0.119 *	N-S(2):	0.000
	LT	1.00	170	1,600	0.106	E-W(1):	0.196 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.127
	TH	3.00	610	4,800	0.127		
	LT	2.00	60	2,880	0.021 *	V/C:	0.384
Northbound	RT	2.00	80	3,200	0.015	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	0.00	280	1,600	0.175 *	ICU:	0.484
	TH	3.00	500	3,200	0.156		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.75	310	2,794	0.111	N-S(1):	0.223 *
	TH	1.18	210	1,893	0.111	N-S(2):	0.000
	LT	1.07	190	1,541	0.123 *	E-W(1):	0.257 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.179
	TH	3.00	860	4,800	0.179		
	LT	2.00	120	2,880	0.042 *	V/C:	0.480
Northbound	RT	2.00	200	3,200	0.042	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.580
	TH	3.00	850	4,800	0.215 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 75 - I-405 NB RAMPS E/O LA CIENEGA BLVD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR, WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.131
	TH	0.00	0	0	0.000 *	N-S(2):	0.146 *
	LT	0.00	0	0	0.000	E-W(1):	0.100
Westbound	RT	1.23	530	1,961	0.000	E-W(2):	0.270 *
	TH	2.77	1,200	4,439	0.270 *		
	LT	0.00	0	0	0.000	V/C:	0.416
Northbound	RT	0.24	50	381	0.131	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.76	370	2,537	0.146 *		
Eastbound	RT	1.00	130	1,600	0.000	ICU:	0.516
	TH	3.00	480	4,800	0.100		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.128
	TH	0.00	0	0	0.000 *	N-S(2):	0.142 *
	LT	0.00	0	0	0.000	E-W(1):	0.133 *
Westbound	RT	1.00	180	1,600	0.000	E-W(2):	0.119
	TH	3.00	570	4,800	0.119		
	LT	0.00	0	0	0.000 *	V/C:	0.275
Northbound	RT	0.49	100	780	0.128	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.51	310	2,178	0.142 *		
Eastbound	RT	1.00	160	1,600	0.000	ICU:	0.375
	TH	3.00	640	4,800	0.133 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.163 *
	TH	0.00	0	0	0.000	N-S(2):	0.156
	LT	0.00	0	0	0.000 *	E-W(1):	0.440 *
Westbound	RT	1.27	290	2,040	0.000	E-W(2):	0.142
	TH	2.73	620	4,360	0.142		
	LT	0.00	0	0	0.000 *	V/C:	0.603
Northbound	RT	1.00	260	1,600	0.163 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	250	1,600	0.156		
Eastbound	RT	1.00	320	1,600	0.000	ICU:	0.703
	TH	3.00	2,110	4,800	0.440 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 76 - INGLEWOOD AVENUE & LENNOX BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.244
	TH	1.00	260	1,600	0.181 *	N-S(2):	0.256 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.137
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.169 *
	TH	1.00	190	1,600	0.144 *		
	LT	1.00	50	1,600	0.031	V/C:	0.425
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	1.00	260	1,600	0.206	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.525
	TH	1.00	130	1,600	0.106		
	LT	1.00	40	1,600	0.025 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.301 *
	TH	1.00	290	1,600	0.200	N-S(2):	0.288
	LT	1.00	60	1,600	0.038 *	E-W(1):	0.157 *
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.156
	TH	1.00	140	1,600	0.131		
	LT	1.00	60	1,600	0.038 *	V/C:	0.458
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	1.00	300	1,600	0.263 *	ITS:	0.000
	LT	1.00	140	1,600	0.088		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.558
	TH	1.00	140	1,600	0.119 *		
	LT	1.00	40	1,600	0.025	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.369
	TH	1.00	530	1,600	0.350 *	N-S(2):	0.438 *
	LT	1.00	90	1,600	0.056	E-W(1):	0.332 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.200
	TH	1.00	190	1,600	0.156		
	LT	1.00	100	1,600	0.063 *	V/C:	0.770
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	1.00	360	1,600	0.313	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.870
	TH	1.00	350	1,600	0.269 *		
	LT	1.00	70	1,600	0.044	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 77 - INGELWOOD AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	120	1,600	0.059	N-S(1):	0.119 *
	TH	1.00	80	1,600	0.063	N-S(2):	0.101
	LT	0.00	20	1,600	0.013 *	E-W(1):	0.244
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.456 *
	TH	2.00	1,340	3,200	0.425 *		
	LT	1.00	50	1,600	0.031	V/C:	0.575
Northbound	RT	1.00	80	1,600	0.034	Lost Time:	0.100
	TH	1.00	110	1,600	0.106 *	ITS:	0.000
	LT	0.00	60	1,600	0.038		
Eastbound	RT	1.00	50	1,600	0.013	ICU:	0.675
	TH	2.00	680	3,200	0.213		
	LT	1.00	50	1,600	0.031 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.041	N-S(1):	0.113
	TH	1.00	110	1,600	0.094 *	N-S(2):	0.125 *
	LT	0.00	40	1,600	0.025	E-W(1):	0.372 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.350
	TH	2.00	950	3,200	0.306		
	LT	1.00	80	1,600	0.050 *	V/C:	0.497
Northbound	RT	1.00	60	1,600	0.013	Lost Time:	0.100
	TH	1.00	90	1,600	0.088	ITS:	0.000
	LT	0.00	50	1,600	0.031 *		
Eastbound	RT	1.00	80	1,600	0.034	ICU:	0.597
	TH	2.00	1,030	3,200	0.322 *		
	LT	1.00	70	1,600	0.044	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.034	N-S(1):	0.144
	TH	1.00	180	1,600	0.131 *	N-S(2):	0.175 *
	LT	0.00	30	1,600	0.019	E-W(1):	0.528 *
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.382
	TH	2.00	1,060	3,200	0.338		
	LT	1.00	70	1,600	0.044 *	V/C:	0.703
Northbound	RT	1.00	50	1,600	0.009	Lost Time:	0.100
	TH	1.00	130	1,600	0.125	ITS:	0.000
	LT	0.00	70	1,600	0.044 *		
Eastbound	RT	1.00	120	1,600	0.053	ICU:	0.803
	TH	2.00	1,550	3,200	0.484 *		
	LT	1.00	70	1,600	0.044	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 85 - LA BREA AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.009	N-S(1):	0.303 *
	TH	2.00	680	3,200	0.213	N-S(2):	0.288
	LT	1.00	90	1,600	0.056 *	E-W(1):	0.191
Westbound	RT	1.00	200	1,600	0.097	E-W(2):	0.457 *
	TH	2.00	1,160	3,200	0.363 *		
	LT	1.00	30	1,600	0.019	V/C:	0.760
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	2.00	760	3,200	0.247 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	60	1,600	0.000	ICU:	0.860
	TH	2.00	550	3,200	0.172		
	LT	1.00	150	1,600	0.094 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	150	1,600	0.044	N-S(1):	0.313 *
	TH	2.00	690	3,200	0.216	N-S(2):	0.291
	LT	1.00	160	1,600	0.100 *	E-W(1):	0.240
Westbound	RT	1.00	220	1,600	0.088	E-W(2):	0.344 *
	TH	2.00	780	3,200	0.244 *		
	LT	1.00	50	1,600	0.031	V/C:	0.657
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	660	3,200	0.213 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	60	1,600	0.000	ICU:	0.757
	TH	2.00	670	3,200	0.209		
	LT	1.00	160	1,600	0.100 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.000	N-S(1):	0.394
	TH	2.00	1,170	3,200	0.366 *	N-S(2):	0.429 *
	LT	1.00	220	1,600	0.138	E-W(1):	0.432 *
Westbound	RT	1.00	150	1,600	0.025	E-W(2):	0.388
	TH	2.00	960	3,200	0.300		
	LT	1.00	60	1,600	0.038 *	V/C:	0.861
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	780	3,200	0.256	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	1.00	80	1,600	0.019	ICU:	0.961
	TH	2.00	1,260	3,200	0.394 *		
	LT	1.00	140	1,600	0.088	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 87 - LA BREA AVENUE & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	290	0	0.000	N-S(1):	0.201
	TH	3.00	750	4,800	0.217 *	N-S(2):	0.280 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.279
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.575 *
	TH	3.00	1,790	4,800	0.381 *		
	LT	1.00	130	1,600	0.081	V/C:	0.855
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	830	4,800	0.188	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.955
	TH	3.00	880	4,800	0.198		
	LT	1.00	310	1,600	0.194 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	370	1,600	0.231 *	N-S(1):	0.165
	TH	3.00	560	3,200	0.175	N-S(2):	0.300 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.351
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.471 *
	TH	3.00	1,140	4,800	0.246 *		
	LT	1.00	140	1,600	0.088	V/C:	0.771
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	590	4,800	0.146	ITS:	0.000
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.871
	TH	3.00	1,180	4,800	0.263		
	LT	1.00	360	1,600	0.225 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	280	0	0.000	N-S(1):	0.281
	TH	3.00	930	4,800	0.252 *	N-S(2):	0.296 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.600 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.484
	TH	3.00	1,230	4,800	0.265		
	LT	1.00	170	1,600	0.106 *	V/C:	0.896
Northbound	RT	0.00	150	0	0.000	Lost Time:	0.100
	TH	3.00	1,050	4,800	0.250	ITS:	0.000
	LT	1.00	70	1,600	0.044 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.996
	TH	3.00	2,280	4,800	0.494 *		
	LT	1.00	350	1,600	0.219	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 88 - LA CIENEGA BOULEVARD & LA TIJERA BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	960	1,600	0.600 *	N-S(1):	0.579
	TH	3.00	2,480	4,800	0.517	N-S(2):	0.600 *
	LT	0.00	0	0	0.000	E-W(1):	0.188 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.185
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.788
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	2,570	4,800	0.579	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.888
	TH	1.00	290	1,600	0.188 *		
	LT	3.00	800	4,320	0.185	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	820	1,600	0.513 *	N-S(1):	0.385
	TH	3.00	1,670	4,800	0.348	N-S(2):	0.513 *
	LT	0.00	0	0	0.000	E-W(1):	0.269 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.181
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.782
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	1,640	4,800	0.385	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.882
	TH	1.00	410	1,600	0.269 *		
	LT	3.00	780	4,320	0.181	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	1,000	1,600	0.625 *	N-S(1):	0.546
	TH	3.00	2,420	4,800	0.504	N-S(2):	0.625 *
	LT	0.00	0	0	0.000	E-W(1):	0.506 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.252
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	1.131
Northbound	RT	0.00	330	0	0.000	Lost Time:	0.100
	TH	3.00	2,290	4,800	0.546	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	1.231
	TH	1.00	760	1,600	0.506 *		
	LT	3.00	1,090	4,320	0.252	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 89 - LA CIENEGA BOULEVARD & LENNOX BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.341 *
	TH	3.00	820	4,800	0.171	N-S(2):	0.171
	LT	1.00	60	1,600	0.038 *	E-W(1):	0.081
Westbound	RT	1.00	230	1,600	0.125 *	E-W(2):	0.125 *
	TH	1.00	0	1,600	0.000		
	LT	1.00	130	1,600	0.081	V/C:	0.466
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	2.00	900	3,200	0.303 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.566
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.363 *
	TH	3.00	660	4,800	0.138	N-S(2):	0.138
	LT	1.00	110	1,600	0.069 *	E-W(1):	0.069
Westbound	RT	1.00	180	1,600	0.078 *	E-W(2):	0.078 *
	TH	1.00	0	1,600	0.000		
	LT	1.00	110	1,600	0.069	V/C:	0.441
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	2.00	820	3,200	0.294 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.541
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.507 *
	TH	3.00	1,150	4,800	0.240	N-S(2):	0.240
	LT	1.00	260	1,600	0.163 *	E-W(1):	0.038
Westbound	RT	1.00	200	1,600	0.044 *	E-W(2):	0.044 *
	TH	1.00	0	1,600	0.000		
	LT	1.00	60	1,600	0.038	V/C:	0.551
Northbound	RT	0.00	240	0	0.000	Lost Time:	0.100
	TH	2.00	860	3,200	0.344 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.651
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	B

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 90 - LA CIENEGA BOULEVARD & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	180	0	0.000	N-S(1):	0.284
	TH	2.00	750	3,200	0.291 *	N-S(2):	0.329 *
	LT	2.00	360	2,880	0.125	E-W(1):	0.288
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.313 *
	TH	3.00	880	4,800	0.213 *		
	LT	2.00	560	2,880	0.194	V/C:	0.642
Northbound	RT	0.00	250	0	0.000	Lost Time:	0.100
	TH	2.00	260	3,200	0.159	ITS:	0.000
	LT	1.00	60	1,600	0.038 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.742
	TH	3.00	400	4,800	0.094		
	LT	1.00	160	1,600	0.100 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	270	0	0.000	N-S(1):	0.347 *
	TH	2.00	520	3,200	0.247	N-S(2):	0.285
	LT	2.00	470	2,880	0.163 *	E-W(1):	0.340 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.296
	TH	3.00	830	4,800	0.196		
	LT	2.00	420	2,880	0.146 *	V/C:	0.687
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	2.00	400	3,200	0.184 *	ITS:	0.000
	LT	1.00	60	1,600	0.038		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.787
	TH	3.00	840	4,800	0.194 *		
	LT	1.00	160	1,600	0.100	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.518 *
	TH	2.00	690	3,200	0.241	N-S(2):	0.272
	LT	2.00	860	2,880	0.299 *	E-W(1):	0.351 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.265
	TH	3.00	720	4,800	0.171		
	LT	2.00	370	2,880	0.128 *	V/C:	0.869
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	2.00	580	3,200	0.219 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.969
	TH	3.00	990	4,800	0.223 *		
	LT	1.00	150	1,600	0.094	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 91 - LA CIENEGA BOULEVARD NB RAMPS & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.181 *
	TH	0.00	0	0	0.000	N-S(2):	0.132
	LT	0.00	0	0	0.000 *	E-W(1):	0.194
Westbound	RT	1.00	130	1,600	0.081	E-W(2):	0.441 *
	TH	4.00	2,040	6,400	0.319 *		
	LT	0.00	0	0	0.000	V/C:	0.622
Northbound	RT	1.00	290	1,600	0.181 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	380	2,880	0.132		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.722
	TH	3.00	930	4,800	0.194		
	LT	2.00	350	2,880	0.122 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.213 *
	TH	0.00	0	0	0.000	N-S(2):	0.073
	LT	0.00	0	0	0.000 *	E-W(1):	0.254
Westbound	RT	1.00	140	1,600	0.088	E-W(2):	0.327 *
	TH	4.00	1,380	6,400	0.216 *		
	LT	0.00	0	0	0.000	V/C:	0.540
Northbound	RT	1.00	340	1,600	0.213 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	210	2,880	0.073		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.640
	TH	3.00	1,220	4,800	0.254		
	LT	2.00	320	2,880	0.111 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.269 *
	TH	0.00	0	0	0.000	N-S(2):	0.056
	LT	0.00	0	0	0.000 *	E-W(1):	0.421
Westbound	RT	1.00	110	1,600	0.069	E-W(2):	0.481 *
	TH	4.00	1,460	6,400	0.228 *		
	LT	0.00	0	0	0.000	V/C:	0.750
Northbound	RT	1.00	430	1,600	0.269 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	160	2,880	0.056		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.850
	TH	3.00	2,020	4,800	0.421		
	LT	2.00	730	2,880	0.253 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 92 - LA CIENEGA BOULEVARD SB RAMPS & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	710	1,600	0.444 *	N-S(1):	0.028
	TH	0.00	0	0	0.000	N-S(2):	0.444 *
	LT	2.00	80	2,880	0.028	E-W(1):	0.301
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.460 *
	TH	3.00	2,210	4,800	0.460 *		
	LT	1.00	210	1,600	0.131	V/C:	0.904
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	160	0	0.000	ICU:	1.004
	TH	5.00	1,200	8,000	0.170		
	LT	0.00	0	0	0.000 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	520	1,600	0.325 *	N-S(1):	0.035
	TH	0.00	0	0	0.000	N-S(2):	0.325 *
	LT	2.00	100	2,880	0.035	E-W(1):	0.408 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.265
	TH	3.00	1,270	4,800	0.265		
	LT	1.00	320	1,600	0.200 *	V/C:	0.733
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	220	0	0.000	ICU:	0.833
	TH	5.00	1,440	8,000	0.208 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	650	1,600	0.406 *	N-S(1):	0.063
	TH	0.00	0	0	0.000	N-S(2):	0.406 *
	LT	2.00	180	2,880	0.063	E-W(1):	0.512 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.283
	TH	3.00	1,360	4,800	0.283		
	LT	1.00	260	1,600	0.163 *	V/C:	0.918
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	220	0	0.000	ICU:	1.018
	TH	5.00	2,570	8,000	0.349 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 93 - LA CIENEGA BOULEVARD & STOCKER STREET
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	NBR, WBR, SBT		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.656 *
	TH	2.00	2,340	3,200	0.000	N-S(2):	0.000
	LT	1.00	120	1,600	0.075 *	E-W(1):	0.531 *
Westbound	RT	1.00	130	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	1,530	2,880	0.531 *	V/C:	1.187
Northbound	RT	1.00	870	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,790	4,800	0.581 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.287
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.485 *
	TH	2.00	1,680	3,200	0.000	N-S(2):	0.000
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.278 *
Westbound	RT	1.00	120	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	800	2,880	0.278 *	V/C:	0.763
Northbound	RT	1.00	850	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,820	4,800	0.379 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.863
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.741 *
	TH	2.00	2,680	3,200	0.000	N-S(2):	0.000
	LT	1.00	290	1,600	0.181 *	E-W(1):	0.382 *
Westbound	RT	1.00	130	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	1,100	2,880	0.382 *	V/C:	1.123
Northbound	RT	1.00	1,490	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,690	4,800	0.560 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.223
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 94 - LA CIENEGA BOULEVARD & 111TH STREET
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.300
	TH	3.00	840	4,800	0.202 *	N-S(2):	0.408 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.031 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.439
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	960	3,200	0.300	ITS:	0.000
	LT	1.00	330	1,600	0.206 *		
Eastbound	RT	1.00	80	1,600	0.000	ICU:	0.539
	TH	0.00	0	0	0.000		
	LT	2.00	90	2,880	0.031 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.244
	TH	3.00	740	4,800	0.181 *	N-S(2):	0.337 *
	LT	0.00	0	0	0.000	E-W(1):	0.034
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.063 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.400
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	780	3,200	0.244	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	1.00	180	1,600	0.034	ICU:	0.500
	TH	0.00	0	0	0.000		
	LT	2.00	180	2,880	0.063 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.259
	TH	3.00	1,120	4,800	0.256 *	N-S(2):	0.350 *
	LT	0.00	0	0	0.000	E-W(1):	0.128 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.104
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	V/C:	0.478
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	830	3,200	0.259	ITS:	0.000
	LT	1.00	150	1,600	0.094 *		
Eastbound	RT	1.00	280	1,600	0.128 *	ICU:	0.578
	TH	0.00	0	0	0.000		
	LT	2.00	300	2,880	0.104	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 95 - LA CIENEGA BOULEVARD & WEST 120TH STREET
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	140	1,600	0.072 *	N-S(1):	0.087
	TH	2.00	120	3,200	0.038	N-S(2):	0.160 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.179
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.219 *
	TH	2.00	400	3,200	0.188 *		
	LT	1.00	180	1,600	0.113	V/C:	0.379
Northbound	RT	1.00	40	1,600	0.000	Lost Time:	0.100
	TH	2.00	180	3,200	0.056	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.479
	TH	2.00	120	3,200	0.066		
	LT	1.00	50	1,600	0.031 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.025	N-S(1):	0.129 *
	TH	2.00	250	3,200	0.078	N-S(2):	0.103
	LT	1.00	100	1,600	0.063 *	E-W(1):	0.138 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.109
	TH	2.00	210	3,200	0.084		
	LT	1.00	70	1,600	0.044 *	V/C:	0.267
Northbound	RT	1.00	100	1,600	0.041	Lost Time:	0.100
	TH	2.00	210	3,200	0.066 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.367
	TH	2.00	170	3,200	0.094 *		
	LT	1.00	40	1,600	0.025	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.041	N-S(1):	0.525 *
	TH	2.00	690	3,200	0.216	N-S(2):	0.260
	LT	1.00	690	1,600	0.431 *	E-W(1):	0.269 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.159
	TH	2.00	270	3,200	0.103		
	LT	1.00	110	1,600	0.069 *	V/C:	0.794
Northbound	RT	1.00	170	1,600	0.072	Lost Time:	0.100
	TH	2.00	300	3,200	0.094 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.894
	TH	2.00	560	3,200	0.200 *		
	LT	1.00	90	1,600	0.056	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 96 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O CENTURY)
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.305 *
	TH	3.00	580	4,800	0.123	N-S(2):	0.227
	LT	2.00	140	2,880	0.049 *	E-W(1):	0.300 *
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.000
	TH	1.00	110	1,600	0.113		
	LT	2.00	640	2,880	0.222 *	V/C:	0.605
Northbound	RT	1.00	140	1,600	0.000	Lost Time:	0.100
	TH	2.00	820	3,200	0.256 *	ITS:	0.000
	LT	2.00	300	2,880	0.104		
Eastbound	RT	1.00	80	1,600	0.000	ICU:	0.705
	TH	2.00	250	3,200	0.078 *		
	LT	1.00	10	1,600	0.006	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.230
	TH	3.00	610	4,800	0.129 *	N-S(2):	0.299 *
	LT	2.00	150	2,880	0.052	E-W(1):	0.321 *
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.000
	TH	1.05	240	1,685	0.196		
	LT	1.95	610	2,803	0.218 *	V/C:	0.620
Northbound	RT	1.00	130	1,600	0.000	Lost Time:	0.100
	TH	2.00	570	3,200	0.178	ITS:	0.000
	LT	2.00	490	2,880	0.170 *		
Eastbound	RT	1.00	150	1,600	0.009	ICU:	0.720
	TH	2.00	330	3,200	0.103 *		
	LT	1.00	40	1,600	0.025	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.282
	TH	3.00	1,040	4,800	0.219 *	N-S(2):	0.358 *
	LT	2.00	210	2,880	0.073	E-W(1):	0.250 *
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.000
	TH	1.18	140	1,884	0.165		
	LT	1.82	480	2,625	0.183 *	V/C:	0.608
Northbound	RT	1.00	120	1,600	0.000	Lost Time:	0.100
	TH	2.00	670	3,200	0.209	ITS:	0.000
	LT	2.00	400	2,880	0.139 *		
Eastbound	RT	1.31	140	2,100	0.000	ICU:	0.708
	TH	1.69	180	2,700	0.067 *		
	LT	1.00	60	1,600	0.038	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 97 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (S/O CENTURY)
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	SBT		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.395 *
	TH	2.00	680	3,200	0.000	N-S(2):	0.000
	LT	2.00	490	2,880	0.170 *	E-W(1):	0.000
Westbound	RT	2.00	340	3,200	0.106 *	E-W(2):	0.106 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.501
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	680	3,200	0.225 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.601
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.459 *
	TH	2.00	510	3,200	0.000	N-S(2):	0.000
	LT	2.00	520	2,880	0.181 *	E-W(1):	0.000
Westbound	RT	2.00	190	3,200	0.059 *	E-W(2):	0.059 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.518
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	850	3,200	0.278 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.618
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.493 *
	TH	2.00	1,040	3,200	0.000	N-S(2):	0.000
	LT	2.00	500	2,880	0.174 *	E-W(1):	0.000
Westbound	RT	2.00	390	3,200	0.122 *	E-W(2):	0.122 *
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000	V/C:	0.615
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	2.00	980	3,200	0.319 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	0	1,600	0.000	ICU:	0.715
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 98 - LA CIENEGA BOULEVARD & SB I-405 RAMPS (N/O IMPERIAL HWY)
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.428 *
	TH	3.00	730	4,800	0.152	N-S(2):	0.152
	LT	1.00	160	1,600	0.100 *	E-W(1):	0.081 *
Westbound	RT	1.00	210	1,600	0.081 *	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	200	2,880	0.069	V/C:	0.509
Northbound	RT	1.00	110	1,600	0.069	Lost Time:	0.100
	TH	2.00	1,050	3,200	0.328 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.609
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.372 *
	TH	3.00	720	4,800	0.150	N-S(2):	0.150
	LT	1.00	210	1,600	0.131 *	E-W(1):	0.059 *
Westbound	RT	1.00	200	1,600	0.059 *	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	100	2,880	0.035	V/C:	0.431
Northbound	RT	1.00	80	1,600	0.050	Lost Time:	0.100
	TH	2.00	770	3,200	0.241 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.531
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.332 *
	TH	3.00	1,200	4,800	0.250	N-S(2):	0.250
	LT	1.00	110	1,600	0.069 *	E-W(1):	0.049 *
Westbound	RT	1.00	110	1,600	0.034	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	140	2,880	0.049 *	V/C:	0.381
Northbound	RT	1.00	60	1,600	0.038	Lost Time:	0.100
	TH	2.00	840	3,200	0.263 *	ITS:	0.000
	LT	1.00	0	1,600	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.481
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 107 - LINCOLN BOULEVARD & MINDANAO WAY
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.415
	TH	3.00	1,410	4,800	0.300 *	N-S(2):	0.425 *
	LT	1.00	160	1,600	0.100	E-W(1):	0.306 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.163
	TH	2.00	440	3,200	0.163		
	LT	2.00	260	2,880	0.090 *	V/C:	0.731
Northbound	RT	1.00	350	1,600	0.128	Lost Time:	0.100
	TH	3.00	1,510	4,800	0.315	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.831
	TH	2.00	640	3,200	0.216 *		
	LT	0.00	0	0	0.000	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.500 *
	TH	3.00	1,220	4,800	0.275	N-S(2):	0.356
	LT	1.00	280	1,600	0.175 *	E-W(1):	0.349 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.187
	TH	2.00	500	3,200	0.181		
	LT	2.00	420	2,880	0.146 *	V/C:	0.849
Northbound	RT	1.00	310	1,600	0.048	Lost Time:	0.100
	TH	3.00	1,560	4,800	0.325 *	ITS:	0.000
	LT	1.00	130	1,600	0.081		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.949
	TH	2.00	520	3,200	0.203 *		
	LT	0.00	10	1,600	0.006	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.552 *
	TH	3.00	1,600	4,800	0.354	N-S(2):	0.442
	LT	1.00	290	1,600	0.181 *	E-W(1):	0.352 *
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.228
	TH	2.00	640	3,200	0.222		
	LT	2.00	430	2,880	0.149 *	V/C:	0.904
Northbound	RT	1.00	310	1,600	0.044	Lost Time:	0.100
	TH	3.00	1,780	4,800	0.371 *	ITS:	0.000
	LT	1.00	140	1,600	0.088		
Eastbound	RT	0.00	110	0	0.000	ICU:	1.004
	TH	2.00	530	3,200	0.203 *		
	LT	0.00	10	1,600	0.006	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 115 - ASH AVENUE & MANCHESTER AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.262
	TH	1.00	0	1,600	0.094 *	N-S(2):	0.271 *
	LT	0.00	10	1,600	0.006	E-W(1):	0.269
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.364 *
	TH	3.00	1,630	4,800	0.358 *		
	LT	0.00	80	1,600	0.050	V/C:	0.635
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	1.00	200	1,600	0.256	ITS:	0.000
	LT	2.00	510	2,880	0.177 *		
Eastbound	RT	1.00	240	1,600	0.000	ICU:	0.735
	TH	2.00	700	3,200	0.219		
	LT	1.00	10	1,600	0.006 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.300 *
	TH	1.00	0	1,600	0.056	N-S(2):	0.254
	LT	0.00	10	1,600	0.006 *	E-W(1):	0.344 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.246
	TH	3.00	1,000	4,800	0.233		
	LT	0.00	90	1,600	0.056 *	V/C:	0.644
Northbound	RT	0.00	270	0	0.000	Lost Time:	0.100
	TH	1.00	200	1,600	0.294 *	ITS:	0.000
	LT	2.00	570	2,880	0.198		
Eastbound	RT	1.00	300	1,600	0.000	ICU:	0.744
	TH	2.00	920	3,200	0.288 *		
	LT	1.00	20	1,600	0.013	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.413 *
	TH	1.00	0	1,600	0.063	N-S(2):	0.230
	LT	0.00	20	1,600	0.013 *	E-W(1):	0.557 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.278
	TH	3.00	1,190	4,800	0.265		
	LT	0.00	70	1,600	0.044 *	V/C:	0.970
Northbound	RT	0.00	430	0	0.000	Lost Time:	0.100
	TH	1.00	210	1,600	0.400 *	ITS:	0.000
	LT	2.00	480	2,880	0.167		
Eastbound	RT	1.00	250	1,600	0.000	ICU:	1.070
	TH	2.00	1,640	3,200	0.513 *		
	LT	1.00	20	1,600	0.013	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 116 - NASH STREET & MARIPOSA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	370	0	0.000	N-S(1):	0.097
	TH	2.00	850	3,200	0.381 *	N-S(2):	0.400 *
	LT	1.00	70	1,600	0.044	E-W(1):	0.072
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.169 *
	TH	2.00	280	3,200	0.113 *		
	LT	1.00	40	1,600	0.025	V/C:	0.569
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	150	3,200	0.053	ITS:	0.000
	LT	1.00	30	1,600	0.019 *		
Eastbound	RT	1.00	60	1,600	0.028	ICU:	0.669
	TH	2.00	150	3,200	0.047		
	LT	1.00	90	1,600	0.056 *	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.185 *
	TH	2.00	260	3,200	0.128	N-S(2):	0.147
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.079
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.128 *
	TH	2.00	140	3,200	0.059 *		
	LT	1.00	20	1,600	0.013	V/C:	0.313
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	2.00	260	3,200	0.091 *	ITS:	0.000
	LT	1.00	30	1,600	0.019		
Eastbound	RT	1.00	80	1,600	0.041	ICU:	0.413
	TH	2.00	210	3,200	0.066		
	LT	1.00	110	1,600	0.069 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.225 *
	TH	2.00	440	3,200	0.156	N-S(2):	0.181
	LT	1.00	70	1,600	0.044 *	E-W(1):	0.122
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.232 *
	TH	2.00	150	3,200	0.063 *		
	LT	1.00	10	1,600	0.006	V/C:	0.457
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	2.00	500	3,200	0.181 *	ITS:	0.000
	LT	1.00	40	1,600	0.025		
Eastbound	RT	1.00	70	1,600	0.031	ICU:	0.557
	TH	2.00	370	3,200	0.116		
	LT	1.00	270	1,600	0.169 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 117 - SEPULVEDA BOUELVARD & MARIPOSA AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.497 *
	TH	4.00	1,950	6,400	0.317	N-S(2):	0.367
	LT	2.00	400	2,880	0.139 *	E-W(1):	0.219 *
Westbound	RT	1.00	120	1,600	0.006	E-W(2):	0.132
	TH	1.00	110	1,600	0.069		
	LT	1.00	120	1,600	0.075 *	V/C:	0.716
Northbound	RT	1.00	140	1,600	0.050	Lost Time:	0.100
	TH	4.00	2,290	6,400	0.358 *	ITS:	0.000
	LT	1.00	80	1,600	0.050		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.816
	TH	1.00	180	1,600	0.144 *		
	LT	1.00	100	1,600	0.063	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	90	0	0.000	N-S(1):	0.366 *
	TH	4.00	1,710	6,400	0.281	N-S(2):	0.350
	LT	2.00	270	2,880	0.094 *	E-W(1):	0.301 *
Westbound	RT	1.00	180	1,600	0.066	E-W(2):	0.181
	TH	1.00	170	1,600	0.106		
	LT	1.00	220	1,600	0.138 *	V/C:	0.667
Northbound	RT	1.00	150	1,600	0.025	Lost Time:	0.100
	TH	4.00	1,740	6,400	0.272 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.767
	TH	1.00	210	1,600	0.163 *		
	LT	1.00	120	1,600	0.075	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.459
	TH	4.00	2,350	6,400	0.392 *	N-S(2):	0.473 *
	LT	2.00	210	2,880	0.073	E-W(1):	0.269 *
Westbound	RT	1.00	310	1,600	0.157	E-W(2):	0.232
	TH	1.00	210	1,600	0.131		
	LT	1.00	200	1,600	0.125 *	V/C:	0.742
Northbound	RT	1.00	300	1,600	0.125	Lost Time:	0.100
	TH	4.00	2,470	6,400	0.386	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.842
	TH	1.00	170	1,600	0.144 *		
	LT	1.00	120	1,600	0.075	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 119 - OCEAN AVENUE / VIA MARINA & WASHINGTON BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.932 *
	TH	1.00	500	1,600	0.319 *	N-S(2):	0.000
	LT	1.00	250	1,600	0.156	E-W(1):	0.240 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.201
	TH	2.00	410	3,200	0.163		
	LT	1.00	130	1,600	0.081 *	V/C:	1.172
Northbound	RT	1.00	290	1,600	0.141	Lost Time:	0.100
	TH	1.00	980	1,600	0.613 *	ITS:	0.000
	LT	2.00	390	2,880	0.135		
Eastbound	RT	1.00	210	1,600	0.064	ICU:	1.272
	TH	2.00	510	3,200	0.159 *		
	LT	1.00	60	1,600	0.038	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.738 *
	TH	1.00	440	1,600	0.300 *	N-S(2):	0.000
	LT	1.00	310	1,600	0.194	E-W(1):	0.247 *
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.215
	TH	2.00	540	3,200	0.184		
	LT	1.00	170	1,600	0.106 *	V/C:	0.985
Northbound	RT	1.00	200	1,600	0.072	Lost Time:	0.100
	TH	1.00	700	1,600	0.438 *	ITS:	0.000
	LT	2.00	250	2,880	0.087		
Eastbound	RT	1.00	170	1,600	0.063	ICU:	1.085
	TH	2.00	450	3,200	0.141 *		
	LT	1.00	50	1,600	0.031	LOS:	F

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	1.169 *
	TH	1.00	950	1,600	0.619 *	N-S(2):	0.000
	LT	1.00	460	1,600	0.288	E-W(1):	0.266
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.291 *
	TH	2.00	750	3,200	0.266 *		
	LT	1.00	160	1,600	0.100	V/C:	1.460
Northbound	RT	1.00	190	1,600	0.069	Lost Time:	0.100
	TH	1.00	880	1,600	0.550 *	ITS:	0.000
	LT	2.00	400	2,880	0.139		
Eastbound	RT	1.00	300	1,600	0.118	ICU:	1.560
	TH	2.00	530	3,200	0.166		
	LT	1.00	40	1,600	0.025 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 120 - OVERHILL DRIVE & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.019	N-S(1):	0.206 *
	TH	2.00	130	3,200	0.041	N-S(2):	0.091
	LT	1.00	160	1,600	0.100 *	E-W(1):	0.244
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.454 *
	TH	3.00	1,840	4,800	0.404 *		
	LT	1.00	90	1,600	0.056	V/C:	0.660
Northbound	RT	0.00	150	0	0.000	Lost Time:	0.100
	TH	2.00	190	3,200	0.106 *	ITS:	0.000
	LT	1.00	80	1,600	0.050		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.760
	TH	3.00	880	4,800	0.188		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.028	N-S(1):	0.194 *
	TH	2.00	120	3,200	0.038	N-S(2):	0.082
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.404 *
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.304
	TH	3.00	1,100	4,800	0.248		
	LT	1.00	200	1,600	0.125 *	V/C:	0.598
Northbound	RT	0.00	160	1,600	0.100 *	Lost Time:	0.100
	TH	2.00	120	1,600	0.075	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.698
	TH	3.00	1,300	4,800	0.279 *		
	LT	1.00	90	1,600	0.056	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.009	N-S(1):	0.369 *
	TH	2.00	380	3,200	0.119	N-S(2):	0.182
	LT	1.00	360	1,600	0.225 *	E-W(1):	0.686 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.440
	TH	3.00	1,400	4,800	0.321		
	LT	1.00	270	1,600	0.169 *	V/C:	1.055
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	2.00	300	3,200	0.144 *	ITS:	0.000
	LT	1.00	100	1,600	0.063		
Eastbound	RT	0.00	60	0	0.000	ICU:	1.155
	TH	3.00	2,420	4,800	0.517 *		
	LT	1.00	190	1,600	0.119	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 124 - PRAIRIE AVENUE & WEST 112TH STREET/I-105 OFF RAMP
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.185
	TH	3.00	1,100	4,800	0.229 *	N-S(2):	0.229 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.226 *
Westbound	RT	0.70	70	1,120	0.047	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.30	30	480	0.063 *	V/C:	0.455
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	730	4,800	0.154	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	240	0	0.000	ICU:	0.555
	TH	1.00	20	1,600	0.163 *		
	LT	2.00	300	2,880	0.104	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.163
	TH	3.00	1,040	4,800	0.217 *	N-S(2):	0.217 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.313 *
Westbound	RT	0.50	20	800	0.016	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.50	20	800	0.025 *	V/C:	0.530
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	3.00	670	4,800	0.144	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	420	0	0.000	ICU:	0.630
	TH	1.00	40	1,600	0.288 *		
	LT	2.00	510	2,880	0.177	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.323 *
	TH	3.00	1,150	4,800	0.240	N-S(2):	0.240
	LT	1.00	120	1,600	0.075 *	E-W(1):	0.351 *
Westbound	RT	0.50	30	800	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	0.50	30	800	0.038 *	V/C:	0.674
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	3.00	1,140	4,800	0.248 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	430	0	0.000	ICU:	0.774
	TH	1.00	70	1,600	0.313 *		
	LT	2.00	620	2,880	0.215	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 125 - SEPULVEDA BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:	WBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.027	N-S(1):	0.540 *
	TH	3.00	1,100	4,800	0.229	N-S(2):	0.316
	LT	2.00	300	2,880	0.104 *	E-W(1):	0.278 *
Westbound	RT	1.00	590	1,600	0.000	E-W(2):	0.167
	TH	2.00	270	3,200	0.084		
	LT	2.00	340	2,880	0.118 *	V/C:	0.818
Northbound	RT	1.00	370	1,600	0.113	Lost Time:	0.100
	TH	4.00	2,789	6,400	0.436 *	ITS:	0.000
	LT	2.00	250	2,880	0.087		
Eastbound	RT	1.00	120	1,600	0.032	ICU:	0.918
	TH	3.00	770	4,800	0.160 *		
	LT	2.00	240	2,880	0.083	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.060	N-S(1):	0.466 *
	TH	3.00	1,670	4,800	0.348	N-S(2):	0.404
	LT	2.00	590	2,880	0.205 *	E-W(1):	0.294 *
Westbound	RT	1.00	700	1,600	0.000	E-W(2):	0.227
	TH	2.00	350	3,200	0.109		
	LT	2.00	540	2,880	0.188 *	V/C:	0.760
Northbound	RT	1.00	470	1,600	0.106	Lost Time:	0.100
	TH	4.00	1,670	6,400	0.261 *	ITS:	0.000
	LT	2.00	160	2,880	0.056		
Eastbound	RT	1.00	130	1,600	0.053	ICU:	0.860
	TH	3.00	510	4,800	0.106 *		
	LT	2.00	340	2,880	0.118	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	460	1,600	0.216	N-S(1):	0.447
	TH	3.00	2,579	4,800	0.537 *	N-S(2):	0.725 *
	LT	2.00	630	2,880	0.219	E-W(1):	0.328 *
Westbound	RT	1.00	860	1,600	0.000	E-W(2):	0.323
	TH	2.00	580	3,200	0.181		
	LT	2.00	440	2,880	0.153 *	V/C:	1.053
Northbound	RT	1.00	500	1,600	0.160	Lost Time:	0.100
	TH	4.00	1,460	6,400	0.228	ITS:	0.000
	LT	2.00	540	2,880	0.188 *		
Eastbound	RT	1.00	280	1,600	0.175 *	ICU:	1.153
	TH	3.00	630	4,800	0.131		
	LT	2.00	410	2,880	0.142	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 140 - WB SR-90 RAMPS & SLAUSON AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:	EBR,		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.063 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.459 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.372
	TH	2.00	1,190	3,200	0.372		
	LT	3.00	1,570	4,320	0.363 *	V/C:	0.522
Northbound	RT	2.00	1,020	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	180	2,880	0.063 *		
Eastbound	RT	1.00	180	1,600	0.000	ICU:	0.622
	TH	3.00	460	4,800	0.096 *		
	LT	1.00	0	1,600	0.000	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.089 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.317 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.284
	TH	2.00	910	3,200	0.284		
	LT	3.00	680	4,320	0.157 *	V/C:	0.406
Northbound	RT	2.00	790	3,200	0.089 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	230	2,880	0.080		
Eastbound	RT	1.00	170	1,600	0.000	ICU:	0.506
	TH	3.00	770	4,800	0.160 *		
	LT	1.00	0	1,600	0.000	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.220 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	0	1,600	0.000 *	E-W(1):	0.409 *
Westbound	RT	1.00	0	1,600	0.000	E-W(2):	0.322
	TH	2.00	1,030	3,200	0.322		
	LT	3.00	860	4,320	0.199 *	V/C:	0.629
Northbound	RT	2.00	1,340	3,200	0.220 *	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	250	2,880	0.087		
Eastbound	RT	1.00	240	1,600	0.000	ICU:	0.729
	TH	3.00	1,010	4,800	0.210 *		
	LT	1.00	0	1,600	0.000	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 147 - CRENSHAW BOULEVARD & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.298
	TH	3.00	900	4,800	0.215 *	N-S(2):	0.321 *
	LT	1.00	200	1,600	0.125	E-W(1):	0.219
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.302 *
	TH	3.00	1,089	4,800	0.252 *		
	LT	1.00	90	1,600	0.056	V/C:	0.623
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	3.00	770	4,800	0.173	ITS:	0.000
	LT	1.00	170	1,600	0.106 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.723
	TH	3.00	700	4,800	0.163		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.271
	TH	3.00	860	4,800	0.221 *	N-S(2):	0.315 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.350
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.390 *
	TH	3.00	1,120	4,800	0.246 *		
	LT	1.00	110	1,600	0.069	V/C:	0.705
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	3.00	770	4,800	0.177	ITS:	0.000
	LT	1.00	150	1,600	0.094 *		
Eastbound	RT	0.00	250	0	0.000	ICU:	0.805
	TH	3.00	1,100	4,800	0.281		
	LT	1.00	230	1,600	0.144 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	220	0	0.000	N-S(1):	0.375
	TH	3.00	1,070	4,800	0.269 *	N-S(2):	0.425 *
	LT	1.00	170	1,600	0.106	E-W(1):	0.448 *
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.404
	TH	3.00	1,120	4,800	0.273		
	LT	1.00	160	1,600	0.100 *	V/C:	0.873
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	3.00	1,210	4,800	0.269	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	0.00	220	0	0.000	ICU:	0.973
	TH	3.00	1,449	4,800	0.348 *		
	LT	1.00	210	1,600	0.131	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 148 - LA CIENEGA BOULEVARD & FAIRVIEW BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.702 *
	TH	4.00	3,080	6,400	0.491	N-S(2):	0.491
	LT	0.00	0	0	0.000 *	E-W(1):	0.191 *
Westbound	RT	1.00	50	1,600	0.031	E-W(2):	0.000
	TH	0.55	110	880	0.125		
	LT	1.45	290	2,088	0.139 *	V/C:	0.893
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	3,330	4,800	0.702 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	70	1,600	0.044	ICU:	0.993
	TH	0.80	60	1,280	0.047		
	LT	1.20	90	1,728	0.052 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.504 *
	TH	4.00	2,220	6,400	0.370	N-S(2):	0.370
	LT	0.00	0	0	0.000 *	E-W(1):	0.184 *
Westbound	RT	1.00	40	1,600	0.025	E-W(2):	0.000
	TH	0.64	90	1,029	0.088		
	LT	1.36	190	1,954	0.097 *	V/C:	0.688
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	2,380	4,800	0.504 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	80	1,600	0.050	ICU:	0.788
	TH	0.80	100	1,280	0.078		
	LT	1.20	150	1,728	0.087 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.704 *
	TH	4.00	3,100	6,400	0.505	N-S(2):	0.505
	LT	0.00	0	0	0.000 *	E-W(1):	0.250 *
Westbound	RT	1.00	30	1,600	0.019	E-W(2):	0.000
	TH	0.74	140	1,179	0.119		
	LT	1.26	240	1,819	0.132 *	V/C:	0.954
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	3,260	4,800	0.704 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	80	1,600	0.050	ICU:	1.054
	TH	0.94	160	1,506	0.106		
	LT	1.06	180	1,525	0.118 *	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 149 - CRENSHAW BOULEVARD & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.302 *
	TH	3.00	940	4,800	0.213	N-S(2):	0.294
	LT	1.00	230	1,600	0.144 *	E-W(1):	0.201
Westbound	RT	0.00	250	0	0.000	E-W(2):	0.313 *
	TH	3.00	1,040	4,800	0.269 *		
	LT	1.00	140	1,600	0.088	V/C:	0.615
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	3.00	690	4,800	0.158 *	ITS:	0.000
	LT	1.00	130	1,600	0.081		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.715
	TH	3.00	440	4,800	0.113		
	LT	1.00	70	1,600	0.044 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.377 *
	TH	3.00	920	4,800	0.215	N-S(2):	0.303
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.242
Westbound	RT	0.00	260	0	0.000	E-W(2):	0.271 *
	TH	3.00	620	4,800	0.183 *		
	LT	1.00	160	1,600	0.100	V/C:	0.648
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	890	4,800	0.208 *	ITS:	0.000
	LT	1.00	140	1,600	0.088		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.748
	TH	3.00	510	4,800	0.142		
	LT	1.00	140	1,600	0.088 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.504 *
	TH	3.00	1,000	4,800	0.235	N-S(2):	0.335
	LT	1.00	320	1,600	0.200 *	E-W(1):	0.426 *
Westbound	RT	0.00	270	0	0.000	E-W(2):	0.323
	TH	3.00	770	4,800	0.217		
	LT	1.00	180	1,600	0.113 *	V/C:	0.930
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	1,340	4,800	0.304 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	0.00	170	0	0.000	ICU:	1.030
	TH	3.00	1,330	4,800	0.313 *		
	LT	1.00	170	1,600	0.106	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 157 - LA CIENEGA BOULEVARD & 104TH STREET
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.257
	TH	3.00	610	4,800	0.148 *	N-S(2):	0.373 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.012
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.044 *
	TH	1.00	10	1,600	0.019 *		
	LT	0.00	10	1,600	0.006	V/C:	0.417
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	760	3,200	0.244	ITS:	0.000
	LT	1.00	360	1,600	0.225 *		
Eastbound	RT	1.00	250	1,600	0.000	ICU:	0.517
	TH	1.00	10	1,600	0.006		
	LT	1.00	40	1,600	0.025 *	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.279 *
	TH	3.00	430	4,800	0.102	N-S(2):	0.221
	LT	1.00	20	1,600	0.013 *	E-W(1):	0.100 *
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.075
	TH	1.00	10	1,600	0.025		
	LT	0.00	10	1,600	0.006 *	V/C:	0.379
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	2.00	830	3,200	0.266 *	ITS:	0.000
	LT	1.00	190	1,600	0.119		
Eastbound	RT	1.00	340	1,600	0.094 *	ICU:	0.479
	TH	1.00	10	1,600	0.006		
	LT	1.00	80	1,600	0.050	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.312
	TH	3.00	1,060	4,800	0.235 *	N-S(2):	0.348 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.051
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.069 *
	TH	1.00	10	1,600	0.025 *		
	LT	0.00	20	1,600	0.013	V/C:	0.417
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	2.00	890	3,200	0.281	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	1.00	240	1,600	0.038	ICU:	0.517
	TH	1.00	10	1,600	0.006		
	LT	1.00	70	1,600	0.044 *	LOS:	A

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 159 - HINDRY AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.094 *
	TH	1.00	60	1,600	0.063	N-S(2):	0.076
	LT	0.00	40	1,600	0.025 *	E-W(1):	0.309 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.303
	TH	2.00	910	3,200	0.297		
	LT	1.00	170	1,600	0.106 *	V/C:	0.403
Northbound	RT	1.00	130	1,600	0.028	Lost Time:	0.100
	TH	1.00	90	1,600	0.069 *	ITS:	0.000
	LT	0.00	20	1,600	0.013		
Eastbound	RT	1.00	40	1,600	0.019	ICU:	0.503
	TH	2.00	650	3,200	0.203 *		
	LT	1.00	10	1,600	0.006	LOS:	A

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.156 *
	TH	1.00	150	1,600	0.125 *	N-S(2):	0.156 *
	LT	0.00	50	1,600	0.031 *	E-W(1):	0.469 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.307
	TH	2.00	860	3,200	0.288		
	LT	1.00	160	1,600	0.100 *	V/C:	0.625
Northbound	RT	1.00	230	1,600	0.094	Lost Time:	0.100
	TH	1.00	150	1,600	0.125 *	ITS:	0.000
	LT	0.00	50	1,600	0.031 *		
Eastbound	RT	1.00	100	1,600	0.047	ICU:	0.725
	TH	2.00	1,180	3,200	0.369 *		
	LT	1.00	30	1,600	0.019	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	20	1,600	0.013	N-S(1):	0.107
	TH	1.00	130	1,600	0.119 *	N-S(2):	0.144 *
	LT	0.00	60	1,600	0.038	E-W(1):	0.429 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.288
	TH	2.00	850	3,200	0.275		
	LT	1.00	100	1,600	0.063 *	V/C:	0.573
Northbound	RT	1.00	130	1,600	0.050	Lost Time:	0.100
	TH	1.00	70	1,600	0.069	ITS:	0.000
	LT	0.00	40	1,600	0.025 *		
Eastbound	RT	1.00	60	1,600	0.025	ICU:	0.673
	TH	2.00	1,170	3,200	0.366 *		
	LT	1.00	20	1,600	0.013	LOS:	B

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 162 - SEPULVEDA BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.572 *
	TH	3.00	1,010	4,800	0.240	N-S(2):	0.315
	LT	2.00	160	2,880	0.056 *	E-W(1):	0.209
Westbound	RT	1.00	170	1,600	0.051	E-W(2):	0.278 *
	TH	2.00	550	3,200	0.172 *		
	LT	1.00	120	1,600	0.075	V/C:	0.850
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	3.00	2,379	4,800	0.516 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	1.00	110	1,600	0.031	ICU:	0.950
	TH	2.00	430	3,200	0.134		
	LT	1.00	170	1,600	0.106 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	210	0	0.000	N-S(1):	0.445
	TH	3.00	1,590	4,800	0.375 *	N-S(2):	0.506 *
	LT	2.00	230	2,880	0.080	E-W(1):	0.350
Westbound	RT	1.00	220	1,600	0.058	E-W(2):	0.391 *
	TH	2.00	570	3,200	0.178 *		
	LT	1.00	230	1,600	0.144	V/C:	0.897
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	3.00	1,580	4,800	0.365	ITS:	0.000
	LT	1.00	210	1,600	0.131 *		
Eastbound	RT	1.00	210	1,600	0.066	ICU:	0.997
	TH	2.00	660	3,200	0.206		
	LT	1.00	340	1,600	0.213 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.430
	TH	3.00	2,569	4,800	0.571 *	N-S(2):	0.696 *
	LT	2.00	230	2,880	0.080	E-W(1):	0.397 *
Westbound	RT	1.00	180	1,600	0.033	E-W(2):	0.328
	TH	2.00	590	3,200	0.184		
	LT	1.00	240	1,600	0.150 *	V/C:	1.093
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	3.00	1,500	4,800	0.350	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	80	1,600	0.000	ICU:	1.193
	TH	2.00	790	3,200	0.247 *		
	LT	1.00	230	1,600	0.144	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 164 - CRENSHAW BOULEVARD & MANCHESTER AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.263
	TH	2.00	660	3,200	0.216 *	N-S(2):	0.310 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.319
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.447 *
	TH	2.00	1,110	3,200	0.409 *		
	LT	1.00	200	1,600	0.125	V/C:	0.757
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	3.00	670	4,800	0.175	ITS:	0.000
	LT	1.00	150	1,600	0.094 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.857
	TH	2.00	560	3,200	0.194		
	LT	1.00	60	1,600	0.038 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.294
	TH	2.00	700	3,200	0.238 *	N-S(2):	0.338 *
	LT	1.00	200	1,600	0.125	E-W(1):	0.435 *
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.378
	TH	2.00	870	3,200	0.328		
	LT	1.00	310	1,600	0.194 *	V/C:	0.773
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	600	4,800	0.169	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.873
	TH	2.00	690	3,200	0.241 *		
	LT	1.00	80	1,600	0.050	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.329
	TH	2.00	900	3,200	0.291 *	N-S(2):	0.372 *
	LT	1.00	170	1,600	0.106	E-W(1):	0.594 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.481
	TH	2.00	1,160	3,200	0.406		
	LT	1.00	280	1,600	0.175 *	V/C:	0.966
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	860	4,800	0.223	ITS:	0.000
	LT	1.00	130	1,600	0.081 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	1.066
	TH	2.00	1,260	3,200	0.419 *		
	LT	1.00	120	1,600	0.075	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 169 - PRAIRIE AVENUE & MANCHESTER BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.479 *
	TH	3.00	640	4,800	0.146	N-S(2):	0.415
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.375
Westbound	RT	1.00	570	1,600	0.288	E-W(2):	0.469 *
	TH	2.00	1,380	3,200	0.431 *		
	LT	1.00	280	1,600	0.175	V/C:	0.948
Northbound	RT	1.00	190	1,600	0.000	Lost Time:	0.100
	TH	2.00	1,090	3,200	0.341 *	ITS:	0.000
	LT	1.00	430	1,600	0.269		
Eastbound	RT	0.00	210	0	0.000	ICU:	1.048
	TH	3.00	750	4,800	0.200		
	LT	2.00	110	2,880	0.038 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.313 *
	TH	3.00	640	4,800	0.148	N-S(2):	0.292
	LT	1.00	180	1,600	0.113 *	E-W(1):	0.319 *
Westbound	RT	1.00	250	1,600	0.100	E-W(2):	0.269
	TH	2.00	760	3,200	0.238		
	LT	1.00	150	1,600	0.094 *	V/C:	0.632
Northbound	RT	1.00	210	1,600	0.038	Lost Time:	0.100
	TH	2.00	640	3,200	0.200 *	ITS:	0.000
	LT	1.00	230	1,600	0.144		
Eastbound	RT	0.00	290	0	0.000	ICU:	0.732
	TH	3.00	790	4,800	0.225 *		
	LT	2.00	90	2,880	0.031	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.397 *
	TH	3.00	970	4,800	0.215	N-S(2):	0.346
	LT	1.00	280	1,600	0.175 *	E-W(1):	0.444 *
Westbound	RT	1.00	260	1,600	0.075	E-W(2):	0.340
	TH	2.00	1,010	3,200	0.316		
	LT	1.00	160	1,600	0.100 *	V/C:	0.841
Northbound	RT	1.00	180	1,600	0.013	Lost Time:	0.100
	TH	2.00	710	3,200	0.222 *	ITS:	0.000
	LT	1.00	210	1,600	0.131		
Eastbound	RT	0.00	380	0	0.000	ICU:	0.941
	TH	3.00	1,270	4,800	0.344 *		
	LT	2.00	70	2,880	0.024	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 173 - WESTERN AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.341
	TH	3.00	890	4,800	0.221 *	N-S(2):	0.359 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.404
Westbound	RT	1.00	230	1,600	0.100	E-W(2):	0.405 *
	TH	3.00	1,400	4,800	0.292 *		
	LT	1.00	240	1,600	0.150	V/C:	0.764
Northbound	RT	1.00	170	1,600	0.031	Lost Time:	0.100
	TH	2.00	810	3,200	0.253	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	0.00	240	0	0.000	ICU:	0.864
	TH	3.00	980	4,800	0.254		
	LT	1.00	180	1,600	0.113 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.281 *
	TH	3.00	520	4,800	0.135	N-S(2):	0.266
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.315 *
Westbound	RT	1.00	140	1,600	0.034	E-W(2):	0.246
	TH	3.00	730	4,800	0.152		
	LT	1.00	200	1,600	0.125 *	V/C:	0.596
Northbound	RT	1.00	170	1,600	0.044	Lost Time:	0.100
	TH	2.00	560	3,200	0.175 *	ITS:	0.000
	LT	1.00	210	1,600	0.131		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.696
	TH	3.00	710	4,800	0.190 *		
	LT	1.00	150	1,600	0.094	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.407 *
	TH	3.00	700	4,800	0.175	N-S(2):	0.331
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.534 *
Westbound	RT	1.00	170	1,600	0.038	E-W(2):	0.365
	TH	3.00	1,090	4,800	0.227		
	LT	1.00	190	1,600	0.119 *	V/C:	0.941
Northbound	RT	1.00	160	1,600	0.041	Lost Time:	0.100
	TH	2.00	860	3,200	0.269 *	ITS:	0.000
	LT	1.00	250	1,600	0.156		
Eastbound	RT	0.00	270	0	0.000	ICU:	1.041
	TH	3.00	1,720	4,800	0.415 *		
	LT	1.00	220	1,600	0.138	LOS:	F

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 175 - VERMONT AVENUE & MANCHESTER AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	100	0	0.000	N-S(1):	0.350 *
	TH	3.00	710	4,800	0.169	N-S(2):	0.245
	LT	2.00	160	2,880	0.056 *	E-W(1):	0.361
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.386 *
	TH	3.00	1,290	4,800	0.298 *		
	LT	1.00	100	1,600	0.063	V/C:	0.736
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	1,290	4,800	0.294 *	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.836
	TH	3.00	1,340	4,800	0.298		
	LT	1.00	140	1,600	0.088 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.234 *
	TH	3.00	680	4,800	0.171	N-S(2):	0.227
	LT	2.00	200	2,880	0.069 *	E-W(1):	0.310
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.319 *
	TH	3.00	1,010	4,800	0.244 *		
	LT	1.00	120	1,600	0.075	V/C:	0.553
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	650	4,800	0.165 *	ITS:	0.000
	LT	2.00	160	2,880	0.056		
Eastbound	RT	0.00	160	0	0.000	ICU:	0.653
	TH	3.00	970	4,800	0.235		
	LT	1.00	120	1,600	0.075 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.352 *
	TH	3.00	960	4,800	0.229	N-S(2):	0.305
	LT	2.00	270	2,880	0.094 *	E-W(1):	0.409 *
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.394
	TH	3.00	1,270	4,800	0.306		
	LT	1.00	110	1,600	0.069 *	V/C:	0.761
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	3.00	1,110	4,800	0.258 *	ITS:	0.000
	LT	2.00	220	2,880	0.076		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.861
	TH	3.00	1,440	4,800	0.340 *		
	LT	1.00	140	1,600	0.088	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 176 - VERMONT AVENUE & CENTURY BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	180	0	0.000	N-S(1):	0.333 *
	TH	3.00	880	4,800	0.221	N-S(2):	0.290
	LT	2.00	130	2,880	0.045 *	E-W(1):	0.326
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.371 *
	TH	3.00	1,170	4,800	0.271 *		
	LT	1.00	180	1,600	0.113	V/C:	0.704
Northbound	RT	1.00	150	1,600	0.038	Lost Time:	0.100
	TH	3.00	1,380	4,800	0.288 *	ITS:	0.000
	LT	2.00	200	2,880	0.069		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.804
	TH	3.00	890	4,800	0.213		
	LT	1.00	160	1,600	0.100 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.188
	TH	3.00	670	4,800	0.181 *	N-S(2):	0.257 *
	LT	2.00	120	2,880	0.042	E-W(1):	0.283
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.350 *
	TH	3.00	1,020	4,800	0.231 *		
	LT	1.00	120	1,600	0.075	V/C:	0.607
Northbound	RT	1.00	70	1,600	0.006	Lost Time:	0.100
	TH	3.00	700	4,800	0.146	ITS:	0.000
	LT	2.00	220	2,880	0.076 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.707
	TH	3.00	860	4,800	0.208		
	LT	1.00	190	1,600	0.119 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.328
	TH	3.00	1,030	4,800	0.248 *	N-S(2):	0.356 *
	LT	2.00	170	2,880	0.059	E-W(1):	0.365
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.387 *
	TH	3.00	1,170	4,800	0.256 *		
	LT	1.00	140	1,600	0.088	V/C:	0.743
Northbound	RT	1.00	120	1,600	0.031	Lost Time:	0.100
	TH	3.00	1,290	4,800	0.269	ITS:	0.000
	LT	2.00	310	2,880	0.108 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.843
	TH	3.00	1,190	4,800	0.277		
	LT	1.00	210	1,600	0.131 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 177 - VERMONT AVENUE & IMPERIAL HIGHWAY
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.003	N-S(1):	0.395 *
	TH	3.00	890	4,800	0.185	N-S(2):	0.324
	LT	2.00	280	2,880	0.097 *	E-W(1):	0.409 *
Westbound	RT	0.00	210	0	0.000	E-W(2):	0.388
	TH	3.00	1,320	4,800	0.319		
	LT	1.00	310	1,600	0.194 *	V/C:	0.804
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	1,290	4,800	0.298 *	ITS:	0.000
	LT	2.00	400	2,880	0.139		
Eastbound	RT	0.00	230	0	0.000	ICU:	0.904
	TH	3.00	800	4,800	0.215 *		
	LT	1.00	110	1,600	0.069	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.009	N-S(1):	0.259
	TH	3.00	610	4,800	0.127 *	N-S(2):	0.266 *
	LT	2.00	170	2,880	0.059	E-W(1):	0.281 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.186
	TH	3.00	580	4,800	0.142		
	LT	1.00	170	1,600	0.106 *	V/C:	0.547
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	3.00	780	4,800	0.200	ITS:	0.000
	LT	2.00	400	2,880	0.139 *		
Eastbound	RT	0.00	260	0	0.000	ICU:	0.647
	TH	3.00	580	4,800	0.175 *		
	LT	1.00	70	1,600	0.044	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.013	N-S(1):	0.422 *
	TH	3.00	890	4,800	0.185	N-S(2):	0.366
	LT	2.00	250	2,880	0.087 *	E-W(1):	0.519 *
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.326
	TH	3.00	1,030	4,800	0.238		
	LT	1.00	280	1,600	0.175 *	V/C:	0.941
Northbound	RT	0.00	240	0	0.000	Lost Time:	0.100
	TH	3.00	1,370	4,800	0.335 *	ITS:	0.000
	LT	2.00	520	2,880	0.181		
Eastbound	RT	0.00	200	0	0.000	ICU:	1.041
	TH	3.00	1,450	4,800	0.344 *		
	LT	1.00	140	1,600	0.088	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 182 - INGLEWOOD AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	150	1,600	0.069	N-S(1):	0.403 *
	TH	2.00	700	3,200	0.219	N-S(2):	0.382
	LT	1.00	230	1,600	0.144 *	E-W(1):	0.304 *
Westbound	RT	1.00	150	1,600	0.022	E-W(2):	0.250
	TH	3.00	960	4,800	0.200		
	LT	1.00	330	1,600	0.206 *	V/C:	0.707
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	2.00	640	3,200	0.259 *	ITS:	0.000
	LT	1.00	260	1,600	0.163		
Eastbound	RT	1.00	70	1,600	0.000	ICU:	0.807
	TH	3.00	470	4,800	0.098 *		
	LT	1.00	80	1,600	0.050	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	210	1,600	0.061	N-S(1):	0.284 *
	TH	2.00	460	3,200	0.144	N-S(2):	0.257
	LT	1.00	130	1,600	0.081 *	E-W(1):	0.282
Westbound	RT	1.00	80	1,600	0.009	E-W(2):	0.314 *
	TH	3.00	830	4,800	0.173 *		
	LT	1.00	180	1,600	0.113	V/C:	0.598
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	2.00	550	3,200	0.203 *	ITS:	0.000
	LT	1.00	180	1,600	0.113		
Eastbound	RT	1.00	150	1,600	0.038	ICU:	0.698
	TH	3.00	810	4,800	0.169		
	LT	1.00	226	1,600	0.141 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.044	N-S(1):	0.441 *
	TH	2.00	790	3,200	0.247	N-S(2):	0.403
	LT	1.00	270	1,600	0.169 *	E-W(1):	0.419 *
Westbound	RT	1.00	140	1,600	0.003	E-W(2):	0.315
	TH	3.00	790	4,800	0.165		
	LT	1.00	170	1,600	0.106 *	V/C:	0.860
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	2.00	690	3,200	0.272 *	ITS:	0.000
	LT	1.00	250	1,600	0.156		
Eastbound	RT	1.00	220	1,600	0.059	ICU:	0.960
	TH	3.00	1,500	4,800	0.313 *		
	LT	1.00	240	1,600	0.150	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 183 - HAWTHORNE BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	260	1,600	0.122	N-S(1):	0.286
	TH	3.00	1,030	4,800	0.215 *	N-S(2):	0.343 *
	LT	2.00	180	2,880	0.063	E-W(1):	0.225
Westbound	RT	0.00	250	0	0.000	E-W(2):	0.371 *
	TH	3.00	1,140	4,800	0.290 *		
	LT	1.00	130	1,600	0.081	V/C:	0.714
Northbound	RT	1.00	170	1,600	0.066	Lost Time:	0.100
	TH	3.00	1,070	4,800	0.223	ITS:	0.000
	LT	2.00	370	2,880	0.128 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.814
	TH	3.00	520	4,800	0.144		
	LT	1.00	130	1,600	0.081 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	230	1,600	0.088	N-S(1):	0.278
	TH	3.00	970	4,800	0.202 *	N-S(2):	0.292 *
	LT	2.00	260	2,880	0.090	E-W(1):	0.262
Westbound	RT	0.00	260	0	0.000	E-W(2):	0.328 *
	TH	3.00	770	4,800	0.215 *		
	LT	1.00	130	1,600	0.081	V/C:	0.620
Northbound	RT	1.00	230	1,600	0.103	Lost Time:	0.100
	TH	3.00	900	4,800	0.188	ITS:	0.000
	LT	2.00	260	2,880	0.090 *		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.720
	TH	3.00	680	4,800	0.181		
	LT	1.00	180	1,600	0.113 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.072	N-S(1):	0.406
	TH	3.00	1,470	4,800	0.306 *	N-S(2):	0.431 *
	LT	2.00	460	2,880	0.160	E-W(1):	0.413 *
Westbound	RT	0.00	280	0	0.000	E-W(2):	0.325
	TH	3.00	830	4,800	0.231		
	LT	1.00	150	1,600	0.094 *	V/C:	0.844
Northbound	RT	1.00	180	1,600	0.066	Lost Time:	0.100
	TH	3.00	1,180	4,800	0.246	ITS:	0.000
	LT	2.00	360	2,880	0.125 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.944
	TH	3.00	1,330	4,800	0.319 *		
	LT	1.00	150	1,600	0.094	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 184 - PRAIRIE AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	180	0	0.000	N-S(1):	0.294
	TH	3.00	990	4,800	0.244 *	N-S(2):	0.369 *
	LT	1.00	190	1,600	0.119	E-W(1):	0.407
Westbound	RT	0.00	210	0	0.000	E-W(2):	0.421 *
	TH	3.00	1,240	4,800	0.302 *		
	LT	1.00	380	1,600	0.238	V/C:	0.790
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	3.00	670	4,800	0.175	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.890
	TH	3.00	700	4,800	0.169		
	LT	1.00	190	1,600	0.119 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.309
	TH	3.00	680	4,800	0.169 *	N-S(2):	0.325 *
	LT	1.00	260	1,600	0.163	E-W(1):	0.344 *
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.298
	TH	3.00	790	4,800	0.192		
	LT	1.00	240	1,600	0.150 *	V/C:	0.669
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	3.00	540	4,800	0.146	ITS:	0.000
	LT	1.00	250	1,600	0.156 *		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.769
	TH	3.00	810	4,800	0.194 *		
	LT	1.00	170	1,600	0.106	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.410 *
	TH	3.00	1,060	4,800	0.254	N-S(2):	0.392
	LT	1.00	280	1,600	0.175 *	E-W(1):	0.467 *
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.327
	TH	3.00	890	4,800	0.221		
	LT	1.00	280	1,600	0.175 *	V/C:	0.877
Northbound	RT	0.00	250	0	0.000	Lost Time:	0.100
	TH	3.00	880	4,800	0.235 *	ITS:	0.000
	LT	1.00	220	1,600	0.138		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.977
	TH	3.00	1,210	4,800	0.292 *		
	LT	1.00	170	1,600	0.106	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 185 - CRENSHAW BOULEVARD & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.339 *
	TH	3.00	880	4,800	0.215	N-S(2):	0.321
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.328
Westbound	RT	0.00	190	0	0.000	E-W(2):	0.377 *
	TH	3.00	1,140	4,800	0.277 *		
	LT	1.00	180	1,600	0.113	V/C:	0.716
Northbound	RT	0.00	110	0	0.000	Lost Time:	0.100
	TH	3.00	1,010	4,800	0.233 *	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.816
	TH	3.00	840	4,800	0.215		
	LT	1.00	160	1,600	0.100 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.323 *
	TH	3.00	630	4,800	0.173	N-S(2):	0.286
	LT	1.00	210	1,600	0.131 *	E-W(1):	0.300
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.325 *
	TH	3.00	790	4,800	0.206 *		
	LT	1.00	160	1,600	0.100	V/C:	0.648
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	3.00	740	4,800	0.192 *	ITS:	0.000
	LT	1.00	180	1,600	0.113		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.748
	TH	3.00	790	4,800	0.200		
	LT	1.00	190	1,600	0.119 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	230	0	0.000	N-S(1):	0.371
	TH	3.00	1,050	4,800	0.267 *	N-S(2):	0.373 *
	LT	1.00	240	1,600	0.150	E-W(1):	0.450 *
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.344
	TH	3.00	1,080	4,800	0.263		
	LT	1.00	230	1,600	0.144 *	V/C:	0.823
Northbound	RT	0.00	220	0	0.000	Lost Time:	0.100
	TH	3.00	840	4,800	0.221	ITS:	0.000
	LT	1.00	170	1,600	0.106 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.923
	TH	3.00	1,270	4,800	0.306 *		
	LT	1.00	130	1,600	0.081	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 186 - WESTERN AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.278
	TH	2.00	680	3,200	0.238 *	N-S(2):	0.382 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.309
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.346 *
	TH	3.00	1,230	4,800	0.290 *		
	LT	1.00	110	1,600	0.069	V/C:	0.728
Northbound	RT	1.00	110	1,600	0.034	Lost Time:	0.100
	TH	2.00	730	3,200	0.228	ITS:	0.000
	LT	1.00	230	1,600	0.144 *		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.828
	TH	3.00	1,040	4,800	0.240		
	LT	1.00	90	1,600	0.056 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.260
	TH	2.00	510	3,200	0.194 *	N-S(2):	0.300 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.275 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.263
	TH	3.00	820	4,800	0.200		
	LT	1.00	110	1,600	0.069 *	V/C:	0.575
Northbound	RT	1.00	130	1,600	0.047	Lost Time:	0.100
	TH	2.00	530	3,200	0.166	ITS:	0.000
	LT	1.00	170	1,600	0.106 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.675
	TH	3.00	820	4,800	0.206 *		
	LT	1.00	100	1,600	0.063	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.338
	TH	2.00	770	3,200	0.278 *	N-S(2):	0.403 *
	LT	1.00	160	1,600	0.100	E-W(1):	0.431 *
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.348
	TH	3.00	1,200	4,800	0.267		
	LT	1.00	160	1,600	0.100 *	V/C:	0.834
Northbound	RT	1.00	160	1,600	0.050	Lost Time:	0.100
	TH	2.00	760	3,200	0.238	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	230	0	0.000	ICU:	0.934
	TH	3.00	1,360	4,800	0.331 *		
	LT	1.00	130	1,600	0.081	LOS:	E

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 187 - VERMONT AVENUE & ROSECRANS AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.034	N-S(1):	0.286 *
	TH	3.00	690	4,800	0.144	N-S(2):	0.257
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.373
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.425 *
	TH	3.00	1,530	4,800	0.356 *		
	LT	1.00	150	1,600	0.094	V/C:	0.711
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	590	4,800	0.148 *	ITS:	0.000
	LT	1.00	180	1,600	0.113		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.811
	TH	3.00	1,220	4,800	0.279		
	LT	1.00	110	1,600	0.069 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	100	1,600	0.028	N-S(1):	0.242 *
	TH	3.00	400	4,800	0.083	N-S(2):	0.189
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.338 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.329
	TH	3.00	1,090	4,800	0.260		
	LT	1.00	150	1,600	0.094 *	V/C:	0.580
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	3.00	360	4,800	0.104 *	ITS:	0.000
	LT	1.00	170	1,600	0.106		
Eastbound	RT	0.00	100	0	0.000	ICU:	0.680
	TH	3.00	1,070	4,800	0.244 *		
	LT	1.00	110	1,600	0.069	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	120	1,600	0.028	N-S(1):	0.378 *
	TH	3.00	840	4,800	0.175	N-S(2):	0.294
	LT	1.00	242	1,600	0.151 *	E-W(1):	0.423 *
Westbound	RT	0.00	250	0	0.000	E-W(2):	0.423 *
	TH	3.00	1,330	4,800	0.329 *		
	LT	1.00	150	1,600	0.094 *	V/C:	0.801
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	880	4,800	0.227 *	ITS:	0.000
	LT	1.00	190	1,600	0.119		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.901
	TH	3.00	1,400	4,800	0.329 *		
	LT	1.00	150	1,600	0.094 *	LOS:	E

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 188 - PRAIRIE AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.404
	TH	3.00	1,160	4,800	0.267 *	N-S(2):	0.523 *
	LT	1.00	250	1,600	0.156	E-W(1):	0.275
Westbound	RT	0.00	300	0	0.000	E-W(2):	0.404 *
	TH	3.00	1,190	4,800	0.310 *		
	LT	1.00	120	1,600	0.075	V/C:	0.927
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	3.00	1,060	4,800	0.248	ITS:	0.000
	LT	1.00	410	1,600	0.256 *		
Eastbound	RT	0.00	160	0	0.000	ICU:	1.027
	TH	3.00	800	4,800	0.200		
	LT	1.00	150	1,600	0.094 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.288
	TH	3.00	730	4,800	0.175 *	N-S(2):	0.325 *
	LT	1.00	230	1,600	0.144	E-W(1):	0.279 *
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.259
	TH	3.00	710	4,800	0.190		
	LT	1.00	150	1,600	0.094 *	V/C:	0.604
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	3.00	590	4,800	0.144	ITS:	0.000
	LT	1.00	240	1,600	0.150 *		
Eastbound	RT	0.00	210	0	0.000	ICU:	0.704
	TH	3.00	680	4,800	0.185 *		
	LT	1.00	110	1,600	0.069	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	130	0	0.000	N-S(1):	0.423 *
	TH	3.00	1,150	4,800	0.267	N-S(2):	0.398
	LT	1.00	290	1,600	0.181 *	E-W(1):	0.485 *
Westbound	RT	0.00	280	0	0.000	E-W(2):	0.360
	TH	3.00	970	4,800	0.260		
	LT	1.00	160	1,600	0.100 *	V/C:	0.908
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	3.00	1,040	4,800	0.242 *	ITS:	0.000
	LT	1.00	210	1,600	0.131		
Eastbound	RT	0.00	350	0	0.000	ICU:	1.008
	TH	3.00	1,500	4,800	0.385 *		
	LT	1.00	160	1,600	0.100	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 189 - CRENSHAW BOULEVARD & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	310	1,600	0.094	N-S(1):	0.336
	TH	3.00	910	4,800	0.190 *	N-S(2):	0.371 *
	LT	1.00	140	1,600	0.088	E-W(1):	0.288
Westbound	RT	0.00	290	0	0.000	E-W(2):	0.504 *
	TH	3.00	1,170	4,800	0.304 *		
	LT	1.00	190	1,600	0.119	V/C:	0.875
Northbound	RT	1.00	130	1,600	0.022	Lost Time:	0.100
	TH	3.00	1,190	4,800	0.248	ITS:	0.000
	LT	1.00	290	1,600	0.181 *		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.975
	TH	3.00	700	4,800	0.169		
	LT	1.00	320	1,600	0.200 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	270	1,600	0.059	N-S(1):	0.265 *
	TH	3.00	760	4,800	0.158	N-S(2):	0.252
	LT	1.00	140	1,600	0.088 *	E-W(1):	0.238
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.377 *
	TH	3.00	580	4,800	0.158 *		
	LT	1.00	140	1,600	0.088	V/C:	0.642
Northbound	RT	1.00	120	1,600	0.031	Lost Time:	0.100
	TH	3.00	850	4,800	0.177 *	ITS:	0.000
	LT	1.00	150	1,600	0.094		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.742
	TH	3.00	590	4,800	0.150		
	LT	1.00	350	1,600	0.219 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	230	1,600	0.019	N-S(1):	0.342 *
	TH	3.00	1,240	4,800	0.258	N-S(2):	0.333
	LT	1.00	220	1,600	0.138 *	E-W(1):	0.442
Westbound	RT	0.00	250	0	0.000	E-W(2):	0.454 *
	TH	3.00	730	4,800	0.204 *		
	LT	1.00	180	1,600	0.113	V/C:	0.796
Northbound	RT	1.00	100	1,600	0.006	Lost Time:	0.100
	TH	3.00	980	4,800	0.204 *	ITS:	0.000
	LT	1.00	120	1,600	0.075		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.896
	TH	3.00	1,380	4,800	0.329		
	LT	1.00	400	1,600	0.250 *	LOS:	D

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 190 - WESTERN AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	280	1,600	0.122	N-S(1):	0.235
	TH	2.00	520	3,200	0.163 *	N-S(2):	0.288 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.269
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.464 *
	TH	3.00	1,560	4,800	0.358 *		
	LT	1.00	110	1,600	0.069	V/C:	0.752
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	2.00	560	3,200	0.197	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	0.00	190	0	0.000	ICU:	0.852
	TH	3.00	770	4,800	0.200		
	LT	1.00	170	1,600	0.106 *	LOS:	D

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.063	N-S(1):	0.213
	TH	2.00	410	3,200	0.128 *	N-S(2):	0.228 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.227
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.286 *
	TH	3.00	720	4,800	0.173 *		
	LT	1.00	110	1,600	0.069	V/C:	0.514
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	2.00	400	3,200	0.163	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.614
	TH	3.00	630	4,800	0.158		
	LT	1.00	180	1,600	0.113 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.063	N-S(1):	0.313
	TH	2.00	650	3,200	0.203 *	N-S(2):	0.341 *
	LT	1.00	110	1,600	0.069	E-W(1):	0.431 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.379
	TH	3.00	1,000	4,800	0.229		
	LT	1.00	90	1,600	0.056 *	V/C:	0.772
Northbound	RT	0.00	130	0	0.000	Lost Time:	0.100
	TH	2.00	650	3,200	0.244	ITS:	0.000
	LT	1.00	220	1,600	0.138 *		
Eastbound	RT	0.00	200	0	0.000	ICU:	0.872
	TH	3.00	1,600	4,800	0.375 *		
	LT	1.00	240	1,600	0.150	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 191 - VERMONT AVENUE & EL SEGUNDO BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.056	N-S(1):	0.209 *
	TH	3.00	560	4,800	0.117	N-S(2):	0.167
	LT	1.00	180	1,600	0.113 *	E-W(1):	0.283
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.456 *
	TH	3.00	1,810	4,800	0.406 *		
	LT	1.00	120	1,600	0.075	V/C:	0.665
Northbound	RT	1.00	110	1,600	0.031	Lost Time:	0.100
	TH	3.00	460	4,800	0.096 *	ITS:	0.000
	LT	1.00	80	1,600	0.050		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.765
	TH	3.00	920	4,800	0.208		
	LT	1.00	80	1,600	0.050 *	LOS:	C

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	180	1,600	0.097	N-S(1):	0.175 *
	TH	3.00	390	4,800	0.081	N-S(2):	0.141
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.231 *
Westbound	RT	0.00	140	0	0.000	E-W(2):	0.216
	TH	3.00	750	4,800	0.185		
	LT	1.00	80	1,600	0.050 *	V/C:	0.406
Northbound	RT	1.00	60	1,600	0.013	Lost Time:	0.100
	TH	3.00	330	4,800	0.069 *	ITS:	0.000
	LT	1.00	70	1,600	0.044		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.506
	TH	3.00	800	4,800	0.181 *		
	LT	1.00	50	1,600	0.031	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	90	1,600	0.009	N-S(1):	0.244 *
	TH	3.00	560	4,800	0.117	N-S(2):	0.205
	LT	1.00	150	1,600	0.094 *	E-W(1):	0.426 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.321
	TH	3.00	930	4,800	0.227		
	LT	1.00	140	1,600	0.088 *	V/C:	0.670
Northbound	RT	1.00	80	1,600	0.006	Lost Time:	0.100
	TH	3.00	720	4,800	0.150 *	ITS:	0.000
	LT	1.00	140	1,600	0.088		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.770
	TH	3.00	1,530	4,800	0.338 *		
	LT	1.00	150	1,600	0.094	LOS:	C

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 192 - AVIATION BOULEVARD & ARTESIA BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	230	0	0.000	N-S(1):	0.572 *
	TH	2.00	540	3,200	0.241	N-S(2):	0.335
	LT	1.00	180	1,600	0.113 *	E-W(1):	0.313
Westbound	RT	0.00	240	0	0.000	E-W(2):	0.466 *
	TH	2.00	810	3,200	0.328 *		
	LT	1.00	190	1,600	0.119	V/C:	1.038
Northbound	RT	0.00	140	0	0.000	Lost Time:	0.100
	TH	2.00	1,330	3,200	0.459 *	ITS:	0.000
	LT	1.00	150	1,600	0.094		
Eastbound	RT	0.00	60	0	0.000	ICU:	1.138
	TH	2.00	560	3,200	0.194		
	LT	1.00	220	1,600	0.138 *	LOS:	F

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.313
	TH	2.00	650	3,200	0.247 *	N-S(2):	0.316 *
	LT	1.00	180	1,600	0.113	E-W(1):	0.353 *
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.353 *
	TH	2.00	550	3,200	0.228 *		
	LT	1.00	240	1,600	0.150 *	V/C:	0.669
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	2.00	480	3,200	0.200	ITS:	0.000
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.769
	TH	2.00	570	3,200	0.203 *		
	LT	1.00	200	1,600	0.125 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.469
	TH	2.00	1,270	3,200	0.434 *	N-S(2):	0.509 *
	LT	1.00	270	1,600	0.169	E-W(1):	0.475 *
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.404
	TH	2.00	690	3,200	0.266		
	LT	1.00	290	1,600	0.181 *	V/C:	0.984
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	2.00	780	3,200	0.300	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	1.084
	TH	2.00	800	3,200	0.294 *		
	LT	1.00	220	1,600	0.138	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 193 - AVIATION BOULEVARD & MANHATTAN BEACH BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements :
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.000	N-S(1):	0.475 *
	TH	2.00	620	3,200	0.194	N-S(2):	0.244
	LT	2.00	100	2,880	0.035 *	E-W(1):	0.282
Westbound	RT	1.00	340	1,600	0.195	E-W(2):	0.404 *
	TH	2.00	770	3,200	0.241 *		
	LT	2.00	290	2,880	0.101	V/C:	0.879
Northbound	RT	0.00	290	0	0.000	Lost Time:	0.100
	TH	3.00	1,820	4,800	0.440 *	ITS:	0.000
	LT	1.00	80	1,600	0.050		
Eastbound	RT	1.00	160	1,600	0.075	ICU:	0.979
	TH	2.00	580	3,200	0.181		
	LT	1.00	260	1,600	0.163 *	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.075	N-S(1):	0.283
	TH	2.00	760	3,200	0.238 *	N-S(2):	0.363 *
	LT	2.00	150	2,880	0.052	E-W(1):	0.278
Westbound	RT	1.00	150	1,600	0.068	E-W(2):	0.313 *
	TH	2.00	600	3,200	0.188 *		
	LT	2.00	280	2,880	0.097	V/C:	0.676
Northbound	RT	0.00	210	0	0.000	Lost Time:	0.100
	TH	3.00	900	4,800	0.231	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	180	1,600	0.050	ICU:	0.776
	TH	2.00	580	3,200	0.181		
	LT	1.00	200	1,600	0.125 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	410	1,600	0.197	N-S(1):	0.319
	TH	2.00	1,320	3,200	0.413 *	N-S(2):	0.532 *
	LT	2.00	300	2,880	0.104	E-W(1):	0.457 *
Westbound	RT	1.00	130	1,600	0.029	E-W(2):	0.335
	TH	2.00	690	3,200	0.216		
	LT	2.00	570	2,880	0.198 *	V/C:	0.989
Northbound	RT	0.00	220	0	0.000	Lost Time:	0.100
	TH	3.00	810	4,800	0.215	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	1.00	210	1,600	0.072	ICU:	1.089
	TH	2.00	830	3,200	0.259 *		
	LT	1.00	190	1,600	0.119	LOS:	F

* - Denotes critical movement

Project Title: LAX SPAS
Intersection: 196 - PRAIRIE AVENUE & FLORENCE AVENUE
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph | N-S Split Phase : N
Left Lane: 1600 vph | E-W Split Phase : N
Double Lt Penalty: 10 % | Lost Time (% of cycle) : 10
ITS: 0 % | V/C Round Off (decs.) : 3
OLA Movements : NBR, EBR,
FF Movements:

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.013
	TH	0.00	0	0	0.000 *	N-S(2):	0.281 *
	LT	0.00	0	0	0.000	E-W(1):	0.588 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.410
	TH	3.00	1,970	4,800	0.410		
	LT	1.00	440	1,600	0.275 *	V/C:	0.869
Northbound	RT	1.00	460	1,600	0.013	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	810	2,880	0.281 *		
Eastbound	RT	1.00	500	1,600	0.313 *	ICU:	0.969
	TH	3.00	1,010	4,800	0.210		
	LT	0.00	0	0	0.000	LOS:	E

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.000
	TH	0.00	0	0	0.000 *	N-S(2):	0.128 *
	LT	0.00	0	0	0.000	E-W(1):	0.444 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.227
	TH	3.00	1,090	4,800	0.227		
	LT	1.00	320	1,600	0.200 *	V/C:	0.572
Northbound	RT	1.00	310	1,600	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	370	2,880	0.128 *		
Eastbound	RT	1.00	390	1,600	0.244 *	ICU:	0.672
	TH	3.00	1,010	4,800	0.210		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.113
	TH	0.00	0	0	0.000 *	N-S(2):	0.174 *
	LT	0.00	0	0	0.000	E-W(1):	0.594 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.267
	TH	3.00	1,280	4,800	0.267		
	LT	1.00	320	1,600	0.200 *	V/C:	0.768
Northbound	RT	1.00	500	1,600	0.113	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	2.00	500	2,880	0.174 *		
Eastbound	RT	1.00	630	1,600	0.394 *	ICU:	0.868
	TH	3.00	1,770	4,800	0.369		
	LT	0.00	0	0	0.000	LOS:	D

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Project Title: LAX SPAS
Intersection: 197 - PRAIRIE AVENUE & LENNOX BOULEVARD
Description: FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.291
	TH	3.00	1,280	4,800	0.308 *	N-S(2):	0.477 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.078 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.069
	TH	1.00	10	1,600	0.013		
	LT	0.00	0	0	0.000 *	V/C:	0.555
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,360	4,800	0.285	ITS:	0.000
	LT	1.00	270	1,600	0.169 *		
Eastbound	RT	1.00	260	1,600	0.078 *	ICU:	0.655
	TH	0.13	10	200	0.050		
	LT	1.88	150	2,700	0.056	LOS:	B

Date/Time: MD PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	110	0	0.000	N-S(1):	0.244
	TH	3.00	1,040	4,800	0.240 *	N-S(2):	0.384 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.059
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.078 *
	TH	1.00	10	1,600	0.019 *		
	LT	0.00	10	1,600	0.006	V/C:	0.462
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,130	4,800	0.238	ITS:	0.000
	LT	1.00	230	1,600	0.144 *		
Eastbound	RT	1.00	180	1,600	0.041	ICU:	0.562
	TH	0.12	10	188	0.053		
	LT	1.88	160	2,711	0.059 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.355
	TH	3.00	1,530	4,800	0.350 *	N-S(2):	0.538 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.125 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.089
	TH	1.00	10	1,600	0.013		
	LT	0.00	0	0	0.000 *	V/C:	0.663
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	3.00	1,630	4,800	0.342	ITS:	0.000
	LT	1.00	300	1,600	0.188 *		
Eastbound	RT	1.00	350	1,600	0.125 *	ICU:	0.763
	TH	0.09	10	145	0.069		
	LT	1.91	210	2,749	0.076	LOS:	C

* - Denotes critical movement

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Traffix

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

Scenario Report

Scenario:	AM
Command:	AM
Volume:	AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	E	xxxxx	0.956	E	xxxxx	0.956	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	E	xxxxx	0.930	E	xxxxx	0.930	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	D	xxxxx	0.847	D	xxxxx	0.847	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	B	xxxxx	0.658	B	xxxxx	0.658	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	F	xxxxx	1.252	F	xxxxx	1.252	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	C	xxxxx	0.762	C	xxxxx	0.762	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	D	xxxxx	0.815	D	xxxxx	0.815	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	B	xxxxx	0.691	B	xxxxx	0.691	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	C	xxxxx	0.756	C	xxxxx	0.756	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.549	A	xxxxx	0.549	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	D	xxxxx	0.893	D	xxxxx	0.893	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.468	A	xxxxx	0.468	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	B	xxxxx	0.605	B	xxxxx	0.605	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.461	A	xxxxx	0.461	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	E	xxxxx	0.996	E	xxxxx	0.996	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	E	xxxxx	0.984	E	xxxxx	0.984	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	C	17.0	0.512	C	17.0	0.512	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	A	xxxxx	0.593	A	xxxxx	0.593	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	F	xxxxx	1.177	F	xxxxx	1.177	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	C	xxxxx	0.730	C	xxxxx	0.730	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	B	xxxxx	0.690	B	xxxxx	0.690	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	E	xxxxx	0.993	E	xxxxx	0.993	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.697	B	xxxxx	0.697	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	C	xxxxx	0.730	C	xxxxx	0.730	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	E	xxxxx	0.955	E	xxxxx	0.955	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx	0.575	A	xxxxx	0.575	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	C	xxxxx	0.722	C	xxxxx	0.722	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	D	32.6	0.906	D	32.6	0.906	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	D	32.6	0.896	D	32.6	0.896	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	D	xxxxx	0.844	D	xxxxx	0.844	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F	71.6	0.460	F	71.6	0.460	+ 0.000 D/V

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.956
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:												
Base Vol:	660	1370	240	50	890	170	150	310	430	310	740	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	660	1370	240	50	890	170	150	310	430	310	740	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	660	1370	240	50	890	170	150	310	430	310	740	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	660	1370	240	50	890	170	150	310	430	310	740	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	726	1370	240	55	890	170	150	310	473	341	740	270
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.47	0.53
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	2015	735
Capacity Analysis Module:												
Vol/Sat:	0.26	0.33	0.17	0.02	0.22	0.12	0.11	0.08	0.17	0.12	0.37	0.37
Crit Volume:	363				297		150					505
Crit Moves:	****				****		****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 75 Critical Vol./Cap.(X): 0.930
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	190	1370	130	150	820	30	70	600	230	80	480	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	1370	130	150	820	30	70	600	230	80	480	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	1370	130	150	820	30	70	600	230	80	480	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1370	130	150	820	30	70	600	230	80	480	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	1370	130	150	820	30	70	600	230	80	480	140
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.93	0.07	1.00	1.45	0.55	1.00	1.55	0.45
Final Sat.:	1500	2740	260	1500	2894	106	1500	2169	831	1500	2323	677
Capacity Analysis Module:												
Vol/Sat:	0.13	0.50	0.50	0.10	0.28	0.28	0.05	0.28	0.28	0.05	0.21	0.21
Crit Volume:	750			150					415	80		
Crit Moves:	****			****					****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.847
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 112 Level Of Service: D

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	60	1390	100	80	870	120	200	730	60	80	460	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1390	100	80	870	120	200	730	60	80	460	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1390	100	80	870	120	200	730	60	80	460	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1390	100	80	870	120	200	730	60	80	460	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1390	100	80	870	120	200	730	60	80	460	70
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2799	201	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.50	0.50	0.05	0.29	0.08	0.13	0.24	0.04	0.05	0.15	0.05
Crit Volume:			745		80			365			80	
Crit Moves:			****		****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: B

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	110	280	130	30	180	80	70	970	70	110	750	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	280	130	30	180	80	70	970	70	110	750	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	280	130	30	180	80	70	970	70	110	750	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	280	130	30	180	80	70	970	70	110	750	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	280	130	30	180	80	70	970	70	110	750	30
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2644	106
Capacity Analysis Module:																				
Vol/Sat:	0.08	0.20	0.09	0.02	0.13	0.06	0.05	0.35	0.05	0.08	0.28	0.28
Crit Volume:			280		30			485			110	
Crit Moves:			****		****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.252
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	2	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	180	1580	150	130	670	140	370	890	70	140	660	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1580	150	130	670	140	370	890	70	140	660	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1580	150	130	670	140	370	890	70	140	660	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1580	150	130	670	140	370	890	70	140	660	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	1580	150	143	670	140	370	890	70	140	660	170
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.83	0.17	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.59	0.41
Final Sat.:	2750	2512	238	2750	2750	1375	1375	2750	1375	1375	2187	563
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.63	0.63	0.05	0.24	0.10	0.27	0.32	0.05	0.10	0.30	0.30
Crit Volume:		865			72			370				415
Crit Moves:		****			****			****				****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.762
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 Level Of Service: C

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	50	270	200	190	380	160	120	1040	80	250	620	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	270	200	190	380	160	120	1040	80	250	620	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	270	200	190	380	160	120	1040	80	250	620	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	270	200	190	380	160	120	1040	80	250	620	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	270	200	190	380	160	120	1040	80	250	620	150
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.15	0.85	1.00	1.41	0.59	1.00	2.79	0.21	1.00	1.61	0.39
Final Sat.:	1375	1580	1170	1375	1935	815	1375	3830	295	1375	2214	536
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.17	0.17	0.14	0.20	0.20	0.09	0.27	0.27	0.18	0.28	0.28
Crit Volume:		235			190			373			250	
Crit Moves:		****			****			****			****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.815
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 153 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:												
Base Vol:	120	860	150	40	520	90	300	1120	70	100	760	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	860	150	40	520	90	300	1120	70	100	760	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	860	150	40	520	90	300	1120	70	100	760	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	860	150	40	520	90	300	1120	70	100	760	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	132	860	150	40	520	90	330	1120	70	110	760	60
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.88	0.12	2.00	2.78	0.22
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2588	162	2750	3823	302
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.11	0.03	0.19	0.07	0.12	0.43	0.43	0.04	0.20	0.20
Crit Volume:		430			40			595			55	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: B

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	10	20	10	210	20	200	360	880	10	10	790	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	20	10	210	20	200	360	880	10	10	790	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	20	10	210	20	200	360	880	10	10	790	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	10	210	20	200	360	880	10	10	790	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	20	10	210	20	200	360	880	10	10	790	270
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.09	0.91	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	130	1295	1425	2818	32	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.15	0.15	0.15	0.25	0.31	0.31	0.01	0.28	0.19
Crit Volume:		20			210			360			395	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.756
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 116 Level Of Service: C

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	0	1
Volume Module:												
Base Vol:	40	680	350	110	450	310	530	730	30	380	570	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	680	350	110	450	310	530	730	30	380	570	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	680	350	110	450	310	530	730	30	380	570	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	680	350	110	450	310	530	730	30	380	570	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	680	350	110	450	310	583	730	30	418	570	110
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.92	0.08	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2641	109	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.08	0.16	0.23	0.21	0.28	0.28	0.15	0.21	0.08
Crit Volume:		340			110				380	209		
Crit Moves:		****			****				****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.549
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!	0	0
Volume Module:												
Base Vol:	0	1240	1330	0	810	10	0	0	0	990	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1240	1330	0	810	10	0	0	0	990	10	10
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1240	0	0	810	10	0	0	0	990	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1240	0	0	810	10	0	0	0	990	10	10
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1240	0	0	810	10	0	0	0	1089	10	10
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.96	0.04	0.00	0.00	0.00	2.94	0.03	0.03
Final Sat.:	0	4275	1425	0	4223	52	0	0	0	4198	39	39
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.26	0.26	0.26
Crit Volume:		413			0				0	370		
Crit Moves:		****			****					****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.893
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 1	0	1	0 2	0 2	2	0 1	1 0	2	0 2 1 0
Volume Module:												
Base Vol:	40	1760	140	60	870	610	590	260	20	130	360	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1760	140	60	870	610	590	260	20	130	360	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1760	140	60	870	610	590	260	20	130	360	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1760	140	60	870	610	590	260	20	130	360	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	1760	140	60	870	671	649	260	20	143	360	210
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.78	0.22	1.00	2.00	2.00	2.00	1.86	0.14	2.00	2.00	1.00
Final Sat.:	1375	3821	304	1375	2750	2750	2750	2554	196	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.46	0.46	0.04	0.32	0.24	0.24	0.10	0.10	0.05	0.13	0.15
Crit Volume:		633			60		325					210
Crit Moves:		****			****		****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.468
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0 1	0	1	0 1	0 1	1	0 3	0 1	1	0 2 1 0
Volume Module:												
Base Vol:	340	30	30	20	90	50	50	800	230	20	940	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	340	30	30	20	90	50	50	800	230	20	940	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	340	30	30	20	90	50	50	800	230	20	940	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	30	30	20	90	50	50	800	230	20	940	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	374	30	30	20	90	50	50	800	230	20	940	10
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.50	0.50	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.97	0.03
Final Sat.:	2750	688	688	1375	1375	1375	1375	4125	1375	1375	4082	43
Capacity Analysis Module:												
Vol/Sat:	0.14	0.04	0.04	0.01	0.07	0.04	0.04	0.19	0.17	0.01	0.23	0.23
Crit Volume:	187				90		50					317
Crit Moves:	****				****		****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0	0 0	2	0	2 0	0	0	2 1 1
Volume Module:												
Base Vol:	160	0	330	0	0	0	290	810	0	0	1120	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	0	330	0	0	0	290	810	0	0	1120	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	0	330	0	0	0	290	810	0	0	1120	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	0	330	0	0	0	290	810	0	0	1120	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	176	0	330	0	0	0	319	810	0	0	1120	198
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.23	0.00	0.00	0.00	0.11	0.28	0.00	0.00	0.26	0.14
Crit Volume:			330			0		160			373	
Crit Moves:			****				****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.461
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0 1	0	0	4 0 1	2	0	2 0 0
Volume Module:												
Base Vol:	0	0	0	130	0	410	0	990	250	330	840	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	130	0	410	0	990	250	330	840	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	130	0	410	0	990	250	330	840	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	130	0	410	0	990	250	330	840	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	143	0	451	0	990	250	363	840	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1425	0	2850	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.16	0.00	0.17	0.18	0.13	0.29	0.00
Crit Volume:		0				226			250	182		
Crit Moves:						****			****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.996
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	30	540	130	610	300	90	70	130	70	190	80	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	540	130	610	300	90	70	130	70	190	80	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	540	130	610	300	90	70	130	70	190	80	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	540	130	610	300	90	70	130	70	190	80	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	540	130	610	300	90	70	130	70	190	80	280
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	1.54	0.37	1.00	0.82	0.18	0.26	0.48	0.26	0.70	0.30	1.00
Final Sat.:	122	2199	529	1425	1169	257	369	686	369	1003	422	1425
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.43	0.26	0.35	0.19	0.19	0.19	0.19	0.19	0.20
Crit Volume:			350	610					270	190		
Crit Moves:			****	****					****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.984
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	100	1000	140	160	630	120	220	1550	140	320	1470	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	1000	140	160	630	120	220	1550	140	320	1470	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	1000	140	160	630	120	220	1550	140	320	1470	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1000	140	160	630	120	220	1550	140	320	1470	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	100	1000	140	160	630	120	242	1550	140	352	1470	210
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.07	0.36	0.10	0.12	0.23	0.09	0.09	0.38	0.10	0.13	0.36	0.15
Crit Volume:		500		160				517		176		
Crit Moves:		****		****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: C[17.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1	0	0	0	0	0	0	2	0	1	0	2	0
Volume Module:																
Base Vol:	0	0	310		0	0	0		0	800	180		200	550		0
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
Initial Bse:	0	0	310		0	0	0		0	800	180		200	550		0
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:	0	0	310		0	0	0		0	800	180		200	550		0
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0		0
FinalVolume:	0	0	310		0	0	0		0	800	180		200	550		0
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	400		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		980	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	605		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		712	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	605		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		712	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	0.51		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.28	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	2.9		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1.2	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	17.0		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		12.0	xxxx	xxxxx	
LOS by Move:	*	*	C		*	*	*		*	*	*		B	*	*	
Movement:	LT	-	LTR	RT	LT	-	LTR	RT	LT	-	LTR	RT	LT	-	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:		17.0				xxxxxx				xxxxxx				xxxxxx		
ApproachLOS:		C				*				*				*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.593
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	190	2420	20		80	1420	70		90	110	70		60	70		60
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
Initial Bse:	190	2420	20		80	1420	70		90	110	70		60	70		60
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:	190	2420	20		80	1420	70		90	110	70		60	70		60
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0		0
Reduced Vol:	190	2420	20		80	1420	70		90	110	70		60	70		60
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
FinalVolume:	190	2420	20		80	1420	70		90	110	70		60	70		60
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425		1425
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
Lanes:	1.00	3.97	0.03		1.00	2.86	0.14		1.00	2.00	1.00		1.00	1.08		0.92
Final Sat.:	1425	5653	47		1425	4074	201		1425	2850	1425		1425	1535		1315
Capacity Analysis Module:												
Vol/Sat:	0.13	0.43	0.43		0.06	0.35	0.35		0.06	0.04	0.05		0.04	0.05		0.05
Crit Volume:			610		80				90					65		
Crit Moves:			****		****				****					****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 1.177
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	180	590	190	165	475	60	220	1580	110	500	1210	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	590	190	165	475	60	220	1580	110	500	1210	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	590	190	165	475	60	220	1580	110	500	1210	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	590	190	165	475	60	220	1580	110	500	1210	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	590	190	165	475	60	220	1580	110	500	1210	110
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.51	0.49	1.00	1.78	0.22	1.00	2.80	0.20	1.00	3.00	1.00
Final Sat.:	1375	2080	670	1375	2442	308	1375	3857	268	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.13	0.28	0.28	0.12	0.19	0.19	0.16	0.41	0.41	0.36	0.29	0.08
Crit Volume:			390	165					563	500		
Crit Moves:			****	****					****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	240	390	130	30	250	70	110	810	120	100	550	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	390	130	30	250	70	110	810	120	100	550	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	390	130	30	250	70	110	810	120	100	550	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	390	130	30	250	70	110	810	120	100	550	40
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	480	390	130	60	250	70	110	810	120	100	550	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.92	0.82	0.26	0.19	1.44	0.37	1.00	1.74	0.26	1.00	1.86	0.14
Final Sat.:	1385	1225	390	281	2166	553	1500	2613	387	1500	2797	203
Capacity Analysis Module:												
Vol/Sat:	0.17	0.32	0.33	0.11	0.12	0.13	0.07	0.31	0.31	0.07	0.20	0.20
Crit Volume:			500	30					465	100		
Crit Moves:			****	****					****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	60	480	40	110	310	140	130	770	50	30	440	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	480	40	110	310	140	130	770	50	30	440	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	480	40	110	310	140	130	770	50	30	440	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	480	40	110	310	140	130	770	50	30	440	170
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	480	40	220	310	140	130	770	50	30	440	170
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.23	1.65	0.12	0.49	1.09	0.42	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	346	2466	188	733	1640	627	1500	2817	183	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.17	0.19	0.21	0.15	0.19	0.22	0.09	0.27	0.27	0.02	0.15	0.11
Crit Volume:			320	110				410		30		
Crit Moves:			****	****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.690
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 0	2	0 2	1 0	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	110	1510	100	150	740	20	20	250	90	90	300	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1510	100	150	740	20	20	250	90	90	300	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1510	100	150	740	20	20	250	90	90	300	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1510	100	150	740	20	20	250	90	90	300	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	121	1510	100	165	740	20	20	250	90	99	300	310
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.81	0.19	2.00	2.92	0.08	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3869	256	2750	4016	109	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.39	0.39	0.06	0.18	0.18	0.01	0.09	0.07	0.04	0.11	0.23
Crit Volume:			537	83			20					310
Crit Moves:			****	****			****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.993
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 3	1 0	1	0 3	1 0
Volume Module:												
Base Vol:	180	1290	220	70	390	130	170	1000	460	190	1340	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1290	220	70	390	130	170	1000	460	190	1340	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1290	220	70	390	130	170	1000	460	190	1340	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1290	220	70	390	130	170	1000	460	190	1340	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	1290	220	70	390	130	170	1000	460	190	1340	50
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.86	0.14
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5302	198
Capacity Analysis Module:												
Vol/Sat:	0.13	0.47	0.16	0.05	0.14	0.09	0.12	0.24	0.33	0.14	0.25	0.25
Crit Volume:		645			70				460	190		
Crit Moves:		****			****				****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	90	1010	90	20	500	120	210	620	110	80	480	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1010	90	20	500	120	210	620	110	80	480	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1010	90	20	500	120	210	620	110	80	480	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1010	90	20	500	120	210	620	110	80	480	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1010	90	20	500	120	210	620	110	80	480	50
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.61	0.39	1.00	1.70	0.30	1.00	1.81	0.19
Final Sat.:	1500	2755	245	1500	2419	581	1500	2548	452	1500	2717	283
Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.37	0.01	0.21	0.21	0.14	0.24	0.24	0.05	0.18	0.18
Crit Volume:		550			20			210			265	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	60	1130	30	20	550	70	250	600	70	20	490	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1130	30	20	550	70	250	600	70	20	490	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1130	30	20	550	70	250	600	70	20	490	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1130	30	20	550	70	250	600	70	20	490	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1130	30	20	550	70	250	600	70	20	490	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	1.77	0.23	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2922	78	1500	2661	339	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.39	0.39	0.01	0.21	0.21	0.17	0.20	0.05	0.01	0.16	0.05
Crit Volume:		580			20			250			245	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.955
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	0	0 2	0 1	1	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	560	1070	0	0	570	490	520	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	560	1070	0	0	570	490	520	0	50	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	560	1070	0	0	570	490	520	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	560	1070	0	0	570	490	520	0	50	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	560	1070	0	0	570	490	572	0	50	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.84	0.00	0.16	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2621	0	229	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.39	0.38	0.00	0.00	0.20	0.34	0.22	0.00	0.22	0.00	0.00	0.00
Crit Volume:	560					490	311				0	
Crit Moves:	****					****	****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.575
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0 2	1	0	0 1	0	1	0 3	0 1	3 0 2 0 1
Volume Module:												
Base Vol:	170	0	1020	0	0	0	0	450	180	1570	1190	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	1020	0	0	0	0	450	180	1570	1190	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	170	0	1020	0	0	0	0	450	0	1570	1190	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	1020	0	0	0	0	450	0	1570	1190	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	187	0	1122	0	0	0	0	450	0	1727	1190	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.39	0.00	0.00	0.00	0.00	0.11	0.00	0.40	0.42	0.00
Crit Volume:	94				0			150		576		
Crit Moves:	****							****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1	1	0	0 0	1! 0	0 0 1! 0 0
Volume Module:												
Base Vol:	50	1100	100	20	620	40	30	90	50	60	140	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1100	100	20	620	40	30	90	50	60	140	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1100	100	20	620	40	30	90	50	60	140	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1100	100	20	620	40	30	90	50	60	140	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1100	100	20	620	40	30	90	50	60	140	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.88	0.12	0.18	0.53	0.29	0.27	0.64	0.09
Final Sat.:	1500	2750	250	1500	2818	182	265	794	441	409	955	136
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.40	0.01	0.22	0.22	0.11	0.11	0.11	0.15	0.15	0.15
Crit Volume:		600			20			30			220	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.722
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: C

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	1	0	0 1	1	2	0 3	0 1	2 0 2 1 0
Volume Module:												
Base Vol:	40	20	160	30	10	20	80	1160	20	400	2480	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	20	160	30	10	20	80	1160	20	400	2480	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	20	160	30	10	20	80	1160	20	400	2480	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	20	160	30	10	20	80	1160	20	400	2480	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	20	176	30	10	22	88	1160	20	440	2480	90
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.20	1.80	1.00	0.62	1.38	2.00	3.00	1.00	2.00	2.89	0.11
Final Sat.:	1425	291	2559	1425	891	1959	2850	4275	1425	2850	4125	150
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.02	0.01	0.01	0.03	0.27	0.01	0.15	0.60	0.60
Crit Volume:		98			30			44				857
Crit Moves:		****			****			****				****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	0 1	0	1	0 1	1 0	1 0 1 1 0
Volume Module:												
Base Vol:	110	230	40	20	260	60	60	560	200	60	650	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	230	40	20	260	60	60	560	200	60	650	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	230	40	20	260	60	60	560	200	60	650	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	230	40	20	260	60	60	560	200	60	650	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	230	40	20	260	60	60	560	200	60	650	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.85	0.15	1.00	0.81	0.19	1.00	1.47	0.53	1.00	1.88	0.12
Final Sat.:	1500	1278	222	1500	1219	281	1500	2211	789	1500	2826	174
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.18	0.01	0.21	0.21	0.04	0.25	0.25	0.04	0.23	0.23
Crit Volume:	110				320				380	60		
Crit Moves:	****				****				****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 0 Average Delay (sec/veh): 32.6
Optimal Cycle: 0 Level Of Service: D

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	10	970	40	20	770	10	10	10	10	80	10	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	970	40	20	770	10	10	10	10	80	10	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	970	40	20	770	10	10	10	10	80	10	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	970	40	20	770	10	10	10	10	80	10	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	970	40	20	770	10	10	10	10	80	10	70
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	1.90	0.08	0.05	1.92	0.03	0.34	0.33	0.33	0.89	0.11	1.00
Final Sat.:	11	1076	45	27	1031	13	147	147	147	352	44	453
Capacity Analysis Module:												
Vol/Sat:	0.91	0.90	0.90	0.75	0.75	0.74	0.07	0.07	0.07	0.23	0.23	0.15
Crit Moves:	****			****				****		****		
Delay/Veh:	42.7	41.8	40.9	25.9	25.7	25.5	11.5	11.5	11.5	13.7	13.7	11.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	41.8	40.9	25.9	25.7	25.5	11.5	11.5	11.5	13.7	13.7	11.4
LOS by Move:	E		E	E	D	D	B	B	B	B	B	B
ApproachDel:	41.8			25.7			11.5			12.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	41.8			25.7			11.5			12.7		
LOS by Appr:	E			D			B			B		
AllWayAvgQ:	5.3	5.0	5.0	2.5	2.4	2.4	0.1	0.1	0.1	0.3	0.3	0.2

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.896
Loss Time (sec): 0 Average Delay (sec/veh): 32.6
Optimal Cycle: 0 Level Of Service: D

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	50	1010	0	0	780	80	130	0	70	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1010	0	0	780	80	130	0	70	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1010	0	0	780	80	130	0	70	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1010	0	0	780	80	130	0	70	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1010	0	0	780	80	130	0	70	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.81	0.19	0.65	0.00	0.35	0.00	0.00	0.00
Final Sat.:	517	1128	0	0	993	103	351	0	189	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.90	xxxx	xxxx	0.79	0.78	0.37	xxxx	0.37	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	10.3	41.0	0.0	0.0	28.7	27.7	13.4	0.0	13.4	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	41.0	0.0	0.0	28.7	27.7	13.4	0.0	13.4	0.0	0.0	0.0
LOS by Move:	B	E	*	*	D	D	B	*	B	*	*	*
ApproachDel:	39.5			28.6			13.4			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	39.5			28.6			13.4			xxxxxx		
LOS by Appr:	E			D			B			*		
AllWayAvgQ:	0.1	5.0	0.0	0.0	3.0	2.8	0.6	0.6	0.6	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.844
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	110	890	270	80	610	190	160	770	120	220	870	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	890	270	80	610	190	160	770	120	220	870	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	890	270	80	610	190	160	770	120	220	870	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	890	270	80	610	190	160	770	120	220	870	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	890	270	80	610	190	160	770	120	220	870	80
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.83	0.17
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2518	232
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.20	0.06	0.22	0.14	0.12	0.28	0.09	0.16	0.35	0.35
Crit Volume:		445			80			160			475	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 9.5 Worst Case Level Of Service: F[71.6]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	20	0	240	270	800	0	0	890	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	240	270	800	0	0	890	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	240	270	800	0	0	890	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	20	0	240	270	800	0	0	890	110
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1885	2285	500	1000	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	64	40	522	700	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	45	25	522	700	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.45	0.00	0.46	0.39	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	286	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	8.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	71.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			71.6			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

Scenario Report

Scenario:	MD
Command:	MD
Volume:	MD
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	in
# 28 SEPULVEDA BOULEVARD & CENTINEL	C	xxxxx	0.794	C	xxxxx	0.794	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	C	xxxxx	0.783	C	xxxxx	0.783	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	C	xxxxx	0.737	C	xxxxx	0.737	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	A	xxxxx	0.502	A	xxxxx	0.502	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	C	xxxxx	0.741	C	xxxxx	0.741	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	A	xxxxx	0.572	A	xxxxx	0.572	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	B	xxxxx	0.630	B	xxxxx	0.630	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	B	xxxxx	0.649	B	xxxxx	0.649	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.491	A	xxxxx	0.491	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	C	xxxxx	0.794	C	xxxxx	0.794	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	B	xxxxx	0.606	B	xxxxx	0.606	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.529	A	xxxxx	0.529	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.458	A	xxxxx	0.458	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	B	xxxxx	0.695	B	xxxxx	0.695	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	D	xxxxx	0.819	D	xxxxx	0.819	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	B	14.7	0.450	B	14.7	0.450	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	B	xxxxx	0.691	B	xxxxx	0.691	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	E	xxxxx	0.944	E	xxxxx	0.944	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	B	xxxxx	0.600	B	xxxxx	0.600	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.453	A	xxxxx	0.453	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	C	xxxxx	0.785	C	xxxxx	0.785	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	D	xxxxx	0.836	D	xxxxx	0.836	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.680	B	xxxxx	0.680	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.660	B	xxxxx	0.660	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	B	xxxxx	0.684	B	xxxxx	0.684	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx	0.483	A	xxxxx	0.483	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.530	A	xxxxx	0.530	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	A	xxxxx	0.551	A	xxxxx	0.551	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx	0.513	A	xxxxx	0.513	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	C	15.7	0.611	C	15.7	0.611	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	C	18.4	0.710	C	18.4	0.710	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	C	xxxxx	0.760	C	xxxxx	0.760	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F	382.0	1.043	F	382.0	1.043	+ 0.000 D/V

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.794
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 138 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:																				
Base Vol:	480	1250	230	130	850	190	200	450	520	280	420	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	1250	230	130	850	190	200	450	520	280	420	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	1250	230	130	850	190	200	450	520	280	420	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	1250	230	130	850	190	200	450	520	280	420	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	528	1250	230	143	850	190	200	450	572	308	420	270
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.22	0.78
Final Sat.:	2750	4125	1375	2750	4125	1375	2750	4125	2750	2750	1674	1076
Capacity Analysis Module:																				
Vol/Sat:	0.19	0.30	0.17	0.05	0.21	0.14	0.15	0.11	0.21	0.11	0.25	0.25
Crit Volume:	264				283		200				345	
Crit Moves:	****				****		****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 75 Critical Vol./Cap.(X): 0.783
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	170	840	90	170	820	90	130	570	190	110	680	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	840	90	170	820	90	130	570	190	110	680	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	840	90	170	820	90	130	570	190	110	680	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	840	90	170	820	90	130	570	190	110	680	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	840	90	170	820	90	130	570	190	110	680	140
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	1.80	0.20	1.00	1.50	0.50	1.00	1.66	0.34
Final Sat.:	1500	2710	290	1500	2703	297	1500	2250	750	1500	2488	512
Capacity Analysis Module:																				
Vol/Sat:	0.11	0.31	0.31	0.11	0.30	0.30	0.09	0.25	0.25	0.07	0.27	0.27
Crit Volume:			465	170			130					410
Crit Moves:			****	****			****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	100	910	110	80	850	230	250	520	80	110	530	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	910	110	80	850	230	250	520	80	110	530	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	910	110	80	850	230	250	520	80	110	530	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	910	110	80	850	230	250	520	80	110	530	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	910	110	80	850	230	250	520	80	110	530	70
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2676	324	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.34	0.34	0.05	0.28	0.15	0.17	0.17	0.05	0.07	0.18	0.05
Crit Volume:			510	80			250				265	
Crit Moves:			****	****			****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	70	210	150	40	200	100	80	600	80	110	650	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	210	150	40	200	100	80	600	80	110	650	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	210	150	40	200	100	80	600	80	110	650	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	210	150	40	200	100	80	600	80	110	650	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	210	150	40	200	100	80	600	80	110	650	30
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2629	121
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.15	0.11	0.03	0.15	0.07	0.06	0.22	0.06	0.08	0.25	0.25
Crit Volume:	70				200		80				340	
Crit Moves:	****				****		****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec):	105	Critical Vol./Cap.(X):	0.741
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	110	Level Of Service:	C

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1 1	0	2	0 2	0 1	1	0 2	0 1	1	0 1 1 0
Volume Module:												
Base Vol:	140	670	150	170	730	150	170	540	80	170	560	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	670	150	170	730	150	170	540	80	170	560	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	670	150	170	730	150	170	540	80	170	560	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	670	150	170	730	150	170	540	80	170	560	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	670	150	187	730	150	170	540	80	170	560	130
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.63	0.37	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.62	0.38
Final Sat.:	2750	2247	503	2750	2750	1375	1375	2750	1375	1375	2232	518
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.30	0.07	0.27	0.11	0.12	0.20	0.06	0.12	0.25	0.25
Crit Volume:			410		94		170					345
Crit Moves:			****		****		****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec):	95	Critical Vol./Cap.(X):	0.572
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	A

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1	1 0	1	0 2	1 0	1	0 1 1 0
Volume Module:												
Base Vol:	50	260	120	140	480	160	70	610	70	190	600	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	260	120	140	480	160	70	610	70	190	600	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	260	120	140	480	160	70	610	70	190	600	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	260	120	140	480	160	70	610	70	190	600	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	260	120	140	480	160	70	610	70	190	600	90
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.37	0.63	1.00	1.50	0.50	1.00	2.69	0.31	1.00	1.74	0.26
Final Sat.:	1375	1882	868	1375	2063	688	1375	3700	425	1375	2391	359
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.14	0.10	0.23	0.23	0.05	0.16	0.16	0.14	0.25	0.25
Crit Volume:	50				320				227	190		
Crit Moves:	****				****				****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec):	120	Critical Vol./Cap.(X):	0.630
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	B

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 0 1	1	0	2 0 1	2	0	1 1 0	2	0	2 1 0
Volume Module:												
Base Vol:	160	770	130	30	620	150	190	620	140	130	580	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	770	130	30	620	150	190	620	140	130	580	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	770	130	30	620	150	190	620	140	130	580	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	770	130	30	620	150	190	620	140	130	580	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	176	770	130	30	620	150	209	620	140	143	580	70
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.63	0.37	2.00	2.68	0.32
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2243	507	2750	3681	444
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.09	0.02	0.23	0.11	0.08	0.28	0.28	0.05	0.16	0.16
Crit Volume:		385			30			380		72		
Crit Moves:		****			****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec):	95	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	B

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0 1	1	0	0 1 0	1	0	1 1 0	1	0	2 0 1
Volume Module:												
Base Vol:	10	20	20	210	40	250	300	740	20	30	650	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	20	20	210	40	250	300	740	20	30	650	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	20	20	210	40	250	300	740	20	30	650	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	20	210	40	250	300	740	20	30	650	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	20	20	210	40	250	300	740	20	30	650	160
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.14	0.86	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	197	1228	1425	2775	75	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.15	0.20	0.20	0.21	0.27	0.27	0.02	0.23	0.11
Crit Volume:	10				290		300				325	
Crit Moves:	****				****		****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.616
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	2	0	1
Volume Module:															
Base Vol:	60	430	240	90	420	390	440	690	50	300	600	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	430	240	90	420	390	440	690	50	300	600	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	430	240	90	420	390	440	690	50	300	600	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	430	240	90	420	390	440	690	50	300	600	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	60	430	240	90	420	390	484	690	50	330	600	130
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.86	0.14	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2564	186	2750	2750	1375
Capacity Analysis Module:															
Vol/Sat:	0.04	0.16	0.17	0.07	0.15	0.28	0.18	0.27	0.27	0.12	0.22	0.09
Crit Volume:		215			90			242			300	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!	0	0
Volume Module:															
Base Vol:	0	950	1200	0	860	20	0	0	0	1010	10	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	950	1200	0	860	20	0	0	0	1010	10	30
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	950	0	0	860	20	0	0	0	1010	10	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	950	0	0	860	20	0	0	0	1010	10	30
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	950	0	0	860	20	0	0	0	1111	10	30
Saturation Flow Module:															
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.93	0.07	0.00	0.00	0.00	2.89	0.03	0.08
Final Sat.:	0	4275	1425	0	4178	97	0	0	0	4126	37	111
Capacity Analysis Module:															
Vol/Sat:	0.00	0.22	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.27	0.27	0.27
Crit Volume:		317			0				0		384	
Crit Moves:		****			****						****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.794
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 138 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	0	2	1	0	2	0	2	1	0
Volume Module:															
Base Vol:	80	1530	140	130	1120	510	390	180	40	190	280	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1530	140	130	1120	510	390	180	40	190	280	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1530	140	130	1120	510	390	180	40	190	280	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1530	140	130	1120	510	390	180	40	190	280	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	80	1530	140	130	1120	561	429	180	40	209	280	190
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.75	0.25	1.00	2.00	2.00	2.00	1.64	0.36	2.00	2.00	1.00
Final Sat.:	1375	3779	346	1375	2750	2750	2750	2250	500	2750	2750	1375
Capacity Analysis Module:															
Vol/Sat:	0.06	0.40	0.40	0.09	0.41	0.20	0.16	0.08	0.08	0.08	0.10	0.14
Crit Volume:		557			130			215				190
Crit Moves:		****			****			****				****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: B

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	0	1	0	1	0	1	0	1	0	3	0	1	1	0	2	1	0
Volume Module:															
Base Vol:	740	60	40	10	20	70	110	800	310	60	710	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	740	60	40	10	20	70	110	800	310	60	710	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	740	60	40	10	20	70	110	800	310	60	710	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	740	60	40	10	20	70	110	800	310	60	710	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	814	60	40	10	20	70	110	800	310	60	710	30
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.60	0.40	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.88	0.12
Final Sat.:	2750	825	550	1375	1375	1375	1375	4125	1375	1375	3958	167
Capacity Analysis Module:															
Vol/Sat:	0.30	0.07	0.07	0.01	0.01	0.05	0.08	0.19	0.23	0.04	0.18	0.18
Crit Volume:	407					70	110				247	
Crit Moves:	****					****	****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.529
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0 0	0 0	2	0	2 0	0	0 2	1 1
Volume Module:												
Base Vol:	100	0	160	0	0	0	310	1110	0	0	1190	460
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	160	0	0	0	310	1110	0	0	1190	460
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	0	160	0	0	0	310	1110	0	0	1190	460
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	160	0	0	0	310	1110	0	0	1190	460
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	110	0	160	0	0	0	341	1110	0	0	1190	506
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.81	1.19
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	3999	1701
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.11	0.00	0.00	0.00	0.12	0.39	0.00	0.00	0.30	0.30
Crit Volume:			160		0		171					424
Crit Moves:			****				****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.458
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0	1	0	4	0	1	2 0	2	0
Volume Module:												
Base Vol:	0	0	0	380	0	270	0	910	220	340	840	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	380	0	270	0	910	220	340	840	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	380	0	270	0	910	220	340	840	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	380	0	270	0	910	220	340	840	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	418	0	297	0	910	220	374	840	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.75	0.01	1.24	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2499	0	1776	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.17	0.00	0.16	0.15	0.13	0.29	0.00
Crit Volume:		0				238		228		187		
Crit Moves:						****		****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.695
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: B

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	0	0	1! 0	0	1	0 0 1
Volume Module:												
Base Vol:	20	330	90	490	230	30	30	20	10	220	30	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	330	90	490	230	30	30	20	10	220	30	480
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	330	90	490	230	30	30	20	10	220	30	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	330	90	490	230	30	30	20	10	220	30	480
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	330	90	490	230	30	30	20	10	220	30	480
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	1.50	0.41	1.00	0.92	0.08	0.50	0.33	0.17	0.88	0.12	1.00
Final Sat.:	130	2138	583	1425	1311	114	713	475	238	1254	171	1425
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.34	0.18	0.26	0.04	0.04	0.04	0.18	0.18	0.34
Crit Volume:		220			490			30			250	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.819
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 126 Level Of Service: D

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0	1	1	0 2	0	1	2	0	3	0 1
Volume Module:												
Base Vol:	150	760	210	140	640	140	260	1290	130	320	1370	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	760	210	140	640	140	260	1290	130	320	1370	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	760	210	140	640	140	260	1290	130	320	1370	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	760	210	140	640	140	260	1290	130	320	1370	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	150	760	210	140	640	140	286	1290	130	352	1370	140
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.28	0.15	0.10	0.23	0.10	0.10	0.31	0.09	0.13	0.33	0.10
Crit Volume:		380			140			430		176		
Crit Moves:		****			****			****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: B[14.7]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1	0	0	0	0	0	2	0	1	1	0	2	0
Volume Module:																
Base Vol:	0	0	300		0	0	0		0	670	150		310	710	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	300		0	0	0		0	670	150		310	710	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	300		0	0	0		0	670	150		310	710	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	300		0	0	0		0	670	150		310	710	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	335		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		820	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	667		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		818	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	667		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		818	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	0.45		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.38	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	2.3		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1.8	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	14.7		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		12.1	xxxx	xxxxx	
LOS by Move:	*	*	B		*	*	*		*	*	*		B	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:		14.7				xxxxxx				xxxxxx				xxxxxx		
ApproachLOS:		B				*				*				*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD								SAWTELLE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	1	0	1	1
Volume Module:																
Base Vol:	140	1870	70		120	1530	90		130	120	110		110	200	150	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	140	1870	70		120	1530	90		130	120	110		110	200	150	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	140	1870	70		120	1530	90		130	120	110		110	200	150	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	140	1870	70		120	1530	90		130	120	110		110	200	150	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	140	1870	70		120	1530	90		130	120	110		110	200	150	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.86	0.14		1.00	2.83	0.17		1.00	2.00	1.00		1.00	1.14	0.86	
Final Sat.:	1425	5494	206		1425	4038	238		1425	2850	1425		1425	1629	1221	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.34	0.34		0.08	0.38	0.38		0.09	0.04	0.08		0.08	0.12	0.12	
Crit Volume:	140					540			130						175	
Crit Moves:	****					****			****						****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.944
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD								VENICE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Prot+Permit				Prot+Permit				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1	0	1	0	1	1	0	2	1	0	3	0	1
Volume Module:																
Base Vol:	260	310	210		130	330	80		100	1300	120		360	1270	110	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	260	310	210		130	330	80		100	1300	120		360	1270	110	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	260	310	210		130	330	80		100	1300	120		360	1270	110	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	260	310	210		130	330	80		100	1300	120		360	1270	110	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	260	310	210		130	330	80		100	1300	120		360	1270	110	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.19	0.81		1.00	1.61	0.39		1.00	2.75	0.25		1.00	3.00	1.00	
Final Sat.:	1375	1639	1111		1375	2213	537		1375	3776	349		1375	4125	1375	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.19	0.19		0.09	0.15	0.15		0.07	0.34	0.34		0.26	0.31	0.08	
Crit Volume:	260					205				473			360			
Crit Moves:	****					****				****			****			

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.600
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Street Name:	SAWTELLE BOULEVARD								WASHINGTON BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	1	0	1	0	0	1	0	1	0	1	1	0	1	1	0
Volume Module:																
Base Vol:	190	260	100		30	180	110		80	740	130		100	690	40	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	190	260	100		30	180	110		80	740	130		100	690	40	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	190	260	100		30	180	110		80	740	130		100	690	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	190	260	100		30	180	110		80	740	130		100	690	40	
PCE Adj:	1.00	1.00	1.00		2.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	190	260	100		60	180	110		80	740	130		100	690	40	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.69	0.95	0.36		0.21	1.16	0.63		1.00	1.70	0.30		1.00	1.89	0.11	
Final Sat.:	1036	1418	545		310	1747	943		1500	2552	448		1500	2836	164	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.18	0.18		0.10	0.10	0.12		0.05	0.29	0.29		0.07	0.24	0.24	
Crit Volume:	190						175				435		100			
Crit Moves:	****						****				****		****			

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	1	0	0
Volume Module:												
Base Vol:	40	250	50	120	200	190	100	580	90	20	540	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	250	50	120	200	190	100	580	90	20	540	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	250	50	120	200	190	100	580	90	20	540	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	250	50	120	200	190	100	580	90	20	540	120
PCE Adj:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	250	50	120	200	190	100	580	90	20	540	120
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	1.47	0.26	0.47	0.78	0.75	1.00	1.73	0.27	1.00	2.00	1.00
Final Sat.:	400	2205	395	706	1176	1118	1500	2597	403	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.13	0.17	0.17	0.17	0.07	0.22	0.22	0.01	0.18	0.08
Crit Volume:			190	120			100				270	
Crit Moves:			****	****			****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.785
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 132 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	2	0	2	1	0	1	0
Volume Module:												
Base Vol:	450	1330	150	410	810	50	50	280	90	210	340	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	1330	150	410	810	50	50	280	90	210	340	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	450	1330	150	410	810	50	50	280	90	210	340	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	1330	150	410	810	50	50	280	90	210	340	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	495	1330	150	451	810	50	50	280	90	231	340	310
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.70	0.30	2.00	2.83	0.17	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3707	418	2750	3885	240	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.18	0.36	0.36	0.16	0.21	0.21	0.04	0.10	0.07	0.08	0.12	0.23
Crit Volume:			493	226			50					310
Crit Moves:			****	****			****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.836
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 139 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	0	3	1	0
Volume Module:												
Base Vol:	260	920	370	80	490	140	180	1150	460	150	1320	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	920	370	80	490	140	180	1150	460	150	1320	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	920	370	80	490	140	180	1150	460	150	1320	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	920	370	80	490	140	180	1150	460	150	1320	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	920	370	80	490	140	180	1150	460	150	1320	70
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.80	0.20
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5223	277
Capacity Analysis Module:												
Vol/Sat:	0.19	0.33	0.27	0.06	0.18	0.10	0.13	0.28	0.33	0.11	0.25	0.25
Crit Volume:		460		80					460	150		
Crit Moves:		****		****					****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	1	1	0
Volume Module:												
Base Vol:	120	740	90	50	650	170	180	510	140	100	540	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	740	90	50	650	170	180	510	140	100	540	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	740	90	50	650	170	180	510	140	100	540	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	740	90	50	650	170	180	510	140	100	540	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	740	90	50	650	170	180	510	140	100	540	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	1.59	0.41	1.00	1.57	0.43	1.00	1.74	0.26
Final Sat.:	1500	2675	325	1500	2378	622	1500	2354	646	1500	2613	387
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.28	0.03	0.27	0.27	0.12	0.22	0.22	0.07	0.21	0.21
Crit Volume:	120				410		180					310
Crit Moves:	****				****		****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.660
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	1	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	120	850	50	50	680	80	240	370	110	20	500	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	850	50	50	680	80	240	370	110	20	500	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	850	50	50	680	80	240	370	110	20	500	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	850	50	50	680	80	240	370	110	20	500	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	850	50	50	680	80	240	370	110	20	500	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.79	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2833	167	1500	2684	316	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.30	0.03	0.25	0.25	0.16	0.12	0.07	0.01	0.17	0.05
Crit Volume:	120					380	240			250		
Crit Moves:	****					****	****			****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.684
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: B

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1	0
Volume Module:												
Base Vol:	270	870	0	0	740	370	490	0	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	870	0	0	740	370	490	0	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	870	0	0	740	370	490	0	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	870	0	0	740	370	490	0	130	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	870	0	0	740	370	539	0	130	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.61	0.00	0.39	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2296	0	554	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.31	0.00	0.00	0.26	0.26	0.23	0.00	0.23	0.00	0.00	0.00
Crit Volume:	270				370		335				0	
Crit Moves:	****				****		****					

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.483
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0	2	1	0	0	1	0	3	0	2	0	1
Volume Module:															
Base Vol:	230	0	790	0	0	0	0	760	170	680	910	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	0	790	0	0	0	0	760	170	680	910	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	230	0	790	0	0	0	0	760	0	680	910	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	0	790	0	0	0	0	760	0	680	910	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	253	0	869	0	0	0	0	760	0	748	910	0
Saturation Flow Module:															
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:															
Vol/Sat:	0.09	0.00	0.30	0.00	0.00	0.00	0.00	0.18	0.00	0.17	0.32	0.00
Crit Volume:			435			0			253			0			
Crit Moves:			****						****			****			

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.530
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	0	1!	0	0
Volume Module:															
Base Vol:	80	1010	60	30	800	70	20	60	50	70	100	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1010	60	30	800	70	20	60	50	70	100	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1010	60	30	800	70	20	60	50	70	100	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1010	60	30	800	70	20	60	50	70	100	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1010	60	30	800	70	20	60	50	70	100	40
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.84	0.16	0.15	0.47	0.38	0.33	0.48	0.19
Final Sat.:	1500	2832	168	1500	2759	241	231	692	577	500	714	286
Capacity Analysis Module:															
Vol/Sat:	0.05	0.36	0.36	0.02	0.29	0.29	0.09	0.09	0.09	0.14	0.14	0.14
Crit Volume:		535			30			20			210	
Crit Moves:		****			****			****			****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.551
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	0	0 1	1	2	0 3	0 1	2	0 2 1 0
Volume Module:												
Base Vol:	40	20	290	60	20	60	60	1240	60	260	1360	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	20	290	60	20	60	60	1240	60	260	1360	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	20	290	60	20	60	60	1240	60	260	1360	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	20	290	60	20	60	60	1240	60	260	1360	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	20	319	60	20	66	66	1240	60	286	1360	30
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.12	1.88	1.00	0.47	1.53	2.00	3.00	1.00	2.00	2.94	0.06
Final Sat.:	1425	168	2682	1425	663	2187	2850	4275	1425	2850	4183	92
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.04	0.03	0.03	0.02	0.29	0.04	0.10	0.33	0.33
Crit Volume:		170			60			413		143		
Crit Moves:		****			****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.513
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0	1	0	1 0	1	1	0 1 1 0
Volume Module:												
Base Vol:	100	170	40	40	190	70	80	560	100	50	600	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	170	40	40	190	70	80	560	100	50	600	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	170	40	40	190	70	80	560	100	50	600	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	170	40	40	190	70	80	560	100	50	600	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	170	40	40	190	70	80	560	100	50	600	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.81	0.19	1.00	0.73	0.27	1.00	1.70	0.30	1.00	1.82	0.18
Final Sat.:	1500	1214	286	1500	1096	404	1500	2545	455	1500	2727	273
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.03	0.17	0.17	0.05	0.22	0.22	0.03	0.22	0.22
Crit Volume:	100					260	80					330
Crit Moves:	****					****	****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 0 Average Delay (sec/veh): 15.7
Optimal Cycle: 0 Level Of Service: C

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0 1	0	0	0 1	0	0	1! 0	0	0	1 0 0 1
Volume Module:												
Base Vol:	10	620	60	30	710	10	10	10	10	50	10	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	620	60	30	710	10	10	10	10	50	10	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	620	60	30	710	10	10	10	10	50	10	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	620	60	30	710	10	10	10	10	50	10	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	620	60	30	710	10	10	10	10	50	10	30
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	1.80	0.17	0.08	1.89	0.03	0.34	0.33	0.33	0.83	0.17	1.00
Final Sat.:	18	1103	108	49	1168	17	156	156	156	355	71	490
Capacity Analysis Module:												
Vol/Sat:	0.57	0.56	0.56	0.61	0.61	0.60	0.06	0.06	0.06	0.14	0.14	0.06
Crit Moves:	****			****			****				****	
Delay/Veh:	15.7	15.4	15.0	16.9	16.7	16.5	10.7	10.7	10.7	11.7	11.7	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.7	15.4	15.0	16.9	16.7	16.5	10.7	10.7	10.7	11.7	11.7	9.8
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	A
ApproachDel:		15.4			16.7			10.7			11.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.4			16.7			10.7			11.1	
LOS by Appr:		C			C			B			B	
AllWayAvgQ:	1.2	1.1	1.1	1.4	1.4	1.4	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.710
Loss Time (sec): 0 Average Delay (sec/veh): 18.4
Optimal Cycle: 0 Level Of Service: C

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 1	1 0	0	0 1!	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	100	620	0	0	700	120	120	0	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	620	0	0	700	120	120	0	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	620	0	0	700	120	120	0	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	620	0	0	700	120	120	0	130	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	620	0	0	700	120	120	0	130	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.71	0.29	0.48	0.00	0.52	0.00	0.00	0.00
Final Sat.:	514	1115	0	0	986	172	269	0	292	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.56	xxxx	xxxx	0.71	0.70	0.45	xxxx	0.45	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	11.2	16.5	0.0	0.0	22.2	21.1	14.0	0.0	14.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.2	16.5	0.0	0.0	22.2	21.1	14.0	0.0	14.0	0.0	0.0	0.0
LOS by Move:	B	C	*	*	C	C	B	*	B	*	*	*
ApproachDel:	15.8			22.1			14.0			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	15.8			22.1			14.0			xxxxxx		
LOS by Appr:	C			C			B			*		
AllWayAvgQ:	0.2	1.2	0.0	0.0	2.2	2.0	0.7	0.7	0.7	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.760
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 118 Level Of Service: C

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	180	690	220	90	730	220	160	640	120	100	650	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	690	220	90	730	220	160	640	120	100	650	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	690	220	90	730	220	160	640	120	100	650	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	690	220	90	730	220	160	640	120	100	650	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	690	220	90	730	220	160	640	120	100	650	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2629	121
Capacity Analysis Module:												
Vol/Sat:	0.13	0.25	0.16	0.07	0.27	0.16	0.12	0.23	0.09	0.07	0.25	0.25
Crit Volume:	180				365		160				340	
Crit Moves:	****				****		****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 39.5 Worst Case Level Of Service: F[382.0]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0 0	0 0	0	0 1!	0 0	1	0 2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	20	0	270	270	1070	0	0	1220	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	270	270	1070	0	0	1220	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	270	270	1070	0	0	1220	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	20	0	270	270	1070	0	0	1220	80
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2335	2870	650	1300	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	32	17	417	540	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	19	8	417	540	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.04	0.00	0.65	0.50	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	18.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	171	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	20.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	382	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			382.0			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

Scenario Report

Scenario:	PM
Command:	PM
Volume:	PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ C	Future Del/ LOS	Future V/ C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	E xxxxx	0.962	E xxxxx	0.962	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	F xxxxx	1.090	F xxxxx	1.090	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	E xxxxx	0.953	E xxxxx	0.953	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	C xxxxx	0.738	C xxxxx	0.738	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	F xxxxx	1.016	F xxxxx	1.016	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	E xxxxx	0.961	E xxxxx	0.961	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	D xxxxx	0.808	D xxxxx	0.808	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	D xxxxx	0.839	D xxxxx	0.839	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	D xxxxx	0.859	D xxxxx	0.859	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A xxxxx	0.575	A xxxxx	0.575	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	F xxxxx	1.090	F xxxxx	1.090	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A xxxxx	0.576	A xxxxx	0.576	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	D xxxxx	0.886	D xxxxx	0.886	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A xxxxx	0.576	A xxxxx	0.576	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	F xxxxx	1.158	F xxxxx	1.158	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	F xxxxx	1.091	F xxxxx	1.091	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	C 17.0	0.526	C 17.0	0.526	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	D xxxxx	0.823	D xxxxx	0.823	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	F xxxxx	1.061	F xxxxx	1.061	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	D xxxxx	0.867	D xxxxx	0.867	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	C xxxxx	0.740	C xxxxx	0.740	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	E xxxxx	0.974	E xxxxx	0.974	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	F xxxxx	1.142	F xxxxx	1.142	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	C xxxxx	0.797	C xxxxx	0.797	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	C xxxxx	0.777	C xxxxx	0.777	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	D xxxxx	0.882	D xxxxx	0.882	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	C xxxxx	0.753	C xxxxx	0.753	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	B xxxxx	0.693	B xxxxx	0.693	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	D xxxxx	0.888	D xxxxx	0.888	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	B xxxxx	0.670	B xxxxx	0.670	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	E 49.9	0.967	E 49.9	0.967	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	F 51.4	1.030	F 51.4	1.030	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	F xxxxx	1.076	F xxxxx	1.076	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F 952.7	2.210	F 952.7	2.210	+ 0.000 D/V

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.962
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0
Volume Module:												
Base Vol:	500	1480	280	180	1480	210	210	710	830	350	480	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	1480	280	180	1480	210	210	710	830	350	480	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	500	1480	280	180	1480	210	210	710	830	350	480	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	1480	280	180	1480	210	210	710	830	350	480	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	550	1480	280	198	1480	210	210	710	913	385	480	210
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.39	0.61
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	1913	837
Capacity Analysis Module:												
Vol/Sat:	0.20	0.36	0.20	0.07	0.36	0.15	0.15	0.17	0.33	0.14	0.25	0.25
Crit Volume:	275				493		210					345
Crit Moves:	****				****		****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 75 Critical Vol./Cap.(X): 1.090
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	260	1320	90	130	1460	90	90	710	250	120	700	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	1320	90	130	1460	90	90	710	250	120	700	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	1320	90	130	1460	90	90	710	250	120	700	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	1320	90	130	1460	90	90	710	250	120	700	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	1320	90	130	1460	90	90	710	250	120	700	210
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	1.88	0.12	1.00	1.48	0.52	1.00	1.54	0.46
Final Sat.:	1500	2809	191	1500	2826	174	1500	2219	781	1500	2308	692
Capacity Analysis Module:												
Vol/Sat:	0.17	0.47	0.47	0.09	0.52	0.52	0.06	0.32	0.32	0.08	0.30	0.30
Crit Volume:	260				775			480		120		
Crit Moves:	****				****			****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.953
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 2	0 1	1	0 2	0 1	1	0 2 0 1
Volume Module:												
Base Vol:	90	1400	170	90	1460	180	170	810	110	150	680	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1400	170	90	1460	180	170	810	110	150	680	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1400	170	90	1460	180	170	810	110	150	680	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1400	170	90	1460	180	170	810	110	150	680	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1400	170	90	1460	180	170	810	110	150	680	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2675	325	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.06	0.52	0.52	0.06	0.49	0.12	0.11	0.27	0.07	0.10	0.23	0.05
Crit Volume:			785	90				405		150		
Crit Moves:			****	****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 108 Level Of Service: C

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0	1	0	1 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	110	260	170	100	290	190	110	1010	100	110	810	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	260	170	100	290	190	110	1010	100	110	810	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	260	170	100	290	190	110	1010	100	110	810	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	260	170	100	290	190	110	1010	100	110	810	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	260	170	100	290	190	110	1010	100	110	810	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.93	0.07
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2652	98
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.12	0.07	0.21	0.14	0.08	0.37	0.07	0.08	0.31	0.31
Crit Volume:	110				290			505		110		
Crit Moves:	****				****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.016
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1 1	0	2	0 2 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	150	840	200	150	1010	350	270	870	130	210	920	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	840	200	150	1010	350	270	870	130	210	920	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	840	200	150	1010	350	270	870	130	210	920	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	840	200	150	1010	350	270	870	130	210	920	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	840	200	165	1010	350	270	870	130	210	920	130
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.62	0.38	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	2750	2221	529	2750	2750	1375	1375	2750	1375	1375	2410	340
Capacity Analysis Module:												
Vol/Sat:	0.06	0.38	0.38	0.06	0.37	0.25	0.20	0.32	0.09	0.15	0.38	0.38
Crit Volume:			520	83			270					525
Crit Moves:			****	****			****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.961
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1 1	0	1	0 2 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	80	400	100	130	790	280	170	900	80	380	910	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	400	100	130	790	280	170	900	80	380	910	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	400	100	130	790	280	170	900	80	380	910	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	400	100	130	790	280	170	900	80	380	910	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	400	100	130	790	280	170	900	80	380	910	190
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.60	0.40	1.00	1.48	0.52	1.00	2.76	0.24	1.00	1.65	0.35
Final Sat.:	1375	2200	550	1375	2030	720	1375	3788	337	1375	2275	475
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.09	0.39	0.39	0.12	0.24	0.24	0.28	0.40	0.40
Crit Volume:	80				535				327	380		
Crit Moves:	****				****				****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.808
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 148 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:												
Base Vol:	130	930	150	80	870	260	320	640	120	140	1120	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	930	150	80	870	260	320	640	120	140	1120	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	930	150	80	870	260	320	640	120	140	1120	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	930	150	80	870	260	320	640	120	140	1120	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	143	930	150	80	870	260	352	640	120	154	1120	50
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.68	0.32	2.00	2.87	0.13
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2316	434	2750	3949	176
Capacity Analysis Module:												
Vol/Sat:	0.05	0.34	0.11	0.06	0.32	0.19	0.13	0.28	0.28	0.06	0.28	0.28
Crit Volume:		465			80			176				390
Crit Moves:		****			****			****				****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.839
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 176 Level Of Service: D

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	20	30	20	350	20	410	370	1260	20	10	750	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	30	20	350	20	410	370	1260	20	10	750	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	30	20	350	20	410	370	1260	20	10	750	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	30	20	350	20	410	370	1260	20	10	750	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	30	20	350	20	410	370	1260	20	10	750	160
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.05	0.95	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	66	1359	1425	2805	45	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.01	0.25	0.30	0.30	0.26	0.45	0.45	0.01	0.26	0.11
Crit Volume:		20			430			370			375	
Crit Moves:	****				****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.859
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	0	1
Volume Module:												
Base Vol:	60	530	470	160	650	430	530	990	50	430	540	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	530	470	160	650	430	530	990	50	430	540	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	530	470	160	650	430	530	990	50	430	540	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	530	470	160	650	430	530	990	50	430	540	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	60	530	470	160	650	430	583	990	50	473	540	100
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.90	0.10	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2618	132	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.34	0.12	0.24	0.31	0.21	0.38	0.38	0.17	0.20	0.07
Crit Volume:		265			160			520		236		
Crit Moves:		****			****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.575
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!!	0	0
Volume Module:												
Base Vol:	0	1420	1600	0	1250	10	0	0	0	900	20	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1420	1600	0	1250	10	0	0	0	900	20	30
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1420	0	0	1250	10	0	0	0	900	20	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1420	0	0	1250	10	0	0	0	900	20	30
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1420	0	0	1250	10	0	0	0	990	20	30
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.98	0.02	0.00	0.00	0.00	2.85	0.06	0.09
Final Sat.:	0	4275	1425	0	4241	34	0	0	0	4069	82	123
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.24	0.24	0.24
Crit Volume:		473			0			0		347		
Crit Moves:		****			****					****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 1.090
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 1	0	1	0 2	0 2	2	0 1	1 0	2	0 2 1 0
Volume Module:												
Base Vol:	60	2110	200	100	1330	600	670	570	20	280	370	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	2110	200	100	1330	600	670	570	20	280	370	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	2110	200	100	1330	600	670	570	20	280	370	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	2110	200	100	1330	600	670	570	20	280	370	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	60	2110	200	100	1330	660	737	570	20	308	370	260
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.74	0.26	1.00	2.00	2.00	2.00	1.93	0.07	2.00	2.00	1.00
Final Sat.:	1375	3768	357	1375	2750	2750	2750	2657	93	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.56	0.56	0.07	0.48	0.24	0.27	0.21	0.21	0.11	0.13	0.19
Crit Volume:		770			100			369				260
Crit Moves:		****			****			****				****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.576
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0 1	0	1	0 1	0 1	1	0 3	0 1	1	0 2 1 0
Volume Module:												
Base Vol:	530	170	40	10	30	60	90	1170	460	50	1000	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	530	170	40	10	30	60	90	1170	460	50	1000	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	530	170	40	10	30	60	90	1170	460	50	1000	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	530	170	40	10	30	60	90	1170	460	50	1000	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	583	170	40	10	30	60	90	1170	460	50	1000	10
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.81	0.19	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.97	0.03
Final Sat.:	2750	1113	262	1375	1375	1375	1375	4125	1375	1375	4084	41
Capacity Analysis Module:												
Vol/Sat:	0.21	0.15	0.15	0.01	0.02	0.04	0.07	0.28	0.33	0.04	0.24	0.24
Crit Volume:	292					60		390		50		
Crit Moves:	****					****		****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.886
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0	0 0	2	0 2	0 0	0	0 2	1 1
Volume Module:												
Base Vol:	310	0	650	0	0	0	240	1100	0	0	1440	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	0	650	0	0	0	240	1100	0	0	1440	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	0	650	0	0	0	240	1100	0	0	1440	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	0	650	0	0	0	240	1100	0	0	1440	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	341	0	650	0	0	0	264	1100	0	0	1440	198
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.46	0.00	0.00	0.00	0.09	0.39	0.00	0.00	0.34	0.14
Crit Volume:			650			0		132			480	
Crit Moves:			****					****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.576
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0 1	0	0 4	0 1	2	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	150	0	290	0	1260	330	600	1140	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	150	0	290	0	1260	330	600	1140	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	150	0	290	0	1260	330	600	1140	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	150	0	290	0	1260	330	600	1140	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	165	0	319	0	1260	330	660	1140	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.02	0.01	1.97	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1457	0	2818	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.11	0.00	0.22	0.23	0.23	0.40	0.00
Crit Volume:			0			161			330	330		
Crit Moves:						****			****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 1.158
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	80	800	110	480	510	120	120	150	70	260	130	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	800	110	480	510	120	120	150	70	260	130	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	800	110	480	510	120	120	150	70	260	130	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	800	110	480	510	120	120	150	70	260	130	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	800	110	480	510	120	120	150	70	260	130	320
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	1.62	0.22	0.86	0.92	0.22	0.35	0.44	0.21	0.67	0.33	1.00
Final Sat.:	230	2303	317	1232	1309	308	503	629	293	950	475	1425
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.39	0.39	0.39	0.24	0.24	0.24	0.27	0.27	0.22
Crit Volume:		495			555				340	260		
Crit Moves:		****			****				****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 1.091
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	170	1150	220	210	950	150	280	1550	160	360	1470	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1150	220	210	950	150	280	1550	160	360	1470	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1150	220	210	950	150	280	1550	160	360	1470	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1150	220	210	950	150	280	1550	160	360	1470	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	170	1150	220	210	950	150	308	1550	160	396	1470	110
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.42	0.16	0.15	0.35	0.11	0.11	0.38	0.12	0.14	0.36	0.08
Crit Volume:		575			210			517		198		
Crit Moves:		****			****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: C[17.0]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0			
Volume Module:																								
Base Vol:	0	0	310	0	0	0	0	800	260	350	970	0												
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Initial Bse:	0	0	310	0	0	0	0	800	260	350	970	0												
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Volume:	0	0	310	0	0	0	0	800	260	350	970	0												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
FinalVolume:	0	0	310	0	0	0	0	800	260	350	970	0												
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx												
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx												
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	400	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1060	xxxx	xxxxx												
Potent Cap.:	xxxx	xxxx	605	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	665	xxxx	xxxxx												
Move Cap.:	xxxx	xxxx	605	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	665	xxxx	xxxxx												
Volume/Cap:	xxxx	xxxx	0.51	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.53	xxxx	xxxx												
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	2.9	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	3.1	xxxx	xxxxx												
Control Del:	xxxxx	xxxx	17.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	16.3	xxxx	xxxxx												
LOS by Move:	*	*	C	*	*	*	*	*	*	C	*	*												
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT												
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*												
ApproachDel:	17.0			xxxxxx			xxxxxx			xxxxxx														
ApproachLOS:	C			*			*			*														

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.823
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 129 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	260	2790	90	150	1810	150	120	160	150	90	170	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	2790	90	150	1810	150	120	160	150	90	170	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	2790	90	150	1810	150	120	160	150	90	170	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	2790	90	150	1810	150	120	160	150	90	170	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	2790	90	150	1810	150	120	160	150	90	170	110
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.88	0.12	1.00	2.77	0.23	1.00	2.00	1.00	1.00	1.21	0.79
Final Sat.:	1425	5522	178	1425	3948	327	1425	2850	1425	1425	1730	1120
Capacity Analysis Module:												
Vol/Sat:	0.18	0.51	0.51	0.11	0.46	0.46	0.08	0.06	0.11	0.06	0.10	0.10
Crit Volume:	260				653		120				140	
Crit Moves:	****				****		****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 1.061
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1 1	0	1	0 2 1	0	1	0 3 0 1
Volume Module:												
Base Vol:	190	640	310	120	660	140	120	1740	190	220	1520	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	640	310	120	660	140	120	1740	190	220	1520	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	640	310	120	660	140	120	1740	190	220	1520	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	640	310	120	660	140	120	1740	190	220	1520	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	640	310	120	660	140	120	1740	190	220	1520	130
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.35	0.65	1.00	1.65	0.35	1.00	2.70	0.30	1.00	3.00	1.00
Final Sat.:	1375	1853	897	1375	2269	481	1375	3719	406	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.14	0.35	0.35	0.09	0.29	0.29	0.09	0.47	0.47	0.16	0.37	0.09
Crit Volume:			475	120					643	220		
Crit Moves:			****	****					****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.867
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 129 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	1	0	1 0	1	0	1 0
Volume Module:												
Base Vol:	170	620	50	30	550	100	150	860	150	90	810	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	620	50	30	550	100	150	860	150	90	810	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	620	50	30	550	100	150	860	150	90	810	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	620	50	30	550	100	150	860	150	90	810	50
PCE Adj:	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	680	620	50	120	550	100	150	860	150	90	810	50
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.93	0.07	0.10	1.64	0.26	1.00	1.70	0.30	1.00	1.88	0.12
Final Sat.:	1500	1389	111	153	2458	390	1500	2554	446	1500	2826	174
Capacity Analysis Module:												
Vol/Sat:	0.11	0.45	0.45	0.20	0.22	0.26	0.10	0.34	0.34	0.06	0.29	0.29
Crit Volume:			675	30					505	90		
Crit Moves:			****	****					****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.740
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	1	0	1 0	1	0	2 0 1
Volume Module:												
Base Vol:	50	670	30	90	610	220	90	790	80	30	690	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	670	30	90	610	220	90	790	80	30	690	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	670	30	90	610	220	90	790	80	30	690	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	670	30	90	610	220	90	790	80	30	690	140
PCE Adj:	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	670	30	360	610	220	90	790	80	30	690	140
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	1.76	0.07	0.28	1.35	0.37	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	250	2650	100	415	2030	555	1500	2724	276	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.20	0.25	0.30	0.22	0.30	0.40	0.06	0.29	0.29	0.02	0.23	0.09
Crit Volume:	50					595		435		30		
Crit Moves:	****					****		****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.974
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 1	0	2	0 2 1	0	1	0 2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	220	1870	120	410	1300	40	70	380	120	260	390	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	1870	120	410	1300	40	70	380	120	260	390	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	1870	120	410	1300	40	70	380	120	260	390	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1870	120	410	1300	40	70	380	120	260	390	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	242	1870	120	451	1300	40	70	380	120	286	390	380
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.82	0.18	2.00	2.91	0.09	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3876	249	2750	4002	123	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.48	0.48	0.16	0.32	0.32	0.05	0.14	0.09	0.10	0.14	0.28
Crit Volume:		663		226			70					380
Crit Moves:		****		****			****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 1.142
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	330	1680	410	110	850	80	250	1630	320	120	1430	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	1680	410	110	850	80	250	1630	320	120	1430	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	1680	410	110	850	80	250	1630	320	120	1430	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	1680	410	110	850	80	250	1630	320	120	1430	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	330	1680	410	110	850	80	250	1630	320	120	1430	50
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.34	0.66	1.00	3.86	0.14
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4597	903	1375	5314	186
Capacity Analysis Module:												
Vol/Sat:	0.24	0.61	0.30	0.08	0.31	0.06	0.18	0.35	0.35	0.09	0.27	0.27
Crit Volume:		840			110			250				370
Crit Moves:		****			****			****				****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.797
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	130	1090	100	50	840	200	130	650	180	130	560	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1090	100	50	840	200	130	650	180	130	560	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1090	100	50	840	200	130	650	180	130	560	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1090	100	50	840	200	130	650	180	130	560	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1090	100	50	840	200	130	650	180	130	560	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.62	0.38	1.00	1.57	0.43	1.00	1.75	0.25
Final Sat.:	1500	2748	252	1500	2423	577	1500	2349	651	1500	2625	375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.40	0.03	0.35	0.35	0.09	0.28	0.28	0.09	0.21	0.21
Crit Volume:	130				520			415		130		
Crit Moves:	****				****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	2	0
Volume Module:												
Base Vol:	80	1160	40	30	1020	90	200	630	70	30	670	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1160	40	30	1020	90	200	630	70	30	670	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1160	40	30	1020	90	200	630	70	30	670	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1160	40	30	1020	90	200	630	70	30	670	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1160	40	30	1020	90	200	630	70	30	670	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.93	0.07	1.00	1.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2900	100	1500	2757	243	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.40	0.40	0.02	0.37	0.37	0.13	0.21	0.05	0.02	0.22	0.05
Crit Volume:		600			30			200			335	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.882
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1! 0	0
Volume Module:												
Base Vol:	130	1320	0	0	1050	210	1040	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1320	0	0	1050	210	1040	0	50	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1320	0	0	1050	210	1040	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1320	0	0	1050	210	1040	0	50	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1320	0	0	1050	210	1144	0	50	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.92	0.00	0.08	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2731	0	119	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.46	0.00	0.00	0.37	0.15	0.42	0.00	0.42	0.00	0.00	0.00
Crit Volume:		660			0		597				0	
Crit Moves:		****			****		****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.753
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 115 Level Of Service: C

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0 2	1	0	0 1	1	0	1 0	3	0
Volume Module:												
Base Vol:	250	0	1350	0	0	0	0	990	240	860	1030	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	1350	0	0	0	0	990	240	860	1030	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	250	0	1350	0	0	0	0	990	0	860	1030	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	1350	0	0	0	0	990	0	860	1030	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	275	0	1485	0	0	0	0	990	0	946	1030	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.52	0.00	0.00	0.00	0.00	0.23	0.00	0.22	0.36	0.00
Crit Volume:			742			0			330			0
Crit Moves:			****						****		****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.693
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1 1	0	0	0 1!	0	0
Volume Module:												
Base Vol:	130	1260	120	50	1050	80	30	120	80	70	170	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1260	120	50	1050	80	30	120	80	70	170	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1260	120	50	1050	80	30	120	80	70	170	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1260	120	50	1050	80	30	120	80	70	170	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1260	120	50	1050	80	30	120	80	70	170	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.86	0.14	0.13	0.52	0.35	0.26	0.63	0.11
Final Sat.:	1500	2739	261	1500	2788	212	196	783	522	389	944	167
Capacity Analysis Module:												
Vol/Sat:	0.09	0.46	0.46	0.03	0.38	0.38	0.15	0.15	0.15	0.18	0.18	0.18
Crit Volume:		690			50				230		70	
Crit Moves:		****			****				****		****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.888
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	1	0	0 1	1	2	0 3	0	1
Volume Module:												
Base Vol:	50	20	480	120	30	90	30	2200	60	250	1620	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	20	480	120	30	90	30	2200	60	250	1620	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	20	480	120	30	90	30	2200	60	250	1620	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	20	480	120	30	90	30	2200	60	250	1620	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	50	20	528	120	30	99	33	2200	60	275	1620	30
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	1.93	1.00	0.47	1.53	2.00	3.00	1.00	2.00	2.95	0.05
Final Sat.:	1425	104	2746	1425	663	2187	2850	4275	1425	2850	4197	78
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.08	0.05	0.05	0.01	0.51	0.04	0.10	0.39	0.39
Crit Volume:		274			120			733		138		
Crit Moves:		****			****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.670
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0	0 1	0	1	0 1	1	0
Volume Module:												
Base Vol:	100	270	30	30	300	90	80	710	160	80	680	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	270	30	30	300	90	80	710	160	80	680	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	270	30	30	300	90	80	710	160	80	680	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	270	30	30	300	90	80	710	160	80	680	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	270	30	30	300	90	80	710	160	80	680	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.90	0.10	1.00	0.77	0.23	1.00	1.63	0.37	1.00	1.81	0.19
Final Sat.:	1500	1350	150	1500	1154	346	1500	2448	552	1500	2720	280
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.02	0.26	0.26	0.05	0.29	0.29	0.05	0.25	0.25
Crit Volume:	100				390			435		80		
Crit Moves:	****				****			****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.967
Loss Time (sec): 0 Average Delay (sec/veh): 49.9
Optimal Cycle: 0 Level Of Service: E

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	10	950	60	40	990	10	10	10	10	80	10	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	950	60	40	990	10	10	10	10	80	10	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	950	60	40	990	10	10	10	10	80	10	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	950	60	40	990	10	10	10	10	80	10	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	950	60	40	990	10	10	10	10	80	10	40
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	1.86	0.12	0.08	1.90	0.02	0.34	0.33	0.33	0.89	0.11	1.00
Final Sat.:	11	1007	64	41	1028	10	149	149	149	343	43	439
Capacity Analysis Module:												
Vol/Sat:	0.95	0.94	0.94	0.97	0.96	0.96	0.07	0.07	0.07	0.23	0.23	0.09
Crit Moves:	****			****			****			****		
Delay/Veh:	52.1	50.7	49.1	55.8	54.9	54.0	11.5	11.5	11.5	14.5	14.5	11.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	50.7	49.1	55.8	54.9	54.0	11.5	11.5	11.5	14.5	14.5	11.4
LOS by Move:	F	F	E	F	F	F	B	B	B	B	B	B
ApproachDel:	50.6			54.9			11.5			13.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	50.6			54.9			11.5			13.5		
LOS by Appr:	F			F			B			B		
AllWayAvgQ:	6.4	6.0	6.0	6.9	6.7	6.7	0.1	0.1	0.1	0.3	0.3	0.1

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 1.030
Loss Time (sec): 0 Average Delay (sec/veh): 51.4
Optimal Cycle: 0 Level Of Service: F

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 1	1 0	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	90	920	0	0	970	130	130	0	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	920	0	0	970	130	130	0	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	920	0	0	970	130	130	0	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	920	0	0	970	130	130	0	130	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	920	0	0	970	130	130	0	130	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.76	0.24	0.50	0.00	0.50	0.00	0.00	0.00
Final Sat.:	488	1047	0	0	942	128	274	0	274	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.88	xxxx	xxxx	1.03	1.02	0.47	xxxx	0.47	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	11.7	41.2	0.0	0.0	72.3	67.9	15.3	0.0	15.3	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	41.2	0.0	0.0	72.3	67.9	15.3	0.0	15.3	0.0	0.0	0.0
LOS by Move:	B	E	*	*	F	F	C	*	C	*	*	*
ApproachDel:	38.6			71.8			15.3			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	38.6			71.8			15.3			xxxxxx		
LOS by Appr:	E			F			C			*		
AllWayAvgQ:	0.2	4.6	0.0	0.0	9.7	8.8	0.9	0.9	0.9	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.076
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	170	900	340	90	1090	190	190	910	150	310	750	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	900	340	90	1090	190	190	910	150	310	750	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	900	340	90	1090	190	190	910	150	310	750	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	900	340	90	1090	190	190	910	150	310	750	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	900	340	90	1090	190	190	910	150	310	750	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2644	106
Capacity Analysis Module:												
Vol/Sat:	0.12	0.33	0.25	0.07	0.40	0.14	0.14	0.33	0.11	0.23	0.28	0.28
Crit Volume:	170				545			455		310		
Crit Moves:	****				****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 1/2 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 84.7 Worst Case Level Of Service: F[952.7]

Street Name:	WALGROVE AVENUE									WASHINGTON BOULEVARD								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	T	-	R	L	T	-	R	L	T	-	R	L	T	-	R		
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled					
Rights:	Include				Include				Include				Include					
Lanes:	0	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	1	0
Volume Module:																		
Base Vol:	0	0	0	20	0	260	320	1210	0	0	1340	100						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	0	0	0	20	0	260	320	1210	0	0	1340	100						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	0	0	0	20	0	260	320	1210	0	0	1340	100						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
FinalVolume:	0	0	0	20	0	260	320	1210	0	0	1340	100						
Critical Gap Module:																		
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Capacity Module:																		
Cnflict Vol:	xxxx	xxxx	xxxxx	2635	3240	720	1440	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Potent Cap.:	xxxx	xxxx	xxxxx	20	10	375	477	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Move Cap.:	xxxx	xxxx	xxxxx	9	3	375	477	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Volume/Cap:	xxxx	xxxx	xxxx	2.21	0.00	0.69	0.67	xxxx	xxxx	xxxx	xxxx	xxxx						
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	4.9	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	26.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
LOS by Move:	*	*	*	*	*	*	D	*	*	*	*	*						
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	96	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	26.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	953	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*						
ApproachDel:	xxxxxx				952.7			xxxxxx			xxxxxx							
ApproachLOS:	*				F			*			*							

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

Scenario Report

Scenario:	AM
Command:	AM
Volume:	AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	D	xxxxx	0.890	D	xxxxx	0.890	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	E	xxxxx	0.923	E	xxxxx	0.923	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	D	xxxxx	0.843	D	xxxxx	0.843	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	B	xxxxx	0.658	B	xxxxx	0.658	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	F	xxxxx	1.252	F	xxxxx	1.252	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	C	xxxxx	0.758	C	xxxxx	0.758	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	D	xxxxx	0.815	D	xxxxx	0.815	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	B	xxxxx	0.688	B	xxxxx	0.688	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	C	xxxxx	0.756	C	xxxxx	0.756	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.549	A	xxxxx	0.549	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	D	xxxxx	0.899	D	xxxxx	0.899	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.461	A	xxxxx	0.461	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	B	xxxxx	0.613	B	xxxxx	0.613	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.433	A	xxxxx	0.433	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	F	xxxxx	1.000	F	xxxxx	1.000	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	E	xxxxx	0.987	E	xxxxx	0.987	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	C	16.5	0.492	C	16.5	0.492	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	A	xxxxx	0.595	A	xxxxx	0.595	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	F	xxxxx	1.179	F	xxxxx	1.179	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	C	xxxxx	0.730	C	xxxxx	0.730	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.563	A	xxxxx	0.563	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	B	xxxxx	0.682	B	xxxxx	0.682	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	E	xxxxx	0.996	E	xxxxx	0.996	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.687	B	xxxxx	0.687	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	C	xxxxx	0.730	C	xxxxx	0.730	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	E	xxxxx	0.955	E	xxxxx	0.955	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx	0.562	A	xxxxx	0.562	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	C	xxxxx	0.722	C	xxxxx	0.722	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx	0.583	A	xxxxx	0.583	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	D	33.1	0.908	D	33.1	0.908	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	D	33.6	0.899	D	33.6	0.899	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	D	xxxxx	0.840	D	xxxxx	0.840	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F	68.8	0.457	F	68.8	0.457	+ 0.000 D/V

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.890
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	3	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:												
Base Vol:	670	1370	240	50	970	140	160	320	340	320	710	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	670	1370	240	50	970	140	160	320	340	320	710	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	670	1370	240	50	970	140	160	320	340	320	710	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	670	1370	240	50	970	140	160	320	340	320	710	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	737	1370	240	55	970	140	160	320	374	352	710	280
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.43	0.57
Final Sat.:	4125	4125	1375	2750	4125	1375	1375	4125	2750	2750	1972	778
Capacity Analysis Module:												
Vol/Sat:	0.18	0.33	0.17	0.02	0.24	0.10	0.12	0.08	0.14	0.13	0.36	0.36
Crit Volume:	246			323			160			495		
Crit Moves:	****			****			****			****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 75 Critical Vol./Cap.(X): 0.923
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	190	1380	130	150	820	30	70	580	220	80	480	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	1380	130	150	820	30	70	580	220	80	480	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	1380	130	150	820	30	70	580	220	80	480	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1380	130	150	820	30	70	580	220	80	480	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	1380	130	150	820	30	70	580	220	80	480	120
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.93	0.07	1.00	1.45	0.55	1.00	1.60	0.40
Final Sat.:	1500	2742	258	1500	2894	106	1500	2175	825	1500	2400	600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.50	0.50	0.10	0.28	0.28	0.05	0.27	0.27	0.05	0.20	0.20
Crit Volume:	755			150			400			80		
Crit Moves:	****			****			****			****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.843
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 110 Level Of Service: D

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	60	1400	100	80	880	100	190	730	60	70	460	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1400	100	80	880	100	190	730	60	70	460	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1400	100	80	880	100	190	730	60	70	460	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1400	100	80	880	100	190	730	60	70	460	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1400	100	80	880	100	190	730	60	70	460	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2800	200	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.50	0.50	0.05	0.29	0.07	0.13	0.24	0.04	0.05	0.15	0.05
Crit Volume:		750			80			365			70	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: B

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	110	280	130	30	180	80	70	970	70	110	760	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	280	130	30	180	80	70	970	70	110	760	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	280	130	30	180	80	70	970	70	110	760	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	280	130	30	180	80	70	970	70	110	760	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	280	130	30	180	80	70	970	70	110	760	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2646	104
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.09	0.02	0.13	0.06	0.05	0.35	0.05	0.08	0.29	0.29
Crit Volume:		280			30			485			110	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.252
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	1 0	2	0 2	0 1	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	180	1590	150	130	690	130	360	900	70	140	670	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1590	150	130	690	130	360	900	70	140	670	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1590	150	130	690	130	360	900	70	140	670	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1590	150	130	690	130	360	900	70	140	670	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	1590	150	143	690	130	360	900	70	140	670	170
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.83	0.17	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.60	0.40
Final Sat.:	2750	2513	237	2750	2750	1375	1375	2750	1375	1375	2193	557
Capacity Analysis Module:												
Vol/Sat:	0.07	0.63	0.63	0.05	0.25	0.09	0.26	0.33	0.05	0.10	0.31	0.31
Crit Volume:		870			72			360			420	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.758
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: C

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	50	290	200	200	390	150	130	1060	70	220	610	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	290	200	200	390	150	130	1060	70	220	610	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	290	200	200	390	150	130	1060	70	220	610	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	290	200	200	390	150	130	1060	70	220	610	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	290	200	200	390	150	130	1060	70	220	610	150
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.18	0.82	1.00	1.44	0.56	1.00	2.81	0.19	1.00	1.61	0.39
Final Sat.:	1375	1628	1122	1375	1986	764	1375	3869	256	1375	2207	543
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.18	0.15	0.20	0.20	0.09	0.27	0.27	0.16	0.28	0.28
Crit Volume:		245			200				377	220		
Crit Moves:		****			****				****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.815
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 153 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:																				
Base Vol:	120	860	160	40	530	80	300	1120	70	100	760	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	860	160	40	530	80	300	1120	70	100	760	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	860	160	40	530	80	300	1120	70	100	760	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	860	160	40	530	80	300	1120	70	100	760	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	132	860	160	40	530	80	330	1120	70	110	760	60
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.88	0.12	2.00	2.78	0.22
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2588	162	2750	3823	302
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.31	0.12	0.03	0.19	0.06	0.12	0.43	0.43	0.04	0.20	0.20
Crit Volume:		430			40			595			55	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: B

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:																				
Base Vol:	10	20	10	210	20	200	360	880	10	10	780	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	20	10	210	20	200	360	880	10	10	780	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	20	10	210	20	200	360	880	10	10	780	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	10	210	20	200	360	880	10	10	780	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	20	10	210	20	200	360	880	10	10	780	270
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.09	0.91	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	130	1295	1425	2818	32	1425	2850	1425
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.01	0.01	0.15	0.15	0.15	0.25	0.31	0.31	0.01	0.27	0.19
Crit Volume:		20			210			360			390	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.756
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 116 Level Of Service: C

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	1	1	0
Volume Module:																				
Base Vol:	40	680	350	110	470	320	540	730	30	380	570	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	680	350	110	470	320	540	730	30	380	570	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	680	350	110	470	320	540	730	30	380	570	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	680	350	110	470	320	540	730	30	380	570	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	680	350	110	470	320	594	730	30	418	570	110
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.92	0.08	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2641	109	2750	2750	1375
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.25	0.25	0.08	0.17	0.23	0.22	0.28	0.28	0.15	0.21	0.08
Crit Volume:		340			110				380	209		
Crit Moves:		****			****				****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.549
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!	0	0
Volume Module:																				
Base Vol:	0	1240	1340	0	820	10	0	0	0	990	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1240	1340	0	820	10	0	0	0	990	10	10
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1240	0	0	820	10	0	0	0	990	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1240	0	0	820	10	0	0	0	990	10	10
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1240	0	0	820	10	0	0	0	1089	10	10
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.96	0.04	0.00	0.00	0.00	2.94	0.03	0.03
Final Sat.:	0	4275	1425	0	4223	52	0	0	0	4198	39	39
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.29	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.26	0.26	0.26
Crit Volume:		413			0				0	370		
Crit Moves:		****			****					****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.899
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 1	0	1	0 2	0 2	2	0 1	1 0	2	0 2 1 0
Volume Module:												
Base Vol:	40	1770	140	60	910	600	600	250	20	140	350	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1770	140	60	910	600	600	250	20	140	350	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1770	140	60	910	600	600	250	20	140	350	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1770	140	60	910	600	600	250	20	140	350	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	1770	140	60	910	660	660	250	20	154	350	210
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.78	0.22	1.00	2.00	2.00	2.00	1.85	0.15	2.00	2.00	1.00
Final Sat.:	1375	3823	302	1375	2750	2750	2750	2546	204	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.46	0.46	0.04	0.33	0.24	0.24	0.10	0.10	0.06	0.13	0.15
Crit Volume:			637	60			330					210
Crit Moves:			****	****			****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.461
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0 1	0	1	0 1	0 1	1	0 3	0 1	1	0 2 1 0
Volume Module:												
Base Vol:	340	30	30	20	80	60	60	810	240	20	910	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	340	30	30	20	80	60	60	810	240	20	910	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	340	30	30	20	80	60	60	810	240	20	910	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	30	30	20	80	60	60	810	240	20	910	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	374	30	30	20	80	60	60	810	240	20	910	10
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.50	0.50	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.97	0.03
Final Sat.:	2750	688	688	1375	1375	1375	1375	4125	1375	1375	4080	45
Capacity Analysis Module:												
Vol/Sat:	0.14	0.04	0.04	0.01	0.06	0.04	0.04	0.20	0.17	0.01	0.22	0.22
Crit Volume:	187				80		60				307	
Crit Moves:	****				****		****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.613
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0	0 0	2	0	2 0	0	0	2 1 1
Volume Module:												
Base Vol:	140	0	330	0	0	0	310	830	0	0	1120	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	330	0	0	0	310	830	0	0	1120	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	0	330	0	0	0	310	830	0	0	1120	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	0	330	0	0	0	310	830	0	0	1120	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	154	0	330	0	0	0	341	830	0	0	1120	198
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.23	0.00	0.00	0.00	0.12	0.29	0.00	0.00	0.26	0.14
Crit Volume:			330			0	171				373	
Crit Moves:			****				****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.433
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0 1	0	0	4 0 1	2	0	2 0 0
Volume Module:												
Base Vol:	0	0	0	150	0	330	0	950	210	360	810	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	150	0	330	0	950	210	360	810	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	150	0	330	0	950	210	360	810	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	150	0	330	0	950	210	360	810	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	165	0	363	0	950	210	396	810	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1425	0	2850	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.13	0.00	0.17	0.15	0.14	0.28	0.00
Crit Volume:		0				182		238		198		
Crit Moves:						****		****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 1.000
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	30	540	120	600	310	90	70	130	90	190	70	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	540	120	600	310	90	70	130	90	190	70	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	540	120	600	310	90	70	130	90	190	70	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	540	120	600	310	90	70	130	90	190	70	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	540	120	600	310	90	70	130	90	190	70	280
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	1.56	0.35	1.00	0.82	0.18	0.24	0.45	0.31	0.73	0.27	1.00
Final Sat.:	124	2230	496	1425	1169	257	344	639	442	1041	384	1425
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.42	0.27	0.35	0.20	0.20	0.20	0.18	0.18	0.20
Crit Volume:			345	600				290		190	535	
Crit Moves:			****	****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.987
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	100	1010	140	160	630	120	220	1550	140	320	1470	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	1010	140	160	630	120	220	1550	140	320	1470	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	1010	140	160	630	120	220	1550	140	320	1470	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1010	140	160	630	120	220	1550	140	320	1470	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	100	1010	140	160	630	120	242	1550	140	352	1470	210
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.37	0.10	0.12	0.23	0.09	0.09	0.38	0.10	0.13	0.36	0.15
Crit Volume:		505		160				517		176		
Crit Moves:		****		****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: C[16.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	0	0	0	0	1	0	2	0	0
Volume Module:																
Base Vol:	0	0	300	0	0	0	0	790	170	190	550	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	300	0	0	0	0	790	170	190	550	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	300	0	0	0	0	790	170	190	550	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	300	0	0	0	0	790	170	190	550	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	395	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	960	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	610	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	725	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	610	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	725	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.49	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.26	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	2.7	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	16.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.7	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	16.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.595
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	190	2430	20	80	1430	70	90	110	80	60	70	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	2430	20	80	1430	70	90	110	80	60	70	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	2430	20	80	1430	70	90	110	80	60	70	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	2430	20	80	1430	70	90	110	80	60	70	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	2430	20	80	1430	70	90	110	80	60	70	60
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.97	0.03	1.00	2.86	0.14	1.00	2.00	1.00	1.00	1.08	0.92
Final Sat.:	1425	5653	47	1425	4076	200	1425	2850	1425	1425	1535	1315
Capacity Analysis Module:																				
Vol/Sat:	0.13	0.43	0.43	0.06	0.35	0.35	0.06	0.04	0.06	0.04	0.05	0.05
Crit Volume:			613	80			90				65	
Crit Moves:			****	****			****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 1.179
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	170	600	190	190	470	70	220	1560	110	480	1220	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	600	190	190	470	70	220	1560	110	480	1220	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	600	190	190	470	70	220	1560	110	480	1220	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	600	190	190	470	70	220	1560	110	480	1220	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	600	190	190	470	70	220	1560	110	480	1220	110
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.52	0.48	1.00	1.74	0.26	1.00	2.80	0.20	1.00	3.00	1.00
Final Sat.:	1375	2089	661	1375	2394	356	1375	3853	272	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.29	0.29	0.14	0.20	0.20	0.16	0.40	0.40	0.35	0.30	0.08
Crit Volume:		395			190			557		480		
Crit Moves:		****			****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	240	390	130	30	250	70	110	810	120	100	550	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	390	130	30	250	70	110	810	120	100	550	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	390	130	30	250	70	110	810	120	100	550	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	390	130	30	250	70	110	810	120	100	550	40
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	480	390	130	60	250	70	110	810	120	100	550	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.92	0.82	0.26	0.19	1.44	0.37	1.00	1.74	0.26	1.00	1.86	0.14
Final Sat.:	1385	1225	390	281	2166	553	1500	2613	387	1500	2797	203
Capacity Analysis Module:												
Vol/Sat:	0.17	0.32	0.33	0.11	0.12	0.13	0.07	0.31	0.31	0.07	0.20	0.20
Crit Volume:			500	30					465	100		
Crit Moves:			****	****					****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	40	480	40	110	310	140	130	760	50	30	430	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	480	40	110	310	140	130	760	50	30	430	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	480	40	110	310	140	130	760	50	30	430	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	480	40	110	310	140	130	760	50	30	430	170
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	480	40	220	310	140	130	760	50	30	430	170
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	1.72	0.13	0.49	1.09	0.42	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	231	2569	200	733	1640	627	1500	2815	185	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.17	0.19	0.20	0.15	0.19	0.22	0.09	0.27	0.27	0.02	0.14	0.11
Crit Volume:			300	110				405		30		
Crit Moves:			****	****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.682
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 0	2	0 2	1 0	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	110	1520	120	130	810	20	20	250	90	80	330	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1520	120	130	810	20	20	250	90	80	330	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1520	120	130	810	20	20	250	90	80	330	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1520	120	130	810	20	20	250	90	80	330	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	121	1520	120	143	810	20	20	250	90	88	330	300
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.78	0.22	2.00	2.93	0.07	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3823	302	2750	4026	99	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.40	0.40	0.05	0.20	0.20	0.01	0.09	0.07	0.03	0.12	0.22
Crit Volume:		547			72			20				300
Crit Moves:		****			****			****				****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.996
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	180	1300	220	80	410	120	170	1000	440	200	1320	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1300	220	80	410	120	170	1000	440	200	1320	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1300	220	80	410	120	170	1000	440	200	1320	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1300	220	80	410	120	170	1000	440	200	1320	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	1300	220	80	410	120	170	1000	440	200	1320	50
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.85	0.15
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5299	201
Capacity Analysis Module:												
Vol/Sat:	0.13	0.47	0.16	0.06	0.15	0.09	0.12	0.24	0.32	0.15	0.25	0.25
Crit Volume:		650			80				440	200		
Crit Moves:		****			****				****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.687
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	90	1010	90	20	500	120	200	620	100	80	470	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1010	90	20	500	120	200	620	100	80	470	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1010	90	20	500	120	200	620	100	80	470	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1010	90	20	500	120	200	620	100	80	470	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1010	90	20	500	120	200	620	100	80	470	50
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.61	0.39	1.00	1.72	0.28	1.00	1.81	0.19
Final Sat.:	1500	2755	245	1500	2419	581	1500	2583	417	1500	2712	288
Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.37	0.01	0.21	0.21	0.13	0.24	0.24	0.05	0.17	0.17
Crit Volume:		550			20			200			260	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	50	1130	30	20	550	70	250	600	70	30	490	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1130	30	20	550	70	250	600	70	30	490	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1130	30	20	550	70	250	600	70	30	490	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1130	30	20	550	70	250	600	70	30	490	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1130	30	20	550	70	250	600	70	30	490	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	1.77	0.23	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2922	78	1500	2661	339	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.39	0.39	0.01	0.21	0.21	0.17	0.20	0.05	0.02	0.16	0.05
Crit Volume:		580			20			250			245	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.955
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1	0	1!	0	0	0	0	1!	0	0
Volume Module:												
Base Vol:	560	1070	0	0	570	490	520	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	560	1070	0	0	570	490	520	0	50	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	560	1070	0	0	570	490	520	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	560	1070	0	0	570	490	520	0	50	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	560	1070	0	0	570	490	572	0	50	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.84	0.00	0.16	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2621	0	229	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.39	0.38	0.00	0.00	0.20	0.34	0.22	0.00	0.22	0.00	0.00	0.00
Crit Volume:	560					490	311			0		
Crit Moves:	****					****	****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.562
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0 0 2	1	0	0 1 0	1	0	3 0 1	3	0	2 0 1
Volume Module:												
Base Vol:	130	0	1050	0	0	0	0	440	180	1590	1180	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	0	1050	0	0	0	0	440	180	1590	1180	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	130	0	1050	0	0	0	0	440	0	1590	1180	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	1050	0	0	0	0	440	0	1590	1180	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	143	0	1155	0	0	0	0	440	0	1749	1180	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.41	0.00	0.00	0.00	0.00	0.10	0.00	0.41	0.41	0.00
Crit Volume:	72				0			147		583		
Crit Moves:	****							****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1 0	1	0	1 1 0	0	0	1! 0 0	0	0	1! 0 0
Volume Module:												
Base Vol:	60	1100	100	20	630	40	30	100	60	60	130	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1100	100	20	630	40	30	100	60	60	130	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1100	100	20	630	40	30	100	60	60	130	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1100	100	20	630	40	30	100	60	60	130	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1100	100	20	630	40	30	100	60	60	130	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.88	0.12	0.16	0.53	0.31	0.29	0.62	0.09
Final Sat.:	1500	2750	250	1500	2821	179	237	789	474	429	929	143
Capacity Analysis Module:												
Vol/Sat:	0.04	0.40	0.40	0.01	0.22	0.22	0.13	0.13	0.13	0.14	0.14	0.14
Crit Volume:		600			20			190		60		
Crit Moves:		****			****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.722
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: C

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1 1	1	0	0 1 1	2	0	3 0 1	2	0	2 1 0
Volume Module:												
Base Vol:	40	20	160	30	10	20	80	1160	20	400	2480	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	20	160	30	10	20	80	1160	20	400	2480	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	20	160	30	10	20	80	1160	20	400	2480	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	20	160	30	10	20	80	1160	20	400	2480	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	20	176	30	10	22	88	1160	20	440	2480	90
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.20	1.80	1.00	0.62	1.38	2.00	3.00	1.00	2.00	2.89	0.11
Final Sat.:	1425	291	2559	1425	891	1959	2850	4275	1425	2850	4125	150
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.02	0.01	0.01	0.03	0.27	0.01	0.15	0.60	0.60
Crit Volume:		98			30			44				857
Crit Moves:		****			****			****				****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.583
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1 0	1	0	0 1 0	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	110	230	40	20	260	60	60	570	200	60	640	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	230	40	20	260	60	60	570	200	60	640	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	230	40	20	260	60	60	570	200	60	640	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	230	40	20	260	60	60	570	200	60	640	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	230	40	20	260	60	60	570	200	60	640	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.85	0.15	1.00	0.81	0.19	1.00	1.48	0.52	1.00	1.88	0.12
Final Sat.:	1500	1278	222	1500	1219	281	1500	2221	779	1500	2824	176
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.18	0.01	0.21	0.21	0.04	0.26	0.26	0.04	0.23	0.23
Crit Volume:	110				320			385		60		
Crit Moves:	****				****			****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.908
Loss Time (sec): 0 Average Delay (sec/veh): 33.1
Optimal Cycle: 0 Level Of Service: D

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	10	970	40	20	780	10	10	10	10	80	10	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	970	40	20	780	10	10	10	10	80	10	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	970	40	20	780	10	10	10	10	80	10	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	970	40	20	780	10	10	10	10	80	10	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	970	40	20	780	10	10	10	10	80	10	70
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	1.90	0.08	0.05	1.93	0.02	0.34	0.33	0.33	0.89	0.11	1.00
Final Sat.:	11	1073	44	26	1031	13	147	147	147	351	44	451
Capacity Analysis Module:												
Vol/Sat:	0.91	0.90	0.90	0.76	0.76	0.75	0.07	0.07	0.07	0.23	0.23	0.16
Crit Moves:	****			****			****			****		
Delay/Veh:	43.2	42.3	41.4	26.7	26.4	26.2	11.5	11.5	11.5	13.7	13.7	11.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.2	42.3	41.4	26.7	26.4	26.2	11.5	11.5	11.5	13.7	13.7	11.5
LOS by Move:	E	E	E	D	D	D	B	B	B	B	B	B
ApproachDel:	42.3			26.4			11.5			12.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	42.3			26.4			11.5			12.7		
LOS by Appr:	E			D			B			B		
AllWayAvgQ:	5.3	5.1	5.1	2.6	2.5	2.5	0.1	0.1	0.1	0.3	0.3	0.2

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.899
Loss Time (sec): 0 Average Delay (sec/veh): 33.6
Optimal Cycle: 0 Level Of Service: D

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	50	1010	0	0	800	80	120	0	80	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1010	0	0	800	80	120	0	80	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1010	0	0	800	80	120	0	80	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1010	0	0	800	80	120	0	80	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1010	0	0	800	80	120	0	80	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.82	0.18	0.60	0.00	0.40	0.00	0.00	0.00
Final Sat.:	515	1123	0	0	995	101	326	0	217	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.90	xxxx	xxxx	0.80	0.80	0.37	xxxx	0.37	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	10.3	41.7	0.0	0.0	30.4	29.3	13.3	0.0	13.3	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	41.7	0.0	0.0	30.4	29.3	13.3	0.0	13.3	0.0	0.0	0.0
LOS by Move:	B	E	*	*	D	D	B	*	B	*	*	*
ApproachDel:	40.2			30.3			13.3			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	40.2			30.3			13.3			xxxxxx		
LOS by Appr:	E			D			B			*		
AllWayAvgQ:	0.1	5.1	0.0	0.0	3.3	3.1	0.6	0.6	0.6	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.840
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 178 Level Of Service: D

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	110	880	280	80	610	190	160	760	120	220	870	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	880	280	80	610	190	160	760	120	220	870	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	880	280	80	610	190	160	760	120	220	870	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	880	280	80	610	190	160	760	120	220	870	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	880	280	80	610	190	160	760	120	220	870	80
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.83	0.17
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2518	232
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.20	0.06	0.22	0.14	0.12	0.28	0.09	0.16	0.35	0.35
Crit Volume:		440			80			160			475	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 8.7 Worst Case Level Of Service: F[68.8]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	20	0	220	270	800	0	0	900	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	220	270	800	0	0	900	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	220	270	800	0	0	900	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	20	0	220	270	800	0	0	900	110
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1895	2295	505	1010	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	63	39	518	694	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	44	24	518	694	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.46	0.00	0.42	0.39	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	272	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	7.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	68.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			68.8			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

Scenario Report

Scenario:	MD
Command:	MD
Volume:	MD
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	in
# 28 SEPULVEDA BOULEVARD & CENTINEL	C	xxxxx	0.747	C	xxxxx	0.747	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	D	xxxxx	0.813	D	xxxxx	0.813	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	C	xxxxx	0.730	C	xxxxx	0.730	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	A	xxxxx	0.509	A	xxxxx	0.509	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	C	xxxxx	0.737	C	xxxxx	0.737	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	A	xxxxx	0.567	A	xxxxx	0.567	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	B	xxxxx	0.631	B	xxxxx	0.631	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	B	xxxxx	0.646	B	xxxxx	0.646	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.491	A	xxxxx	0.491	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	C	xxxxx	0.799	C	xxxxx	0.799	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	B	xxxxx	0.601	B	xxxxx	0.601	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.526	A	xxxxx	0.526	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.459	A	xxxxx	0.459	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	B	xxxxx	0.684	B	xxxxx	0.684	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	D	xxxxx	0.813	D	xxxxx	0.813	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	B	14.5	0.435	B	14.5	0.435	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	B	xxxxx	0.697	B	xxxxx	0.697	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	E	xxxxx	0.943	E	xxxxx	0.943	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.587	A	xxxxx	0.587	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.443	A	xxxxx	0.443	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	C	xxxxx	0.779	C	xxxxx	0.779	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	D	xxxxx	0.822	D	xxxxx	0.822	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.667	B	xxxxx	0.667	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.653	B	xxxxx	0.653	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	B	xxxxx	0.684	B	xxxxx	0.684	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx	0.483	A	xxxxx	0.483	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.530	A	xxxxx	0.530	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	A	xxxxx	0.549	A	xxxxx	0.549	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx	0.513	A	xxxxx	0.513	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	C	16.3	0.631	C	16.3	0.631	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	C	19.5	0.733	C	19.5	0.733	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	C	xxxxx	0.771	C	xxxxx	0.771	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F	382.0	1.043	F	382.0	1.043	+ 0.000 D/V

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LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.747
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 112 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	3	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:												
Base Vol:	480	1190	240	130	890	180	190	520	420	280	400	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	1190	240	130	890	180	190	520	420	280	400	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	1190	240	130	890	180	190	520	420	280	400	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	1190	240	130	890	180	190	520	420	280	400	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	528	1190	240	143	890	180	190	520	462	308	400	330
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.10	0.90
Final Sat.:	4125	4125	1375	2750	4125	1375	1375	4125	2750	2750	1507	1243
Capacity Analysis Module:												
Vol/Sat:	0.13	0.29	0.17	0.05	0.22	0.13	0.14	0.13	0.17	0.11	0.27	0.27
Crit Volume:	176				297		190				365	
Crit Moves:	****				****		****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 75 Critical Vol./Cap.(X): 0.813
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: D

Street Name:	CENTINELA AVENUE									WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:															
Base Vol:	170	820	90	210	800	90	130	560	200	110	680	170			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	170	820	90	210	800	90	130	560	200	110	680	170			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	170	820	90	210	800	90	130	560	200	110	680	170			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	170	820	90	210	800	90	130	560	200	110	680	170			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	170	820	90	210	800	90	130	560	200	110	680	170			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.80	0.20	1.00	1.80	0.20	1.00	1.47	0.53	1.00	1.60	0.40			
Final Sat.:	1500	2703	297	1500	2697	303	1500	2211	789	1500	2400	600			
Capacity Analysis Module:															
Vol/Sat:	0.11	0.30	0.30	0.14	0.30	0.30	0.09	0.25	0.25	0.07	0.28	0.28			
Crit Volume:		455			210			130			425				
Crit Moves:		****			****			****			****				

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Street Name:	CENTINELA AVENUE									WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:															
Base Vol:	100	920	110	80	870	240	240	520	80	110	520	70			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	100	920	110	80	870	240	240	520	80	110	520	70			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	100	920	110	80	870	240	240	520	80	110	520	70			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	100	920	110	80	870	240	240	520	80	110	520	70			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	100	920	110	80	870	240	240	520	80	110	520	70			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.79	0.21	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	1500	2680	320	1500	3000	1500	1500	3000	1500	1500	3000	1500			
Capacity Analysis Module:															
Vol/Sat:	0.07	0.34	0.34	0.05	0.29	0.16	0.16	0.17	0.05	0.07	0.17	0.05			
Crit Volume:		515			80			240			260				
Crit Moves:		****			****			****			****				

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: A

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:															
Base Vol:	70	210	160	40	210	100	70	620	80	110	660	30			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	70	210	160	40	210	100	70	620	80	110	660	30			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	70	210	160	40	210	100	70	620	80	110	660	30			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	70	210	160	40	210	100	70	620	80	110	660	30			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	70	210	160	40	210	100	70	620	80	110	660	30			
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09			
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2630	120			
Capacity Analysis Module:															
Vol/Sat:	0.05	0.15	0.12	0.03	0.15	0.07	0.05	0.23	0.06	0.08	0.25	0.25			
Crit Volume:	70				210			310		110					
Crit Moves:	****				****			****		****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 108 Level Of Service: C

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1 1	0	2	0 2 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	140	680	150	170	740	150	150	550	80	160	580	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	680	150	170	740	150	150	550	80	160	580	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	680	150	170	740	150	150	550	80	160	580	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	680	150	170	740	150	150	550	80	160	580	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	680	150	187	740	150	150	550	80	160	580	130
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.64	0.36	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.63	0.37
Final Sat.:	2750	2253	497	2750	2750	1375	1375	2750	1375	1375	2246	504
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.30	0.07	0.27	0.11	0.11	0.20	0.06	0.12	0.26	0.26
Crit Volume:			415		94			150			355	
Crit Moves:			****		****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.567
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1 1 0	1	0	2 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	50	220	140	140	460	150	80	580	70	190	590	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	220	140	140	460	150	80	580	70	190	590	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	220	140	140	460	150	80	580	70	190	590	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	220	140	140	460	150	80	580	70	190	590	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	220	140	140	460	150	80	580	70	190	590	100
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.22	0.78	1.00	1.51	0.49	1.00	2.68	0.32	1.00	1.71	0.29
Final Sat.:	1375	1681	1069	1375	2074	676	1375	3681	444	1375	2351	399
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.13	0.10	0.22	0.22	0.06	0.16	0.16	0.14	0.25	0.25
Crit Volume:	50				305			80				345
Crit Moves:	****				****			****				****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.631
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 0 1	1	0	2 0 1	2	0	1 1 0	2	0	2 1 0
Volume Module:												
Base Vol:	170	760	120	30	610	150	190	620	140	140	580	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	760	120	30	610	150	190	620	140	140	580	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	760	120	30	610	150	190	620	140	140	580	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	760	120	30	610	150	190	620	140	140	580	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	187	760	120	30	610	150	209	620	140	154	580	70
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.63	0.37	2.00	2.68	0.32
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2243	507	2750	3681	444
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.09	0.02	0.22	0.11	0.08	0.28	0.28	0.06	0.16	0.16
Crit Volume:		380			30			380			77	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.646
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: B

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0 1	1	0	0 1 0	1	0	1 1 0	1	0	2 0 1
Volume Module:												
Base Vol:	10	20	20	210	40	250	300	750	20	30	640	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	20	20	210	40	250	300	750	20	30	640	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	20	20	210	40	250	300	750	20	30	640	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	20	210	40	250	300	750	20	30	640	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	20	20	210	40	250	300	750	20	30	640	160
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.14	0.86	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	197	1228	1425	2776	74	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.15	0.20	0.20	0.21	0.27	0.27	0.02	0.22	0.11
Crit Volume:	10				290			300			320	
Crit Moves:	****				****			****			****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.616
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	2	0	1
Volume Module:															
Base Vol:	60	450	250	80	430	390	450	690	50	300	590	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	450	250	80	430	390	450	690	50	300	590	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	450	250	80	430	390	450	690	50	300	590	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	450	250	80	430	390	450	690	50	300	590	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	60	450	250	80	430	390	495	690	50	330	590	130
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.86	0.14	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2564	186	2750	2750	1375
Capacity Analysis Module:															
Vol/Sat:	0.04	0.16	0.18	0.06	0.16	0.28	0.18	0.27	0.27	0.12	0.21	0.09
Crit Volume:	225			80			248			295		
Crit Moves:	****			****			****			****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!	0	0
Volume Module:															
Base Vol:	0	950	1210	0	860	20	0	0	0	1010	10	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	950	1210	0	860	20	0	0	0	1010	10	30
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	950	0	0	860	20	0	0	0	1010	10	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	950	0	0	860	20	0	0	0	1010	10	30
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	950	0	0	860	20	0	0	0	1111	10	30
Saturation Flow Module:															
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.93	0.07	0.00	0.00	0.00	2.89	0.03	0.08
Final Sat.:	0	4275	1425	0	4178	97	0	0	0	4126	37	111
Capacity Analysis Module:															
Vol/Sat:	0.00	0.22	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.27	0.27	0.27
Crit Volume:	317			0					0	384		
Crit Moves:	****			****						****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.799
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 141 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	0	2	1	0	2	0	2	1	0
Volume Module:															
Base Vol:	80	1560	150	130	1120	500	380	180	40	210	280	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1560	150	130	1120	500	380	180	40	210	280	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1560	150	130	1120	500	380	180	40	210	280	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1560	150	130	1120	500	380	180	40	210	280	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	80	1560	150	130	1120	550	418	180	40	231	280	190
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.74	0.26	1.00	2.00	2.00	2.00	1.64	0.36	2.00	2.00	1.00
Final Sat.:	1375	3763	362	1375	2750	2750	2750	2250	500	2750	2750	1375
Capacity Analysis Module:															
Vol/Sat:	0.06	0.41	0.41	0.09	0.41	0.20	0.15	0.08	0.08	0.08	0.10	0.14
Crit Volume:	570			130			209					190
Crit Moves:	****			****			****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: B

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	0	1	0	1	0	1	1	0	3	0	1	1	0	2	1	0
Volume Module:															
Base Vol:	690	60	40	10	20	70	130	790	320	60	710	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	690	60	40	10	20	70	130	790	320	60	710	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	690	60	40	10	20	70	130	790	320	60	710	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	690	60	40	10	20	70	130	790	320	60	710	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	759	60	40	10	20	70	130	790	320	60	710	30
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.60	0.40	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.88	0.12
Final Sat.:	2750	825	550	1375	1375	1375	1375	4125	1375	1375	3958	167
Capacity Analysis Module:															
Vol/Sat:	0.28	0.07	0.07	0.01	0.01	0.05	0.09	0.19	0.23	0.04	0.18	0.18
Crit Volume:	380					70	130			247		
Crit Moves:	****					****	****			****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.526
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0 0	0 0	2	0	2 0	0	0 2	1 1
Volume Module:												
Base Vol:	90	0	180	0	0	0	310	1110	0	0	1180	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	0	180	0	0	0	310	1110	0	0	1180	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	0	180	0	0	0	310	1110	0	0	1180	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	0	180	0	0	0	310	1110	0	0	1180	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	99	0	180	0	0	0	341	1110	0	0	1180	418
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.95	1.05
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4209	1491
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.13	0.00	0.00	0.00	0.12	0.39	0.00	0.00	0.28	0.28
Crit Volume:			180			0		171			400	
Crit Moves:			****					****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.459
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0	1	0	4	0	1	2 0	2	0
Volume Module:												
Base Vol:	0	0	0	390	0	220	0	910	170	370	830	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	390	0	220	0	910	170	370	830	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	390	0	220	0	910	170	370	830	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	390	0	220	0	910	170	370	830	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	429	0	242	0	910	170	407	830	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.92	xxxx	1.08	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2733	0	1542	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.00	0.16	0.12	0.14	0.29	0.00
Crit Volume:			0			224			228		204	
Crit Moves:						****			****		****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.684
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: B

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	0	0	1! 0	0	1	0 0 1
Volume Module:												
Base Vol:	20	320	90	480	230	30	30	20	10	220	30	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	320	90	480	230	30	30	20	10	220	30	480
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	320	90	480	230	30	30	20	10	220	30	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	320	90	480	230	30	30	20	10	220	30	480
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	320	90	480	230	30	30	20	10	220	30	480
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	1.49	0.42	1.00	0.92	0.08	0.50	0.33	0.17	0.88	0.12	1.00
Final Sat.:	133	2121	597	1425	1309	116	713	475	238	1254	171	1425
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.34	0.18	0.26	0.04	0.04	0.04	0.18	0.18	0.34
Crit Volume:		215			480			30			250	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.813
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 122 Level Of Service: D

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0	1	1	0 2	0	1	2	0	3	0 1
Volume Module:												
Base Vol:	150	750	220	140	640	140	260	1280	130	320	1360	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	750	220	140	640	140	260	1280	130	320	1360	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	750	220	140	640	140	260	1280	130	320	1360	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	750	220	140	640	140	260	1280	130	320	1360	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	150	750	220	140	640	140	286	1280	130	352	1360	140
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.27	0.16	0.10	0.23	0.10	0.10	0.31	0.09	0.13	0.33	0.10
Crit Volume:		375			140			427		176		
Crit Moves:		****			****			****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: B[14.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 0	0	0	2	0 1	1	0	2	0 0
Volume Module:																
Base Vol:	0	0	290		0	0	0		0	670	120		310	710	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	290		0	0	0		0	670	120		310	710	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	290		0	0	0		0	670	120		310	710	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	290		0	0	0		0	670	120		310	710	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	335		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		790	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	667		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		839	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	667		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		839	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	0.43		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.37	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	2.2		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1.7	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	14.5		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		11.8	xxxx	xxxxx	
LOS by Move:	*	*	B		*	*	*		*	*	*		B	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:		14.5				xxxxxx				xxxxxx				xxxxxx		
ApproachLOS:		B				*				*				*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD								SAWTELLE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 3	1	0	1	0 2	1	0	1	0 2	0	1	1	0 1	1	0
Volume Module:																
Base Vol:	150	1880	70		120	1540	90		130	130	100		110	190	150	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	150	1880	70		120	1540	90		130	130	100		110	190	150	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	150	1880	70		120	1540	90		130	130	100		110	190	150	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	150	1880	70		120	1540	90		130	130	100		110	190	150	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	150	1880	70		120	1540	90		130	130	100		110	190	150	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.86	0.14		1.00	2.83	0.17		1.00	2.00	1.00		1.00	1.12	0.88	
Final Sat.:	1425	5495	205		1425	4039	236		1425	2850	1425		1425	1593	1257	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.34	0.34		0.08	0.38	0.38		0.09	0.05	0.07		0.08	0.12	0.12	
Crit Volume:	150						543		130						170	
Crit Moves:	****						****		****						****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.943
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD								VENICE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Prot+Permit				Prot+Permit				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 2	1	0	1	0 3	0	1
Volume Module:																
Base Vol:	270	300	210		120	340	80		100	1310	120		340	1270	100	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	270	300	210		120	340	80		100	1310	120		340	1270	100	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	270	300	210		120	340	80		100	1310	120		340	1270	100	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	270	300	210		120	340	80		100	1310	120		340	1270	100	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	270	300	210		120	340	80		100	1310	120		340	1270	100	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.18	0.82		1.00	1.62	0.38		1.00	2.75	0.25		1.00	3.00	1.00	
Final Sat.:	1375	1618	1132		1375	2226	524		1375	3779	346		1375	4125	1375	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.19	0.19		0.09	0.15	0.15		0.07	0.35	0.35		0.25	0.31	0.07	
Crit Volume:	270						210			477			340			
Crit Moves:	****						****			****			****			

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD								WASHINGTON BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	1 0	1	0	0	1 0	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	180	240	110		30	170	100		80	730	120		110	690	40	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	180	240	110		30	170	100		80	730	120		110	690	40	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	180	240	110		30	170	100		80	730	120		110	690	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	180	240	110		30	170	100		80	730	120		110	690	40	
PCE Adj:	1.00	1.00	1.00		2.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	180	240	110		60	170	100		80	730	120		110	690	40	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.68	0.91	0.41		0.22	1.17	0.61		1.00	1.72	0.28		1.00	1.89	0.11	
Final Sat.:	1019	1358	623		333	1758	909		1500	2576	424		1500	2836	164	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.18	0.18		0.09	0.10	0.11		0.05	0.28	0.28		0.07	0.24	0.24	
Crit Volume:	180						165				425		110			
Crit Moves:	****						****				****		****			

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.443
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	1	0	0
Volume Module:												
Base Vol:	30	240	50	120	180	190	100	580	90	20	540	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	240	50	120	180	190	100	580	90	20	540	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	240	50	120	180	190	100	580	90	20	540	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	240	50	120	180	190	100	580	90	20	540	120
PCE Adj:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	240	50	120	180	190	100	580	90	20	540	120
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	1.51	0.28	0.49	0.73	0.78	1.00	1.73	0.27	1.00	2.00	1.00
Final Sat.:	310	2261	429	735	1102	1163	1500	2597	403	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.12	0.16	0.16	0.16	0.07	0.22	0.22	0.01	0.18	0.08
Crit Volume:			175	120			100				270	
Crit Moves:			****	****			****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.779
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 129 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	2	0	2	1	0	1	0
Volume Module:												
Base Vol:	350	1400	150	390	840	50	50	280	90	210	360	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	1400	150	390	840	50	50	280	90	210	360	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	350	1400	150	390	840	50	50	280	90	210	360	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	1400	150	390	840	50	50	280	90	210	360	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	385	1400	150	429	840	50	50	280	90	231	360	290
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.71	0.29	2.00	2.83	0.17	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3726	399	2750	3893	232	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.14	0.38	0.38	0.16	0.22	0.22	0.04	0.10	0.07	0.08	0.13	0.21
Crit Volume:		517		215			50				290	
Crit Moves:		****		****			****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.822
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 128 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	0	1
Volume Module:												
Base Vol:	270	900	370	90	500	130	190	1140	430	160	1300	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	900	370	90	500	130	190	1140	430	160	1300	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	900	370	90	500	130	190	1140	430	160	1300	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	900	370	90	500	130	190	1140	430	160	1300	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	900	370	90	500	130	190	1140	430	160	1300	70
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.80	0.20
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5219	281
Capacity Analysis Module:												
Vol/Sat:	0.20	0.33	0.27	0.07	0.18	0.09	0.14	0.28	0.31	0.12	0.25	0.25
Crit Volume:		450		90					430	160		
Crit Moves:		****		****					****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	120	730	90	50	640	160	170	510	130	100	540	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	730	90	50	640	160	170	510	130	100	540	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	730	90	50	640	160	170	510	130	100	540	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	730	90	50	640	160	170	510	130	100	540	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	730	90	50	640	160	170	510	130	100	540	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	1.60	0.40	1.00	1.59	0.41	1.00	1.74	0.26
Final Sat.:	1500	2671	329	1500	2400	600	1500	2391	609	1500	2613	387
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.27	0.03	0.27	0.27	0.11	0.21	0.21	0.07	0.21	0.21
Crit Volume:	120				400		170				310	
Crit Moves:	****				****		****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	1	0	1	0	2	0	1	
Volume Module:												
Base Vol:	110	830	50	50	660	80	240	380	110	20	520	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	830	50	50	660	80	240	380	110	20	520	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	830	50	50	660	80	240	380	110	20	520	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	830	50	50	660	80	240	380	110	20	520	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	830	50	50	660	80	240	380	110	20	520	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2830	170	1500	2676	324	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.29	0.03	0.25	0.25	0.16	0.13	0.07	0.01	0.17	0.05
Crit Volume:	110					370	240				260	
Crit Moves:	****					****	****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.684
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: B

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1	0
Volume Module:												
Base Vol:	270	860	0	0	730	370	490	0	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	860	0	0	730	370	490	0	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	860	0	0	730	370	490	0	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	860	0	0	730	370	490	0	130	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	860	0	0	730	370	539	0	130	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.61	0.00	0.39	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2296	0	554	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.30	0.00	0.00	0.26	0.26	0.23	0.00	0.23	0.00	0.00	0.00
Crit Volume:	270					370	335				0	
Crit Moves:	****					****	****					

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.483
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0	2	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	230	0	790	0	0	0	0	760	170	670	910	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	0	790	0	0	0	0	760	170	670	910	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	230	0	790	0	0	0	0	760	0	670	910	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	0	790	0	0	0	0	760	0	670	910	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	253	0	869	0	0	0	0	760	0	737	910	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.30	0.00	0.00	0.00	0.00	0.18	0.00	0.17	0.32	0.00
Crit Volume:			435			0			253		0	
Crit Moves:			****						****		****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.530
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	0	1! 0
Volume Module:												
Base Vol:	80	1010	60	30	790	80	20	60	60	70	100	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1010	60	30	790	80	20	60	60	70	100	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1010	60	30	790	80	20	60	60	70	100	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1010	60	30	790	80	20	60	60	70	100	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1010	60	30	790	80	20	60	60	70	100	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.82	0.18	0.14	0.43	0.43	0.33	0.48	0.19
Final Sat.:	1500	2832	168	1500	2724	276	214	643	643	500	714	286
Capacity Analysis Module:												
Vol/Sat:	0.05	0.36	0.36	0.02	0.29	0.29	0.09	0.09	0.09	0.14	0.14	0.14
Crit Volume:		535			30			20			210	
Crit Moves:		****			****			****			****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.549
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	0	0 1	1	2	0 3	0 1	2	0 2 1 0
Volume Module:												
Base Vol:	40	20	290	60	20	60	60	1230	60	260	1340	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	20	290	60	20	60	60	1230	60	260	1340	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	20	290	60	20	60	60	1230	60	260	1340	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	20	290	60	20	60	60	1230	60	260	1340	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	20	319	60	20	66	66	1230	60	286	1340	30
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.12	1.88	1.00	0.47	1.53	2.00	3.00	1.00	2.00	2.93	0.07
Final Sat.:	1425	168	2682	1425	663	2187	2850	4275	1425	2850	4181	94
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.04	0.03	0.03	0.02	0.29	0.04	0.10	0.32	0.32
Crit Volume:		170			60			410		143		
Crit Moves:		****			****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.513
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0 1	0	1	0 1	1	0	1 1 0
Volume Module:												
Base Vol:	100	170	40	40	190	70	80	550	100	50	600	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	170	40	40	190	70	80	550	100	50	600	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	170	40	40	190	70	80	550	100	50	600	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	170	40	40	190	70	80	550	100	50	600	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	170	40	40	190	70	80	550	100	50	600	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.81	0.19	1.00	0.73	0.27	1.00	1.69	0.31	1.00	1.82	0.18
Final Sat.:	1500	1214	286	1500	1096	404	1500	2538	462	1500	2727	273
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.03	0.17	0.17	0.05	0.22	0.22	0.03	0.22	0.22
Crit Volume:	100					260	80					330
Crit Moves:	****					****	****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.631
Loss Time (sec): 0 Average Delay (sec/veh): 16.3
Optimal Cycle: 0 Level Of Service: C

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0 1	0	1	0 1	0	0	1! 0	0	1	0 0 1
Volume Module:												
Base Vol:	10	640	60	30	730	10	10	10	10	50	10	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	640	60	30	730	10	10	10	10	50	10	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	640	60	30	730	10	10	10	10	50	10	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	640	60	30	730	10	10	10	10	50	10	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	640	60	30	730	10	10	10	10	50	10	30
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	1.80	0.17	0.08	1.90	0.02	0.34	0.33	0.33	0.83	0.17	1.00
Final Sat.:	17	1099	104	48	1163	16	155	155	155	352	70	485
Capacity Analysis Module:												
Vol/Sat:	0.59	0.58	0.58	0.63	0.63	0.62	0.06	0.06	0.06	0.14	0.14	0.06
Crit Moves:	****			****				****			****	
Delay/Veh:	16.3	16.0	15.7	17.6	17.4	17.3	10.8	10.8	10.8	11.8	11.8	9.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.3	16.0	15.7	17.6	17.4	17.3	10.8	10.8	10.8	11.8	11.8	9.9
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	A
ApproachDel:		16.0			17.4			10.8			11.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.0			17.4			10.8			11.1	
LOS by Appr:		C			C			B			B	
AllWayAvgQ:	1.3	1.2	1.2	1.5	1.5	1.5	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.733
Loss Time (sec): 0 Average Delay (sec/veh): 19.5
Optimal Cycle: 0 Level Of Service: C

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 0	0	0	1 1 0	0	0	1! 0 0	0	0	0 0 0
Volume Module:												
Base Vol:	100	650	0	0	720	120	120	0	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	650	0	0	720	120	120	0	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	650	0	0	720	120	120	0	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	650	0	0	720	120	120	0	130	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	650	0	0	720	120	120	0	130	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.71	0.29	0.48	0.00	0.52	0.00	0.00	0.00
Final Sat.:	511	1109	0	0	982	167	268	0	290	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.59	xxxx	xxxx	0.73	0.72	0.45	xxxx	0.45	xxxx	xxxx	xxxx
Crit Moves:		****			****				****			
Delay/Veh:	11.2	17.5	0.0	0.0	23.8	22.6	14.1	0.0	14.1	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.2	17.5	0.0	0.0	23.8	22.6	14.1	0.0	14.1	0.0	0.0	0.0
LOS by Move:	B	C	*	*	C	C	B	*	B	*	*	*
ApproachDel:		16.7			23.6			14.1			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		16.7			23.6			14.1			xxxxxx	
LOS by Appr:		C			C			B			*	
AllWayAvgQ:	0.2	1.3	0.0	0.0	2.5	2.2	0.7	0.7	0.7	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.771
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 124 Level Of Service: C

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	180	690	220	90	740	220	170	640	120	100	650	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	690	220	90	740	220	170	640	120	100	650	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	690	220	90	740	220	170	640	120	100	650	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	690	220	90	740	220	170	640	120	100	650	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	690	220	90	740	220	170	640	120	100	650	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2629	121
Capacity Analysis Module:												
Vol/Sat:	0.13	0.25	0.16	0.07	0.27	0.16	0.12	0.23	0.09	0.07	0.25	0.25
Crit Volume:	180				370		170				340	
Crit Moves:	****				****		****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 39.5 Worst Case Level Of Service: F[382.0]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0 0 0	0	0	1! 0 0	1	0	2 0 0	0	0	1 1 0
Volume Module:												
Base Vol:	0	0	0	20	0	270	270	1070	0	0	1220	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	270	270	1070	0	0	1220	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	270	270	1070	0	0	1220	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	20	0	270	270	1070	0	0	1220	80
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2335	2870	650	1300	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	32	17	417	540	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	19	8	417	540	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.04	0.00	0.65	0.50	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	18.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	171	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	20.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	382	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			382.0			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

Scenario Report

Scenario:	PM
Command:	PM
Volume:	PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	E	xxxxx	0.930	E	xxxxx	0.930	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	F	xxxxx	1.083	F	xxxxx	1.083	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	E	xxxxx	0.953	E	xxxxx	0.953	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	C	xxxxx	0.738	C	xxxxx	0.738	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	F	xxxxx	1.009	F	xxxxx	1.009	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	E	xxxxx	0.959	E	xxxxx	0.959	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	D	xxxxx	0.806	D	xxxxx	0.806	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	D	xxxxx	0.842	D	xxxxx	0.842	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	D	xxxxx	0.859	D	xxxxx	0.859	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	F	xxxxx	1.089	F	xxxxx	1.089	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.578	A	xxxxx	0.578	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	D	xxxxx	0.886	D	xxxxx	0.886	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.549	A	xxxxx	0.549	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	F	xxxxx	1.151	F	xxxxx	1.151	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	F	xxxxx	1.091	F	xxxxx	1.091	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	C	16.8	0.517	C	16.8	0.517	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	D	xxxxx	0.826	D	xxxxx	0.826	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	F	xxxxx	1.056	F	xxxxx	1.056	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	D	xxxxx	0.867	D	xxxxx	0.867	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	C	xxxxx	0.737	C	xxxxx	0.737	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	E	xxxxx	0.971	E	xxxxx	0.971	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	F	xxxxx	1.142	F	xxxxx	1.142	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	C	xxxxx	0.797	C	xxxxx	0.797	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	C	xxxxx	0.780	C	xxxxx	0.780	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	D	xxxxx	0.882	D	xxxxx	0.882	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	C	xxxxx	0.758	C	xxxxx	0.758	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	B	xxxxx	0.693	B	xxxxx	0.693	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	D	xxxxx	0.888	D	xxxxx	0.888	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	B	xxxxx	0.657	B	xxxxx	0.657	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	F	51.3	0.976	F	51.3	0.976	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	F	52.8	1.039	F	52.8	1.039	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	F	xxxxx	1.073	F	xxxxx	1.073	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F	OVRFL	3.289	F	OVRFL	3.289	+ 0.000 D/V

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec):	130	Critical Vol./Cap.(X):	0.930
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	3	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:												
Base Vol:	600	1440	280	170	1540	180	210	730	790	360	430	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	600	1440	280	170	1540	180	210	730	790	360	430	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	600	1440	280	170	1540	180	210	730	790	360	430	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	600	1440	280	170	1540	180	210	730	790	360	430	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	660	1440	280	187	1540	180	210	730	869	396	430	240
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.28	0.72
Final Sat.:	4125	4125	1375	2750	4125	1375	1375	4125	2750	2750	1765	985
Capacity Analysis Module:												
Vol/Sat:	0.16	0.35	0.20	0.07	0.37	0.13	0.15	0.18	0.32	0.14	0.24	0.24
Crit Volume:	220				513		210				335	
Crit Moves:	****				****		****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	75	Critical Vol./Cap.(X):	1.083
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	260	1320	90	130	1450	90	90	700	250	120	700	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	1320	90	130	1450	90	90	700	250	120	700	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	1320	90	130	1450	90	90	700	250	120	700	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	1320	90	130	1450	90	90	700	250	120	700	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	1320	90	130	1450	90	90	700	250	120	700	200
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	1.88	0.12	1.00	1.47	0.53	1.00	1.56	0.44
Final Sat.:	1500	2809	191	1500	2825	175	1500	2211	789	1500	2333	667
Capacity Analysis Module:												
Vol/Sat:	0.17	0.47	0.47	0.09	0.51	0.51	0.06	0.32	0.32	0.08	0.30	0.30
Crit Volume:	260				770				475	120		
Crit Moves:	****				****				****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.953
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 2	0 1	1	0 2	0 1	1	0 2 0 1
Volume Module:												
Base Vol:	90	1400	170	80	1460	180	170	810	110	160	670	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1400	170	80	1460	180	170	810	110	160	670	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1400	170	80	1460	180	170	810	110	160	670	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1400	170	80	1460	180	170	810	110	160	670	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1400	170	80	1460	180	170	810	110	160	670	90
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2675	325	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.06	0.52	0.52	0.05	0.49	0.12	0.11	0.27	0.07	0.11	0.22	0.06
Crit Volume:			785	80				405		160		
Crit Moves:			****	****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 108 Level Of Service: C

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0	1	0	1 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	110	260	170	100	300	190	120	1010	100	100	810	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	260	170	100	300	190	120	1010	100	100	810	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	260	170	100	300	190	120	1010	100	100	810	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	260	170	100	300	190	120	1010	100	100	810	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	260	170	100	300	190	120	1010	100	100	810	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.93	0.07
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2652	98
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.12	0.07	0.22	0.14	0.09	0.37	0.07	0.07	0.31	0.31
Crit Volume:	110				300			505		100		
Crit Moves:	****				****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.009
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1 1	0	2	0 2	0 1	1	0 2	0 1	1	0 1 1 0
Volume Module:												
Base Vol:	150	840	200	150	1030	340	260	880	130	210	920	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	840	200	150	1030	340	260	880	130	210	920	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	840	200	150	1030	340	260	880	130	210	920	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	840	200	150	1030	340	260	880	130	210	920	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	840	200	165	1030	340	260	880	130	210	920	130
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.62	0.38	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	2750	2221	529	2750	2750	1375	1375	2750	1375	1375	2410	340
Capacity Analysis Module:												
Vol/Sat:	0.06	0.38	0.38	0.06	0.37	0.25	0.19	0.32	0.09	0.15	0.38	0.38
Crit Volume:			520	83			260					525
Crit Moves:			****	****			****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.959
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1 1	0	1	0 2 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	80	400	100	120	790	280	160	890	80	380	900	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	400	100	120	790	280	160	890	80	380	900	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	400	100	120	790	280	160	890	80	380	900	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	400	100	120	790	280	160	890	80	380	900	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	400	100	120	790	280	160	890	80	380	900	190
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.60	0.40	1.00	1.48	0.52	1.00	2.75	0.25	1.00	1.65	0.35
Final Sat.:	1375	2200	550	1375	2030	720	1375	3785	340	1375	2271	479
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.09	0.39	0.39	0.12	0.24	0.24	0.28	0.40	0.40
Crit Volume:	80				535				323	380		
Crit Moves:	****				****				****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.806
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 146 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:																				
Base Vol:	140	930	150	80	870	250	320	650	120	140	1110	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	930	150	80	870	250	320	650	120	140	1110	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	930	150	80	870	250	320	650	120	140	1110	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	930	150	80	870	250	320	650	120	140	1110	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	154	930	150	80	870	250	352	650	120	154	1110	50
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.69	0.31	2.00	2.87	0.13
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2321	429	2750	3947	178
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.34	0.11	0.06	0.32	0.18	0.13	0.28	0.28	0.06	0.28	0.28
Crit Volume:		465			80			176				387
Crit Moves:		****			****			****				****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.842
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:																				
Base Vol:	20	30	20	350	20	410	380	1250	20	10	740	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	30	20	350	20	410	380	1250	20	10	740	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	30	20	350	20	410	380	1250	20	10	740	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	30	20	350	20	410	380	1250	20	10	740	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	30	20	350	20	410	380	1250	20	10	740	160
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.05	0.95	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	66	1359	1425	2805	45	1425	2850	1425
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.02	0.01	0.25	0.30	0.30	0.27	0.45	0.45	0.01	0.26	0.11
Crit Volume:		20			430			380			370	
Crit Moves:	****				****		****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.859
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	2	0	2	0	1
Volume Module:																				
Base Vol:	60	530	470	160	670	430	530	990	50	430	530	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	530	470	160	670	430	530	990	50	430	530	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	530	470	160	670	430	530	990	50	430	530	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	530	470	160	670	430	530	990	50	430	530	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	60	530	470	160	670	430	583	990	50	473	530	100
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.90	0.10	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2618	132	2750	2750	1375
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.19	0.34	0.12	0.24	0.31	0.21	0.38	0.38	0.17	0.19	0.07
Crit Volume:		265			160			520		236		
Crit Moves:		****			****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	2	0	1!	0	0
Volume Module:																				
Base Vol:	0	1430	1600	0	1250	10	0	0	0	910	20	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1430	1600	0	1250	10	0	0	0	910	20	30
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1430	0	0	1250	10	0	0	0	910	20	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1430	0	0	1250	10	0	0	0	910	20	30
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1430	0	0	1250	10	0	0	0	1001	20	30
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.98	0.02	0.00	0.00	0.00	2.86	0.06	0.08
Final Sat.:	0	4275	1425	0	4241	34	0	0	0	4072	81	122
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.33	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.25	0.25	0.25
Crit Volume:		477			0					0	350	
Crit Moves:		****			****						****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 1.089
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 1	0	1	0 2	0 2	2	0 1	1 0	2	0 2 1 0
Volume Module:												
Base Vol:	60	2140	200	100	1340	600	650	560	20	280	370	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	2140	200	100	1340	600	650	560	20	280	370	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	2140	200	100	1340	600	650	560	20	280	370	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	2140	200	100	1340	600	650	560	20	280	370	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	60	2140	200	100	1340	660	715	560	20	308	370	260
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.74	0.26	1.00	2.00	2.00	2.00	1.93	0.07	2.00	2.00	1.00
Final Sat.:	1375	3772	353	1375	2750	2750	2750	2655	95	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.57	0.57	0.07	0.49	0.24	0.26	0.21	0.21	0.11	0.13	0.19
Crit Volume:			780	100			358					260
Crit Moves:			****	****			****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0 1	0	1	0 1	0 1	1	0 3	0 1	1	0 2 1 0
Volume Module:												
Base Vol:	500	170	40	20	30	70	110	1150	490	50	1010	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	170	40	20	30	70	110	1150	490	50	1010	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	500	170	40	20	30	70	110	1150	490	50	1010	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	170	40	20	30	70	110	1150	490	50	1010	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	550	170	40	20	30	70	110	1150	490	50	1010	10
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.81	0.19	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.97	0.03
Final Sat.:	2750	1113	262	1375	1375	1375	1375	4125	1375	1375	4085	40
Capacity Analysis Module:												
Vol/Sat:	0.20	0.15	0.15	0.01	0.02	0.05	0.08	0.28	0.36	0.04	0.25	0.25
Crit Volume:	275					70	110				340	
Crit Moves:	****					****	****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.886
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0	0 0	2	0	2 0	0	0	2 1 1
Volume Module:												
Base Vol:	290	0	630	0	0	0	260	1110	0	0	1470	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	0	630	0	0	0	260	1110	0	0	1470	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	0	630	0	0	0	260	1110	0	0	1470	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	0	630	0	0	0	260	1110	0	0	1470	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	319	0	630	0	0	0	286	1110	0	0	1470	198
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.44	0.00	0.00	0.00	0.10	0.39	0.00	0.00	0.34	0.14
Crit Volume:			630			0	143				490	
Crit Moves:			****				****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.549
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0 1	0	0	4 0 1	2	0	2 0 0
Volume Module:												
Base Vol:	0	0	0	150	0	200	0	1250	300	620	1140	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	150	0	200	0	1250	300	620	1140	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	150	0	200	0	1250	300	620	1140	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	150	0	200	0	1250	300	620	1140	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	165	0	220	0	1250	300	682	1140	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.28	0.01	1.71	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1832	0	2443	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.09	0.00	0.22	0.21	0.24	0.40	0.00
Crit Volume:			0			128		313		341		
Crit Moves:						****		****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 1.151
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	80	800	110	480	510	120	120	150	60	260	120	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	800	110	480	510	120	120	150	60	260	120	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	800	110	480	510	120	120	150	60	260	120	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	800	110	480	510	120	120	150	60	260	120	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	800	110	480	510	120	120	150	60	260	120	320
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	1.62	0.22	0.86	0.92	0.22	0.36	0.46	0.18	0.68	0.32	1.00
Final Sat.:	230	2303	317	1232	1309	308	518	648	259	975	450	1425
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.39	0.39	0.39	0.23	0.23	0.23	0.27	0.27	0.22
Crit Volume:		495			555			330		260		
Crit Moves:		****			****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 1.091
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	170	1160	220	210	950	150	280	1570	160	340	1460	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1160	220	210	950	150	280	1570	160	340	1460	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1160	220	210	950	150	280	1570	160	340	1460	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1160	220	210	950	150	280	1570	160	340	1460	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	170	1160	220	210	950	150	308	1570	160	374	1460	110
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.42	0.16	0.15	0.35	0.11	0.11	0.38	0.12	0.14	0.35	0.08
Crit Volume:		580			210			523		187		
Crit Moves:		****			****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: C[16.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1	0	0	0	0	0	0	2	0	1	0	2	0
Volume Module:																
Base Vol:	0	0	310		0	0	0		0	790	250		350	960	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	310		0	0	0		0	790	250		350	960	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	310		0	0	0		0	790	250		350	960	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	310		0	0	0		0	790	250		350	960	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	395		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1040	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	610		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		676	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	610		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		676	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	0.51		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.52	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	2.9		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		3.0	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	16.8		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		15.9	xxxx	xxxxx	
LOS by Move:	*	*	C		*	*	*		*	*	*		C	*	*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:		16.8				xxxxxx				xxxxxx				xxxxxx		
ApproachLOS:		C				*				*				*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.826
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 131 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	260	2800	90	140	1820	150	120	170	150	90	170	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	2800	90	140	1820	150	120	170	150	90	170	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	2800	90	140	1820	150	120	170	150	90	170	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	2800	90	140	1820	150	120	170	150	90	170	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	2800	90	140	1820	150	120	170	150	90	170	110
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.88	0.12	1.00	2.77	0.23	1.00	2.00	1.00	1.00	1.21	0.79
Final Sat.:	1425	5522	178	1425	3949	326	1425	2850	1425	1425	1730	1120
Capacity Analysis Module:												
Vol/Sat:	0.18	0.51	0.51	0.10	0.46	0.46	0.08	0.06	0.11	0.06	0.10	0.10
Crit Volume:	260					657	120				140	
Crit Moves:	****					****	****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 1.056
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1 1	0	1	0 2	1 0	1	0 3 0 1
Volume Module:												
Base Vol:	190	650	300	120	680	130	120	1730	180	220	1530	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	650	300	120	680	130	120	1730	180	220	1530	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	650	300	120	680	130	120	1730	180	220	1530	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	650	300	120	680	130	120	1730	180	220	1530	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	650	300	120	680	130	120	1730	180	220	1530	130
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.37	0.63	1.00	1.68	0.32	1.00	2.72	0.28	1.00	3.00	1.00
Final Sat.:	1375	1882	868	1375	2309	441	1375	3736	389	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.14	0.35	0.35	0.09	0.29	0.29	0.09	0.46	0.46	0.16	0.37	0.09
Crit Volume:			475	120				637		220		
Crit Moves:			****	****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.867
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 129 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	0	1	0 1	1 0	1	0 1 1 0
Volume Module:												
Base Vol:	170	610	50	30	550	100	150	860	140	100	800	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	610	50	30	550	100	150	860	140	100	800	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	610	50	30	550	100	150	860	140	100	800	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	610	50	30	550	100	150	860	140	100	800	50
PCE Adj:	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	680	610	50	120	550	100	150	860	140	100	800	50
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.93	0.07	0.10	1.64	0.26	1.00	1.72	0.28	1.00	1.88	0.12
Final Sat.:	1500	1388	112	153	2458	390	1500	2580	420	1500	2824	176
Capacity Analysis Module:												
Vol/Sat:	0.11	0.44	0.45	0.20	0.22	0.26	0.10	0.33	0.33	0.07	0.28	0.28
Crit Volume:			670	30				500		100		
Crit Moves:			****	****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	0	1	1 0	1	0	2 0 1
Volume Module:												
Base Vol:	40	670	30	90	600	220	80	810	80	30	690	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	670	30	90	600	220	80	810	80	30	690	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	670	30	90	600	220	80	810	80	30	690	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	670	30	90	600	220	80	810	80	30	690	140
PCE Adj:	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	670	30	360	600	220	80	810	80	30	690	140
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.13	1.80	0.07	0.28	1.35	0.37	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	194	2702	105	422	2019	559	1500	2730	270	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.21	0.25	0.29	0.21	0.30	0.39	0.05	0.30	0.30	0.02	0.23	0.09
Crit Volume:	40					590			445	30		
Crit Moves:	****					****			****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.971
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 1	0	2	0 2 1	0	1	0 2	0 1	2	0 2 0 1
Volume Module:												
Base Vol:	180	1910	130	390	1320	40	70	400	120	250	420	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1910	130	390	1320	40	70	400	120	250	420	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1910	130	390	1320	40	70	400	120	250	420	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1910	130	390	1320	40	70	400	120	250	420	370
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	198	1910	130	429	1320	40	70	400	120	275	420	370
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.81	0.19	2.00	2.91	0.09	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3862	263	2750	4004	121	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.07	0.49	0.49	0.16	0.33	0.33	0.05	0.15	0.09	0.10	0.15	0.27
Crit Volume:		680			215			70				370
Crit Moves:		****			****			****				****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 1.142
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	330	1680	410	100	850	80	260	1620	310	120	1430	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	1680	410	100	850	80	260	1620	310	120	1430	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	1680	410	100	850	80	260	1620	310	120	1430	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	1680	410	100	850	80	260	1620	310	120	1430	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	330	1680	410	100	850	80	260	1620	310	120	1430	50
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.36	0.64	1.00	3.86	0.14
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4617	883	1375	5314	186
Capacity Analysis Module:												
Vol/Sat:	0.24	0.61	0.30	0.07	0.31	0.06	0.19	0.35	0.35	0.09	0.27	0.27
Crit Volume:		840			100			260				370
Crit Moves:		****			****			****				****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.797
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	130	1100	90	50	830	200	130	660	180	130	560	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1100	90	50	830	200	130	660	180	130	560	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1100	90	50	830	200	130	660	180	130	560	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1100	90	50	830	200	130	660	180	130	560	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1100	90	50	830	200	130	660	180	130	560	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.85	0.15	1.00	1.61	0.39	1.00	1.57	0.43	1.00	1.75	0.25
Final Sat.:	1500	2773	227	1500	2417	583	1500	2357	643	1500	2625	375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.40	0.03	0.34	0.34	0.09	0.28	0.28	0.09	0.21	0.21
Crit Volume:	130					515			420	130		
Crit Moves:	****					****			****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.780
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	70	1160	40	40	1020	90	200	630	70	30	660	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1160	40	40	1020	90	200	630	70	30	660	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1160	40	40	1020	90	200	630	70	30	660	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1160	40	40	1020	90	200	630	70	30	660	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1160	40	40	1020	90	200	630	70	30	660	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.93	0.07	1.00	1.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2900	100	1500	2757	243	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.40	0.40	0.03	0.37	0.37	0.13	0.21	0.05	0.02	0.22	0.05
Crit Volume:		600			40			200			330	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.882
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1!	0 0 0 1! 0 0
Volume Module:												
Base Vol:	130	1330	0	0	1050	210	1030	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1330	0	0	1050	210	1030	0	50	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1330	0	0	1050	210	1030	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1330	0	0	1050	210	1030	0	50	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1330	0	0	1050	210	1133	0	50	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.92	0.00	0.08	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2730	0	120	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.47	0.00	0.00	0.37	0.15	0.42	0.00	0.42	0.00	0.00	0.00
Crit Volume:		665			0		592				0	
Crit Moves:		****			****		****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.758
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 117 Level Of Service: C

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0 2	1	0	0 1	1	0	1	0 3	0 1
Volume Module:												
Base Vol:	210	0	1370	0	0	0	0	980	240	860	1020	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	0	1370	0	0	0	0	980	240	860	1020	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	210	0	1370	0	0	0	0	980	0	860	1020	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	0	1370	0	0	0	0	980	0	860	1020	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	231	0	1507	0	0	0	0	980	0	946	1020	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.53	0.00	0.00	0.00	0.00	0.23	0.00	0.22	0.36	0.00
Crit Volume:			754		0			327		0		
Crit Moves:			****					****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.693
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1	1	0	0	0 1!	0 0
Volume Module:												
Base Vol:	130	1260	120	50	1050	80	30	120	80	70	160	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1260	120	50	1050	80	30	120	80	70	160	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1260	120	50	1050	80	30	120	80	70	160	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1260	120	50	1050	80	30	120	80	70	160	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1260	120	50	1050	80	30	120	80	70	160	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.86	0.14	0.13	0.52	0.35	0.27	0.62	0.11
Final Sat.:	1500	2739	261	1500	2788	212	196	783	522	404	923	173
Capacity Analysis Module:												
Vol/Sat:	0.09	0.46	0.46	0.03	0.38	0.38	0.15	0.15	0.15	0.17	0.17	0.17
Crit Volume:		690			50				230	70		
Crit Moves:		****			****				****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.888
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1 1	1	0	0 1	1	2	0 3	0 1	2 0 2 1 0
Volume Module:												
Base Vol:	50	20	470	120	30	90	30	2220	60	250	1600	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	20	470	120	30	90	30	2220	60	250	1600	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	20	470	120	30	90	30	2220	60	250	1600	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	20	470	120	30	90	30	2220	60	250	1600	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	50	20	517	120	30	99	33	2220	60	275	1600	30
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	1.93	1.00	0.47	1.53	2.00	3.00	1.00	2.00	2.94	0.06
Final Sat.:	1425	106	2744	1425	663	2187	2850	4275	1425	2850	4196	79
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.08	0.05	0.05	0.01	0.52	0.04	0.10	0.38	0.38
Crit Volume:		269			120			740		138		
Crit Moves:		****			****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.657
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1 0	1	0	0 1	0	1	0 1	1 0	1 0 1 1 0
Volume Module:												
Base Vol:	90	270	30	30	300	80	80	710	160	80	680	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	270	30	30	300	80	80	710	160	80	680	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	270	30	30	300	80	80	710	160	80	680	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	270	30	30	300	80	80	710	160	80	680	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	270	30	30	300	80	80	710	160	80	680	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.90	0.10	1.00	0.79	0.21	1.00	1.63	0.37	1.00	1.81	0.19
Final Sat.:	1500	1350	150	1500	1184	316	1500	2448	552	1500	2720	280
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.20	0.02	0.25	0.25	0.05	0.29	0.29	0.05	0.25	0.25
Crit Volume:	90					380		435		80		
Crit Moves:	****					****		****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.976
Loss Time (sec): 0 Average Delay (sec/veh): 51.3
Optimal Cycle: 0 Level Of Service: F

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	10	950	60	40	1000	10	10	10	10	80	10	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	950	60	40	1000	10	10	10	10	80	10	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	950	60	40	1000	10	10	10	10	80	10	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	950	60	40	1000	10	10	10	10	80	10	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	950	60	40	1000	10	10	10	10	80	10	40
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	1.86	0.12	0.08	1.90	0.02	0.34	0.33	0.33	0.89	0.11	1.00
Final Sat.:	10	1003	64	41	1028	10	149	149	149	343	43	439
Capacity Analysis Module:												
Vol/Sat:	0.95	0.95	0.94	0.98	0.97	0.97	0.07	0.07	0.07	0.23	0.23	0.09
Crit Moves:	****			****			****			****		
Delay/Veh:	52.8	51.3	49.7	58.1	57.1	56.2	11.6	11.6	11.6	14.5	14.5	11.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.8	51.3	49.7	58.1	57.1	56.2	11.6	11.6	11.6	14.5	14.5	11.5
LOS by Move:	F	F	E	F	F	F	B	B	B	B	B	B
ApproachDel:	51.3			57.2			11.6			13.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	51.3			57.2			11.6			13.6		
LOS by Appr:	F			F			B			B		
AllWayAvgQ:	6.5	6.1	6.1	7.3	7.0	7.0	0.1	0.1	0.1	0.3	0.3	0.1

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 1.039
Loss Time (sec): 0 Average Delay (sec/veh): 52.8
Optimal Cycle: 0 Level Of Service: F

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	90	920	0	0	980	130	130	0	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	920	0	0	980	130	130	0	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	920	0	0	980	130	130	0	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	920	0	0	980	130	130	0	130	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	920	0	0	980	130	130	0	130	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.77	0.23	0.50	0.00	0.50	0.00	0.00	0.00
Final Sat.:	488	1047	0	0	944	127	274	0	274	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.88	xxxx	xxxx	1.04	1.02	0.47	xxxx	0.47	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	11.7	41.2	0.0	0.0	75.0	70.5	15.3	0.0	15.3	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	41.2	0.0	0.0	75.0	70.5	15.3	0.0	15.3	0.0	0.0	0.0
LOS by Move:	B	E	*	*	F	F	C	*	C	*	*	*
ApproachDel:	38.6			74.5			15.3			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	38.6			74.5			15.3			xxxxxx		
LOS by Appr:	E			F			C			*		
AllWayAvgQ:	0.2	4.6	0.0	0.0	10.1	9.2	0.9	0.9	0.9	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.073
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	170	900	330	90	1090	190	190	900	150	310	750	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	900	330	90	1090	190	190	900	150	310	750	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	900	330	90	1090	190	190	900	150	310	750	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	900	330	90	1090	190	190	900	150	310	750	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	900	330	90	1090	190	190	900	150	310	750	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2644	106
Capacity Analysis Module:												
Vol/Sat:	0.12	0.33	0.24	0.07	0.40	0.14	0.14	0.33	0.11	0.23	0.28	0.28
Crit Volume:	170				545			450		310		
Crit Moves:	****				****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 3 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 132.9 Worst Case Level Of Service: F[1459.8]

Street Name:	WALGROVE AVENUE									WASHINGTON BOULEVARD								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	T	-	R	L	T	-	R	L	T	-	R	L	T	-	R		
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled					
Rights:	Include				Include				Include				Include					
Lanes:	0	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	1	0
Volume Module:																		
Base Vol:	0	0	0	30	0	260	320	1200	0	0	1340	100						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	0	0	0	30	0	260	320	1200	0	0	1340	100						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	0	0	0	30	0	260	320	1200	0	0	1340	100						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
FinalVolume:	0	0	0	30	0	260	320	1200	0	0	1340	100						
Critical Gap Module:																		
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Capacity Module:																		
Cnflict Vol:	xxxx	xxxx	xxxxx	2630	3230	720	1440	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Potent Cap.:	xxxx	xxxx	xxxxx	20	10	375	477	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Move Cap.:	xxxx	xxxx	xxxxx	9	3	375	477	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Volume/Cap:	xxxx	xxxx	xxxx	3.29	0.00	0.69	0.67	xxxx	xxxx	xxxx	xxxx	xxxx						
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	4.9	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	26.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
LOS by Move:	*	*	*	*	*	*	D	*	*	*	*	*						
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	73	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	30.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	1460	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*						
ApproachDel:	xxxxxx				1459.8			xxxxxx			xxxxxx							
ApproachLOS:	*				F			*			*							

Note: Queue reported is the number of cars per lane.

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LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

Scenario Report

Scenario:	AM
Command:	AM
Volume:	AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	E	xxxxx	0.955	E	xxxxx	0.955	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	E	xxxxx	0.927	E	xxxxx	0.927	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	D	xxxxx	0.847	D	xxxxx	0.847	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	B	xxxxx	0.658	B	xxxxx	0.658	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	F	xxxxx	1.252	F	xxxxx	1.252	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	C	xxxxx	0.756	C	xxxxx	0.756	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	D	xxxxx	0.815	D	xxxxx	0.815	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	B	xxxxx	0.691	B	xxxxx	0.691	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	C	xxxxx	0.756	C	xxxxx	0.756	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.552	A	xxxxx	0.552	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	E	xxxxx	0.904	E	xxxxx	0.904	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.468	A	xxxxx	0.468	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	B	xxxxx	0.606	B	xxxxx	0.606	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.457	A	xxxxx	0.457	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	E	xxxxx	0.996	E	xxxxx	0.996	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	E	xxxxx	0.985	E	xxxxx	0.985	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	C	16.8	0.508	C	16.8	0.508	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	A	xxxxx	0.595	A	xxxxx	0.595	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	F	xxxxx	1.183	F	xxxxx	1.183	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	C	xxxxx	0.733	C	xxxxx	0.733	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.567	A	xxxxx	0.567	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	B	xxxxx	0.681	B	xxxxx	0.681	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	E	xxxxx	0.996	E	xxxxx	0.996	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.690	B	xxxxx	0.690	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	C	xxxxx	0.730	C	xxxxx	0.730	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	E	xxxxx	0.955	E	xxxxx	0.955	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx	0.571	A	xxxxx	0.571	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.583	A	xxxxx	0.583	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	C	xxxxx	0.722	C	xxxxx	0.722	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	D	32.6	0.906	D	32.6	0.906	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	D	33.1	0.898	D	33.1	0.898	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	D	xxxxx	0.844	D	xxxxx	0.844	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F	69.7	0.460	F	69.7	0.460	+ 0.000 D/V

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec):	130	Critical Vol./Cap.(X):	0.955	
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	180	Level Of Service:	E	

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0
Volume Module:												
Base Vol:	660	1370	240	50	930	160	140	310	420	320	760	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	660	1370	240	50	930	160	140	310	420	320	760	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	660	1370	240	50	930	160	140	310	420	320	760	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	660	1370	240	50	930	160	140	310	420	320	760	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	726	1370	240	55	930	160	140	310	462	352	760	240
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.52	0.48
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	2090	660
Capacity Analysis Module:												
Vol/Sat:	0.26	0.33	0.17	0.02	0.23	0.12	0.10	0.08	0.17	0.13	0.36	0.36
Crit Volume:	363				310		140				500	
Crit Moves:	****				****		****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	75	Critical Vol./Cap.(X):	0.927	
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	180	Level Of Service:	E	

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	190	1370	130	150	810	30	70	600	220	80	480	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	1370	130	150	810	30	70	600	220	80	480	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	1370	130	150	810	30	70	600	220	80	480	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1370	130	150	810	30	70	600	220	80	480	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	1370	130	150	810	30	70	600	220	80	480	130
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.93	0.07	1.00	1.46	0.54	1.00	1.57	0.43
Final Sat.:	1500	2740	260	1500	2893	107	1500	2195	805	1500	2361	639
Capacity Analysis Module:												
Vol/Sat:	0.13	0.50	0.50	0.10	0.28	0.28	0.05	0.27	0.27	0.05	0.20	0.20
Crit Volume:	750			150				410		80		
Crit Moves:	****			****				****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.847
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 112 Level Of Service: D

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 2	0 1	1	0 2	0 1	1	0 2 0 1
Volume Module:												
Base Vol:	60	1400	100	80	870	110	200	740	60	70	460	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1400	100	80	870	110	200	740	60	70	460	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1400	100	80	870	110	200	740	60	70	460	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1400	100	80	870	110	200	740	60	70	460	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1400	100	80	870	110	200	740	60	70	460	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2800	200	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.50	0.50	0.05	0.29	0.07	0.13	0.25	0.04	0.05	0.15	0.05
Crit Volume:		750			80			370			70	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: B

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0	1	0	1 0	1	0	2 0	1	0	1 1 0
Volume Module:												
Base Vol:	110	280	130	30	180	80	70	970	70	110	750	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	280	130	30	180	80	70	970	70	110	750	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	280	130	30	180	80	70	970	70	110	750	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	280	130	30	180	80	70	970	70	110	750	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	280	130	30	180	80	70	970	70	110	750	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2644	106
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.09	0.02	0.13	0.06	0.05	0.35	0.05	0.08	0.28	0.28
Crit Volume:		280			30			485			110	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.252
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1 1	0	2	0 2	0 1	1	0 2	0 1	1	0 1 1 0
Volume Module:												
Base Vol:	180	1600	150	130	670	150	365	890	70	150	650	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1600	150	130	670	150	365	890	70	150	650	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1600	150	130	670	150	365	890	70	150	650	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1600	150	130	670	150	365	890	70	150	650	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	1600	150	143	670	150	365	890	70	150	650	170
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.83	0.17	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.59	0.41
Final Sat.:	2750	2514	236	2750	2750	1375	1375	2750	1375	1375	2180	570
Capacity Analysis Module:												
Vol/Sat:	0.07	0.64	0.64	0.05	0.24	0.11	0.27	0.32	0.05	0.11	0.30	0.30
Crit Volume:		875			72			365				410
Crit Moves:		****			****			****				****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.756
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: C

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1	1	0	2 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	50	290	200	190	380	160	130	1060	80	225	620	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	290	200	190	380	160	130	1060	80	225	620	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	290	200	190	380	160	130	1060	80	225	620	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	290	200	190	380	160	130	1060	80	225	620	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	290	200	190	380	160	130	1060	80	225	620	150
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.18	0.82	1.00	1.41	0.59	1.00	2.79	0.21	1.00	1.61	0.39
Final Sat.:	1375	1628	1122	1375	1935	815	1375	3836	289	1375	2214	536
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.18	0.14	0.20	0.20	0.09	0.28	0.28	0.16	0.28	0.28
Crit Volume:		245			190				380	225		
Crit Moves:		****			****				****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.815
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 153 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:												
Base Vol:	120	860	160	40	520	90	300	1120	70	100	760	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	860	160	40	520	90	300	1120	70	100	760	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	860	160	40	520	90	300	1120	70	100	760	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	860	160	40	520	90	300	1120	70	100	760	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	132	860	160	40	520	90	330	1120	70	110	760	60
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.88	0.12	2.00	2.78	0.22
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2588	162	2750	3823	302
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.12	0.03	0.19	0.07	0.12	0.43	0.43	0.04	0.20	0.20
Crit Volume:		430			40			595			55	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: B

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	10	20	10	210	20	200	360	880	10	10	790	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	20	10	210	20	200	360	880	10	10	790	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	20	10	210	20	200	360	880	10	10	790	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	10	210	20	200	360	880	10	10	790	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	20	10	210	20	200	360	880	10	10	790	270
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.09	0.91	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	130	1295	1425	2818	32	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.15	0.15	0.15	0.25	0.31	0.31	0.01	0.28	0.19
Crit Volume:		20			210			360			395	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.756
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 116 Level Of Service: C

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	40	680	350	110	450	310	540	730	30	380	570	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	680	350	110	450	310	540	730	30	380	570	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	680	350	110	450	310	540	730	30	380	570	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	680	350	110	450	310	540	730	30	380	570	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	680	350	110	450	310	594	730	30	418	570	110
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.92	0.08	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2641	109	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.08	0.16	0.23	0.22	0.28	0.28	0.15	0.21	0.08
Crit Volume:		340			110				380	209		
Crit Moves:		****			****				****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.552
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!	0	0
Volume Module:												
Base Vol:	0	1250	1330	0	810	10	0	0	0	990	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1250	1330	0	810	10	0	0	0	990	10	10
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1250	0	0	810	10	0	0	0	990	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1250	0	0	810	10	0	0	0	990	10	10
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1250	0	0	810	10	0	0	0	1089	10	10
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.96	0.04	0.00	0.00	0.00	2.94	0.03	0.03
Final Sat.:	0	4275	1425	0	4223	52	0	0	0	4198	39	39
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.26	0.26	0.26
Crit Volume:		417			0				0	370		
Crit Moves:		****			****					****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.904
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 1	0	1	0 2	0 2	2	0 1	1 0	2	0 2 1 0
Volume Module:												
Base Vol:	40	1760	140	60	870	620	600	250	20	120	360	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1760	140	60	870	620	600	250	20	120	360	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1760	140	60	870	620	600	250	20	120	360	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1760	140	60	870	620	600	250	20	120	360	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	1760	140	60	870	682	660	250	20	132	360	220
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.78	0.22	1.00	2.00	2.00	2.00	1.85	0.15	2.00	2.00	1.00
Final Sat.:	1375	3821	304	1375	2750	2750	2750	2546	204	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.46	0.46	0.04	0.32	0.25	0.24	0.10	0.10	0.05	0.13	0.16
Crit Volume:		633			60		330					220
Crit Moves:		****			****		****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.468
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0 1	0	1	0 1	0 1	1	0 3	0 1	1	0 2 1 0
Volume Module:												
Base Vol:	340	30	30	20	90	50	50	800	240	20	940	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	340	30	30	20	90	50	50	800	240	20	940	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	340	30	30	20	90	50	50	800	240	20	940	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	30	30	20	90	50	50	800	240	20	940	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	374	30	30	20	90	50	50	800	240	20	940	10
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.50	0.50	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.97	0.03
Final Sat.:	2750	688	688	1375	1375	1375	1375	4125	1375	1375	4082	43
Capacity Analysis Module:												
Vol/Sat:	0.14	0.04	0.04	0.01	0.07	0.04	0.04	0.19	0.17	0.01	0.23	0.23
Crit Volume:	187				90		50					317
Crit Moves:	****				****		****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0	0 0	2	0	2 0	0	0	2 1 1
Volume Module:												
Base Vol:	160	0	310	0	0	0	310	820	0	0	1150	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	0	310	0	0	0	310	820	0	0	1150	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	0	310	0	0	0	310	820	0	0	1150	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	0	310	0	0	0	310	820	0	0	1150	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	176	0	310	0	0	0	341	820	0	0	1150	198
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.22	0.00	0.00	0.00	0.12	0.29	0.00	0.00	0.27	0.14
Crit Volume:			310			0	171				383	
Crit Moves:			****				****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.457
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0 1	0	0	4 0 1	2	0	2 0 0
Volume Module:												
Base Vol:	0	0	0	130	0	400	0	970	250	330	840	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	130	0	400	0	970	250	330	840	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	130	0	400	0	970	250	330	840	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	130	0	400	0	970	250	330	840	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	143	0	440	0	970	250	363	840	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1425	0	2850	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.15	0.00	0.17	0.18	0.13	0.29	0.00
Crit Volume:			0			220			250	182		
Crit Moves:						****			****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec):	75	Critical Vol./Cap.(X):	0.996
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	SAWTELLE BOULEVARD				MATTESON STREET / SB I-405 RAMPS			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R		L - T - R		L - T - R		L - T - R	
Control:	Split Phase		Split Phase		Permitted		Permitted	
Rights:	Include		Include		Include		Ovl	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Y+R:	4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0	
Lanes:	0 1 0 1 0		0 1 0 1 0		0 0 1! 0 0		0 1 0 0 1	
Volume Module:								
Base Vol:	40 540 130	580	300 90	95	140 60	190	80 280	
Growth Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	
Initial Bse:	40 540 130	580	300 90	95	140 60	190	80 280	
User Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	
PHF Volume:	40 540 130	580	300 90	95	140 60	190	80 280	
Reduct Vol:	0 0 0	0	0 0	0	0 0	0	0 0	
Reduced Vol:	40 540 130	580	300 90	95	140 60	190	80 280	
PCE Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	
FinalVolume:	40 540 130	580	300 90	95	140 60	190	80 280	
Saturation Flow Module:								
Sat/Lane:	1425 1425 1425	1425	1425 1425	1425	1425 1425 1425	1425	1425 1425	
Adjustment:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
Lanes:	0.11 1.52 0.37	1.00	0.81 0.19	0.32	0.48 0.20	0.70	0.30 1.00	
Final Sat.:	161 2168 522	1425	1161 264	459	676 290	1003	422 1425	
Capacity Analysis Module:								
Vol/Sat:	0.25 0.25 0.25	0.41	0.26 0.34	0.21	0.21 0.21	0.19	0.19 0.20	
Crit Volume:	355	580			295	190		
Crit Moves:	****	****			****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec):	90	Critical Vol./Cap.(X):	0.985
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	OVERLAND AVENUE				VENICE BOULEVARD			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R		L - T - R		L - T - R		L - T - R	
Control:	Prot+Permit		Prot+Permit		Protected		Protected	
Rights:	Ovl		Ovl		Include		Include	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Y+R:	4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0	
Lanes:	1 0 2 0 1		1 0 2 0 1		2 0 3 0 1		2 0 3 0 1	
Volume Module:								
Base Vol:	100 1000 140	160	630 120	220	1540 140	330	1470 200	
Growth Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	
Initial Bse:	100 1000 140	160	630 120	220	1540 140	330	1470 200	
User Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	
PHF Volume:	100 1000 140	160	630 120	220	1540 140	330	1470 200	
Reduct Vol:	0 0 0	0	0 0	0	0 0	0	0 0	
Reduced Vol:	100 1000 140	160	630 120	220	1540 140	330	1470 200	
PCE Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.10 1.00	1.00	1.10 1.00	
FinalVolume:	100 1000 140	160	630 120	242	1540 140	363	1470 200	
Saturation Flow Module:								
Sat/Lane:	1375 1375 1375	1375	1375 1375	1375	1375 1375 1375	1375	1375 1375	
Adjustment:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
Lanes:	1.00 2.00 1.00	1.00	2.00 1.00	2.00	3.00 1.00	2.00	3.00 1.00	
Final Sat.:	1375 2750 1375	1375	2750 1375	2750	4125 1375	2750	4125 1375	
Capacity Analysis Module:								
Vol/Sat:	0.07 0.36 0.10	0.12	0.23 0.09	0.09	0.37 0.10	0.13	0.36 0.15	
Crit Volume:	500	160			513	182		
Crit Moves:	****	****			****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: C[16.8]

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Rights:	Include	Include	Include	Include
Lanes:	0 0 0 0 1	0 0 0 0 0	0 0 2 0 1	1 0 2 0 0
Volume Module:				
Base Vol:	0 0 310	0 0 0	0 790 180	200 550 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 0 310	0 0 0	0 790 180	200 550 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 0 310	0 0 0	0 790 180	200 550 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
FinalVolume:	0 0 310	0 0 0	0 790 180	200 550 0
Critical Gap Module:				
Critical Gp:	xxxxx xxxx 6.9	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	4.1 xxxx xxxxx
FollowUpTim:	xxxxx xxxx 3.3	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	2.2 xxxx xxxxx
Capacity Module:				
Cnflict Vol:	xxxx xxxx 395	xxxx xxxx xxxxx	xxxx xxxx xxxxx	970 xxxx xxxxx
Potent Cap.:	xxxx xxxx 610	xxxx xxxx xxxxx	xxxx xxxx xxxxx	719 xxxx xxxxx
Move Cap.:	xxxx xxxx 610	xxxx xxxx xxxxx	xxxx xxxx xxxxx	719 xxxx xxxxx
Volume/Cap:	xxxx xxxx 0.51	xxxx xxxx xxxx	xxxx xxxx xxxx	0.28 xxxx xxxx
Level Of Service Module:				
2Way95thQ:	xxxx xxxx 2.9	xxxx xxxx xxxxx	xxxx xxxx xxxxx	1.1 xxxx xxxxx
Control Del:	xxxxx xxxx 16.8	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	11.9 xxxx xxxxx
LOS by Move:	* * C	* * *	* * *	B * *
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx
SharedQueue:	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx
Shrd ConDel:	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx
Shared LOS:	* * *	* * *	* * *	* * *
ApproachDel:	16.8	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	C	*	*	*

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec):	85	Critical Vol./Cap.(X):	0.595
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

Street Name:	SEPULVEDA BOULEVARD				SAWTELLE BOULEVARD			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R		L - T - R		L - T - R		L - T - R	
Control:	Protected		Protected		Permitted		Permitted	
Rights:	Include		Include		Include		Include	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Y+R:	4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0		4.0 4.0 4.0	
Lanes:	1 0 3 1 0		1 0 2 1 0		1 0 2 0 1		1 0 1 1 0	
Volume Module:								
Base Vol:	190 2430 20	80	1420 70	90	110 70	60	70 60	
Growth Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	
Initial Bse:	190 2430 20	80	1420 70	90	110 70	60	70 60	
User Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	
PHF Volume:	190 2430 20	80	1420 70	90	110 70	60	70 60	
Reduct Vol:	0 0 0	0	0 0	0	0 0	0	0 0	
Reduced Vol:	190 2430 20	80	1420 70	90	110 70	60	70 60	
PCE Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	
FinalVolume:	190 2430 20	80	1420 70	90	110 70	60	70 60	
Saturation Flow Module:								
Sat/Lane:	1425 1425 1425	1425	1425 1425	1425	1425 1425 1425	1425	1425 1425	
Adjustment:	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00	
Lanes:	1.00 3.97 0.03	1.00	2.86 0.14	1.00	2.00 1.00	1.00	1.08 0.92	
Final Sat.:	1425 5653 47	1425	4074 201	1425	2850 1425	1425	1535 1315	
Capacity Analysis Module:								
Vol/Sat:	0.13 0.43 0.43	0.06	0.35 0.35	0.06	0.04 0.05	0.04	0.05 0.05	
Crit Volume:	613	80		90		65		
Crit Moves:	****	****		****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 1.183
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	170	600	190	165	495	60	220	1590	110	500	1220	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	600	190	165	495	60	220	1590	110	500	1220	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	600	190	165	495	60	220	1590	110	500	1220	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	600	190	165	495	60	220	1590	110	500	1220	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	600	190	165	495	60	220	1590	110	500	1220	110
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.52	0.48	1.00	1.78	0.22	1.00	2.81	0.19	1.00	3.00	1.00
Final Sat.:	1375	2089	661	1375	2453	297	1375	3858	267	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.29	0.29	0.12	0.20	0.20	0.16	0.41	0.41	0.36	0.30	0.08
Crit Volume:		395			165				567	500		
Crit Moves:		****			****				****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.733
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	240	390	120	30	240	70	110	810	120	110	550	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	390	120	30	240	70	110	810	120	110	550	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	390	120	30	240	70	110	810	120	110	550	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	390	120	30	240	70	110	810	120	110	550	40
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	480	390	120	60	240	70	110	810	120	110	550	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.94	0.82	0.24	0.19	1.43	0.38	1.00	1.74	0.26	1.00	1.86	0.14
Final Sat.:	1412	1225	364	290	2142	568	1500	2613	387	1500	2797	203
Capacity Analysis Module:												
Vol/Sat:	0.17	0.32	0.33	0.10	0.11	0.12	0.07	0.31	0.31	0.07	0.20	0.20
Crit Volume:			495	30					465	110		
Crit Moves:			****	****					****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.567
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	50	480	40	100	290	140	130	770	50	30	430	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	480	40	100	290	140	130	770	50	30	430	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	480	40	100	290	140	130	770	50	30	430	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	480	40	100	290	140	130	770	50	30	430	180
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	480	40	200	290	140	130	770	50	30	430	180
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	1.68	0.13	0.47	1.09	0.44	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	288	2518	194	698	1636	667	1500	2817	183	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.17	0.19	0.21	0.14	0.18	0.21	0.09	0.27	0.27	0.02	0.14	0.12
Crit Volume:			310	100				410		30		
Crit Moves:			****	****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 0	2	0 2	1 0	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	110	1510	90	150	730	20	20	260	90	80	300	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1510	90	150	730	20	20	260	90	80	300	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1510	90	150	730	20	20	260	90	80	300	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1510	90	150	730	20	20	260	90	80	300	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	121	1510	90	165	730	20	20	260	90	88	300	300
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.83	0.17	2.00	2.92	0.08	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3893	232	2750	4015	110	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.39	0.39	0.06	0.18	0.18	0.01	0.09	0.07	0.03	0.11	0.22
Crit Volume:		533			83			20				300
Crit Moves:		****			****			****				****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.996
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 3	1 0	1	0 3	1 0
Volume Module:												
Base Vol:	170	1300	220	70	390	140	170	1000	460	190	1330	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1300	220	70	390	140	170	1000	460	190	1330	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1300	220	70	390	140	170	1000	460	190	1330	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1300	220	70	390	140	170	1000	460	190	1330	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	1300	220	70	390	140	170	1000	460	190	1330	50
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.86	0.14
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5301	199
Capacity Analysis Module:												
Vol/Sat:	0.12	0.47	0.16	0.05	0.14	0.10	0.12	0.24	0.33	0.14	0.25	0.25
Crit Volume:		650			70				460	190		
Crit Moves:		****			****				****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.690
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	90	1010	90	20	490	120	200	620	110	80	480	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1010	90	20	490	120	200	620	110	80	480	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1010	90	20	490	120	200	620	110	80	480	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1010	90	20	490	120	200	620	110	80	480	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1010	90	20	490	120	200	620	110	80	480	50
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.61	0.39	1.00	1.70	0.30	1.00	1.81	0.19
Final Sat.:	1500	2755	245	1500	2410	590	1500	2548	452	1500	2717	283
Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.37	0.01	0.20	0.20	0.13	0.24	0.24	0.05	0.18	0.18
Crit Volume:		550			20			200			265	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	60	1130	30	20	550	70	250	600	70	20	490	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1130	30	20	550	70	250	600	70	20	490	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1130	30	20	550	70	250	600	70	20	490	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1130	30	20	550	70	250	600	70	20	490	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1130	30	20	550	70	250	600	70	20	490	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	1.77	0.23	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2922	78	1500	2661	339	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.39	0.39	0.01	0.21	0.21	0.17	0.20	0.05	0.01	0.16	0.05
Crit Volume:		580			20			250			245	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.955
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	0	0 2	0 1	1	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	540	1070	0	0	570	510	520	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	1070	0	0	570	510	520	0	50	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	540	1070	0	0	570	510	520	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	540	1070	0	0	570	510	520	0	50	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	540	1070	0	0	570	510	572	0	50	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.84	0.00	0.16	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2621	0	229	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.00	0.00	0.20	0.36	0.22	0.00	0.22	0.00	0.00	0.00
Crit Volume:	540					510	311				0	
Crit Moves:	****					****	****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.571
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0 0 2	1	0	0 1 0	1	0	3 0 1	3	0	2 0 1
Volume Module:												
Base Vol:	160	0	1030	0	0	0	0	450	180	1570	1180	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	0	1030	0	0	0	0	450	180	1570	1180	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	160	0	1030	0	0	0	0	450	0	1570	1180	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	0	1030	0	0	0	0	450	0	1570	1180	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	176	0	1133	0	0	0	0	450	0	1727	1180	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.40	0.00	0.00	0.00	0.00	0.11	0.00	0.40	0.41	0.00
Crit Volume:	88				0			150		576		
Crit Moves:	****							****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.583
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1 0	1	0	1 1 0	0	0	1! 0 0	0	0	1! 0 0
Volume Module:												
Base Vol:	60	1110	100	30	620	40	30	90	50	60	130	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1110	100	30	620	40	30	90	50	60	130	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1110	100	30	620	40	30	90	50	60	130	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1110	100	30	620	40	30	90	50	60	130	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1110	100	30	620	40	30	90	50	60	130	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.88	0.12	0.18	0.53	0.29	0.29	0.62	0.09
Final Sat.:	1500	2752	248	1500	2818	182	265	794	441	429	929	143
Capacity Analysis Module:												
Vol/Sat:	0.04	0.40	0.40	0.02	0.22	0.22	0.11	0.11	0.11	0.14	0.14	0.14
Crit Volume:			605	30			30					210
Crit Moves:			****	****			****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.722
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: C

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1 1	1	0	0 1 1	2	0	3 0 1	2	0	2 1 0
Volume Module:												
Base Vol:	40	20	160	30	10	20	80	1170	20	400	2480	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	20	160	30	10	20	80	1170	20	400	2480	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	20	160	30	10	20	80	1170	20	400	2480	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	20	160	30	10	20	80	1170	20	400	2480	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	20	176	30	10	22	88	1170	20	440	2480	90
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.20	1.80	1.00	0.62	1.38	2.00	3.00	1.00	2.00	2.89	0.11
Final Sat.:	1425	291	2559	1425	891	1959	2850	4275	1425	2850	4125	150
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.02	0.01	0.01	0.03	0.27	0.01	0.15	0.60	0.60
Crit Volume:		98			30			44				857
Crit Moves:		****			****			****				****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1 0	1	0	0 1 0	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	110	230	40	20	260	60	60	560	200	60	650	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	230	40	20	260	60	60	560	200	60	650	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	230	40	20	260	60	60	560	200	60	650	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	230	40	20	260	60	60	560	200	60	650	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	230	40	20	260	60	60	560	200	60	650	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.85	0.15	1.00	0.81	0.19	1.00	1.47	0.53	1.00	1.88	0.12
Final Sat.:	1500	1278	222	1500	1219	281	1500	2211	789	1500	2826	174
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.18	0.01	0.21	0.21	0.04	0.25	0.25	0.04	0.23	0.23
Crit Volume:	110				320				380	60		
Crit Moves:	****				****				****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 0 Average Delay (sec/veh): 32.6
Optimal Cycle: 0 Level Of Service: D

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	10	970	40	20	770	10	10	10	10	80	10	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	970	40	20	770	10	10	10	10	80	10	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	970	40	20	770	10	10	10	10	80	10	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	970	40	20	770	10	10	10	10	80	10	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	970	40	20	770	10	10	10	10	80	10	70
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	1.90	0.08	0.05	1.92	0.03	0.34	0.33	0.33	0.89	0.11	1.00
Final Sat.:	11	1076	45	27	1031	13	147	147	147	352	44	453
Capacity Analysis Module:												
Vol/Sat:	0.91	0.90	0.90	0.75	0.75	0.74	0.07	0.07	0.07	0.23	0.23	0.15
Crit Moves:	****			****				****		****		
Delay/Veh:	42.7	41.8	40.9	25.9	25.7	25.5	11.5	11.5	11.5	13.7	13.7	11.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	41.8	40.9	25.9	25.7	25.5	11.5	11.5	11.5	13.7	13.7	11.4
LOS by Move:	E	E	E	D	D	D	B	B	B	B	B	B
ApproachDel:	41.8			25.7			11.5			12.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	41.8			25.7			11.5			12.7		
LOS by Appr:	E			D			B			B		
AllWayAvgQ:	5.3	5.0	5.0	2.5	2.4	2.4	0.1	0.1	0.1	0.3	0.3	0.2

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.898
Loss Time (sec): 0 Average Delay (sec/veh): 33.1
Optimal Cycle: 0 Level Of Service: D

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	50	1010	0	0	790	80	130	0	70	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1010	0	0	790	80	130	0	70	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1010	0	0	790	80	130	0	70	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1010	0	0	790	80	130	0	70	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1010	0	0	790	80	130	0	70	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.82	0.18	0.65	0.00	0.35	0.00	0.00	0.00
Final Sat.:	516	1125	0	0	993	102	351	0	189	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.90	xxxx	xxxx	0.80	0.79	0.37	xxxx	0.37	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	10.3	41.4	0.0	0.0	29.5	28.5	13.4	0.0	13.4	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	41.4	0.0	0.0	29.5	28.5	13.4	0.0	13.4	0.0	0.0	0.0
LOS by Move:	B	E	*	*	D	D	B	*	B	*	*	*
ApproachDel:	39.9			29.4			13.4			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	39.9			29.4			13.4			xxxxxx		
LOS by Appr:	E			D			B			*		
AllWayAvgQ:	0.1	5.0	0.0	0.0	3.2	3.0	0.6	0.6	0.6	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.844
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	110	890	270	80	610	190	160	780	120	220	870	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	890	270	80	610	190	160	780	120	220	870	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	890	270	80	610	190	160	780	120	220	870	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	890	270	80	610	190	160	780	120	220	870	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	890	270	80	610	190	160	780	120	220	870	80
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.83	0.17
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2518	232
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.20	0.06	0.22	0.14	0.12	0.28	0.09	0.16	0.35	0.35
Crit Volume:		445			80			160			475	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 8.7 Worst Case Level Of Service: F[69.7]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	20	0	220	270	810	0	0	900	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	220	270	810	0	0	900	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	220	270	810	0	0	900	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	20	0	220	270	810	0	0	900	110
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1900	2305	505	1010	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	62	39	518	694	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	43	24	518	694	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.46	0.00	0.42	0.39	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	271	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	7.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	69.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			69.7			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

Scenario Report

Scenario:	MD
Command:	MD
Volume:	MD
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	in
# 28 SEPULVEDA BOULEVARD & CENTINEL	C	xxxxx	0.788	C	xxxxx	0.788	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	C	xxxxx	0.780	C	xxxxx	0.780	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	C	xxxxx	0.730	C	xxxxx	0.730	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	A	xxxxx	0.502	A	xxxxx	0.502	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	C	xxxxx	0.741	C	xxxxx	0.741	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	A	xxxxx	0.575	A	xxxxx	0.575	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	B	xxxxx	0.634	B	xxxxx	0.634	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	B	xxxxx	0.653	B	xxxxx	0.653	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	B	xxxxx	0.623	B	xxxxx	0.623	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.489	A	xxxxx	0.489	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	C	xxxxx	0.794	C	xxxxx	0.794	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	B	xxxxx	0.613	B	xxxxx	0.613	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.533	A	xxxxx	0.533	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.468	A	xxxxx	0.468	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	B	xxxxx	0.698	B	xxxxx	0.698	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	D	xxxxx	0.815	D	xxxxx	0.815	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	B	14.7	0.450	B	14.7	0.450	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	B	xxxxx	0.689	B	xxxxx	0.689	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	E	xxxxx	0.947	E	xxxxx	0.947	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	B	xxxxx	0.600	B	xxxxx	0.600	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.453	A	xxxxx	0.453	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	C	xxxxx	0.785	C	xxxxx	0.785	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	D	xxxxx	0.825	D	xxxxx	0.825	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.677	B	xxxxx	0.677	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.657	B	xxxxx	0.657	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	B	xxxxx	0.684	B	xxxxx	0.684	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx	0.483	A	xxxxx	0.483	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.530	A	xxxxx	0.530	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	A	xxxxx	0.551	A	xxxxx	0.551	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx	0.517	A	xxxxx	0.517	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	C	15.8	0.613	C	15.8	0.613	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	C	18.6	0.712	C	18.6	0.712	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	C	xxxxx	0.764	C	xxxxx	0.764	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F	394.8	1.066	F	394.8	1.066	+ 0.000 D/V

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.788
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 134 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:												
Base Vol:	480	1270	230	130	840	190	200	450	510	280	420	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	1270	230	130	840	190	200	450	510	280	420	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	1270	230	130	840	190	200	450	510	280	420	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	1270	230	130	840	190	200	450	510	280	420	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	528	1270	230	143	840	190	200	450	561	308	420	260
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.24	0.76
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	1699	1051
Capacity Analysis Module:												
Vol/Sat:	0.19	0.31	0.17	0.05	0.20	0.14	0.15	0.11	0.20	0.11	0.25	0.25
Crit Volume:	264				280		200				340	
Crit Moves:	****				****		****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 75 Critical Vol./Cap.(X): 0.780
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

Street Name:	CENTINELA AVENUE									WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:															
Base Vol:	170	840	90	150	830	90	130	570	190	110	680	140			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	170	840	90	150	830	90	130	570	190	110	680	140			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	170	840	90	150	830	90	130	570	190	110	680	140			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	170	840	90	150	830	90	130	570	190	110	680	140			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	170	840	90	150	830	90	130	570	190	110	680	140			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.81	0.19	1.00	1.80	0.20	1.00	1.50	0.50	1.00	1.66	0.34			
Final Sat.:	1500	2710	290	1500	2707	293	1500	2250	750	1500	2488	512			
Capacity Analysis Module:															
Vol/Sat:	0.11	0.31	0.31	0.10	0.31	0.31	0.09	0.25	0.25	0.07	0.27	0.27			
Crit Volume:	170					460	130					410			
Crit Moves:	****					****	****					****			

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Street Name:	CENTINELA AVENUE									WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:															
Base Vol:	100	900	110	80	840	240	250	510	80	110	520	70			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	100	900	110	80	840	240	250	510	80	110	520	70			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	100	900	110	80	840	240	250	510	80	110	520	70			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	100	900	110	80	840	240	250	510	80	110	520	70			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	100	900	110	80	840	240	250	510	80	110	520	70			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	1500	2673	327	1500	3000	1500	1500	3000	1500	1500	3000	1500			
Capacity Analysis Module:															
Vol/Sat:	0.07	0.34	0.34	0.05	0.28	0.16	0.17	0.17	0.05	0.07	0.17	0.05			
Crit Volume:			505	80			250				260				
Crit Moves:			****	****			****				****				

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:															
Base Vol:	70	200	150	40	210	100	70	600	80	110	650	30			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	70	200	150	40	210	100	70	600	80	110	650	30			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	70	200	150	40	210	100	70	600	80	110	650	30			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	70	200	150	40	210	100	70	600	80	110	650	30			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	70	200	150	40	210	100	70	600	80	110	650	30			
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09			
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2629	121			
Capacity Analysis Module:															
Vol/Sat:	0.05	0.15	0.11	0.03	0.15	0.07	0.05	0.22	0.06	0.08	0.25	0.25			
Crit Volume:	70				210			300		110					
Crit Moves:	****				****			****		****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 110 Level Of Service: C

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1 1	0	2	0 2	0 1	1	0 2	0 1	1	0 1 1 0
Volume Module:												
Base Vol:	140	660	160	170	710	150	170	540	80	170	560	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	660	160	170	710	150	170	540	80	170	560	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	660	160	170	710	150	170	540	80	170	560	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	660	160	170	710	150	170	540	80	170	560	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	660	160	187	710	150	170	540	80	170	560	130
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.61	0.39	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.62	0.38
Final Sat.:	2750	2213	537	2750	2750	1375	1375	2750	1375	1375	2232	518
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.30	0.07	0.26	0.11	0.12	0.20	0.06	0.12	0.25	0.25
Crit Volume:		410			94			170				345
Crit Moves:		****			****			****				****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.575
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1	1 0	1	0 2	1 0	1	0 1 1 0
Volume Module:												
Base Vol:	50	250	120	140	480	150	70	600	70	190	610	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	250	120	140	480	150	70	600	70	190	610	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	250	120	140	480	150	70	600	70	190	610	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	250	120	140	480	150	70	600	70	190	610	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	250	120	140	480	150	70	600	70	190	610	100
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.35	0.65	1.00	1.52	0.48	1.00	2.69	0.31	1.00	1.72	0.28
Final Sat.:	1375	1858	892	1375	2095	655	1375	3694	431	1375	2363	387
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.13	0.10	0.23	0.23	0.05	0.16	0.16	0.14	0.26	0.26
Crit Volume:	50					315	70					355
Crit Moves:	****					****	****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.634
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 0 1	1	0	2 0 1	2	0	1 1 0	2	0	2 1 0
Volume Module:												
Base Vol:	170	770	130	30	610	150	190	620	150	130	580	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	770	130	30	610	150	190	620	150	130	580	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	770	130	30	610	150	190	620	150	130	580	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	770	130	30	610	150	190	620	150	130	580	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	187	770	130	30	610	150	209	620	150	143	580	70
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.61	0.39	2.00	2.68	0.32
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2214	536	2750	3681	444
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.09	0.02	0.22	0.11	0.08	0.28	0.28	0.05	0.16	0.16
Crit Volume:		385			30			385		72		
Crit Moves:		****			****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: B

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0 1	1	0	0 1 0	1	0	1 1 0	1	0	2 0 1
Volume Module:												
Base Vol:	10	20	20	210	40	250	300	740	20	30	660	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	20	20	210	40	250	300	740	20	30	660	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	20	20	210	40	250	300	740	20	30	660	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	20	210	40	250	300	740	20	30	660	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	20	20	210	40	250	300	740	20	30	660	160
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.14	0.86	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	197	1228	1425	2775	75	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.15	0.20	0.20	0.21	0.27	0.27	0.02	0.23	0.11
Crit Volume:	10				290		300				330	
Crit Moves:	****				****		****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.623
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: B

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	2	0	1
Volume Module:															
Base Vol:	60	440	240	90	420	380	440	680	50	300	610	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	440	240	90	420	380	440	680	50	300	610	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	440	240	90	420	380	440	680	50	300	610	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	440	240	90	420	380	440	680	50	300	610	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	60	440	240	90	420	380	484	680	50	330	610	130
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.86	0.14	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2562	188	2750	2750	1375
Capacity Analysis Module:															
Vol/Sat:	0.04	0.16	0.17	0.07	0.15	0.28	0.18	0.27	0.27	0.12	0.22	0.09
Crit Volume:		220			90			242			305	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.489
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!	0	0
Volume Module:															
Base Vol:	0	940	1200	0	850	20	0	0	0	1010	10	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	940	1200	0	850	20	0	0	0	1010	10	30
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	940	0	0	850	20	0	0	0	1010	10	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	940	0	0	850	20	0	0	0	1010	10	30
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	940	0	0	850	20	0	0	0	1111	10	30
Saturation Flow Module:															
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.93	0.07	0.00	0.00	0.00	2.89	0.03	0.08
Final Sat.:	0	4275	1425	0	4177	98	0	0	0	4126	37	111
Capacity Analysis Module:															
Vol/Sat:	0.00	0.22	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.27	0.27	0.27
Crit Volume:		313			0			0			384	
Crit Moves:		****			****						****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.794
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 138 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	0	2	1	1	0	2	0	2	1	0
Volume Module:															
Base Vol:	80	1530	140	130	1110	510	390	180	40	190	280	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1530	140	130	1110	510	390	180	40	190	280	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1530	140	130	1110	510	390	180	40	190	280	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1530	140	130	1110	510	390	180	40	190	280	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	80	1530	140	130	1110	561	429	180	40	209	280	190
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.75	0.25	1.00	2.00	2.00	2.00	1.64	0.36	2.00	2.00	1.00
Final Sat.:	1375	3779	346	1375	2750	2750	2750	2250	500	2750	2750	1375
Capacity Analysis Module:															
Vol/Sat:	0.06	0.40	0.40	0.09	0.40	0.20	0.16	0.08	0.08	0.08	0.10	0.14
Crit Volume:		557			130			215			190	
Crit Moves:		****	****				****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.613
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: B

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	0	1	0	1	0	1	0	1	1	0	3	0	1	1	0	2	1	0
Volume Module:															
Base Vol:	750	60	40	10	20	70	110	800	310	60	720	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	750	60	40	10	20	70	110	800	310	60	720	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	750	60	40	10	20	70	110	800	310	60	720	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	750	60	40	10	20	70	110	800	310	60	720	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	825	60	40	10	20	70	110	800	310	60	720	30
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.60	0.40	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.88	0.12
Final Sat.:	2750	825	550	1375	1375	1375	1375	4125	1375	1375	3960	165
Capacity Analysis Module:															
Vol/Sat:	0.30	0.07	0.07	0.01	0.01	0.05	0.08	0.19	0.23	0.04	0.18	0.18
Crit Volume:	413					70	110			250		
Crit Moves:	****					****	****			****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0 0	0 0	2	0	2 0	0	0 2	1 1
Volume Module:												
Base Vol:	90	0	160	0	0	0	310	1110	0	0	1200	470
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	0	160	0	0	0	310	1110	0	0	1200	470
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	0	160	0	0	0	310	1110	0	0	1200	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	0	160	0	0	0	310	1110	0	0	1200	470
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	99	0	160	0	0	0	341	1110	0	0	1200	517
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.80	1.20
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	3984	1716
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.11	0.00	0.00	0.00	0.12	0.39	0.00	0.00	0.30	0.30
Crit Volume:			160		0		171					429
Crit Moves:			****				****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.468
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0 1	0	0	4 0 1	2	0	2 0 0
Volume Module:												
Base Vol:	0	0	0	380	0	280	0	910	220	340	850	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	380	0	280	0	910	220	340	850	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	380	0	280	0	910	220	340	850	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	380	0	280	0	910	220	340	850	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	418	0	308	0	910	220	374	850	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.73	0.00	1.27	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2461	0	1814	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.17	0.00	0.16	0.15	0.13	0.30	0.00
Crit Volume:		0				242	0				425	
Crit Moves:						****	****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.698
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: B

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	0	0	1! 0	0	1	0 0 1
Volume Module:												
Base Vol:	20	320	90	500	230	30	30	20	10	220	30	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	320	90	500	230	30	30	20	10	220	30	480
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	320	90	500	230	30	30	20	10	220	30	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	320	90	500	230	30	30	20	10	220	30	480
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	320	90	500	230	30	30	20	10	220	30	480
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	1.49	0.42	1.00	0.92	0.08	0.50	0.33	0.17	0.88	0.12	1.00
Final Sat.:	133	2121	597	1425	1313	113	713	475	238	1254	171	1425
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.35	0.18	0.27	0.04	0.04	0.04	0.18	0.18	0.34
Crit Volume:		215			500			30			250	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.815
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 123 Level Of Service: D

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 1	1	0	2 0 1	2	0	3 0 1	2	0	3 0 1
Volume Module:												
Base Vol:	150	750	220	140	640	140	260	1290	130	320	1370	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	750	220	140	640	140	260	1290	130	320	1370	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	750	220	140	640	140	260	1290	130	320	1370	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	750	220	140	640	140	260	1290	130	320	1370	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	150	750	220	140	640	140	286	1290	130	352	1370	140
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.27	0.16	0.10	0.23	0.10	0.10	0.31	0.09	0.13	0.33	0.10
Crit Volume:		375			140			430		176		
Crit Moves:		****			****			****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: B[14.7]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 0	0	0	2	0 1	1	0	2	0 0
Volume Module:																
Base Vol:	0	0	300		0	0	0		0	670	140		310	710	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	300		0	0	0		0	670	140		310	710	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	300		0	0	0		0	670	140		310	710	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	300		0	0	0		0	670	140		310	710	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	335		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		810	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	667		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		825	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	667		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		825	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	0.45		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.38	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	2.3		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1.8	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	14.7		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		12.0	xxxx	xxxxx	
LOS by Move:	*	*	B		*	*	*		*	*	*		B	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:		14.7				xxxxx				xxxxx				xxxxx		
ApproachLOS:		B				*				*				*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.689
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD								SAWTELLE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 3	1	0	1	0 2	1	0	1	0 2	0	1	1	0 1	1	0
Volume Module:																
Base Vol:	140	1860	70		120	1520	90		130	120	110		110	200	150	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	140	1860	70		120	1520	90		130	120	110		110	200	150	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	140	1860	70		120	1520	90		130	120	110		110	200	150	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	140	1860	70		120	1520	90		130	120	110		110	200	150	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	140	1860	70		120	1520	90		130	120	110		110	200	150	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.85	0.15		1.00	2.83	0.17		1.00	2.00	1.00		1.00	1.14	0.86	
Final Sat.:	1425	5493	207		1425	4036	239		1425	2850	1425		1425	1629	1221	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.34	0.34		0.08	0.38	0.38		0.09	0.04	0.08		0.08	0.12	0.12	
Crit Volume:	140					537			130						175	
Crit Moves:	****					****			****						****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.947
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD								VENICE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Prot+Permit				Prot+Permit				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 2	1	0	1	0 3	0	1
Volume Module:																
Base Vol:	250	330	210		130	330	80		100	1320	110		370	1260	110	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	250	330	210		130	330	80		100	1320	110		370	1260	110	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	250	330	210		130	330	80		100	1320	110		370	1260	110	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	250	330	210		130	330	80		100	1320	110		370	1260	110	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	250	330	210		130	330	80		100	1320	110		370	1260	110	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.22	0.78		1.00	1.61	0.39		1.00	2.77	0.23		1.00	3.00	1.00	
Final Sat.:	1375	1681	1069		1375	2213	537		1375	3808	317		1375	4125	1375	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.20	0.20		0.09	0.15	0.15		0.07	0.35	0.35		0.27	0.31	0.08	
Crit Volume:	250					205				477	370					
Crit Moves:	****					****				****	****					

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.600
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Street Name:	SAWTELLE BOULEVARD								WASHINGTON BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	1 0	1	0	0	1 0	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	190	250	100		30	180	110		80	750	120		100	690	40	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	190	250	100		30	180	110		80	750	120		100	690	40	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	190	250	100		30	180	110		80	750	120		100	690	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	190	250	100		30	180	110		80	750	120		100	690	40	
PCE Adj:	1.00	1.00	1.00		2.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	190	250	100		60	180	110		80	750	120		100	690	40	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.70	0.93	0.37		0.21	1.16	0.63		1.00	1.72	0.28		1.00	1.89	0.11	
Final Sat.:	1056	1389	556		310	1747	943		1500	2586	414		1500	2836	164	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.18	0.18		0.10	0.10	0.12		0.05	0.29	0.29		0.07	0.24	0.24	
Crit Volume:	190						175				435	100				
Crit Moves:	****						****				****	****				

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	1	0	0
Volume Module:												
Base Vol:	40	250	50	120	200	190	100	570	90	20	540	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	250	50	120	200	190	100	570	90	20	540	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	250	50	120	200	190	100	570	90	20	540	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	250	50	120	200	190	100	570	90	20	540	110
PCE Adj:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	250	50	120	200	190	100	570	90	20	540	110
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	1.47	0.26	0.47	0.78	0.75	1.00	1.73	0.27	1.00	2.00	1.00
Final Sat.:	400	2205	395	706	1176	1118	1500	2591	409	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.13	0.17	0.17	0.17	0.07	0.22	0.22	0.01	0.18	0.07
Crit Volume:			190	120			100				270	
Crit Moves:			****	****			****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.785
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 132 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	2	0	2	1	0	2	0
Volume Module:												
Base Vol:	450	1330	150	410	790	50	50	280	90	210	340	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	1330	150	410	790	50	50	280	90	210	340	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	450	1330	150	410	790	50	50	280	90	210	340	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	1330	150	410	790	50	50	280	90	210	340	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	495	1330	150	451	790	50	50	280	90	231	340	310
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.70	0.30	2.00	2.82	0.18	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3707	418	2750	3879	246	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.18	0.36	0.36	0.16	0.20	0.20	0.04	0.10	0.07	0.08	0.12	0.23
Crit Volume:			493	226			50					310
Crit Moves:			****	****			****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.825
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 131 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	0	3
Volume Module:												
Base Vol:	260	910	380	80	490	140	180	1150	450	150	1320	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	910	380	80	490	140	180	1150	450	150	1320	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	910	380	80	490	140	180	1150	450	150	1320	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	910	380	80	490	140	180	1150	450	150	1320	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	910	380	80	490	140	180	1150	450	150	1320	70
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.80	0.20
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5223	277
Capacity Analysis Module:												
Vol/Sat:	0.19	0.33	0.28	0.06	0.18	0.10	0.13	0.28	0.33	0.11	0.25	0.25
Crit Volume:		455		80					450	150		
Crit Moves:		****		****					****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	1
Volume Module:												
Base Vol:	120	740	90	50	640	170	180	510	140	100	540	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	740	90	50	640	170	180	510	140	100	540	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	740	90	50	640	170	180	510	140	100	540	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	740	90	50	640	170	180	510	140	100	540	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	740	90	50	640	170	180	510	140	100	540	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	1.58	0.42	1.00	1.57	0.43	1.00	1.74	0.26
Final Sat.:	1500	2675	325	1500	2370	630	1500	2354	646	1500	2613	387
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.28	0.03	0.27	0.27	0.12	0.22	0.22	0.07	0.21	0.21
Crit Volume:	120				405		180					310
Crit Moves:	****				****		****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.657
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	1	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	120	850	50	50	670	80	240	370	110	20	500	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	850	50	50	670	80	240	370	110	20	500	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	850	50	50	670	80	240	370	110	20	500	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	850	50	50	670	80	240	370	110	20	500	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	850	50	50	670	80	240	370	110	20	500	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.79	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2833	167	1500	2680	320	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.30	0.03	0.25	0.25	0.16	0.12	0.07	0.01	0.17	0.05
Crit Volume:	120				375		240				250	
Crit Moves:	****				****		****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.684
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: B

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1	0
Volume Module:												
Base Vol:	270	870	0	0	740	370	490	0	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	870	0	0	740	370	490	0	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	870	0	0	740	370	490	0	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	870	0	0	740	370	490	0	130	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	870	0	0	740	370	539	0	130	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.61	0.00	0.39	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2296	0	554	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.31	0.00	0.00	0.26	0.26	0.23	0.00	0.23	0.00	0.00	0.00
Crit Volume:	270				370		335				0	
Crit Moves:	****				****		****					

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.483
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0	2	1	0	0	1	0	3	0	2	0	1
Volume Module:												
Base Vol:	230	0	790	0	0	0	0	760	170	680	910	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	0	790	0	0	0	0	760	170	680	910	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	230	0	790	0	0	0	0	760	0	680	910	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	0	790	0	0	0	0	760	0	680	910	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	253	0	869	0	0	0	0	760	0	748	910	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.30	0.00	0.00	0.00	0.00	0.18	0.00	0.17	0.32	0.00
Crit Volume:			435			0			253			0
Crit Moves:			****						****		****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.530
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	0	1!	0	0
Volume Module:												
Base Vol:	80	1010	60	30	800	70	20	60	60	70	100	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1010	60	30	800	70	20	60	60	70	100	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1010	60	30	800	70	20	60	60	70	100	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1010	60	30	800	70	20	60	60	70	100	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1010	60	30	800	70	20	60	60	70	100	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.84	0.16	0.14	0.43	0.43	0.33	0.48	0.19
Final Sat.:	1500	2832	168	1500	2759	241	214	643	643	500	714	286
Capacity Analysis Module:												
Vol/Sat:	0.05	0.36	0.36	0.02	0.29	0.29	0.09	0.09	0.09	0.14	0.14	0.14
Crit Volume:		535			30			20			210	
Crit Moves:		****			****			****			****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.551
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	0	0 1	1	2	0 3	0 1	2	0 2 1 0
Volume Module:												
Base Vol:	40	20	290	60	20	60	60	1240	60	260	1350	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	20	290	60	20	60	60	1240	60	260	1350	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	20	290	60	20	60	60	1240	60	260	1350	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	20	290	60	20	60	60	1240	60	260	1350	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	20	319	60	20	66	66	1240	60	286	1350	30
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.12	1.88	1.00	0.47	1.53	2.00	3.00	1.00	2.00	2.93	0.07
Final Sat.:	1425	168	2682	1425	663	2187	2850	4275	1425	2850	4182	93
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.04	0.03	0.03	0.02	0.29	0.04	0.10	0.32	0.32
Crit Volume:		170			60			413		143		
Crit Moves:		****			****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.517
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0	1	0	1 0	1	1	0 1 1 0
Volume Module:												
Base Vol:	100	170	40	40	190	70	80	560	100	50	600	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	170	40	40	190	70	80	560	100	50	600	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	170	40	40	190	70	80	560	100	50	600	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	170	40	40	190	70	80	560	100	50	600	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	170	40	40	190	70	80	560	100	50	600	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.81	0.19	1.00	0.73	0.27	1.00	1.70	0.30	1.00	1.79	0.21
Final Sat.:	1500	1214	286	1500	1096	404	1500	2545	455	1500	2687	313
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.03	0.17	0.17	0.05	0.22	0.22	0.03	0.22	0.22
Crit Volume:	100					260	80			335		
Crit Moves:	****					****	****			****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.613
Loss Time (sec): 0 Average Delay (sec/veh): 15.8
Optimal Cycle: 0 Level Of Service: C

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0 1	0	1	0 1	0	0	1! 0	0	1	0 0 1
Volume Module:												
Base Vol:	10	630	60	30	710	10	10	10	10	50	10	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	630	60	30	710	10	10	10	10	50	10	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	630	60	30	710	10	10	10	10	50	10	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	630	60	30	710	10	10	10	10	50	10	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	630	60	30	710	10	10	10	10	50	10	30
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	1.80	0.17	0.08	1.89	0.03	0.34	0.33	0.33	0.83	0.17	1.00
Final Sat.:	17	1104	106	49	1165	16	156	156	156	355	71	489
Capacity Analysis Module:												
Vol/Sat:	0.58	0.57	0.56	0.61	0.61	0.61	0.06	0.06	0.06	0.14	0.14	0.06
Crit Moves:	****			****			****				****	
Delay/Veh:	15.9	15.6	15.3	16.9	16.8	16.6	10.7	10.7	10.7	11.7	11.7	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.9	15.6	15.3	16.9	16.8	16.6	10.7	10.7	10.7	11.7	11.7	9.8
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	A
ApproachDel:		15.6			16.8			10.7			11.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.6			16.8			10.7			11.1	
LOS by Appr:		C			C			B			B	
AllWayAvgQ:	1.2	1.2	1.2	1.4	1.4	1.4	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

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LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.712
Loss Time (sec): 0 Average Delay (sec/veh): 18.6
Optimal Cycle: 0 Level Of Service: C

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 0	0	0	1 1 0	0	0	1! 0 0	0	0	0 0 0
Volume Module:												
Base Vol:	100	630	0	0	700	120	120	0	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	630	0	0	700	120	120	0	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	630	0	0	700	120	120	0	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	630	0	0	700	120	120	0	130	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	630	0	0	700	120	120	0	130	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.71	0.29	0.48	0.00	0.52	0.00	0.00	0.00
Final Sat.:	514	1114	0	0	984	172	269	0	291	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.57	xxxx	xxxx	0.71	0.70	0.45	xxxx	0.45	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	11.2	16.8	0.0	0.0	22.4	21.3	14.0	0.0	14.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.2	16.8	0.0	0.0	22.4	21.3	14.0	0.0	14.0	0.0	0.0	0.0
LOS by Move:	B	C	*	*	C	C	B	*	B	*	*	*
ApproachDel:	16.0			22.2			14.0			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	16.0			22.2			14.0			xxxxxx		
LOS by Appr:	C			C			B			*		
AllWayAvgQ:	0.2	1.2	0.0	0.0	2.2	2.0	0.7	0.7	0.7	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.764
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 Level Of Service: C

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	180	680	220	90	720	220	170	630	120	100	650	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	680	220	90	720	220	170	630	120	100	650	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	680	220	90	720	220	170	630	120	100	650	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	680	220	90	720	220	170	630	120	100	650	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	680	220	90	720	220	170	630	120	100	650	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2629	121
Capacity Analysis Module:												
Vol/Sat:	0.13	0.25	0.16	0.07	0.26	0.16	0.12	0.23	0.09	0.07	0.25	0.25
Crit Volume:	180				360		170				340	
Crit Moves:	****				****		****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 40.6 Worst Case Level Of Service: F[394.8]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0 0 0	0	0	1! 0 0	1	0	2 0 0	0	0	1 1 0
Volume Module:												
Base Vol:	0	0	0	20	0	270	270	1070	0	0	1230	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	270	270	1070	0	0	1230	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	270	270	1070	0	0	1230	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	20	0	270	270	1070	0	0	1230	80
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2345	2880	655	1310	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	31	17	413	535	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	19	8	413	535	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.07	0.00	0.65	0.50	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	18.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	169	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	20.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	395	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			394.8			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Scenario Report

Scenario:	PM
Command:	PM
Volume:	PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	E	xxxxx	0.958	E	xxxxx	0.958	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	F	xxxxx	1.087	F	xxxxx	1.087	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	E	xxxxx	0.950	E	xxxxx	0.950	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	C	xxxxx	0.731	C	xxxxx	0.731	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	F	xxxxx	1.013	F	xxxxx	1.013	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	E	xxxxx	0.961	E	xxxxx	0.961	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	D	xxxxx	0.808	D	xxxxx	0.808	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	D	xxxxx	0.835	D	xxxxx	0.835	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	D	xxxxx	0.859	D	xxxxx	0.859	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.578	A	xxxxx	0.578	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	F	xxxxx	1.089	F	xxxxx	1.089	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.576	A	xxxxx	0.576	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	D	xxxxx	0.884	D	xxxxx	0.884	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.578	A	xxxxx	0.578	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	F	xxxxx	1.151	F	xxxxx	1.151	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	F	xxxxx	1.092	F	xxxxx	1.092	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	C	17.0	0.522	C	17.0	0.522	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	D	xxxxx	0.826	D	xxxxx	0.826	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	F	xxxxx	1.061	F	xxxxx	1.061	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	D	xxxxx	0.863	D	xxxxx	0.863	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	C	xxxxx	0.740	C	xxxxx	0.740	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	E	xxxxx	0.972	E	xxxxx	0.972	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	F	xxxxx	1.140	F	xxxxx	1.140	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	C	xxxxx	0.797	C	xxxxx	0.797	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	C	xxxxx	0.778	C	xxxxx	0.778	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	D	xxxxx	0.882	D	xxxxx	0.882	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	C	xxxxx	0.753	C	xxxxx	0.753	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	B	xxxxx	0.683	B	xxxxx	0.683	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	D	xxxxx	0.890	D	xxxxx	0.890	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	B	xxxxx	0.667	B	xxxxx	0.667	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	E	49.9	0.967	E	49.9	0.967	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	F	51.4	1.030	F	51.4	1.030	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	F	xxxxx	1.076	F	xxxxx	1.076	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F	952.7	2.210	F	952.7	2.210	+ 0.000 D/V

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.958
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0
Volume Module:												
Base Vol:	500	1500	280	180	1490	210	210	720	810	350	480	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	1500	280	180	1490	210	210	720	810	350	480	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	500	1500	280	180	1490	210	210	720	810	350	480	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	1500	280	180	1490	210	210	720	810	350	480	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	550	1500	280	198	1490	210	210	720	891	385	480	190
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.43	0.57
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	1970	780
Capacity Analysis Module:												
Vol/Sat:	0.20	0.36	0.20	0.07	0.36	0.15	0.15	0.17	0.32	0.14	0.24	0.24
Crit Volume:	275				497		210				335	
Crit Moves:	****				****		****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 75 Critical Vol./Cap.(X): 1.087
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	260	1320	90	130	1460	90	90	700	250	120	700	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	1320	90	130	1460	90	90	700	250	120	700	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	1320	90	130	1460	90	90	700	250	120	700	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	1320	90	130	1460	90	90	700	250	120	700	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	1320	90	130	1460	90	90	700	250	120	700	210
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	1.88	0.12	1.00	1.47	0.53	1.00	1.54	0.46
Final Sat.:	1500	2809	191	1500	2826	174	1500	2211	789	1500	2308	692
Capacity Analysis Module:												
Vol/Sat:	0.17	0.47	0.47	0.09	0.52	0.52	0.06	0.32	0.32	0.08	0.30	0.30
Crit Volume:	260				775				475	120		
Crit Moves:	****				****				****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.950
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	90	1410	170	80	1460	180	170	810	110	150	680	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1410	170	80	1460	180	170	810	110	150	680	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1410	170	80	1460	180	170	810	110	150	680	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1410	170	80	1460	180	170	810	110	150	680	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1410	170	80	1460	180	170	810	110	150	680	80
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2677	323	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.53	0.53	0.05	0.49	0.12	0.11	0.27	0.07	0.10	0.23	0.05
Crit Volume:			790	80				405		150		
Crit Moves:			****	****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: C

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	110	260	170	100	290	190	120	1010	100	100	810	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	260	170	100	290	190	120	1010	100	100	810	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	260	170	100	290	190	120	1010	100	100	810	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	260	170	100	290	190	120	1010	100	100	810	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	260	170	100	290	190	120	1010	100	100	810	30
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.93	0.07
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2652	98
Capacity Analysis Module:																				
Vol/Sat:	0.08	0.19	0.12	0.07	0.21	0.14	0.09	0.37	0.07	0.07	0.31	0.31
Crit Volume:	110				290			505		100		
Crit Moves:	****				****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.013
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	2	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	150	840	200	150	1010	350	270	870	130	220	910	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	840	200	150	1010	350	270	870	130	220	910	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	840	200	150	1010	350	270	870	130	220	910	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	840	200	150	1010	350	270	870	130	220	910	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	840	200	165	1010	350	270	870	130	220	910	130
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.62	0.38	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	2750	2221	529	2750	2750	1375	1375	2750	1375	1375	2406	344
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.38	0.38	0.06	0.37	0.25	0.20	0.32	0.09	0.16	0.38	0.38
Crit Volume:			520	83			270			520		
Crit Moves:			****	****			****			****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.961
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	80	400	100	120	790	280	160	900	80	380	910	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	400	100	120	790	280	160	900	80	380	910	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	400	100	120	790	280	160	900	80	380	910	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	400	100	120	790	280	160	900	80	380	910	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	400	100	120	790	280	160	900	80	380	910	190
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.60	0.40	1.00	1.48	0.52	1.00	2.76	0.24	1.00	1.65	0.35
Final Sat.:	1375	2200	550	1375	2030	720	1375	3788	337	1375	2275	475
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.18	0.18	0.09	0.39	0.39	0.12	0.24	0.24	0.28	0.40	0.40
Crit Volume:	80				535				327	380		
Crit Moves:	****				****				****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.808
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 148 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:												
Base Vol:	130	930	150	80	870	260	320	650	120	140	1120	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	930	150	80	870	260	320	650	120	140	1120	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	930	150	80	870	260	320	650	120	140	1120	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	930	150	80	870	260	320	650	120	140	1120	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	143	930	150	80	870	260	352	650	120	154	1120	50
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.69	0.31	2.00	2.87	0.13
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2321	429	2750	3949	176
Capacity Analysis Module:												
Vol/Sat:	0.05	0.34	0.11	0.06	0.32	0.19	0.13	0.28	0.28	0.06	0.28	0.28
Crit Volume:		465		80			176					390
Crit Moves:		****		****			****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.835
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 172 Level Of Service: D

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	20	30	20	350	20	400	370	1260	20	10	760	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	30	20	350	20	400	370	1260	20	10	760	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	30	20	350	20	400	370	1260	20	10	760	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	30	20	350	20	400	370	1260	20	10	760	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	30	20	350	20	400	370	1260	20	10	760	160
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.05	0.95	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	68	1357	1425	2805	45	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.01	0.25	0.29	0.29	0.26	0.45	0.45	0.01	0.27	0.11
Crit Volume:	20			420			370					
Crit Moves:	****			****			****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.859
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	60	530	470	160	650	430	530	990	50	430	540	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	530	470	160	650	430	530	990	50	430	540	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	530	470	160	650	430	530	990	50	430	540	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	530	470	160	650	430	530	990	50	430	540	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	60	530	470	160	650	430	583	990	50	473	540	100
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.90	0.10	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2618	132	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.34	0.12	0.24	0.31	0.21	0.38	0.38	0.17	0.20	0.07
Crit Volume:		265		160			520			236		
Crit Moves:		****		****			****			****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!	0	0
Volume Module:												
Base Vol:	0	1420	1600	0	1250	10	0	0	0	910	20	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1420	1600	0	1250	10	0	0	0	910	20	30
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1420	0	0	1250	10	0	0	0	910	20	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1420	0	0	1250	10	0	0	0	910	20	30
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1420	0	0	1250	10	0	0	0	1001	20	30
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.98	0.02	0.00	0.00	0.00	2.86	0.06	0.08
Final Sat.:	0	4275	1425	0	4241	34	0	0	0	4072	81	122
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.25	0.25	0.25
Crit Volume:		473		0						350		
Crit Moves:		****		****						****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 1.089
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 1	0	1	0 2	0 2	2	0 1	1 0	2	0 2 1 0
Volume Module:												
Base Vol:	60	2125	200	100	1330	600	660	570	20	280	370	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	2125	200	100	1330	600	660	570	20	280	370	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	2125	200	100	1330	600	660	570	20	280	370	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	2125	200	100	1330	600	660	570	20	280	370	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	60	2125	200	100	1330	660	726	570	20	308	370	260
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.74	0.26	1.00	2.00	2.00	2.00	1.93	0.07	2.00	2.00	1.00
Final Sat.:	1375	3770	355	1375	2750	2750	2750	2657	93	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.56	0.56	0.07	0.48	0.24	0.26	0.21	0.21	0.11	0.13	0.19
Crit Volume:		775			100			363				260
Crit Moves:		****			****			****				****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.576
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0 1	0	1	0 1	0 1	1	0 3	0 1	1	0 2 1 0
Volume Module:												
Base Vol:	540	170	40	10	30	65	90	1170	460	50	1010	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	170	40	10	30	65	90	1170	460	50	1010	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	540	170	40	10	30	65	90	1170	460	50	1010	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	540	170	40	10	30	65	90	1170	460	50	1010	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	594	170	40	10	30	65	90	1170	460	50	1010	10
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.81	0.19	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.97	0.03
Final Sat.:	2750	1113	262	1375	1375	1375	1375	4125	1375	1375	4085	40
Capacity Analysis Module:												
Vol/Sat:	0.22	0.15	0.15	0.01	0.02	0.05	0.07	0.28	0.33	0.04	0.25	0.25
Crit Volume:	297					65	90					340
Crit Moves:	****					****	****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.884
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0	0 0	2	0	2 0	0	0	2 1 1
Volume Module:												
Base Vol:	300	0	630	0	0	0	260	1090	0	0	1460	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	0	630	0	0	0	260	1090	0	0	1460	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	0	630	0	0	0	260	1090	0	0	1460	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	0	630	0	0	0	260	1090	0	0	1460	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	330	0	630	0	0	0	286	1090	0	0	1460	209
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.44	0.00	0.00	0.00	0.10	0.38	0.00	0.00	0.34	0.15
Crit Volume:			630			0		143			487	
Crit Moves:			****					****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0 1	0	0	4 0 1	2	0	2 0 0
Volume Module:												
Base Vol:	0	0	0	150	0	280	0	1250	330	610	1140	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	150	0	280	0	1250	330	610	1140	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	150	0	280	0	1250	330	610	1140	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	150	0	280	0	1250	330	610	1140	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	165	0	308	0	1250	330	671	1140	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.05	xxxx	1.95	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1491	0	2784	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.11	0.00	0.22	0.23	0.24	0.40	0.00
Crit Volume:			0			158			330	336		
Crit Moves:						****			****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 1.151
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	70	800	110	480	510	120	125	150	60	260	130	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	800	110	480	510	120	125	150	60	260	130	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	800	110	480	510	120	125	150	60	260	130	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	800	110	480	510	120	125	150	60	260	130	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	800	110	480	510	120	125	150	60	260	130	320
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	1.64	0.22	0.86	0.92	0.22	0.37	0.45	0.18	0.67	0.33	1.00
Final Sat.:	204	2327	320	1232	1309	308	532	638	255	950	475	1425
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.39	0.39	0.39	0.24	0.24	0.24	0.27	0.27	0.22
Crit Volume:		490			555			335			260	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 1.092
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	170	1175	220	210	950	150	280	1550	160	340	1470	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1175	220	210	950	150	280	1550	160	340	1470	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1175	220	210	950	150	280	1550	160	340	1470	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1175	220	210	950	150	280	1550	160	340	1470	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	170	1175	220	210	950	150	308	1550	160	374	1470	110
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.43	0.16	0.15	0.35	0.11	0.11	0.38	0.12	0.14	0.36	0.08
Crit Volume:		588			210			517		187		
Crit Moves:		****			****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: C[17.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1	0	0	0	0	0	0	2	0	1	0	2	0
Volume Module:																
Base Vol:	0	0	310		0	0	0		0	800	250		350	970	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	310		0	0	0		0	800	250		350	970	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	310		0	0	0		0	800	250		350	970	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	310		0	0	0		0	800	250		350	970	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	400		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1050	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	605		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		671	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	605		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		671	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	0.51		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.52	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	2.9		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		3.0	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	17.0		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		16.1	xxxx	xxxxx	
LOS by Move:	*	*	C		*	*	*		*	*	*		C	*	*	
Movement:	LT	-	LTR	RT	LT	-	LTR	RT	LT	-	LTR	RT	LT	-	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:		17.0				xxxxxx				xxxxxx				xxxxxx		
ApproachLOS:		C				*				*				*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.826
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 131 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	1	0	2	1	0	2	0	1	1	0	1
Volume Module:												
Base Vol:	260	2790	90	150	1820	150	120	170	150	90	170	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	2790	90	150	1820	150	120	170	150	90	170	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	2790	90	150	1820	150	120	170	150	90	170	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	2790	90	150	1820	150	120	170	150	90	170	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	2790	90	150	1820	150	120	170	150	90	170	110
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.88	0.12	1.00	2.77	0.23	1.00	2.00	1.00	1.00	1.21	0.79
Final Sat.:	1425	5522	178	1425	3949	326	1425	2850	1425	1425	1730	1120
Capacity Analysis Module:												
Vol/Sat:	0.18	0.51	0.51	0.11	0.46	0.46	0.08	0.06	0.11	0.06	0.10	0.10
Crit Volume:	260					657	120				140	
Crit Moves:	****					****	****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 1.061
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1 1	0	1	0 2	1 0	1	0 3 0 1
Volume Module:												
Base Vol:	190	640	310	120	670	130	120	1740	190	220	1530	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	640	310	120	670	130	120	1740	190	220	1530	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	640	310	120	670	130	120	1740	190	220	1530	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	640	310	120	670	130	120	1740	190	220	1530	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	640	310	120	670	130	120	1740	190	220	1530	130
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.35	0.65	1.00	1.68	0.32	1.00	2.70	0.30	1.00	3.00	1.00
Final Sat.:	1375	1853	897	1375	2303	447	1375	3719	406	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.14	0.35	0.35	0.09	0.29	0.29	0.09	0.47	0.47	0.16	0.37	0.09
Crit Volume:			475	120					643	220		
Crit Moves:			****	****					****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.863
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 126 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	0	1	0 1	1 0	1	0 1 1 0
Volume Module:												
Base Vol:	170	610	50	30	550	100	160	860	150	90	810	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	610	50	30	550	100	160	860	150	90	810	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	610	50	30	550	100	160	860	150	90	810	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	610	50	30	550	100	160	860	150	90	810	50
PCE Adj:	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	680	610	50	120	550	100	160	860	150	90	810	50
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.93	0.07	0.10	1.64	0.26	1.00	1.70	0.30	1.00	1.88	0.12
Final Sat.:	1500	1388	112	153	2458	390	1500	2554	446	1500	2826	174
Capacity Analysis Module:												
Vol/Sat:	0.11	0.44	0.45	0.20	0.22	0.26	0.11	0.34	0.34	0.06	0.29	0.29
Crit Volume:			670	30					505	90		
Crit Moves:			****	****					****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.740
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	0	1	1 0	1	0	2 0 1
Volume Module:												
Base Vol:	40	670	30	90	610	220	90	810	80	30	700	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	670	30	90	610	220	90	810	80	30	700	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	670	30	90	610	220	90	810	80	30	700	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	670	30	90	610	220	90	810	80	30	700	130
PCE Adj:	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	670	30	360	610	220	90	810	80	30	700	130
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.13	1.80	0.07	0.28	1.35	0.37	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	194	2702	105	415	2030	555	1500	2730	270	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.21	0.25	0.29	0.22	0.30	0.40	0.06	0.30	0.30	0.02	0.23	0.09
Crit Volume:	40					595			445	30		
Crit Moves:	****					****			****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.972
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 1	0	2	0 2 1	0	1	0 2	0 1	2	0 2 0 1
Volume Module:												
Base Vol:	220	1880	120	400	1290	40	70	380	120	270	380	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	1880	120	400	1290	40	70	380	120	270	380	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	1880	120	400	1290	40	70	380	120	270	380	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1880	120	400	1290	40	70	380	120	270	380	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	242	1880	120	440	1290	40	70	380	120	297	380	380
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.82	0.18	2.00	2.91	0.09	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3878	248	2750	4001	124	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.48	0.48	0.16	0.32	0.32	0.05	0.14	0.09	0.11	0.14	0.28
Crit Volume:		667			220			70				380
Crit Moves:		****			****			****				****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 1.140
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	330	1680	410	100	860	80	260	1630	310	130	1420	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	1680	410	100	860	80	260	1630	310	130	1420	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	1680	410	100	860	80	260	1630	310	130	1420	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	1680	410	100	860	80	260	1630	310	130	1420	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	330	1680	410	100	860	80	260	1630	310	130	1420	50
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.36	0.64	1.00	3.86	0.14
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4621	879	1375	5313	187
Capacity Analysis Module:												
Vol/Sat:	0.24	0.61	0.30	0.07	0.31	0.06	0.19	0.35	0.35	0.09	0.27	0.27
Crit Volume:		840			100			260			368	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.797
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	130	1090	100	50	840	200	130	650	180	130	560	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1090	100	50	840	200	130	650	180	130	560	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1090	100	50	840	200	130	650	180	130	560	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1090	100	50	840	200	130	650	180	130	560	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1090	100	50	840	200	130	650	180	130	560	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.62	0.38	1.00	1.57	0.43	1.00	1.75	0.25
Final Sat.:	1500	2748	252	1500	2423	577	1500	2349	651	1500	2625	375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.40	0.03	0.35	0.35	0.09	0.28	0.28	0.09	0.21	0.21
Crit Volume:	130				520			415		130		
Crit Moves:	****				****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.778
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	80	1165	40	30	1020	90	200	630	70	30	670	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1165	40	30	1020	90	200	630	70	30	670	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1165	40	30	1020	90	200	630	70	30	670	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1165	40	30	1020	90	200	630	70	30	670	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1165	40	30	1020	90	200	630	70	30	670	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.93	0.07	1.00	1.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2900	100	1500	2757	243	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.40	0.40	0.02	0.37	0.37	0.13	0.21	0.05	0.02	0.22	0.05
Crit Volume:		603			30			200			335	
Crit Moves:		****	****		****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.882
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1	0
Volume Module:												
Base Vol:	130	1330	0	0	1050	210	1030	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1330	0	0	1050	210	1030	0	50	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1330	0	0	1050	210	1030	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1330	0	0	1050	210	1030	0	50	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1330	0	0	1050	210	1133	0	50	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.92	0.00	0.08	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2730	0	120	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.47	0.00	0.00	0.37	0.15	0.42	0.00	0.42	0.00	0.00	0.00
Crit Volume:		665			0			592			0	
Crit Moves:		****			****			****				

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.753
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 115 Level Of Service: C

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0 2	1	0	0 1	1	0	1 0	3	0
Volume Module:												
Base Vol:	250	0	1340	0	0	0	0	1010	240	860	1020	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	1340	0	0	0	0	1010	240	860	1020	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	250	0	1340	0	0	0	0	1010	0	860	1020	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	1340	0	0	0	0	1010	0	860	1020	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	275	0	1474	0	0	0	0	1010	0	946	1020	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.52	0.00	0.00	0.00	0.00	0.24	0.00	0.22	0.36	0.00
Crit Volume:			737		0			337		0		
Crit Moves:			****					****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.683
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1 1	0	0	0 1! 0	0	0
Volume Module:												
Base Vol:	130	1250	120	50	1050	80	30	110	80	70	170	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1250	120	50	1050	80	30	110	80	70	170	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1250	120	50	1050	80	30	110	80	70	170	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1250	120	50	1050	80	30	110	80	70	170	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1250	120	50	1050	80	30	110	80	70	170	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.82	0.18	1.00	1.86	0.14	0.14	0.50	0.36	0.26	0.63	0.11
Final Sat.:	1500	2737	263	1500	2788	212	205	750	545	389	944	167
Capacity Analysis Module:												
Vol/Sat:	0.09	0.46	0.46	0.03	0.38	0.38	0.15	0.15	0.15	0.18	0.18	0.18
Crit Volume:			685	50				220		70		
Crit Moves:			****	****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.890
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1 1	1	0	0 1	1	2	0 3	0	1
Volume Module:												
Base Vol:	50	20	480	120	30	90	30	2210	70	250	1620	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	20	480	120	30	90	30	2210	70	250	1620	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	20	480	120	30	90	30	2210	70	250	1620	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	20	480	120	30	90	30	2210	70	250	1620	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	50	20	528	120	30	99	33	2210	70	275	1620	30
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	1.93	1.00	0.47	1.53	2.00	3.00	1.00	2.00	2.95	0.05
Final Sat.:	1425	104	2746	1425	663	2187	2850	4275	1425	2850	4197	78
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.08	0.05	0.05	0.01	0.52	0.05	0.10	0.39	0.39
Crit Volume:		274		120				737		138		
Crit Moves:		****		****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1 0	1	0	0 1	0	1	1 0	1	0
Volume Module:												
Base Vol:	100	270	30	30	300	80	80	720	160	80	680	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	270	30	30	300	80	80	720	160	80	680	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	270	30	30	300	80	80	720	160	80	680	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	270	30	30	300	80	80	720	160	80	680	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	270	30	30	300	80	80	720	160	80	680	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.90	0.10	1.00	0.79	0.21	1.00	1.64	0.36	1.00	1.81	0.19
Final Sat.:	1500	1350	150	1500	1184	316	1500	2455	545	1500	2720	280
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.02	0.25	0.25	0.05	0.29	0.29	0.05	0.25	0.25
Crit Volume:	100					380		440		80		
Crit Moves:	****					****		****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.967
Loss Time (sec): 0 Average Delay (sec/veh): 49.9
Optimal Cycle: 0 Level Of Service: E

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	10	950	60	40	990	10	10	10	10	80	10	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	950	60	40	990	10	10	10	10	80	10	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	950	60	40	990	10	10	10	10	80	10	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	950	60	40	990	10	10	10	10	80	10	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	950	60	40	990	10	10	10	10	80	10	40
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	1.86	0.12	0.08	1.90	0.02	0.34	0.33	0.33	0.89	0.11	1.00
Final Sat.:	11	1007	64	41	1028	10	149	149	149	343	43	439
Capacity Analysis Module:												
Vol/Sat:	0.95	0.94	0.94	0.97	0.96	0.96	0.07	0.07	0.07	0.23	0.23	0.09
Crit Moves:	****			****			****			****		
Delay/Veh:	52.1	50.7	49.1	55.8	54.9	54.0	11.5	11.5	11.5	14.5	14.5	11.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	50.7	49.1	55.8	54.9	54.0	11.5	11.5	11.5	14.5	14.5	11.4
LOS by Move:	F	F	E	F	F	F	B	B	B	B	B	B
ApproachDel:	50.6			54.9			11.5			13.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	50.6			54.9			11.5			13.5		
LOS by Appr:	F			F			B			B		
AllWayAvgQ:	6.4	6.0	6.0	6.9	6.7	6.7	0.1	0.1	0.1	0.3	0.3	0.1

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 1.030
Loss Time (sec): 0 Average Delay (sec/veh): 51.4
Optimal Cycle: 0 Level Of Service: F

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	90	920	0	0	970	130	130	0	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	920	0	0	970	130	130	0	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	920	0	0	970	130	130	0	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	920	0	0	970	130	130	0	130	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	920	0	0	970	130	130	0	130	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.76	0.24	0.50	0.00	0.50	0.00	0.00	0.00
Final Sat.:	488	1047	0	0	942	128	274	0	274	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.88	xxxx	xxxx	1.03	1.02	0.47	xxxx	0.47	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	11.7	41.2	0.0	0.0	72.3	67.9	15.3	0.0	15.3	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	41.2	0.0	0.0	72.3	67.9	15.3	0.0	15.3	0.0	0.0	0.0
LOS by Move:	B	E	*	*	F	F	C	*	C	*	*	*
ApproachDel:	38.6			71.8			15.3			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	38.6			71.8			15.3			xxxxxx		
LOS by Appr:	E			F			C			*		
AllWayAvgQ:	0.2	4.6	0.0	0.0	9.7	8.8	0.9	0.9	0.9	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.076
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	170	900	330	90	1090	190	180	910	150	310	750	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	900	330	90	1090	190	180	910	150	310	750	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	900	330	90	1090	190	180	910	150	310	750	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	900	330	90	1090	190	180	910	150	310	750	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	900	330	90	1090	190	180	910	150	310	750	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2644	106
Capacity Analysis Module:												
Vol/Sat:	0.12	0.33	0.24	0.07	0.40	0.14	0.13	0.33	0.11	0.23	0.28	0.28
Crit Volume:	170				545			455		310		
Crit Moves:	****				****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 4 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 84.7 Worst Case Level Of Service: F[952.7]

Street Name:	WALGROVE AVENUE									WASHINGTON BOULEVARD					
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	T	-	R	L	T	-	R	L	T	-	R	L	T	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled		
Rights:	Include				Include				Include				Include		
Lanes:	0	0	0	0	0	0	0	1! 0	0	1	0	2 0	0	0 1	1 0
Volume Module:															
Base Vol:	0	0	0	20	0	260	320	1210	0	0	1340	100			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	0	0	20	0	260	320	1210	0	0	1340	100			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	0	0	20	0	260	320	1210	0	0	1340	100			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	0	0	0	20	0	260	320	1210	0	0	1340	100			
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Capacity Module:															
Cnflict Vol:	xxxx	xxxx	xxxxx	2635	3240	720	1440	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx	20	10	375	477	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx	9	3	375	477	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx	2.21	0.00	0.69	0.67	xxxx	xxxx	xxxx	xxxx	xxxx			
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	4.9	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	26.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	D	*	*	*	*	*			
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	96	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	26.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	953	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx				952.7			xxxxxx			xxxxxx				
ApproachLOS:	*				F			*			*				

Note: Queue reported is the number of cars per lane.

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LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Scenario Report

Scenario:	AM
Command:	AM
Volume:	AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	E	xxxxx	0.961	E	xxxxx	0.961	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	E	xxxxx	0.927	E	xxxxx	0.927	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	D	xxxxx	0.847	D	xxxxx	0.847	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	B	xxxxx	0.658	B	xxxxx	0.658	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	F	xxxxx	1.252	F	xxxxx	1.252	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	C	xxxxx	0.759	C	xxxxx	0.759	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	D	xxxxx	0.811	D	xxxxx	0.811	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	B	xxxxx	0.691	B	xxxxx	0.691	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	C	xxxxx	0.756	C	xxxxx	0.756	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.549	A	xxxxx	0.549	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	E	xxxxx	0.900	E	xxxxx	0.900	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.464	A	xxxxx	0.464	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	B	xxxxx	0.612	B	xxxxx	0.612	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.461	A	xxxxx	0.461	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	E	xxxxx	0.996	E	xxxxx	0.996	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	E	xxxxx	0.984	E	xxxxx	0.984	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	C	16.6	0.496	C	16.6	0.496	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	A	xxxxx	0.593	A	xxxxx	0.593	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	F	xxxxx	1.184	F	xxxxx	1.184	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	C	xxxxx	0.730	C	xxxxx	0.730	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.567	A	xxxxx	0.567	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	B	xxxxx	0.685	B	xxxxx	0.685	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	E	xxxxx	0.993	E	xxxxx	0.993	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.690	B	xxxxx	0.690	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	C	xxxxx	0.730	C	xxxxx	0.730	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	E	xxxxx	0.956	E	xxxxx	0.956	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx	0.581	A	xxxxx	0.581	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	C	xxxxx	0.724	C	xxxxx	0.724	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	D	32.6	0.906	D	32.6	0.906	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	D	33.1	0.898	D	33.1	0.898	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	D	xxxxx	0.847	D	xxxxx	0.847	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F	68.8	0.457	F	68.8	0.457	+ 0.000 D/V

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.961
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0
Volume Module:												
Base Vol:	660	1370	240	50	910	170	150	310	430	320	740	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	660	1370	240	50	910	170	150	310	430	320	740	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	660	1370	240	50	910	170	150	310	430	320	740	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	660	1370	240	50	910	170	150	310	430	320	740	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	726	1370	240	55	910	170	150	310	473	352	740	270
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.47	0.53
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	2015	735
Capacity Analysis Module:												
Vol/Sat:	0.26	0.33	0.17	0.02	0.22	0.12	0.11	0.08	0.17	0.13	0.37	0.37
Crit Volume:	363				303		150					505
Crit Moves:	****				****		****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 75 Critical Vol./Cap.(X): 0.927
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	180	1370	130	150	820	30	70	600	220	80	480	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1370	130	150	820	30	70	600	220	80	480	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1370	130	150	820	30	70	600	220	80	480	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1370	130	150	820	30	70	600	220	80	480	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	1370	130	150	820	30	70	600	220	80	480	130
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.93	0.07	1.00	1.46	0.54	1.00	1.57	0.43
Final Sat.:	1500	2740	260	1500	2894	106	1500	2195	805	1500	2361	639
Capacity Analysis Module:												
Vol/Sat:	0.12	0.50	0.50	0.10	0.28	0.28	0.05	0.27	0.27	0.05	0.20	0.20
Crit Volume:	750			150				410		80		
Crit Moves:	****			****				****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.847
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 112 Level Of Service: D

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	60	1390	100	80	870	120	200	730	60	80	460	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1390	100	80	870	120	200	730	60	80	460	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1390	100	80	870	120	200	730	60	80	460	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1390	100	80	870	120	200	730	60	80	460	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1390	100	80	870	120	200	730	60	80	460	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2799	201	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.50	0.50	0.05	0.29	0.08	0.13	0.24	0.04	0.05	0.15	0.05
Crit Volume:			745	80				365		80		
Crit Moves:			****	****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: B

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	110	280	130	30	180	80	70	970	70	110	750	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	280	130	30	180	80	70	970	70	110	750	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	280	130	30	180	80	70	970	70	110	750	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	280	130	30	180	80	70	970	70	110	750	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	280	130	30	180	80	70	970	70	110	750	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2644	106
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.09	0.02	0.13	0.06	0.05	0.35	0.05	0.08	0.28	0.28
Crit Volume:		280		30				485		110		
Crit Moves:		****		****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.252
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	2	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	180	1600	150	130	680	140	360	890	70	140	660	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1600	150	130	680	140	360	890	70	140	660	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1600	150	130	680	140	360	890	70	140	660	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1600	150	130	680	140	360	890	70	140	660	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	1600	150	143	680	140	360	890	70	140	660	170
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.83	0.17	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.59	0.41
Final Sat.:	2750	2514	236	2750	2750	1375	1375	2750	1375	1375	2187	563
Capacity Analysis Module:												
Vol/Sat:	0.07	0.64	0.64	0.05	0.25	0.10	0.26	0.32	0.05	0.10	0.30	0.30
Crit Volume:		875		72			360					415
Crit Moves:		****		****			****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.759
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: C

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0
Volume Module:												
Base Vol:	50	290	190	200	380	160	120	1070	80	220	620	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	290	190	200	380	160	120	1070	80	220	620	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	290	190	200	380	160	120	1070	80	220	620	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	290	190	200	380	160	120	1070	80	220	620	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	290	190	200	380	160	120	1070	80	220	620	150
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.21	0.79	1.00	1.41	0.59	1.00	2.79	0.21	1.00	1.61	0.39
Final Sat.:	1375	1661	1089	1375	1935	815	1375	3838	287	1375	2214	536
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.15	0.20	0.20	0.09	0.28	0.28	0.16	0.28	0.28
Crit Volume:		240		200					383	220		
Crit Moves:		****		****					****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.811
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 150 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:												
Base Vol:	120	850	160	40	520	90	300	1120	70	100	760	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	850	160	40	520	90	300	1120	70	100	760	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	850	160	40	520	90	300	1120	70	100	760	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	850	160	40	520	90	300	1120	70	100	760	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	132	850	160	40	520	90	330	1120	70	110	760	60
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.88	0.12	2.00	2.78	0.22
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2588	162	2750	3823	302
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.12	0.03	0.19	0.07	0.12	0.43	0.43	0.04	0.20	0.20
Crit Volume:		425			40			595			55	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: B

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	10	20	10	210	20	200	360	880	10	10	790	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	20	10	210	20	200	360	880	10	10	790	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	20	10	210	20	200	360	880	10	10	790	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	10	210	20	200	360	880	10	10	790	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	20	10	210	20	200	360	880	10	10	790	270
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.09	0.91	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	130	1295	1425	2818	32	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.15	0.15	0.15	0.25	0.31	0.31	0.01	0.28	0.19
Crit Volume:		20			210			360			395	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.756
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 116 Level Of Service: C

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	40	680	350	110	460	310	540	730	30	380	570	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	680	350	110	460	310	540	730	30	380	570	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	680	350	110	460	310	540	730	30	380	570	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	680	350	110	460	310	540	730	30	380	570	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	680	350	110	460	310	594	730	30	418	570	110
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.92	0.08	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2641	109	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.08	0.17	0.23	0.22	0.28	0.28	0.15	0.21	0.08
Crit Volume:		340			110				380	209		
Crit Moves:		****			****				****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.549
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!	0	0
Volume Module:												
Base Vol:	0	1240	1330	0	820	10	0	0	0	990	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1240	1330	0	820	10	0	0	0	990	10	10
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1240	0	0	820	10	0	0	0	990	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1240	0	0	820	10	0	0	0	990	10	10
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1240	0	0	820	10	0	0	0	1089	10	10
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.96	0.04	0.00	0.00	0.00	2.94	0.03	0.03
Final Sat.:	0	4275	1425	0	4223	52	0	0	0	4198	39	39
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.26	0.26	0.26
Crit Volume:		413			0				0	370		
Crit Moves:		****			****					****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.900
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 1	0	1	0 2	0 2	2	0 1	1 0	2	0 2 1 0
Volume Module:												
Base Vol:	40	1760	140	60	880	610	590	250	20	130	360	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1760	140	60	880	610	590	250	20	130	360	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1760	140	60	880	610	590	250	20	130	360	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1760	140	60	880	610	590	250	20	130	360	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	1760	140	60	880	671	649	250	20	143	360	220
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.78	0.22	1.00	2.00	2.00	2.00	1.85	0.15	2.00	2.00	1.00
Final Sat.:	1375	3821	304	1375	2750	2750	2750	2546	204	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.46	0.46	0.04	0.32	0.24	0.24	0.10	0.10	0.05	0.13	0.16
Crit Volume:		633			60		325					220
Crit Moves:		****			****		****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.464
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0 1	0	1	0 1	0 1	1	0 3	0 1	1	0 2 1 0
Volume Module:												
Base Vol:	330	30	30	20	90	50	50	800	230	20	940	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	30	30	20	90	50	50	800	230	20	940	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	30	30	20	90	50	50	800	230	20	940	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	30	30	20	90	50	50	800	230	20	940	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	363	30	30	20	90	50	50	800	230	20	940	10
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.50	0.50	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.97	0.03
Final Sat.:	2750	688	688	1375	1375	1375	1375	4125	1375	1375	4082	43
Capacity Analysis Module:												
Vol/Sat:	0.13	0.04	0.04	0.01	0.07	0.04	0.04	0.19	0.17	0.01	0.23	0.23
Crit Volume:	182				90		50					317
Crit Moves:	****				****		****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0	0 0	2	0	2 0	0	0	2 1 1
Volume Module:												
Base Vol:	160	0	330	0	0	0	300	810	0	0	1130	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	0	330	0	0	0	300	810	0	0	1130	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	0	330	0	0	0	300	810	0	0	1130	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	0	330	0	0	0	300	810	0	0	1130	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	176	0	330	0	0	0	330	810	0	0	1130	198
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.23	0.00	0.00	0.00	0.12	0.28	0.00	0.00	0.26	0.14
Crit Volume:			330			0		165			377	
Crit Moves:			****					****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.461
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0 1	0	0	4 0 1	2	0	2 0 0
Volume Module:												
Base Vol:	0	0	0	130	0	410	0	980	250	330	840	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	130	0	410	0	980	250	330	840	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	130	0	410	0	980	250	330	840	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	130	0	410	0	980	250	330	840	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	143	0	451	0	980	250	363	840	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1425	0	2850	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.16	0.00	0.17	0.18	0.13	0.29	0.00
Crit Volume:		0				226			250	182		
Crit Moves:						****			****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.996
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	40	540	120	580	310	80	80	160	60	190	80	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	540	120	580	310	80	80	160	60	190	80	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	540	120	580	310	80	80	160	60	190	80	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	540	120	580	310	80	80	160	60	190	80	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	540	120	580	310	80	80	160	60	190	80	280
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	1.55	0.34	1.00	0.84	0.16	0.27	0.53	0.20	0.70	0.30	1.00
Final Sat.:	163	2199	489	1425	1190	235	380	760	285	1003	422	1425
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.41	0.26	0.34	0.21	0.21	0.21	0.19	0.19	0.20
Crit Volume:		350			580			300			190	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.984
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	100	1000	140	160	630	120	220	1550	140	320	1470	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	1000	140	160	630	120	220	1550	140	320	1470	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	1000	140	160	630	120	220	1550	140	320	1470	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1000	140	160	630	120	220	1550	140	320	1470	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	100	1000	140	160	630	120	242	1550	140	352	1470	210
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.07	0.36	0.10	0.12	0.23	0.09	0.09	0.38	0.10	0.13	0.36	0.15
Crit Volume:		500			160			517			176	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: C[16.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2	0	1	1	0	2	0	0
Volume Module:																						
Base Vol:	0	0	300	0	0	0	0	800	180	200	550	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	300	0	0	0	0	800	180	200	550	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	300	0	0	0	0	800	180	200	550	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	300	0	0	0	0	800	180	200	550	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	400	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	980	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	605	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	712	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	605	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	712	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.50	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.28	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	2.7	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	16.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.0	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		16.6			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		C			*			*			*	

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.593
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	190	2420	20	80	1420	70	90	110	70	60	70	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	2420	20	80	1420	70	90	110	70	60	70	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	2420	20	80	1420	70	90	110	70	60	70	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	2420	20	80	1420	70	90	110	70	60	70	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	2420	20	80	1420	70	90	110	70	60	70	60
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.97	0.03	1.00	2.86	0.14	1.00	2.00	1.00	1.00	1.08	0.92
Final Sat.:	1425	5653	47	1425	4074	201	1425	2850	1425	1425	1535	1315
Capacity Analysis Module:												
Vol/Sat:	0.13	0.43	0.43	0.06	0.35	0.35	0.06	0.04	0.05	0.04	0.05	0.05
Crit Volume:		610			80			90			65	
Crit Moves:		****	****			****			****			****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 1.184
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	190	600	190	170	490	60	210	1580	110	500	1200	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	600	190	170	490	60	210	1580	110	500	1200	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	600	190	170	490	60	210	1580	110	500	1200	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	600	190	170	490	60	210	1580	110	500	1200	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	600	190	170	490	60	210	1580	110	500	1200	110
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.52	0.48	1.00	1.78	0.22	1.00	2.80	0.20	1.00	3.00	1.00
Final Sat.:	1375	2089	661	1375	2450	300	1375	3857	268	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.14	0.29	0.29	0.12	0.20	0.20	0.15	0.41	0.41	0.36	0.29	0.08
Crit Volume:		395			170				563	500		
Crit Moves:		****			****				****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	230	390	130	30	260	70	110	810	140	100	560	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	390	130	30	260	70	110	810	140	100	560	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	390	130	30	260	70	110	810	140	100	560	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	390	130	30	260	70	110	810	140	100	560	40
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	460	390	130	60	260	70	110	810	140	100	560	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.88	0.85	0.27	0.18	1.46	0.36	1.00	1.71	0.29	1.00	1.87	0.13
Final Sat.:	1327	1275	398	273	2189	538	1500	2558	442	1500	2800	200
Capacity Analysis Module:												
Vol/Sat:	0.17	0.31	0.33	0.11	0.12	0.13	0.07	0.32	0.32	0.07	0.20	0.20
Crit Volume:			490	30					475	100		
Crit Moves:			****	****					****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.567
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	50	480	40	100	310	140	130	770	50	30	430	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	480	40	100	310	140	130	770	50	30	430	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	480	40	100	310	140	130	770	50	30	430	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	480	40	100	310	140	130	770	50	30	430	180
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	480	40	200	310	140	130	770	50	30	430	180
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	1.68	0.13	0.44	1.13	0.43	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	288	2518	194	667	1687	646	1500	2817	183	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.17	0.19	0.21	0.15	0.18	0.22	0.09	0.27	0.27	0.02	0.14	0.12
Crit Volume:			310	100				410		30		
Crit Moves:			****	****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.685
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 0	2	0 2	1 0	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	110	1500	100	160	740	20	20	250	90	100	300	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1500	100	160	740	20	20	250	90	100	300	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1500	100	160	740	20	20	250	90	100	300	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1500	100	160	740	20	20	250	90	100	300	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	121	1500	100	176	740	20	20	250	90	110	300	300
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.81	0.19	2.00	2.92	0.08	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3867	258	2750	4016	109	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.39	0.39	0.06	0.18	0.18	0.01	0.09	0.07	0.04	0.11	0.22
Crit Volume:		533			88			20				300
Crit Moves:		****			****			****				****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.993
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	180	1290	220	70	390	140	170	1000	460	190	1330	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1290	220	70	390	140	170	1000	460	190	1330	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1290	220	70	390	140	170	1000	460	190	1330	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1290	220	70	390	140	170	1000	460	190	1330	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	1290	220	70	390	140	170	1000	460	190	1330	50
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.86	0.14
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5301	199
Capacity Analysis Module:												
Vol/Sat:	0.13	0.47	0.16	0.05	0.14	0.10	0.12	0.24	0.33	0.14	0.25	0.25
Crit Volume:		645			70				460	190		
Crit Moves:		****			****				****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.690
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	90	1000	90	20	500	110	210	620	100	80	470	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1000	90	20	500	110	210	620	100	80	470	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1000	90	20	500	110	210	620	100	80	470	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1000	90	20	500	110	210	620	100	80	470	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1000	90	20	500	110	210	620	100	80	470	50
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.64	0.36	1.00	1.72	0.28	1.00	1.81	0.19
Final Sat.:	1500	2752	248	1500	2459	541	1500	2583	417	1500	2712	288
Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.36	0.01	0.20	0.20	0.14	0.24	0.24	0.05	0.17	0.17
Crit Volume:			545		20			210			260	
Crit Moves:			****		****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	2	0
Volume Module:												
Base Vol:	60	1130	30	20	550	70	250	600	70	20	490	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1130	30	20	550	70	250	600	70	20	490	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1130	30	20	550	70	250	600	70	20	490	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1130	30	20	550	70	250	600	70	20	490	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1130	30	20	550	70	250	600	70	20	490	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	1.77	0.23	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2922	78	1500	2661	339	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.39	0.39	0.01	0.21	0.21	0.17	0.20	0.05	0.01	0.16	0.05
Crit Volume:		580			20			250			245	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.956
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1!	0
Volume Module:												
Base Vol:	540	1070	0	0	570	500	540	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	1070	0	0	570	500	540	0	50	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	540	1070	0	0	570	500	540	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	540	1070	0	0	570	500	540	0	50	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	540	1070	0	0	570	500	594	0	50	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.84	0.00	0.16	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2629	0	221	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.00	0.00	0.20	0.35	0.23	0.00	0.23	0.00	0.00	0.00
Crit Volume:	540					500	322				0	
Crit Moves:	****					****	****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0 0 2	1	0	0 1 0	1	0	3 0 1	3	0	2 0 1
Volume Module:												
Base Vol:	180	0	1020	0	0	0	0	460	180	1570	1190	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	0	1020	0	0	0	0	460	180	1570	1190	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	180	0	1020	0	0	0	0	460	0	1570	1190	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	0	1020	0	0	0	0	460	0	1570	1190	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	198	0	1122	0	0	0	0	460	0	1727	1190	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.39	0.00	0.00	0.00	0.00	0.11	0.00	0.40	0.42	0.00
Crit Volume:	99				0			153		576		
Crit Moves:	****							****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1 0	1	0	1 1 0	0	0	1! 0	0	0	0 1! 0 0
Volume Module:												
Base Vol:	60	1100	100	20	630	40	30	100	50	60	140	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1100	100	20	630	40	30	100	50	60	140	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1100	100	20	630	40	30	100	50	60	140	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1100	100	20	630	40	30	100	50	60	140	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1100	100	20	630	40	30	100	50	60	140	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.88	0.12	0.17	0.55	0.28	0.27	0.64	0.09
Final Sat.:	1500	2750	250	1500	2821	179	250	833	417	409	955	136
Capacity Analysis Module:												
Vol/Sat:	0.04	0.40	0.40	0.01	0.22	0.22	0.12	0.12	0.12	0.15	0.15	0.15
Crit Volume:		600			20			30			220	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.724
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1 1	1	0	0 1 1	2	0	3 0 1	2	0	2 1 0
Volume Module:												
Base Vol:	40	20	160	30	10	20	80	1160	20	400	2490	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	20	160	30	10	20	80	1160	20	400	2490	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	20	160	30	10	20	80	1160	20	400	2490	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	20	160	30	10	20	80	1160	20	400	2490	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	20	176	30	10	22	88	1160	20	440	2490	90
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.20	1.80	1.00	0.62	1.38	2.00	3.00	1.00	2.00	2.90	0.10
Final Sat.:	1425	291	2559	1425	891	1959	2850	4275	1425	2850	4126	149
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.02	0.01	0.01	0.03	0.27	0.01	0.15	0.60	0.60
Crit Volume:		98			30			44			860	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1 0	1	0	0 1 0	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	110	230	40	20	260	60	60	560	200	60	650	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	230	40	20	260	60	60	560	200	60	650	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	230	40	20	260	60	60	560	200	60	650	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	230	40	20	260	60	60	560	200	60	650	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	230	40	20	260	60	60	560	200	60	650	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.85	0.15	1.00	0.81	0.19	1.00	1.47	0.53	1.00	1.88	0.12
Final Sat.:	1500	1278	222	1500	1219	281	1500	2211	789	1500	2826	174
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.18	0.01	0.21	0.21	0.04	0.25	0.25	0.04	0.23	0.23
Crit Volume:	110				320				380	60		
Crit Moves:	****				****				****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 0 Average Delay (sec/veh): 32.6
Optimal Cycle: 0 Level Of Service: D

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	10	970	40	20	770	10	10	10	10	80	10	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	970	40	20	770	10	10	10	10	80	10	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	970	40	20	770	10	10	10	10	80	10	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	970	40	20	770	10	10	10	10	80	10	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	970	40	20	770	10	10	10	10	80	10	70
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	1.90	0.08	0.05	1.92	0.03	0.34	0.33	0.33	0.89	0.11	1.00
Final Sat.:	11	1076	45	27	1031	13	147	147	147	352	44	453
Capacity Analysis Module:												
Vol/Sat:	0.91	0.90	0.90	0.75	0.75	0.74	0.07	0.07	0.07	0.23	0.23	0.15
Crit Moves:	****			****				****		****		
Delay/Veh:	42.7	41.8	40.9	25.9	25.7	25.5	11.5	11.5	11.5	13.7	13.7	11.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	41.8	40.9	25.9	25.7	25.5	11.5	11.5	11.5	13.7	13.7	11.4
LOS by Move:	E	E	E	D	D	D	B	B	B	B	B	B
ApproachDel:	41.8			25.7			11.5			12.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	41.8			25.7			11.5			12.7		
LOS by Appr:	E			D			B			B		
AllWayAvgQ:	5.3	5.0	5.0	2.5	2.4	2.4	0.1	0.1	0.1	0.3	0.3	0.2

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.898
Loss Time (sec): 0 Average Delay (sec/veh): 33.1
Optimal Cycle: 0 Level Of Service: D

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	50	1010	0	0	790	80	130	0	70	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1010	0	0	790	80	130	0	70	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1010	0	0	790	80	130	0	70	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1010	0	0	790	80	130	0	70	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1010	0	0	790	80	130	0	70	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.82	0.18	0.65	0.00	0.35	0.00	0.00	0.00
Final Sat.:	516	1125	0	0	993	102	351	0	189	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.90	xxxx	xxxx	0.80	0.79	0.37	xxxx	0.37	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	10.3	41.4	0.0	0.0	29.5	28.5	13.4	0.0	13.4	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	41.4	0.0	0.0	29.5	28.5	13.4	0.0	13.4	0.0	0.0	0.0
LOS by Move:	B	E	*	*	D	D	B	*	B	*	*	*
ApproachDel:	39.9			29.4			13.4			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	39.9			29.4			13.4			xxxxxx		
LOS by Appr:	E			D			B			*		
AllWayAvgQ:	0.1	5.0	0.0	0.0	3.2	3.0	0.6	0.6	0.6	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.847
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	110	890	270	80	620	180	160	760	120	210	880	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	890	270	80	620	180	160	760	120	210	880	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	890	270	80	620	180	160	760	120	210	880	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	890	270	80	620	180	160	760	120	210	880	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	890	270	80	620	180	160	760	120	210	880	80
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.83	0.17
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2521	229
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.20	0.06	0.23	0.13	0.12	0.28	0.09	0.15	0.35	0.35
Crit Volume:		445			80			160			480	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 8.7 Worst Case Level Of Service: F[68.8]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	20	0	220	270	800	0	0	900	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	220	270	800	0	0	900	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	220	270	800	0	0	900	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	20	0	220	270	800	0	0	900	110
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1895	2295	505	1010	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	63	39	518	694	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	44	24	518	694	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.46	0.00	0.42	0.39	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	272	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	7.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	68.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			68.8			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Scenario Report

Scenario:	MD
Command:	MD
Volume:	MD
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	in
# 28 SEPULVEDA BOULEVARD & CENTINEL	C	xxxxx	0.794	C	xxxxx	0.794	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	C	xxxxx	0.793	C	xxxxx	0.793	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	C	xxxxx	0.730	C	xxxxx	0.730	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	A	xxxxx	0.502	A	xxxxx	0.502	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	C	xxxxx	0.741	C	xxxxx	0.741	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	A	xxxxx	0.573	A	xxxxx	0.573	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	B	xxxxx	0.634	B	xxxxx	0.634	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	B	xxxxx	0.649	B	xxxxx	0.649	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.491	A	xxxxx	0.491	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	C	xxxxx	0.790	C	xxxxx	0.790	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	B	xxxxx	0.606	B	xxxxx	0.606	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.528	A	xxxxx	0.528	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.460	A	xxxxx	0.460	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	B	xxxxx	0.695	B	xxxxx	0.695	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	D	xxxxx	0.813	D	xxxxx	0.813	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	B	14.7	0.450	B	14.7	0.450	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	B	xxxxx	0.691	B	xxxxx	0.691	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	E	xxxxx	0.948	E	xxxxx	0.948	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	B	xxxxx	0.603	B	xxxxx	0.603	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.450	A	xxxxx	0.450	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	C	xxxxx	0.789	C	xxxxx	0.789	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	D	xxxxx	0.836	D	xxxxx	0.836	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.680	B	xxxxx	0.680	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.657	B	xxxxx	0.657	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	B	xxxxx	0.688	B	xxxxx	0.688	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx	0.485	A	xxxxx	0.485	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.537	A	xxxxx	0.537	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	A	xxxxx	0.551	A	xxxxx	0.551	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx	0.517	A	xxxxx	0.517	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	C	15.7	0.611	C	15.7	0.611	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	C	18.6	0.712	C	18.6	0.712	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	C	xxxxx	0.771	C	xxxxx	0.771	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F	355.8	0.986	F	355.8	0.986	+ 0.000 D/V

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.794
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 138 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:																				
Base Vol:	480	1240	230	130	850	190	200	470	510	280	420	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	1240	230	130	850	190	200	470	510	280	420	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	1240	230	130	850	190	200	470	510	280	420	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	1240	230	130	850	190	200	470	510	280	420	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	528	1240	230	143	850	190	200	470	561	308	420	270
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.22	0.78
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	1674	1076
Capacity Analysis Module:																				
Vol/Sat:	0.19	0.30	0.17	0.05	0.21	0.14	0.15	0.11	0.20	0.11	0.25	0.25
Crit Volume:	264				283			200			345	
Crit Moves:	****				****		****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 75 Critical Vol./Cap.(X): 0.793
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

Street Name:	CENTINELA AVENUE									WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:															
Base Vol:	170	840	90	180	810	100	130	570	200	110	690	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	840	90	180	810	100	130	570	200	110	690	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	840	90	180	810	100	130	570	200	110	690	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	840	90	180	810	100	130	570	200	110	690	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	840	90	180	810	100	130	570	200	110	690	140
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	1.78	0.22	1.00	1.48	0.52	1.00	1.66	0.34
Final Sat.:	1500	2710	290	1500	2670	330	1500	2221	779	1500	2494	506
Capacity Analysis Module:															
Vol/Sat:	0.11	0.31	0.31	0.12	0.30	0.30	0.09	0.26	0.26	0.07	0.28	0.28
Crit Volume:			465	180			130				415	
Crit Moves:			****	****			****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Street Name:	CENTINELA AVENUE									WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:															
Base Vol:	100	910	120	80	860	240	240	520	80	110	520	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	910	120	80	860	240	240	520	80	110	520	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	910	120	80	860	240	240	520	80	110	520	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	910	120	80	860	240	240	520	80	110	520	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	910	120	80	860	240	240	520	80	110	520	70
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.77	0.23	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2650	350	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:															
Vol/Sat:	0.07	0.34	0.34	0.05	0.29	0.16	0.16	0.17	0.05	0.07	0.17	0.05
Crit Volume:			515	80			240				260	
Crit Moves:			****	****			****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

Street Name:	DUQUESNE AVENUE									CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:															
Base Vol:	70	210	150	40	200	100	80	600	80	110	650	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	210	150	40	200	100	80	600	80	110	650	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	210	150	40	200	100	80	600	80	110	650	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	210	150	40	200	100	80	600	80	110	650	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	210	150	40	200	100	80	600	80	110	650	30
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2629	121
Capacity Analysis Module:															
Vol/Sat:	0.05	0.15	0.11	0.03	0.15	0.07	0.06	0.22	0.06	0.08	0.25	0.25
Crit Volume:	70				200		80				340	
Crit Moves:	****				****		****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 110 Level Of Service: C

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1 1	0	2	0 2 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	140	670	150	170	730	150	170	540	80	170	560	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	670	150	170	730	150	170	540	80	170	560	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	670	150	170	730	150	170	540	80	170	560	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	670	150	170	730	150	170	540	80	170	560	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	670	150	187	730	150	170	540	80	170	560	130
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.63	0.37	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.62	0.38
Final Sat.:	2750	2247	503	2750	2750	1375	1375	2750	1375	1375	2232	518
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.30	0.07	0.27	0.11	0.12	0.20	0.06	0.12	0.25	0.25
Crit Volume:			410		94		170					345
Crit Moves:			****		****		****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.573
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1 1 0	1	0	2 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	50	250	120	140	490	160	70	600	70	190	600	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	250	120	140	490	160	70	600	70	190	600	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	250	120	140	490	160	70	600	70	190	600	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	250	120	140	490	160	70	600	70	190	600	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	250	120	140	490	160	70	600	70	190	600	100
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.35	0.65	1.00	1.51	0.49	1.00	2.69	0.31	1.00	1.71	0.29
Final Sat.:	1375	1858	892	1375	2073	677	1375	3694	431	1375	2357	393
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.13	0.10	0.24	0.24	0.05	0.16	0.16	0.14	0.25	0.25
Crit Volume:	50				325			223		190		
Crit Moves:	****				****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.634
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 0 1	1	0	2 0 1	2	0	1 1 0	2	0	2 1 0
Volume Module:												
Base Vol:	170	770	120	30	620	150	190	620	140	140	580	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	770	120	30	620	150	190	620	140	140	580	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	770	120	30	620	150	190	620	140	140	580	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	770	120	30	620	150	190	620	140	140	580	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	187	770	120	30	620	150	209	620	140	154	580	70
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.63	0.37	2.00	2.68	0.32
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2243	507	2750	3681	444
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.09	0.02	0.23	0.11	0.08	0.28	0.28	0.06	0.16	0.16
Crit Volume:		385			30			380		77		
Crit Moves:		****			****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: B

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0 1	1	0	0 1 0	1	0	1 1 0	1	0	2 0 1
Volume Module:												
Base Vol:	10	20	20	210	40	250	300	740	20	30	650	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	20	20	210	40	250	300	740	20	30	650	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	20	20	210	40	250	300	740	20	30	650	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	20	210	40	250	300	740	20	30	650	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	20	20	210	40	250	300	740	20	30	650	160
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.14	0.86	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	197	1228	1425	2775	75	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.15	0.20	0.20	0.21	0.27	0.27	0.02	0.23	0.11
Crit Volume:	10				290		300				325	
Crit Moves:	****				****		****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.616
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	2	0	1
Volume Module:															
Base Vol:	60	430	240	90	420	390	440	680	50	300	600	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	430	240	90	420	390	440	680	50	300	600	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	430	240	90	420	390	440	680	50	300	600	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	430	240	90	420	390	440	680	50	300	600	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	60	430	240	90	420	390	484	680	50	330	600	130
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.86	0.14	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2562	188	2750	2750	1375
Capacity Analysis Module:															
Vol/Sat:	0.04	0.16	0.17	0.07	0.15	0.28	0.18	0.27	0.27	0.12	0.22	0.09
Crit Volume:		215			90			242			300	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!	0	0
Volume Module:															
Base Vol:	0	950	1200	0	860	20	0	0	0	1010	10	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	950	1200	0	860	20	0	0	0	1010	10	30
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	950	0	0	860	20	0	0	0	1010	10	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	950	0	0	860	20	0	0	0	1010	10	30
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	950	0	0	860	20	0	0	0	1111	10	30
Saturation Flow Module:															
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.93	0.07	0.00	0.00	0.00	2.89	0.03	0.08
Final Sat.:	0	4275	1425	0	4178	97	0	0	0	4126	37	111
Capacity Analysis Module:															
Vol/Sat:	0.00	0.22	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.27	0.27	0.27
Crit Volume:		317			0				0		384	
Crit Moves:		****			****						****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.790
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 135 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	0	2	1	1	0	2	0	2	1	0
Volume Module:															
Base Vol:	80	1530	140	130	1120	500	380	180	40	200	280	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1530	140	130	1120	500	380	180	40	200	280	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1530	140	130	1120	500	380	180	40	200	280	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1530	140	130	1120	500	380	180	40	200	280	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	80	1530	140	130	1120	550	418	180	40	220	280	190
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.75	0.25	1.00	2.00	2.00	2.00	1.64	0.36	2.00	2.00	1.00
Final Sat.:	1375	3779	346	1375	2750	2750	2750	2250	500	2750	2750	1375
Capacity Analysis Module:															
Vol/Sat:	0.06	0.40	0.40	0.09	0.41	0.20	0.15	0.08	0.08	0.08	0.10	0.14
Crit Volume:		557	130			209						190
Crit Moves:		****	****			****						****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: B

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	0	1	0	1	0	1	0	1	3	0	1	1	0	2	1	0
Volume Module:															
Base Vol:	740	60	40	10	20	70	110	800	310	60	710	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	740	60	40	10	20	70	110	800	310	60	710	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	740	60	40	10	20	70	110	800	310	60	710	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	740	60	40	10	20	70	110	800	310	60	710	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	814	60	40	10	20	70	110	800	310	60	710	30
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.60	0.40	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.88	0.12
Final Sat.:	2750	825	550	1375	1375	1375	1375	4125	1375	1375	3958	167
Capacity Analysis Module:															
Vol/Sat:	0.30	0.07	0.07	0.01	0.01	0.05	0.08	0.19	0.23	0.04	0.18	0.18
Crit Volume:	407					70	110				247	
Crit Moves:	****					****	****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0 0	0 0	2	0	2 0	0	0 2	1 1
Volume Module:												
Base Vol:	100	0	160	0	0	0	310	1110	0	0	1190	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	160	0	0	0	310	1110	0	0	1190	450
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	0	160	0	0	0	310	1110	0	0	1190	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	160	0	0	0	310	1110	0	0	1190	450
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	110	0	160	0	0	0	341	1110	0	0	1190	495
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.82	1.18
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4026	1674
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.11	0.00	0.00	0.00	0.12	0.39	0.00	0.00	0.30	0.30
Crit Volume:			160			0		171				421
Crit Moves:			****					****				****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.460
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0	1	0	4	0	1	2 0	2	0
Volume Module:												
Base Vol:	0	0	0	380	0	270	0	920	220	340	840	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	380	0	270	0	920	220	340	840	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	380	0	270	0	920	220	340	840	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	380	0	270	0	920	220	340	840	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	418	0	297	0	920	220	374	840	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.75	0.01	1.24	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2499	0	1776	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.17	0.00	0.16	0.15	0.13	0.29	0.00
Crit Volume:		0				238		230		187		
Crit Moves:						****		****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.695
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: B

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	0	0	1! 0	0	1	0 0 1
Volume Module:												
Base Vol:	20	330	90	490	230	30	30	20	10	220	30	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	330	90	490	230	30	30	20	10	220	30	480
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	330	90	490	230	30	30	20	10	220	30	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	330	90	490	230	30	30	20	10	220	30	480
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	330	90	490	230	30	30	20	10	220	30	480
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	1.50	0.41	1.00	0.92	0.08	0.50	0.33	0.17	0.88	0.12	1.00
Final Sat.:	130	2138	583	1425	1311	114	713	475	238	1254	171	1425
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.34	0.18	0.26	0.04	0.04	0.04	0.18	0.18	0.34
Crit Volume:		220			490			30			250	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.813
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 122 Level Of Service: D

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0	1	1	0 2	0	1	2 0	3	0	1 2	0	3	0	1
Volume Module:												
Base Vol:	150	750	220	140	640	140	260	1290	130	310	1380	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	750	220	140	640	140	260	1290	130	310	1380	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	750	220	140	640	140	260	1290	130	310	1380	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	750	220	140	640	140	260	1290	130	310	1380	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	150	750	220	140	640	140	286	1290	130	341	1380	140
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.27	0.16	0.10	0.23	0.10	0.10	0.31	0.09	0.12	0.33	0.10
Crit Volume:		375			140			143			460	
Crit Moves:		****			****			****			****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: B[14.7]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 0	0	0	2	0 1	1	0	2	0 0
Volume Module:																
Base Vol:	0	0	300		0	0	0		0	670	150		310	710	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	300		0	0	0		0	670	150		310	710	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	300		0	0	0		0	670	150		310	710	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	300		0	0	0		0	670	150		310	710	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	335		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		820	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	667		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		818	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	667		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		818	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	0.45		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.38	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	2.3		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1.8	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	14.7		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		12.1	xxxx	xxxxx	
LOS by Move:	*	*	B		*	*	*		*	*	*		B	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:		14.7				xxxxxx				xxxxxx				xxxxxx		
ApproachLOS:		B				*				*				*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD								SAWTELLE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 3	1	0	1	0 2	1	0	1	0 2	0	1	1	0 1	1	0
Volume Module:																
Base Vol:	140	1870	70		120	1530	90		130	120	110		110	200	150	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	140	1870	70		120	1530	90		130	120	110		110	200	150	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	140	1870	70		120	1530	90		130	120	110		110	200	150	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	140	1870	70		120	1530	90		130	120	110		110	200	150	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	140	1870	70		120	1530	90		130	120	110		110	200	150	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.86	0.14		1.00	2.83	0.17		1.00	2.00	1.00		1.00	1.14	0.86	
Final Sat.:	1425	5494	206		1425	4038	238		1425	2850	1425		1425	1629	1221	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.34	0.34		0.08	0.38	0.38		0.09	0.04	0.08		0.08	0.12	0.12	
Crit Volume:	140					540			130						175	
Crit Moves:	****					****			****						****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.948
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD								VENICE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Prot+Permit				Prot+Permit				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 2	1	0	1	0 3	0	1
Volume Module:																
Base Vol:	250	340	210		140	340	80		100	1310	110		370	1270	110	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	250	340	210		140	340	80		100	1310	110		370	1270	110	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	250	340	210		140	340	80		100	1310	110		370	1270	110	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	250	340	210		140	340	80		100	1310	110		370	1270	110	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	250	340	210		140	340	80		100	1310	110		370	1270	110	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.24	0.76		1.00	1.62	0.38		1.00	2.77	0.23		1.00	3.00	1.00	
Final Sat.:	1375	1700	1050		1375	2226	524		1375	3805	320		1375	4125	1375	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.20	0.20		0.10	0.15	0.15		0.07	0.34	0.34		0.27	0.31	0.08	
Crit Volume:	250						210				473		370			
Crit Moves:	****						****				****		****			

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.603
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Street Name:	SAWTELLE BOULEVARD								WASHINGTON BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	1 0	1	0	0	1 0	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	190	260	100		30	180	110		80	740	120		110	690	40	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	190	260	100		30	180	110		80	740	120		110	690	40	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	190	260	100		30	180	110		80	740	120		110	690	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	190	260	100		30	180	110		80	740	120		110	690	40	
PCE Adj:	1.00	1.00	1.00		2.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	190	260	100		60	180	110		80	740	120		110	690	40	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.69	0.95	0.36		0.21	1.16	0.63		1.00	1.72	0.28		1.00	1.89	0.11	
Final Sat.:	1036	1418	545		310	1747	943		1500	2581	419		1500	2836	164	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.18	0.18		0.10	0.10	0.12		0.05	0.29	0.29		0.07	0.24	0.24	
Crit Volume:	190						175				430		110			
Crit Moves:	****						****				****		****			

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	40	250	50	120	200	190	100	580	90	20	530	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	250	50	120	200	190	100	580	90	20	530	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	250	50	120	200	190	100	580	90	20	530	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	250	50	120	200	190	100	580	90	20	530	120
PCE Adj:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	250	50	120	200	190	100	580	90	20	530	120
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	1.47	0.26	0.47	0.78	0.75	1.00	1.73	0.27	1.00	2.00	1.00
Final Sat.:	400	2205	395	706	1176	1118	1500	2597	403	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.13	0.17	0.17	0.17	0.07	0.22	0.22	0.01	0.18	0.08
Crit Volume:			190	120			100				265	
Crit Moves:			****	****			****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.789
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 135 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	2	0	2	1	0	2	0
Volume Module:												
Base Vol:	440	1320	150	410	810	50	50	280	90	210	350	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	1320	150	410	810	50	50	280	90	210	350	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	1320	150	410	810	50	50	280	90	210	350	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	1320	150	410	810	50	50	280	90	210	350	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	484	1320	150	451	810	50	50	280	90	231	350	320
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.69	0.31	2.00	2.83	0.17	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3704	421	2750	3885	240	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.18	0.36	0.36	0.16	0.21	0.21	0.04	0.10	0.07	0.08	0.13	0.23
Crit Volume:		490		226			50				320	
Crit Moves:		****		****			****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.836
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 139 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	0	3	1	0
Volume Module:												
Base Vol:	260	920	370	80	500	140	180	1140	460	150	1330	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	920	370	80	500	140	180	1140	460	150	1330	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	920	370	80	500	140	180	1140	460	150	1330	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	920	370	80	500	140	180	1140	460	150	1330	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	920	370	80	500	140	180	1140	460	150	1330	70
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.80	0.20
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5225	275
Capacity Analysis Module:												
Vol/Sat:	0.19	0.33	0.27	0.06	0.18	0.10	0.13	0.28	0.33	0.11	0.25	0.25
Crit Volume:		460		80					460	150		
Crit Moves:		****		****					****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	120	740	90	50	650	170	180	510	140	100	540	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	740	90	50	650	170	180	510	140	100	540	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	740	90	50	650	170	180	510	140	100	540	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	740	90	50	650	170	180	510	140	100	540	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	740	90	50	650	170	180	510	140	100	540	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	1.59	0.41	1.00	1.57	0.43	1.00	1.74	0.26
Final Sat.:	1500	2675	325	1500	2378	622	1500	2354	646	1500	2613	387
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.28	0.03	0.27	0.27	0.12	0.22	0.22	0.07	0.21	0.21
Crit Volume:	120				410		180					310
Crit Moves:	****				****		****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.657
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	1	0	1	0	2	0	1	
Volume Module:												
Base Vol:	120	840	50	50	680	80	240	380	110	20	490	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	840	50	50	680	80	240	380	110	20	490	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	840	50	50	680	80	240	380	110	20	490	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	840	50	50	680	80	240	380	110	20	490	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	840	50	50	680	80	240	380	110	20	490	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.79	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2831	169	1500	2684	316	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.30	0.03	0.25	0.25	0.16	0.13	0.07	0.01	0.16	0.05
Crit Volume:	120					380	240				245	
Crit Moves:	****					****	****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: B

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1	0
Volume Module:												
Base Vol:	270	870	0	0	740	370	500	0	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	870	0	0	740	370	500	0	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	870	0	0	740	370	500	0	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	870	0	0	740	370	500	0	130	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	870	0	0	740	370	550	0	130	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.62	0.00	0.38	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2305	0	545	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.31	0.00	0.00	0.26	0.26	0.24	0.00	0.24	0.00	0.00	0.00
Crit Volume:	270				370		340				0	
Crit Moves:	****				****		****					

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.485
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0	2	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	230	0	790	0	0	0	0	770	170	680	910	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	0	790	0	0	0	0	770	170	680	910	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	230	0	790	0	0	0	0	770	0	680	910	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	0	790	0	0	0	0	770	0	680	910	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	253	0	869	0	0	0	0	770	0	748	910	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.30	0.00	0.00	0.00	0.00	0.18	0.00	0.17	0.32	0.00
Crit Volume:			435			0			257		0	
Crit Moves:			****						****		****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.537
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	0	1! 0
Volume Module:												
Base Vol:	80	1010	60	30	800	70	20	60	60	70	100	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1010	60	30	800	70	20	60	60	70	100	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1010	60	30	800	70	20	60	60	70	100	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1010	60	30	800	70	20	60	60	70	100	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1010	60	30	800	70	20	60	60	70	100	50
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.84	0.16	0.14	0.43	0.43	0.32	0.45	0.23
Final Sat.:	1500	2832	168	1500	2759	241	214	643	643	477	682	341
Capacity Analysis Module:												
Vol/Sat:	0.05	0.36	0.36	0.02	0.29	0.29	0.09	0.09	0.09	0.15	0.15	0.15
Crit Volume:		535			30			20			220	
Crit Moves:		****			****			****			****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.551
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	0	0 1	1	2	0 3	0 1	2	0 2 1 0
Volume Module:												
Base Vol:	40	20	290	60	20	60	60	1240	60	260	1360	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	20	290	60	20	60	60	1240	60	260	1360	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	20	290	60	20	60	60	1240	60	260	1360	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	20	290	60	20	60	60	1240	60	260	1360	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	20	319	60	20	66	66	1240	60	286	1360	30
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.12	1.88	1.00	0.47	1.53	2.00	3.00	1.00	2.00	2.94	0.06
Final Sat.:	1425	168	2682	1425	663	2187	2850	4275	1425	2850	4183	92
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.04	0.03	0.03	0.02	0.29	0.04	0.10	0.33	0.33
Crit Volume:		170			60			413		143		
Crit Moves:		****			****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.517
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0	1	0	1 0	1	1	0 1 1 0
Volume Module:												
Base Vol:	100	170	40	40	190	70	80	560	100	50	600	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	170	40	40	190	70	80	560	100	50	600	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	170	40	40	190	70	80	560	100	50	600	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	170	40	40	190	70	80	560	100	50	600	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	170	40	40	190	70	80	560	100	50	600	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.81	0.19	1.00	0.73	0.27	1.00	1.70	0.30	1.00	1.79	0.21
Final Sat.:	1500	1214	286	1500	1096	404	1500	2545	455	1500	2687	313
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.03	0.17	0.17	0.05	0.22	0.22	0.03	0.22	0.22
Crit Volume:	100					260	80				335	
Crit Moves:	****					****	****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 0 Average Delay (sec/veh): 15.7
Optimal Cycle: 0 Level Of Service: C

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0 1	0	0	1 0	0	0	1! 0	0	0	0 1
Volume Module:												
Base Vol:	10	620	60	30	710	10	10	10	10	50	10	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	620	60	30	710	10	10	10	10	50	10	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	620	60	30	710	10	10	10	10	50	10	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	620	60	30	710	10	10	10	10	50	10	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	620	60	30	710	10	10	10	10	50	10	30
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	1.80	0.17	0.08	1.89	0.03	0.34	0.33	0.33	0.83	0.17	1.00
Final Sat.:	18	1103	108	49	1168	17	156	156	156	355	71	490
Capacity Analysis Module:												
Vol/Sat:	0.57	0.56	0.56	0.61	0.61	0.60	0.06	0.06	0.06	0.14	0.14	0.06
Crit Moves:	****			****			****				****	
Delay/Veh:	15.7	15.4	15.0	16.9	16.7	16.5	10.7	10.7	10.7	11.7	11.7	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.7	15.4	15.0	16.9	16.7	16.5	10.7	10.7	10.7	11.7	11.7	9.8
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	A
ApproachDel:		15.4			16.7			10.7			11.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.4			16.7			10.7			11.1	
LOS by Appr:		C			C			B			B	
AllWayAvgQ:	1.2	1.1	1.1	1.4	1.4	1.4	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.712
Loss Time (sec): 0 Average Delay (sec/veh): 18.6
Optimal Cycle: 0 Level Of Service: C

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 1	1 0	0	0 1!	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	100	630	0	0	700	120	120	0	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	630	0	0	700	120	120	0	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	630	0	0	700	120	120	0	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	630	0	0	700	120	120	0	130	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	630	0	0	700	120	120	0	130	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.71	0.29	0.48	0.00	0.52	0.00	0.00	0.00
Final Sat.:	514	1114	0	0	984	172	269	0	291	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.57	xxxx	xxxx	0.71	0.70	0.45	xxxx	0.45	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	11.2	16.8	0.0	0.0	22.4	21.3	14.0	0.0	14.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.2	16.8	0.0	0.0	22.4	21.3	14.0	0.0	14.0	0.0	0.0	0.0
LOS by Move:	B	C	*	*	C	C	B	*	B	*	*	*
ApproachDel:	16.0			22.2			14.0			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	16.0			22.2			14.0			xxxxxx		
LOS by Appr:	C			C			B			*		
AllWayAvgQ:	0.2	1.2	0.0	0.0	2.2	2.0	0.7	0.7	0.7	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.771
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 124 Level Of Service: C

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	180	690	220	90	730	220	170	640	120	90	660	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	690	220	90	730	220	170	640	120	90	660	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	690	220	90	730	220	170	640	120	90	660	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	690	220	90	730	220	170	640	120	90	660	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	690	220	90	730	220	170	640	120	90	660	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2630	120
Capacity Analysis Module:												
Vol/Sat:	0.13	0.25	0.16	0.07	0.27	0.16	0.12	0.23	0.09	0.07	0.25	0.25
Crit Volume:	180				365		170				345	
Crit Moves:	****				****		****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 36.9 Worst Case Level Of Service: F[355.8]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0 0	0 0	0	0 1!	0 0	1	0 2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	20	0	270	260	1070	0	0	1220	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	270	260	1070	0	0	1220	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	270	260	1070	0	0	1220	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	20	0	270	260	1070	0	0	1220	80
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2315	2850	650	1300	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	33	17	417	540	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	20	9	417	540	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.99	0.00	0.65	0.48	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.6	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	17.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	177	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	19.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	356	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			355.8			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Scenario Report

Scenario:	PM
Command:	PM
Volume:	PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	E	xxxxx	0.955	E	xxxxx	0.955	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	F	xxxxx	1.090	F	xxxxx	1.090	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	E	xxxxx	0.953	E	xxxxx	0.953	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	C	xxxxx	0.731	C	xxxxx	0.731	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	F	xxxxx	1.016	F	xxxxx	1.016	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	E	xxxxx	0.961	E	xxxxx	0.961	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	D	xxxxx	0.808	D	xxxxx	0.808	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	D	xxxxx	0.839	D	xxxxx	0.839	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	D	xxxxx	0.863	D	xxxxx	0.863	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.575	A	xxxxx	0.575	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	F	xxxxx	1.091	F	xxxxx	1.091	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.576	A	xxxxx	0.576	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	D	xxxxx	0.886	D	xxxxx	0.886	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	F	xxxxx	1.151	F	xxxxx	1.151	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	F	xxxxx	1.094	F	xxxxx	1.094	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	C	17.0	0.517	C	17.0	0.517	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	D	xxxxx	0.826	D	xxxxx	0.826	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	F	xxxxx	1.058	F	xxxxx	1.058	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	D	xxxxx	0.867	D	xxxxx	0.867	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	C	xxxxx	0.743	C	xxxxx	0.743	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	E	xxxxx	0.974	E	xxxxx	0.974	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	F	xxxxx	1.140	F	xxxxx	1.140	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	C	xxxxx	0.797	C	xxxxx	0.797	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	C	xxxxx	0.780	C	xxxxx	0.780	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	D	xxxxx	0.882	D	xxxxx	0.882	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	C	xxxxx	0.753	C	xxxxx	0.753	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	B	xxxxx	0.683	B	xxxxx	0.683	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	D	xxxxx	0.888	D	xxxxx	0.888	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	B	xxxxx	0.663	B	xxxxx	0.663	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	E	49.9	0.967	E	49.9	0.967	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	F	50.6	1.024	F	50.6	1.024	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	F	xxxxx	1.069	F	xxxxx	1.069	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F	952.7	2.210	F	952.7	2.210	+ 0.000 D/V

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec):	130	Critical Vol./Cap.(X):	0.955
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:												
Base Vol:	500	1510	280	180	1480	210	210	720	830	350	480	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	1510	280	180	1480	210	210	720	830	350	480	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	500	1510	280	180	1480	210	210	720	830	350	480	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	1510	280	180	1480	210	210	720	830	350	480	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	550	1510	280	198	1480	210	210	720	913	385	480	190
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.43	0.57
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	1970	780
Capacity Analysis Module:												
Vol/Sat:	0.20	0.37	0.20	0.07	0.36	0.15	0.15	0.17	0.33	0.14	0.24	0.24
Crit Volume:	275				493		210				335	
Crit Moves:	****				****		****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	75	Critical Vol./Cap.(X):	1.090
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	260	1330	90	130	1460	90	90	710	250	120	700	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	1330	90	130	1460	90	90	710	250	120	700	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	1330	90	130	1460	90	90	710	250	120	700	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	1330	90	130	1460	90	90	710	250	120	700	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	1330	90	130	1460	90	90	710	250	120	700	200
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	1.88	0.12	1.00	1.48	0.52	1.00	1.56	0.44
Final Sat.:	1500	2810	190	1500	2826	174	1500	2219	781	1500	2333	667
Capacity Analysis Module:												
Vol/Sat:	0.17	0.47	0.47	0.09	0.52	0.52	0.06	0.32	0.32	0.08	0.30	0.30
Crit Volume:	260				775			480		120		
Crit Moves:	****				****			****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.953
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 2	0 1	1	0 2	0 1	1	0 2 0 1
Volume Module:												
Base Vol:	90	1400	170	80	1460	180	170	830	110	150	670	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1400	170	80	1460	180	170	830	110	150	670	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1400	170	80	1460	180	170	830	110	150	670	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1400	170	80	1460	180	170	830	110	150	670	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1400	170	80	1460	180	170	830	110	150	670	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2675	325	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.06	0.52	0.52	0.05	0.49	0.12	0.11	0.28	0.07	0.10	0.22	0.05
Crit Volume:			785	80				415		150		
Crit Moves:			****	****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: C

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0	1	0	1 0	1	0	2 0	1	0	1 1 0
Volume Module:												
Base Vol:	100	260	180	100	290	190	110	1030	100	100	810	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	260	180	100	290	190	110	1030	100	100	810	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	260	180	100	290	190	110	1030	100	100	810	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	260	180	100	290	190	110	1030	100	100	810	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	260	180	100	290	190	110	1030	100	100	810	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.93	0.07
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2652	98
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.13	0.07	0.21	0.14	0.08	0.37	0.07	0.07	0.31	0.31
Crit Volume:	100				290			515		100		
Crit Moves:	****				****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.016
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1 1	0	2	0 2	0 1	1	0 2	0 1	1	0 1 1 0
Volume Module:												
Base Vol:	150	840	200	150	1010	350	270	870	130	210	920	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	840	200	150	1010	350	270	870	130	210	920	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	840	200	150	1010	350	270	870	130	210	920	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	840	200	150	1010	350	270	870	130	210	920	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	840	200	165	1010	350	270	870	130	210	920	130
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.62	0.38	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	2750	2221	529	2750	2750	1375	1375	2750	1375	1375	2410	340
Capacity Analysis Module:												
Vol/Sat:	0.06	0.38	0.38	0.06	0.37	0.25	0.20	0.32	0.09	0.15	0.38	0.38
Crit Volume:			520	83			270					525
Crit Moves:			****	****			****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.961
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1	1	0	2 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	80	400	100	130	790	280	160	900	80	380	910	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	400	100	130	790	280	160	900	80	380	910	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	400	100	130	790	280	160	900	80	380	910	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	400	100	130	790	280	160	900	80	380	910	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	400	100	130	790	280	160	900	80	380	910	190
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.60	0.40	1.00	1.48	0.52	1.00	2.76	0.24	1.00	1.65	0.35
Final Sat.:	1375	2200	550	1375	2030	720	1375	3788	337	1375	2275	475
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.09	0.39	0.39	0.12	0.24	0.24	0.28	0.40	0.40
Crit Volume:	80				535				327	380		
Crit Moves:	****				****				****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.808
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 148 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:												
Base Vol:	130	930	150	80	870	250	320	650	120	140	1120	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	930	150	80	870	250	320	650	120	140	1120	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	930	150	80	870	250	320	650	120	140	1120	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	930	150	80	870	250	320	650	120	140	1120	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	143	930	150	80	870	250	352	650	120	154	1120	50
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.69	0.31	2.00	2.87	0.13
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2321	429	2750	3949	176
Capacity Analysis Module:												
Vol/Sat:	0.05	0.34	0.11	0.06	0.32	0.18	0.13	0.28	0.28	0.06	0.28	0.28
Crit Volume:		465		80			176					390
Crit Moves:		****		****			****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.839
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 176 Level Of Service: D

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	20	30	20	350	20	410	370	1260	20	10	750	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	30	20	350	20	410	370	1260	20	10	750	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	30	20	350	20	410	370	1260	20	10	750	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	30	20	350	20	410	370	1260	20	10	750	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	30	20	350	20	410	370	1260	20	10	750	160
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.05	0.95	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	66	1359	1425	2805	45	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.01	0.25	0.30	0.30	0.26	0.45	0.45	0.01	0.26	0.11
Crit Volume:	20				430		370				375	
Crit Moves:	****				****		****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.863
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	60	530	470	160	650	430	530	1000	50	430	540	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	530	470	160	650	430	530	1000	50	430	540	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	530	470	160	650	430	530	1000	50	430	540	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	530	470	160	650	430	530	1000	50	430	540	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	60	530	470	160	650	430	583	1000	50	473	540	100
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.90	0.10	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2619	131	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.34	0.12	0.24	0.31	0.21	0.38	0.38	0.17	0.20	0.07
Crit Volume:		265		160				525	236			
Crit Moves:		****		****				****	****			

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.575
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	2	0	1!	0	0
Volume Module:												
Base Vol:	0	1420	1600	0	1240	10	0	0	0	900	20	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1420	1600	0	1240	10	0	0	0	900	20	30
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1420	0	0	1240	10	0	0	0	900	20	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1420	0	0	1240	10	0	0	0	900	20	30
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1420	0	0	1240	10	0	0	0	990	20	30
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.98	0.02	0.00	0.00	0.00	2.85	0.06	0.09
Final Sat.:	0	4275	1425	0	4241	34	0	0	0	4069	82	123
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.24	0.24	0.24
Crit Volume:		473		0				0		347		
Crit Moves:		****		****						****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 1.091
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SEPULVEDA BOULEVARD									JEFFERSON BOULEVARD/PLAYA STREET								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Protected				Protected					
Rights:	Include				Include				Include				Include					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0			
Lanes:	1	0	2	1	0	1	0	2	0	2	2	0	1	1	0	2	0	2	1	0
Volume Module:																				
Base Vol:	60	2130	200		100	1330	600		660	570	20		280	370	260			
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
Initial Bse:	60	2130	200		100	1330	600		660	570	20		280	370	260			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
PHF Volume:	60	2130	200		100	1330	600		660	570	20		280	370	260			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	60	2130	200		100	1330	600		660	570	20		280	370	260			
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.10		1.10	1.00	1.00		1.10	1.00	1.00			
FinalVolume:	60	2130	200		100	1330	660		726	570	20		308	370	260			
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375			
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
Lanes:	1.00	2.74	0.26		1.00	2.00	2.00		2.00	1.93	0.07		2.00	2.00	1.00			
Final Sat.:	1375	3771	354		1375	2750	2750		2750	2657	93		2750	2750	1375			
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.56	0.56		0.07	0.48	0.24		0.26	0.21	0.21		0.11	0.13	0.19			
Crit Volume:			777		100				363						260			
Crit Moves:			****		****				****						****			

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.576
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: A

Street Name:	SLAUSON AVENUE									JEFFERSON BOULEVARD								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Protected				Protected					
Rights:	Include				Include				Ovl				Include					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0			
Lanes:	2	0	0	1	0	1	0	1	0	1	1	0	3	0	1	1	0	2	1	0
Volume Module:																				
Base Vol:	530	170	40		10	30	60		90	1170	460		50	1000	10			
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
Initial Bse:	530	170	40		10	30	60		90	1170	460		50	1000	10			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
PHF Volume:	530	170	40		10	30	60		90	1170	460		50	1000	10			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	530	170	40		10	30	60		90	1170	460		50	1000	10			
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
MLF Adj:	1.10	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
FinalVolume:	583	170	40		10	30	60		90	1170	460		50	1000	10			
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375			
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
Lanes:	2.00	0.81	0.19		1.00	1.00	1.00		1.00	3.00	1.00		1.00	2.97	0.03			
Final Sat.:	2750	1113	262		1375	1375	1375		1375	4125	1375		1375	4084	41			
Capacity Analysis Module:																				
Vol/Sat:	0.21	0.15	0.15		0.01	0.02	0.04		0.07	0.28	0.33		0.04	0.24	0.24			
Crit Volume:	292						60			390			50					
Crit Moves:	****						****			****			****					

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.886
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	NB I-405 RAMPS									JEFFERSON BOULEVARD								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase				Split Phase				Protected				Protected					
Rights:	Include				Include				Include				Include					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0			
Lanes:	1	0	1!	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2	1	1
Volume Module:																				
Base Vol:	310	0	650		0	0	0		240	1100	0		0	1440	190			
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
Initial Bse:	310	0	650		0	0	0		240	1100	0		0	1440	190			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
PHF Volume:	310	0	650		0	0	0		240	1100	0		0	1440	190			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	310	0	650		0	0	0		240	1100	0		0	1440	190			
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
MLF Adj:	1.10	1.00	1.00		1.00	1.00	1.00		1.10	1.00	1.00		1.00	1.00	1.10			
FinalVolume:	341	0	650		0	0	0		264	1100	0		0	1440	209			
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425			
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		2.00	2.00	0.00		0.00	3.00	1.00			
Final Sat.:	1425	0	1425		0	0	0		2850	2850	0		0	4275	1425			
Capacity Analysis Module:																				
Vol/Sat:	0.24	0.00	0.46		0.00	0.00	0.00		0.09	0.39	0.00		0.00	0.34	0.15			
Crit Volume:			650				0			132				480				
Crit Moves:			****						****					****				

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	SB I-405 RAMPS									JEFFERSON BOULEVARD								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase				Split Phase				Protected				Protected					
Rights:	Include				Include				Include				Include					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0			
Lanes:	0	0	0	0	0	1	0	1!	0	1	0	0	4	0	1	2	0	2	0	0
Volume Module:																				
Base Vol:	0	0	0		150	0	290		0	1260	330		610	1140	0			
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
Initial Bse:	0	0	0		150	0	290		0	1260	330		610	1140	0			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
PHF Volume:	0	0	0		150	0	290		0	1260	330		610	1140	0			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	0	0	0		150	0	290		0	1260	330		610	1140	0			
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00		1.10	1.00	1.10		1.00	1.00	1.00		1.10	1.00	1.00			
FinalVolume:	0	0	0		165	0	319		0	1260	330		671	1140	0			
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425			
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
Lanes:	0.00	0.00	0.00		1.02	0.01	1.97		0.00	4.00	1.00		2.00	2.00	0.00			
Final Sat.:	0	0	0		1457	0	2818		0	5700	1425		2850	2850	0			
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00		0.11	0.00	0.11		0.00	0.22	0.23		0.24	0.40	0.00			
Crit Volume:			0				161				330		336					
Crit Moves:							****				****		****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 1.151
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	80	800	110	480	510	120	120	150	60	260	130	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	800	110	480	510	120	120	150	60	260	130	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	800	110	480	510	120	120	150	60	260	130	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	800	110	480	510	120	120	150	60	260	130	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	800	110	480	510	120	120	150	60	260	130	320
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	1.62	0.22	0.86	0.92	0.22	0.36	0.46	0.18	0.67	0.33	1.00
Final Sat.:	230	2303	317	1232	1309	308	518	648	259	950	475	1425
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.39	0.39	0.39	0.23	0.23	0.23	0.27	0.27	0.22
Crit Volume:		495			555			330			260	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 1.094
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	170	1160	220	220	950	150	280	1550	160	340	1470	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1160	220	220	950	150	280	1550	160	340	1470	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1160	220	220	950	150	280	1550	160	340	1470	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1160	220	220	950	150	280	1550	160	340	1470	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	170	1160	220	220	950	150	308	1550	160	374	1470	110
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.42	0.16	0.16	0.35	0.11	0.11	0.38	0.12	0.14	0.36	0.08
Crit Volume:		580			220			517		187		
Crit Moves:		****			****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: C[17.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	0	0	310	0	0	0	0	800	240	350	970	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	310	0	0	0	0	800	240	350	970	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	310	0	0	0	0	800	240	350	970	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	310	0	0	0	0	800	240	350	970	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	400	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1040	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	605	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	676	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	605	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	676	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.51	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.52	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	2.9	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	3.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	17.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.9	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	*	*	*	C	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		17.0			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		C			*			*			*	

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.826
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 131 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	260	2790	90	140	1820	150	120	170	150	90	170	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	2790	90	140	1820	150	120	170	150	90	170	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	2790	90	140	1820	150	120	170	150	90	170	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	2790	90	140	1820	150	120	170	150	90	170	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	2790	90	140	1820	150	120	170	150	90	170	110
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.88	0.12	1.00	2.77	0.23	1.00	2.00	1.00	1.00	1.21	0.79
Final Sat.:	1425	5522	178	1425	3949	326	1425	2850	1425	1425	1730	1120
Capacity Analysis Module:												
Vol/Sat:	0.18	0.51	0.51	0.10	0.46	0.46	0.08	0.06	0.11	0.06	0.10	0.10
Crit Volume:	260					657	120				140	
Crit Moves:	****					****	****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 1.058
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1 1	0	1	0 2	1 0	1	0 3 0 1
Volume Module:												
Base Vol:	190	640	310	120	670	130	120	1740	180	220	1530	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	640	310	120	670	130	120	1740	180	220	1530	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	640	310	120	670	130	120	1740	180	220	1530	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	640	310	120	670	130	120	1740	180	220	1530	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	640	310	120	670	130	120	1740	180	220	1530	130
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.35	0.65	1.00	1.68	0.32	1.00	2.72	0.28	1.00	3.00	1.00
Final Sat.:	1375	1853	897	1375	2303	447	1375	3738	387	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.14	0.35	0.35	0.09	0.29	0.29	0.09	0.47	0.47	0.16	0.37	0.09
Crit Volume:			475	120				640		220		
Crit Moves:			****	****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.867
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 129 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	0	1	0 1	1 0	1	0 1 1 0
Volume Module:												
Base Vol:	170	610	60	30	560	100	160	860	150	90	820	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	610	60	30	560	100	160	860	150	90	820	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	610	60	30	560	100	160	860	150	90	820	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	610	60	30	560	100	160	860	150	90	820	50
PCE Adj:	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	680	610	60	120	560	100	160	860	150	90	820	50
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.91	0.09	0.10	1.64	0.26	1.00	1.70	0.30	1.00	1.89	0.11
Final Sat.:	1500	1367	133	150	2465	385	1500	2554	446	1500	2828	172
Capacity Analysis Module:												
Vol/Sat:	0.11	0.45	0.45	0.20	0.23	0.26	0.11	0.34	0.34	0.06	0.29	0.29
Crit Volume:			675	30					505	90		
Crit Moves:			****	****					****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.743
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: C

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	0	1 0 1 0	1	0	1 1 0	1	0	2 0 1
Volume Module:												
Base Vol:	40	670	30	100	610	220	80	780	80	30	690	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	670	30	100	610	220	80	780	80	30	690	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	670	30	100	610	220	80	780	80	30	690	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	670	30	100	610	220	80	780	80	30	690	140
PCE Adj:	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	670	30	400	610	220	80	780	80	30	690	140
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.13	1.80	0.07	0.32	1.32	0.36	1.00	1.81	0.19	1.00	2.00	1.00
Final Sat.:	194	2702	105	476	1987	537	1500	2721	279	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.21	0.25	0.29	0.21	0.31	0.41	0.05	0.29	0.29	0.02	0.23	0.09
Crit Volume:	40					615		430		30		
Crit Moves:	****					****		****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.974
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 1	0	2	0 2 1	0	1	0 2	0 1	2	0 2 0 1
Volume Module:												
Base Vol:	230	1870	120	410	1290	40	70	380	120	270	390	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	1870	120	410	1290	40	70	380	120	270	390	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	1870	120	410	1290	40	70	380	120	270	390	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	1870	120	410	1290	40	70	380	120	270	390	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	253	1870	120	451	1290	40	70	380	120	297	390	380
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.82	0.18	2.00	2.91	0.09	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3876	249	2750	4001	124	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.48	0.48	0.16	0.32	0.32	0.05	0.14	0.09	0.11	0.14	0.28
Crit Volume:		663		226			70					380
Crit Moves:		****		****			****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 1.140
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 3	1 0	1	0 3	1 0
Volume Module:												
Base Vol:	330	1700	410	100	850	80	250	1630	320	130	1420	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	1700	410	100	850	80	250	1630	320	130	1420	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	1700	410	100	850	80	250	1630	320	130	1420	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	1700	410	100	850	80	250	1630	320	130	1420	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	330	1700	410	100	850	80	250	1630	320	130	1420	50
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.34	0.66	1.00	3.86	0.14
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4597	903	1375	5313	187
Capacity Analysis Module:												
Vol/Sat:	0.24	0.62	0.30	0.07	0.31	0.06	0.18	0.35	0.35	0.09	0.27	0.27
Crit Volume:		850			100			250			368	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.797
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	130	1090	100	50	840	200	130	650	180	130	560	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1090	100	50	840	200	130	650	180	130	560	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1090	100	50	840	200	130	650	180	130	560	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1090	100	50	840	200	130	650	180	130	560	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1090	100	50	840	200	130	650	180	130	560	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.62	0.38	1.00	1.57	0.43	1.00	1.75	0.25
Final Sat.:	1500	2748	252	1500	2423	577	1500	2349	651	1500	2625	375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.40	0.03	0.35	0.35	0.09	0.28	0.28	0.09	0.21	0.21
Crit Volume:	130				520			415		130		
Crit Moves:	****				****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.780
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	80	1190	40	30	1020	90	190	630	70	30	670	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1190	40	30	1020	90	190	630	70	30	670	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1190	40	30	1020	90	190	630	70	30	670	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1190	40	30	1020	90	190	630	70	30	670	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1190	40	30	1020	90	190	630	70	30	670	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.93	0.07	1.00	1.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2902	98	1500	2757	243	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.41	0.41	0.02	0.37	0.37	0.13	0.21	0.05	0.02	0.22	0.05
Crit Volume:		615			30			190			335	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.882
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	0	0 2	0 1	1	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	130	1330	0	0	1050	210	1030	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1330	0	0	1050	210	1030	0	50	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1330	0	0	1050	210	1030	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1330	0	0	1050	210	1030	0	50	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1330	0	0	1050	210	1133	0	50	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.92	0.00	0.08	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2730	0	120	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.47	0.00	0.00	0.37	0.15	0.42	0.00	0.42	0.00	0.00	0.00
Crit Volume:		665			0		592				0	
Crit Moves:		****			****		****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.753
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 115 Level Of Service: C

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0 2	1	0	0 1	1	0	1 0	3	0
Volume Module:												
Base Vol:	250	0	1340	0	0	0	0	1010	240	860	1030	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	1340	0	0	0	0	1010	240	860	1030	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	250	0	1340	0	0	0	0	1010	0	860	1030	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	1340	0	0	0	0	1010	0	860	1030	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	275	0	1474	0	0	0	0	1010	0	946	1030	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.52	0.00	0.00	0.00	0.00	0.24	0.00	0.22	0.36	0.00
Crit Volume:			737		0			337		0		
Crit Moves:			****					****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.683
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1 1	0	0	0 1!	0	0
Volume Module:												
Base Vol:	130	1250	120	50	1050	80	30	110	80	70	170	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1250	120	50	1050	80	30	110	80	70	170	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1250	120	50	1050	80	30	110	80	70	170	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1250	120	50	1050	80	30	110	80	70	170	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1250	120	50	1050	80	30	110	80	70	170	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.82	0.18	1.00	1.86	0.14	0.14	0.50	0.36	0.26	0.63	0.11
Final Sat.:	1500	2737	263	1500	2788	212	205	750	545	389	944	167
Capacity Analysis Module:												
Vol/Sat:	0.09	0.46	0.46	0.03	0.38	0.38	0.15	0.15	0.15	0.18	0.18	0.18
Crit Volume:			685	50				220		70		
Crit Moves:			****	****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.888
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1 1	1	0	0 1	1	2	0 3	0	1
Volume Module:												
Base Vol:	50	20	480	120	30	90	30	2200	70	250	1620	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	20	480	120	30	90	30	2200	70	250	1620	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	20	480	120	30	90	30	2200	70	250	1620	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	20	480	120	30	90	30	2200	70	250	1620	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	50	20	528	120	30	99	33	2200	70	275	1620	30
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	1.93	1.00	0.47	1.53	2.00	3.00	1.00	2.00	2.95	0.05
Final Sat.:	1425	104	2746	1425	663	2187	2850	4275	1425	2850	4197	78
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.08	0.05	0.05	0.01	0.51	0.05	0.10	0.39	0.39
Crit Volume:		274		120				733		138		
Crit Moves:		****		****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1 0	1	0	0 1	1	0	1 0	1	0
Volume Module:												
Base Vol:	100	260	30	30	300	80	80	710	160	80	680	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	260	30	30	300	80	80	710	160	80	680	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	260	30	30	300	80	80	710	160	80	680	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	260	30	30	300	80	80	710	160	80	680	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	260	30	30	300	80	80	710	160	80	680	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.90	0.10	1.00	0.79	0.21	1.00	1.63	0.37	1.00	1.81	0.19
Final Sat.:	1500	1345	155	1500	1184	316	1500	2448	552	1500	2720	280
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.19	0.02	0.25	0.25	0.05	0.29	0.29	0.05	0.25	0.25
Crit Volume:	100					380		435		80		
Crit Moves:	****					****		****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.967
Loss Time (sec): 0 Average Delay (sec/veh): 49.9
Optimal Cycle: 0 Level Of Service: E

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	0 1	0	1 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	10	950	60	40	990	10	10	10	10	80	10	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	950	60	40	990	10	10	10	10	80	10	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	950	60	40	990	10	10	10	10	80	10	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	950	60	40	990	10	10	10	10	80	10	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	950	60	40	990	10	10	10	10	80	10	40
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	1.86	0.12	0.08	1.90	0.02	0.34	0.33	0.33	0.89	0.11	1.00
Final Sat.:	11	1007	64	41	1028	10	149	149	149	343	43	439
Capacity Analysis Module:												
Vol/Sat:	0.95	0.94	0.94	0.97	0.96	0.96	0.07	0.07	0.07	0.23	0.23	0.09
Crit Moves:	****			****			****			****		
Delay/Veh:	52.1	50.7	49.1	55.8	54.9	54.0	11.5	11.5	11.5	14.5	14.5	11.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	50.7	49.1	55.8	54.9	54.0	11.5	11.5	11.5	14.5	14.5	11.4
LOS by Move:	F	F	E	F	F	F	B	B	B	B	B	B
ApproachDel:	50.6			54.9			11.5			13.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	50.6			54.9			11.5			13.5		
LOS by Appr:	F			F			B			B		
AllWayAvgQ:	6.4	6.0	6.0	6.9	6.7	6.7	0.1	0.1	0.1	0.3	0.3	0.1

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 1.024
Loss Time (sec): 0 Average Delay (sec/veh): 50.6
Optimal Cycle: 0 Level Of Service: F

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 0	0	0	1 1	0 0	1!	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	90	920	0	0	970	130	130	0	120	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	920	0	0	970	130	130	0	120	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	920	0	0	970	130	130	0	120	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	920	0	0	970	130	130	0	120	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	920	0	0	970	130	130	0	120	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.76	0.24	0.52	0.00	0.48	0.00	0.00	0.00
Final Sat.:	490	1050	0	0	948	129	285	0	263	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.88	xxxx	xxxx	1.02	1.01	0.46	xxxx	0.46	xxxx	xxxx	xxxx
Crit Moves:		****			****				****			
Delay/Veh:	11.7	40.6	0.0	0.0	70.7	66.3	14.9	0.0	14.9	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	40.6	0.0	0.0	70.7	66.3	14.9	0.0	14.9	0.0	0.0	0.0
LOS by Move:	B	E	*	*	F	F	B	*	B	*	*	*
ApproachDel:	38.0			70.2			14.9			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	38.0			70.2			14.9			xxxxxx		
LOS by Appr:	E			F			B			*		
AllWayAvgQ:	0.2	4.5	0.0	0.0	9.5	8.6	0.8	0.8	0.8	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.069
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	170	900	340	90	1090	190	190	910	150	300	750	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	900	340	90	1090	190	190	910	150	300	750	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	900	340	90	1090	190	190	910	150	300	750	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	900	340	90	1090	190	190	910	150	300	750	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	900	340	90	1090	190	190	910	150	300	750	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2644	106
Capacity Analysis Module:												
Vol/Sat:	0.12	0.33	0.25	0.07	0.40	0.14	0.14	0.33	0.11	0.22	0.28	0.28
Crit Volume:	170				545			455		300		
Crit Moves:	****				****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 8 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 84.7 Worst Case Level Of Service: F[952.7]

Street Name:	WALGROVE AVENUE									WASHINGTON BOULEVARD								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	T	-	R	L	T	-	R	L	T	-	R	L	T	-	R		
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled					
Rights:	Include				Include				Include				Include					
Lanes:	0	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	1	0
Volume Module:																		
Base Vol:	0	0	0	20	0	260	320	1210	0	0	1340	100						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	0	0	0	20	0	260	320	1210	0	0	1340	100						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	0	0	0	20	0	260	320	1210	0	0	1340	100						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
FinalVolume:	0	0	0	20	0	260	320	1210	0	0	1340	100						
Critical Gap Module:																		
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Capacity Module:																		
Cnflict Vol:	xxxx	xxxx	xxxxx	2635	3240	720	1440	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Potent Cap.:	xxxx	xxxx	xxxxx	20	10	375	477	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Move Cap.:	xxxx	xxxx	xxxxx	9	3	375	477	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Volume/Cap:	xxxx	xxxx	xxxx	2.21	0.00	0.69	0.67	xxxx	xxxx	xxxx	xxxx	xxxx						
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	4.9	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	26.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
LOS by Move:	*	*	*	*	*	*	*	D	*	*	*	*						
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	96	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	26.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	953	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*						
ApproachDel:	xxxxxx				952.7			xxxxxx			xxxxxx							
ApproachLOS:	*				F			*			*							

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Scenario Report

Scenario:	AM
Command:	AM
Volume:	AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	E	xxxxx	0.961	E	xxxxx	0.961	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	E	xxxxx	0.927	E	xxxxx	0.927	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	D	xxxxx	0.847	D	xxxxx	0.847	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	B	xxxxx	0.658	B	xxxxx	0.658	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	F	xxxxx	1.252	F	xxxxx	1.252	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	C	xxxxx	0.759	C	xxxxx	0.759	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	D	xxxxx	0.811	D	xxxxx	0.811	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	B	xxxxx	0.691	B	xxxxx	0.691	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	C	xxxxx	0.756	C	xxxxx	0.756	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.549	A	xxxxx	0.549	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	E	xxxxx	0.900	E	xxxxx	0.900	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.464	A	xxxxx	0.464	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	B	xxxxx	0.612	B	xxxxx	0.612	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.461	A	xxxxx	0.461	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	E	xxxxx	0.996	E	xxxxx	0.996	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	E	xxxxx	0.984	E	xxxxx	0.984	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	C	16.6	0.496	C	16.6	0.496	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	A	xxxxx	0.593	A	xxxxx	0.593	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	F	xxxxx	1.184	F	xxxxx	1.184	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	C	xxxxx	0.730	C	xxxxx	0.730	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.567	A	xxxxx	0.567	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	B	xxxxx	0.685	B	xxxxx	0.685	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	E	xxxxx	0.993	E	xxxxx	0.993	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.690	B	xxxxx	0.690	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	C	xxxxx	0.730	C	xxxxx	0.730	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	E	xxxxx	0.956	E	xxxxx	0.956	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx	0.581	A	xxxxx	0.581	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	C	xxxxx	0.724	C	xxxxx	0.724	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	D	32.6	0.906	D	32.6	0.906	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	D	33.1	0.898	D	33.1	0.898	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	D	xxxxx	0.847	D	xxxxx	0.847	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F	68.8	0.457	F	68.8	0.457	+ 0.000 D/V

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.961
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0
Volume Module:												
Base Vol:	660	1370	240	50	910	170	150	310	430	320	740	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	660	1370	240	50	910	170	150	310	430	320	740	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	660	1370	240	50	910	170	150	310	430	320	740	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	660	1370	240	50	910	170	150	310	430	320	740	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	726	1370	240	55	910	170	150	310	473	352	740	270
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.47	0.53
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	2015	735
Capacity Analysis Module:												
Vol/Sat:	0.26	0.33	0.17	0.02	0.22	0.12	0.11	0.08	0.17	0.13	0.37	0.37
Crit Volume:	363				303		150					505
Crit Moves:	****				****		****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 75 Critical Vol./Cap.(X): 0.927
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	180	1370	130	150	820	30	70	600	220	80	480	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1370	130	150	820	30	70	600	220	80	480	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1370	130	150	820	30	70	600	220	80	480	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1370	130	150	820	30	70	600	220	80	480	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	1370	130	150	820	30	70	600	220	80	480	130
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.93	0.07	1.00	1.46	0.54	1.00	1.57	0.43
Final Sat.:	1500	2740	260	1500	2894	106	1500	2195	805	1500	2361	639
Capacity Analysis Module:												
Vol/Sat:	0.12	0.50	0.50	0.10	0.28	0.28	0.05	0.27	0.27	0.05	0.20	0.20
Crit Volume:	750			150				410		80		
Crit Moves:	****			****				****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.847
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 112 Level Of Service: D

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	60	1390	100	80	870	120	200	730	60	80	460	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1390	100	80	870	120	200	730	60	80	460	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1390	100	80	870	120	200	730	60	80	460	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1390	100	80	870	120	200	730	60	80	460	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1390	100	80	870	120	200	730	60	80	460	70
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2799	201	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.50	0.50	0.05	0.29	0.08	0.13	0.24	0.04	0.05	0.15	0.05
Crit Volume:			745		80			365			80	
Crit Moves:			****		****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: B

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	110	280	130	30	180	80	70	970	70	110	750	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	280	130	30	180	80	70	970	70	110	750	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	280	130	30	180	80	70	970	70	110	750	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	280	130	30	180	80	70	970	70	110	750	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	280	130	30	180	80	70	970	70	110	750	30
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2644	106
Capacity Analysis Module:																				
Vol/Sat:	0.08	0.20	0.09	0.02	0.13	0.06	0.05	0.35	0.05	0.08	0.28	0.28
Crit Volume:			280		30			485		110		
Crit Moves:			****		****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.252
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	2	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	180	1600	150	130	680	140	360	890	70	140	660	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1600	150	130	680	140	360	890	70	140	660	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1600	150	130	680	140	360	890	70	140	660	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1600	150	130	680	140	360	890	70	140	660	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	1600	150	143	680	140	360	890	70	140	660	170
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.83	0.17	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.59	0.41
Final Sat.:	2750	2514	236	2750	2750	1375	1375	2750	1375	1375	2187	563
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.64	0.64	0.05	0.25	0.10	0.26	0.32	0.05	0.10	0.30	0.30
Crit Volume:		875			72			360				415
Crit Moves:		****			****			****				****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.759
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: C

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	50	290	190	200	380	160	120	1070	80	220	620	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	290	190	200	380	160	120	1070	80	220	620	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	290	190	200	380	160	120	1070	80	220	620	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	290	190	200	380	160	120	1070	80	220	620	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	290	190	200	380	160	120	1070	80	220	620	150
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.21	0.79	1.00	1.41	0.59	1.00	2.79	0.21	1.00	1.61	0.39
Final Sat.:	1375	1661	1089	1375	1935	815	1375	3838	287	1375	2214	536
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.17	0.17	0.15	0.20	0.20	0.09	0.28	0.28	0.16	0.28	0.28
Crit Volume:		240			200				383	220		
Crit Moves:		****			****				****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.811
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 150 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:												
Base Vol:	120	850	160	40	520	90	300	1120	70	100	760	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	850	160	40	520	90	300	1120	70	100	760	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	850	160	40	520	90	300	1120	70	100	760	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	850	160	40	520	90	300	1120	70	100	760	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	132	850	160	40	520	90	330	1120	70	110	760	60
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.88	0.12	2.00	2.78	0.22
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2588	162	2750	3823	302
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.12	0.03	0.19	0.07	0.12	0.43	0.43	0.04	0.20	0.20
Crit Volume:		425			40			595			55	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: B

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	10	20	10	210	20	200	360	880	10	10	790	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	20	10	210	20	200	360	880	10	10	790	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	20	10	210	20	200	360	880	10	10	790	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	10	210	20	200	360	880	10	10	790	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	20	10	210	20	200	360	880	10	10	790	270
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.09	0.91	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	130	1295	1425	2818	32	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.15	0.15	0.15	0.25	0.31	0.31	0.01	0.28	0.19
Crit Volume:		20			210			360			395	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.756
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 116 Level Of Service: C

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	40	680	350	110	460	310	540	730	30	380	570	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	680	350	110	460	310	540	730	30	380	570	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	680	350	110	460	310	540	730	30	380	570	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	680	350	110	460	310	540	730	30	380	570	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	680	350	110	460	310	594	730	30	418	570	110
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.92	0.08	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2641	109	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.08	0.17	0.23	0.22	0.28	0.28	0.15	0.21	0.08
Crit Volume:		340			110			380	209			
Crit Moves:		****			****			****	****			

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.549
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!	0	0
Volume Module:												
Base Vol:	0	1240	1330	0	820	10	0	0	0	990	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1240	1330	0	820	10	0	0	0	990	10	10
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1240	0	0	820	10	0	0	0	990	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1240	0	0	820	10	0	0	0	990	10	10
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1240	0	0	820	10	0	0	0	1089	10	10
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.96	0.04	0.00	0.00	0.00	2.94	0.03	0.03
Final Sat.:	0	4275	1425	0	4223	52	0	0	0	4198	39	39
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.26	0.26	0.26
Crit Volume:		413			0				0	370		
Crit Moves:		****			****					****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.900
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 1	0	1	0 2	0 2	2	0 1	1 0	2	0 2 1 0
Volume Module:												
Base Vol:	40	1760	140	60	880	610	590	250	20	130	360	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1760	140	60	880	610	590	250	20	130	360	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1760	140	60	880	610	590	250	20	130	360	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1760	140	60	880	610	590	250	20	130	360	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	1760	140	60	880	671	649	250	20	143	360	220
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.78	0.22	1.00	2.00	2.00	2.00	1.85	0.15	2.00	2.00	1.00
Final Sat.:	1375	3821	304	1375	2750	2750	2750	2546	204	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.46	0.46	0.04	0.32	0.24	0.24	0.10	0.10	0.05	0.13	0.16
Crit Volume:		633			60		325					220
Crit Moves:		****			****		****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.464
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0 1	0	1	0 1	0 1	1	0 3	0 1	1	0 2 1 0
Volume Module:												
Base Vol:	330	30	30	20	90	50	50	800	230	20	940	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	30	30	20	90	50	50	800	230	20	940	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	30	30	20	90	50	50	800	230	20	940	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	30	30	20	90	50	50	800	230	20	940	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	363	30	30	20	90	50	50	800	230	20	940	10
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.50	0.50	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.97	0.03
Final Sat.:	2750	688	688	1375	1375	1375	1375	4125	1375	1375	4082	43
Capacity Analysis Module:												
Vol/Sat:	0.13	0.04	0.04	0.01	0.07	0.04	0.04	0.19	0.17	0.01	0.23	0.23
Crit Volume:	182				90		50					317
Crit Moves:	****				****		****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0	0 0	2	0	2 0	0	0	2 1 1
Volume Module:												
Base Vol:	160	0	330	0	0	0	300	810	0	0	1130	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	0	330	0	0	0	300	810	0	0	1130	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	0	330	0	0	0	300	810	0	0	1130	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	0	330	0	0	0	300	810	0	0	1130	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	176	0	330	0	0	0	330	810	0	0	1130	198
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.23	0.00	0.00	0.00	0.12	0.28	0.00	0.00	0.26	0.14
Crit Volume:			330			0		165			377	
Crit Moves:			****					****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.461
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0 1	0	0	4 0 1	2	0	2 0 0
Volume Module:												
Base Vol:	0	0	0	130	0	410	0	980	250	330	840	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	130	0	410	0	980	250	330	840	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	130	0	410	0	980	250	330	840	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	130	0	410	0	980	250	330	840	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.00
FinalVolume:	0	0	0	143	0	451	0	980	250	363	840	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1425	0	2850	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.16	0.00	0.17	0.18	0.13	0.29	0.00
Crit Volume:		0				226			250	182		
Crit Moves:						****			****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.996
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	0	0	1! 0	0	1	0 0 1
Volume Module:												
Base Vol:	40	540	120	580	310	80	80	160	60	190	80	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	540	120	580	310	80	80	160	60	190	80	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	540	120	580	310	80	80	160	60	190	80	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	540	120	580	310	80	80	160	60	190	80	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	540	120	580	310	80	80	160	60	190	80	280
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	1.55	0.34	1.00	0.84	0.16	0.27	0.53	0.20	0.70	0.30	1.00
Final Sat.:	163	2199	489	1425	1190	235	380	760	285	1003	422	1425
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.41	0.26	0.34	0.21	0.21	0.21	0.19	0.19	0.20
Crit Volume:		350			580			300			190	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.984
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 1	1	0	2 0 1	2	0	3 0 1	2	0	3 0 1
Volume Module:												
Base Vol:	100	1000	140	160	630	120	220	1550	140	320	1470	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	1000	140	160	630	120	220	1550	140	320	1470	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	1000	140	160	630	120	220	1550	140	320	1470	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1000	140	160	630	120	220	1550	140	320	1470	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	100	1000	140	160	630	120	242	1550	140	352	1470	210
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.07	0.36	0.10	0.12	0.23	0.09	0.09	0.38	0.10	0.13	0.36	0.15
Crit Volume:		500			160			517			176	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: C[16.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0 0 1	0	0	0 0 0	0	0	2 0 1	1	0	2 0 0
Volume Module:												
Base Vol:	0	0	300	0	0	0	0	800	180	200	550	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	300	0	0	0	0	800	180	200	550	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	300	0	0	0	0	800	180	200	550	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	300	0	0	0	0	800	180	200	550	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	400	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	980	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	605	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	712	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	605	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	712	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.50	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.28	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	2.7	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	16.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.0	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		16.6			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		C			*			*			*	

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.593
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3 1 0	1	0	2 1 0	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	190	2420	20	80	1420	70	90	110	70	60	70	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	2420	20	80	1420	70	90	110	70	60	70	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	2420	20	80	1420	70	90	110	70	60	70	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	2420	20	80	1420	70	90	110	70	60	70	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	2420	20	80	1420	70	90	110	70	60	70	60
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.97	0.03	1.00	2.86	0.14	1.00	2.00	1.00	1.00	1.08	0.92
Final Sat.:	1425	5653	47	1425	4074	201	1425	2850	1425	1425	1535	1315
Capacity Analysis Module:												
Vol/Sat:	0.13	0.43	0.43	0.06	0.35	0.35	0.06	0.04	0.05	0.04	0.05	0.05
Crit Volume:			610		80			90			65	
Crit Moves:			****		****			****			****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 1.184
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1 1	0	1	0 2	1 0	1	0 3 0 1
Volume Module:												
Base Vol:	190	600	190	170	490	60	210	1580	110	500	1200	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	600	190	170	490	60	210	1580	110	500	1200	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	600	190	170	490	60	210	1580	110	500	1200	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	600	190	170	490	60	210	1580	110	500	1200	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	600	190	170	490	60	210	1580	110	500	1200	110
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.52	0.48	1.00	1.78	0.22	1.00	2.80	0.20	1.00	3.00	1.00
Final Sat.:	1375	2089	661	1375	2450	300	1375	3857	268	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.14	0.29	0.29	0.12	0.20	0.20	0.15	0.41	0.41	0.36	0.29	0.08
Crit Volume:		395			170				563	500		
Crit Moves:		****			****				****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	0	1	0 1	1 0	1	0 1 1 0
Volume Module:												
Base Vol:	230	390	130	30	260	70	110	810	140	100	560	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	390	130	30	260	70	110	810	140	100	560	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	390	130	30	260	70	110	810	140	100	560	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	390	130	30	260	70	110	810	140	100	560	40
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	460	390	130	60	260	70	110	810	140	100	560	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.88	0.85	0.27	0.18	1.46	0.36	1.00	1.71	0.29	1.00	1.87	0.13
Final Sat.:	1327	1275	398	273	2189	538	1500	2558	442	1500	2800	200
Capacity Analysis Module:												
Vol/Sat:	0.17	0.31	0.33	0.11	0.12	0.13	0.07	0.32	0.32	0.07	0.20	0.20
Crit Volume:			490	30					475	100		
Crit Moves:			****	****					****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.567
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	1	0	1 1	1 0	2	0 1
Volume Module:												
Base Vol:	50	480	40	100	310	140	130	770	50	30	430	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	480	40	100	310	140	130	770	50	30	430	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	480	40	100	310	140	130	770	50	30	430	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	480	40	100	310	140	130	770	50	30	430	180
PCE Adj:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	480	40	200	310	140	130	770	50	30	430	180
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	1.68	0.13	0.44	1.13	0.43	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	288	2518	194	667	1687	646	1500	2817	183	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.17	0.19	0.21	0.15	0.18	0.22	0.09	0.27	0.27	0.02	0.14	0.12
Crit Volume:			310	100				410		30		
Crit Moves:			****	****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.685
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 1	0	2	0 2 1	0	1	0 2	0 1	2	0 2 0 1
Volume Module:												
Base Vol:	110	1500	100	160	740	20	20	250	90	100	300	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1500	100	160	740	20	20	250	90	100	300	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1500	100	160	740	20	20	250	90	100	300	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1500	100	160	740	20	20	250	90	100	300	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	121	1500	100	176	740	20	20	250	90	110	300	300
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.81	0.19	2.00	2.92	0.08	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3867	258	2750	4016	109	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.39	0.39	0.06	0.18	0.18	0.01	0.09	0.07	0.04	0.11	0.22
Crit Volume:		533			88			20				300
Crit Moves:		****			****			****				****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.993
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 3	1 0	1	0 3	1 0
Volume Module:												
Base Vol:	180	1290	220	70	390	140	170	1000	460	190	1330	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1290	220	70	390	140	170	1000	460	190	1330	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1290	220	70	390	140	170	1000	460	190	1330	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1290	220	70	390	140	170	1000	460	190	1330	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	1290	220	70	390	140	170	1000	460	190	1330	50
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.86	0.14
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5301	199
Capacity Analysis Module:												
Vol/Sat:	0.13	0.47	0.16	0.05	0.14	0.10	0.12	0.24	0.33	0.14	0.25	0.25
Crit Volume:		645			70				460	190		
Crit Moves:		****			****				****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.690
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	90	1000	90	20	500	110	210	620	100	80	470	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1000	90	20	500	110	210	620	100	80	470	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1000	90	20	500	110	210	620	100	80	470	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1000	90	20	500	110	210	620	100	80	470	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1000	90	20	500	110	210	620	100	80	470	50
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.64	0.36	1.00	1.72	0.28	1.00	1.81	0.19
Final Sat.:	1500	2752	248	1500	2459	541	1500	2583	417	1500	2712	288
Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.36	0.01	0.20	0.20	0.14	0.24	0.24	0.05	0.17	0.17
Crit Volume:			545		20			210			260	
Crit Moves:			****		****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	60	1130	30	20	550	70	250	600	70	20	490	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1130	30	20	550	70	250	600	70	20	490	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1130	30	20	550	70	250	600	70	20	490	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1130	30	20	550	70	250	600	70	20	490	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1130	30	20	550	70	250	600	70	20	490	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	1.77	0.23	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2922	78	1500	2661	339	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.39	0.39	0.01	0.21	0.21	0.17	0.20	0.05	0.01	0.16	0.05
Crit Volume:		580			20			250			245	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.956
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	0	0 2	0 1	1	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	540	1070	0	0	570	500	540	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	1070	0	0	570	500	540	0	50	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	540	1070	0	0	570	500	540	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	540	1070	0	0	570	500	540	0	50	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	540	1070	0	0	570	500	594	0	50	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.84	0.00	0.16	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2629	0	221	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.00	0.00	0.20	0.35	0.23	0.00	0.23	0.00	0.00	0.00
Crit Volume:	540					500	322				0	
Crit Moves:	****					****	****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0 0 2	1	0	0 1 0	1	0	3 0 1	3	0	2 0 1
Volume Module:												
Base Vol:	180	0	1020	0	0	0	0	460	180	1570	1190	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	0	1020	0	0	0	0	460	180	1570	1190	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	180	0	1020	0	0	0	0	460	0	1570	1190	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	0	1020	0	0	0	0	460	0	1570	1190	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	198	0	1122	0	0	0	0	460	0	1727	1190	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.39	0.00	0.00	0.00	0.00	0.11	0.00	0.40	0.42	0.00
Crit Volume:	99				0			153		576		
Crit Moves:	****							****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1 0	1	0	1 1 0	0	0	1! 0	0	0	1! 0 0
Volume Module:												
Base Vol:	60	1100	100	20	630	40	30	100	50	60	140	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1100	100	20	630	40	30	100	50	60	140	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1100	100	20	630	40	30	100	50	60	140	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1100	100	20	630	40	30	100	50	60	140	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1100	100	20	630	40	30	100	50	60	140	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.88	0.12	0.17	0.55	0.28	0.27	0.64	0.09
Final Sat.:	1500	2750	250	1500	2821	179	250	833	417	409	955	136
Capacity Analysis Module:												
Vol/Sat:	0.04	0.40	0.40	0.01	0.22	0.22	0.12	0.12	0.12	0.15	0.15	0.15
Crit Volume:		600			20			30			220	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.724
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1 1	1	0	0 1 1	2	0	3 0 1	2	0	2 1 0
Volume Module:												
Base Vol:	40	20	160	30	10	20	80	1160	20	400	2490	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	20	160	30	10	20	80	1160	20	400	2490	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	20	160	30	10	20	80	1160	20	400	2490	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	20	160	30	10	20	80	1160	20	400	2490	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	20	176	30	10	22	88	1160	20	440	2490	90
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.20	1.80	1.00	0.62	1.38	2.00	3.00	1.00	2.00	2.90	0.10
Final Sat.:	1425	291	2559	1425	891	1959	2850	4275	1425	2850	4126	149
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.02	0.01	0.01	0.03	0.27	0.01	0.15	0.60	0.60
Crit Volume:		98			30			44			860	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1 0	1	0	0 1 0	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	110	230	40	20	260	60	60	560	200	60	650	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	230	40	20	260	60	60	560	200	60	650	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	230	40	20	260	60	60	560	200	60	650	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	230	40	20	260	60	60	560	200	60	650	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	230	40	20	260	60	60	560	200	60	650	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.85	0.15	1.00	0.81	0.19	1.00	1.47	0.53	1.00	1.88	0.12
Final Sat.:	1500	1278	222	1500	1219	281	1500	2211	789	1500	2826	174
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.18	0.01	0.21	0.21	0.04	0.25	0.25	0.04	0.23	0.23
Crit Volume:	110				320				380	60		
Crit Moves:	****				****				****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 0 Average Delay (sec/veh): 32.6
Optimal Cycle: 0 Level Of Service: D

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	10	970	40	20	770	10	10	10	10	80	10	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	970	40	20	770	10	10	10	10	80	10	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	970	40	20	770	10	10	10	10	80	10	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	970	40	20	770	10	10	10	10	80	10	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	970	40	20	770	10	10	10	10	80	10	70
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	1.90	0.08	0.05	1.92	0.03	0.34	0.33	0.33	0.89	0.11	1.00
Final Sat.:	11	1076	45	27	1031	13	147	147	147	352	44	453
Capacity Analysis Module:												
Vol/Sat:	0.91	0.90	0.90	0.75	0.75	0.74	0.07	0.07	0.07	0.23	0.23	0.15
Crit Moves:	****			****				****		****		
Delay/Veh:	42.7	41.8	40.9	25.9	25.7	25.5	11.5	11.5	11.5	13.7	13.7	11.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	41.8	40.9	25.9	25.7	25.5	11.5	11.5	11.5	13.7	13.7	11.4
LOS by Move:	E	E	E	D	D	D	B	B	B	B	B	B
ApproachDel:	41.8			25.7			11.5			12.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	41.8			25.7			11.5			12.7		
LOS by Appr:	E			D			B			B		
AllWayAvgQ:	5.3	5.0	5.0	2.5	2.4	2.4	0.1	0.1	0.1	0.3	0.3	0.2

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.898
Loss Time (sec): 0 Average Delay (sec/veh): 33.1
Optimal Cycle: 0 Level Of Service: D

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	50	1010	0	0	790	80	130	0	70	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1010	0	0	790	80	130	0	70	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1010	0	0	790	80	130	0	70	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1010	0	0	790	80	130	0	70	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1010	0	0	790	80	130	0	70	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.82	0.18	0.65	0.00	0.35	0.00	0.00	0.00
Final Sat.:	516	1125	0	0	993	102	351	0	189	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.90	xxxx	xxxx	0.80	0.79	0.37	xxxx	0.37	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	10.3	41.4	0.0	0.0	29.5	28.5	13.4	0.0	13.4	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	41.4	0.0	0.0	29.5	28.5	13.4	0.0	13.4	0.0	0.0	0.0
LOS by Move:	B	E	*	*	D	D	B	*	B	*	*	*
ApproachDel:	39.9			29.4			13.4			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	39.9			29.4			13.4			xxxxxx		
LOS by Appr:	E			D			B			*		
AllWayAvgQ:	0.1	5.0	0.0	0.0	3.2	3.0	0.6	0.6	0.6	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.847
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	110	890	270	80	620	180	160	760	120	210	880	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	890	270	80	620	180	160	760	120	210	880	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	890	270	80	620	180	160	760	120	210	880	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	890	270	80	620	180	160	760	120	210	880	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	890	270	80	620	180	160	760	120	210	880	80
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.83	0.17
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2521	229
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.20	0.06	0.23	0.13	0.12	0.28	0.09	0.15	0.35	0.35
Crit Volume:		445			80			160			480	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 8.7 Worst Case Level Of Service: F[68.8]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	0	0	1!	0	0	1	0	0	2	0	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	20	0	220	270	800	0	0	900	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	220	270	800	0	0	900	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	220	270	800	0	0	900	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	20	0	220	270	800	0	0	900	110
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1895	2295	505	1010	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	63	39	518	694	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	44	24	518	694	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.46	0.00	0.42	0.39	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	272	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	7.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	68.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			68.8			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Scenario Report

Scenario:	MD
Command:	MD
Volume:	MD
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	in
# 28 SEPULVEDA BOULEVARD & CENTINEL	C	xxxxx	0.794	C	xxxxx	0.794	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	C	xxxxx	0.793	C	xxxxx	0.793	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	C	xxxxx	0.730	C	xxxxx	0.730	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	A	xxxxx	0.502	A	xxxxx	0.502	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	C	xxxxx	0.741	C	xxxxx	0.741	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	A	xxxxx	0.573	A	xxxxx	0.573	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	B	xxxxx	0.634	B	xxxxx	0.634	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	B	xxxxx	0.649	B	xxxxx	0.649	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.491	A	xxxxx	0.491	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	C	xxxxx	0.790	C	xxxxx	0.790	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	B	xxxxx	0.606	B	xxxxx	0.606	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.528	A	xxxxx	0.528	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.460	A	xxxxx	0.460	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	B	xxxxx	0.695	B	xxxxx	0.695	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	D	xxxxx	0.813	D	xxxxx	0.813	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	B	14.7	0.450	B	14.7	0.450	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	B	xxxxx	0.691	B	xxxxx	0.691	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	E	xxxxx	0.948	E	xxxxx	0.948	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	B	xxxxx	0.603	B	xxxxx	0.603	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	A	xxxxx	0.450	A	xxxxx	0.450	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	C	xxxxx	0.789	C	xxxxx	0.789	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	D	xxxxx	0.836	D	xxxxx	0.836	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.680	B	xxxxx	0.680	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	B	xxxxx	0.657	B	xxxxx	0.657	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	B	xxxxx	0.688	B	xxxxx	0.688	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	A	xxxxx	0.485	A	xxxxx	0.485	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	A	xxxxx	0.537	A	xxxxx	0.537	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	A	xxxxx	0.551	A	xxxxx	0.551	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	A	xxxxx	0.517	A	xxxxx	0.517	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	C	15.7	0.611	C	15.7	0.611	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	C	18.6	0.712	C	18.6	0.712	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	C	xxxxx	0.771	C	xxxxx	0.771	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F	355.8	0.986	F	355.8	0.986	+ 0.000 D/V

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.794
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 138 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:												
Base Vol:	480	1240	230	130	850	190	200	470	510	280	420	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	1240	230	130	850	190	200	470	510	280	420	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	1240	230	130	850	190	200	470	510	280	420	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	1240	230	130	850	190	200	470	510	280	420	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	528	1240	230	143	850	190	200	470	561	308	420	270
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.22	0.78
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	1674	1076
Capacity Analysis Module:												
Vol/Sat:	0.19	0.30	0.17	0.05	0.21	0.14	0.15	0.11	0.20	0.11	0.25	0.25
Crit Volume:	264				283		200				345	
Crit Moves:	****				****		****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 75 Critical Vol./Cap.(X): 0.793
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

Street Name:	CENTINELA AVENUE									WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:															
Base Vol:	170	840	90	180	810	100	130	570	200	110	690	140			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	170	840	90	180	810	100	130	570	200	110	690	140			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	170	840	90	180	810	100	130	570	200	110	690	140			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	170	840	90	180	810	100	130	570	200	110	690	140			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	170	840	90	180	810	100	130	570	200	110	690	140			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.81	0.19	1.00	1.78	0.22	1.00	1.48	0.52	1.00	1.66	0.34			
Final Sat.:	1500	2710	290	1500	2670	330	1500	2221	779	1500	2494	506			
Capacity Analysis Module:															
Vol/Sat:	0.11	0.31	0.31	0.12	0.30	0.30	0.09	0.26	0.26	0.07	0.28	0.28			
Crit Volume:			465	180			130				415				
Crit Moves:			****	****			****				****				

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Street Name:	CENTINELA AVENUE									WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:															
Base Vol:	100	910	120	80	860	240	240	520	80	110	520	70			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	100	910	120	80	860	240	240	520	80	110	520	70			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	100	910	120	80	860	240	240	520	80	110	520	70			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	100	910	120	80	860	240	240	520	80	110	520	70			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	100	910	120	80	860	240	240	520	80	110	520	70			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.77	0.23	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	1500	2650	350	1500	3000	1500	1500	3000	1500	1500	3000	1500			
Capacity Analysis Module:															
Vol/Sat:	0.07	0.34	0.34	0.05	0.29	0.16	0.16	0.17	0.05	0.07	0.17	0.05			
Crit Volume:			515	80			240				260				
Crit Moves:			****	****			****				****				

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:															
Base Vol:	70	210	150	40	200	100	80	600	80	110	650	30			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	70	210	150	40	200	100	80	600	80	110	650	30			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	70	210	150	40	200	100	80	600	80	110	650	30			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	70	210	150	40	200	100	80	600	80	110	650	30			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	70	210	150	40	200	100	80	600	80	110	650	30			
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09			
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2629	121			
Capacity Analysis Module:															
Vol/Sat:	0.05	0.15	0.11	0.03	0.15	0.07	0.06	0.22	0.06	0.08	0.25	0.25			
Crit Volume:	70				200		80				340				
Crit Moves:	****				****		****				****				

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 110 Level Of Service: C

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1 1	0	2	0 2	0 1	1	0 2	0 1	1	0 1 1 0
Volume Module:												
Base Vol:	140	670	150	170	730	150	170	540	80	170	560	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	670	150	170	730	150	170	540	80	170	560	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	670	150	170	730	150	170	540	80	170	560	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	670	150	170	730	150	170	540	80	170	560	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	670	150	187	730	150	170	540	80	170	560	130
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.63	0.37	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.62	0.38
Final Sat.:	2750	2247	503	2750	2750	1375	1375	2750	1375	1375	2232	518
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.30	0.07	0.27	0.11	0.12	0.20	0.06	0.12	0.25	0.25
Crit Volume:			410		94			170				345
Crit Moves:			****		****			****				****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.573
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1	1 0	1	0 2	1 0	1	0 1 1 0
Volume Module:												
Base Vol:	50	250	120	140	490	160	70	600	70	190	600	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	250	120	140	490	160	70	600	70	190	600	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	250	120	140	490	160	70	600	70	190	600	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	250	120	140	490	160	70	600	70	190	600	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	250	120	140	490	160	70	600	70	190	600	100
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.35	0.65	1.00	1.51	0.49	1.00	2.69	0.31	1.00	1.71	0.29
Final Sat.:	1375	1858	892	1375	2073	677	1375	3694	431	1375	2357	393
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.13	0.10	0.24	0.24	0.05	0.16	0.16	0.14	0.25	0.25
Crit Volume:	50				325			223			190	
Crit Moves:	****				****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.634
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 0 1	1	0	2 0 1	2	0	1 1 0	2	0	2 1 0
Volume Module:												
Base Vol:	170	770	120	30	620	150	190	620	140	140	580	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	770	120	30	620	150	190	620	140	140	580	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	770	120	30	620	150	190	620	140	140	580	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	770	120	30	620	150	190	620	140	140	580	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	187	770	120	30	620	150	209	620	140	154	580	70
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.63	0.37	2.00	2.68	0.32
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2243	507	2750	3681	444
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.09	0.02	0.23	0.11	0.08	0.28	0.28	0.06	0.16	0.16
Crit Volume:		385			30			380			77	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: B

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0 1	1	0	0 1 0	1	0	1 1 0	1	0	2 0 1
Volume Module:												
Base Vol:	10	20	20	210	40	250	300	740	20	30	650	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	20	20	210	40	250	300	740	20	30	650	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	20	20	210	40	250	300	740	20	30	650	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	20	210	40	250	300	740	20	30	650	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	20	20	210	40	250	300	740	20	30	650	160
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.14	0.86	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	197	1228	1425	2775	75	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.15	0.20	0.20	0.21	0.27	0.27	0.02	0.23	0.11
Crit Volume:	10				290			300			325	
Crit Moves:	****				****			****			****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.616
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	2	0	1
Volume Module:															
Base Vol:	60	430	240	90	420	390	440	680	50	300	600	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	430	240	90	420	390	440	680	50	300	600	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	430	240	90	420	390	440	680	50	300	600	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	430	240	90	420	390	440	680	50	300	600	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	60	430	240	90	420	390	484	680	50	330	600	130
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.86	0.14	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2562	188	2750	2750	1375
Capacity Analysis Module:															
Vol/Sat:	0.04	0.16	0.17	0.07	0.15	0.28	0.18	0.27	0.27	0.12	0.22	0.09
Crit Volume:		215			90			242			300	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!	0	0
Volume Module:															
Base Vol:	0	950	1200	0	860	20	0	0	0	1010	10	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	950	1200	0	860	20	0	0	0	1010	10	30
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	950	0	0	860	20	0	0	0	1010	10	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	950	0	0	860	20	0	0	0	1010	10	30
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	950	0	0	860	20	0	0	0	1111	10	30
Saturation Flow Module:															
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.93	0.07	0.00	0.00	0.00	2.89	0.03	0.08
Final Sat.:	0	4275	1425	0	4178	97	0	0	0	4126	37	111
Capacity Analysis Module:															
Vol/Sat:	0.00	0.22	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.27	0.27	0.27
Crit Volume:		317			0				0		384	
Crit Moves:		****			****						****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 0.790
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 135 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	0	2	1	1	0	2	0	2	1	0
Volume Module:															
Base Vol:	80	1530	140	130	1120	500	380	180	40	200	280	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1530	140	130	1120	500	380	180	40	200	280	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1530	140	130	1120	500	380	180	40	200	280	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1530	140	130	1120	500	380	180	40	200	280	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	80	1530	140	130	1120	550	418	180	40	220	280	190
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.75	0.25	1.00	2.00	2.00	2.00	1.64	0.36	2.00	2.00	1.00
Final Sat.:	1375	3779	346	1375	2750	2750	2750	2250	500	2750	2750	1375
Capacity Analysis Module:															
Vol/Sat:	0.06	0.40	0.40	0.09	0.41	0.20	0.15	0.08	0.08	0.08	0.10	0.14
Crit Volume:		557			130			209				190
Crit Moves:		****			****			****				****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: B

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	0	1	0	1	0	1	0	1	1	0	3	0	1	1	0	2	1	0
Volume Module:															
Base Vol:	740	60	40	10	20	70	110	800	310	60	710	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	740	60	40	10	20	70	110	800	310	60	710	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	740	60	40	10	20	70	110	800	310	60	710	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	740	60	40	10	20	70	110	800	310	60	710	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	814	60	40	10	20	70	110	800	310	60	710	30
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.60	0.40	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.88	0.12
Final Sat.:	2750	825	550	1375	1375	1375	1375	4125	1375	1375	3958	167
Capacity Analysis Module:															
Vol/Sat:	0.30	0.07	0.07	0.01	0.01	0.05	0.08	0.19	0.23	0.04	0.18	0.18
Crit Volume:	407					70	110				247	
Crit Moves:	****					****	****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0 0	0 0	2	0	2 0	0	0 2	1 1
Volume Module:												
Base Vol:	100	0	160	0	0	0	310	1110	0	0	1190	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	160	0	0	0	310	1110	0	0	1190	450
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	0	160	0	0	0	310	1110	0	0	1190	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	160	0	0	0	310	1110	0	0	1190	450
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	110	0	160	0	0	0	341	1110	0	0	1190	495
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.82	1.18
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4026	1674
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.11	0.00	0.00	0.00	0.12	0.39	0.00	0.00	0.30	0.30
Crit Volume:			160		0		171					421
Crit Moves:			****				****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.460
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	1! 0	1	0	4	0	1	2 0	2	0
Volume Module:												
Base Vol:	0	0	0	380	0	270	0	920	220	340	840	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	380	0	270	0	920	220	340	840	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	380	0	270	0	920	220	340	840	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	380	0	270	0	920	220	340	840	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	418	0	297	0	920	220	374	840	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.75	0.01	1.24	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2499	0	1776	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.17	0.00	0.16	0.15	0.13	0.29	0.00
Crit Volume:		0				238		230		187		
Crit Moves:						****		****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 0.695
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: B

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1 0	1 0	0	0	1! 0	0	1	0 0 1
Volume Module:												
Base Vol:	20	330	90	490	230	30	30	20	10	220	30	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	330	90	490	230	30	30	20	10	220	30	480
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	330	90	490	230	30	30	20	10	220	30	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	330	90	490	230	30	30	20	10	220	30	480
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	330	90	490	230	30	30	20	10	220	30	480
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	1.50	0.41	1.00	0.92	0.08	0.50	0.33	0.17	0.88	0.12	1.00
Final Sat.:	130	2138	583	1425	1311	114	713	475	238	1254	171	1425
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.34	0.18	0.26	0.04	0.04	0.04	0.18	0.18	0.34
Crit Volume:		220			490			30			250	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.813
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 122 Level Of Service: D

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0	1	1 0	2 0	1	2	0 3	0	1	2 0 3 0 1
Volume Module:												
Base Vol:	150	750	220	140	640	140	260	1290	130	310	1380	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	750	220	140	640	140	260	1290	130	310	1380	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	750	220	140	640	140	260	1290	130	310	1380	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	750	220	140	640	140	260	1290	130	310	1380	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	150	750	220	140	640	140	286	1290	130	341	1380	140
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.27	0.16	0.10	0.23	0.10	0.10	0.31	0.09	0.12	0.33	0.10
Crit Volume:		375			140			143			460	
Crit Moves:		****			****			****			****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: B[14.7]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 1	0	0	0	0 0	0	0	2	0 1	1	0	2	0 0
Volume Module:																
Base Vol:	0	0	300		0	0	0		0	670	150		310	710	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	300		0	0	0		0	670	150		310	710	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	300		0	0	0		0	670	150		310	710	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	300		0	0	0		0	670	150		310	710	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	6.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	335		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		820	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	667		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		818	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	667		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		818	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	0.45		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.38	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	2.3		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1.8	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	14.7		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		12.1	xxxx	xxxxx	
LOS by Move:	*	*	B		*	*	*		*	*	*		B	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:		14.7				xxxxxx				xxxxxx				xxxxxx		
ApproachLOS:		B				*				*				*		

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD								SAWTELLE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 3	1	0	1	0 2	1	0	1	0 2	0	1	1	0 1	1	0
Volume Module:																
Base Vol:	140	1870	70		120	1530	90		130	120	110		110	200	150	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	140	1870	70		120	1530	90		130	120	110		110	200	150	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	140	1870	70		120	1530	90		130	120	110		110	200	150	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	140	1870	70		120	1530	90		130	120	110		110	200	150	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	140	1870	70		120	1530	90		130	120	110		110	200	150	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.86	0.14		1.00	2.83	0.17		1.00	2.00	1.00		1.00	1.14	0.86	
Final Sat.:	1425	5494	206		1425	4038	238		1425	2850	1425		1425	1629	1221	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.34	0.34		0.08	0.38	0.38		0.09	0.04	0.08		0.08	0.12	0.12	
Crit Volume:	140					540			130						175	
Crit Moves:	****					****			****						****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.948
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD								VENICE BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Prot+Permit				Prot+Permit				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 2	1	0	1	0 3	0	1
Volume Module:																
Base Vol:	250	340	210		140	340	80		100	1310	110		370	1270	110	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	250	340	210		140	340	80		100	1310	110		370	1270	110	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	250	340	210		140	340	80		100	1310	110		370	1270	110	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	250	340	210		140	340	80		100	1310	110		370	1270	110	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	250	340	210		140	340	80		100	1310	110		370	1270	110	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.24	0.76		1.00	1.62	0.38		1.00	2.77	0.23		1.00	3.00	1.00	
Final Sat.:	1375	1700	1050		1375	2226	524		1375	3805	320		1375	4125	1375	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.20	0.20		0.10	0.15	0.15		0.07	0.34	0.34		0.27	0.31	0.08	
Crit Volume:	250						210				473		370			
Crit Moves:	****						****				****		****			

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.603
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Street Name:	SAWTELLE BOULEVARD								WASHINGTON BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	1 0	1	0	0	1 0	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	190	260	100		30	180	110		80	740	120		110	690	40	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	190	260	100		30	180	110		80	740	120		110	690	40	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	190	260	100		30	180	110		80	740	120		110	690	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	190	260	100		30	180	110		80	740	120		110	690	40	
PCE Adj:	1.00	1.00	1.00		2.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	190	260	100		60	180	110		80	740	120		110	690	40	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.69	0.95	0.36		0.21	1.16	0.63		1.00	1.72	0.28		1.00	1.89	0.11	
Final Sat.:	1036	1418	545		310	1747	943		1500	2581	419		1500	2836	164	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.18	0.18		0.10	0.10	0.12		0.05	0.29	0.29		0.07	0.24	0.24	
Crit Volume:	190						175				430		110			
Crit Moves:	****						****				****		****			

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	0	1	0	1	1	0	0	1	0	2	0	1
Volume Module:												
Base Vol:	40	250	50	120	200	190	100	580	90	20	530	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	250	50	120	200	190	100	580	90	20	530	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	250	50	120	200	190	100	580	90	20	530	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	250	50	120	200	190	100	580	90	20	530	120
PCE Adj:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	250	50	120	200	190	100	580	90	20	530	120
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	1.47	0.26	0.47	0.78	0.75	1.00	1.73	0.27	1.00	2.00	1.00
Final Sat.:	400	2205	395	706	1176	1118	1500	2597	403	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.13	0.17	0.17	0.17	0.07	0.22	0.22	0.01	0.18	0.08
Crit Volume:			190	120			100				265	
Crit Moves:			****	****			****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.789
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 135 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	2	0	2	1	0	1	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	440	1320	150	410	810	50	50	280	90	210	350	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	1320	150	410	810	50	50	280	90	210	350	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	1320	150	410	810	50	50	280	90	210	350	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	1320	150	410	810	50	50	280	90	210	350	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	484	1320	150	451	810	50	50	280	90	231	350	320
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.69	0.31	2.00	2.83	0.17	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3704	421	2750	3885	240	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.18	0.36	0.36	0.16	0.21	0.21	0.04	0.10	0.07	0.08	0.13	0.23
Crit Volume:		490		226			50				320	
Crit Moves:		****		****			****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.836
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 139 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	3	1	0	1	0	3	1	0
Volume Module:												
Base Vol:	260	920	370	80	500	140	180	1140	460	150	1330	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	920	370	80	500	140	180	1140	460	150	1330	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	920	370	80	500	140	180	1140	460	150	1330	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	920	370	80	500	140	180	1140	460	150	1330	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	920	370	80	500	140	180	1140	460	150	1330	70
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.80	0.20
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4125	1375	1375	5225	275
Capacity Analysis Module:												
Vol/Sat:	0.19	0.33	0.27	0.06	0.18	0.10	0.13	0.28	0.33	0.11	0.25	0.25
Crit Volume:		460		80					460	150		
Crit Moves:		****		****					****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	120	740	90	50	650	170	180	510	140	100	540	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	740	90	50	650	170	180	510	140	100	540	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	740	90	50	650	170	180	510	140	100	540	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	740	90	50	650	170	180	510	140	100	540	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	740	90	50	650	170	180	510	140	100	540	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	1.59	0.41	1.00	1.57	0.43	1.00	1.74	0.26
Final Sat.:	1500	2675	325	1500	2378	622	1500	2354	646	1500	2613	387
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.28	0.03	0.27	0.27	0.12	0.22	0.22	0.07	0.21	0.21
Crit Volume:	120				410		180					310
Crit Moves:	****				****		****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.657
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	1	0	1	0	2	0	1	
Volume Module:												
Base Vol:	120	840	50	50	680	80	240	380	110	20	490	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	840	50	50	680	80	240	380	110	20	490	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	840	50	50	680	80	240	380	110	20	490	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	840	50	50	680	80	240	380	110	20	490	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	840	50	50	680	80	240	380	110	20	490	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.79	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2831	169	1500	2684	316	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.30	0.03	0.25	0.25	0.16	0.13	0.07	0.01	0.16	0.05
Crit Volume:	120					380	240				245	
Crit Moves:	****					****	****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: B

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1	0
Volume Module:												
Base Vol:	270	870	0	0	740	370	500	0	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	870	0	0	740	370	500	0	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	870	0	0	740	370	500	0	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	870	0	0	740	370	500	0	130	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	870	0	0	740	370	550	0	130	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.62	0.00	0.38	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2305	0	545	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.31	0.00	0.00	0.26	0.26	0.24	0.00	0.24	0.00	0.00	0.00
Crit Volume:	270				370		340				0	
Crit Moves:	****				****		****					

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.485
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0	2	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	230	0	790	0	0	0	0	770	170	680	910	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	0	790	0	0	0	0	770	170	680	910	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	230	0	790	0	0	0	0	770	0	680	910	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	0	790	0	0	0	0	770	0	680	910	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	253	0	869	0	0	0	0	770	0	748	910	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.30	0.00	0.00	0.00	0.00	0.18	0.00	0.17	0.32	0.00
Crit Volume:			435			0			257		0	
Crit Moves:			****						****		****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.537
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	0	1! 0
Volume Module:												
Base Vol:	80	1010	60	30	800	70	20	60	60	70	100	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1010	60	30	800	70	20	60	60	70	100	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1010	60	30	800	70	20	60	60	70	100	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1010	60	30	800	70	20	60	60	70	100	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1010	60	30	800	70	20	60	60	70	100	50
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.84	0.16	0.14	0.43	0.43	0.32	0.45	0.23
Final Sat.:	1500	2832	168	1500	2759	241	214	643	643	477	682	341
Capacity Analysis Module:												
Vol/Sat:	0.05	0.36	0.36	0.02	0.29	0.29	0.09	0.09	0.09	0.15	0.15	0.15
Crit Volume:		535			30			20			220	
Crit Moves:		****			****			****			****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.551
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	0	0 1	1	2	0 3	0 1	2	0 2 1 0
Volume Module:												
Base Vol:	40	20	290	60	20	60	60	1240	60	260	1360	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	20	290	60	20	60	60	1240	60	260	1360	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	20	290	60	20	60	60	1240	60	260	1360	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	20	290	60	20	60	60	1240	60	260	1360	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	40	20	319	60	20	66	66	1240	60	286	1360	30
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.12	1.88	1.00	0.47	1.53	2.00	3.00	1.00	2.00	2.94	0.06
Final Sat.:	1425	168	2682	1425	663	2187	2850	4275	1425	2850	4183	92
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.04	0.03	0.03	0.02	0.29	0.04	0.10	0.33	0.33
Crit Volume:		170			60			413		143		
Crit Moves:		****			****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.517
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0	1	0	1 0	1	1	0 1 1 0
Volume Module:												
Base Vol:	100	170	40	40	190	70	80	560	100	50	600	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	170	40	40	190	70	80	560	100	50	600	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	170	40	40	190	70	80	560	100	50	600	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	170	40	40	190	70	80	560	100	50	600	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	170	40	40	190	70	80	560	100	50	600	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.81	0.19	1.00	0.73	0.27	1.00	1.70	0.30	1.00	1.79	0.21
Final Sat.:	1500	1214	286	1500	1096	404	1500	2545	455	1500	2687	313
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.03	0.17	0.17	0.05	0.22	0.22	0.03	0.22	0.22
Crit Volume:	100					260	80				335	
Crit Moves:	****					****	****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 0 Average Delay (sec/veh): 15.7
Optimal Cycle: 0 Level Of Service: C

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0 1	0	0	0 1	0	1	0 1	0	0	1! 0 0
Volume Module:												
Base Vol:	10	620	60	30	710	10	10	10	10	50	10	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	620	60	30	710	10	10	10	10	50	10	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	620	60	30	710	10	10	10	10	50	10	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	620	60	30	710	10	10	10	10	50	10	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	620	60	30	710	10	10	10	10	50	10	30
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	1.80	0.17	0.08	1.89	0.03	0.34	0.33	0.33	0.83	0.17	1.00
Final Sat.:	18	1103	108	49	1168	17	156	156	156	355	71	490
Capacity Analysis Module:												
Vol/Sat:	0.57	0.56	0.56	0.61	0.61	0.60	0.06	0.06	0.06	0.14	0.14	0.06
Crit Moves:	****			****			****				****	
Delay/Veh:	15.7	15.4	15.0	16.9	16.7	16.5	10.7	10.7	10.7	11.7	11.7	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.7	15.4	15.0	16.9	16.7	16.5	10.7	10.7	10.7	11.7	11.7	9.8
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	A
ApproachDel:		15.4			16.7			10.7			11.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.4			16.7			10.7			11.1	
LOS by Appr:		C			C			B			B	
AllWayAvgQ:	1.2	1.1	1.1	1.4	1.4	1.4	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.712
Loss Time (sec):	0	Average Delay (sec/veh):	18.6
Optimal Cycle:	0	Level Of Service:	C

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 1	1 0	0	0 1!	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	100	630	0	0	700	120	120	0	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	630	0	0	700	120	120	0	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	630	0	0	700	120	120	0	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	630	0	0	700	120	120	0	130	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	630	0	0	700	120	120	0	130	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.71	0.29	0.48	0.00	0.52	0.00	0.00	0.00
Final Sat.:	514	1114	0	0	984	172	269	0	291	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.57	xxxx	xxxx	0.71	0.70	0.45	xxxx	0.45	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	11.2	16.8	0.0	0.0	22.4	21.3	14.0	0.0	14.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.2	16.8	0.0	0.0	22.4	21.3	14.0	0.0	14.0	0.0	0.0	0.0
LOS by Move:	B	C	*	*	C	C	B	*	B	*	*	*
ApproachDel:	16.0			22.2			14.0			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	16.0			22.2			14.0			xxxxxx		
LOS by Appr:	C			C			B			*		
AllWayAvgQ:	0.2	1.2	0.0	0.0	2.2	2.0	0.7	0.7	0.7	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec):	105	Critical Vol./Cap.(X):	0.771
Loss Time (sec):	16	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	124	Level Of Service:	C

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	180	690	220	90	730	220	170	640	120	90	660	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	690	220	90	730	220	170	640	120	90	660	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	690	220	90	730	220	170	640	120	90	660	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	690	220	90	730	220	170	640	120	90	660	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	690	220	90	730	220	170	640	120	90	660	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2630	120
Capacity Analysis Module:												
Vol/Sat:	0.13	0.25	0.16	0.07	0.27	0.16	0.12	0.23	0.09	0.07	0.25	0.25
Crit Volume:	180				365		170				345	
Crit Moves:	****				****		****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - MD PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 36.9 Worst Case Level Of Service: F[355.8]

Street Name:	WALGROVE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0 0	0 0	0	0 1!	0 0	1	0 2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	20	0	270	260	1070	0	0	1220	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	270	260	1070	0	0	1220	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	270	260	1070	0	0	1220	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	20	0	270	260	1070	0	0	1220	80
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2315	2850	650	1300	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	33	17	417	540	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	20	9	417	540	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.99	0.00	0.65	0.48	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.6	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	17.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	177	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	19.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	356	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			355.8			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Scenario Report

Scenario:	PM
Command:	PM
Volume:	PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Base V/ Veh	Base C	Future Del/ LOS	Future V/ Veh	Future C	Change in
# 28 SEPULVEDA BOULEVARD & CENTINEL	E	xxxxx	0.955	E	xxxxx	0.955	+ 0.000 V/C
# 30 CENTINELA AVENUE & WASHINGTON	F	xxxxx	1.090	F	xxxxx	1.090	+ 0.000 V/C
# 31 CENTINELA AVENUE & WASHINGTON	E	xxxxx	0.953	E	xxxxx	0.953	+ 0.000 V/C
# 40 DUQUESNE AVENUE & CULVER BOULE	C	xxxxx	0.731	C	xxxxx	0.731	+ 0.000 V/C
# 43 OVERLAND AVENUE & CULVER BOULE	F	xxxxx	1.016	F	xxxxx	1.016	+ 0.000 V/C
# 44 SAWTELLE BOULEVARD & CULVER BO	E	xxxxx	0.961	E	xxxxx	0.961	+ 0.000 V/C
# 45 SEPULVEDA BOULEVARD & CULVER B	D	xxxxx	0.808	D	xxxxx	0.808	+ 0.000 V/C
# 50 DUQUESNE AVENUE & JEFFERSON BO	D	xxxxx	0.839	D	xxxxx	0.839	+ 0.000 V/C
# 79 OVERLAND AVENUE & JEFFERSON BO	D	xxxxx	0.863	D	xxxxx	0.863	+ 0.000 V/C
# 80 SEPULVEDA BOULEVARD & JEFFERSO	A	xxxxx	0.575	A	xxxxx	0.575	+ 0.000 V/C
# 81 SEPULVEDA BOULEVARD & JEFFERSO	F	xxxxx	1.091	F	xxxxx	1.091	+ 0.000 V/C
# 82 SLAUSON AVENUE & JEFFERSON BOU	A	xxxxx	0.576	A	xxxxx	0.576	+ 0.000 V/C
# 83 NB I-405 RAMPS & JEFFERSON BOU	D	xxxxx	0.886	D	xxxxx	0.886	+ 0.000 V/C
# 84 SB I-405 RAMPS & JEFFERSON BOU	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000 V/C
#118 SAWTELLE BOULEVARD & MATTESON	F	xxxxx	1.151	F	xxxxx	1.151	+ 0.000 V/C
#121 OVERLAND AVENUE & VENICE BOULE	F	xxxxx	1.094	F	xxxxx	1.094	+ 0.000 V/C
#122 PALAWAN WAY & WASHINGTON BOUL	C	17.0	0.517	C	17.0	0.517	+ 0.000 D/V
#126 SEPULVEDA BOULEVARD & SAWTELLE	D	xxxxx	0.826	D	xxxxx	0.826	+ 0.000 V/C
#127 SAWTELLE BOULEVARD & VENICE BO	F	xxxxx	1.058	F	xxxxx	1.058	+ 0.000 V/C
#128 SAWTELLE BOULEVARD & WASHINGTO	D	xxxxx	0.867	D	xxxxx	0.867	+ 0.000 V/C
#129 SAWTELLE BOULEVARD & WASHINGTO	C	xxxxx	0.743	C	xxxxx	0.743	+ 0.000 V/C
#130 SEPULVEDA BOULEVARD & SLAUSON	E	xxxxx	0.974	E	xxxxx	0.974	+ 0.000 V/C
#131 SEPULVEDA BOULEVARD & VENICE B	F	xxxxx	1.140	F	xxxxx	1.140	+ 0.000 V/C
#132 SEPULVEDA BOULEVARD & WASHINGT	C	xxxxx	0.797	C	xxxxx	0.797	+ 0.000 V/C
#133 SEPULVEDA BOULEVARD & WASHINGT	C	xxxxx	0.780	C	xxxxx	0.780	+ 0.000 V/C
#134 SEPULVEDA BOULEVARD & I-405 NO	D	xxxxx	0.882	D	xxxxx	0.882	+ 0.000 V/C
#140 WB SR-90 RAMPS & SLAUSON AVENU	C	xxxxx	0.753	C	xxxxx	0.753	+ 0.000 V/C
#150 SEPULVEDA BOULEVARD & BRADDOCK	B	xxxxx	0.683	B	xxxxx	0.683	+ 0.000 V/C
#151 BUCKINGHAM PARKWAY & SLAUSON A	D	xxxxx	0.888	D	xxxxx	0.888	+ 0.000 V/C
#152 DUQUESNE AVENUE & WASHINGTON B	B	xxxxx	0.663	B	xxxxx	0.663	+ 0.000 V/C
#153 OVERLAND AVENUE & KELMOR STREE	E	49.9	0.967	E	49.9	0.967	+ 0.000 V/C
#154 OVERLAND AVENUE & SAWTELLE BOU	F	50.6	1.024	F	50.6	1.024	+ 0.000 V/C
#155 OVERLAND AVENUE & WASHINGTON B	F	xxxxx	1.069	F	xxxxx	1.069	+ 0.000 V/C
#156 WALGROVE AVENUE & WASHINGTON B	F	952.7	2.210	F	952.7	2.210	+ 0.000 D/V

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 SEPULVEDA BOULEVARD & CENTINELLA AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.955
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						CENTINELLA AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	3	0	2	2	0	1	1	0
Volume Module:												
Base Vol:	500	1510	280	180	1480	210	210	720	830	350	480	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	1510	280	180	1480	210	210	720	830	350	480	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	500	1510	280	180	1480	210	210	720	830	350	480	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	1510	280	180	1480	210	210	720	830	350	480	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
FinalVolume:	550	1510	280	198	1480	210	210	720	913	385	480	190
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	2.00	2.00	1.43	0.57
Final Sat.:	2750	4125	1375	2750	4125	1375	1375	4125	2750	2750	1970	780
Capacity Analysis Module:												
Vol/Sat:	0.20	0.37	0.20	0.07	0.36	0.15	0.15	0.17	0.33	0.14	0.24	0.24
Crit Volume:	275				493		210				335	
Crit Moves:	****				****		****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 CENTINELA AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 75 Critical Vol./Cap.(X): 1.090
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	CENTINELA AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	260	1330	90	130	1460	90	90	710	250	120	700	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	1330	90	130	1460	90	90	710	250	120	700	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	1330	90	130	1460	90	90	710	250	120	700	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	1330	90	130	1460	90	90	710	250	120	700	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	1330	90	130	1460	90	90	710	250	120	700	200
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	1.88	0.12	1.00	1.48	0.52	1.00	1.56	0.44
Final Sat.:	1500	2810	190	1500	2826	174	1500	2219	781	1500	2333	667
Capacity Analysis Module:												
Vol/Sat:	0.17	0.47	0.47	0.09	0.52	0.52	0.06	0.32	0.32	0.08	0.30	0.30
Crit Volume:	260				775			480		120		
Crit Moves:	****				****			****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 CENTINELA AVENUE & WASHINGTON PLACE

Cycle (sec): 95 Critical Vol./Cap.(X): 0.953
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	CENTINELA AVENUE						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 2	0 1	1	0 2	0 1	1	0 2 0 1
Volume Module:												
Base Vol:	90	1400	170	80	1460	180	170	830	110	150	670	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1400	170	80	1460	180	170	830	110	150	670	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1400	170	80	1460	180	170	830	110	150	670	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1400	170	80	1460	180	170	830	110	150	670	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1400	170	80	1460	180	170	830	110	150	670	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2675	325	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.06	0.52	0.52	0.05	0.49	0.12	0.11	0.28	0.07	0.10	0.22	0.05
Crit Volume:			785	80				415		150		
Crit Moves:			****	****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 DUQUESNE AVENUE & CULVER BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: C

Street Name:	DUQUESNE AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0	1	0	1 0	1	0	2 0	1	0	1 1 0
Volume Module:												
Base Vol:	100	260	180	100	290	190	110	1030	100	100	810	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	260	180	100	290	190	110	1030	100	100	810	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	260	180	100	290	190	110	1030	100	100	810	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	260	180	100	290	190	110	1030	100	100	810	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	260	180	100	290	190	110	1030	100	100	810	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.93	0.07
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	2750	1375	1375	2652	98
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.13	0.07	0.21	0.14	0.08	0.37	0.07	0.07	0.31	0.31
Crit Volume:	100				290			515		100		
Crit Moves:	****				****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 OVERLAND AVENUE & CULVER BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.016
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1 1	0	2	0 2	0 1	1	0 2	0 1	1	0 1 1 0
Volume Module:												
Base Vol:	150	840	200	150	1010	350	270	870	130	210	920	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	840	200	150	1010	350	270	870	130	210	920	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	840	200	150	1010	350	270	870	130	210	920	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	840	200	150	1010	350	270	870	130	210	920	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	840	200	165	1010	350	270	870	130	210	920	130
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.62	0.38	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	2750	2221	529	2750	2750	1375	1375	2750	1375	1375	2410	340
Capacity Analysis Module:												
Vol/Sat:	0.06	0.38	0.38	0.06	0.37	0.25	0.20	0.32	0.09	0.15	0.38	0.38
Crit Volume:			520	83			270					525
Crit Moves:			****	****			****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 SAWTELLE BOULEVARD & CULVER BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.961
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SAWTELLE BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1	1	0	2 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	80	400	100	130	790	280	160	900	80	380	910	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	400	100	130	790	280	160	900	80	380	910	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	400	100	130	790	280	160	900	80	380	910	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	400	100	130	790	280	160	900	80	380	910	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	400	100	130	790	280	160	900	80	380	910	190
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.60	0.40	1.00	1.48	0.52	1.00	2.76	0.24	1.00	1.65	0.35
Final Sat.:	1375	2200	550	1375	2030	720	1375	3788	337	1375	2275	475
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.09	0.39	0.39	0.12	0.24	0.24	0.28	0.40	0.40
Crit Volume:	80				535				327	380		
Crit Moves:	****				****				****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 SEPULVEDA BOULEVARD & CULVER BOULEVARD

Cycle (sec): 120 Critical Vol./Cap.(X): 0.808
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 148 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						CULVER BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	1	0
Volume Module:												
Base Vol:	130	930	150	80	870	250	320	650	120	140	1120	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	930	150	80	870	250	320	650	120	140	1120	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	930	150	80	870	250	320	650	120	140	1120	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	930	150	80	870	250	320	650	120	140	1120	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	143	930	150	80	870	250	352	650	120	154	1120	50
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.69	0.31	2.00	2.87	0.13
Final Sat.:	2750	2750	1375	1375	2750	1375	2750	2321	429	2750	3949	176
Capacity Analysis Module:												
Vol/Sat:	0.05	0.34	0.11	0.06	0.32	0.18	0.13	0.28	0.28	0.06	0.28	0.28
Crit Volume:		465		80			176					390
Crit Moves:		****		****			****					****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 DUQUESNE AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.839
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 176 Level Of Service: D

Street Name:	DUQUESNE AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	20	30	20	350	20	410	370	1260	20	10	750	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	30	20	350	20	410	370	1260	20	10	750	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	30	20	350	20	410	370	1260	20	10	750	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	30	20	350	20	410	370	1260	20	10	750	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	30	20	350	20	410	370	1260	20	10	750	160
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.05	0.95	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1425	1425	1425	1425	66	1359	1425	2805	45	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.01	0.25	0.30	0.30	0.26	0.45	0.45	0.01	0.26	0.11
Crit Volume:	20				430		370				375	
Crit Moves:	****				****		****				****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 OVERLAND AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 125 Critical Vol./Cap.(X): 0.863
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	OVERLAND AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0	2	0	2	0	1
Volume Module:												
Base Vol:	60	530	470	160	650	430	530	1000	50	430	540	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	530	470	160	650	430	530	1000	50	430	540	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	530	470	160	650	430	530	1000	50	430	540	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	530	470	160	650	430	530	1000	50	430	540	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	60	530	470	160	650	430	583	1000	50	473	540	100
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.90	0.10	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2619	131	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.34	0.12	0.24	0.31	0.21	0.38	0.38	0.17	0.20	0.07
Crit Volume:		265		160				525	236			
Crit Moves:		****		****				****	****			

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 0.575
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	0	0	2	1	0	0	0	0	0	2	0	1!	0	0
Volume Module:												
Base Vol:	0	1420	1600	0	1240	10	0	0	0	900	20	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1420	1600	0	1240	10	0	0	0	900	20	30
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1420	0	0	1240	10	0	0	0	900	20	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1420	0	0	1240	10	0	0	0	900	20	30
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1420	0	0	1240	10	0	0	0	990	20	30
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.98	0.02	0.00	0.00	0.00	2.85	0.06	0.09
Final Sat.:	0	4275	1425	0	4241	34	0	0	0	4069	82	123
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.24	0.24	0.24
Crit Volume:		473		0				0		347		
Crit Moves:		****		****						****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD/PLAYA STREET

Cycle (sec): 135 Critical Vol./Cap.(X): 1.091
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SEPULVEDA BOULEVARD						JEFFERSON BOULEVARD/PLAYA STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	0	2	1	0
Volume Module:												
Base Vol:	60	2130	200	100	1330	600	660	570	20	280	370	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	2130	200	100	1330	600	660	570	20	280	370	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	2130	200	100	1330	600	660	570	20	280	370	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	2130	200	100	1330	600	660	570	20	280	370	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	60	2130	200	100	1330	660	726	570	20	308	370	260
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.74	0.26	1.00	2.00	2.00	2.00	1.93	0.07	2.00	2.00	1.00
Final Sat.:	1375	3771	354	1375	2750	2750	2750	2657	93	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.56	0.56	0.07	0.48	0.24	0.26	0.21	0.21	0.11	0.13	0.19
Crit Volume:			777			100			363			260
Crit Moves:			****			****			****			****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 SLAUSON AVENUE & JEFFERSON BOULEVARD

Cycle (sec): 130 Critical Vol./Cap.(X): 0.576
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: A

Street Name:	SLAUSON AVENUE						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1	0	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	530	170	40	10	30	60	90	1170	460	50	1000	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	530	170	40	10	30	60	90	1170	460	50	1000	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	530	170	40	10	30	60	90	1170	460	50	1000	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	530	170	40	10	30	60	90	1170	460	50	1000	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	583	170	40	10	30	60	90	1170	460	50	1000	10
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.81	0.19	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.97	0.03
Final Sat.:	2750	1113	262	1375	1375	1375	1375	4125	1375	1375	4084	41
Capacity Analysis Module:												
Vol/Sat:	0.21	0.15	0.15	0.01	0.02	0.04	0.07	0.28	0.33	0.04	0.24	0.24
Crit Volume:	292					60		390		50		
Crit Moves:	****					****		****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 NB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.886
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	NB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1!	0	0	0	0	2	0	2	0	0
Volume Module:												
Base Vol:	310	0	650	0	0	0	240	1100	0	0	1440	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	0	650	0	0	0	240	1100	0	0	1440	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	0	650	0	0	0	240	1100	0	0	1440	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	0	650	0	0	0	240	1100	0	0	1440	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
FinalVolume:	341	0	650	0	0	0	264	1100	0	0	1440	209
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	2850	2850	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.46	0.00	0.00	0.00	0.09	0.39	0.00	0.00	0.34	0.15
Crit Volume:			650			0			132			480
Crit Moves:			****						****			****

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 SB I-405 RAMPS & JEFFERSON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	SB I-405 RAMPS						JEFFERSON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0	1!	0	1	0	0	4
Volume Module:												
Base Vol:	0	0	0	150	0	290	0	1260	330	610	1140	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	150	0	290	0	1260	330	610	1140	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	150	0	290	0	1260	330	610	1140	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	150	0	290	0	1260	330	610	1140	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	165	0	319	0	1260	330	671	1140	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.02	0.01	1.97	0.00	4.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	1457	0	2818	0	5700	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.11	0.00	0.22	0.23	0.24	0.40	0.00
Crit Volume:			0			161			330	336		
Crit Moves:						****			****	****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 SAWTELLE BOULEVARD & MATTESON STREET / SB I-405 RAMPS

Cycle (sec): 75 Critical Vol./Cap.(X): 1.151
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SAWTELLE BOULEVARD						MATTESON STREET / SB I-405 RAMPS					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 1	0	1	0 1	0	0	1! 0	0	1	0 0 1
Volume Module:												
Base Vol:	80	800	110	480	510	120	120	150	60	260	130	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	800	110	480	510	120	120	150	60	260	130	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	800	110	480	510	120	120	150	60	260	130	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	800	110	480	510	120	120	150	60	260	130	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	800	110	480	510	120	120	150	60	260	130	320
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	1.62	0.22	0.86	0.92	0.22	0.36	0.46	0.18	0.67	0.33	1.00
Final Sat.:	230	2303	317	1232	1309	308	518	648	259	950	475	1425
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.39	0.39	0.39	0.23	0.23	0.23	0.27	0.27	0.22
Crit Volume:		495			555			330			260	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 OVERLAND AVENUE & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 1.094
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 1	1	0	2 0 1	2	0	3 0 1	2	0	3 0 1
Volume Module:												
Base Vol:	170	1160	220	220	950	150	280	1550	160	340	1470	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1160	220	220	950	150	280	1550	160	340	1470	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1160	220	220	950	150	280	1550	160	340	1470	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1160	220	220	950	150	280	1550	160	340	1470	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	170	1160	220	220	950	150	308	1550	160	374	1470	110
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.42	0.16	0.16	0.35	0.11	0.11	0.38	0.12	0.14	0.36	0.08
Crit Volume:		580			220			517		187		
Crit Moves:		****			****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #122 PALAWAN WAY & WASHINGTON BOULEVARD

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: C[17.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0 0 1	0	0	0 0 0	0	0	2 0 1	1	0	2 0 0
Volume Module:												
Base Vol:	0	0	310	0	0	0	0	800	240	350	970	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	310	0	0	0	0	800	240	350	970	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	310	0	0	0	0	800	240	350	970	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	310	0	0	0	0	800	240	350	970	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	400	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1040	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	605	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	676	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	605	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	676	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.51	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.52	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	2.9	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	3.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	17.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.9	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	*	*	*	C	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		17.0			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		C			*			*			*	

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Cycle (sec): 85 Critical Vol./Cap.(X): 0.826
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 131 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3 1 0	1	0	2 1 0	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	260	2790	90	140	1820	150	120	170	150	90	170	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	2790	90	140	1820	150	120	170	150	90	170	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	2790	90	140	1820	150	120	170	150	90	170	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	2790	90	140	1820	150	120	170	150	90	170	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	2790	90	140	1820	150	120	170	150	90	170	110
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.88	0.12	1.00	2.77	0.23	1.00	2.00	1.00	1.00	1.21	0.79
Final Sat.:	1425	5522	178	1425	3949	326	1425	2850	1425	1425	1730	1120
Capacity Analysis Module:												
Vol/Sat:	0.18	0.51	0.51	0.10	0.46	0.46	0.08	0.06	0.11	0.06	0.10	0.10
Crit Volume:	260					657	120				140	
Crit Moves:	****					****	****				****	

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 SAWTELLE BOULEVARD & VENICE BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 1.058
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SAWTELLE BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	190	640	310	120	670	130	120	1740	180	220	1530	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	640	310	120	670	130	120	1740	180	220	1530	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	640	310	120	670	130	120	1740	180	220	1530	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	640	310	120	670	130	120	1740	180	220	1530	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	640	310	120	670	130	120	1740	180	220	1530	130
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.35	0.65	1.00	1.68	0.32	1.00	2.72	0.28	1.00	3.00	1.00
Final Sat.:	1375	1853	897	1375	2303	447	1375	3738	387	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.14	0.35	0.35	0.09	0.29	0.29	0.09	0.47	0.47	0.16	0.37	0.09
Crit Volume:			475	120				640		220		
Crit Moves:			****	****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 SAWTELLE BOULEVARD & WASHINGTON BOULEVARD

Cycle (sec): 95 Critical Vol./Cap.(X): 0.867
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 129 Level Of Service: D

Street Name:	SAWTELLE BOULEVARD						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	170	610	60	30	560	100	160	860	150	90	820	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	610	60	30	560	100	160	860	150	90	820	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	610	60	30	560	100	160	860	150	90	820	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	610	60	30	560	100	160	860	150	90	820	50
PCE Adj:	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	680	610	60	120	560	100	160	860	150	90	820	50
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.91	0.09	0.10	1.64	0.26	1.00	1.70	0.30	1.00	1.89	0.11
Final Sat.:	1500	1367	133	150	2465	385	1500	2554	446	1500	2828	172
Capacity Analysis Module:												
Vol/Sat:	0.11	0.45	0.45	0.20	0.23	0.26	0.11	0.34	0.34	0.06	0.29	0.29
Crit Volume:			675	30					505	90		
Crit Moves:			****	****					****	****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 SAWTELLE BOULEVARD & WASHINGTON PLACE

Cycle (sec): 65 Critical Vol./Cap.(X): 0.743
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: C

Street Name:	SAWTELLE BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	40	670	30	100	610	220	80	780	80	30	690	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	670	30	100	610	220	80	780	80	30	690	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	670	30	100	610	220	80	780	80	30	690	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	670	30	100	610	220	80	780	80	30	690	140
PCE Adj:	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	670	30	400	610	220	80	780	80	30	690	140
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.13	1.80	0.07	0.32	1.32	0.36	1.00	1.81	0.19	1.00	2.00	1.00
Final Sat.:	194	2702	105	476	1987	537	1500	2721	279	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.21	0.25	0.29	0.21	0.31	0.41	0.05	0.29	0.29	0.02	0.23	0.09
Crit Volume:	40					615		430		30		
Crit Moves:	****					****		****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 SEPULVEDA BOULEVARD & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.974
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 0	2	0 2	1 0	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	230	1870	120	410	1290	40	70	380	120	270	390	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	1870	120	410	1290	40	70	380	120	270	390	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	1870	120	410	1290	40	70	380	120	270	390	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	1870	120	410	1290	40	70	380	120	270	390	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	253	1870	120	451	1290	40	70	380	120	297	390	380
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.82	0.18	2.00	2.91	0.09	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3876	249	2750	4001	124	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.48	0.48	0.16	0.32	0.32	0.05	0.14	0.09	0.11	0.14	0.28
Crit Volume:		663		226			70					380
Crit Moves:		****		****			****					****

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 SEPULVEDA BOULEVARD & VENICE BOULEVARD

Cycle (sec): 90 Critical Vol./Cap.(X): 1.140
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SEPULVEDA BOULEVARD						VENICE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	330	1700	410	100	850	80	250	1630	320	130	1420	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	1700	410	100	850	80	250	1630	320	130	1420	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	1700	410	100	850	80	250	1630	320	130	1420	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	1700	410	100	850	80	250	1630	320	130	1420	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	330	1700	410	100	850	80	250	1630	320	130	1420	50
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.34	0.66	1.00	3.86	0.14
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	4597	903	1375	5313	187
Capacity Analysis Module:												
Vol/Sat:	0.24	0.62	0.30	0.07	0.31	0.06	0.18	0.35	0.35	0.09	0.27	0.27
Crit Volume:		850			100			250			368	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 85 Critical Vol./Cap.(X): 0.797
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	130	1090	100	50	840	200	130	650	180	130	560	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1090	100	50	840	200	130	650	180	130	560	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1090	100	50	840	200	130	650	180	130	560	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1090	100	50	840	200	130	650	180	130	560	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1090	100	50	840	200	130	650	180	130	560	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.62	0.38	1.00	1.57	0.43	1.00	1.75	0.25
Final Sat.:	1500	2748	252	1500	2423	577	1500	2349	651	1500	2625	375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.40	0.03	0.35	0.35	0.09	0.28	0.28	0.09	0.21	0.21
Crit Volume:	130				520			415			130	
Crit Moves:	****				****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 SEPULVEDA BOULEVARD & WASHINGTON PLACE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.780
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						WASHINGTON PLACE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	2	0
Volume Module:												
Base Vol:	80	1190	40	30	1020	90	190	630	70	30	670	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1190	40	30	1020	90	190	630	70	30	670	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1190	40	30	1020	90	190	630	70	30	670	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1190	40	30	1020	90	190	630	70	30	670	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1190	40	30	1020	90	190	630	70	30	670	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.93	0.07	1.00	1.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2902	98	1500	2757	243	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.41	0.41	0.02	0.37	0.37	0.13	0.21	0.05	0.02	0.22	0.05
Crit Volume:		615			30			190			335	
Crit Moves:		****			****			****			****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 SEPULVEDA BOULEVARD & I-405 NORTH RAMPS

Cycle (sec): 70 Critical Vol./Cap.(X): 0.882
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	I-405 NORTH RAMPS						SEPULVEDA BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	2	0	1	1!	0
Volume Module:												
Base Vol:	130	1330	0	0	1050	210	1030	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1330	0	0	1050	210	1030	0	50	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1330	0	0	1050	210	1030	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1330	0	0	1050	210	1030	0	50	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1330	0	0	1050	210	1133	0	50	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.92	0.00	0.08	0.00	1.00	0.00
Final Sat.:	1425	2850	0	0	2850	1425	2730	0	120	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.47	0.00	0.00	0.37	0.15	0.42	0.00	0.42	0.00	0.00	0.00
Crit Volume:		665			0		592				0	
Crit Moves:		****			****		****					

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 WB SR-90 RAMPS & SLAUSON AVENUE

Cycle (sec): 130 Critical Vol./Cap.(X): 0.753
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 115 Level Of Service: C

Street Name:	WB SR-90 RAMPS						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0	2	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	250	0	1340	0	0	0	0	1010	240	860	1030	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	1340	0	0	0	0	1010	240	860	1030	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	250	0	1340	0	0	0	0	1010	0	860	1030	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	1340	0	0	0	0	1010	0	860	1030	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	275	0	1474	0	0	0	0	1010	0	946	1030	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	1.00	1.00	0.00	1.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2850	0	2850	1425	1425	0	1425	4275	1425	4275	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.52	0.00	0.00	0.00	0.00	0.24	0.00	0.22	0.36	0.00
Crit Volume:			737			0			337		0	
Crit Moves:			****						****		****	

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SEPULVEDA BOULEVARD & BRADDOCK DRIVE

Cycle (sec): 60 Critical Vol./Cap.(X): 0.683
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Street Name:	SEPULVEDA BOULEVARD						BRADDOCK DRIVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	0	1! 0
Volume Module:												
Base Vol:	130	1250	120	50	1050	80	30	110	80	70	170	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1250	120	50	1050	80	30	110	80	70	170	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1250	120	50	1050	80	30	110	80	70	170	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1250	120	50	1050	80	30	110	80	70	170	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1250	120	50	1050	80	30	110	80	70	170	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.82	0.18	1.00	1.86	0.14	0.14	0.50	0.36	0.26	0.63	0.11
Final Sat.:	1500	2737	263	1500	2788	212	205	750	545	389	944	167
Capacity Analysis Module:												
Vol/Sat:	0.09	0.46	0.46	0.03	0.38	0.38	0.15	0.15	0.15	0.18	0.18	0.18
Crit Volume:			685	50				220		70		
Crit Moves:			****	****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 BUCKINGHAM PARKWAY & SLAUSON AVENUE

Cycle (sec): 110 Critical Vol./Cap.(X): 0.888
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	BUCKINGHAM PARKWAY						SLAUSON AVENUE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	1	1	0	0	1	1	0	0
Volume Module:												
Base Vol:	50	20	480	120	30	90	30	2200	70	250	1620	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	20	480	120	30	90	30	2200	70	250	1620	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	20	480	120	30	90	30	2200	70	250	1620	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	20	480	120	30	90	30	2200	70	250	1620	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	50	20	528	120	30	99	33	2200	70	275	1620	30
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	1.93	1.00	0.47	1.53	2.00	3.00	1.00	2.00	2.95	0.05
Final Sat.:	1425	104	2746	1425	663	2187	2850	4275	1425	2850	4197	78
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.08	0.05	0.05	0.01	0.51	0.05	0.10	0.39	0.39
Crit Volume:		274		120				733		138		
Crit Moves:		****		****				****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 DUQUESNE AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 70 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Street Name:	DUQUESNE AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	1	0	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	100	260	30	30	300	80	80	710	160	80	680	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	260	30	30	300	80	80	710	160	80	680	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	260	30	30	300	80	80	710	160	80	680	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	260	30	30	300	80	80	710	160	80	680	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	260	30	30	300	80	80	710	160	80	680	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.90	0.10	1.00	0.79	0.21	1.00	1.63	0.37	1.00	1.81	0.19
Final Sat.:	1500	1345	155	1500	1184	316	1500	2448	552	1500	2720	280
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.19	0.02	0.25	0.25	0.05	0.29	0.29	0.05	0.25	0.25
Crit Volume:	100					380		435		80		
Crit Moves:	****					****		****		****		

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #153 OVERLAND AVENUE & KELMOR STREET / RANCH ROAD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.967
Loss Time (sec): 0 Average Delay (sec/veh): 49.9
Optimal Cycle: 0 Level Of Service: E

Street Name:	OVERLAND AVENUE						KELMOR STREET / RANCH ROAD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	10	950	60	40	990	10	10	10	10	80	10	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	950	60	40	990	10	10	10	10	80	10	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	950	60	40	990	10	10	10	10	80	10	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	950	60	40	990	10	10	10	10	80	10	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	950	60	40	990	10	10	10	10	80	10	40
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	1.86	0.12	0.08	1.90	0.02	0.34	0.33	0.33	0.89	0.11	1.00
Final Sat.:	11	1007	64	41	1028	10	149	149	149	343	43	439
Capacity Analysis Module:												
Vol/Sat:	0.95	0.94	0.94	0.97	0.96	0.96	0.07	0.07	0.07	0.23	0.23	0.09
Crit Moves:	****			****			****			****		
Delay/Veh:	52.1	50.7	49.1	55.8	54.9	54.0	11.5	11.5	11.5	14.5	14.5	11.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	50.7	49.1	55.8	54.9	54.0	11.5	11.5	11.5	14.5	14.5	11.4
LOS by Move:	F	F	E	F	F	F	B	B	B	B	B	B
ApproachDel:	50.6			54.9			11.5			13.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	50.6			54.9			11.5			13.5		
LOS by Appr:	F			F			B			B		
AllWayAvgQ:	6.4	6.0	6.0	6.9	6.7	6.7	0.1	0.1	0.1	0.3	0.3	0.1

Note: Queue reported is the number of cars per lane.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #154 OVERLAND AVENUE & SAWTELLE BOULEVARD

Cycle (sec): 100 Critical Vol./Cap.(X): 1.024
Loss Time (sec): 0 Average Delay (sec/veh): 50.6
Optimal Cycle: 0 Level Of Service: F

Street Name:	OVERLAND AVENUE						SAWTELLE BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 1	1 0	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	90	920	0	0	970	130	130	0	120	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	920	0	0	970	130	130	0	120	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	920	0	0	970	130	130	0	120	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	920	0	0	970	130	130	0	120	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	920	0	0	970	130	130	0	120	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.76	0.24	0.52	0.00	0.48	0.00	0.00	0.00
Final Sat.:	490	1050	0	0	948	129	285	0	263	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.88	xxxx	xxxx	1.02	1.01	0.46	xxxx	0.46	xxxx	xxxx	xxxx
Crit Moves:		****			****				****			
Delay/Veh:	11.7	40.6	0.0	0.0	70.7	66.3	14.9	0.0	14.9	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	40.6	0.0	0.0	70.7	66.3	14.9	0.0	14.9	0.0	0.0	0.0
LOS by Move:	B	E	*	*	F	F	B	*	B	*	*	*
ApproachDel:	38.0			70.2			14.9			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	38.0			70.2			14.9			xxxxxx		
LOS by Appr:	E			F			B			*		
AllWayAvgQ:	0.2	4.5	0.0	0.0	9.5	8.6	0.8	0.8	0.8	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 OVERLAND AVENUE & WASHINGTON BOULEVARD

Cycle (sec): 105 Critical Vol./Cap.(X): 1.069
Loss Time (sec): 16 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	OVERLAND AVENUE						WASHINGTON BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	170	900	340	90	1090	190	190	910	150	300	750	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	900	340	90	1090	190	190	910	150	300	750	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	900	340	90	1090	190	190	910	150	300	750	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	900	340	90	1090	190	190	910	150	300	750	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	900	340	90	1090	190	190	910	150	300	750	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2644	106
Capacity Analysis Module:												
Vol/Sat:	0.12	0.33	0.25	0.07	0.40	0.14	0.14	0.33	0.11	0.22	0.28	0.28
Crit Volume:	170				545			455		300		
Crit Moves:	****				****			****		****		

LAX SPAS
FUTURE (2025) WITH ALTERNATIVE 9 WITH MITIGATION - PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #156 WALGROVE AVENUE & WASHINGTON BOULEVARD

Average Delay (sec/veh): 84.7 Worst Case Level Of Service: F[952.7]

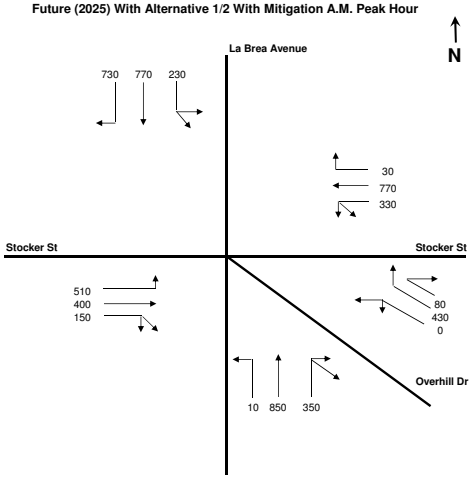
Street Name:	WALGROVE AVENUE									WASHINGTON BOULEVARD								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	T	-	R	L	T	-	R	L	T	-	R	L	T	-	R		
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled					
Rights:	Include				Include				Include				Include					
Lanes:	0	0	0	0	0	0	0	1! 0	0	1	0	2	0	0	0	1	1	0
Volume Module:																		
Base Vol:	0	0	0	20	0	260	320	1210	0	0	1340	100						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	0	0	0	20	0	260	320	1210	0	0	1340	100						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	0	0	0	20	0	260	320	1210	0	0	1340	100						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
FinalVolume:	0	0	0	20	0	260	320	1210	0	0	1340	100						
Critical Gap Module:																		
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Capacity Module:																		
Cnflict Vol:	xxxx	xxxx	xxxxx	2635	3240	720	1440	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Potent Cap.:	xxxx	xxxx	xxxxx	20	10	375	477	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Move Cap.:	xxxx	xxxx	xxxxx	9	3	375	477	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Volume/Cap:	xxxx	xxxx	xxxx	2.21	0.00	0.69	0.67	xxxx	xxxx	xxxx	xxxx	xxxx						
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	4.9	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	26.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
LOS by Move:	*	*	*	*	*	*	D	*	*	*	*	*						
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	96	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	26.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	953	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*						
ApproachDel:	xxxxxx				952.7			xxxxxx			xxxxxx							
ApproachLOS:	*				F			*			*							

Note: Queue reported is the number of cars per lane.

Note: For intersections that are fully or partially located in the City of Los Angeles, the final V/C values presented in “Chapter 4.12.2 Off-Airport Surface Transportation” was calculated based on the initial V/C from this worksheet, plus manual adjustment for ATSAC and/or ATCS credits. Specific V/C credit applied to each City of Los Angeles location can be found in Table 4.12.2-1.

Manual Calculations

Intersection 86
CMA Methodology
Future (2025) With Alternative 1/2 With Mitigation A.M. Peak Hour



1) $\frac{510}{2}$ or $\frac{330}{2}$

= **255**

2) $\frac{770}{2}$ or $\frac{30}{1}$ or $\left\{\frac{400 + 150}{2}\right\}$

= **385**

3) $\frac{770}{2}$ or $\frac{850}{3}$ or $\frac{350}{2}$

= **385**

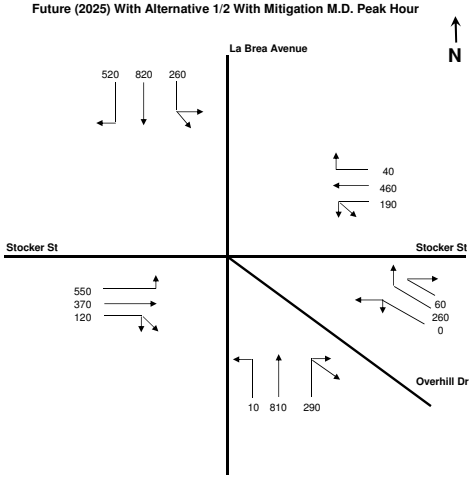
4) $\frac{230}{2}$ or $\left\{\frac{430 + 80}{3}\right\}$

= **170**

Critical Volumes = 255 + 385 + 385 + 170 = 1,195

V/C = $\frac{1,195}{1,375}$ – 0.00 = 0.869 LOS D

Intersection 86
CMA Methodology
Future (2025) With Alternative 1/2 With Mitigation M.D. Peak Hour



1) $\frac{550}{2}$ or $\frac{190}{2}$

= **275**

2) $\frac{460}{2}$ or $\frac{40}{1}$ or $\left\{\frac{370 + 120}{2}\right\}$

= **245**

3) $\frac{820}{2}$ or $\frac{810}{3}$ or $\frac{290}{2}$

= **410**

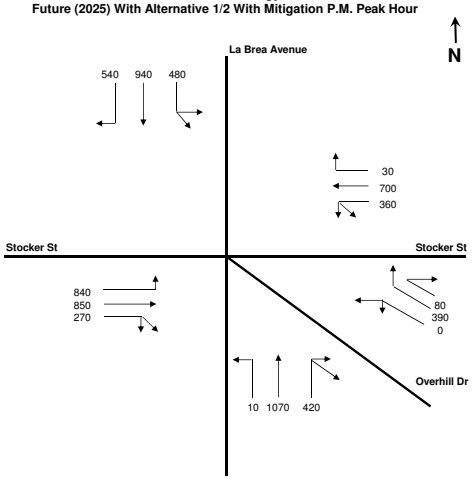
4) $\frac{260}{2}$ or $\left\{\frac{260 + 60}{3}\right\}$

= **130**

Critical Volumes = 275 + 245 + 410 + 130 = 1,060

V/C = $\frac{1,060}{1,375}$ – 0.00 = 0.771 LOS C

Intersection 86
CMA Methodology
Future (2025) With Alternative 1/2 With Mitigation P.M. Peak Hour



1) $\frac{840}{2}$ or $\frac{360}{2}$

= **420**

2) $\frac{700}{2}$ or $\frac{30}{1}$ or $\left\{\frac{850 + 270}{2}\right\}$

= **560**

3) $\frac{940}{2}$ or $\frac{1070}{3}$ or $\frac{420}{2}$

= **470**

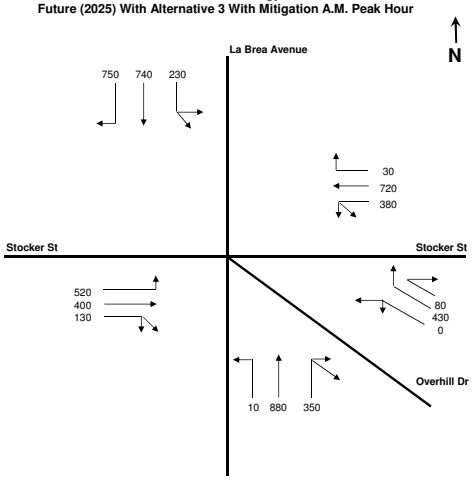
4) $\frac{480}{2}$ or $\left\{\frac{390 + 80}{3}\right\}$

= **240**

Critical Volumes = 420 + 560 + 470 + 240 = 1,690

V/C = $\frac{1,690}{1,375}$ – 0.00 = 1.229 LOS F

Intersection 86
CMA Methodology
Future (2025) With Alternative 3 With Mitigation A.M. Peak Hour



1) $\frac{520}{2}$ or $\frac{380}{2}$

= **260**

2) $\frac{720}{2}$ or $\frac{30}{1}$ or $\left\{\frac{400 + 130}{2}\right\}$

= **360**

3) $\frac{740}{2}$ or $\frac{880}{3}$ or $\frac{350}{2}$

= **370**

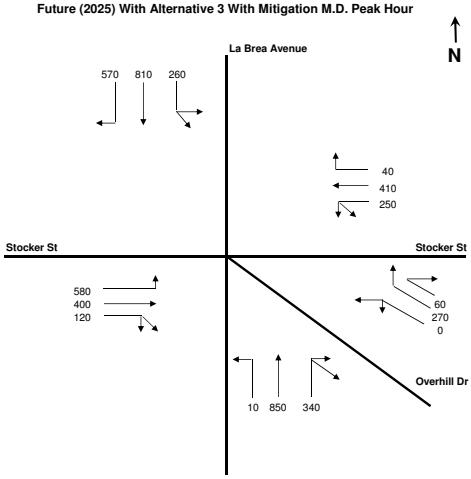
4) $\frac{230}{2}$ or $\left\{\frac{430 + 80}{3}\right\}$

= **170**

Critical Volumes = 260 + 360 + 370 + 170 = 1,160

V/C = $\frac{1,160}{1,375}$ – 0.00 = 0.844 LOS D

Intersection 86
CMA Methodology
Future (2025) With Alternative 3 With Mitigation M.D. Peak Hour



1) $\frac{580}{2}$ or $\frac{250}{2}$

= **290**

2) $\frac{410}{2}$ or $\frac{40}{1}$ or $\frac{400 + 120}{2}$

= **260**

3) $\frac{810}{2}$ or $\frac{850}{3}$ or $\frac{340}{2}$

= **405**

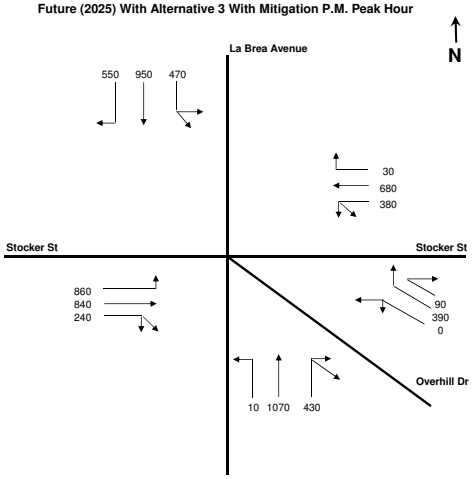
4) $\frac{260}{2}$ or $\frac{270 + 60}{3}$

= **130**

Critical Volumes = 290 + 260 + 405 + 130 = 1,085

V/C = $\frac{1,085}{1,375}$ – 0.00 = 0.789 LOS C

Intersection 86
CMA Methodology
Future (2025) With Alternative 3 With Mitigation P.M. Peak Hour



1) $\frac{860}{2}$ or $\frac{380}{2}$

= **430**

2) $\frac{680}{2}$ or $\frac{30}{1}$ or $\frac{840 + 240}{2}$

= **540**

3) $\frac{950}{2}$ or $\frac{1070}{3}$ or $\frac{430}{2}$

= **475**

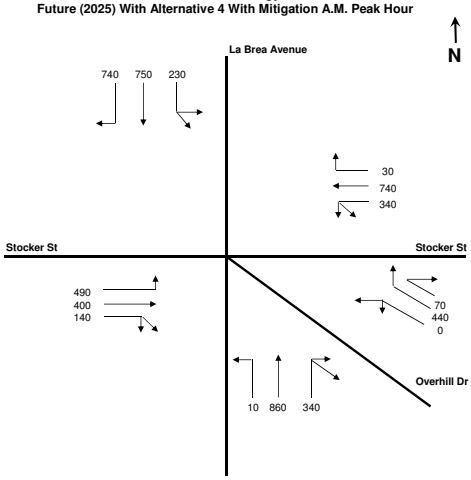
4) $\frac{470}{2}$ or $\frac{390 + 90}{3}$

= **235**

Critical Volumes = 430 + 540 + 475 + 235 = 1,680

V/C = $\frac{1,680}{1,375}$ – 0.00 = 1.222 LOS F

Intersection 86
CMA Methodology
Future (2025) With Alternative 4 With Mitigation A.M. Peak Hour



1) $\frac{490}{2}$ or $\frac{340}{2}$

= **245**

2) $\frac{740}{2}$ or $\frac{30}{1}$ or $\frac{400 + 140}{2}$

= **370**

3) $\frac{750}{2}$ or $\frac{860}{3}$ or $\frac{340}{2}$

= **375**

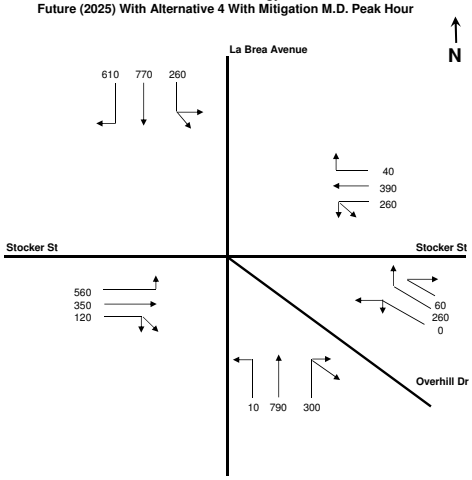
4) $\frac{230}{2}$ or $\frac{440 + 70}{3}$

= **170**

Critical Volumes = 245 + 370 + 375 + 170 = 1,160

V/C = $\frac{1,160}{1,375}$ – 0.00 = 0.844 LOS D

Intersection 86
CMA Methodology
Future (2025) With Alternative 4 With Mitigation M.D. Peak Hour



1) $\frac{560}{2}$ or $\frac{260}{2}$

= **280**

2) $\frac{390}{2}$ or $\frac{40}{1}$ or $\frac{350 + 120}{2}$

= **235**

3) $\frac{770}{2}$ or $\frac{790}{3}$ or $\frac{300}{2}$

= **385**

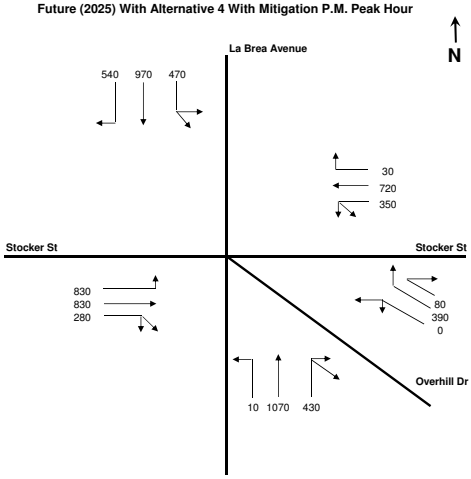
4) $\frac{260}{2}$ or $\frac{260 + 60}{3}$

= **130**

Critical Volumes = 280 + 235 + 385 + 130 = 1,030

V/C = $\frac{1,030}{1,375}$ – 0.00 = 0.749 LOS C

Intersection 86
CMA Methodology
Future (2025) With Alternative 4 With Mitigation P.M. Peak Hour



1) $\frac{830}{2}$ or $\frac{350}{2}$

= **415**

2) $\frac{720}{2}$ or $\frac{30}{1}$ or $\left\{\frac{830 + 280}{2}\right\}$

= **555**

3) $\frac{970}{2}$ or $\frac{1070}{3}$ or $\frac{430}{2}$

= **485**

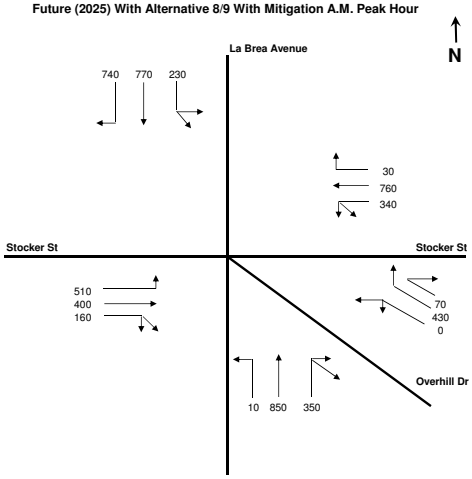
4) $\frac{470}{2}$ or $\left\{\frac{390 + 80}{3}\right\}$

= **235**

Critical Volumes = 415 + 555 + 485 + 235 = 1,690

V/C = $\frac{1,690}{1,375}$ – 0.00 = 1.229 LOS F

Intersection 86
CMA Methodology
Future (2025) With Alternative 8/9 With Mitigation A.M. Peak Hour



1) $\frac{510}{2}$ or $\frac{340}{2}$

= **255**

2) $\frac{760}{2}$ or $\frac{30}{1}$ or $\left\{\frac{400 + 160}{2}\right\}$

= **380**

3) $\frac{770}{2}$ or $\frac{850}{3}$ or $\frac{350}{2}$

= **385**

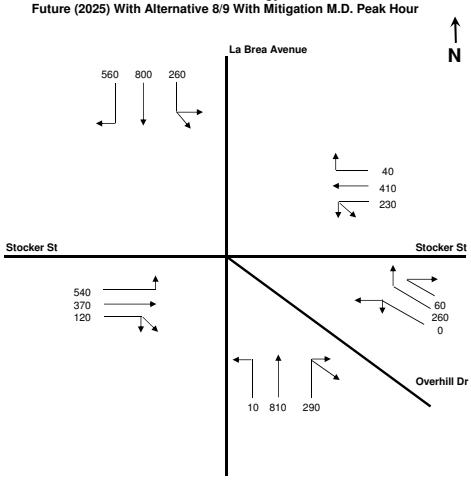
4) $\frac{230}{2}$ or $\left\{\frac{430 + 70}{3}\right\}$

= **167**

Critical Volumes = 255 + 380 + 385 + 167 = 1,187

V/C = $\frac{1,187}{1,375}$ – 0.00 = 0.863 LOS D

Intersection 86
CMA Methodology
Future (2025) With Alternative 8/9 With Mitigation M.D. Peak Hour



1) $\frac{540}{2}$ or $\frac{230}{2}$

= **270**

2) $\frac{410}{2}$ or $\frac{40}{1}$ or $\left\{\frac{370 + 120}{2}\right\}$

= **245**

3) $\frac{800}{2}$ or $\frac{810}{3}$ or $\frac{290}{2}$

= **400**

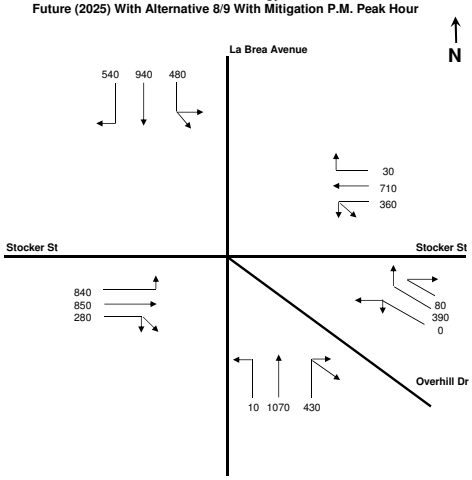
4) $\frac{260}{2}$ or $\left\{\frac{260 + 60}{3}\right\}$

= **130**

Critical Volumes = 270 + 245 + 400 + 130 = 1,045

V/C = $\frac{1,045}{1,375}$ – 0.00 = 0.76 LOS C

Intersection 86
CMA Methodology
Future (2025) With Alternative 8/9 With Mitigation P.M. Peak Hour



1) $\frac{840}{2}$ or $\frac{360}{2}$

= **420**

2) $\frac{710}{2}$ or $\frac{30}{1}$ or $\left\{\frac{850 + 280}{2}\right\}$

= **565**

3) $\frac{940}{2}$ or $\frac{1070}{3}$ or $\frac{430}{2}$

= **470**

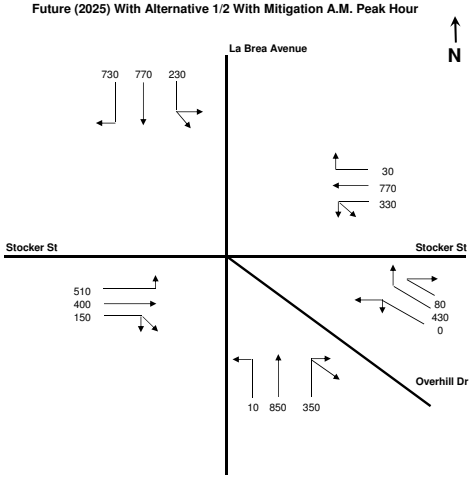
4) $\frac{480}{2}$ or $\left\{\frac{390 + 80}{3}\right\}$

= **240**

Critical Volumes = 420 + 565 + 470 + 240 = 1,695

V/C = $\frac{1,695}{1,375}$ – 0.00 = 1.233 LOS F

Intersection 86
ICU Methodology
Future (2025) With Alternative 1/2 With Mitigation A.M. Peak Hour



1) $\frac{510}{3200}$ or $\frac{330}{3200}$

= **0.159**

2) $\frac{770}{3200}$ or $\frac{30}{1600}$ or $\left\{\frac{400 + 150}{3200}\right\}$

= **0.241**

3) $\frac{770}{3200}$ or $\frac{850}{4800}$ or $\frac{350}{3200}$

= **0.241**

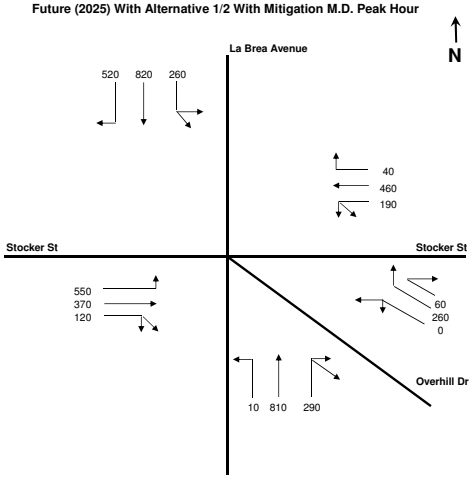
4) $\frac{230}{3200}$ or $\left\{\frac{430 + 80}{4800}\right\}$

= **0.106**

Critical Volumes = 0.159 + 0.241 + 0.241 + 0.106 = 0.747

V/C = 0.747 – 0.00 = 0.747 LOS C

Intersection 86
ICU Methodology
Future (2025) With Alternative 1/2 With Mitigation M.D. Peak Hour



1) $\frac{550}{3200}$ or $\frac{190}{3200}$

= **0.172**

2) $\frac{460}{3200}$ or $\frac{40}{1600}$ or $\left\{\frac{370 + 120}{3200}\right\}$

= **0.153**

3) $\frac{820}{3200}$ or $\frac{810}{4800}$ or $\frac{290}{3200}$

= **0.256**

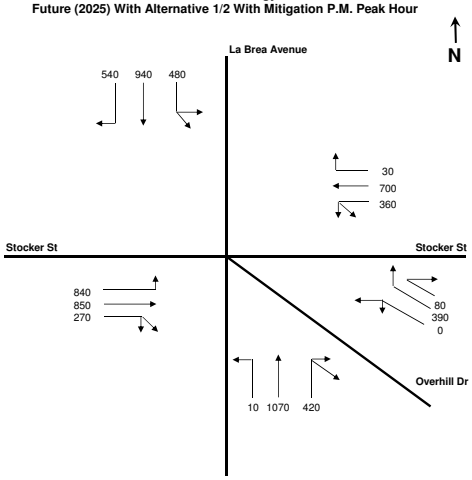
4) $\frac{260}{3200}$ or $\left\{\frac{260 + 60}{4800}\right\}$

= **0.081**

Critical Volumes = 0.172 + 0.153 + 0.256 + 0.081 = 0.662

V/C = 0.662 – 0.00 = 0.662 LOS B

Intersection 86
ICU Methodology
Future (2025) With Alternative 1/2 With Mitigation P.M. Peak Hour



1) $\frac{840}{3200}$ or $\frac{360}{3200}$

= **0.263**

2) $\frac{700}{3200}$ or $\frac{30}{1600}$ or $\left\{\frac{850 + 270}{3200}\right\}$

= **0.35**

3) $\frac{940}{3200}$ or $\frac{1070}{4800}$ or $\frac{420}{3200}$

= **0.294**

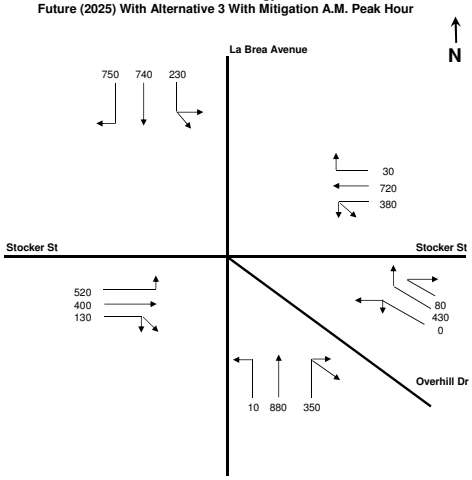
4) $\frac{480}{3200}$ or $\left\{\frac{390 + 80}{4800}\right\}$

= **0.15**

Critical Volumes = 0.263 + 0.35 + 0.294 + 0.15 = 1.057

V/C = 1.057 – 0.00 = 1.057 LOS F

Intersection 86
ICU Methodology
Future (2025) With Alternative 3 With Mitigation A.M. Peak Hour



1) $\frac{520}{3200}$ or $\frac{380}{3200}$

= **0.163**

2) $\frac{720}{3200}$ or $\frac{30}{1600}$ or $\left\{\frac{400 + 130}{3200}\right\}$

= **0.225**

3) $\frac{740}{3200}$ or $\frac{880}{4800}$ or $\frac{350}{3200}$

= **0.231**

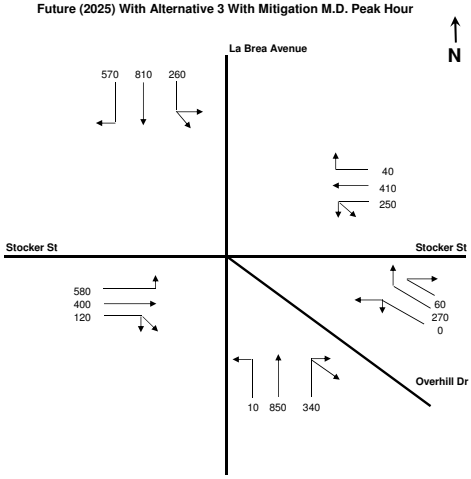
4) $\frac{230}{3200}$ or $\left\{\frac{430 + 80}{4800}\right\}$

= **0.106**

Critical Volumes = 0.163 + 0.225 + 0.231 + 0.106 = 0.725

V/C = 0.725 – 0.00 = 0.725 LOS C

Intersection 86
ICU Methodology
Future (2025) With Alternative 3 With Mitigation M.D. Peak Hour



1) $\frac{580}{3200}$ or $\frac{250}{3200}$

= **0.181**

2) $\frac{410}{3200}$ or $\frac{40}{1600}$ or $\left\{\frac{400 + 120}{3200}\right\}$

= **0.163**

3) $\frac{810}{3200}$ or $\frac{850}{4800}$ or $\frac{340}{3200}$

= **0.253**

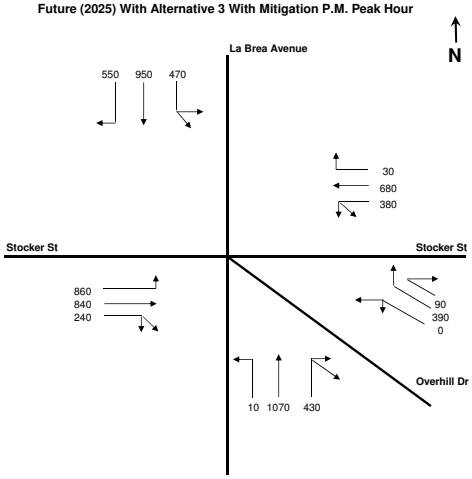
4) $\frac{260}{3200}$ or $\left\{\frac{270 + 60}{4800}\right\}$

= **0.081**

Critical Volumes = 0.181 + 0.163 + 0.253 + 0.081 = 0.678

V/C = 0.678 – 0.00 = 0.678 LOS B

Intersection 86
ICU Methodology
Future (2025) With Alternative 3 With Mitigation P.M. Peak Hour



1) $\frac{860}{3200}$ or $\frac{380}{3200}$

= **0.269**

2) $\frac{680}{3200}$ or $\frac{30}{1600}$ or $\left\{\frac{840 + 240}{3200}\right\}$

= **0.338**

3) $\frac{950}{3200}$ or $\frac{1070}{4800}$ or $\frac{430}{3200}$

= **0.297**

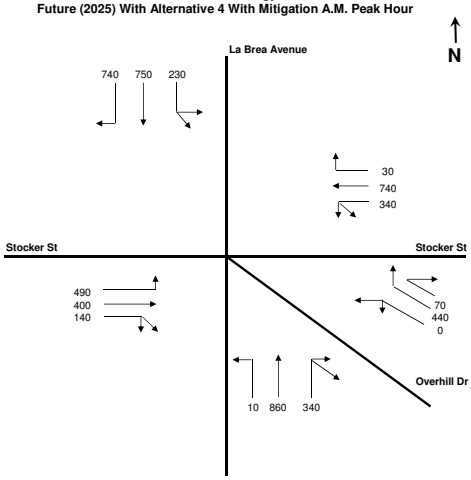
4) $\frac{470}{3200}$ or $\left\{\frac{390 + 90}{4800}\right\}$

= **0.147**

Critical Volumes = 0.269 + 0.338 + 0.297 + 0.147 = 1.051

V/C = 1.051 – 0.00 = 1.051 LOS F

Intersection 86
ICU Methodology
Future (2025) With Alternative 4 With Mitigation A.M. Peak Hour



1) $\frac{490}{3200}$ or $\frac{340}{3200}$

= **0.153**

2) $\frac{740}{3200}$ or $\frac{30}{1600}$ or $\left\{\frac{400 + 140}{3200}\right\}$

= **0.231**

3) $\frac{750}{3200}$ or $\frac{860}{4800}$ or $\frac{340}{3200}$

= **0.234**

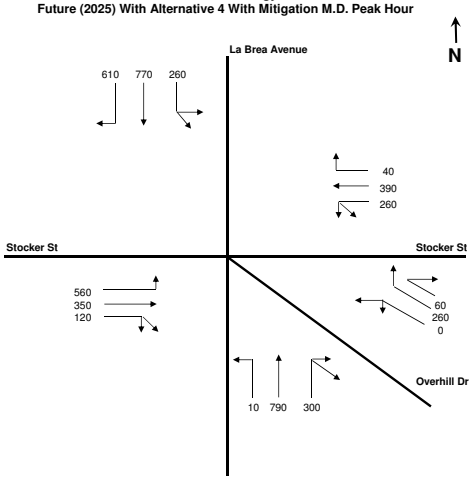
4) $\frac{230}{3200}$ or $\left\{\frac{440 + 70}{4800}\right\}$

= **0.106**

Critical Volumes = 0.153 + 0.231 + 0.234 + 0.106 = 0.724

V/C = 0.724 – 0.00 = 0.724 LOS C

Intersection 86
ICU Methodology
Future (2025) With Alternative 4 With Mitigation M.D. Peak Hour



1) $\frac{560}{3200}$ or $\frac{260}{3200}$

= **0.175**

2) $\frac{390}{3200}$ or $\frac{40}{1600}$ or $\left\{\frac{350 + 120}{3200}\right\}$

= **0.147**

3) $\frac{770}{3200}$ or $\frac{790}{4800}$ or $\frac{300}{3200}$

= **0.241**

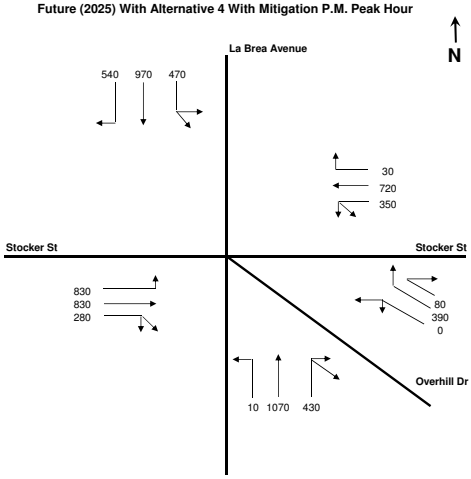
4) $\frac{260}{3200}$ or $\left\{\frac{260 + 60}{4800}\right\}$

= **0.081**

Critical Volumes = 0.175 + 0.147 + 0.241 + 0.081 = 0.644

V/C = 0.644 – 0.00 = 0.644 LOS B

Intersection 86
ICU Methodology
Future (2025) With Alternative 4 With Mitigation P.M. Peak Hour



1) $\frac{830}{3200}$ or $\frac{350}{3200}$

= **0.259**

2) $\frac{720}{3200}$ or $\frac{30}{1600}$ or $\left\{\frac{830 + 280}{3200}\right\}$

= **0.347**

3) $\frac{970}{3200}$ or $\frac{1070}{4800}$ or $\frac{430}{3200}$

= **0.303**

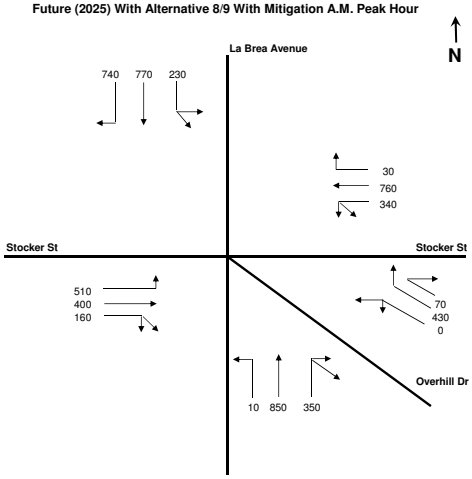
4) $\frac{470}{3200}$ or $\left\{\frac{390 + 80}{4800}\right\}$

= **0.147**

Critical Volumes = 0.259 + 0.347 + 0.303 + 0.147 = 1.056

V/C = 1.056 – 0.00 = 1.056 LOS F

Intersection 86
ICU Methodology
Future (2025) With Alternative 8/9 With Mitigation A.M. Peak Hour



1) $\frac{510}{3200}$ or $\frac{340}{3200}$

= **0.159**

2) $\frac{760}{3200}$ or $\frac{30}{1600}$ or $\left\{\frac{400 + 160}{3200}\right\}$

= **0.238**

3) $\frac{770}{3200}$ or $\frac{850}{4800}$ or $\frac{350}{3200}$

= **0.241**

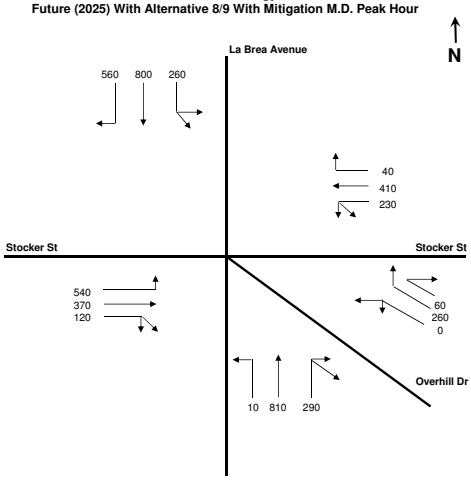
4) $\frac{230}{3200}$ or $\left\{\frac{430 + 70}{4800}\right\}$

= **0.104**

Critical Volumes = 0.159 + 0.238 + 0.241 + 0.104 = 0.742

V/C = 0.742 – 0.00 = 0.742 LOS C

Intersection 86
ICU Methodology
Future (2025) With Alternative 8/9 With Mitigation M.D. Peak Hour



1) $\frac{540}{3200}$ or $\frac{230}{3200}$

= **0.169**

2) $\frac{410}{3200}$ or $\frac{40}{1600}$ or $\left\{\frac{370 + 120}{3200}\right\}$

= **0.153**

3) $\frac{800}{3200}$ or $\frac{810}{4800}$ or $\frac{290}{3200}$

= **0.25**

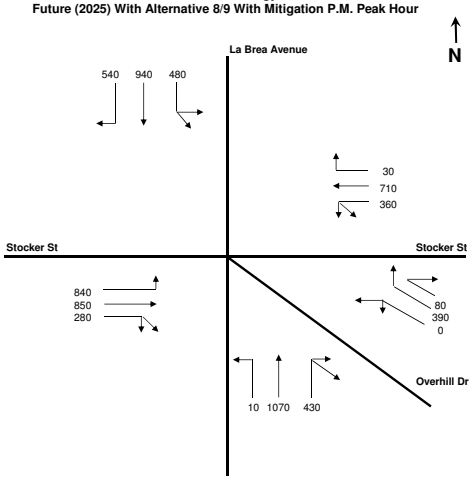
4) $\frac{260}{3200}$ or $\left\{\frac{260 + 60}{4800}\right\}$

= **0.081**

Critical Volumes = 0.169 + 0.153 + 0.25 + 0.081 = 0.653

V/C = 0.653 – 0.00 = 0.653 LOS B

Intersection 86
ICU Methodology
Future (2025) With Alternative 8/9 With Mitigation P.M. Peak Hour



1) $\frac{840}{3200}$ or $\frac{360}{3200}$

= **0.263**

2) $\frac{710}{3200}$ or $\frac{30}{1600}$ or $\left\{\frac{850 + 280}{3200}\right\}$

= **0.353**

3) $\frac{940}{3200}$ or $\frac{1070}{4800}$ or $\frac{430}{3200}$

= **0.294**

4) $\frac{480}{3200}$ or $\left\{\frac{390 + 80}{4800}\right\}$

= **0.15**

Critical Volumes = 0.263 + 0.353 + 0.294 + 0.15 = 1.060

V/C = 1.060 – 0.00 = 1.060 LOS F